## Project Traffic Analysis Report

## Florida Department of Transportation

#### District One

SR 789 (Little Ringling Bridge) Project Development and Environment Study

From Bird Key Drive to Sarasota Harbour West

Sarasota County, Florida

Financial Project ID: 436680-1-22-01 & 436680-1-32-01

ETDM Number: 14384

August 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

# PROFESSIONAL ENGINEER CERTIFICATION PROJECT TRAFFIC ANALYSIS REPORT

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Rummel, Klepper & Kahl, LLP (RK&K), and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

Project: SR 789 (Little Ringling Bridge) PD&E Study from Bird Key Drive to Sarasota

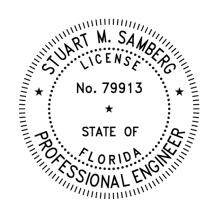
Harbour West

Financial Project ID: 436680-1-22-01 & 436680-1-32-01

**Federal Aid Project Number: TBD** 

ETDM Number: 14384

This Project Traffic Analysis Report contains engineering information that fulfills the purpose and need for the SR 789 (Ringling) Project Development & Environment Study from Bird Key Drive to Sarasota Harbour West in Sarasota County, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.



This item has been digitally signed and sealed by **Stuart Samberg**, **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.

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## 1 EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study to analyze existing conditions and assess potential reconstruction and/or rehabilitation of the SR 789 (John Ringling Causeway) bridges [Structure Numbers 170022 and 170951]. The study corridor extends from Bird Key Drive, mile post (M.P) 1.206, and continues west to the Sarasota Harbour West entrance, mile post 1.947, in the City of Sarasota and Sarasota County.

Future traffic volumes were developed for existing peak season year 2021 and opening and design years 2025 and 2045, respectively, in a *Future Volumes Technical Memorandum*. Because the design for the new bridge is not increasing capacity or changing lane configurations, except for the addition of transit lanes, the same future traffic volumes were developed for the no build and build alternatives. The *Future Volumes Technical Memorandum* was approved by FDOT and can be found in **Appendix A**.

Existing Conditions on the SR 789 corridor show that although the peak season, peak hour volumes are high, the level of service for the SR 789 intersections are at level D or better, suggesting that vehicles on SR 789 are adequately moving through the corridor. Traffic trying to turn onto SR 789 are hindered by the high volumes on SR 789 and safety is a concern for pedestrians and bicycles. The primary traffic direction through the area on SR 789 is northbound (referred to as westbound in this report) in the morning and southbound (referred to as eastbound in this report) in the evening. Pedestrian counts show as many as 200 pedestrians and bicycles during the highest hour. Truck volumes are 4%. The Bay Runner Trolley traverses the study area and has one stop on the westbound side of SR 789 near the Sarasota Harbour East entrance and one stop on the eastbound side of SR 789 near the Plymouth Harbour community entrance.

Future conditions are expected to see a modest increase in vehicular traffic. Operations are not greatly affected by the higher volumes. The Bird Key Drive intersection drops to a level of service E with southbound (eastbound in this report) movements receiving a level of service F.

Planned improvements include dedicated transit lanes on both sides of SR 789 and a transit priority signal at the Bird Key Drive intersection. With 20-30 headways, minimal impacts to traffic delays are expected with the addition of a priority signal and dedicated transit lanes.

Also planned are shared use paths which may increase pedestrian and bicycle traffic along the corridor. Bike lanes along the traffic lanes will provide cyclists with a dedicated travel lane. Intersection improvements at Bird Key Drive should include widened cross walks to match the width of the shared use paths. An update of pedestrian signal timings and signage at the unsignalized intersections have also been recommended in the build condition.

# **2 TRAFFIC ANALYSIS ASSUMPTIONS**

Assumptions are described using FDOT Form 2-29 of the PD&E Manual as shown below.

Traffic forecast for the project was developed using:							
Travel Demand Model	Growth Rates						
Type of Travel Demand Model Used:  ☐ Metropolitan Planning Model ☐ Other Model (specify) ☐ FDOT D1RPM 1.0.6	0.46%						
Is the travel demand model based on the latest adopted Long Range Transportation Plan?							
⊠YES	□NO						
Date when MPO adopted the latest Long Range Transportation Plan	Explain why						
2010 Base Year of Travel Demand Model							
2040 Horizon Year of Travel Demand Model							
Long Range Transportation Plan documentation is available at (provide web address):							
Traffic Data and Factors							
Standard K = 9%	Data Collection Year = 2021						
D Factor = $60\%$ T <sub>Daily</sub> = $4\%$	Opening Year = <u>2025</u> Interim Year = -						
T Daily - 476	Design Year = <u>2045</u>						
Discuss any changes in land use, economics, population and employment data since the model was built.							
None							
Traffic Analysis Assumptions							
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs.  Peak Season Saturday AM peak (11:00 AM- 12:00 PM) and PM peak (3:00 - 4:30 PM) periods are analyzed using Synchro 11 HCM 6th Edition reporting for segments and intersections with SimTraffic 11 for queues.							

# 3 INTRODUCTION

## 3.1 Project Description

This project involves the potential reconstruction and/or rehabilitation of the SR 789 (John Ringling Causeway) bridges [Structure Numbers 170022 and 170951]. The limits of the improvements are from Bird Key Drive to Sarasota Harbour West in the City of Sarasota and Sarasota County (see **Figure 3-1**.) The purpose of the study is to address structural integrity and operational deficiencies. SR 789 is classified as an Urban, Minor Arterial and consists of a fourlane, divided typical section between Bird Key Drive and Sarasota Harbour West, a distance of 0.741 miles. SR 789 serves as the only connection from downtown Sarasota to St. Armands Key and Lido Key. Although SR 789 is designated as a north-south route, within the project limits SR 789 runs in a generally east-west direction.

The existing twin bridges cross the Coon Key Waterway, a navigable waterway without a defined channel. Per the FDOT Design Manual (FDM), a minimum six-foot vertical clearance is required. The existing concrete multi-beam bridges were constructed in 1958. The bridges are spaced 100 feet apart and each bridge is approximately 1,006'-10" long (21 spans of 48 feet each). Each bridge has two twelve-foot travel lanes and a five-foot wide sidewalk on both sides. There are currently no shoulders or designated bicycle facilities across the bridges.

## 3.2 Purpose & Need

The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 bridges [Structure Numbers 170022 and 170951]. The ultimate goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. The project will evaluate twin bridge and single bridge alternatives for the reconstruction/rehabilitation, with consideration of bicycle/pedestrian and transit facilities, of approximately 0.741 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park, Bird Key Park, and the Sarasota Yacht Club). The need for the project is based on the following criteria:

## **BRIDGE DEFICIENCIES: Address Structural Integrity and Operational Deficiencies**

The current concrete multi-beam bridge is the second bridge that has existed at this location, with the original bridge replaced in 1958. Several sections of the deck were replaced on the northbound bridge in 2016 along with other repair-type work throughout the years. The SR 789 bridges, located between downtown Sarasota and St. Armands Key and Lido Key, are more than fifty-years old, the typical expected design life for transportation infrastructure, and are

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operationally deficient, particularly for transit. SR 789, including the bridges, is identified as a constrained roadway by the Sarasota / Manatee Metropolitan Planning Organization (MPO), meaning it does not preclude any type of improvement in the future, but it identifies that the corridor has physical, or policy challenges associated with a widening/capacity project.

Based on a January 2023 FDOT bridge inspection report, the northbound SR 789 bridge received a sufficiency rating of 76.9 and health index rating of 68.0, while the southbound bridge received a sufficiency rating of 77.7 and health index rating of 71.17, as measured on scales of 0-100. "Sufficiency rating" is essentially an overall rating of a bridge's fitness to remain in service and whether it should be repaired or replaced. A bridge with a sufficiency rating of 80 or less is generally eligible for bridge rehabilitation funding. The "health index" is a tool that measures the overall condition of a bridge and typically includes about 10 to 12 different elements that are evaluated by the department. A health index below 85 generally indicates that some repairs are needed, although it doesn't mean the bridge is unsafe. Both bridges do not meet current road design and safety standards. The bridge conditions are as follows:

## Northbound (170022)

Overall Condition: Fair

Deck: Fair

Superstructure: Satisfactory

Substructure: Satisfactory

Deck Geometry Appraisal: Substandard typical section elements

Countermeasures have been installed to mitigate an existing problem with scour.

#### Southbound (170951)

Overall Condition: Good

Deck: Satisfactory

Superstructure: Good

Substructure: Satisfactory

Deck Geometry Appraisal: Substandard typical section elements

Countermeasures have been installed to mitigate an existing problem with scour.

Figure 3-1
Project Location Map



#### **MODAL INTERRELATIONSHIPS**

SR 789 serves as the primary connection between downtown Sarasota and St. Armands Key and Lido Key and is frequently used by bicyclists and pedestrians due to the adjacent parks, beaches and recreational facilities [Bird Key Park, West Multi-Use Recreational Trail (MURT) Bird Key / Coon Key Phase I, John Ringling Trail and Longboat Key Trail Corridor]. While there are five-foot wide sidewalks on both sides of the bridges, there are currently no shoulders or designated bicycle facilities across the bridges. Due to the minimal sidewalk width, there are often conflicts between pedestrians and bicyclists. Overall, the proposed project intends to enhance mobility by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.741 miles of roadway on SR 789.

#### **SAFETY**

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and City of Sarasota, SR 789 plays a critical role in facilitating traffic during emergency evacuation periods as the primary connection between downtown Sarasota and St. Armands Key and Lido Key. The entire project corridor is located in the City of Sarasota's Hurricane Storm Surge Category "A."

The City of Sarasota Climate Adaptation Plan (December 4, 2017) studied and evaluated climate threats to public infrastructure to understand how sea level rise, storm surge, extreme precipitation, and extreme heat might impact the City of Sarasota's transportation network; stormwater management, water supply, and wastewater systems; public lands; and critical buildings. Thirty-four transportation assets were evaluated of which 15 were deemed most vulnerable, including SR 789 [Project ID T15, pg. 31]. When prioritizing transportation vulnerabilities, the SR 789 bridge received a risk score of 64.4 (on a scale of 0-100). The potential reconstruction and/or rehabilitation of SR 789 bridge would make it more resilient to climate vulnerabilities.

## 3.3 Objective

The objective of the Project Traffic Analysis Report (PTAR) is to assess existing operations and analyze anticipated future performance with and without improvements. Improvements will be identified and screened for future travel, safety, and multi-modal objectives. Only viable and feasible alternatives will be carried forward for operational analysis and recommendations.

# 4 TRAFFIC ANALYSIS METHOD

The methodology used for the traffic study is described in detail in the FDOT approved *Forecast* and *Analysis Methodology Report*.

Existing and future year peak season average daily traffic (PSADT) were developed for the study area as described in the approved *Future Volumes Technical Memorandum* available in **Appendix A**. These volumes and their corresponding turning movement volumes were used for operational analysis of the study corridor using Synchro / Simtraffic version 11 micro-simulation software. Results from the analysis are shown as level of service (LOS) for roadway segments and intersections and intersection movements for the study area as well as intersection delay and volume to capacity ratios. A safety analysis was conducted to determine frequent crash types and crash rates, and safety improvement opportunities were identified.

## 4.1 Analysis Periods and Years

Traffic analysis was completed for projected traffic volumes for the following years:

Existing year: 2021Opening year: 2025Design year: 2045

#### 4.2 Traffic Data Sources

#### 4.2.1 FDOT Florida Traffic Information Database

As discussed in the *Forecast and Analysis Methodology Report*, COVID-19 affected the traffic count collection schedule and the resulting traffic counts deviated from the historical trend. The most recent year that fit the trendline was 2018. Therefore, the FDOT's 2018 Florida Traffic Information (FTI) database was used as a data source to extrapolate existing year and to provide:

- Annual Average Daily Traffic (AADT),
- K-Factor (K),
- D-Factor (D),
- Truck Percentages (T)
- Peak Season Factor,
- Weekly Axle Factor, and
- Traffic Counts

FTI reports are available in **Appendix B.** 

SR 789's connection of the mainland to the beach communities meant the evaluation of traffic movements on weekdays and weekends was included. Traffic counts were collected within the

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study area during the month of May, 2021. Three intersections were identified for twelve-hour turning movement counts (TMCs) that were collected twice, once on a weekday and once on a Saturday. One location was identified for 7-day volume and classification counts. **Figure 4-1** shows the location of the traffic counts. All counts are provided in the *Future Volumes Technical Memorandum*.

The twelve-hour turning movement counts were collected at the following three intersections:

- SR 789 at Bird Key Drive (5/1/2021, 5/4/2021)
- SR 789 at Sarasota Harbour East (5/1/2021, 5/4/2021)
- SR 789 at Sarasota Harbour West/Plymouth Harbor (5/1/2021, 5/4/2021)

The 7-day vehicle classification and volume counts were collected at the following location:

West of Bird Key Drive (5/1/2021 – 5/7/2021)

Counts showed that the highest hourly volumes occurred on weekends. FDOT provided additional classification counts from February 2017, which showed similar volume distributions. Details are discussed in the *Future Volumes Technical Memorandum*. Peak season Saturday volumes were used to develop existing and future conditions to obtain a conservative, "worst case scenario", projection for traffic volumes.

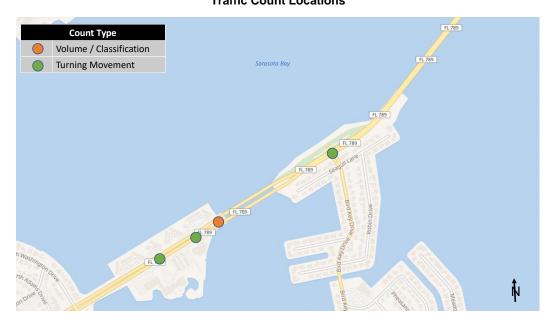


Figure 4-1
Traffic Count Locations

## 4.3 Development of Design Characteristics

Design characteristics: K, D, T, DHT, and peak hour factors were calculated from the traffic counts and compared to other sources to develop recommended characteristics.

#### 4.3.1 Standard K Factor

In accordance with the *FDOT 2019 Project Traffic Forecasting Handbook,* the design hour factor, or standard K-factor, of 9.0% was recommended for SR 789 and all side-streets.

#### 4.3.2 Peak Hour Factor

AM and PM peak hours were determined by conflating 15-minute period collections into hourly totals from the turning movement counts. A review of the collected intersection and bi-directional data showed the Saturday AM peak period was from 11:00 AM to 12:00 PM and the PM peak period was from 3:30 PM to 4:30 PM. A peak hour factor (PHF) of 0.95 was used as recommended in the *FDOT 2021 Traffic Analysis Handbook* for urban arterials; PHF calculated from traffic counts (AM 0.977 and PM 0.988) aligned with this recommendation.

Directionality for cross streets was determined by examining the hourly movement of traffic through the corridor. The highest peak hour percentage of daily volumes of traffic in the study area are westbound in the morning and eastbound in the evening. For the analysis, a westbound direction was used for the AM peak hour and an eastbound direction was used for the PM peak hour.

## 4.3.3 D Factor

The directional distribution (D) factors calculated from the traffic counts are shown in **Table 4-1.** Historical D factors from FTI are shown in **Table 4-2.** Because the Saturday AM D factors in **Table 4-1** are higher than the maximum limit of 60% outlined in the *Forecast and Analysis Methodology Report*, and the aforementioned "worst case scenario" approach is to be applied in this analysis, the recommended D factor is 60%.

Table 4-1
Peak Hour D Factors Calculated from Counts

Directional (D) Factors from Counts	T-	Th	Sat		
Count Location	АМ	PM	AM	PM	
SR 789 west of Bird Key Dr – Volume Count	57.4%	58.1%	57.5%	59.1%	
SR 789 at Bird Key Dr*	59.1%	51.6%	59.6%	51.1%	
SR 789 at Sarasota Harbour East*	60.6%	55.8%	63.8%	52.7%	
SR 789 at Sarasota Harbour West*	60.3%	54.0%	63.8%	52.9%	
Averages	59.4%	54.9%	61.2%	54.0%	
Overall Averages	57	57.1%		57.6%	

<sup>(\*)</sup> From turning movement counts

Table 4-2
Historical D Factors from FTI

FTI Historical Directional (D) Factors	2015	2016	2017	2018	2019
SR 789 east of Bird Key Dr (cosite 170011)	52.3%	52.6%	52.3%	52.3%	52.0%
SR 789 west of Bird Key Dr (cosite 175078)	52.3%	52.6%	52.3%	52.3%	52.0%
SR 789 east of St. Armands Cir (cosite 175026)	52.3%	52.6%	52.3%	52.3%	52.0%
Averages	52.3%	52.6%	52.3%	52.3%	52.0%
Overall FTI Historical Average			52.3%		

#### 4.3.4 *T and DHT*

Vehicle classification counts west of Bird Key Drive for the 7-day count period demonstrated that the volume of trucks classified as bus or single unit 3-axle trucks or larger are highest on weekday mornings at 8:00 AM and then lessen through the day until dropping off after 6:00 PM. Weekend truck volumes are highest mid-day. Truck percentages, however, show that the highest percentage of trucks on SR 789 is before 6:00 AM and then falls throughout the day with weekend percentages showing a second peak percentage mid-day. A summary table of truck factors for the study area is shown in **Table 4-3**. The daily truck percentage calculated from classification counts is 3% and from historical FTI is 4%. Typically, according to the FDOT *Project Traffic Forecasting Handbook*, this percentage would be halved to find a peak hour truck percentage. However, in this case, calculations were performed to obtain a peak season peak hour truck percentage by first determining the weekday peak hours to be 8:00 AM and 3:30 PM from the classification counts. As the average truck percentage from these peak hour time periods were 4.6%, a peak hour truck percentage of 4% was recommended for this study.

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Table 4-3
Truck Factors from Classification Counts and FTI

Average Daily Truck Percentages from Classification Counts	Bus	Single Unit	Single Trailer	Multi- trailer	Bus & Truck
SR 789 west of Bird Key Dr T-Th	0.1%	2.5%	1.0%	0.0%	3.6%
SR 789 west of Bird Key Dr Sat-Sun	0.2%	1.4%	0.6%	0.0%	2.1%
Averages	0.2%	2.0%	0.8%	0.0%	2.9%
FTI Historical Truck Factors	2015	2016	2017	2018	2019
SR 789 east of Bird Key Dr (cosite 170011)	3.8%	5.6%	2.6%	4.7%	4.6%
SR 789 west of Bird Key Dr (cosite 175078)	3.9%	3.9%	3.9%	3.5%	5.0%
SR 789 east of St. Armands Cir (cosite 175026)	4.2%	2.9%	3.0%	3.5%	4.2%
Averages	4.0%	4.1%	3.2%	3.9%	4.6%
Overall FTI Historical Average			4.0%		
Monday - Thursday Peak Hour Bus & Truck P	ercentages fi	om Classifica	ation Counts		AVG Truck %
AM Weekday Peak Hour	7:00 AM	7:15 AM	7:30 AM	7:45 AM	
AM Weekday Peak Hour Truck %	7.4%	6.8%	6.5%	6.1%	6.4%
PM Weekday Peak Hour	3:30 PM	3:45 PM	4:00 PM	4:45 PM	
PM Weekday Peak Hour Truck %	2.8%	2.9%	2.9%	2.8%	2.8%
Overall Average					4.6%

## 4.4 Recommended Design Traffic Characteristics

Final recommended design traffic characteristics are shown in **Table 4-4**.

Table 4-4
Recommended Design Traffic Characteristics

Standard K	9%		
D-Factor	60%		
T <sub>24</sub> and T <sub>Peak</sub> for SR 789	T <sub>24</sub> = 4%, T <sub>Peak</sub> = 4%		
PHF	95%		

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## 5 EXISTING CONDITIONS

## 5.1 Study Area

The study limits begin at Bird Key Drive, mile post (M.P) 1.206, and continue west to the Sarasota Harbour West entrance, mile post 1.947. SR 789 is a four-lane divided roadway with a grass median and a posted speed of 35 miles per hour. The roadway has a functional classification of Urban Minor Arterial. A ten-foot shared use path on the south side of SR 789 is reduced to a five-foot sidewalk across the bridge. Five-foot sidewalks are available on the north side of SR 789 throughout the study area. Bike lanes are present east of the study area on SR 789 east of the Bird Key Drive intersection but are not available in the study area west of Bird Key Drive. The northbound bridge (170022) will be referred to as westbound throughout this report. Likewise, the southbound bridge (170951) will be referred to as eastbound.

Where Bird Key Drive intersects SR 789, Bird Key Drive is the southern leg of the intersection and the entrance to Bird Key Park is the northern leg of the intersection. Bird Key Drive is a two-lane, undivided local roadway. The intersection has pedestrian crossings on the south and east legs of the intersection and bike lanes on the east side of the intersection as shown in **Figure 5-1**.



Figure 5-1
Bird Key Drive Intersection

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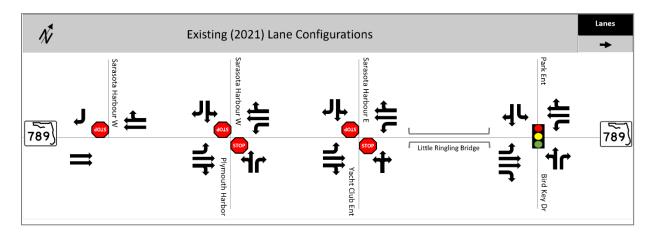
Bird Key Drive is the only signalized intersection in the study area; the rest are two-way stop-controlled intersections for residence and business entrances.

**Figure 5-2** illustrates the existing lane configuration at the intersections that were analyzed for this study. For ease of visualization, SR 789 will be referred to as an E-W roadway in this report even though it is designated as a N-S route.

## Study Area Intersections

- Bird Key Drive (signalized) M.P. 1.206
- Sarasota Harbour East (2-way stop controlled) M.P. 1.702
- Sarasota Harbour West / Plymouth Harbor (2-way stop controlled) M.P. 1.828
- Sarasota Harbour West (stop controlled) M.P. 1.947

Figure 5-2 SR 789 Study Area Intersections Lane Geometries



## 5.2 Existing Traffic Volumes

As outlined in the *Traffic Analysis Methodology Report* and described in detail in the *Future Volumes Technical Memorandum*, to obtain "worst case scenario" volumes, 2021 peak season average daily traffic (PSADT) volumes for the study area were developed from the 2018 FTI AADTs. A peak season factor of 88% was obtained from the average 2018 FTI seasonal factors for Sarasota Beaches. This factor was applied to the 2018 AADTs to obtain 2018 PSADTs. The 2018 PSADTs were extrapolated to 2021 PSADTs by applying the growth rate from the 2010 and 2040 model outputs.

For the cross streets and entrances, 2021 turning movement counts were used to calculate the percentage of total intersection volume for each intersection leg. These intersection leg percentages were used to calculate 2018 cross street PSADTs from the 2018 SR 789 PSADTs. The resulting 2018 volumes were extrapolated to 2021 volumes using the average growth rate from the 2010 and 2040 model outputs. The development of the initial peak season 2021 PSADTs is shown in **Table 5-1**.

## 5.2.1 Existing Turning Movement Volumes

Peak Season Daily Directional Hourly Volumes (DDHVs) and Turning Movement Volumes (TMVs) were calculated from the initial 2021 PSADTs using the recommended K and D factors and the peak hour turning movement percentages calculated from the turning movement counts. Resulting TMVs were balanced and adjusted using the 2021 PSADT east of Bird Key Drive as a control point. Results were compared to the seasonally adjusted raw 2021 counts to confirm that the calculated volumes were similar to the actual volumes.

Balanced PSADTs calculated from the balanced design hour turning movements were compared to the initial forecast PSADTs. The balanced PSADTs furthest from the control point are higher than the initial calculations but are within the expected volumes for this corridor as shown in **Table 5-2**. Therefore, the balanced PSADTS and turn volumes were used for operational analysis. Balanced turn volumes are diagramed in **Figure 5-3**.

As counts were not available for the western entrance to Sarasota Harbour West, turn volumes were estimated from Trip Generation 9<sup>th</sup> Edition tables for Recreational Homes 260. The trips from this category were closer to the actual counts available at similar locations on the corridor than from the Residential Condo/Townhouse 230 category.

Table 5-1
Development of Initial 2021 Peak Season ADTs

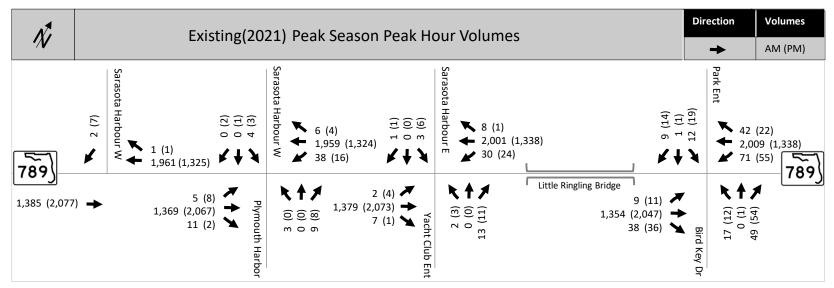
Location	AADT	Seasonal Adjustment Factor	Seasonally Adjusted AADT	Model o	outputs	Growth Rate	Initial PSADT
	2018	2018 FTI	2018	2010	2040	Model	2021
SR 789 W of Sarasota Harbour W	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 W of Sarasota Harbour W / Plymouth Harbor	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 E of Sarasota Harbour W	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 W of Sarasota Harbour E	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 E of Sarasota Harbour E	33,000	0.88	37,599	36,626	42,065	0.46%	38,100
SR 789 W of Bird Key Dr	33,000	0.88	37,599	36,626	42,065	0.46%	38,100
SR 789 E of Bird Key Dr	34,000	0.88	38,738	38,503	44,165	0.46%	39,300
Sarasota Harbour W Ent N of SR 789	108	0.88	123	-	-	0.46%	100
Plymouth Harbor Ent S of SR 789	217	0.88	247	-	-	0.46%	200
Sarasota Harbour E N of SR 789	68	0.88	77	-	-	0.46%	100
Sarasota Yacht Club Ent S of SR 789	290	0.88	331	-	-	0.46%	300
Bird Key Dr N of SR 789	416	0.88	475	-	-	0.46%	500
Bird Key Dr S of SR 789	1,151	0.88	1,311	-	-	0.46%	1,300

Table 5-2
Initial 2021 Peak Season Average Daily Traffic Compared to Balanced Peak Season ADTs

Location	Initial	Balanced	Difference	% Diff
Location	2021 ADT	2021 ADT	Difference	70 <b>D</b> III
SR 789 west of Sarasota Harbour West	34,700	38,500	3,800	10%
SR 789 west of Sarasota Harbour / Plymouth Harbor	34,700	38,500	3,800	10%
SR 789 west of Sarasota Harbour East	34,700	38,600	3,900	11%
SR 789 west of Bird Key Dr	38,100	38,900	800	2%
SR 789 east of Bird Key Dr*	39,300	39,300	0	0%
Sarasota Harbour West north of SR 789	100	100	0	0%
Plymouth Harbor south of SR 789	200	200	0	0%
Sarasota Harbour East north of SR 789	100	100	0	0%
Sarasota Yacht Club south of SR 789	300	400	100	29%
Bird Key Dr north of SR 789	500	600	100	18%
Bird Key Dr south of SR 789	1,300	1,900	600	38%

<sup>(\*)</sup> control point for balancing

Figure 5-3
Balanced Existing (2021) Peak Hour Volumes



## 5.2.2 Existing Pedestrian and Bicycle Volumes

Intersection turning movement counts showed high volumes of pedestrian and bicycle traffic on the sidewalks along the corridor and crossing SR 798 at Bird Key Drive. Counts were taken on a clear Saturday in May to be representative of peak season expectations. Highest hour volumes at the study intersections show 160 to 200 non-motorized users in the crosswalks. Daily pedestrian and bicycle volumes were near 1,000 with a small percentage (less than 5%) being children. No disabled persons were noted in the counts. A summary of daily totals and highest hour totals for each counted intersection are provided in **Table 5-3**.

Table 5-3 SR 789 Pedestrian and Bicycle Count Summary

Table 5-3 SR 789 Pedestrian and Bicycle Count Summary								
Bird Key Drive								
Location		Daily Total	Highest Hour	Highest Hour Total				
crossing north leg	ped	23	7:00 AM	6				
(Park Entrance)	bike	125	9:00 AM	22				
crossing east leg	ped	242	9:00 AM	80				
(SR 789)	bike	19	10:00 AM	6				
crossing south leg	ped	278	9:00 AM	58				
(Bird Key Dr)	bike	182	9:00 AM	27				
crossing west leg	ped	3	-	1				
(SR 789)	bike	6	-	1				
Intersection	Total	878		201				
	Saras	ota Harbour	E					
Location		Daily Total	Highest Hour	Highest Hour Total				
crossing north leg	ped	237	7:00 AM	61				
(Sarasota Harbour E Entrance)	bike	203	9:00 AM	24				
crossing east leg	ped	4	8:00 AM	3				
(SR 789)	bike	1	4:00 PM	1				
crossing south leg	ped	277	9:00 AM	47				
(Sarasota Yacht Club Entrance)	bike	205	2:00 PM	27				
crossing west leg	ped	7	-	2				
(SR 789)	bike	1	9:00 AM	1				
Intersection	Total	935		166				
	Saras	ota Harbour	W					
Location		Daily Total	Highest Hour	Highest Hour Total				
crossing north leg	ped	234	7:00 AM	58				
(Sarasota Harbour W Entrance)	bike	194	9:00 AM	27				
crossing east leg	ped	10	9:00 AM	5				
(SR 789)	bike	9	9:00 AM	5				
crossing south leg	ped	270	9:00 AM	37				
(Plymouth Harbor Entrance)	bike	189	9:00 AM	29				
crossing west leg	ped	3	-	1				
(SR 789)	bike	3	9:00 AM	2				
Intersection	Total	912		164				

# **6 EXISTING CONDITIONS OPERATIONAL ANALYSIS**

Traffic operations for roadways are measured in terms of Level of Service (LOS) by comparing the vehicular demands with the available roadway capacity. LOS is a qualitative measure of the traffic operations. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Existing roadway configurations were modeled with existing signal timings using Trafficware's Synchro software package where segment and intersection analyses were performed using the Synchro "HCM 6th Edition Reports" functions, Arterial Analysis Report functions, and SimTraffic Queue Report function. Existing signal timings are included in **Appendix A** and Synchro output reports are available in **Appendix B**.

## 6.1 Existing Segment Operational Analysis

Sychro HCM 6<sup>th</sup> Arterial Analysis reports show that SR 789 segments are operating at LOS B or better on both approaches to Bird Key Drive. Results are shown in **Table 6-1**.

Existing Arterial Analysis Results for SR 789									
		Existi	ng AM		Existing PM				
Direction	Cross Street	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS
EB	Bird Key Drive	11.6	105.7	31	А	23.0	117.1	28	В
WB	Bird Key Drive	8.0	47.8	25	В	4.3	44.1	27	В

**Table 6-1 Existing Segment Operational Analysis Results** 

## 6.2 Existing Intersection LOS Analysis

Intersection capacity analyses were conducted to assess the existing LOS at the intersections in the study area using the existing balanced volumes. The intersection analysis was conducted using Synchro's HCM 6th LOS calculations. For signalized intersections, the analysis considers the operation of each lane or group entering the intersection and the LOS designation is for the overall conditions at the intersection.

For unsignalized intersections, the analysis provides a LOS for the minor street. The lane configurations used in the Existing Conditions Analysis were verified with Google Map aerials and Google Street Views. Existing speed limits for SR 789 were set to 35 mph and all other streets were set to 25 mph.

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**Table 6-2** shows the results of the existing intersection analysis. The only movements receiving LOS F were left turn movements onto SR 789 from stop-controlled side streets and the eastbound through movement at Bird Key Drive. All other movements received LOS D or better.

**Table 6-2 Existing Intersection Analysis Results** 

				Existing	g AM			Existing	g PM	
Location	Direction	Movement	Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)	Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)
SR 789 & Sarasota Harbour West (unsignalized)	SB	R	21.1	0.01	С	-	14.7	0.02	В	-
		L	20.8	0.02	С	16	13.6	0.02	В	48
	EB	Т								
SR 789 &		TR								
Plymouth		L	14.4	0.10	В	8	22.9	0.08	С	301
Harbor /	WB	Т								
Sarasota		TR								
Harbour West	NB	LT	16.2	0.03	С	14	24.9	0.05	С	302
(unsignalized)	IND	R				62				68
	SB	LT	1213.0	0.84	F	27	978.3	0.70	F	21
	36	R	0.0	-	Α	-	16.0	0.01	С	-
		L	21.4	0.01	С	10	13.7	0.01	В	32
	EB	Т								
SR 789 &		TR								
Yacht Club /		L	14.5	0.08	В	5	24.2	0.12	С	385
Sarasota	WB	Т								
Harbour East		TR				50				391
(unsignalized)	NB	LTR	81.9	0.26	F	6	351.5	0.70	F	61
	6.5	LT	1102.0	0.63	F		699.6	0.70	F	
	SB	R	24.5	0.01	С	49	16.3	0.00	С	20
		L	45.3	0.10	D	42	18.9	0.06	В	61
	EB	Т	21.2	0.77	С	359	103.6	1.16	F	2783
		R	11.5	0.05	В	129	11.3	0.05	В	217
SR 789 & Bird Key Drive (signalized)		L	17.1	0.34	В	296	25.3	0.40	С	84
	WB	Т	31.7	0.94	С	1153	12.4	0.63	В	266
		TR	32.8	0.95	С	1139	12.4	0.63	В	273
	NID	LT	30.1	0.05	С	35	29.8	0.04	С	56
	NB	R	30.6	0.16	С	55	30.6	0.18	С	68
	CD	L	30.9	0.04	С	41	30.8	0.06	С	46
	SB	TR	29.4	0.03	С	31	29.4	0.05	С	40
	Overall		27.6	-	С		64.8	-	Е	

## 6.3 Existing Pedestrian and Bicycle Analysis

The pedestrian and bicycle analysis was conducted using Synchro's HCM 6<sup>th</sup> Edition reports for pedestrians and bicycles at signalized intersections. Pedestrian counts described in **Section 5.2.2** were entered into the Synchro networks for AM and PM peak conditions. Results are shown in **Table 6-3**. Pedestrian level of service is LOS D or better for all directions.

Table 6-3 Existing Pedestrian and Bicycle Analysis Results

Existing Ped/Bike Results for SR 789 at Bird Key Drive (signalized)									
Catagory		AM					M		
Category	EB	WB	NB	SB	EB	WB	NB	SB	
Pedestrian Delay (s/p)	58.5	58.5	58.5	58.5	58.5	58.5	58.5	58.5	
Pedestrian Compliance Code	Poor								
Pedestrian Walk Score	3.2	3.2	2.0	2.2	3.2	3.2	2.0	2.2	
Pedestrian LOS	С	С	В	В	С	С	В	В	
Bicycle Delay (s/p)	14.7	9.7	51.3	51.3	14.5	9.6	51.1	51.1	
Bicycle Compliance Code	Fair	Good	Poor	Poor	Fair	Good	Poor	Poor	
Bicycle LOS Score	3.6	4.4	2.7	2.8	4.2	3.8	2.7	2.8	
Bicycle LOS	D	D	С	С	D	D	С	С	

## 7 EXISTING CONDITIONS SAFETY ANALYSIS

A review of safety conditions includes a review of historical (5-year) crash data to identify crash types and locations with the highest crash frequencies. In addition, a calculation and comparison of crash rates to statewide and local crash rates, as well as a review of possible roadway and intersection modifications that could improve crash rates in the study area were also included.

#### 7.1 Crash Data Review

Five years of crash data (2015-2019) was downloaded from Signal Four Analytics on August 25, 2020¹. Crash data is provided in **Appendix C**. Between January 1, 2015, and December 31, 2019, there were 57 crashes in the study area. **Figure 7-1** is a heat map showing the high-density crash areas. The highest number of crashes per hour occurred between 10:00 AM and 12:00 PM (12 crashes or 21% of total crashes) and between 4:00 and 6:00 PM (15 crashes or 26% of total crashes). There is also a directionality component to the crashes with more westbound crashes in the AM and more eastbound crashes in the PM.

Figure 7-2 shows crashes by time of day and their directionality eastbound and westbound.

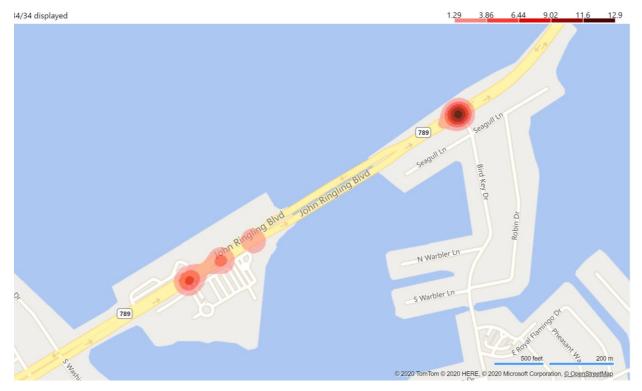


Figure 7-1 Heat Map showing Crash Density

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<sup>&</sup>lt;sup>1</sup> Because of this report time frame, additional crash data for 2020-2022 was downloaded on August 2, 2023. No significant change in crash trends were discovered. Crash tables for 2020-2022 data are included in Appendix C.

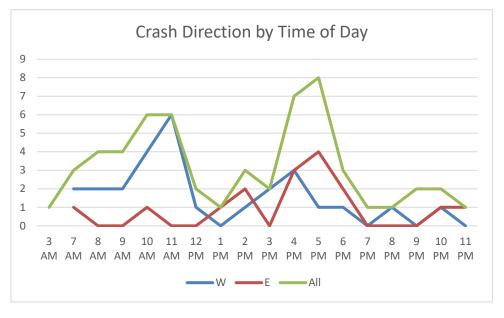


Figure 7-2 Crashes by Direction and Time of Day

## 7.1.1 Crash Summary by Crash Type and Crash Severity

Of the 57 crashes in the five-year period, 28 were rear end crashes. One involved a bicycle and one involved a pedestrian. There were 17 crashes with injuries and no fatalities. **Table 7-1** and

**Table** 7-2 shows crash types and crash severity.

Table 7-1 Crash Types by Year

Crash Type	2015	2016	2017	2018	2019	Type Totals	Percent of Total
Bicycle	1					1	2%
Left Turn					1	1	2%
Off Road		1		2	2	5	9%
Other		2	1	1	3	7	12%
Pedestrian				1		1	2%
Rear End	7	8	4	5	4	28	49%
Rollover		1				1	2%
Sideswipe	1	5	2			8	14%
Unknown	1		1	3		5	9%
Annual Totals	10	17	8	12	10	57	100%

**Table 7-2 Crash Severity by Year** 

Crash Severity	2015	2016	2017	2018	2019	Severity Totals	Percent of Total
Injury	4	4	3	5	1	17	30%
Property Damage Only	6	13	5	7	9	40	70%
Annual Totals	10	17	8	12	10	57	100%

# 7.1.2 Crash Summary by Year and Conditions

During the five-year period, most crashes occurred in clear, dry, daylight conditions. **Table 7-3**, **Table 7-4**, and **Table 7-5** summarize the crashes by weather, road surface, and lighting conditions.

**Table 7-3 Crashes by Weather Conditions** 

Weather Conditions	2015	2016	2017	2018	2019	Weather Totals	Percent of Total
Clear	6	12	7	10	10	45	79%
Cloudy	1	5				6	11%
Rain	3		1	2		6	11%
Annual Totals	10	17	8	12	10	57	100%

**Table 7-4 Crashes by Road Surface Condition** 

Road Surface Conditions	2015	2016	2017	2018	2019	Surface Totals	Percent of Total
Dry	7	15	7	9	10	48	84%
Water (standing/moving)		1				1	2%
Wet	3	1	1	3		8	14%
Annual Totals	10	17	8	12	10	57	100%

**Table 7-5 Crashes by Lighting Conditions** 

Light Conditions	2015	2016	2017	2018	2019	Lighting Totals	Percent of Total
Dark - Lighted	2	1	1	3	1	8	14%
Dark - Not Lighted		1				1	2%
Daylight	8	15	7	9	8	47	82%
Dusk					1	1	2%
Annual Totals	10	17	8	12	10	57	100%

## 7.1.3 Crash Summary by Intersections

Of the 57 crashes recorded during the five-year period, more than half (34) occurred near the intersection of SR 789 and Bird Key Drive. For crashes identified as intersection or intersection related, 15 occurred at Bird Key Drive and two occurred at the Sarasota Harbour West / Plymouth Harbor entrances. These are shown in **Table 7-6**.

Table 7-6 Intersection or Intersection Related Crashes by Crash Type

Crash Type	Bird Key	Sarasota Harbor W	Total
Pedestrian	1 (7%)		1 (6%)
Rear End	10 (67%)	1 (50%)	11 (65%)
Same Direction Sideswipe	1 (7%)		1 (6%)
Single Vehicle	3 (20%)		3 (18%)
Unknown		1 (50%)	1 (6%)
Totals	15 (100%)	2 (100%)	17 (100%)

## 7.2 Crash Rate Comparison

Five-year crash rates were calculated from the Signal Four data and compared to FDOT 2012-2016 county and statewide average crash rates for a suburban 2-3 lane 2-way divided roadway. **Table 7-7** shows the study area intersection crash rates compared to the state and county crash rates. The Bird Key Drive intersection crash rate stands out because it is higher than the county crash rate. **Table 7-8** shows the SR 789 study area crash rate compared to the county and statewide segment average crash rates. The crash rate for SR 789 is lower than both the county and statewide averages.

**Table 7-7 Intersection Crash Rate Comparison** 

Study Area Crashes (Signal Four data)			2012-2016 Avg. Crash Rates (FDOT)					
Intersection	Number of Crashes	Crash Rate	Road Category	County Avg	Statewide Avg			
Bird Key Drive	15	0.241741	Suburban 2-3Ln 2Wy Divd Rasd 3-leg	0.222222	0.542359			
Sarasota Harbor W	2	0.032232	Suburban 2-3Ln 2Wy Divd Pavd 4-leg	0.383117	0.504014			

**Table 7-8 Segment Crash Rate Comparison** 

Study Area C	rashes (Signal Fo	our data)	2012-2016 Avg. Crash Rates (FDOT)					
Study Area Crashes	Study Length (mi)	Crash Rate	Road Category	County Avg	Statewide Avg			
57	0.74	0.918614	Suburban 2-3Ln 2Wy Divd Pavd	1.19959	2.58244			

## 8 FUTURE TRAFFIC FORECASTS

As described in detail in the *Future Volumes Technical Memorandum*, opening and design year PSADTs and turning movement volumes were developed using outputs from a calibrated and validated sub-area model of the Florida Standard Urban Transportation Model Structure (FSUTMS) compliant FDOT District 1 District-wide Cost Feasible 2040 Regional Planning Model (version 1.0.6).

Because the project alternatives for this study focus on bridge design and multi-modal accommodations, the roadway network was unchanged across alternatives. Therefore, the no build and build alternatives will have the same future traffic volumes developed from one model network.

## 8.1 Design Year No Build / Build Volume Development

As discussed in detail in the *Future Volumes Technical Memorandum*, the model growth rate of 0.46% was applied to the 2021 initial PSADTs. DDHVs were calculated from the initial design year PSADTs using the recommended K and D factors and appropriate directionality. Existing condition turning movement percentages were applied to DDHVs to determine design year intersection turning movement volumes. Finally, turning movement volumes were balanced through the study area in an iterative process using the PSADT for the segment east of Bird Key Drive as a control point. Balanced PSADTs were calculated from the resulting balanced turn volumes by calculating approach volumes from the balanced AM and PM turn volumes and dividing by the appropriate K and D factors. These calculations are detailed in the *Future Volumes Technical Memorandum*.

## 8.2 Opening Year No Build / Build Volume Development

The opening year turning movements were interpolated from the existing and design year turning movements. Manual adjustments were made to balance volumes to adjacent segments. Approach PSADTs were calculated from the approach volumes of the balanced turning movements for both AM and PM periods. These calculations are detailed in the *Future Volumes Technical Memorandum*.

# 8.3 Opening Year (2025) and Design Year (2045) Volumes

The opening year and design year volumes listed in **Table 8-1** and shown in **Figure 8-1**, and **Figure 8-2** were approved by FDOT with the acceptance of the *Future Volumes Technical Memorandum* in July of 2022.

Table 8-1
Balanced PSADTs for Existing, Opening and Design Year

		Balanced PSADTs	
Location	Existing	No Build	/ Build
	2021	2025	2045
SR 789 west of Sarasota Harbour West	38,500	39,300	43,000
SR 789 west of Sarasota Harbour / Plymouth Harbor	38,500	39,300	43,000
SR 789 west of Sarasota Harbour East	38,600	39,400	43,100
SR 789 west of Bird Key Dr	38,900	39,700	43,400
SR 789 east of Bird Key Dr	39,300	40,100	43,800
Sarasota Harbour West Entrance north of SR 789	100	100	100
Sarasota Harbour / Plymouth Harbor north of SR 789	100	100	100
Sarasota Harbour / Plymouth Harbor south of SR 789	200	200	200
Sarasota Harbour East north of SR 789	100	100	100
Sarasota Yacht Club south of SR 789	400	400	400
Bird Key Dr north of SR 789	600	600	700
Bird Key Dr south of SR 789	1,900	1,900	2,100

Figure 8-1
Opening Year Peak Season Design Hour Volumes (2025)

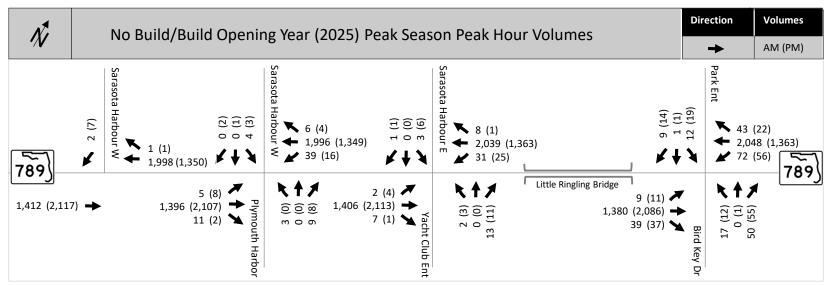
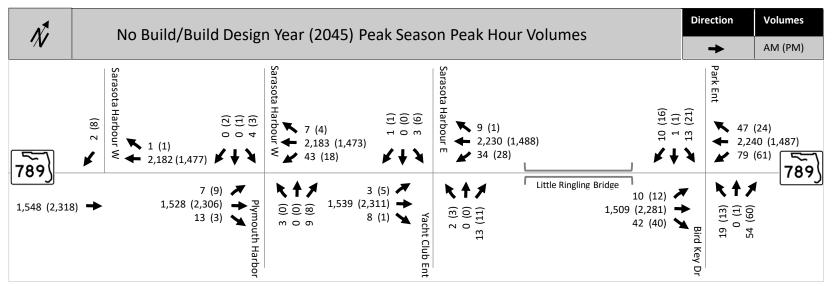


Figure 8-2
Design Year Peak Season Design Hour Volumes (2045)



## 9 PROJECT ALTERNATIVES

The preferred build alternative includes a new bridge on SR 789 with two through lanes and new dedicated transit lanes in both directions. Right turn lanes, using the transit lane, from SR 789 to all side streets were added, and shoulder widening will be provided. The build alternative improves pedestrian and bicycle facilities with shared use paths on both sides of SR 789 including across the new bridge spans as shown in the typical sections in **Figure 9-1**. Intersection controls remain the same as existing with a traffic signal at Bird Key Drive and two-way stop signs at the other cross streets. However, the signal is upgraded to include priority for transit. The speed limit remains 35 mph on SR 789. The build alternative concept design is shown in **Appendix D**.

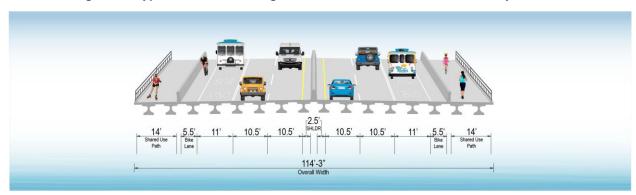
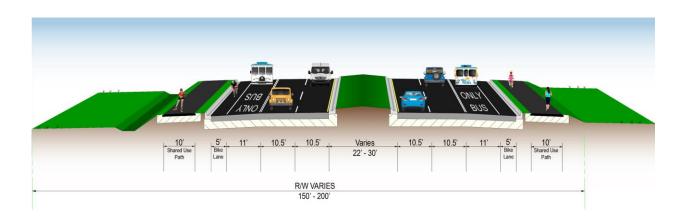


Figure 9-1 Typical Section for Bridge Build Condition and At-Grade Roadway Sections



## 10 FUTURE YEAR OPERATIONAL ANALYSIS

Segment and intersection analyses were completed for the No Build and Build alternatives for each analysis year (2025 and 2045) using Synchro and Simtraffic HCM 6<sup>th</sup> Edition Reports. All Synchro output reports are available in **Appendix B**. Synchro does not have the capability to analyze transit lanes and priority signals so they were excluded from the analysis. The roadway was analyzed as a four-lane road. It was assumed that for peak hour analysis, 20-30 minute headways and signal priority for transit will have minimal impacts on delay and, therefore, no delay adjustments were necessary.

For signalized intersections, Synchro's HCM 6<sup>th</sup> analysis considers the operation of each lane or group entering the intersection and provides a LOS designation for each movement as well as for the overall intersection. For unsignalized intersections the analysis evaluated the minor street operations.

#### 10.1 No Build Alternative Analysis

For the No Build Alternative Analysis, the existing Synchro simulation was updated with No Build opening and design hour volumes from the *Future Volumes Technical Memorandum* shown in **Figure 8-1** and **Figure 8-2**. Existing signals were optimized for the updated volumes. The other settings remained the same as the existing conditions network.

#### 10.1.1 No Build Alternative Segment Analysis

For Opening Year (2025) and Design Year (2045), Synchro HCM 6<sup>th</sup> Edition Arterial Analysis reports show that SR 789 segments are operating at LOS B or better on both approaches to Bird Key Drive. The results are shown in **Table 10-1** and **Table 10-2**.

Table 10-1 Opening Year No Build Segment Analysis Results

	No Build 2025 Arterial Analysis Results for SR 789												
			No Build	2025 AM		No Build 2025 PM							
Direction	Cross Street	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS	Signal Travel Delay Time (s/veh) (s)		Arterial Speed (mph)	Arterial LOS				
EB	Bird Key Drive	8.7	102.8	32	А	13.8	107.9	31	А				
WB	Bird Key Drive	7.2	47.0	25	В	3.4	43.2	28	В				

Table 10-2 Design Year No Build Segment Analysis Results

No Build 2045 Arterial Analysis Results for SR 789												
			No Build	2045 AM		No Build 2045 PM						
Direction	Cross Street	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS			
EB	Bird Key Drive	10.6	104.7	32	А	17.9	112.0	29	В			
WB	Bird Key Drive	9.5	49.3	24	В	3.7	43.5	27	В			

#### 10.1.2 No Build Alternative Intersection Analysis

For Opening and Design Years, intersection analysis results show that most movements have LOS D or better. The exceptions are left turn movements from side streets onto SR 789 at the stop-controlled intersections, similar to Existing Year results. Delays are longer than Existing Year, but LOS worsened only for the eastbound movements at Bird Key Drive with the eastbound left movement receiving a LOS E in the AM, and eastbound through movement receiving a LOS F in the PM. Results are shown in **Table 10-3** and **Table 10-4**, respectively.

Table 10-3 2025 No Build Alternative Intersection Analysis Results

				No Build	2025 AI	М	No Build 2025 PM				
Location	Direction	Movement	Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)	Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)	
SR 789 & Sarasota Harbour West (unsignalized)	SB	R	21.5	0.01	С	-	14.9	0.02	В	-	
		L	21.3	0.02	С	17	13.8	0.02	В	17	
	EB	Т									
		TR									
CD 700 9 Dhumanith Harbar /		L	14.7	0.10	В	6	23.6	0.08	С	76	
SR 789 & Plymouth Harbor / Sarasota Harbour West	WB	Т									
(unsignalized)		TR									
(unsignanzeu)	NB	LT	16.5	0.03	С	7	25.7	0.05	D	44	
	INB	R				75				2	
	SB	LT	1213.0	0.84	F	45	978.3	0.70	F	29	
	ЭБ	R	0.0	-	Α	-	16.2	0.01	С	-	
		L	22.1	0.01	С	10	13.9	0.01	В	15	
	EB	Т									
		TR									
SR 789 & Yacht Club /		L	14.7	0.08	В	5	25.0	0.13	D	4	
Sarasota Harbour East	WB	Т									
(unsignalized)		TR				7				59	
	NB	LTR	90.8	0.28	F	49	475.8	0.87	F	11	
	SB	LT	1102.0	0.63	F		810.3	0.79	F		
	36	R	25.0	0.01	D	4	16.5	0.00	С	3	
		L	64.9	0.14	E	53	22.9	0.06	С	58	
	EB	Т	25.1	0.76	С	443	61.2	1.04	F	1545	
		R	13.8	0.05	В	175	12.1	0.05	В	145	
		L	21.7	0.39	С	277	44.6	0.58	D	115	
SR 789 & Bird Key Drive	WB	Т	42.7	0.97	D	1663	14.3	0.60	В	341	
(signalized)		TR	44.4	0.98	D	1631	14.2	0.60	В	335	
(Signalizeu)	NB	LT	35.4	0.05	D	46	44.6	0.04	D	60	
	IND	R	35.9	0.14	D	56	45.6	0.18	D	70	
	SB	L	36.3	0.04	D	36	46.1	0.06	D	47	
	36	TR	34.7	0.03	С	30	44.0	0.05	D	42	
	Overall		35.8	-	D		42.2	-	D		

Table 10-4 2045 No Build Alternative Intersection Analysis Results

				No Build	2045 AN	И		No Build 2	.045 PM	
Location	Direction	Movement	Average Delay (s/v)	V/C Ratio	LOS	Queue Length (95th %tile)	Average Delay (s/v)	V/C Ratio	LOS	Queue Length (95th %tile)
SR 789 & Sarasota Harbour West (unsignalized)	SB	R	24.3	0.01	С	-	16.0	0.03	С	-
		L	24.9	0.04	С	21	14.9	0.03	В	60
	EB	Т								
		TR								
SR 789 & Plymouth		L	16.4	0.13	С	23	28.4	0.11	D	542
Harbor / Sarasota	WB	Т								
Harbour West		TR								
(unsignalized)	NB	LT	17.8	0.03	С	79	29.6	0.05	D	545
		R				37				135
	SB	LT	2171.1	1.40	F	6	1569.9	1.05	F	253
		R	0.0	-	Α	-	17.4	0.01	С	-
		L	25.7	0.02	D	12	15.0	0.01	С	48
	ЕВ	Т								
		TR								
SR 789 & Yacht Club	WB	L	16.3	0.10	С	1	30.7	0.17	D	663
/ Sarasota Harbour		T								
East (unsignalized)		TR				55				672
	NB	LTR	144.6	0.40	F	229	1109.9	1.64	F	84
	65	LT	3073.6	1.58	F		1426.7	1.26	F	
	SB	R	28.5	0.01	D	230	17.7	0.00	С	44
		L	79.2	0.22	Е	51	26.4	0.07	С	57
	EB	Т	23.6	0.75	С	495	99.1	1.14	F	3155
		R	12.2	0.05	В	170	12.2	0.05	В	173
		L	23.5	0.44	С	292	47.7	0.62	D	147
OD 700 0 71 111	WB	Т	46.4	0.99	D	1975	15.6	0.65	В	367
SR 789 & Bird Key		TR	48.5	1.00	D	1953	15.6	0.66	В	369
Drive (signalized)	ND	LT	45.1	0.06	D	63	44.8	0.04	D	74
	NB	R	45.7	0.18	D	66	45.8	0.19	D	78
	CD	L	46.4	0.05	D	44	46.4	0.07	D	49
	SB	TR	44.0	0.04	D	33	44.1	0.05	D	48
	Overall		37.7	-	D		64.3	-	E	

#### 10.1.3 No Build Alternative Pedestrian and Bicycle Analysis

The pedestrian and bicycle analysis was conducted using Synchro's HCM 6<sup>th</sup> Edition reports for pedestrians and bicycles at signalized intersections. Pedestrian counts were not changed in the Synchro network from the existing condition volumes. Results are shown in **Table 10-5** and indicate that the 2025 No Build Ped/Bike LOS is similar to the Existing Ped/Bike LOS. A slight reduction in LOS for the 2045 No Build Condition can be observed for westbound AM bicycles resulting in LOS E.

Table 10-5 2025 and 2045 No Build Pedestrian and Bicycle Analysis Results

2025 No Build Ped/Bike Results for SR 789 at Bird Key Drive (signalized)										
Category		ΑI	M	PM						
Category	EB	WB	NB	SB	EB	WB	NB	SB		
Pedestrian Delay (s/p)	65.0	65.0	65.0	65.0	75.0	75.0	75.0	75.0		
Pedestrian Compliance Code	Poor									
Pedestrian Walk Score	3.2	3.2	2.0	2.2	3.2	3.2	2.0	2.2		
Pedestrian LOS	С	С	В	В	С	С	В	В		
Bicycle Delay (s/p)	10.8	7.2	57.7	57.7	10.3	7.2	67.2	67.2		
Bicycle Compliance Code	Fair	Good	Poor	Poor	Fair	Good	Poor	Poor		
Bicycle LOS Score	3.6	4.4	2.7	2.8	4.3	3.8	2.7	2.8		
Bicycle LOS	D	D	С	С	D	D	С	С		

2045 No Build Ped	2045 No Build Ped/Bike Results for SR 789 at Bird Key Drive (signalized)										
Category		Al	M	PM							
Category	EB	WB	NB	SB	EB	WB	NB	SB			
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0	58.5	58.5	58.5	58.5			
Pedestrian Compliance Code	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor			
Pedestrian Walk Score	3.3	3.3	2.0	2.2	3.2	3.2	2.0	2.2			
Pedestrian LOS	С	С	В	В	С	С	В	В			
Bicycle Delay (s/p)	13.0	7.9	67.4	67.4	14.5	9.6	51.1	51.1			
Bicycle Compliance Code	Fair	Good	Poor	Poor	Fair	Good	Poor	Poor			
Bicycle LOS Score	3.8	4.6	2.7	2.8	4.2	3.8	2.7	2.8			
Bicycle LOS	D	E	С	С	D	D	С	С			

#### 10.2 Build Operational Analysis

For the Build Alternative Analysis, the existing Synchro simulation was updated with No Build opening and design hour volumes from the *Future Volumes Technical Memorandum* shown in **Figure 8-1** and **Figure 8-2**. Right turn lanes were added as shown in the preferred alternative concept design shown in **Appendix D**, and signals were optimized for the updated volumes.

#### 10.2.1 Build Alternative Segment Analysis

For Opening Year (2025) and Design Year (2045) Synchro HCM 6<sup>th</sup> Arterial Analysis reports show that SR 789 segments are operating at LOS B or better on both approaches to Bird Key Drive. The results are shown in **Table 10-6** and **Table 10-7**.

**Build 2025 Arterial Analysis Results for SR 789** Build 2025 AM Build 2025 PM Travel Signal Signal **Arterial** Travel Arterial Direction **Cross Street** Arterial **Arterial** Delay Time Speed Delay Time Speed LOS LOS (s/veh) (s) (mph) (s/veh) (s) (mph) Bird Key EΒ 8.0 102.3 32 Α 13.8 108.1 31 Α Drive Bird Key 6.2 46.0 26 В 3.4 43.2 28 WB В Drive

**Table 10-6 Opening Year Build Segment Analysis Results** 

	Build 2045 Arterial Analysis Results for SR 789												
			Build 2	045 AM		Build 2045 PM							
Direction	Cross Street	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS	Signal Delay (s/veh)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS				
EB	Bird Key Drive	9.7	104.0	32	А	17.9	112.2	29	В				
WB	Bird Key Drive	8.1	47.9	25	В	3.7	43.5	27	В				

#### 10.2.2 Build Alternative Intersection Analysis

For Opening and Design Years, intersection analysis results for the Build Alternative are very similar to the No Build Alternative. All movements receive LOS D or better except for the left turn movements from side streets to SR 789 at stop-controlled intersections and the eastbound movements at Bird Key Drive which received LOS E and F. This is expected since the lane configurations and volumes did not significantly change between the No Build and Build Alternatives. Results for the Build Intersection Analysis for the years 2025 and 2045 are shown in **Table 10-8** and **Table 10-9**, respectively.

Table 10-8 2025 Build Alternative Intersection Analysis Results

				2025 B	uild AM		2025 Build PM					
Location	Direction	Movement	Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)	Average Delay (s/v)	V/C Ratio	LOS	Queue Length 95th %tile (ft)		
SR 789 & Sarasota Harbour West (unsignalized)	SB	R	21.5	0.01	С	-	14.9	0.02	В	-		
		L	21.2	0.02	С	16	13.7	0.02	В	19		
	EB	Т										
SR 789 &		R										
Plymouth		L	14.6	0.10	В	2	23.6	0.08	С	2		
Harbor /	WB	Т										
Sarasota		R										
Harbour West	ND	LT	16.4	0.03	С	3	25.6	0.05	D	67		
(unsignalized)	NB	R				66				30		
		LT	1213.0	0.84	F	21	978.3	0.70	F	30		
	SB	R	0.0	-	Α	-	16.2	0.01	С	-		
		L	21.9	0.01	С	12	13.9	0.01	В	15		
	EB	Т										
SR 789 &		R										
Yacht Club /	WB	L	14.7	0.08	В	2	25.0	0.13	D	1		
Sarasota		Т										
Harbour East		R				49				4		
(unsignalized)	NB	LTR	90.8	0.28	F	256	475.8	0.87	F	60		
		LT	1102.0	0.63	F		810.3	0.79	F			
	SB	R	24.9	0.01	С	55	16.5	0.00	С	122		
		L	57.4	0.12	E	67	29.8	0.07	С	86		
	EB	Т	21.6	0.69	С	405	61.2	1.04	F	1524		
		R	12.2	0.05	В	172	12.1	0.05	В	211		
		L	19.1	0.35	В	285	76.6	0.58	Е	150		
SR 789 & Bird	WB	Т	30.3	0.91	С	1807	14.3	0.60	В	332		
Key Drive		TR	31.0	0.91	С	1767	14.2	0.60	В	333		
(signalized)	NID	LT	44.6	0.05	D	52	44.6	0.04	D	69		
	NB	R	45.2	0.16	D	60	45.6	0.18	D	66		
	C.D.	L	45.7	0.04	D	36	46.1	0.06	D	50		
	SB	TR	43.6	0.03	D	31	44.0	0.05	D	39		
	Overall		27.2	-	С		42.7	-	D			

Table 10-9 2045 Build Alternative Intersection Analysis Results

				2045 Bui	ld AM		2045 Build PM				
Location	Direction	Movement	Average Delay (s/v)	V/C Ratio	LOS	Queue Length (95th %tile)	Average Delay (s/v)	V/C Ratio	LOS	Queue Length (95th %tile)	
SR 789 & Sarasota Harbour West (unsignalized)	SB	R	24.3	0.01	С	-	16.0	0.03	С	-	
SR 789 &	EB	L T R	24.8	0.04	С	16	14.9	0.03	В	100	
Plymouth Harbor / Sarasota Harbour West (unsignalized)	WB	L T R	16.2	0.12	С	2	28.2	0.11	D	566	
	NB	LT R	17.7	0.03	С	68 34	29.6	0.05	D	570 68	
(unsignanzeu)	SB	LT R	2171.1 0.0	1.40	F A	32 -	1569.9 17.4	1.05 0.01	F C	151 -	
SR 789 &	EB	T R	25.6	0.02	D	8	15.0	0.01	С	89	
Yacht Club / Sarasota Harbour East	WB	L T R	16.2	0.10	С	51 365	30.7	0.17	D	697 701	
(unsignalized)	NB	LTR	144.6	0.40	F	44	1109.9	1.64	F	41	
	SB	LT R	3073.6 28.4	1.58 0.01	F D	23	1426.7 17.7	1.26 0.00	F C	97	
	EB	L T R	79.2 23.6 12.2	0.22 0.75 0.05	E C B	66 403 148	33.9 99.1 12.2	0.08 1.14 0.05	С <b>F</b> В	107 3181 236	
SR 789 & Bird	WB	L T	23.5 46.4	0.44 0.99	C D	240 896	79.8 15.6	0.62 0.65	E B	187 379	
Key Drive (signalized)	NB	TR LT R	48.5 45.1 45.7	1.00 0.06 0.18	D D D	871 51 59	15.6 44.8 45.8	0.66 0.04 0.19	B D D	376 79 71	
	SB	L TR	46.4 44.0	0.05 0.04	D D	37 34	46.4 44.1	0.07 0.05	D D	49 44	
	Overall		37.7	-	D		64.8	-	Е		

#### 10.2.3 Build Alternative Pedestrian and Bicycle Analysis

The pedestrian and bicycle analysis was conducted using Synchro's HCM 6<sup>th</sup> Edition reports for pedestrians and bicycles at signalized intersections. Pedestrian counts were not changed in the Synchro network from the existing condition volumes. Results are shown in . The 2025 Build Ped/Bike LOS is similar to the Existing and No Build Ped/Bike LOS. A slight reduction in LOS for 2045 Build is shown for westbound AM bicycles resulting in LOS E.

Table 10-10 2025 and 2045 Build Pedestrian and Bicycle Analysis Results

2025 Build Ped/Bike Results for SR 789 at Bird Key Drive (signalized)										
Category		ΙA	И	PM						
Category	EB	WB	NB	SB	EB	WB	NB	SB		
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0	58.5	58.5	58.5	58.5		
Pedestrian Compliance Code	Poor									
Pedestrian Walk Score	3.2	3.2	2.0	2.2	3.2	3.2	2.0	2.2		
Pedestrian LOS	С	С	В	В	С	С	В	В		
Bicycle Delay (s/p)	11.0	7.4	67.5	67.5	14.5	9.6	51.1	51.1		
Bicycle Compliance Code	Fair	Good	Poor	Poor	Fair	Good	Poor	Poor		
Bicycle LOS Score	3.6	4.4	2.7	2.8	4.2	3.8	2.7	2.8		
Bicycle LOS	D	D	С	С	D	D	С	С		

2045 Build Ped/Bike Results for SR 789 at Bird Key Drive (signalized)										
Category		ΙA	M	PM						
Category	EB	WB	NB	SB	EB	WB	NB	SB		
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0	75.0	75.0	75.0	75.0		
Pedestrian Compliance Code	Poor									
Pedestrian Walk Score	3.3	3.3	2.0	2.2	3.3	3.3	2.0	2.2		
Pedestrian LOS	С	С	В	В	С	С	В	В		
Bicycle Delay (s/p)	12.0	6.8	67.4	67.4	10.3	7.2	67.0	67.0		
Bicycle Compliance Code	Fair	Good	Poor	Poor	Fair	Good	Poor	Poor		
Bicycle LOS Score	3.8	4.6	2.7	2.8	4.4	3.9	2.7	2.8		
Bicycle LOS	D	E	С	С	D	D	С	С		

## 11 SAFETY IMPROVEMENT OPPORTUNITIES FOR SR 789

Crash Modification Factors (CMFs) from the following three sources were reviewed for applicability to the build conditions on the corridor:

- FDOT 2014 Crash Reduction Factor (CRF) Table
- FDOT 2021 Ped-Bike Countermeasure List
- CMF Clearinghouse

A list of applicable CMFs is shown in **Table 11-1**. CMF factors less than 1.0 indicate a reduction in crashes while a factor greater than 1.0 indicates an increase in crashes. Similarly for the Crash Reduction Factors (CRFs), a positive percentage means a reduction in crashes while a negative percentage means an increase in crashes.

Improvements with the build condition are expected to reduce the number of crashes along SR 789. Adding right turn lanes removes slowing vehicles from the through lanes reducing the potential for (rear end) crashes by 9%. Increasing shoulder width may reduce the number of bicycle crashes by 7% on the roadway. On the new bridge, the increased shoulder width for a bike lane from no shoulder to five feet may reduce bicycle crashes by as much as 31%.

Another option to consider where pedestrian volume is high is to add a leading pedestrian interval to the traffic signal phasing. This allows pedestrians to enter the crosswalks before turning vehicles so that pedestrians can be visible in the crosswalks before vehicles begin their movements. At side streets, R10-15a signs warning turning vehicles to stop for pedestrians and bicyclists should be installed according to the MUTCD Section 28.53 to increase awareness of pedestrians at these intersections. Crosswalks should be repainted or improved to high visibility crosswalks across side streets and should be as wide as the shared use paths per FDOT's *Traffic Engineering Manual*.

Table 11-1 CMF's Applicable to SR 789 Build Conditions

Countermeasure / Treatment	Crash Modification Factor (CMF)	Crash Reduction Factor (CRF) %	CMF Applicable Crash Types	CMF Source
Add right turn	0.91	9%	All	FDOT 2014 CRF.xlsm ID 19
Widen shoulder (on bridge from 0' to 5.5')	0.69	31%	Bicycle	CMF Clearinghouse ID 8715
Widen shoulder (on roadway from 4' to 5')	0.93	7%	Bicycle	CMF Clearinghouse ID 8715
Leading pedestrian interval	0.87	13%	All	CMF Clearinghouse ID 9916

# 12 SUMMARY AND CONCLUSIONS

Traffic on SR 789 in peak season conditions is currently operating at level of service (LOS) D or better. Movements that are failing are for vehicles making left turns from side streets onto SR 789 at stop-controlled intersections. The high volume of vehicles on SR 789 in the peak hour during peak season make the left turn movements difficult. In real world conditions, delays for these movements are likely less than the calculations show as left-turning vehicles can take advantage of the wide median to make a two-stage crossing. Pedestrian and bicycle volumes can exceed 200 persons per hour during the highest peak times. Most pedestrian and bicyclists use the sidewalks to travel along SR 789 and utilize the signal at Bird Key Drive to cross SR 789. Few were observed attempting to cross SR 789 at other locations. Future traffic volumes on the existing roadway increase delays at intersections, but only impact level of service for the eastbound (southbound highway direction) movements on SR 789 at Bird Key Drive.

The proposed build scenario will replace the existing bridges with a new bridge that will include 5-foot bike lanes and 14-foot shared use paths on both sides of the bridge. Right turn lanes from SR 789 to each side street are also included in the build condition. The build alternative will address reconstruction/rehabilitation of the bridge with consideration of bicycle/pedestrian and transit facilities.

An evaluation of the preferred alternative shows little change to traffic operations because the number of through lanes and turn lanes is not altered significantly. The impacts to safety, however, may see a reduction in crashes between 7% and 31%. The addition of right turn lanes removes slowing vehicles from the through lanes, while the addition of bike lanes provides room for bicyclists separate from vehicle traffic especially on the bridge. In addition, a shared use path on both side of the SR 789 roadway and bridge are likely to reduce pedestrian/vehicle and bicycle/vehicle crashes.

The addition of shared use paths may increase pedestrian and bicycle traffic crossing side streets and using the signals and crosswalks at Bird Key Drive. According to MUTCD Section 2B.53, signs warning turning vehicles to stop for pedestrians should be installed on SR 789 before the side street intersections. Crosswalks on side streets should be repainted for better visibility and high visibility crosswalks may be considered. It is also recommended that signal timings for the Bird Key Drive intersection include leading pedestrian intervals.

# **APPENDICES**

- A. Future Volumes Technical Memorandum
- B. FTI traffic data reports
- C. Signal Timings
- D. Synchro / SimTraffic Reports
- E. Crash Data
- F. SR 789 Build Alternative Concept Design

# **APPENDIX A**

# **Future Volumes Technical Memorandum**

# **Future Volumes Technical Memorandum**

# Florida Department of Transportation District 1

SR 789 (John Ringling Causeway) PD&E Study
From Bird Key Drive to Sarasota Harbour West
Sarasota County, Florida

Financial Project ID Numbers: FPID(S): 436680-1-22-01 & 436680-1-32-01

ETDM Number: 14384

Federal Aid Project Number: TBD

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

Date: July 2022

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## 1 PROJECT SUMMARY

#### 1.1 Project Description

This project involves the potential reconstruction and/or rehabilitation of the SR 789 (John Ringling Causeway) bridges [Structure Numbers 170022 and 170951]. The limits of the improvements are from Bird Key Drive to Sarasota Harbour West in Sarasota County (see **Figure 1-1**). The purpose of the study is to address structural integrity and operational deficiencies. SR 789 is classified as an Urban, Minor Arterial and consists of a four-lane, divided typical section between Bird Key Drive and Sarasota Harbour West, a distance of 0.741 miles. SR 789 serves as the only connection from downtown Sarasota to St. Armands Key and Lido Key. Although SR 789 is designated as a north-south route, within the project limits SR 789 runs in a generally eastwest direction.

The existing twin bridges cross the Coon Key Waterway, a navigable waterway without a defined channel. Per the FDOT Design Manual (FDM), a minimum six-foot vertical clearance is required. The existing concrete multi-beam bridges were constructed in 1958. The bridges are spaced 100 feet apart and each bridge is approximately 1,006'-10" long (21 spans of 48 feet each). Each bridge has two twelve-foot travel lanes and a five-foot wide sidewalk on both sides. There are currently no shoulders or designated bicycle facilities across the bridges.

#### 1.2 Purpose & Need

The purpose of the project is to address structural integrity and operational deficiencies of the SR 789 bridges [Structure Numbers 170022 and 170951]. The ultimate goal of the project is to identify the optimal solution for a bridge structure in need of repair due to deteriorating conditions and to accommodate greater multimodal transportation access. The project will evaluate twin bridge and single bridge alternatives for the reconstruction/rehabilitation, with consideration of bicycle/pedestrian and transit facilities, of approximately 0.741 miles of roadway that provides a connection between nearby neighborhoods and recreational facilities (Ringling Bridge Causeway Park and Bird Key Yacht Club). The need for the project is based on the following criteria:

#### **BRIDGE DEFICIENCIES: Operational and Structural**

The current concrete multi-beam bridge is the second bridge that has existed at this location, with the original bridge replaced in 1958. Several sections of the deck were replaced on the northbound bridge in 2016 along with other repair-type work throughout the years. The SR 789 bridges, located between downtown Sarasota and St. Armands Key and Lido Key, are more than fifty-years old, the typical expected design life for transportation infrastructure, and are operationally deficient, particularly for transit. SR 789, including the bridges, is identified as a constrained roadway by the Sarasota / Manatee Metropolitan Planning Organization (MPO),

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meaning it does not preclude any type of improvement in the future, but it identifies that the corridor has physical, or policy challenges associated with a widening/capacity project.

Based on a January 2017 FDOT bridge inspection report, the SR 789 bridges received a sufficiency rating of 78.1 (170022, northbound) and 77.9 (170951, southbound) on a scale of 0-100. Sufficiency rating is essentially an overall rating of a bridge's fitness to remain in service. A bridge with a sufficiency rating of 80 or less is generally eligible for bridge rehabilitation funding. The bridge conditions are as follows:

#### Northbound (170022)

• Overall Condition: Fair

Deck: Satisfactory

• Superstructure: Satisfactory

Substructure: Satisfactory

• Deck Geometry Appraisal: Basically, intolerable requiring a high priority replacement

• Countermeasures have been installed to mitigate an existing problem with scour.

#### Southbound (170951)

Overall Condition: Fair

Deck: Satisfactory

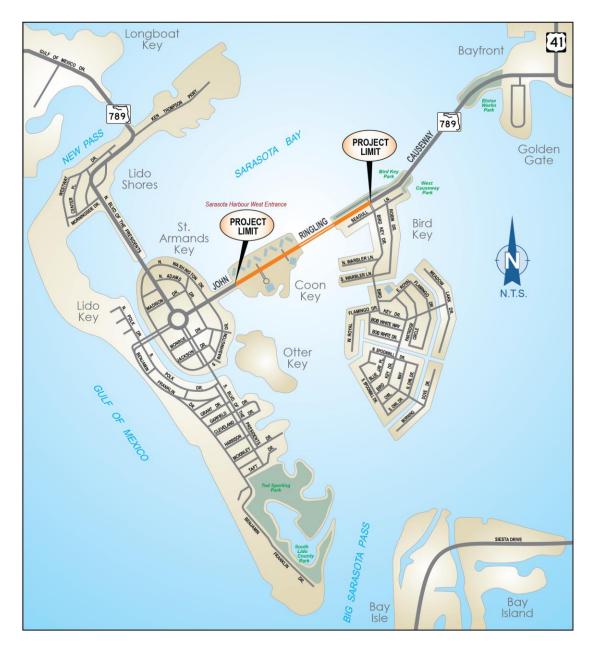
Superstructure: Good

Substructure: Satisfactory

Deck Geometry Appraisal: Basically, intolerable requiring a high priority replacement

• Countermeasures have been installed to mitigate an existing problem with scour.

Figure 1-1
Project Location Map



#### **MODAL INTERRELATIONSHIPS:**

SR 789 serves as the primary connection between downtown Sarasota and St. Armands Key and Lido Key and is frequently used by bicyclists and pedestrians due to the adjacent parks and recreational facilities [Bird Key Park, West Multi-Use Recreational Trail (MURT) Bird Key / Coon Key Phase I, John Ringling Trail and Longboat Key Trail Corridor]. While there are five-foot wide sidewalks on both sides of the bridges, there are currently no shoulders or designated bicycle facilities across the bridges. Due to the minimal sidewalk width, there are often conflicts between pedestrians and bicyclists. Overall, the proposed project intends to enhance mobility by evaluating alternatives for reconstruction/rehabilitation with consideration of bicycle/pedestrian and transit facilities on approximately 0.741 miles of roadway on SR 789.

#### SAFETY:

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and City of Sarasota, SR 789 plays a critical role in facilitating traffic during emergency evacuation periods as the primary connection between downtown Sarasota and St. Armands Key and Lido Key. The entire project corridor is located in the City of Sarasota's Hurricane Storm Surge Category "A."

The City of Sarasota Climate Adaptation Plan (December 4, 2017) studied and evaluated climate threats to public infrastructure to understand how sea level rise, storm surge, extreme precipitation, and extreme heat might impact the City of Sarasota's transportation network; stormwater management, water supply, and wastewater systems; public lands; and critical buildings. Thirty-four transportation assets were evaluated of which 15 were deemed most vulnerable, including SR 789 [Project ID T15, pg. 31]. When prioritizing transportation vulnerabilities, the SR 789 bridge received a risk score of 64.4 (on a scale of 0-100). The potential reconstruction and/or rehabilitation of SR 789 bridge would make it more resilient to climate vulnerabilities.

#### 1.3 Objective

The objective of the future volumes technical memorandum is to identify existing traffic movements and volumes and to develop future traffic movements and volumes. The traffic projections from this memorandum will be used for capacity analysis for future bridge and roadway designs.

#### 1.4 Analysis Periods and Years

Traffic projections were completed for the following analysis years:

Existing year: 2021

Opening year: 2025Design year: 2045

# 1.5 Methodology

The methodology used for the traffic study is described in the FDOT approved *Forecast and Analysis Methodology Report* available in **Appendix A**.

## **2 EXISTING CONDITIONS**

#### 2.1 Study Area

The study limits begin at Bird Key Drive, mile post (M.P) 1.206, and continue west to the Sarasota Harbour West entrance, mile post 1.947. SR 789 is a four-lane divided roadway with a grass median. The roadway has a functional classification of Urban Minor Arterial. Sidewalks are present on both sides of SR 789 through the study area. Ten-foot multiuse paths on SR 789, approaching the bridge from either side, are reduced to 5-foot sidewalks across the bridge. Bike lanes are present east of the study area on SR 789 east of the Bird Key Drive intersection but are not available in the study area west of Bird Key Drive. The northbound bridge (170022) will be referred to as westbound throughout this report. Likewise, the southbound bridge (170951) will be referred to as eastbound.

Where Bird Key Drive intersects SR 789, Bird Key Drive is the southern leg of the intersection and the entrance to Bird Key Park is the northern leg of the intersection. Bird Key Drive is a two-lane undivided local roadway. The intersection has pedestrian crossings on the south and east legs of the intersection and bike lanes on the east side of the intersection as shown in **Figure 2-1**.



Figure 2-1
Bird Key Drive Intersection

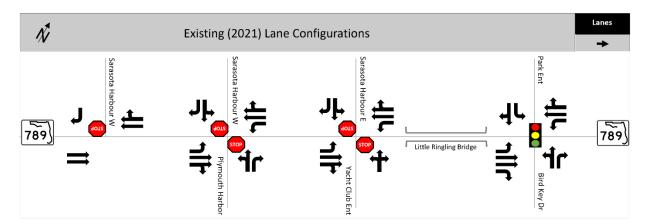
Bird Key Drive is the only signalized intersection in the study area; the rest are two-way stop-controlled intersections for residence and business entrances.

**Figure 2-2** illustrates the existing lane configuration at the following intersections that were analyzed for this study. For ease of visualization, SR 789 will be referred to as an E-W roadway in this report even though it is designated as a N-S route.

#### Study Area Intersections

- Bird Key Drive (signalized) M.P. 1.206
- Sarasota Harbour East/Sarasota Yacht Club (2-way stop controlled) M.P. 1.702
- Sarasota Harbour West / Plymouth Harbor (2-way stop controlled) M.P. 1.828
- Sarasota Harbour West (stop controlled) M.P. 1.947

Figure 2-2 SR 789 Study Area Intersections Lane Geometries



#### 2.2 Existing Traffic Conditions

#### 2.2.1 Data Sources

As discussed in the *Forecast and Analysis Methodology Report*, COVID-19 affected the traffic count collection schedule and the resulting traffic counts deviated from the historical trend. The most recent year that fit the trendline was 2018. Therefore, the FDOT's 2018 Florida Traffic Information (FTI) database was used as a data source to extrapolate existing year and to provide:

- Annual Average Daily Traffic (AADT),
- K-Factor (K),
- D-Factor (D),
- Truck Percentages (T)

- Peak Season Factor,
- Model Output Conversion Factor (MOCF), and
- Weekly Axle Factor

#### 2.2.2 Traffic Counts

SR 789's connection of the mainland to the beach community meant the evaluation of traffic movements on weekdays and weekends. Traffic counts were collected within the study area during the month of May 2021. Three intersections were identified for twelve-hour turning movement counts (TMCs) that were collected twice, once on a weekday and once on a Saturday. One location was identified for 7-day volume and classification counts. **Figure 2-3** shows the location of the traffic counts. All counts are provided in **Appendix B**.

The twelve-hour turning movement counts were collected at the following three intersections:

- SR 789 at Bird Key Drive (5/1/2021, 5/4/2021)
- SR 789 at Sarasota Harbour East/Sarasota Yacht Club (5/1/2021, 5/4/2021)
- SR 789 at Sarasota Harbour West/Plymouth Harbor (5/1/2021, 5/4/2021)

The 7-day vehicle classification counts, and volume counts were collected at the following locations:

West of Bird Key Drive (5/1/2021 – 5/7/2021)

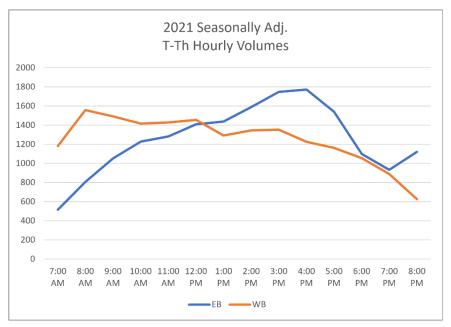
Counts show that the highest weekly volumes occur on the weekends. FDOT provided additional classification counts from February 2017, which showed similar volume distributions. Weekday and weekend volume distributions for the 2017 and 2021 counts are shown in **Figure 2-4**, **Figure 2-5**, **Figure 2-6**. To develop a conservative projection, a "worst case scenario" for volumes shall use peak season Saturday volumes to develop existing and future conditions.

Figure 2-3
Count Locations



Figure 2-4
Weekday Volume Counts

2021



# 2017

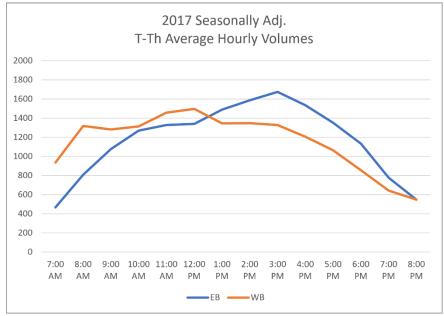
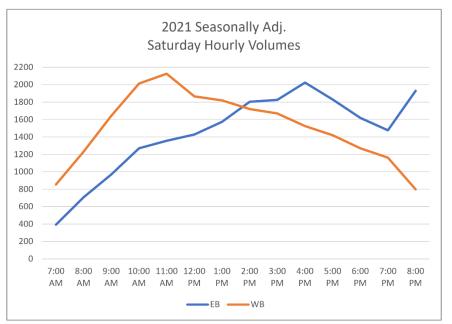


Figure 2-5
Saturday Volume Counts

2021



# 2017

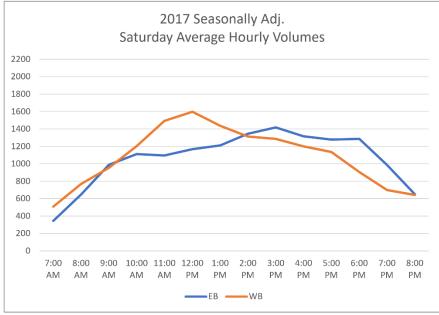
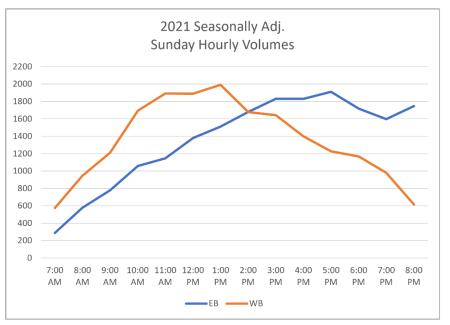
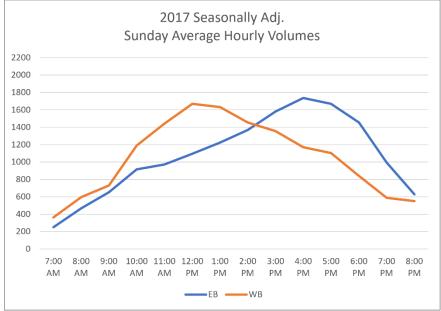


Figure 2-6
Sunday Volume Counts

2021



# 2017



#### 2.3 Development of Design Characteristics

Design characteristics: K, D, T, DHT, and peak hour factors were calculated from the traffic counts and compared to other sources to develop recommended characteristics.

#### 2.3.1 Standard K Factor

In accordance with the *FDOT 2019 Project Traffic Forecasting Handbook*, the design hour factor or standard K-factor of 9.0% is recommended for SR 789 and all side-streets.

#### 2.3.2 Peak Hour Factor

AM and PM peak hours were determined by conflating 15-minute period collections into hourly totals from the turning movement counts. A review of the collected intersection and bi-directional data showed the Saturday AM peak period was from 11:00 AM to 12:00 PM and the PM peak period was from 3:30 PM to 4:30 PM. A peak hour factor (PHF) of 0.95 was used as recommended in the *FDOT 2021 Traffic Analysis Handbook* for urban arterials; PHF calculated from traffic counts (AM 0.977 and PM 0.988) aligned with this recommendation.

Directionality for all cross streets and entrances was determined by examining the hourly movement of traffic through the corridor. The highest peak hour percentage of daily volumes of traffic in the study area are westbound in the morning and eastbound in the evening. For the analysis, a westbound direction was used for the AM peak hour and an eastbound direction was used for the PM peak hour.

#### 2.3.3 D Factor

The directional distribution (D) factors calculated from the traffic counts are shown in **Table 2-1.** Historical D factors from FTI are shown in **Table 2-2.** Because Saturday AM D factors in **Table 2-1** are higher than the maximum limit of 60% outlined in the *Forecast and Analysis Methodology Report* and the aforementioned "worst case scenario" approach is to be applied in this analysis, the recommended D factor is 60%.

Table 2-1
Peak Hour D Factors Calculated from Counts

Directional (D) Factors from Counts	T-	Th	Sat		
Count Location	AM	PM	AM	PM	
SR 789 west of Bird Key Dr – Volume Count	57.4%	58.1%	57.5%	59.1%	
SR 789 at Bird Key Dr*	59.1%	51.6%	59.6%	51.1%	
SR 789 at Sarasota Harbour East*	60.6%	55.8%	63.8%	52.7%	
SR 789 at Sarasota Harbour West*	60.3%	54.0%	63.8%	52.9%	
Averages	59.4%	54.9%	61.2%	54.0%	
Overall Averages	57.1%		57.6%		

<sup>(\*)</sup> From turning movement counts

Table 2-2
Historical D Factors from FTI

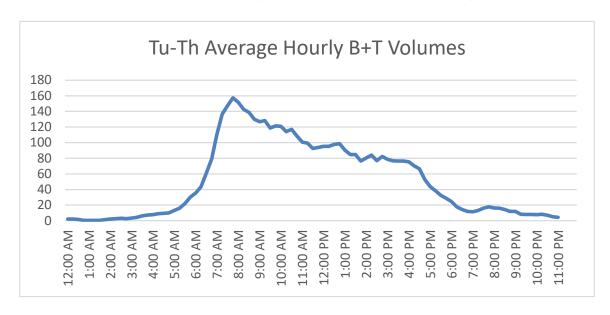
FTI Historical Directional (D) Factors	2015	2016	2017	2018	2019
SR 789 east of Bird Key Dr (cosite 170011)	52.3%	52.6%	52.3%	52.3%	52.0%
SR 789 west of Bird Key Dr (cosite 175078)	52.3%	52.6%	52.3%	52.3%	52.0%
SR 789 east of St. Armands Cir (cosite 175026)	52.3%	52.6%	52.3%	52.3%	52.0%
Averages	52.3%	52.6%	52.3%	52.3%	52.0%
Overall FTI Historical Average			52.3%		

#### 2.3.4 T and DHT

Vehicle classification counts west of Bird Key Drive for the 7-day count period demonstrated that the volume of trucks classified as bus or single unit 3-axle trucks or larger are highest on weekday mornings at 8:00 AM and then lessen through the day until dropping off after 6:00 PM. Weekend truck volumes are highest mid-day. **Figure 2-7** shows the hourly truck volumes on SR 789 on weekdays and weekends. Truck percentages, however, show that the highest percentage of trucks on SR 789 are before 6:00 AM and then fall throughout the day with weekend percentages showing a second peak percentage mid-day. Hourly truck percentages are shown in **Figure 2-8**. A summary table of truck factors for the study area is shown in **Table 2-3**. The daily truck percentage calculated from classification counts is 3% and from historical FTI is 4%. Typically, this percentage would be halved to find a peak hour truck percentage. In this case, we wanted to find a peak season peak hour truck percentage. To do this, the weekday peak hours were determined to be 8:00 AM and 3:30 PM from the classification counts. The average truck

percentage from these peak hour time periods came out to be 4.6%. Therefore, for this study the recommended peak hour truck percentage is 4%.

Figure 2-7
Bus and Truck (B+T) Hourly Volumes on SR 789 West of Bird Key Drive



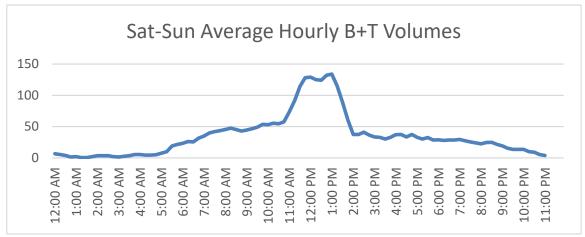
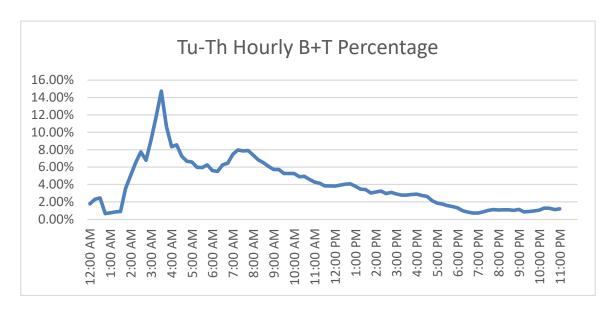


Figure 2-8
Bus and Truck (B+T) Hourly Percentages on SR 789 West of Bird Key Drive



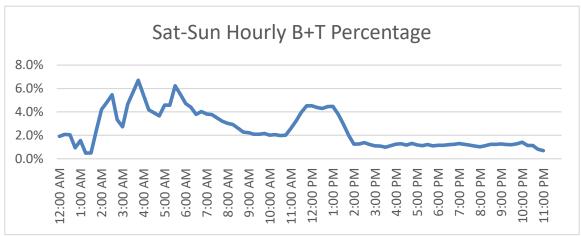


Table 2-3
Truck Factors from Classification Counts and FTI

Average Daily Truck Percentages from Classification Counts	Bus	Single Unit	Single Trailer	Multi- trailer	Bus & Truck
SR 789 west of Bird Key Dr T-Th	0.1%	2.5%	1.0%	0.0%	3.6%
SR 789 west of Bird Key Dr Sat-Sun	0.2%	1.4%	0.6%	0.0%	2.1%
Averages	0.2%	2.0%	0.8%	0.0%	2.9%
FTI Historical Truck Factors	2015	2016	2017	2018	2019
SR 789 east of Bird Key Dr (cosite 170011)	3.8%	5.6%	2.6%	4.7%	4.6%
SR 789 west of Bird Key Dr (cosite 175078)	3.9%	3.9%	3.9%	3.5%	5.0%
SR 789 east of St. Armands Cir (cosite 175026)	4.2%	2.9%	3.0%	3.5%	4.2%
Averages	4.0%	4.1%	3.2%	3.9%	4.6%
Overall FTI Historical Average			4.0%		
Monday - Thursday Peak Hour Bus & Truck P	ercentages fr	rom Classifica	ation Counts		AVG Truck %
AM Weekday Peak Hour	7:00 AM	7:15 AM	7:30 AM	7:45 AM	
AM Weekday Peak Hour Truck %	7.4%	6.8%	6.5%	6.1%	6.4%
PM Weekday Peak Hour	3:30 PM	3:45 PM	4:00 PM	4:45 PM	
PM Weekday Peak Hour Truck %	2.8%	2.9%	2.9%	2.8%	2.8%
Overall Average					4.6%

# 2.3.5 Recommended Design Traffic Characteristics

Final recommended design traffic characteristics are shown in Table 2-4.

Table 2-4
Recommended Design Traffic Characteristics

Standard K	9%		
D-Factor	60%		
T <sub>24</sub> and T <sub>Peak</sub> for SR 789	T <sub>24</sub> = 4%, T <sub>Peak</sub> = 4%		
PHF	95%		

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#### 2.4 2021 Existing Peak Season Traffic Volumes

As outlined in the *Traffic Analysis Methodology Report*, to obtain "worst case scenario" volumes, 2021 peak season average daily traffic (PSADT) for the study area was developed from the 2018 FTI AADTs. A peak season factor of 88% was obtained from the average peak season FTI seasonal factors shown in **Table 2-5**. This factor was applied to the 2018 AADTs to obtain 2018 PSADTs. The 2018 PSADTs were extrapolated to 2021 PSADTs by applying the growth rate from the 2010 and 2040 model outputs. All 2018 seasonal factors for this location are provided in **Appendix C**.

Table 2-5
2018 Seasonal Factors for Sarasota Beaches

YEAR	SFCAT	WEEK_NUM	DATES	VALUE	PEEK_WEEKS
2018	1702	5	01/28/2018 - 02/03/2018	0.93	*
2018	1702	6	02/04/2018 - 02/10/2018	0.89	*
2018	1702	7	02/11/2018 - 02/17/2018	0.86	*
2018	1702	8	02/18/2018 - 02/24/2018	0.85	*
2018	1702	9	02/25/2018 - 03/03/2018	0.85	*
2018	1702	10	03/04/2018 - 03/10/2018	0.85	*
2018	1702	11	03/11/2018 - 03/17/2018	0.85	*
2018	1702	12	03/18/2018 - 03/24/2018	0.86	*
2018	1702	13	03/25/2018 - 03/31/2018	0.87	*
2018	1702	14	04/01/2018 - 04/07/2018	0.88	*
2018	1702	15	04/08/2018 - 04/14/2018	0.89	*
2018	1702	16	04/15/2018 - 04/21/2018	0.90	*
2018	1702	17	04/22/2018 - 04/28/2018	0.93	*
		Average		0.88	

For the cross streets and entrances, 2021 turning movement counts were used to calculate the percentage of total intersection volume for each intersection leg. These intersection leg percentages were used to calculate 2018 cross street PSADTs from the 2018 SR 789 PSADTs. An example of this proportional calculation is provided in **Appendix D**. The resulting 2018 volumes were extrapolated to 2021 volumes using the average growth rate from the 2010 and

2040 model outputs. The development of the initial peak season 2021 PSADTs is shown in **Table 2-6.** 

## 2.4.1 Existing Turning Movement Volumes

Peak Season Daily Directional Hourly Volumes (DDHVs) and Turning Movement Volumes (TMVs) were calculated from the initial 2021 PSADTs using the recommended K and D factors shown in **Table 2-4** and the peak hour turning movement percentages calculated from the turning movement counts. Resulting TMVs were balanced and adjusted using the 2021 PSADT east of Bird Key Drive as a control point.

Results were compared to seasonally adjusted raw counts to see if the calculated volumes were similar to the actual volumes. This comparison is shown in **Table 2-7**. Data collection for this project began on Saturday, May 1, 2021, and collected through May 7, 2021. The raw counts used for the comparison noted are the Saturday counts (May 1, 2021). According to the methodology statement, 2018 peak hour factors are to be applied to the 2021 counts and two peak hour adjustment factors are available for the May 1, to May 7, time-period. From 4/29/2018-5/5/2018 the adjustment factor was 96% and from 5/6/2018-5/12/2018 the adjustment factor was 99%. Because the two factors straddle the time period of the counts, either value could be used. The 96% peak hour factor was selected for this comparison due to the fact that the 88% peak season factor was selected for the 2021 PSADT volume development, and the resulting adjusted values are more representative.

Balanced PSADTs calculated from the balanced design hour turning movements were compared to the initial forecast PSADTs. Results are shown in **Table 2-8**. The PSADTs furthest from the control point are higher than the initial calculations but are within the expected volumes for this corridor. Balanced turn volumes are diagramed in **Figure 2-9**.

No counts were available for the western entrance to Sarasota Harbour West so turn volumes were estimated from Trip Generation 9<sup>th</sup> Edition tables for Recreational Homes 260. The trips from this category provided volumes that balanced more closely to neighboring intersection counts when compared to trips from the Residential Condo/Townhouse 230 category.

Table 2-6
Development of Initial 2021 Peak Season ADTs

Location	Seasonal AADT Adjustment Factor		Seasonally Adjusted AADT  Model outputs			Annual Growth Rate	Initial PSADT
	2018	2018 FTI	2018	2010	2040	Model	2021
SR 789 W of Sarasota Harbour W	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 E of Sarasota Harbour W	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 W of Sarasota Harbour E	30,000	0.88	34,181	34,061	39,124	0.46%	34,700
SR 789 E of Sarasota Harbour E	33,000	0.88	37,599	36,626	42,065	0.46%	38,100
SR 789 W of Bird Key Dr	33,000	0.88	37,599	36,626	42,065	0.46%	38,100
SR 789 E of Bird Key Dr	34,000	0.88	38,738	38,503	44,165	0.46%	39,300
Sarasota Harbour W Ent N of SR 789	108	0.88	123	-	-	0.46%	100
Plymouth Harbor Ent S of SR 789	217	0.88	247	-	-	0.46%	200
Sarasota Harbor E N of SR 789	68	0.88	77	-	-	0.46%	100
Sarasota Yacht Club Ent S of SR 789	290	0.88	331	-	-	0.46%	300
Bird Key Dr N of SR 789	416	0.88	475	-	-	0.46%	500
Bird Key Dr S of SR 789	1,151	0.88	1,311	-	-	0.46%	1,300

Table 2-7
Calculated Design Hour Existing (2021) Peak Season Turning Movement Volumes Compared to Seasonally Adjusted 2021 Counts

						:	Sarasota	Harbour W	/est Inter	section \	/olume	Compa	arison								
RAW Adj Sat Pk Hr Counts			ta Harbo outhboo	our West und			SR 789 Westbound				Sarasota Harbour West Northbound				SR 789 Eastbound				Int		
Start Time (60 minutes beginning)	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	Total
11:00 AM Total	0	4	0	0	0	6	30	1,807	6	0	0	4	0	13	0	2	3	1,157	10	0	3,044
3:30 PM Total	0	6	2	3	0	0	18	1,453	4	0	0	0	0	23	0	6	1	1,684	2	0	3,203
Balanced Design Hr Vol																					
AM Peak Hr	0	4	0	0		7	31	1,959	6		0	3	0	9		2	3	1,369	11		3,404
PM Peak Hr	0	3	1	2		0	16	1,324	4		0	0	0	8		7	1	2,067	2		3,435

## Sarasota Harbour East Intersection Volume Comparison

RAW Adj Sat Pk Hr Counts	Sarasota Harbour East Southbound				SR 789 Westbound				Sarasota Yacht Club Northbound				SR 789 Eastbound				Int				
Start Time (60 minutes beginning)	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	Total
11:00 AM Total	0	4	0	2	0	6	22	1,851	7	0	0	1	0	7	0	0	2	1,167	6	0	3,076
3:30 PM Total	0	5	0	1	0	4	20	1,463	1	0	0	6	0	19	0	2	2	1,693	1	0	3,217
Balanced Design Hr Vol																					
AM Peak Hr	0	3	0	1		5	25	2,001	8		0	2	0	13		0	2	1,379	7		3,446
PM Peak Hr	0	6	0	1		4	20	1,338	1		0	3	0	11		2	2	2,073	1		3,462

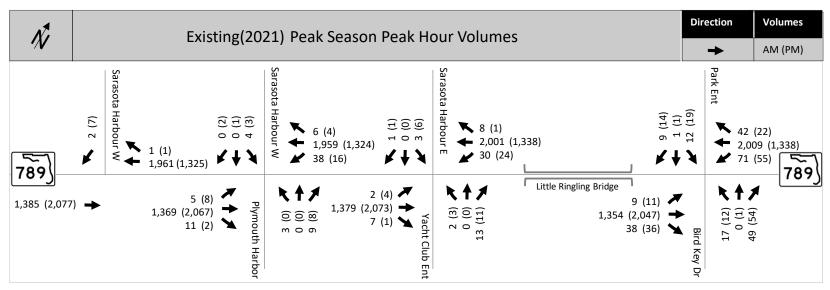
**Table 2-7 Continued** Bird Key Drive Intersection Volume Comparison **RAW Adj Sat** Bird Key Park SR 789 Bird Key Drive SR 789 Int Pk Hr Counts Northbound Southbound Westbound Eastbound Start Time U U U U (60 minutes RTOR RTOR Right Right Right Right Turn Left Thru **RTOR** Turn Left Thru **RTOR** Turn Left Thru Turn Left Thru Total beginning) 1,148 3,295 11:00 AM Total 2 8 6 2 67 1,858 36 0 0 28 0 22 3 4 30 4 1 17 57 3:30 PM Total 1,456 25 1,695 3,396 1 24 1 2 17 3 60 0 0 13 1 17 40 0 26 6 **Balanced Design Hr Vol** 2,009 42 3,611 AM Peak Hr 1 11 1 9 2 69 0 17 0 49 4 5 1,354 38 1,338 12 2,047 3,610 PM Peak Hr 1 18 1 14 3 52 22 0 1 54 0 11 36

Table 2-8
Initial 2021 Peak Season Average Daily Traffic Compared to Balanced Peak Season ADTs

Location	Initial	Balanced	Difference	% Diff
Location	2021	2021	Difference	70 <b>D</b> 111
SR 789 west of Sarasota Harbour West	34,700	38,500	3,800	10%
SR 789 west of Sarasota Harbour East	34,700	38,600	3,900	11%
SR 789 west of Bird Key Dr	38,100	38,900	800	2%
SR 789 east of Bird Key Dr*	39,300	39,300	0	0%
Sarasota Harbour West north of SR 789	100	100	0	0%
Plymouth Harbor south of SR 789	200	200	0	0%
Sarasota Harbour East north of SR 789	100	100	0	0%
Sarasota Yacht Club south of SR 789	300	400	100	29%
Bird Key Dr north of SR 789	500	600	100	18%
Bird Key Dr south of SR 789	1,300	1,900	600	38%

<sup>(\*)</sup> control point for balancing

Figure 2-9
Balanced Existing (2021) Peak Hour Volumes



# 3 SUB-AREA MODEL VALIDATION

Version 1.0.6 of the Florida Standard Urban Transportation Model Structure (FSUTMS) compliant Florida Department of Transportation (FDOT) District 1 District-wide Cost Feasible 2040 Regional Planning Model was used to develop a calibrated and validated sub-area model. The sub-area model was used to develop opening year and design year traffic volumes using the model output refinement process found in Chapter 6 of the National Cooperative Highway Research Program's Report 765 (NCHRP 765). The sub-area validation report is included in **Appendix E.** 

FPID(S): 436680-1-22-01 & 436680-1-32-01

## 4 FUTURE TRAFFIC FORECASTS

The sub-area validation report documents the development of the alternatives by identifying and incorporating network adjustments. Traffic volumes were forecast to opening and design year volumes by applying NCHRP 765 adjustment procedures to the model outputs for each alternative. Volumes were adjusted as necessary to align with the trends shown in historical and projected growth rates in the area. Design hour volumes for all alternatives were calculated by multiplying future PSADTs by the K and D factors to develop directional design hour volumes (DDHVs). Turning movement percentages from the 2021 turning movement counts were applied to the DDHVs to calculate design hour turning movement volumes which were then balanced through the study corridor.

## 4.1 Population Projections

Population projections from the University of Florida's Bureau of Economic and Business Research (BEBR) were collected to find low, medium, and high population growth estimates. Projections for Sarasota County are summarized in **Table 4-1**.

Table 4-1
BEBR Population Projections for Sarasota County

Sai	rasota	20	2025		2030 2035 2040		2030		2030		2040		45
2019	Projection	Рор	Growth	Рор	Growth	Pop	Growth	Рор	Growth	Рор	Growth		
	Low	433,000	0.26%	444,200	0.38%	452,400	0.37%	459,000	0.35%	463,900	0.33%		
426,275	Med	464,900	1.46%	489,600	1.27%	510,500	1.13%	529,400	1.04%	546,500	0.96%		
	High	494,300	2.50%	534,600	2.08%	570,400	1.84%	605,400	1.68%	639,200	1.57%		

FPID(S): 436680-1-22-01 & 436680-1-32-01

#### 4.2 Historical Traffic Growth

Traffic volumes in the study area have grown slightly in the past five years based on data collected from FDOT's Florida Traffic Online web application. Two FDOT count stations in the study area show little growth (Cosite 170011 and 175078) and one location (Cosite 175026) shows heightened growth in traffic volumes. The average Compound Annual Average Growth Rate (CAGR) for all locations is 1.9%. The data is displayed in **Figure 4-1** and **Table 4-2**.

#### 4.3 Model Growth Rates

The average 2010-2040 model growth rate shown in **Table 2-6** also showed minimal growth at 0.46%. This rate is similar to the low BEBR growth rate and lower than the FTI average historical growth rate.

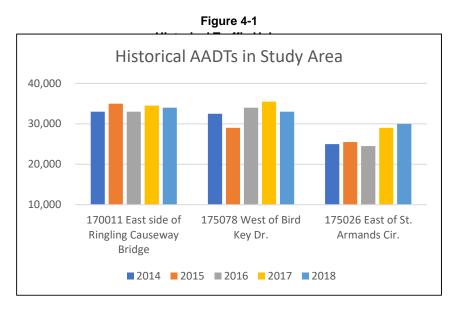


Table 4-2
Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)

Cosite Location	2014	2015	2016	2017	2018	CAGR
170011 East side of Ringling Causeway	33,000	35,000	33,000	34,500	34,000	0.7%
175078 West of Bird Key Dr.	32,500	29,000	34,000	35,500	33,000	0.4%
175026 East of St. Armands Cir.	25,000	25,500	24,500	29,000	30,000	4.7%
				Aver	1.9%	

## 4.4 Project Alternatives

The project alternatives for this study focus on bridge design and multi-modal accommodations; no roadway network design changes are part of this design. Therefore, the no-build and build alternatives will use the same forecasted future traffic volumes. Traffic projections were developed for opening and design year volumes.

#### 4.5 Future Traffic Volumes

As discussed in the *Forecast and Analysis Methodology Report*, existing traffic volumes were projected to design year volumes by applying travel demand model growth rates to the initial existing PSADTs. *National Cooperative Highway Research Program (NCHRP) Report 765* adjustment procedures were also applied to the model outputs for comparison. Calculated future volumes were adjusted as necessary against the trends shown in historical and projected growth rates in the area. Volumes were then balanced through the roadway network to obtain future year PSADTs.

Design hour volumes were calculated by multiplying PSADTs by the K and D factors to develop directional design hour volumes (DDHVs). Turning movement percentages calculated from existing condition turning movement counts were applied to the DDHVs to calculate design hour turning movement volumes (DHTMVs) which were balanced for reasonability at each intersection; the TMCs were reviewed for weekend and weekday volumes and percentages to determine the more conservative volumes. Flow charts for all traffic development steps are shown in **Figure 4-2**.

## 4.5.1 Design Year (2045) Volume Development

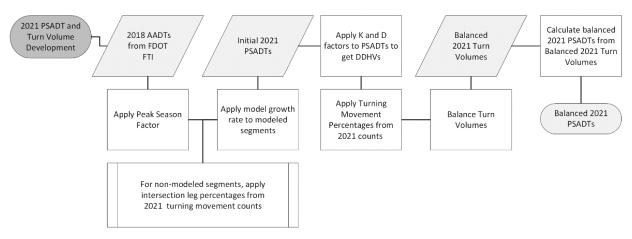
Base year (2010) and future year (2040) model plots for the study area are included in the subarea validation report in **Appendix E**. The model growth rate of 0.46% was applied to the 2021 initial PSADTs. For comparison, 2040 model outputs were adjusted using the NCHRP 765 procedures and then linearly forecast to 2045 using the 2021 PSADTs and the adjusted 2040 model outputs. **Table 4-3** shows the initial design year volume development. DDHVs were calculated from the initial design year PSADTs using the recommended K and D factors and appropriate directionality. Existing condition turning movement percentages were applied to DDHVs to determine design year intersection turning movement volumes.

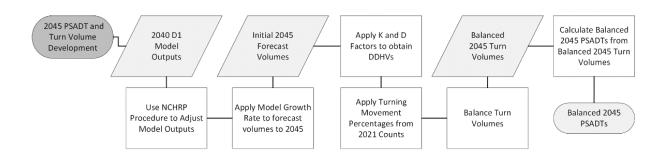
Finally, turning movement volumes were balanced through the study area in an iterative process using the PSADT for the segment east of Bird Key Drive as a control point. **Appendix F** contains the balancing worksheets. Some manual adjustments were made before and after volumes were entered into the balancing worksheets. Balanced PSADTs were calculated from the resulting balanced turn volumes by calculating approach volumes from the balanced AM and PM turn volumes and dividing by the appropriate K and D factors. Final balanced PSADTs are the maximum of the balanced AM and PM approach PSADTs and are shown in **Section 5**.

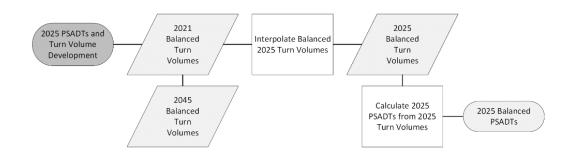
## 4.5.2 Opening (2025) Year Volume Development

The opening year turning movements were interpolated from the existing and design year turning movements. Manual adjustments were made to balance volumes to adjacent segments. Approach PSADTs were calculated from the approach volumes of the balanced turning movements for both AM and PM periods. Final balanced PSADTs are the maximum of the balanced AM and PM approach PSADTs and are shown in **Section 5**.

Figure 4-2 Flowcharts for 2021, 2045 and 2025 Volume Development







SR 789 (John Ringling Causeway) PD&E Study

Future Volumes Technical Memorandum

FPID(S): 436680-1-22-01 & 436680-1-32-01

Table 4-3
Design Year 2045 Volume Development

Location	Model	outputs	Model	Model CAGR		2040 NCHRI	)	Initial P	SADTs
Location	2010	2040	2021*	2010-2040	Ratio	Difference	Average	2021	2045**
SR 789 W of Sarasota Harbour W	34,061	39,124	35,917	0.46%	37,798	37,907	37,852	34,700	38,700
SR 789 E of Sarasota Harbour W	34,061	39,124	35,917	0.46%	37,798	37,907	37,852	34,700	38,700
SR 789 W of Sarasota Harbour E	34,061	39,124	35,917	0.46%	37,798	37,907	37,852	34,700	38,700
SR 789 E of Sarasota Harbour E	36,626	42,065	38,620	0.46%	41,498	41,545	41,521	38,100	42,500
SR 789 W of Bird Key Dr	36,626	42,065	38,620	0.46%	41,498	41,545	41,521	38,100	42,500
SR 789 E of Bird Key Dr	38,503	44,165	40,579	0.46%	42,773	42,886	42,829	39,300	43,800
Sarasota Harbour W Ent N of SR 789	-	-	-	0.46%	-	-	-	100	100
Plymouth Harbor Ent S of SR 789	-	-	-	0.46%	-	-	-	200	200
Sarasota Harbour E N of SR 789	-	-	-	0.46%	-	-	-	100	100
Sarasota Yacht Club Ent S of SR 789	-	-	-	0.46%	-	-	-	300	300
Bird Key Dr N of SR 789	-	-	-	0.46%	-	-	-	500	560
Bird Key Dr S of SR 789	-	-	-	0.46%	-	-	-	1,300	1,450

<sup>\*</sup>Linear Forecast of 2010 and 2040 model outputs

<sup>\*\*</sup>Model growth rates applied to 2021 Initial PSADTs

# 5 **SUMMARY**

The data and assumptions used to develop the opening and design year volumes for the SR 789 study area have been documented in this technical memorandum. These volumes will be used for operational analysis of the alternatives for the existing, opening, and design years.

## 5.1 Opening, Interim, and Design Year Volumes

The initial volumes from **Table 4-3** were balanced using an iterative process with the volume on the segment east of Bird Key Drive as a control point. The resulting balanced PSADTs for opening and design years for each alternative are shown in **Table 5-1**.

Opening and design year turning movement volumes for all alternatives are shown in **Figure 5-1** and **Figure 5-2**, respectively.

Table 5-1
Balanced PSADTs for Existing, Opening and Design Year

		Balanced PSADTs		
Location	Existing	No Build	l / Build	
	2021	2025	2045	
SR 789 west of Sarasota Harbour West	38,500	39,300	43,000	
SR 789 west of Sarasota Harbour East	38,600	39,400	43,100	
SR 789 west of Bird Key Dr	38,900	39,700	43,400	
SR 789 east of Bird Key Dr	39,300	40,100	43,800	
Sarasota Harbour West north of SR 789	100	100	100	
Plymouth Harbor south of SR 789	200	200	200	
Sarasota Harbour East north of SR 789	100	100	100	
Sarasota Yacht Club south of SR 789	400	400	400	
Bird Key Dr north of SR 789	600	600	700	
Bird Key Dr south of SR 789	1,900	1,900	2,100	

SR 789 (John Ringling Causeway) PD&E Study

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Figure 5-1
Opening Year Peak Season Design Hour Volumes (2025)

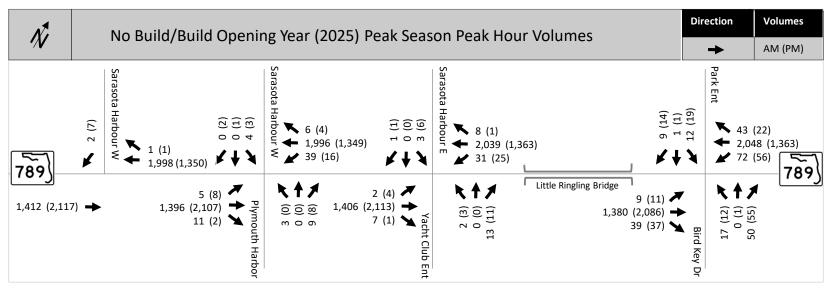
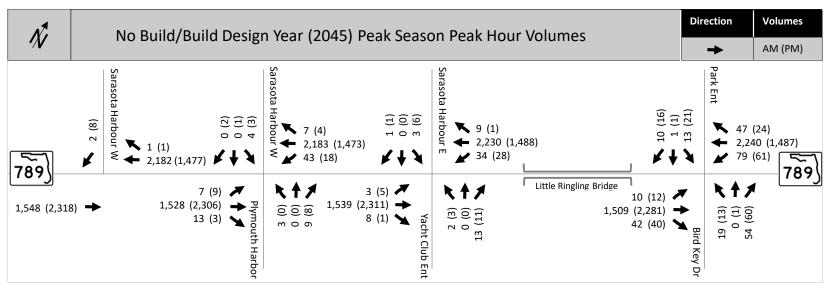


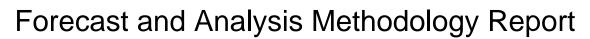
Figure 5-2
Design Year Peak Season Design Hour Volumes (2045)



# **APPENDICES**

- A. Forecast and Analysis Methodology Report
- B. Traffic Counts
- C. Appendix C: 2018 Seasonal Adjustment Factors
- D. Appendix D: Example of Cross Street AADT Proportional Calculation
- E. Appendix E: Subarea Travel Demand Model Validation Memo with Model Plots
- F. Appendix F: Design Year Balancing Worksheets

# **APPENDIX A:**



# Forecast and Analysis Methodology Report

Florida Department of Transportation District One

SR 789 (Ringling) Project Development and Environment Study and Design Services

From Bird Key Drive to Sarasota Harbour West

Sarasota County, Florida

Financial Management Numbers: 436680-1-22-01 & 436680-1-32-01

August 2021

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Prepared by:

Rummel, Klepper & Kahl, LLP 402 S Kentucky Ave, Suite 400 Lakeland, FL • 33801

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#### 1.0 INTRODUCTION

This forecast and analysis methodology report is prepared to document the project limits, assumptions, and methodologies that will be used in developing the Project Traffic Analysis Report (PTAR) for the SR 789 / John Ringling Causeway Project Development and Environment (PD&E) and Design Services study. The PTAR will detail existing and future traffic characteristics, operational performance, and safety of the existing study area roadway network. Future traffic conditions will be developed based on the assumptions and methodologies outlined in this forecast and analysis methodology report.

#### 2.0 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT), District One, is conducting a PD&E and design services study for proposed replacement alternatives for the Little Ringling bridges in Sarasota County, on SR 789 over Coon Key waterway. The project limits are on SR 789, from Bird Key Drive to Sarasota Harbour West in Sarasota County, for approximately 0.74 miles. The bridge alternatives will include bicycle and pedestrian accommodations, intended to improve traffic movements and improve safety for all users.

#### 3.0 TRAFFIC ANALYSIS OBJECTIVE

The objective of the PTAR is to assess existing and future traffic operations on the roadway network in the study area and analyze the anticipated future performance of the roadway network with and without potential improvements. Potential improvements will be identified and screened for future travel, safety, and multi-modal objectives. The traffic analysis serves to ensure that the future roadway network provides enough capacity for the safe and efficient movement of traffic through the design year.

## 4.0 TRAFFIC ANALYSIS ASSUMPTIONS

#### 4.1 Study Area

The study area begins at the intersection of John Ringling Causeway and Bird Key Drive and continues west to the entrance of the Sarasota Harbour West Condominiums on John Ringling Causeway, approximately 0.74 miles; the FDOT Roadway ID is 17030000 with the study area mile markers from 1.206 to 1.947. It contains the intersection of SR 789 and Bird Key Drive and three driveway entrances, one at Sarasota Harbour East / Sarasota Yacht Club (MP 1.700), one at Sarasota Harbour West / Plymouth Harbor (MP 1.830), and one at Sarasota Harbour West (MP 1.947). A map of the study area is shown in **Figure 4-1**.

Legend
Study Area

Project Start

Project End

Project End

Project End

Serios Leys' Credit: Shares Ent HERE Camin, USCS, Horman, NCREMENT P. HEChn. Ent Japan, MET. Lettonic (Herg Korol), Est Koras. Ent (Thailand), NOCE, (a) OpenSweddisp contribution, and the GIS Liest Community

Serios Leys' Credit: Shares Ent (Thailand), NOCE, (a) OpenSweddisp contribution, and the GIS Liest Community

Figure 4-1: SR 789 (John Ringling Blvd) Study Area

#### 4.2 Analysis Periods and Years

Traffic operational analysis will include AM and PM peak period traffic conditions for the following analysis years:

Existing year: 2020Opening year: 2025Design year: 2045

Capacity and operational analyses for the segments and intersections will be performed using FDOT's Generalized Level-of-Service tables and the Highway Capacity Manual, 6<sup>th</sup> Edition, respectively.

#### 4.3 Project Alternatives

Operational analyses for opening, and design years will include an evaluation of a no-build alternative as well as one build alternative identified as viable and feasible based on deficiencies noted from the no-build analysis. The no-build alternatives analysis will use forecasted future traffic volumes on the existing roadway network, while the build will reflect the no-build condition with modified future roadway network alternatives.

## 5.0 TRAFFIC ANALYSIS TOOLS

Study area segments and intersections will be analyzed according to the methodologies provided in the *Highway Capacity Manual, 6<sup>th</sup> Edition* (HCM), the *2021 FDOT Traffic Analysis Handbook*, and *2019 FDOT Project Traffic Forecasting Handbook*. Daily and peak hour traffic volumes on roadway segments will be evaluated using the FDOT *2020 QLOS Handbook* and the *2020 Generalized Service Volume Tables*.

Trafficware's Synchro 11 software shall be calibrated following the 2021 FDOT Traffic Analysis Handbook's section 6.4.2 Calibration of Synchro and SimTraffic to the existing conditions and utilized in the development of alternatives and subsequent evaluations. Signal timings for existing conditions will be acquired along the corridor, future year signal timings will be developed in Synchro 11.

The HCM 6<sup>th</sup> Edition's level of service will be used for pedestrian and bicycle level of service assessments.

Signal warrants were assessed by FDOT's District 1's Traffic Operations for the intersection of SR 789 at Sarasota Harbour West/Plymouth Harbor; the driveway did not satisfy any of the signal warrant criteria. SR 789 at Sarasota Harbour / Plymouth Harbor's cross traffic volumes are expected to be the highest for the unsignalized intersections in the study area and should not warrant further analysis seeing as these intersections have smaller volumes.

FDOT's Intersection Control Evaluation (ICE) process will be utilized to evaluate intersection control scenarios should an intersection meet warrant or major reconstruction of an existing signalized intersection be proposed; the process will follow the FDOT's *Manual on Intersection Control Evaluation* for guidance. If roundabouts are identified in the alternatives, *SIDRA 8* software's HCM 6<sup>th</sup> Edition methodology will be used to evaluate peak hour traffic volumes through those intersections.

## 6.0 TRAFFIC DATA COLLECTION

To identify roadway characteristics and existing traffic volumes in the study area, traffic counts will be collected as follows:

- One (1) 7-day Bi-directional Volume and Classification Count west of Bird Key Drive
- Three (3) **WEEKDAY** 12-hour turning movement counts from 7:00 AM to 7:00 PM
  - One (1) at Bird Key Drive one each direction.
  - One (1) at Sarasota Harbour East one each direction.
  - One (1) at Sarasota Harbour West one each direction.
- Three (3) **WEEKEND** 12-hour turning movement counts from 7:00 AM to 7:00 PM
  - One (1) at Bird Key Drive one each direction.
  - One (1) at Sarasota Harbour East one each direction.
  - One (1) Sarasota Harbour West one each direction.

Additional traffic data will include traffic counts from the Florida Traffic Information (FTI) database, traffic signal timings, Barrier Island Traffic Study, and Regional Integrated Transportation Information System (RITIS) speed data.

Turning Movement Counts (TMCs) will include pedestrian, bicycle, and heavy vehicle counts reported separately. The count data will be used to support the existing traffic analysis of the study area and used in the development of future volumes for alternatives analyses. A map of count locations is shown in **Figure 6-1.** 



Figure 6-1: Traffic Count Location Map

Due to the effects of COVID-19 on travel patterns and volumes, the count collection scheduled for spring of 2020, was delayed until spring 2021. The results of the collected counts showed a deviation from historical Annual Average Daily Traffic (AADT) volumes (shown in **Figure 6-2**) from 1999 to 2020. Because this deviation was noted, the historical trendline was reviewed to identify the most recent year that fit the trendline; the year 2018 was selected for its proximity to the historical trendline. Using the 2018 AADTs from the FTI database and the growth rate identified in section 7.0 , the 2018 AADTs will be extrapolated to 2021.

The seasonal factors from 2018 will be reviewed for the FDOT designated peak season and an average seasonal rate will be calculated. The average seasonal rate will then be applied to the extrapolated 2021 AADT to derive the 2021 Peak Season Average Daily Traffic (PSADT). The process is shown in **Figure 6-3**.

The 2021 PSADT volumes will be used in the development of design hour volumes.

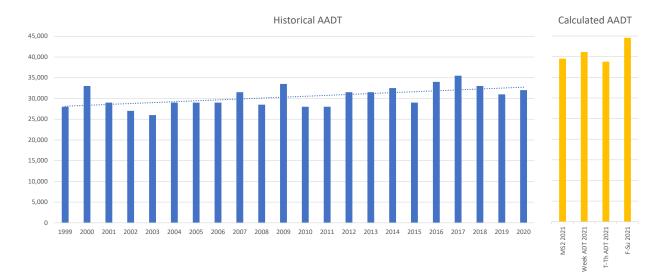


Figure 6-2: Historical and Calculated AADT





#### 6.1 Traffic Factors

This study will develop and recommend K, D,  $T_{24}$ , DHT, and peak hour factors to be provided to the Department in a PTAR.

The K-Factor (K) shall be identified using the FDOT's 2019 Project Traffic Forecasting Handbook's Standard - K Factors Table.

The directional factor (D) shall be calculated from the traffic count data and compared to the five-year historical data from FDOT count stations found in the FTI database within the study area. The traffic count data will evaluate normal weekday traffic (Tuesday, Wednesday, and Thursday) and weekend traffic (Friday, Saturday, and/or Sunday) due to the corridor's proximity to the beach and the travel patterns it entails. The D Factor will be limited to a maximum 60/40 split. Peak directions of travel will be established based on existing travel patterns identified from review of the traffic count data and historical data.

The daily truck factor  $(T_{24})$  will be calculated from the classification counts data and compared to the five-year historical data from FDOT count stations. Design Hour Trucks (DHT) shall be estimated to be one half of  $T_{24}$  unless the classification counts show otherwise. If counts show a different daily to peak ratio, the difference will be brought before FDOT for discussion to determine what peak hour truck percentages to use in the analysis.

An overall intersection peak hour factor (PHF) will be calculated for the study intersections. The PHF will

be compared to the FDOT's 2021 Traffic Analysis Handbook's recommended default PHF for the appropriate roadway type. If there is minimal variation between intersection and the default PHF, then the default will be utilized in the existing conditions analysis. It is recommended that the same PHF be used for both existing and future traffic conditions to assess the benefit of a proposed improvement and prevent "artificial" benefit being achieved based on the use of differing PHFs.

#### 7.0 TRAFFIC FORECASTING

Existing traffic volumes will be projected to opening and design year volumes by applying *National Cooperative Highway Research Program (NCHRP) Report 765* adjustment procedures to travel demand model outputs for all alternatives. Calculated future volumes will be adjusted as necessary against the trends shown in historical and projected growth rates in the area. Design hour volumes for all alternatives shall be calculated by multiplying future AADTs by the K and D factors to develop directional design hour volumes (DDHVs). Turning movement percentages calculated from turning movement counts will be applied to the DDHVs to calculate design hour turning movement volumes (DHTMVs) which will be balanced for reasonability at each intersection; the TMCs will be reviewed for weekend and weekday volumes and percentages to determine the more conservative volumes. Finally, balanced AADTs are calculated from the balanced TMCs and checked against the initial calculated AADTs for reasonableness.

#### 7.1 Travel Demand Model

Future year traffic forecasts will utilize the most recent version of the District One Regional Planning Model (D1RPM) compliant with the Florida Standard Urban Transportation Model Structure (FSUTMS). The Department will develop and provide to the Consultant a calibrated and validated sub-area model of the study area that includes a 2010 and 2040 no-build model. A Compound Adjusted Growth Rate (CAGR) from base year to future year will be calculated for each model segment. The CAGR percentages will be used to extrapolate design year volumes; unless historical growth patterns show the utility of other growth rate approaches. Opening year volumes will be linearly interpolated from the final balanced existing and design year volumes and adjusted as necessary for any build alternatives.

#### 7.2 Population Projections

Population projections from the University of Florida's Bureau of Economic and Business Research (BEBR) were collected to find low, medium and high population growth estimates. Population projections for Sarasota Counties are summarized in **Table 7-1**; growth rate percentages are calculated from CAGR.

Sarasota County		2025		2030		203	35	204	10	2045	
2018	Projection	Pop	Growth	Рор	Growth	Pop	Growth	Pop	Growth	Pop	Growth
	Low	428,600	0.38%	438,800	0.42%	446,200	0.39%	451,500	0.36%	454,400	0.31%
417,442	Med	460,500	1.41%	484,300	1.25%	505,200	1.13%	523,700	1.04%	540,200	0.96%
	High	489,400	2.30%	528,100	1.98%	565,100	1.80%	600,800	1.67%	634,500	1.56%

Table 7-1: BEBR Population Projections for Sarasota County

#### 7.3 Historical Traffic Growth

Traffic volumes in the study area have grown slightly in the past five years based on data collected from FTI database. Two (2) FDOT stations in the study area show little growth and one station shows more growth in traffic volumes. The average Compound Annual Average Growth Rate (CAGR) for those locations is 1.9%. The data is displayed in **Figure 7-1** and in tabular format in **Table 7-2**. The vacillation of the counts on the corridor and lack of definitive growth patterns prompted a review of additional years from the FTI database and a determination of root square correlation of a linear trend; the additional historical years are presented in **Figure 7-2** and the table of historical AADT's and R-Squared values for all available data starting from the year 2000 and the last seven years is presented in **Table 7-3**. The R-Squared values do not show a correlation above the recommended 75% threshold for data starting from the year 2000 or the past seven years. As a result, the historical traffic growth rate should not be considered an applicable growth rate.

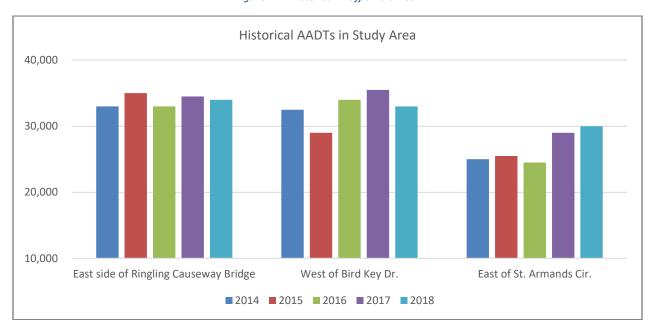


Figure 7-1: Historical Traffic Volumes

Table 7-2: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)

Location	2014	2015	2016	2017	2018	CAGR
East side of Ringling Causeway Bridge	33,000	35,000	33,000	34,500	34,000	0.7%
West of Bird Key Dr.	32,500	29,000	34,000	35,500	33,000	0.4%
East of St. Armands Cir.	25,000	25,500	24,500	29,000	30,000	4.7%
				Av	erage CAGR	1.9%



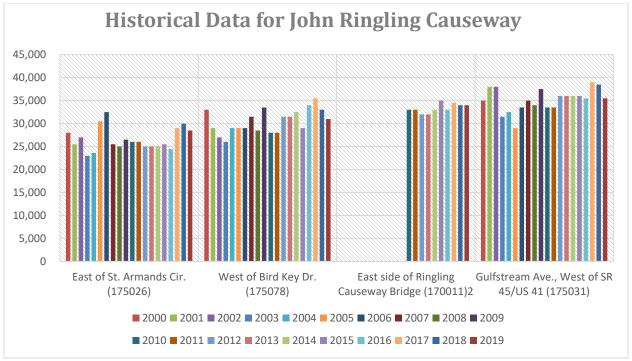


Table 7-3: Available Historical Data from 2000 and R Squareds for All and Past Seven Years

	East of St. Armands	West of Bird Key Dr.	East side of Ringling Causeway Bridge	Gulfstream Ave., West of SR 45/US 41
Year	Cir. (175026)	(175078)	(170011)	(175031)
2000	28,000	33,000		35,000
2001	25,500	29,000		38,000
2002	27,000	27,000		38,000
2003	23,000	26,000		31,500
2004	23,600	29,000		32,500
2005	30,500	29,000		29,000
2006	32,500	29,000		33,500
2007	25,500	31,500		35,000
2008	25,000	28,500		34,000
2009	26,500	33,500		37,500
2010	26,000	28,000	33,000	33,500
2011	26,000	28,000	33,000	33,500
2012	25,000	31,500	32,000	36,000
2013	25,000	31,500	32,000	36,000
2014	25,000	32,500	33,000	36,000
2015	25,500	29,000	35,000	36,000
2016	24,500	34,000	33,000	35,500
2017	29,000	35,500	34,500	39,000
2018	30,000	33,000	34,000	38,500
2019	28,500	31,000	34,000	35,500
All Years (R <sup>2</sup> )	0.98%	27.43%	0.98%	13.12%
Past 7 Years (R <sup>2</sup> )	65.45%	4.79%	31.60%	11.74%

## 8.0 MEASURES OF EFFECTIVENESS

#### 8.1 Level of Service

The primary measure of effectiveness for traffic analysis in the PTAR and PD&E study will be level of service (LOS). Both roadway segments and intersections will be evaluated by this measure.

For segment analyses, 2020 FDOT Generalized Service Volume Tables will be used to determine daily and directional design hour traffic volume LOS for existing and future traffic conditions.

For intersection analyses, *Synchro 11* will be utilized to determine delay and evaluate LOS for AM and PM peak hour traffic volumes for both signalized and unsignalized intersections.

For any future alternatives with roundabouts, *SIDRA 8* software will be utilized to determine roundabout LOS and delay.

For pedestrian and bicycle analyses, the HCM 6<sup>th</sup> edition Pedestrian Level of Service and Bicycle Level of Service (PLOS and BLOS) shall be used.

#### 8.2 Queue Length

A secondary measure of effectiveness for intersections in the study will be queue length, the distance from the stop line of an intersection to the end of the queue of cars waiting to move through the intersection. *SimTraffic 11*, will be used to evaluate maximum design year queues for intersections within the study area; 95<sup>th</sup> percentile queue lengths will be rounded up to the nearest 25 foot multiple.

#### 9.0 SAFETY

The historical five-year crash data of the area using FDOT's Crash Analysis Reports (CARs), State Safety Office's GIS system (SSOGIS), or Signal Four crash data from January 1st, 2014 to December 31st, 2018 shall be documented. The crash data will include the number and type of crashes, crash locations, number of fatalities and injuries, and estimates of property damage and economic loss. Based on the information obtained from the crash data, project safety needs associated with the existing and future conditions will be identified. The Highway Safety Manual (HSM) procedures will be used to estimate the safety performance of the project alternatives and will document the results of the safety analysis in the PTAR. The FDOT's Crash Reduction Factors (CRF 2014) shall be used as a primary data source where possible. At locations where FDOT's CRFs are not available or applicable, the Federal Highway Administration's (FHWA) Crash Modification Factors Clearinghouse shall be used.

## 10.0 DOCUMENTS FOR SUBMITTAL

In the process of completing the PTAR, the following documents will be prepared and submitted to FDOT:

- Traffic Conditions Report
- Project Traffic Analysis Report

The Traffic Conditions Report will document the existing and future conditions to include the factors used, multi-modal accommodations to include transit, sidewalks, and bike lanes, crash information, recommended AADT for the corridor, and the DDHVs and DHTMVs. The future conditions will document the growth rates, travel demand model results, forecast AADTs, DDHVs, and DHTMVs.

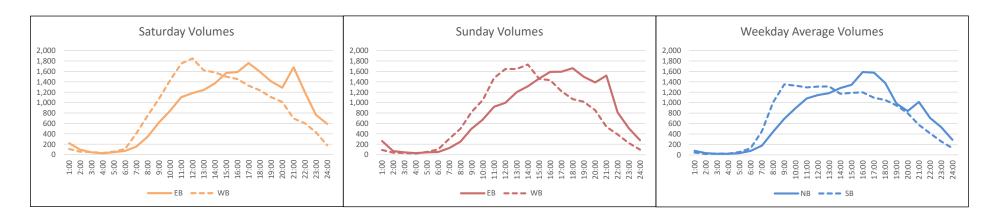
The results of the traffic and safety analyses described in this methodology report will be documented in a PTAR for the study area. The PTAR will summarize the results of the traffic analysis for Existing Year 2020, Opening Year 2025, and Design Year 2045. All data and supporting information used in the evaluation will be included in the PTAR Appendices.

# **APPENDIX B:**

# **Traffic Counts**

## 7-DAY VOLUME COUNT SUMMARY

							SR 789 we	est of Bird k	Key Drive							
	Saturo	day	Sund	lay	Mon	day	Tues	day	Wedne	esday	Thurs	day	Frid	lay	Week	day
End Time	5/1/20	)21	5/2/20	021	5/3/2	021	5/4/20	021	5/5/2	021	5/6/20	021	5/7/2	021	Avera	ge
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
1:00	219	106	264	92	84	49	59	34	66	37	87	55	95	53	78	46
2:00	95	55	68	38	40	15	27	14	35	12	29	15	34	30	33	17
3:00	42	47	45	32	18	17	19	26	17	19	20	18	25	28	20	22
4:00	26	30	30	24	25	20	15	16	14	19	17	28	24	26	19	22
5:00	44	58	46	55	31	53	34	60	30	45	41	66	30	47	33	54
6:00	69	106	52	100	90	125	77	120	62	140	75	119	78	123	76	125
7:00	153	408	128	307	186	413	182	475	174	465	163	433	181	473	177	452
8:00	341	743	251	500	447	964	467	1,037	465	1,006	414	1,038	417	985	442	1,006
9:00	615	1,070	503	822	727	1,326	721	1,296	692	1,398	688	1,367	628	1,364	691	1,350
10:00	842	1,428	678	1,053	868	1,356	930	1,100	911	1,412	902	1,376	862	1,387	895	1,326
11:00	1,105	1,751	919	1,473	1,093	1,297	1,041	1,093	1,067	1,307	1,094	1,290	1,112	1,469	1,081	1,291
12:00	1,180	1,849	998	1,646	1,153	1,363	1,100	1,060	1,168	1,317	1,077	1,344	1,225	1,461	1,145	1,309
13:00	1,241	1,622	1,201	1,644	1,181	1,317	1,122	1,101	1,271	1,312	1,282	1,380	1,059	1,443	1,183	1,311
14:00	1,367	1,582	1,315	1,731	1,080	1,187	1,092	1,057	1,310	1,190	1,348	1,119	1,569	1,301	1,280	1,171
15:00	1,569	1,497	1,462	1,459	1,030	1,131	1,277	1,126	1,408	1,168	1,458	1,216	1,535	1,295	1,342	1,187
16:00	1,587	1,452	1,591	1,429	1,621	1,134	1,475	1,227	1,501	1,085	1,581	1,212	1,757	1,327	1,587	1,197
17:00	1,760	1,326	1,592	1,217	1,558	1,009	1,516	1,030	1,595	1,048	1,512	1,117	1,692	1,266	1,575	1,094
18:00	1,592	1,235	1,663	1,067	1,373	990	1,310	969	1,388	1,023	1,319	1,039	1,481	1,238	1,374	1,052
19:00	1,408	1,105	1,495	1,015	938	858	906	909	982	924	974	917	1,120	1,127	984	947
20:00	1,285	1,010	1,388	852	780	736	762	766	782	730	888	822	984	938	839	798
21:00	1,678	693	1,519	536	931	545	1,025	516	984	580	912	537	1,218	700	1,014	576
22:00	1,203	602	814	390	586	359	666	353	639	378	721	419	921	549	707	412
23:00	762	426	509	223	454	186	423	222	485	220	539	278	744	373	529	256
24:00	590	178	277	97	208	65	221	102	226	125	274	124	511	213	288	126
Daily Total	20,773	20,379	18,808	17,802	16,502	16,515	16,467	15,709	17,272	16,960	17,415	17,329	19,302	19,216	17,392	17,146



# **Volume Count Report**

 Start Date:
 5/1/2021
 Start Time:
 00:00
 GPS:
 27.32356

 Stop Date:
 5/1/2021
 Stop Time:
 24:00
 -82.56748

City: Sarasota County: Sarasota

Location SR 789 west of Bird Key Drive

#### **Eastbound Volume**

Saturday, May 1, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	89	33	15	8	4	11	36	88	131	173	267	314
30	57	16	9	6	11	15	30	69	144	209	263	288
45	33	26	10	3	17	17	34	68	160	223	301	287
00	40	20	8	9	12	26	53	116	180	237	274	291
Hr Total	219	95	42	26	44	69	153	341	615	842	1,105	1,180

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	310	330	370	419	426	427	371	312	382	442	211	196
30	330	318	392	364	461	389	385	361	407	320	179	169
45	290	333	426	390	450	405	337	299	450	220	196	120
00	311	386	381	414	423	371	315	313	439	221	176	105
Hr Total	1,241	1,367	1,569	1,587	1,760	1,592	1,408	1,285	1,678	1,203	762	590

24 Hour Total: 20,773

AM Peak Hour begins: 11:30 AM Peak Volume: 1,218 AM Peak Hour Factor: 0.92 PM Peak Hour begins: 16:15 PM Peak Volume: 1,761 PM Peak Hour Factor: 0.95

#### **Westbound Volume**

Saturday, May 1, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	20	13	7	8	13	52	117	222	330	459	476
30	34	12	8	6	8	16	93	157	260	333	393	428
45	24	17	9	8	17	37	127	213	265	366	445	503
00	13	6	17	9	25	40	136	256	323	399	454	442
Hr Total	106	55	47	30	58	106	408	743	1.070	1.428	1.751	1.849

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	417	375	363	307	375	329	281	249	197	176	128	51
30	375	403	366	419	324	327	251	249	174	148	121	55
45	427	418	389	396	291	291	306	256	168	147	108	43
00	403	386	379	330	336	288	267	256	154	131	69	29
Hr Total	1,622	1,582	1,497	1,452	1,326	1,235	1,105	1,010	693	602	426	178

24 Hour Total: 20,379

AM Peak Hour begins: 10:45 AM Peak Volume: 1,861 AM Peak Hour Factor: 0.92 PM Peak Hour begins: 12:00 PM Peak Volume: 1,622 PM Peak Hour Factor: 0.95

## **Total Volume for All Lanes**

Saturday, May 1, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	124	53	28	15	12	24	88	205	353	503	726	790
30	91	28	17	12	19	31	123	226	404	542	656	716
45	57	43	19	11	34	54	161	281	425	589	746	790
00	53	26	25	18	37	66	189	372	503	636	728	733
Hr Total	325	150	89	56	102	175	561	1,084	1,685	2,270	2,856	3,029

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	727	705	733	726	801	756	652	561	579	618	339	247
30	705	721	758	783	785	716	636	610	581	468	300	224
45	717	751	815	786	741	696	643	555	618	367	304	163
00	714	772	760	744	759	659	582	569	593	352	245	134
Hr Total	2 863	2 949	3 066	3 039	3 086	2 827	2 513	2 295	2 371	1 805	1 188	768

24 Hour Total: 41,152

AM Peak Hour begins: 11:00 AM Peak Volume: 3,029 AM Peak Hour Factor: 0.96 PM Peak Hour begins: 15:30 PM Peak Volume: 3,116 PM Peak Hour Factor: 0.97

# **Volume Count Report**

 Start Date:
 5/2/2021
 Start Time:
 00:00
 GPS:
 27.32356

 Stop Date:
 5/2/2021
 Stop Time:
 24:00
 -82.56748

City: Sarasota County: Sarasota

Location SR 789 west of Bird Key Drive

#### **Eastbound Volume**

Sunday, May 2, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	88	29	15	7	10	3	26	54	109	137	229	251
30	72	10	18	6	14	10	30	56	107	157	208	256
45	61	18	6	9	11	22	31	64	136	194	238	246
00	43	11	6	8	11	17	41	77	151	190	244	245
Hr Total	264	68	45	30	46	52	128	251	503	678	919	998

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	293	344	359	360	439	370	371	333	270	147	110
30	309	336	360	404	441	417	430	351	400	208	126	71
45	260	339	379	436	388	410	354	335	414	189	118	61
00	356	347	379	392	403	397	341	331	372	147	118	35
Hr Total	1,201	1,315	1,462	1,591	1,592	1,663	1,495	1,388	1,519	814	509	277

24 Hour Total: 18,808

AM Peak Hour begins: 11:30 AM Peak Volume: 1,076 AM Peak Hour Factor: 0.87 PM Peak Hour begins: 16:15 PM Peak Volume: 1,671 PM Peak Hour Factor: 0.95

#### **Westbound Volume**

Sunday, May 2, 2021

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End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	15	7	8	5	12	36	76	155	208	315	381
30	26	12	9	8	9	16	76	113	184	260	349	366
45	18	5	7	4	20	32	86	147	225	269	338	459
00	12	6	9	4	21	40	109	164	258	316	471	440
Hr Total	92	38	32	24	55	100	307	500	822	1.053	1.473	1.646

End Time	12	13	14	15	16	1/	18	19	20	21	22	23
15	416	427	400	330	313	275	264	221	145	126	67	31
30	428	451	354	345	304	265	275	227	137	98	64	31
45	400	428	375	377	301	273	235	241	134	76	52	17
00	400	425	330	377	299	254	241	163	120	90	40	18
Hr Total	1,644	1,731	1,459	1,429	1,217	1,067	1,015	852	536	390	223	97

24 Hour Total: 17,802

AM Peak Hour begins: 11:30 AM Peak Volume: 1,743 AM Peak Hour Factor: 0.95 PM Peak Hour begins: 13:00 PM Peak Volume: 1,731 PM Peak Hour Factor: 0.96

#### **Total Volume for All Lanes**

Sunday, May 2, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	124	44	22	15	15	15	62	130	264	345	544	632
30	98	22	27	14	23	26	106	169	291	417	557	622
45	79	23	13	13	31	54	117	211	361	463	576	705
00	55	17	15	12	32	57	150	241	409	506	715	685
Hr Total	356	106	77	54	101	152	435	751	1,325	1,731	2,392	2,644

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	692	720	744	689	673	714	634	592	478	396	214	141
30	737	787	714	749	745	682	705	578	537	306	190	102
45	660	767	754	813	689	683	589	576	548	265	170	78
00	756	772	709	769	702	651	582	494	492	237	158	53
Hr Total	2,845	3,046	2,921	3,020	2,809	2,730	2,510	2,240	2,055	1,204	732	374

24 Hour Total: 36,610

AM Peak Hour begins: 11:30 AM Peak Volume: 2,819 AM Peak Hour Factor: 0.96 PM Peak Hour begins: 13:15 PM Peak Volume: 3,070 PM PeaK Hour Factor: 0.98

 Start Date:
 5/3/2021
 Start Time:
 00:00
 GPS:
 27.32356

 Stop Date:
 5/3/2021
 Stop Time:
 24:00
 -82.56748

City: Sarasota County: Sarasota

Location SR 789 west of Bird Key Drive

#### **Eastbound Volume**

Monday, May 3, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	11	4	5	6	16	37	86	161	177	262	304
30	21	15	4	5	5	22	32	115	186	213	273	292
45	17	6	8	12	12	16	48	106	185	215	283	304
00	12	8	2	3	8	36	69	140	195	263	275	253
Hr Total	84	40	18	25	31	90	186	447	727	868	1.093	1.153

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	304	274	231	261	427	409	257	202	208	180	139	85
30	306	281	265	281	374	400	234	211	278	127	119	56
45	293	260	269	579	417	303	232	182	232	162	113	38
00	278	265	265	500	340	261	215	185	213	117	83	29
Hr Total	1,181	1,080	1,030	1,621	1,558	1,373	938	780	931	586	454	208

24 Hour Total: 16,502

AM Peak Hour begins: 10.45 AM Peak Volume: 1,175 AM Peak Hour Factor: 0.97 PM Peak Hour begins: 15:30 PM Peak Volume: 1,880 PM Peak Hour Factor: 0.81

#### Westbound Volume

Monday, May 3, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	5	0	4	10	9	62	149	299	342	340	325
30	12	4	3	1	7	28	87	215	325	355	312	359
45	12	3	8	7	18	46	113	260	338	304	325	329
00	5	3	6	8	18	42	151	340	364	355	320	350
Hr Total	49	15	17	20	53	125	413	964	1,326	1,356	1,297	1,363

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	337	317	254	297	234	275	239	209	149	113	65	19
30	333	265	300	307	260	252	215	187	134	107	56	19
45	327	323	283	265	271	241	192	180	141	81	30	14
00	320	282	294	265	244	222	212	160	121	58	35	13
Hr Total	1,317	1,187	1,131	1,134	1,009	990	858	736	545	359	186	65

24 Hour Total: 16,515

AM Peak Hour begins: 8:30 AM Peak Volume: 1,399 AM Peak Hour Factor: 0.96 PM Peak Hour begins: 12:00 PM Peak Volume: 1,317 PM Peak Hour Factor: 0.98

#### **Total Volume for All Lanes**

Monday, May 3, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	16	4	9	16	25	99	235	460	519	602	629
30	33	19	7	6	12	50	119	330	511	568	585	651
45	29	9	16	19	30	62	161	366	523	519	608	633
00	17	11	8	11	26	78	220	480	559	618	595	603
Hr Total	133	55	35	45	84	215	599	1,411	2,053	2,224	2,390	2,516

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	641	591	485	558	661	684	496	411	357	293	204	104
30	639	546	565	588	634	652	449	398	412	234	175	75
45	620	583	552	844	688	544	424	362	373	243	143	52
00	598	547	559	765	584	483	427	345	334	175	118	42
Hr Total	2.498	2.267	2.161	2.755	2.567	2.363	1.796	1.516	1.476	945	640	273

24 Hour Total: 33,017

AM Peak Hour begins: 11:15 AM Peak Volume: 2,528 AM Peak Hour Factor: 0.97 PM Peak Hour begins: 15:30 PM Peak Volume: 2,904 PM Peak Hour Factor: 0.86

 Start Date:
 5/4/2021
 Start Time:
 00:00
 GPS:
 27.32356

 Stop Date:
 5/4/2021
 Stop Time:
 24:00
 -82.56748

City: Sarasota County: Sarasota

Location SR 789 west of Bird Key Drive

#### **Eastbound Volume**

Tuesday, May 4, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	8	6	7	3	14	30	93	140	199	241	278
30	13	7	5	4	6	16	36	103	177	220	246	273
45	14	5	0	2	9	19	44	126	209	242	274	271
00	11	7	8	2	16	28	72	145	195	269	280	278
Hr Total	59	27	19	15	34	77	182	467	721	930	1.041	1.100

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	285	248	293	364	416	372	254	211	223	212	138	89
30	268	279	346	342	367	345	240	208	296	175	106	74
45	267	297	313	417	425	318	228	170	289	148	96	30
00	302	268	325	352	308	275	184	173	217	131	83	28
Hr Total	1.122	1.092	1.277	1.475	1.516	1,310	906	762	1.025	666	423	221

24 Hour Total: 16,467

AM Peak Hour begins: 11:15 AM Peak Volume: 1,107 AM Peak Hour Factor: 0.97 PM Peak Hour begins: 15:45 PM Peak Volume: 1,560 PM Peak Hour Factor: 0.92

#### **Westbound Volume**

Tuesday, May 4, 2021

. accaay,ay 1, 2021												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	6	5	9	13	69	159	321	261	281	272
30	6	3	8	3	13	22	101	221	309	301	251	274
45	9	3	7	6	20	44	139	296	320	251	277	263
00	8	1	5	2	18	41	166	361	346	287	284	251
Hr Total	34	14	26	16	60	120	475	1.037	1.296	1.100	1.093	1.060

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	263	267	258	280	249	263	242	180	127	125	63	42
30	278	264	273	267	260	226	212	195	162	93	67	22
45	278	266	302	314	269	240	230	196	111	77	53	25
00	282	260	293	366	252	240	225	195	116	58	39	13
Hr Total	1,101	1,057	1,126	1,227	1,030	969	909	766	516	353	222	102

24 Hour Total: 15,709

AM Peak Hour begins: 7:45 AM Peak Volume: 1,311 AM Peak Hour Factor: 0.91 PM Peak Hour begins: 15:00 PM Peak Volume: 1,227 PM PeaK Hour Factor: 0.84

#### **Total Volume for All Lanes**

Tuesday, May 4, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	15	12	12	12	27	99	252	461	460	522	550
30	19	10	13	7	19	38	137	324	486	521	497	547
45	23	8	7	8	29	63	183	422	529	493	551	534
00	19	8	13	4	34	69	238	506	541	556	564	529
Hr Total	93	41	45	31	94	197	657	1,504	2,017	2,030	2,134	2,160

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	548	515	551	644	665	635	496	391	350	337	201	131
30	546	543	619	609	627	571	452	403	458	268	173	96
45	545	563	615	731	694	558	458	366	400	225	149	55
00	584	528	618	718	560	515	409	368	333	189	122	41
Hr Total	2,223	2,149	2,403	2,702	2,546	2,279	1,815	1,528	1,541	1,019	645	323

24 Hour Total: 32,176

AM Peak Hour begins: 10:30 AM Peak Volume: 2,212 AM Peak Hour Factor: 0.98 PM Peak Hour begins: 15:30 PM Peak Volume: 2,741 PM PeaK Hour Factor: 0.94

 Start Date:
 5/5/2021
 Start Time:
 00:00
 GPS:
 27.32356

 Stop Date:
 5/5/2021
 Stop Time:
 24:00
 -82.56748

City: Sarasota County: Sarasota

Location SR 789 west of Bird Key Drive

#### **Eastbound Volume**

Wednesday, May 5, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	9	5	4	2	7	35	99	171	200	229	295
30	23	11	1	3	3	14	47	118	152	200	264	261
45	7	5	6	0	18	13	37	120	186	224	291	293
00	6	10	5	7	7	28	55	128	183	287	283	319
Hr Total	66	35	17	14	30	62	174	465	692	911	1,067	1,168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	314	314	358	420	456	392	253	217	230	178	134	104
30	306	306	347	366	391	411	263	193	319	175	142	60
45	312	362	351	368	414	340	243	180	239	149	117	31
00	339	328	352	347	334	245	223	192	196	137	92	31
Hr Total	1,271	1.310	1.408	1.501	1.595	1,388	982	782	984	639	485	226

24 Hour Total: 17,272

AM Peak Hour begins: 11:30 AM Peak Volume: 1,232 AM Peak Hour Factor: 0.97 PM Peak Hour begins: 15:45 PM Peak Volume: 1,608 PM Peak Hour Factor: 0.88

#### Westbound Volume

Wednesday, May 5, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	4	8	17	64	147	333	373	344	341
30	8	3	2	3	7	24	93	215	332	343	319	318
45	13	2	7	9	17	46	130	292	347	342	325	313
00	10	4	8	3	13	53	178	352	386	354	319	345
Hr Total	37	12	19	19	45	140	465	1,006	1,398	1,412	1,307	1,317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	363	292	292	238	275	282	240	193	145	110	68	36
30	298	283	277	233	255	242	219	191	141	94	63	41
45	317	276	300	317	233	262	237	170	142	88	52	25
00	334	339	299	297	285	237	228	176	152	86	37	23
Hr Total	1,312	1,190	1,168	1,085	1,048	1,023	924	730	580	378	220	125

24 Hour Total: 16,960

AM Peak Hour begins: 8:30 AM Peak Volume: 1,449 AM Peak Hour Factor: 0.94 PM Peak Hour begins: 12:00 PM Peak Volume: 1,312 PM Peak Hour Factor: 0.90

### **Total Volume for All Lanes**

Wednesday, May 5, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	12	7	8	10	24	99	246	504	573	573	636
30	31	14	3	6	10	38	140	333	484	543	583	579
45	20	7	13	9	35	59	167	412	533	566	616	606
00	16	14	13	10	20	81	233	480	569	641	602	664
Hr Total	103	47	36	33	75	202	639	1,471	2,090	2,323	2,374	2,485

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	677	606	650	658	731	674	493	410	375	288	202	140
30	604	589	624	599	646	653	482	384	460	269	205	101
45	629	638	651	685	647	602	480	350	381	237	169	56
00	673	667	651	644	619	482	451	368	348	223	129	54
Hr Total	2 583	2 500	2 576	2 586	2 643	2 411	1 906	1 512	1 564	1 017	705	351

24 Hour Total: 34,232

AM Peak Hour begins: 11:30 AM Peak Volume: 2,551 AM Peak Hour Factor: 0.94 PM Peak Hour begins: 15:30 PM Peak Volume: 2,706 PM Peak Hour Factor: 0.93

 Start Date:
 5/6/2021
 Start Time:
 00:00
 GPS:
 27.32356

 Stop Date:
 5/6/2021
 Stop Time:
 24:00
 -82.56748

City: Sarasota County: Sarasota

Location SR 789 west of Bird Key Drive

#### **Eastbound Volume**

Thursday, May 6, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	13	8	3	4	9	25	84	151	198	240	271
30	25	9	9	5	4	14	44	97	177	195	265	275
45	19	5	1	3	20	17	34	123	184	224	279	255
00	7	2	2	6	13	35	60	110	176	285	310	276
Hr Total	87	29	20	17	41	75	163	414	688	902	1,094	1,077

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	314	359	374	449	392	270	230	221	181	166	107
30	301	333	357	416	371	367	254	231	248	170	147	78
45	358	339	365	414	347	297	235	202	230	167	127	57
00	308	362	377	377	345	263	215	225	213	203	99	32
Hr Total	1.282	1.348	1.458	1,581	1.512	1.319	974	888	912	721	539	274

24 Hour Total: 17,415

AM Peak Hour begins: 11:30 AM Peak Volume: 1,147 AM Peak Hour Factor: 0.91 PM Peak Hour begins: 15:15 PM Peak Volume: 1,656 PM Peak Hour Factor: 0.92

#### Westbound Volume

Thursday, May 6, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	6	3	10	8	13	60	165	351	350	341	312
30	17	2	5	6	10	24	100	231	318	335	282	346
45	13	3	4	7	21	30	128	302	359	333	325	355
00	6	4	6	5	27	52	145	340	339	358	342	331
Hr Total	55	15	18	28	66	119	433	1,038	1,367	1,376	1,290	1,344

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	346	254	335	310	284	280	248	214	160	122	79	44
30	332	316	297	298	293	257	228	211	132	110	79	37
45	326	288	305	316	251	246	219	208	126	93	67	24
00	376	261	279	288	289	256	222	189	119	94	53	19
Hr Total	1,380	1,119	1,216	1,212	1,117	1,039	917	822	537	419	278	124

24 Hour Total: 17,329

AM Peak Hour begins: 8:30 AM Peak Volume: 1,383 AM Peak Hour Factor: 0.96 PM Peak Hour begins: 12:00 PM Peak Volume: 1,380 PM Peak Hour Factor: 0.92

### **Total Volume for All Lanes**

Thursday, May 6, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	19	11	13	12	22	85	249	502	548	581	583
30	42	11	14	11	14	38	144	328	495	530	547	621
45	32	8	5	10	41	47	162	425	543	557	604	610
00	13	6	8	11	40	87	205	450	515	643	652	607
Hr Total	142	44	38	45	107	194	596	1,452	2,055	2,278	2,384	2,421

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	661	568	694	684	733	672	518	444	381	303	245	151
30	633	649	654	714	664	624	482	442	380	280	226	115
45	684	627	670	730	598	543	454	410	356	260	194	81
00	684	623	656	665	634	519	437	414	332	297	152	51
Hr Total	2 662	2 467	2 674	2 793	2 629	2 358	1 891	1 710	1 449	1 140	817	398

24 Hour Total: 34,744

AM Peak Hour begins: 11:30 AM Peak Volume: 2,511 AM Peak Hour Factor: 0.95 PM Peak Hour begins: 15:15 PM Peak Volume: 2,842 PM Peak Hour Factor: 0.97

 Start Date:
 5/7/2021
 Start Time:
 00:00
 GPS:
 27.32356

 Stop Date:
 5/7/2021
 Stop Time:
 24:00
 -82.56748

City: Sarasota County: Sarasota

Location SR 789 west of Bird Key Drive

#### **Eastbound Volume**

Friday, May 7, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	12	4	8	5	12	30	93	138	183	252	304
30	25	5	13	7	3	10	44	104	164	200	278	325
45	17	9	2	4	14	20	42	97	147	226	302	315
00	15	8	6	5	8	36	65	123	179	253	280	281
Hr Total	95	34	25	24	30	78	181	417	628	862	1,112	1,225

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	311	359	409	437	446	429	302	280	267	296	221	156
30	245	491	357	437	459	404	299	227	324	227	176	123
45	243	406	379	450	413	345	266	242	331	210	183	126
00	260	313	390	433	374	303	253	235	296	188	164	106
Hr Total	1.059	1.569	1.535	1.757	1.692	1.481	1.120	984	1.218	921	744	511

24 Hour Total: 19,302

AM Peak Hour begins: 11:15 AM Peak Volume: 1,232 AM Peak Hour Factor: 0.95 PM Peak Hour begins: 15:30 PM Peak Volume: 1,788 PM Peak Hour Factor: 0.97

#### Westbound Volume

Friday, May 7, 2021

aay,ay ., <b></b>												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	11	9	6	6	14	72	155	333	359	409	378
30	17	6	5	7	6	25	108	205	325	337	315	337
45	14	5	9	7	16	41	131	276	342	315	369	365
00	8	8	5	6	19	43	162	349	364	376	376	381
Hr Total	53	30	28	26	47	123	473	985	1.364	1.387	1.469	1.461

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	394	309	298	328	296	276	297	243	191	141	100	68
30	350	297	314	302	320	335	277	210	165	163	103	56
45	341	316	355	357	331	307	266	241	180	128	95	50
00	358	379	328	340	319	320	287	244	164	117	75	39
Hr Total	1,443	1,301	1,295	1,327	1,266	1,238	1,127	938	700	549	373	213

24 Hour Total: 19,216

AM Peak Hour begins: 11:30 AM Peak Volume: 1,490 AM Peak Hour Factor: 0.95 PM Peak Hour begins: 12:00 PM Peak Volume: 1,443 PM Peak Hour Factor: 0.92

#### **Total Volume for All Lanes**

Friday, May 7, 2021

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	23	13	14	11	26	102	248	471	542	661	682
30	42	11	18	14	9	35	152	309	489	537	593	662
45	31	14	11	11	30	61	173	373	489	541	671	680
00	23	16	11	11	27	79	227	472	543	629	656	662
Hr Total	148	64	53	50	77	201	654	1,402	1,992	2,249	2,581	2,686

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	705	668	707	765	742	705	599	523	458	437	321	224
30	595	788	671	739	779	739	576	437	489	390	279	179
45	584	722	734	807	744	652	532	483	511	338	278	176
00	618	692	718	773	693	623	540	479	460	305	239	145
Hr Total	2,502	2,870	2,830	3,084	2,958	2,719	2,247	1,922	1,918	1,470	1,117	724

24 Hour Total: 38,518

AM Peak Hour begins: 11:15 AM Peak Volume: 2,709 AM Peak Hour Factor: 0.96 PM Peak Hour begins: 15:30 PM Peak Volume: 3,101 PM Peak Hour Factor: 0.96

Location: SR 789 west of Bird Key Drive

Direction: Eastbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/1/2021 Start Time: 00:00 -82.56748

Stop Date: 5/1/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	70	15	0	2	0	0	1	0	0	0	0	0	0	1	89
30	0	46	7	1	1	0	0	1	0	0	0	0	0	0	1	57
45	1	29	3	0	0	0	0	0	0	0	0	0	0	0	0	33
100	0	35	4	0	0	0	0		0	0	0	0	0	0	1	40
Hourly Total	1	180	29	1	3	0	0	2	0	0	0	0	0	0	3	219
115	0	27	4	0	1	0	0	1	0	0	0	0	0	0	0	33
130	1	11	4	0	0	0	0	0	0	0	0	0	0	0	0	16
145	2	21	3	0	0	0	0		0	0	0	0	0	0	- 1	26
200	0	18	1	0	1	0	0		0	0	0	0	0	0	0	20
Hourly Total	3	77	12	0	2	0	0	1	0	0	0	0	0	0	0	95
215	1	14	0	0	0	0	0		0	0	0	0	0	0		15
230	0	9	0	0	0	0	0		0	0	0	0		0		9
245	0	7	3	0	0	0	0		0	0	0	0	0	0		10
300	0	7	1	0	0	0	0		0	0	0	0	0	0		8
Hourly Total	1	37	4	0	0	0	0		0	0	0	0	0	0		42
315	0	7	1	0	0	0	0		0	0	0	0	0	0		8
330	0	5	1	0	0	0	0		0	0	0	0	0	0		6
345	0	1	2	0	0	0	0		0	0	0	0		0		3
400	0	6	1	0	2	0	0		0	0	0	0	0	0		9
Hourly Total	0	19	5	0	2	0	0		0	0	0	0	0	0		26
415	0	3	1	0	0	0	0		0	0	0	0	_	0		4
430	0	10	1	0	0	0	0		0	0	0	0	0	0		11
445	0	14	1	0	0	0	0		1	0	0	0	0	0		17
500	0	10	2	0	0	0	0			0	0	0	-	0	-	12
Hourly Total	0	37	5	0	0	0	0		1	0	0	0	0	0		44
515	0	10	1	0	0	0	0		0	0	0	0	0	0	_	11
530	0	10	4	0	0	0	0		0	0	0	0	,	0		15
545	0	13	4	0	0	0	0		0	0	0	0	0	0		17
600	0	18	7	0	0	0	0		0	0	0	0	0	0		26
Hourly Total	0	51	16	0	0	0	0		0	0	0	0	0	0		69
615 630	0	27	9	0	0	0	0		0	0	0	0	0	0		36
630	0	25	3	0	2	0	0		0	0	0	0		0	_	30
700	1	32 39	0 11	0	1	0	0		0	0	0	0	0	0		34 53
	0			0	3		0					0		0		
Hourly Total	1	<b>123</b> 73	<b>23</b> 15	0	6	0	0		0	0	0	0	-	0	_	<b>153</b>
715 730	0	73 52	15	0	0 2	0	0		0	0	0	0	0	0	_	69
730	0	52 57	9	0	1	0	0			0	0	0	0	0		68
800	1	92	21	0		0	0		0	0	0	0	0	0		116
	1	92 <b>274</b>	60		2 <b>5</b>	0	0		0	0	<b>0</b>					341
Hourly Total 815	1	99	27	<b>0</b>	2	1	0		0	0	0	0	0	0		131
815	1	99	21	U	2	1	0	0	U	0	U	0	U	0	[ 1]	131

830	3	113	25	0	2	0	0	0	0	0	0	0	0	0	1	144
845	1	124	29		3	0	0			0			0	0	<u>.</u> 1	160
900	1	149	27	0	2	1	0			0			0	0	0	
Hourly Total	6		108	2	9	2	0			0			0	-	3	
915	1	134	31	0	4	0	0		0	0			0	0	3	
930	3		28		0	2	0		1	0			0	0	1	209
945	1	177	41	0	3	0	0		0	0			0	0	1	
1000	2	185	48	0	0	0	0	1	0	0		0	1	0	0	
Hourly Total	7		148		7	2	0		1	0			1	0	5	
1015	5	223	32		4	0	0		0	0	0	0	0	0	1	267
1030	4	210	44	0	2	0	0	1	0	0	0	0	0	0	2	
1045	7	242	43	0	6	0	0	1	0	0	0	0	0	0	2	
1100	4	225	43	0	0	0	0	1	0	0	0	0	0	0	1	
Hourly Total	20	900	162	2	12	0	0	3	0	0	0	0	0	0	6	1105
1115	9	242	53	0	4	1	0	1	1	0	0	0	0	0	3	
1130	1	227	57	0	2	0	0	0	0	0	0	0	0	0	1	288
1145	6	215	59	1	4	0	0	2	0	0	0	0	0	0	0	287
1200	3	238	43	0	5	0	0	0	0	0	0	0	0	0	2	291
Hourly Total	19	922	212	1	15	1	0	3	1	0	0	0	0	0	6	1180
1215	6	250	49	0	3	0	0	1	1	0	0	0	0	0	0	310
1230	8	255	59	0	4	0	0	2	1	0	0	0	0	0	1	330
1245	2	240	40	0	4	0	0	2	0	0	0	0	0	0	2	290
1300	4	255	47	0	2	0	0	2	0	0	0	0	0	0	1	311
Hourly Total	20	1000	195	0	13	0	0	7	2	0	0	0	0	0	4	
1315	3	267	54	0	5	0	0	1	0	0	0	0	0	0	0	
1330	3	265	44	1	2	1	0	0	0	0	0	0	0	0	2	
1345	3		50	1	2	1	0	0	0	0	0	0	0	0	1	333
1400	3		60	0	1	0	0			0	0		0	0	1	386
Hourly Total	12		208		10	2	0	1	0	0			0		4	
1415	3		65		6	0	0			0			0	0	1	370
1430	2		59		2	0	0			0			0	0	0	
1445	5		59		7	0	0			0			0	0	2	
1500	6		58		7	0	0			0			0		1	
Hourly Total	16		241	0	22	0	0		0	0			0		4	
1515	0	_	70		5	0	0		0	0			0	0	2	
1530	7	296	52		6	1	0		0	0			0	0	0	
1545	2		60		2	0	0		0	0			0	0	1	
1600	5		75		3	0	0		0	0			0	0	0	
Hourly Total	14		257	0	16	1	0		0	0			0	0	3	
1615			75		3	0	0			0			0		1	
1630			73		6	0	0		0	0			0	0	2	
1645		372	72		2	0	0			0			0		1	
1700			73		7	0	0		0	0			0	0	1	423
Hourly Total			293	0	18	0	0		0	0			0	0	5	
1715			74	1	6	0	0		0	0			0	0	1	
1730	1	319	62		2	0	0		0	0			0	0	4	
1745	2		64	0	6	1	0		0	0			0	0	1	
1800			53		0	1	0		1	0			0	0	1	371
Hourly Total			253		14	2	0		1	0			0	0	7	
1815		306	58		4	0	0		0	0			0	0	1	_
1830	1	319	57	1	3	0	0	1	0	0	0	0	0	0	3	385

1845	1	266	65	0	5	0	0	0	0	0	0	0	0	0	0	337
1900	3	256	52	0	3	0	0	1	0	0	0	0	0	0	0	315
Hourly Total	6	1147	232	1	15	0	0	3	0	0	0	0	0	0	4	1408
1915	10	244	51	0	4	0	0	0	0	0	0	0	0	0	3	312
1930	1	293	64	0	2	0	0	1	0	0	0	0	0	0	0	361
1945	4	246	45	0	3	0	0	1	0	0	0	0	0	0	0	299
2000	0	252	55	0	3	0	0	2	0	0	0	0	0	0	1	313
Hourly Total	15	1035	215	0	12	0	0	4	0	0	0	0	0	0	4	1285
2015	1	312	67	0	2	0	0	0	0	0	0	0	0	0	0	382
2030	2	349	52	1	3	0	0	0	0	0	0	0	0	0	0	407
2045	5	364	73	0	7	0	0	0	0	0	0	0	0	0	1	450
2100	0	368	66	0	4	0	0	0	0	0	0	0	0	0	1	439
Hourly Total	8	1393	258	1	16	0	0	0	0	0	0	0	0	0	2	1678
2115	3	361	70	1	6	0	0	1	0	0	0	0	0	0	0	442
2130	3	267	44	0	6	0	0	0	0	0	0	0	0	0	0	320
2145	3	190	24	0	2	1	0	0	0	0	0	0	0	0	0	220
2200	4	184	29	0	3	0	0	0	0	0	0	0	0	0	1	221
Hourly Total	13	1002	167	1	17	1	0	1	0	0	0	0	0	0	1	1203
2215	2	178	27	0	4	0	0	0	0	0	0	0	0	0	0	211
2230	1	138	36	1	3	0	0	0	0	0	0	0	0	0	0	179
2245	5	159	26	0	5	0	0	0	0	0	0	0	0	0	1	196
2300	0	141	32	0	2	0	0	1	0	0	0	0	0	0	0	176
Hourly Total	8	616	121	1	14	0	0	1	0	0	0	0	0	0	1	762
2315	1	162	33	0	0	0	0	0	0	0	0	0	0	0	0	196
2330	9	131	25	0	3	0	0	1	0	0	0	0	0	0	0	169
2345	0	106	14	0	0	0	0	0	0	0	0	0	0	0	0	120
2400	0	88	16	0	1	0	0	0	0	0	0	0	0	0	0	105
Hourly Total	10	487	88	0	4	0	0	1	0	0	0	0	0	0	0	590
DAILY TOTAL	206	16879	3312	13	232	11	0	48	6	0	0	0	1	0	65	20773
Percentages	1.0%	81.3%	15.9%	0.1%	1.1%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Westbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/1/2021 Start Time: 00:00 -82.56748

Stop Date: 5/1/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	27	6	0	1	0	0	0	0	0	0	0	0	0	0	35
30	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	34
45	0	18	4	0	1	0	0	1	0	0	0	0	0	0	0	24
100	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	1	84	18	0	2	0	0	1	0	0	0	0	0	0	0	106
115	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
130	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	15	2	0	0	0		0		0	0	0	0	0	0	17
200	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	44	11	0	0	0	0	0	0	0	0	0	0	0	0	55
215	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
230	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	4	2	0	3	0	0	0	0	0	0	0	0	0	0	9
300	0	10	3	0	4	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	0	28	12	0	7	0	0	0	0	0	0	0	0	0	0	47
315	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	6	0	0	0	0	0	0		0	0	0	0	0	0	6
345	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
415	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
430	0	5	2	0	0	0	0	0	0	0	0	0	0	0	1	8
445	0	10	5	1	0	0	0	0	0	0	0	0	0	0	1	17
500	0	18	6	0	1	0	0	0	0	0	0	0	0	0		25
Hourly Total	0	39	14	1	1	0	0	0	1	0	0	0	0	0	2	58
515	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
530	0	8	7	0	0	0	0	1	0	0	0	0	0	0	0	16
545	0	23	10	0	2	0	0	0	0	0	0	0	0	0	2	37
600	1	29	4	0	2	0	0	2	0	0	0	0	0	0	2	40
Hourly Total	1	70	24	0	4	0		3	0	0	0	0	0	0	4	106
615	0	39	9	0	2	0	0	2	0	0	0	0	0	0	0	52
630	0	67	15	0	3	1	0	6	1	0	0	0	0	0	0	93
645	0	100	18	1	3	0	0	3	0	0	0	0	0	0	2	127
700	3	99	23	0	0	0	0	8	0	0	0	0	0	0	3	136
Hourly Total	3	305	65	1	8	1	0	19	1	0	0	0	0	0	5	408
715	1	92	19	0	3	0		2	0	0	0	0	0	0	0	117
730	5	108	31	1	2	1	0	8	0	0	0	0	0	0	1	157
745	3	157	38	0	7	0		7	0	0	0	0	0	0	1	213
800	4	198	38	2	2	1	0	7	0	0	0	0	0	0	4	256
Hourly Total	13	555	126	3	14	2	0	24	0	0	0	0	0	0	6	743
815	3	177	34	0	2	0	0	4	1	0	0	0	0	0	1	222

830	3	201	43	0	6	0	0	5	1	0	0	C	0	0	1	260
845	12	203	34	0	5	_	0	9	1	0	0	0			1	265
900	8		55	0	5	1	0	6	0	0	0	C	0	0	1	323
Hourly Total	26		166	0	18	1	0	24	3	0	0	0	0	0	4	1070
915	7	257	53	0	1	0	0	11	0	0	0	C	0	0	1	330
930	2	265	57	0	3	0	0	5	0	0	0	C	0	0	1	333
945	7	294	50	0	5	0	0	8	0	0	0	C	0	0	2	366
1000	5	331	50	0	4	0	0	8	0	0	0	C	0	0	1	399
Hourly Total	21	1147	210	0	13	0	0	32	0	0	0	0	0	0	5	1428
1015	10	371	64	2	4	0	0	6	1	0	0	C	0	0	1	459
1030	11	329	41	0	8	0	0	2	0	0	0	C	0	0	2	393
1045	4	382	48	0	5	0	0	3	0	0	0	C	0	0	3	445
1100	4	382	56	0	9	0	0	3	0	0	0	C	0	0	0	454
Hourly Total	29	1464	209	2	26	0	0	14	1	0	0	0	0	0	6	1751
1115	4	386	69	1	6	0	0	8	1	0	0	C	0	0	1	476
1130	8	355	54	1	6	0	0	4	0	0	0	C	0	0	0	428
1145	3	422	63	0	8	0	0	6	1	0	0	C	0	0	0	503
1200	13	275	47	17	10	12	1	2	0	0	0	C	0	0	65	442
Hourly Total	28	1438	233	19	30	12	1	20	2	0	0	0	0	0	66	1849
1215	8	238	48	6	17	20	0	8	0	0	0	C	0	0	72	417
1230	4	182	37	12	27	11	1	2	1	0	0	C	0	0	98	375
1245	5	252	52	10	20		0	6	2	0	0	C	0	0	72	427
1300	12	220	44	6	16	18	0	6	0	0	0	C	0	0	81	403
Hourly Total	29	892	181	34	80		1	22	3	0	0	0	0	0	323	1622
1315	5	208	41	13	13		0	5	1	2	0	C	0	0	78	375
1330	5	_	57	4	19		0	7	0	1	0	C	0	-	76	403
1345	7	241	35	9	23	19	0	6	0	1	0	C	0	0	77	418
1400	5		37	7	14	20	0	4	0	3	0	C	0	0	103	386
Hourly Total	22		170	33	69	67	0	22	1	7	0	0	1	~	334	1582
1415	9		43	0	4	2	0	3	0	_	0	C		-	13	363
1430	7	307	45	0	4		0	1	0	_	0	C			1	366
1445	5		47	0	9	-	0	0	0	ŭ	0	C		-	0	389
1500	1	309	62	1	4	0	0	1	0	ŭ	0	C			1	379
Hourly Total	22	1233	197	1	21	3	0	5	0		0	0		_	15	1497
1515	1	262	36	0	4	0	0	4	0	-	0	0	_	-	0	307
1530	3		55	0	4	0	0	2	0	•	0	C	_	-	0	419
1545	1	329	61	0	3	0	0	1	0	Ŭ	0	C	, 0	-	1	396
1600	1	290	36	0	0		0	3	0		0	C			0	330
Hourly Total	6		188	0	11	0	0	10	0		0	0		-	1	1452
1615	5		50					3			0	0			0	375
1630	3		34	0			0	0	0	_	0	C			0	324
1645	2		44	0		0	0	1	0		0	C			0	291
1700	1	292	38	0	4	_	0	1	0	_	0	C			0	336
Hourly Total	11	1126	166	1	17		0	5	0	_	0	0			0	1326
1715	1	292	30	0	5	_	0	0	1	0	0	0	-		0	329
1730	1	273	51	0		0	0	0	0	_	0	<u> </u>	_		1	327
1745	3		35	0	5	_	0	1	0	-	0	<u>C</u>	-		0	291
1800	3		30	0			0	1	0		0	<u>C</u>			0	288
Hourly Total	8		146	0	_		0	2	1	0	0	0	-		1	1235
1815	4	232	40	0	2		0	2	0	_	0	0			1	281
1830	0	214	33	0	3	0	0	0	0	0	0	C	0	0	1	251

1845	0	267	32	0	6	0	0	1	0	0	0	0	0	0	0	306
1900	3	224	37	0	2	0	0	1	0	0	0	0	0	0	0	267
Hourly Total	7	937	142	0	13	0	0	4	0	0	0	0	0	0	2	1105
1915	2	209	35	2	1	0	0	0	0	0	0	0	0	0	0	249
1930	3	209	33	0	2	0	0	0	0	0	0	0	0	0	2	249
1945	2	218	27	0	4	0	0	2	0	0	0	0	0	0	3	256
2000	2	213	39	0	2	0	0	0	0	0	0	0	0	0	0	256
Hourly Total	9	849	134	2	9	0	0	2	0	0	0	0	0	0	5	1010
2015	1	164	30	0	2	0	0	0	0	0	0	0	0	0	0	197
2030	0	152	20	0	2	0	0	0	0	0	0	0	0	0	0	174
2045	0	136	29	1	1	0	0	1	0	0	0	0	0	0	0	168
2100	1	127	23	1	2	0	0	0	0	0	0	0	0	0	0	154
Hourly Total	2	579	102	2	7	0	0	1	0	0	0	0	0	0	0	693
2115	0	150	25	0	1	0	0	0	0	0	0	0	0	0	0	176
2130	1	126	19	0	2	0	0	0	0	0	0	0	0	0	0	148
2145	0	127	19	0	1	0	0	0	0	0	0	0	0	0	0	147
2200	0	112	18	0	1	0	0	0	0	0	0	0	0	0	0	131
Hourly Total	1	515	81	0	5	0	0	0	0	0	0	0	0	0	0	602
2215	0	111	13	1	2	0	0	0	0	0	0	0	0	0	1	128
2230	0	104	15	0	1	0	0	0	0	0	0	0	0	0	1	121
2245	1	91	15	0	1	0	0	0	0	0	0	0	0	0	0	108
2300	1	54	14	0	0	0	0	0	0	0	0	0	0	0	0	69
Hourly Total	2	360	57	1	4	0	0	0	0	0	0	0	0	0	2	426
2315	0	49	1	0	1	0	0	0	0	0	0	0	0	0	0	51
2330	1	44	10	0	0	0	0	0	0	0	0	0	0	0	0	55
2345	0	37	6	0	0	0	0	0	0	0	0	0	0	0	0	43
2400	1	20	7	0	0	0	0	1	0	0	0	0	0	0	0	29
Hourly Total	2	150	24	0	1	0	0	1	0	0	0	0	0	0	0	178
DAILY TOTAL	243	15825	2681	100	373	143	2	211	13	7	0	0	0	0	781	20379
Percentages	1.2%	77.7%	13.2%	0.5%	1.8%	0.7%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Combined City/County: Sarasota/Sarasota

 Start Date:
 5/1/2021
 Start Time:
 00:00

 Stop Date:
 5/1/2021
 Stop Time:
 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	97	21	0	3	0	0	1	0	0	0	0	0	0	1	124
30	0	77	10	1	1	0	0	1	0	0	0	0	0	0	1	91
45	1	47	7	0	1	0	0	1	0	0	0	0	0	0	0	57
100	0	43	9	0	0	0	0	0	0	0	0	0	0	0	1	53
Hourly Total	2	264	47	1	5	0	0	3	0	0	0	0	0	0	3	325
115	0	43	8	0	1	0	0	1	0	0	0	0	0	0		53
130	1	20	7	0	0	0	0	0	0	0	0	0	0	0	0	28
145	2	36	5	0	0	0	0	0	0	0		0		0		43
200	0	22	3	0	1	0	0	0	0	0	0	0	0	0		26
Hourly Total	3	121	23	0	2	0	0	1	0	0	0	0		0	_	150
215	1	24	3	0	0	0	0	0	0	0	0	0		0		28
230	0	13	4	0	0	0	0	0	0	0	0	0		0		17
245	0	11	5	0	3	0	0	0	0	0	0	0		0		19
300	0	17	4	0	4	0	0	0	0	0	0	0		0		25
Hourly Total	1	65	16	0	7	0	0	0	0	0	0	0	0	0		89
315	0	11	4	0	0	0	0	0	0	0	0	0		0		15 12 11
330	0	11	1	0	0	0	0	0	0	0	0	0		0		12
345	0	8	3	0	0	0	0	0	0	0	0	0		0		11
400	0	14	2	0	2	0	0	0	0	0	0	0		0		18
Hourly Total	0	44	10	0	2	0	0	0	0	0	0	0	0	0		56
415	0	9	2	0	0	0	0	0	1	0	0	0		0		12
430	0	15	3	0	0	0	0	0	0	0	0	0	0	0		19
445	0	24	6	1	0	0	0	0	1	0	0	0		0		34
500	0	28	8	0	1	0	0	0	0	0		0		0		37
Hourly Total	0	76	19	1	1	0	0	0	2	0	0	0	0	0	-	102
515	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
530	0	18	11	0	0	0	0	1	0	0	0	0		0		31
545	0	36	14	0	2	0	0	0	0	0	0	0		0		54
600	1	47	11	0	2	0	0	3	0	0	0	0		0		66
Hourly Total	1	121	40	0	4	0	0	4	0	0	0	0		0		175
615	0	66	18	0	2	0	0	2	0	0	0	0		0		88
630	0	92	18	0	5	1	0	6	1	0	0	0		0		123
645	1	132	18	1	4	0	0	3	0	0	0	0		0		161
700	3	138	34	0	3	0	0	8	0	0	0	0	0	0		189
Hourly Total	4	428	88	1	14	1	0	19	1	0	0	0	0	0	_	561
715	1	165	34	0	3	0	0	2	0	0	0	0		0		205
730	5	160	46	1	4	1	0	8	0	0	0	0		0		226
745	3	214	47	0	8	0	0	7	0	0	0	0		0		281
800	5	290	59	2	4	1	0	7	0	0	0	0		0		372
Hourly Total	14	829	186	3	19	2	0	24	0	0	0	0		0		1084
815	4	276	61	0	4	1	0	4	1	0	0	0	0	0	2	353

830	6	314	68	0	8	0	0	5	1	0	0	0	0	0	2	404
845	13	327	63	2		0	0			0					2	
900	9	396	82	0		2	0					_		-	<u>-</u> 1	503
Hourly Total	32	1313	274	2		3	0								7	
915	8	391	84	0		0	0		0		_	_		_	4	
930	5	438	85	0		2	0			0		_	_	_	2	
945	8	471	91	0	_	0	0				_				3	
1000	7	516	98	0		0	0				_	_		0	1	636
Hourly Total	28	1816	358	0		2	0			0	_				10	
1015	15	594	96	4		0	0			0					2	
1030	15	539	85	0		0	0	_		0		_	_	_	4	
1045	11	624	91	0		0	0							-	5	
1100	8	607	99	0		0	0	-	-	0					1	
Hourly Total	49	2364	371	4		0	0			0					12	
1115	13	628	122	1	10	1	0							-	4	
1130	9	582	111	1	8	0	0					_			<u>·</u> 1	
1145	9	637	122	1	12	0	0		-	0			_	_	0	
1200	16	513	90	17	15	12	1	2			_				67	733
Hourly Total	47	2360	445	20		13	1	23			_	_			72	
1215	14	488	97	6		20	0	9		0	_	_		_	72	727
1230	12	437	96	12		11	1	4			_	_			99	
1245	7	492	92	10		8	0					_		_	74	717
1300	16	475	91	6		18	0	_							82	
Hourly Total	49	1892	376	34	93	57	1	29							327	2863
1315	8	475	95	13		9	0			2	_			-	78	
1330	8	480	101	5		20	0				0				78	
1345	10	516	85	10		20	0		Ū	1	0				78	
1400	8	514	97	7	15	20	0			3	_	_			104	772
Hourly Total	34	1985	378	35		69	0		_	7		_			338	
1415	12	584	108	0		2	0			0	_	_		_	14	
1430	9	636	104	0			0		0			_	_	_	1	
1445	10	681	106	0		0	0				_				2	
1500	7	618	120	1		0	0		_		_	_			2	
Hourly Total	38	2519	438	1	43	3	0		0	0	0	0	0	0	19	
1515	1	603	106	0		0	0			0					2	
1530	10	651	107	0	10	1	0			0	0	0	0	0	0	
1545	3	653	121	0		0	0			•	_	_		-	2	
1600	6	621	111	0		0	0			·					0	
Hourly Total	20	2528	445	0		1	0						4		4	
1615	10	651	125	~		0	0						_	_	1	
1630	7	660	107	0		0	0								2	
1645	3	609	116	0		0	0							_	1	
1700	6	625	111	0		0	0								1	
Hourly Total	26	2545	459	1		0	0								5	
1715	4	634	104	1	11	0	0			0		1			1	756
1730	2	592	113	0		0	0	1	0					0	5	
1745	5	576	99	0		1	0								1	
1800	7	562	83	0		1	0			0					1	
Hourly Total	18	2364	399	1		2	0						4		8	
		538	98	0		0	0								2	
1815	5	5561	901	U		UI	U	3	U	· U		'	ט וי	U		002

1845	1	533	97	0	11	0	0	1	0	0	0	0	0	0	0	643
1900	6	480	89	0	5	0	0	2	0	0	0	0	0	0	0	582
Hourly Total	13	2084	374	1	28	0	0	7	0	0	0	0	0	0	6	2513
1915	12	453	86	2	5	0	0	0	0	0	0	0	0	0	3	561
1930	4	502	97	0	4	0	0	1	0	0	0	0	0	0	2	610
1945	6	464	72	0	7	0	0	3	0	0	0	0	0	0	3	555
2000	2	465	94	0	5	0	0	2	0	0	0	0	0	0	1	569
Hourly Total	24	1884	349	2	21	0	0	6	0	0	0	0	0	0	9	2295
2015	2	476	97	0	4	0	0	0	0	0	0	0	0	0	0	579
2030	2	501	72	1	5	0	0	0	0	0	0	0	0	0	0	581
2045	5	500	102	1	8	0	0	1	0	0	0	0	0	0	1	618
2100	1	495	89	1	6	0	0	0	0	0	0	0	0	0	1	593
Hourly Total	10	1972	360	3	23	0	0	1	0	0	0	0	0	0	2	2371
2115	3	511	95	1	7	0	0	1	0	0	0	0	0	0	0	618
2130	4	393	63	0	8	0	0	0	0	0	0	0	0	0	0	468
2145	3	317	43	0	3	1	0	0	0	0	0	0	0	0	0	367
2200	4	296	47	0	4	0	0	0	0	0	0	0	0	0	1	352
Hourly Total	14	1517	248	1	22	1	0	1	0	0	0	0	0	0	1	1805
2215	2	289	40	1	6	0	0	0	0	0	0	0	0	0	1	339
2230	1	242	51	1	4	0	0	0	0	0	0	0	0	0	1	300
2245	6	250	41	0	6	0	0	0	0	0	0	0	0	0	1	304
2300	1	195	46	0	2	0	0	1	0	0	0	0	0	0	0	245
Hourly Total	10	976	178	2	18	0	0	1	0	0	0	0	0	0	3	1188
2315	1	211	34	0	1	0	0	0	0	0	0	0	0	0	0	247
2330	10	175	35	0	3	0	0	1	0	0	0	0	0	0	0	224
2345	0	143	20	0	0	0	0	0	0	0	0	0	0	0	0	163
2400	1	108	23	0	1	0	0	1	0	0	0	0	0	0	0	134
Hourly Total	12	637	112	0	5	0	0	2	0	0	0	0	0	0	0	768
DAILY TOTAL	449	32704	5993	113	605	154	2	259	19	7	0	0	1	0	846	41152
Percentages	1.1%	79.5%	14.6%	0.3%	1.5%	0.4%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Eastbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/2/2021 Start Time: 00:00 -82.56748

Stop Date: 5/2/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	69	17	0	0	0	0	0	0	0	0	0	0	0	1	88
30	0	68	4	0	0	0	0	0	0	0	0	0	0	0	0	72
45	0	53	5	0	3	0	0	0	0	0	0	0	0	0	0	61
100	0	36	7	0	0	0	0	0	0	0	0	0	0	0	0	43
Hourly Total	1	226	33	0	3	0	0	0	0	0	0	0	0	0	1	264
115	0	26	2	0	1	0	0	0	0	0	0	0	0	0		29
130	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
145	0	17	1	0	0	0	0	0	0	0	0	0	0	0		18
200	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	60	7	0	1	0	0	0	0	0	0	0	0	0	0	68
215	0	11	4	0	0	0	0	0	0	0	0	0	0	0		15
230	0	17	1	0	0	0	0	0	0	0	0	0	0	0		18
245	0	6	0	0	0	0	0	0	0	0	0	0	0	0		6
300	0	3	3	0	0	0	0	0	0	0	0	0	0	0		6
Hourly Total	0	37	8	0	0	0	0	0	0	0	0	0	0	0		45
315	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
400	0	6	1	0	1	0	0	0	0	0	0	0	0	0		8
Hourly Total	0	25	4	0	1	0	0	0	0	0	0	0	0	0	0	30
415	0	6	3	1	0	0	0	0	0	0	0	0	0	0	0	10
430	0	12	2	0	0	0	0	0	0	0	0	0	0	0		14
445	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
500	0	7	2	0	1	0	0	0	0	0	0	0	0	0	1	11
Hourly Total	0	34	9	1	1	0	0	0	0	0	0	0	0	0		46
515	0	3	0	0	0	0	0	0	0	0	0	0	0	0		3
530	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
545	0	14	7	0	0	0	0	0	1	0	0	0	0	0		22
600	0	13	4	0	0	0	0	0	0	0	0	0	0	0		17
Hourly Total	0	39	12	0	0	0	0	0	1	0	0	0	0	0	0	52
615	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
630	0	21	6	0	1	1	0	0	1	0	0	0	0	0		30
645	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
700	1	34	6	0	0	0	0	0	0	0	0	0	0	0		41
Hourly Total	1	104	20	0	1	1	0	0	1	0	0	0	0	0	0	128
715	0	44	9	0	1	0	0	0	0	0	0	0	0	0		54
730	2	47	7	0	0	0	0	0	0	0	0	0	0	0		56
745	1	49	12	0	2	0	0	0	0	0	0	0	0	0		64
800	2	63	12	0	0	0	0	0	0	0	0	0	0	0	_	77
Hourly Total	5	203	40	0	3	0	0	0	0	0	0	0	0	0		251
815	0	80	24	0	3	0	0	1	0	0	0	0	0	0	1	109

830	1	91	11	0	3	0	0	0	0	0	0		0	0	1	107
845	4	113	18	0		0	0	0	0	0	0			_	1	136
900	5	116	26	0		1	0	0	0	0	0			0	1	151
Hourly Total	10	400	79	0		1	0	1	0	0	0	0		0	4	
915	3	104	29	0	1	0	0	0	0	0	0	C	0	0	0	
930	1	126	26	0	2	0	0	0	0	0	0		) 0	0	2	
945	3	150	37	0		0	0	1	0	0	0		_	_	3	
1000	2	156	28	0	3	1	0	0	0	0	0		) 0	0	0	1
Hourly Total	9	536	120	0	6	1	0	1	0	0	0	0	0	0	5	
1015	2	187	34	0	3	0	0	0	1	0	0	C	0	0	2	
1030	7	170	26	0	_	0	0	0	0	0	0		_	0	2	
1045	3	197	33	0		0	0	0	0	0	0			-	2	
1100	2	193	45	0	_	0	0	0	0	0	0	-		0	0	
Hourly Total	14	747	138	0		0	0	0	1	0	0	0		0	6	
1115	4	205	39	0		0	0	0	0	0	0	0		0	2	
1130	4	196	54	0		0	0	0	0	0	0			_	0	1
1145	4	199	39	0		0	0	0	0	0	0		_	-	0	
1200	2	205	36	0		0	0	1	0	0	0				1	245
Hourly Total	14	805	168	0		0	0	1	0	0	0	0	_	0	3	
1215	7	211	50	0		0	0	0	0	0	0				1	
1230	1	262	42	0	-	0	0	0	0	0	0				2	1
1245	2	205	49	0		0	0	1	0	0	0		_	_	0	1
1300	0	288	60	0		0	0	0	0	0	0			0	1	356
Hourly Total	10	966	201	0		0	0	1	0	0	0	0		0	4	
1315	4	231	52	0		0	0	1	0	0	0			0	0	
1330	4	264	61	2	_	0	0	0	0	0	0		, ,		1	
1345	4	282	45	0		0	0	1	0	0	0			-	0	
1400	1	288	56	0		0	0	0	0	0	0			0	0	
Hourly Total	13	1065	214	2		0	0	2	0	0	0	0	) 0	0	1	1
1415	2	281	55	0		0	0	0	0	0	0	C	0	-	4	
1430	3	312	43	0	1	0	0	0	0	0	0		) 0		1	
1445	3	303	69	0	4	0	0	0	0	0	0	C	0	0	0	1
1500	3	321	50	0		0	0	0	0	0	0		) 0	0	3	
Hourly Total	11	1217	217	0	9	0	0	0	0	0	0	0	0	0	8	
1515	2	301	50	1	3	0	0	0	0	0	0	C	0	0	2	
1530	8	329	62	0	4	0	0	0	0	0	0	0	0	0	1	
1545	4	359	69	1	3	0	0	0	0	0	0		0	0	0	
1600	7	318	62	0	1	0	0	1	0	0	0		0	0	3	
Hourly Total	21	1307	243	2	11	0	0	1	0	0	0	0	0	0	6	1
1615	4	280	70		_	0	0	1	0	0	0	C	0	0	4	
1630	3	359	72	0		0	0	2	0	0	0	C			2	
1645	2	322	59	0	4	0	0	0	0		0	C			1	
1700	3	322	74	0		0	0	0			0	C			2	
Hourly Total	12	1283	275	1		0	0	3	0	0	0	0			9	
1715	0	361	74	0		0	0	1	0	0	0	C			0	
1730	3	341	67	1	2	0	0	0	0	0	0		_		3	
1745	1	337	62	1	8	0	0	0	0	0	0				1	
1800	3	343	46	0		0	0	1	0	0	0				2	
Hourly Total	7	1382	249	2		_	0	2	0	0	0	0			6	
1815	1	303	61	0			0	0	0	0	0		_		0	
1830	6	362	58	0			0	0	-		0				2	

1845	4	287	57	0	4	0	0	0	0	0	0	0	0	0	2	354
1900	1	295	41	0	3	0	0	0	0	0	0	0	0	0	1	341
Hourly Total	12	1247	217	0	14	0	0	0	0	0	0	0	0	0	5	1495
1915	2	312	52	0	5	0	0	0	0	0	0	0	0	0	0	371
1930	4	299	40	0	4	0	0	3	0	0	0	0	0	0	1	351
1945	2	284	43	0	4	0	0	1	0	0	0	0	0	0	1	335
2000	3	274	46	0	6	0	0	0	0	0	0	0	0	0	2	331
Hourly Total	11	1169	181	0	19	0	0	4	0	0	0	0	0	0	4	1388
2015	4	271	52	1	3	0	0	0	0	0	0	0	0	0	2	333
2030	3	331	63	0	3	0	0	0	0	0	0	0	0	0	0	400
2045	7	337	64	0	5	0	0	0	0	0	0	0	0	0	1	414
2100	2	314	53	0	1	0	0	1	0	0	0	0	0	0	1	372
Hourly Total	16	1253	232	1	12	0	0	1	0	0	0	0	0	0	4	1519
2115	5	224	37	0	3	0	0	1	0	0	0	0	0	0	0	270
2130	2	177	28	0	1	0	0	0	0	0	0	0	0	0	0	208
2145	2	161	23	0	3	0	0	0	0	0	0	0	0	0	0	189
2200	0	123	21	0	1	0	0	0	0	0	0	0	0	0	2	147
Hourly Total	9	685	109	0	8	0	0	1	0	0	0	0	0	0	2	814
2215	3	122	21	0	0	0	0	0	1	0	0	0	0	0	0	147
2230	2	100	23	0	1	0	0	0	0	0	0	0	0	0	0	126
2245	4	89	24	0	1	0	0	0	0	0	0	0	0	0	0	118
2300	2	99	16	0	1	0	0	0	0	0	0	0	0	0	0	118
Hourly Total	11	410	84	0	3	0	0	0	1	0	0	0	0	0	0	509
2315	1	97	12	0	0	0	0	0	0	0	0	0	0	0	0	110
2330	0	63	8	0	0	0	0	0	0	0	0	0	0	0	0	71
2345	1	56	4	0	0	0	0	0	0	0	0	0	0	0	0	61
2400	0	29	6	0	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	2	245	30	0	0	0	0	0	0	0	0	0	0	0	0	277
DAILY TOTAL	189	15445	2890	9	181	3	0	18	4	0	0	0	0	0	69	18808
Percentages	1.0%	82.1%	15.4%	0.0%	1.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Westbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/2/2021 Start Time: 00:00 -82.56748

Stop Date: 5/2/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	31	4	0	1	0	0	0	0	0	0	0	0	0	0	36
30	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
45	1	16	1	0	0	0	0	0	0	0	0	0	0	0	0	18
100	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	1	79	11	0	1	0	0	0	0	0	0	0	0	0	0	92
115	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
130	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
145	0	5	0	0	0	0	0	0	0	0	0	0	0	0		5
200	0	5	1	0		_	0	_	_	_	0	0	0	0	_	6
Hourly Total	0	31	7	0	_	_	0	_	_	_	0	0	0	0	-	38
215	0	7	0	0	_		0	_	_	_	0	0	0	0		7
230	0	9	0	0		_	0	_	_	_	0	0	0	0	_	9
245	0	7	0	0	_	-	0		_	-	0	0	0	0	~	7
300	0	5	4	0			0			_	0	0	0	0		9
Hourly Total	0	28	4	0	_		0	_	_	_	0	0	0	0		32
315	0	8	0	0			0	_	_		0	0	0	0	-	8
330	0	6	2	0	•	-	0	-	_		0	0	0	0	-	8
345	0	4	0	0		_	0				0	0	0	0		4
400	0	2	2	0		~	0				0	0	0	0		4
Hourly Total	0	20	4	0	~	-	0		_	_	0	0	0	0	9	24
415	0	3	2	0	0		0	_	_	_	0	0	0	0		5
430	0	6	1	0			0	_	_	_	0	0	0	0		9
445	0	12	6	0		0	0		0	_	0	0	0	0	-	20
500	0	17	3	0	_	-	0	_		0	0	0	0	0		21
Hourly Total	0	38	12	0		~	0	-	•	_	0	0	0	0		55
515	0	6	6	0			0	_	_	_	0	0	0	0		12
530	0	7	8	0		0	0	_	_	_	0	0	0	0		16
545	0	22	8	0		0	0		0		0	0	0	0		32
600	0	29	8	0			0			0	0	0	0	0		40
Hourly Total	0	64	30	0			0	_		0	0	0	0	0		100
615	0	28	7	0		-	0	_	_		0	0	0	0	-	36
630	0	60	10	0	=	0	0			-	0	0	0	0	_	76
645	1	70	13	0			0				0	0	0	0	_	86
700	3	88	17	0	_	-	0		0	_	0	0	0	0	_	109
Hourly Total	4	246	47	0	_		0	_		~	0	0	0	0		307
715	0	59	12	0	-	1	0	_		-	0	0	0	0	-	76
730	1	97	9	1	2		0				0	0	0	0		113
745	0	115	27	0	_		0			_	0	0	0	0		147
800	2	140	17	0			0	_		_	0	0	0	0	_	164
Hourly Total	3	411	65	1	8		0	_		_	0	0	0	0		500
815	4	129	16	0	3	0	0	3	0	0	0	0	0	0	0	155

830	7	141	29	0	1	0	0	5	0	0	0	0	0	0	1	184
845	5	182	31	0	2	0	0	3	0	0					2	
900	3	224	25	0	1	0	0	4	0	0	_	_	_	_		258
Hourly Total	19	676	101	0	7	0	0	15	0	0					4	
915	6	158	35	0	3	0	0	4	0	0	_	_	_	_	2	
930	7	206	41	0	3	0	0	2	0	0	_	_		_		260
945	5	229	32	0	1	0	0		1	0	_		_	_	0	
1000	7	260	40	0	3	0	0	5	0	0	_	_	_	_	1	316
Hourly Total	25	853	148	0	10	0	0	12	1	0				_	4	
1015	3	264	42	0	3	0	0	2	0	0					1	315
1030	8	272	55	1	4	0	0	3	0	0	_	_		_	6	
1045	4	279	44	0	2	0	0	9	0	0		_			0	
1100	3	376	79	0	2	0	0	6	0	0					5	
Hourly Total	18	1191	220	1	11	0	0	20	0	0					12	
1115	7	314	51	0	2	0	0	7	0	0				-	0	
1130	4	298	56	0	4	0	0	3	0	0		_	_	_	1	366
1145	2	395	52	0	4	0	0	5	0	0					1	459
1200	5	359	66	0	5	0	0	4	0	0	_				1	440
Hourly Total	18	1366	225	0	15	0	0	19	0	0	_	_	_		3	
1215	5	339	66	0	5	0	0	1	0	0	_	_	_	_	0	
1230	1	364	58	0	3	0	0	2	0	0		_	_	_	0	
1245	2	332	57	0	2	0	0	4	0	0		_	_	_	3	
1300	0	338	60	0	1	0	0	1	0	0	-	-			0	
Hourly Total	8	1373	241	0	11	0	0	8	0	0					3	
1315	4	368	49	0	4	0	0	2	0	0	_	_		-	0	
1330	0	388	57	0	4	0	0	2	0	0		_			0	
1345	3	367	48	0	6	0	0	2	0	0					2	
1400	6	335	66	7	1	2	0	2	0	0	_	_	_	_	6	
Hourly Total	13	1458	220	7	15	2	0	8	0	0	_	_			8	
1415	6	334	54	0	3	0	0	3	0	0	_	_	_	_	0	
1430	9	298	42	0	2	1	0	2	0	0		_		_	0	
1445	1	319	52	0	0	0	0	1	0	0	_		_		2	
1500	3	293	32	0	-	0	0	1	0	0	_	_	_		0	
Hourly Total	19	1244	180	0	6	1	0	7	0	0				_	2	
1515	2	277	43	0	3	0	0	2	0	0					3	
1530	4	297	41	0	1	0	0	1	0	0	0	0	0	0	1	
1545	5	308	62	0	0	0	0	1	0	0	-	_		-	1	377
1600	10	325	39	0	2	0	0	1	0	0					0	
Hourly Total	21	1207	185	0	6	0	0	5	0	0					5	
1615	3	282	22	0		0	0	3	0	0		1		_	0	
1630	1	261	41	1	0	0	0	0	0	0					0	
1645	4	252	42	0		0	0	0	0	0			_		1	
1700	1	256	41	0	1	0	0	0	0	0					0	
Hourly Total	9	1051	146	1	6	0	0	3	0	0					1	
1715	4	242	22	0	5	0	0	1	0	0					1	275
1730	3	226	36	0	0	0	0	0	0	0				0	0	
1745	3	235	33	0	1	0	0	1	0	0					0	
1800	3	216	34	0	1	0	0	0	0	0					0	
Hourly Total	13	919	125	0	7	0	0	2	0	0					1	
1815	1	225	33	0	3	0	0	0	0	0		<u> </u>			2	
10101			30	0	2	-	0	0	- 1	0			1		_	275

1845	3	201	29	0	1	0	0	1	0	0	0	0	0	0	0	235
1900	7	206	27	0	1	0	0	0	0	0	0	0	0	0	0	241
Hourly Total	14	872	119	0	7	0	0	1	0	0	0	0	0	0	2	1015
1915	1	187	29	0	3	0	0	0	0	0	0	0	0	0	1	221
1930	2	203	21	0	0	0	0	1	0	0	0	0	0	0	0	227
1945	10	200	28	0	2	0	0	1	0	0	0	0	0	0	0	241
2000	0	132	31	0	0	0	0	0	0	0	0	0	0	0	0	163
Hourly Total	13	722	109	0	5	0	0	2	0	0	0	0	0	0	1	852
2015	1	128	13	0	3	0	0	0	0	0	0	0	0	0	0	145
2030	1	107	27	0	0	0	0	0	0	0	0	0	0	0	2	137
2045	0	111	23	0	0	0	0	0	0	0	0	0	0	0	0	134
2100	0	98	20	0	1	0	0	0	0	0	0	0	0	0	1	120
Hourly Total	2	444	83	0	4	0	0	0	0	0	0	0	0	0	3	536
2115	1	108	15	0	2	0	0	0	0	0	0	0	0	0	0	126
2130	0	87	10	0	1	0	0	0	0	0	0	0	0	0	0	98
2145	1	64	10	0	0	0	0	0	1	0	0	0	0	0	0	76
2200	1	81	7	0	0	0	0	0	0	0	0	0	0	0	1	90
Hourly Total	3	340	42	0	3	0	0	0	1	0	0	0	0	0	1	390
2215	1	60	6	0	0	0	0	0	0	0	0	0	0	0	0	67
2230	1	55	8	0	0	0	0	0	0	0	0	0	0	_	0	64
2245	2	45	3	0	1	0	0	0	0	0	0	0	0	_	1	52
2300	0	35	4	0	1	0	0	0	0	0	0	0	0	0	0	40
Hourly Total	4	195	21	0	2	0	0	0	0	0	0	0	0	0	1	<b>223</b> 31
2315	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	
2330	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
2345	0	13	2	0	1	0	0	0	0	0	0	0	0	0	1	17
2400	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	0	85	10	0	1	0	0	0	0	0	0	0	0	0	1	97
DAILY TOTAL	207	14913	2355	10	132	4	0	121	4	0	0	0	0	0	56	17802
Percentages	1.2%	83.8%	13.2%	0.1%	0.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Combined City/County: Sarasota/Sarasota

 Start Date:
 5/2/2021
 Start Time:
 00:00

 Stop Date:
 5/2/2021
 Stop Time:
 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	100	21	0	1	0	0	0	0	0	0	0	0	0	1	124
30	0	91	7	0	0	0	0	0	0	0	0	0	0	0	0	
45	1	69	6	0	3	0	0	0	0	0	0	0	0	0	0	79
100	0	45	10	0	0	0	0	0	0	0	0	0	0	0	0	55
Hourly Total	2	305	44	0	4	0	0	0	0	0	0	0	0	0	1	356
115	0	37	6	0	1	0	0	0	0	0	0	0	0	0	0	44
130	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	
145	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	
200	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	0	91	14	0	1	0	0		0	0	0	0	0	0	0	
215	0	18	4	0	0	0	0		0	0	0	0		0	_	22
230	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	
245	0	13	0	0	0	0	0		0	0	0	0	0	0	0	13
300	0	8	7	0	0	0	0		0	0	0	0	0	0		15
Hourly Total	0	65	12	0	0	0	0	0	0	0	0	0	0	0	0	77
315	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
330	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
345	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	
400	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	45	8	0	1	0	0	0	0	0	0	0	0	0	0	54
415	0	9	5	1	0	0	0		0	0	0	0		0	_	
430	0	18	3	0	2	0	0		0	0	0	0		0		23
445	0	21	8	0	1	0	0	1	0	0	0	0	0	0	0	
500	0	24	5	0	1	0	0		1	0	0	0	0	0	1	32
Hourly Total	0	72	21	1	4	0	0	1	1	0	0	0	0	0	1	101
515	0	9	6	0	0	0	0	_	0	0	0	0	0	0	0	
530	0	16	9	0	1	0	0		0	0	0	0	0	0	0	26
545	0	36	15	0	1	0	0		1	0	0	0	0	0		54
600	0	42	12	0	0	0	0		1	0	0	0		0		
Hourly Total	0	103	42	0	2	0	0		2	0	0	0	0	0		152
615	0	49	12	0	1	0	0		0	0	0	0		0		
630	0	81	16	0	2	1	0		1	0	0	0	0	0		106
645	1	98	16	0	0	0	0		0	0	0	0		0		117
700	4	122	23	0	0	0	0		0	0	0	0		0		
Hourly Total	5	350	67	0	3	1	0		1	0	0	0	0	0	2	
715	0	103	21	0	2	1	0		0	0	0	0		0		130
730	3	144	16	1	2	0	0		0	0	0	0		0		169
745	1	164	39	0	5	0	0		0	0	0	0	0	0		211
800	4	203	29	0	2	0	0		0	0	0	0	0	0	_	241
Hourly Total	8	614	105	1	11	1	0		0	0	0	0	0	0		
815	4	209	40	0	6	0	0	4	0	0	0	0	0	0	1	264

830 845			40	0	4	0	0	5	0	0	0	0	0	0	2	291
845	8 9	232 295	49	0	2	0	0		0	0					3	
900	8	340	51	0	3	1	0		0	0		_	_	_	2	
Hourly Total	29	1076	180	0	15	1	0	-	0	0					8	
915	9	262	64	0	4	0	0		0	0	_	_	_	_	2	
930	8	332	67	0	5	0	0		0	0		_		_	3	
945	8	379	69	0	1	0	0		1	0	_		_		3	
1000	9	416	68	0	6	1	0		0	0	_	_	_		1	506
Hourly Total	34	1389	268	0	16	1	0		1	0	_			_	9	
1015	5	451	76	0	6	0	0		1	0					3	
1030	15	442	81	1	7	0	0		0	0		_		_	8	
1045	7	476	77	0	5	0	0		0	0		_			2	
1100	5	569	124	0	6	0	0		0	0					5	
Hourly Total	32	1938	358	1	24	0	0		1	0					18	
1115	11	519	90	0	3	0	0		0	0					2	
1130	8	494	110	0	6	0	0		0	0		_	_		1	622
1145	6	594	91	0	8	0	0		0	0					1	705
1200	7	564	102	0	5	0	0		0	0	_				2	
Hourly Total	32	2171	393	0	22	0	0		0	0	_	_	_		6	
1215	12	550	116	0	12	0	0	1	0	0	_	_	_	_	1	692
1230	2	626	100	0	5	0	0	2	0	0		_	_		2	
1245	4	537	106	0	5	0	0		0	0		_	_	_	3	
1300	0	626	120	0	8	0	0	_	0	0	-	-			1	756
Hourly Total	18	2339	442	0	30	0	0		0	0					7	
1315	8	599	101	0	9	0	0	_	0	0	_	_		-	0	
1330	4	652	118	2	8	0	0		0	0		_			1	787
1345	7	649	93	0	13	0	0		0	0		_			2	
1400	7	623	122	7	3	2	0		0	0	_	_	_		6	
Hourly Total	26	2523	434	9	33	2	0		0	0				_	9	
1415	8	615	109	0	5	0	0		0	0	_	_	_	_	4	744
1430	12	610	85	0	3	1	0		0	0	_	_		_	1	714
1445	4	622	121	0	4	0	0		0	0	_		_	_	2	
1500	6	614	82	0	3	0	0		0	0	_	_	_	_	3	
Hourly Total	30	2461	397	0	15	1	0		0	0				_	10	
1515	4	578	93	1	6	0	0		0	0					5	
1530	12	626	103	0	5	0	0		0	0	0	0	0	0	2	
1545	9	667	131	1	3	0	0		0	0	-	_				813
1600	17	643	101	0	3	0	0	-	0	0					3	
Hourly Total	42	2514	428	2	17	0	0		0	0					11	3020
1615	7	562	92	1	3	0	0		0	0				_	4	
1630	4	620	113	1	3	0	0		0	0					2	
1645	6	574	101	0	6	0	0		0	0			_	_	2	
1700	4	578	115	0	3	0	0		0	0					2	
Hourly Total	21	2334	421	2	15	0	0		0	0					10	
1715	4	603	96	0	8	0	0		0	0					1	714
1730	6	567	103	1	2	0	0		0	0				0	3	
1745	4	572	95	1	9	0	0		0	0					1	683
1800	6	559	80	0	3	0	0		0	0					2	
Hourly Total	20	2301	374	2	22	0	0		0	0					7	
1815	2	528	94	0	8	0	0		0	0		<u> </u>			2	
1830	9	602	88	0	4	0	0		0	0					2	

1845	7	488	86	0	5	0	0	1	0	0	0	0	0	0	2	589
1900	8	501	68	0	4	0	0	0	0	0	0	0	0	0	1	582
Hourly Total	26	2119	336	0	21	0	0	1	0	0	0	0	0	0	7	2510
1915	3	499	81	0	8	0	0	0	0	0	0	0	0	0	1	592
1930	6	502	61	0	4	0	0	4	0	0	0	0	0	0	1	578
1945	12	484	71	0	6	0	0	2	0	0	0	0	0	0	1	576
2000	3	406	77	0	6	0	0	0	0	0	0	0	0	0	2	494
Hourly Total	24	1891	290	0	24	0	0	6	0	0	0	0	0	0	5	2240
2015	5	399	65	1	6	0	0	0	0	0	0	0	0	0	2	478
2030	4	438	90	0	3	0	0	0	0	0	0	0	0	0	2	537
2045	7	448	87	0	5	0	0	0	0	0	0	0	0	0	1	548
2100	2	412	73	0	2	0	0	1	0	0	0	0	0	0	2	492
Hourly Total	18	1697	315	1	16	0	0	1	0	0	0	0	0	0	7	2055
2115	6	332	52	0	5	0	0	1	0	0	0	0	0	0	0	396
2130	2	264	38	0	2	0	0	0	0	0	0	0	0	0	0	306
2145	3	225	33	0	3	0	0	0	1	0	0	0	0	0	0	265
2200	1	204	28	0	1	0	0	0	0	0	0	0	0	0	3	237
Hourly Total	12	1025	151	0	11	0	0	1	1	0	0	0	0	0	3	1204
2215	4	182	27	0	0	0	0	0	1	0	0	0	0	0	0	214
2230	3	155	31	0	1	0	0	0	0	0	0	0	0	0	0	190
2245	6	134	27	0	2	0	0	0	0	0	0	0	0	0	1	170
2300	2	134	20	0	2	0	0	0	0	0	0	0	0	0	0	158
Hourly Total	15	605	105	0	5	0	0	0	1	0	0	0	0	0	1	732
2315	1	123	17	0	0	0	0	0	0	0	0	0	0	0	0	141
2330	0	91	11	0	0	0	0	0	0	0	0	0	0	0	0	102
2345	1	69	6	0	1	0	0	0	0	0	0	0	0	0	1	78
2400	0	47	6	0	0	0	0	0	0	0	0	0	0	0	0	53
Hourly Total	2	330	40	0	1	0	0	0	0	0	0	0	0	0	1	374
	_															
DAILY TOTAL	396	30358	5245	19	313	7	0	139	8	0	0	0	0	0	125	36610
Percentages	1.1%	82.9%	14.3%	0.1%	0.9%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Eastbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/3/2021 Start Time: 00:00 -82.56748

Stop Date: 5/3/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	32	2	0	0	0	0	0	0	0	0	0	0	0	0	34
30	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
100	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	79	5	0	0	0	0	0	0	0	0	0	0	0	0	84
115	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
130	0	11	3	0	1	0	0	0	0	0	0	0		0		15
145	1	1	4	0	0	0	0		0	0	0	0		0		6
200	0	7	1	0	0	0	0		0	0	0	0		0	0	8
Hourly Total	1	29	9	0	1	0	0	0	0	0	0	0		0		40
215	0	2	2	0	0	0	0		0	0	0	0		0		4
230	0	4	0	0	0	0	0		0	0	0	0		0		4
245	0	8	0	0	0	0	0		0	0	0	0		0		8
300	0	2	0	0	0	0	0		0	0	0	0		0		2
Hourly Total	0	16	2	0	0	0	0		0	0	0	0		0		18
315	0	3	2	0	0	0	0		0	0	0	0		0		5
330	0	4	0	0	1	0	0		0	0	0	0		0		5
345	0	7	2	0	3	0	0		0	0	0	0		0		12
400	0	3	0	0	0	0	0		0	0	0	0		0		3
Hourly Total	0	17	4	0	4	0	0		0	0	0	0		0		25
415	1	4	0	0	0	0	0		1	0	0	0		0		6
430	0	4	1	0	0	0	0	0	0	0	0	0		0		5
445	0	12	0	0	0	0	0		0	0	0	0	_	0	_	12
500	0	6	2	0	0	0	0		0	0	0	0		0		8
Hourly Total	1	26	3	0	0	0	0		1	0	0	0		0	0	31
515	0	13	3	0	0	0	0		0	0	0	0	_	0		16
530	0	14	6	1	0	0	0		0	0	0	0		0		22
545	0	15	0	0	1	0	0	0	0	0	0	0		0		16
600	0	28	7	0	1	0	0		0	0	0	0		0		36
Hourly Total	0	70	16	1	2	0	0		0	0	0	0		0		90
615	0	28	6	0	2	0	0		1	0	0	0		0		37
630	0	25	6	0	0	1	0		0	0	0	0	_	0		32
645	0	36	8	2	2	0	0		0	0	0	0		0		48
700	1	52	14	0	2	0	0		0	0	0	0		0		69
Hourly Total	1	141	34	2	6	1	0		1	0	0	0		0		186
715	1	65	19	0	0	1	0		0	0	0	0		0		86
730	1	93	17	0	2	2	0	0	0	0	0	0		0		115
745	0	81	17	1	3	3	0		0	0	0	0	_	0		106
800	0	100	32	0	5	2	0		0	0	0	0		0		140
Hourly Total	2	339	85	1	10	8	0		0	0	0	0		0		447
815	1	121	32	0	3	1	0	0	0	0	0	0	0	0	3	161

830	1	143	35	1	2	1	0	2	0	0	0	0	0	0	1	186
845	0	151	25	2	3	1	0	0	0	0	0				3	
900	0	145	35	2	5	3	0	3	1	0	0		-		1	195
Hourly Total	2	560	127	5	13		0	5	1	0	0	0		0	8	
915	1	137	31	0	2	0	2	3	0	0	0	0	_	0	1	177
930	1	156	46	0	3	3	0	4	0	0	0	- 0	·		0	
945	2	150	47	0			0	4	0	0	0		_		1	215
1000	1	205	45	2	6		0	2	0	-	0				0	
Hourly Total	5	648	169	2			2	13	0	0	0			0	2	
1015	2	188	63	0	6		0	0	1	0	0	0	_		0	
1030	3	184	70	0	7	1	2	4	0	0	0		-	0	2	
1045	1	211	57	0	9	2	0	0	2	0	0		•	-	1	283
1100	4	192	63	0	10		0	3	0	0	0		•	~	1	275
Hourly Total	10	775	253	0			2	7	3	0	0	0	4	0	4	
1115	2	217	77	1	5		0	1	0	0	0	0	-	0	0	
1130	0	216	65	0	5		0	1	0	0	0		-		2	
1145	1	209	72	1	14	- 1	0	2	0	0	0		_		2	
1200	5	155	68	2	11	0	1	4	0	0	0				7	
Hourly Total	8	797	282	4	35	- 1	1	8	0	0	0	0	_	0	11	1153
1215	2	220	69	0	7	1	0	2	1	0	0	0	_		2	
1230	 51	117	24	6	19	11	0	4	1	0	0		-		73	306
1245	62	51	19	6	19		1	6	0	0	0	C	_		115	293
1300	69	25	9	3	15		0	2	1	1	0	C	<u> </u>	0	139	278
Hourly Total	184	413	121	15			1	14	3	1	0	0	<u> </u>	0	329	1181
1315	58	52	15	7	16		1	2	4	1	0	0	_		106	
1330	55	52	18	6	14		0	3	<u>.</u> 1	0	0				116	281
1345	60	36	18	1	8		1	4	2	0	0		•	-	114	260
1400	55	40	20	2	7	26	0	2		1	0		_		111	265
Hourly Total	228	180	71	16	45		2	11	8	2	0	0	0	0	447	1080
1415	32	26	12	4	16		1	4	1	0	0	C	0		119	231
1430	64	22	11	3	11	14	1	2	0	0	0	C	0		137	265
1445	58	41	11	2	8		1	0	1	0	0	C	0		131	269
1500	81	29	5	2	7	11	0	1	1	0	0	C	0	0	128	265
Hourly Total	235	118	39	11	42		3	7	3	0	0	0	0	0	515	1030
1515	58	30	7	1	14	10	0	1	0	1	0	C	0	0	139	261
1530	87	34	9	4	9	10	0	2	0	2	0	C	0	0	124	281
1545	17	314	135	8	31	5	0	14	1	0	0	C	0	0	54	579
1600	37	211	93	9	35	13	0	15	2	0	0	C	0	0	85	500
Hourly Total	199	589	244	22	89	38	0	32	3	3	0	0	0	0	402	1621
1615	7	275	99	3	15	5	0	5	0	0	0	C	0	0	18	427
1630	5	262	93	0			0	5	0	0	0	C	0	0	0	
1645	3	296	98	0	12	3	0	5	0	0	0	C	0	0	0	417
1700	3	249	69	0	15	0	0	3	1	0	0	C	0	0	0	340
Hourly Total	18	1082	359	3	50	9	0	18	1	0	0	0	0	0	18	1558
1715	0	313	86	1	5	1	0	1	0	0	0	C	0	0	2	409
1730	0	312	82	0	5	0	0	0	0	0	0	C	0	0	1	400
1745	1	235	57	0	9	0	0	1	0	0	0	C	0	0	0	303
1800	0	205	45	0	9	0	0	2	0	0	0	C	0	0	0	261
Hourly Total	1	1065	270	1	28	1	0	4	0	0	0	0	0	0	3	1373
1815	1	201	50	0	2	0	0	2	0	0	0	C	0	0	1	257
1830	2	186	41	0	3	0	0	1	0	0	0	C	0	0	1	234

1845	2	186	38	1	2	0	0	0	0	0	0	0	0	0	3	232
1900	2	173	38	0	2	0	0	0	0	0	0	0	0	0	0	215
Hourly Total	7	746	167	1	9	0	0	3	0	0	0	0	0	0	5	938
1915	2	170	29	0	1	0	0	0	0	0	0	0	0	0	0	202
1930	4	173	32	0	1	0	0	0	0	0	0	0	0	0	1	211
1945	1	144	32	0	4	0	0	1	0	0	0	0	0	0	0	182
2000	6	141	35	1	0	0	0	0	0	0	0	0	0	0	2	185
Hourly Total	13	628	128	1	6	0	0	1	0	0	0	0	0	0	3	780
2015	2	169	34	0	2	0	0	1	0	0	0	0	0	0	0	208
2030	1	231	45	0	1	0	0	0	0	0	0	0	0	0	0	278
2045	0	194	32	0	5	0	0	0	0	0	0	0	0	0	1	232
2100	2	183	27	0	1	0	0	0	0	0	0	0	0	0	0	213
Hourly Total	5	777	138	0	9	0	0	1	0	0	0	0	0	0	1	931
2115	1	145	33	0	0	0	0	0	0	0	0	0	0	0	1	180
2130	2	103	22	0	0	0	0	0	0	0	0	0	0	0	0	127
2145	0	133	21	1	4	0	0	0	0	0	0	0	0	0	3	162
2200	0	102	15	0	0	0	0	0	0	0	0	0	0	0	0	117
Hourly Total	3	483	91	1	4	0	0	0	0	0	0	0	0	0	4	586
2215	0	118	21	0	0	0	0	0	0	0	0	0	0	0	0	139
2230	0	100	19	0	0	0	0	0	0	0	0	0	0	0	0	119
2245	2	98	12	0	0	0	0	0	0	0	0	0	0	0	1	113
2300	1	73	9	0	0	0	0	0	0	0	0	0	0	0	0	83
Hourly Total	3	389	61	0	0	0	0	0	0	0	0	0	0	0	1	454
2315	1	75	9	0	0	0	0	0	0	0	0	0	0	0	0	85
2330	0	49	7	0	0	0	0	0	0	0	0	0	0	0	0	56
2345	1	32	5	0	0	0	0	0	0	0	0	0	0	0	0	38
2400	1	26	2	0	0	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	3	182	23	0	0	0	0	0	0	0	0	0	0	0	0	208
												-				
DAILY TOTAL	929	10149	2701	86	464	252	11	124	24	6	0	0	0	0	1756	16502
Percentages	5.6%	61.5%	16.4%	0.5%	2.8%	1.5%	0.1%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	10.6%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Westbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/3/2021 Start Time: 00:00 -82.56748

Stop Date: 5/3/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
30	0	11	1	0	0	0	0			0	0	0	0	0	0	12
45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
100	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	44	5	0	0	0	0	0	0	0	0	0	0	0	0	49
115	0	4	1	0	0	0	0			0	0	0	0	0	0	5
130	0	3	1	0	0	0	0	_		0	0	0	0	0	~	4
145	0	3	0	0	0	0	0		-	0	0	0	0	0	0	3
200	0	3	0	0	0	0	0			0	0	0	0	0	0	3
Hourly Total	0	13	2	0	0	0	0	_		0	0	0	0	0		15
215	0	0	0	0	0	0	0			0	0	0	0	0		0
230	0	2	1	0	0	0	0	_		0	0	0	0	0	-	3
245	1	5	0	0	1	0	0			0	0	0		0		8
300	0	3	1	0	1	0	0			0	0	0	0	0		6
Hourly Total	1	10	2	0	2	0	0			0	0	0	0	0		17
315	0	3	1	0	0	0	0			0	0	0		0		4
330	0	1	0	0	0	0	0			0	0	0	0	0		1
345	0	4	1	0	1	0	0			0	0	0	0	0		7
400	0	4	3	0	1	0	0			0	0	0	-	0		8
Hourly Total	0	12	5	0	2	0	0	-		0	0	0	0	0	~	20
415	0	7	2	0	0	0	0		0	0	0	0	0	0	_	10
430	1	6	0	0	0	0	0			0	0	0	,	0	~	7
445	0	12	5	0	1	0	0			0	0	0	0	0		18
500	0	13	4	0	0	0	0		0	0	0	0	0	0		18
Hourly Total	1	38	11	0	1	0	0			0	0	0	0	0		53
515	0	7	1	0	0	0	0		0	0	0	0	0	0		9
530	0	18	9	0	0	0	0			0	0	0		0		28
545	1	26	17	0	2	0	0			0	0	0		0		46
600	0	30	9	0	1	1	0		0	0	0	0	0	0		42
Hourly Total	1	81	36	0	3	1	0			0	0	0	0	0		125
615	0	45	10	0	3	1	2	1	0	0	0	0	0	0		62
630	0	61	19	1	4	0	0			0	0	0		0		87
645	0	84	23	0	3	0	0			0	0	0	0	0		113
700	2	110	32	0	2	4	0		0	0	0	0	0	0	-	151
Hourly Total	2	300	84	1	12	5	2		0	0	0	0	0	0	<u> </u>	413
715	1	91	39	1	6	2	0			0	0	0	0	0		149
730	0	150	46	0	7	6	0			0	0	0	0	0	~	215
745	1	164	74	0	8	1	0		1	0	0	0		0		260
800	1	217	89	0	15	4	0			0	0	0	0	0		340
Hourly Total	3	622	248	1	36	13	0			0	0	0	0	0		964
815	2	185	85	1	14	2	0	10	0	0	0	0	0	0	0	299

830	3	210	77	1	14	2	0	16	1	0	0	C	0	0	1	325
845	1	209	96	0		2	0	9	1	0	0	C	_	_	0	
900	1	233	96	0		4	0	16	0	0	0	C	0	0	1	364
Hourly Total	7	837	354	2		10	0	51	2	0	0	0	0	0	2	
915	2	227	88	0		3	0	6	1	0	0	C	) 1	0	1	342
930	2	233	84	0		3	0	15	1	0	0	C	0	0	2	
945	1	222	64	1	8	3	0	4	0	0	0	C	0	0	1	304
1000	3	243	86	0	11	2	0	5	1	0	0	C	0	0	4	
Hourly Total	8	925	322	1	47	11	0	30	3	0	0	C	) 1	0	8	
1015	1	255	69	0	6	2	0	6	1	0	0	C	0	0	0	340
1030	4	234	62	0	7	1	0	4	0	0	0	C	0	0	0	312
1045	5	235	63	0	12	3	0	6	0	0	0	C	0	0	1	325
1100	5	233	65	0	11	1	0	5	0	0	0	C	0	0	0	320
Hourly Total	15	957	259	0	36	7	0	21	1	0	0	0	0	0	1	1297
1115	1	251	58	0	9	1	0	4	0	0	0	C	0	0	1	325
1130	2	284	55	0	11	0	3	4	0	0	0	C	0	0	0	
1145	2	257	51	0	10	0	0	5	3	0	0	C	0	0	1	329
1200	2	273	61	0	9	0	0	3	1	0	0	C	0	0	1	350
Hourly Total	7	1065	225	0	39	1	3	16	4	0	0	C	0	0	3	
1215	4	258	56	1	11	3	0	1	0	0	0	C	0	0	3	
1230	2	248	65	0	11	1	0	6	0	0	0	C	0	0	0	
1245	1	258	54	0	7	4	0	2	1	0	0	C	0	0	0	
1300	2	242	62	0	_	0	2	4	0	0	0	C	0	0	0	
Hourly Total	9	1006	237	1	37	8	2	13	1	0	0	0	0	0	3	
1315	3	244	55	0		1	1	0	0	0	0	C	, ,	-	0	
1330	2	202	46	0	_	3	0	3	0	ū	0	C	, ,	-	1	265
1345	1	250	59	0	_	0	0	3	0	0	0	C			1	323
1400	1	224	49	0	_	0	1	2	0	0	0	C	, ,		0	
Hourly Total	7	920	209	0	35	4	2	8	0	0	0	0	1	~	2	
1415	2	196	41	1	7	2	0	3	0	ŭ	0	C	, ,	_	2	
1430	4	243	43	0	_	2	0	2	0	0	0	<u> </u>			1	300
1445	1	240	37	0		0	1	1	0	0	0	C	, ,	-	0	
1500	0	234	51	1	4	0	0	2	1	0	0	C	,		1	_0.
Hourly Total	7	913	172	2		4	1	8	1	0	0	C		_	4	
1515	7	236	39	0		2	0	4	0	·	0	C		-	2	
1530	3	266	32	0	_	0	0	0	2	0	0	C		-	1	307
1545	0	229	31	0	_	1	0	2	0	0	0		, ,	-	0	
1600	1	224	38	0		0	0	1 <b>7</b>	0	0	0				0	
Hourly Total	11	955	140	0		3	0		2	0	0	0		_	3	
1615 1630	1 0	197 208	30 46	2 0			0	1	0		0	C			0	
1630	0		37	0	_		0	3	0		0	(			1	
1700	2	208	32	0		0	0	3	0		0				0	
Hourly Total	3		145	2		_	0	6	0	0	0	0			1	
1715	0	222	45	0		1	1	2	0	0	0				0	
1713	2	213	31	0		0	0	1	0	·	0			_	0	
1730	0	204	35	0	_	0	0	0	0		0				0	
1800	2	183	33	0		0	0	2	0	_	0				1	
Hourly Total	4	822	144	0			1	5	0	0	0	0			1	
1815	3	198	34	0		1	0	0	0	-	0		_		0	
1830	0	184	26	0	_	0	0	2	0		0				1	215
1030	U	104	20	U		U	U		U	U	U	·	, 0	U	ı	210

1845	0	164	28	0	0	0	0	0	0	0	0	0	0	0	0	192
1900	3	189	20	0	0	0	0	0	0	0	0	0	0	0	0	212
Hourly Total	6	735	108	0	5	1	0	2	0	0	0	0	0	0	1	858
1915	2	176	25	0	6	0	0	0	0	0	0	0	0	0	0	209
1930	3	158	24	0	1	0	0	1	0	0	0	0	0	0	0	187
1945	1	152	27	0	0	0	0	0	0	0	0	0	0	0	0	180
2000	0	142	18	0	0	0	0	0	0	0	0	0	0	0	0	160
Hourly Total	6	628	94	0	7	0	0	1	0	0	0	0	0	0	0	736
2015	4	120	23	0	2	0	0	0	0	0	0	0	0	0	0	149
2030	3	112	19	0	0	0	0	0	0	0	0	0	0	0	0	134
2045	0	121	20	0	0	0	0	0	0	0	0	0	0	0	0	141
2100	1	100	20	0	0	0	0	0	0	0	0	0	0	0	0	121
Hourly Total	8	453	82	0	2	0	0	0	0	0	0	0	0	0	0	545
2115	2	88	19	0	2	2	0	0	0	0	0	0	0	0	0	113
2130	3	84	13	2	0	0	0	0	0	0	0	0	0	0	5	107
2145	0	72	7	0	2	0	0	0	0	0	0	0	0	0	0	81
2200	0	52	5	0	1	0	0	0	0	0	0	0	0	0	0	58
Hourly Total	5	296	44	2	5	2	0	0	0	0	0	0	0	0	5	359
2215	0	53	12	0	0	0	0	0	0	0	0	0	0	0	0	65
2230	0	48	7	0	1	0	0	0	0	0	0	0	0	0	0	56
2245	1	26	1	0	0	0	0	0	0	0	0	0	0	0	2	30
2300	0	32	3	0	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	1	159	23	0	1	0	0	0	0	0	0	0	0	0	2	186
2315	1	16	2	0	0	0	0	0	0	0	0	0	0	0	0	19
2330	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
2345	1	10	3	0	0	0	0	0	0	0	0	0	0	0	0	14
2400	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	2	54	9	0	0	0	0	0	0	0	0	0	0	0	0	65
DAILY TOTAL	114	12682	2960	12	390	71	11	215	18	0	0	0	1	0	41	16515
Percentages	0.7%	76.8%	17.9%	0.1%	2.4%	0.4%	0.1%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Combined City/County: Sarasota/Sarasota

 Start Date:
 5/3/2021
 Start Time:
 00:00

 Stop Date:
 5/3/2021
 Stop Time:
 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	50	4	0	0	0	0	0	0	0	0	0	0	0	0	54
30	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
45	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29
100	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	0	123	10	0	0	0	0	0	0	0	0	0	0	0	0	133
115	0	14	2	0	0	0	0	0		0	0	0	0	0	0	16
130	0	14	4	0	1	0	0	0		0	0	0	0	0		19
145	1	4	4	0	0	0		0		0	0	0	0	0	0	9
200	0	10	1	0	0	0	0	0		0	0	0	0	0	0	11
Hourly Total	1	42	11	0	1	0	0	0		0	0	0	0	0	0	55
215	0	2	2	0	0	0		0		0	0	0	0	0		4
230	0	6	1	0	0	0	0	0		0	0	0	0	0		7
245	1	13	0	0	1	0		0		0	0	0	0	0		16
300	0	5	1	0	1	0	0	0		0	0	0	0	0		8
Hourly Total	1	26	4	0	2	0	0	0		0	0	0	0	0		35
315	0	6	3	0	0	0	0	0		0	0	0	0	0		9
330	0	5	0	0	1	0	0	0		0	0	0	0	0		6
345	0	11	3	0	4	0	0	0		0	0	0	0	0	0	19
400	0	7	3	0	1	0	0	0		0	0	0	0	0	0	11
Hourly Total	0	29	9	0	6	0	0	0	1	0	0	0	0	0	_	45
415	1	11	2	0	0	0	0	1	1	0	0	0	0	0		16
430	1	10	1	0	0	0	0	0		0	0	0	0	0	-	12
445	0	24	5	0	1	0	0	0		0	0	0	0	0		30
500	0	19	6	0	0	0		1	0	0	0	0	0	0		26
Hourly Total	2	64	14	0	1	0	0	2		0	0	0	0	0	_	84
515	0	20	4	0	0	0	0	1	0	0	0	0	0	0		25
530	0	32	15	1	0	0	0	0		0	0	0	0	0		50
545	1	41	17	0	3	0	0	0		0	0	0	0	0		62
600	0	58	16	0	2	1	0	1	0	0	0	0	0	0		78
Hourly Total	1	151	52	1	5	1	0	2		0	0	0	0	0		215
615	0	73	16	0	5	1	2	1	1	0	0	0	0	0		99
630	0	86	25	1	4	1	0	2		0	0	0	0	0		119
645	0	120	31	2	5	0	0	3		0	0	0	0	0		161
700	3	162	46	0	4	4	0	1	0	0	0	0	0	0		220
Hourly Total	3	441	118	3	18	6	2	7	1	0	0	0	0	0		599
715	2	156	58	1	6	3	0	6		0	0	0	0	0		235
730	1	243	63	0	9	8	0	6		0	0	0	0	0		330
745	1	245	91	1	11	4	0	11	1	0	0	0	0	0		366
800	1	317	121	0	20	6	0	13		0	0	0	0	0		480
Hourly Total	5	961	333	2	46	21	0	36		0	0	0	0	0		1411
815	3	306	117	1	17	3	0	10	0	0	0	0	0	0	3	460

830	4	353	112	2	16	3	0	18	1	0	0	C	0	0	2	511
845	1	360	121	2	23	3	0	9	1	0	0	C	0	0	3	
900	1	378	131	2	18	7	0	19	1	0	0	C	0	0	2	
Hourly Total	9	1397	481	7	74	16	0	56	3	0	0	0	0	0	10	2053
915	3	364	119	0	15	3	2	9	1	0	0	С	) 1	0	2	519
930	3	389	130	0	18	6	0	19	1	0	0	C	0	0	2	
945	3	372	111	1	16	6	0	8	0	0	0	C	0	0	2	
1000	4	448	131	2	17	4	0	7	1	0	0	C	0	0	4	618
Hourly Total	13	1573	491	3	66	19	2	43	3	0	0	0	) 1	0	10	2224
1015	3	443	132	0	12	4	0	6	2	0	0	C	0	0	0	602
1030	7	418	132	0	14	2	2	8	0	0	0	C	0	0	2	585
1045	6	446	120	0	21	5	0	6	2	0	0	C	0	0	2	608
1100	9	425	128	0	21	3	0	8	0	0	0	C	0	0	1	595
Hourly Total	25	1732	512	0	68	14	2	28	4	0	0	0	0	0	5	2390
1115	3	468	135	1	14	2	0	5	0	0	0	C	0	0	1	629
1130	2	500	120	0	16	3	3	5	0	0	0	C	0	0	2	651
1145	3	466	123	1	24	3	0	7	3	0	0	C	0	0	3	633
1200	7	428	129	2	20	0	1	7	1	0	0	C	0	0	8	603
Hourly Total	15	1862	507	4	74	8	4	24	4	0	0	0	0	0	14	2516
1215	6	478	125	1	18	4	0	3	1	0	0	C	0	0	5	641
1230	53	365	89	6	30	12	0	10	1	0	0	C	0	0	73	639
1245	63	309	73	6	26	18	1	8	1	0	0	C	0	0	115	620
1300	71	267	71	3	23	14	2	6	1	1	0	C	0	0	139	598
Hourly Total	193	1419	358	16	97	48	3	27	4	1	0	0	0	0	332	2498
1315	61	296	70	7	29	13	2	2	4	1	0	C	0	0	106	591
1330	57	254	64	6	22	19	0	6	1	0	0	C	0	0	117	546
1345	61	286	77	1	17	16	1	7	2	0	0	C	0	0	115	583
1400	56	264	69	2	12	26	1	4	1	1	0	C	0	0	111	547
Hourly Total	235	1100	280	16	80	74	4	19	8	2	0	0	0	0	449	2267
1415	34	222	53	5	23	18	1	7	1	0	0	C	0	0	121	485
1430	68	265	54	3	16	16	1	4	0	0	0	C	0	0	138	565
1445	59	281	48	2	11	16	2	1	1	0	0	C	0	0	131	552
1500	81	263	56	3	11	11	0	3	2	0	0	C	0	0	129	559
Hourly Total	242	1031	211	13	61	61	4	15	4	0	0	0	0	0	519	2161
1515	65	266	46	1	21	12	0	5	0	1	0	C	0	0	141	558
1530	90	300	41	4	12	10	0	2	2	2	0	C	0	0	125	588
1545	17	543	166	8	33	6	0	16	1	0	0	C	0	0	54	844
1600	38	435	131	9	36	13	0	16	2	0	0	C	0	0	85	765
Hourly Total	210	1544	384	22	102	41	0	39	5	3	0	0	0	0	405	2755
1615	8		129	5		5	0	6			0	C			18	
1630	5	470	139	0		1	0	6	0		0	C			0	
1645	3	520	135	0		3	0	8	0	-	0	C			1	
1700	5	457	101	0	16	0	0	4	1	0	0	C			0	
Hourly Total	21	1919	504	5		9	0	24	1	0	0	0			19	
1715	0	535	131	1	9	2	1	3	0	0	0	C	•		2	
1730	2	525	113	0		0	0	1	0	-	0	C	_		1	652
1745	1	439	92	0	11	0	0	1	0	-	0	C			0	
1800	2	388	78	0	10	0	0	4	0		0	C			1	483
Hourly Total	5	1887	414	1	40	2	1	9	0	0	0	0	-		4	
1815	4	399	84	0	5	1	0	2	0		0	C			1	496
1830	2	370	67	0	5	0	0	3	0	0	0	C	0	0	2	449

1845	2	350	66	1	2	0	0	0	0	0	0	0	0	0	3	424
1900	5	362	58	0	2	0	0	0	0	0	0	0	0	0	0	427
Hourly Total	13	1481	275	1	14	1	0	5	0	0	0	0	0	0	6	1796
1915	4	346	54	0	7	0	0	0	0	0	0	0	0	0	0	411
1930	7	331	56	0	2	0	0	1	0	0	0	0	0	0	1	398
1945	2	296	59	0	4	0	0	1	0	0	0	0	0	0	0	362
2000	6	283	53	1	0	0	0	0	0	0	0	0	0	0	2	345
Hourly Total	19	1256	222	1	13	0	0	2	0	0	0	0	0	0	3	1516
2015	6	289	57	0	4	0	0	1	0	0	0	0	0	0	0	357
2030	4	343	64	0	1	0	0	0	0	0	0	0	0	0	0	412
2045	0	315	52	0	5	0	0	0	0	0	0	0	0	0	1	373
2100	3	283	47	0	1	0	0	0	0	0	0	0	0	0	0	334
Hourly Total	13	1230	220	0	11	0	0	1	0	0	0	0	0	0	1	1476
2115	3	233	52	0	2	2	0	0	0	0	0	0	0	0	1	293
2130	5	187	35	2	0	0	0	0	0	0	0	0	0	0	5	234
2145	0	205	28	1	6	0	0	0	0	0	0	0	0	0	3	243
2200	0	154	20	0	1	0	0	0	0	0	0	0	0	0	0	175
Hourly Total	8	779	135	3	9	2	0	0	0	0	0	0	0	0	9	945
2215	0	171	33	0	0	0	0	0	0	0	0	0	0	0	0	204
2230	0	148	26	0	1	0	0	0	0	0	0	0	0	0	0	175
2245	3	124	13	0	0	0	0	0	0	0	0	0	0	0	3	143
2300	1	105	12	0	0	0	0	0	0	0	0	0	0	0	0	118
Hourly Total	4	548	84	0	1	0	0	0	0	0	0	0	0	0	3	640
2315	2	91	11	0	0	0	0	0	0	0	0	0	0	0	0	104
2330	0	64	11	0	0	0	0	0	0	0	0	0	0	0	0	75
2345	2	42	8	0	0	0	0	0	0	0	0	0	0	0	0	52
2400	1	39	2	0	0	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	5	236	32	0	0	0	0	0	0	0	0	0	0	0	0	273
DAILY TOTAL	1043	22831	5661	98	854	323	22	339	42	6	0	0	1	0	1797	33017
Percentages	3.2%	69.1%	17.1%	0.3%	2.6%	1.0%	0.1%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	5.4%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Eastbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/4/2021 Start Time: 00:00 -82.56748

Stop Date: 5/4/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	17	3	0	0	0	0	0	0	0	0	0	0	0		21
30	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
100	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	1	49	8	0	1	0	0	0	0	0	0	0	0	0	0	59
115	0	6	1	0	0	0	0	0	0	0	0	0	0	0	1	8
130	0	7	0	0	0	0	0	0	0	0	0	0	0	0		7
145	0	4	1	0	0	0	0		0	0	0	0	0	0		5
200	0	4	3	0	0	0	0		0	0	0	0	0	0	0	7
Hourly Total	0	21	5	0	0	0	0		0	0	0	0	0	0		27
215	0	5	1	0	0	0	0		0	0	0	0	0	0		6
230	0	4	1	0	0	0	0		0	0	0	0	0	0		5
245	0	0	0	0	0	0	0		0	0	0	0	0	0		0
300	0	4	3	0	1	0	0		0	0	0	0	0	0		8
Hourly Total	0	13	5	0	1	0	0		0	0	0	0	0	0		19
315	0	7	0	0	0	0	0		0	0	0	0	0	0		7
330	0	4	0	0	0	0	0		0	0	0	0	0	0		4
345	0	2	0	0	0	0	0		0	0	0	0	0	0		2
400	0	2	0	0	0	0	0		0	0	0	0	0	0		2
Hourly Total	0	15	0	0	0	0	0		0	0	0	0	0	0		15
415	0	2	1	0	0	0	0		0	0	0	0	0	0		3
430	0	3	1	0	2	0	0	0	0	0	0	0	0	0		6
445 500	0	4	5	0	0	0	0		0	0	0	0	0	0	_	9
	0	12 <b>21</b>	2 <b>9</b>	0	0	0	0		2	0	0 <b>0</b>	0	0	0	0	16
Hourly Total	0			0	2		0		2	0		0				34
515 530	1	7 15	3	0	1 0	1	0		0	0	0	0	0	0		14 16
545	0	9		0	1	0	0	0	0	0	0	0	0	0		19
600	0	19	8	0	0	0	0		1	0	0	0	0	0		28
Hourly Total	1	50	20	0	2	1	0		1	0	0	0	0	0		77
615	0	25	5	0	0	0	0		0	0	0	0	0	0		30
630	0	30	4	0	1	1	0		0	0	0	0	0	0		36
645	0	34	6	1	1	2	0		0	0	0	0	0	0		44
700	4	54	9	1	2	0	0		0	0	0	0	0	0		72
Hourly Total	4	143	24	2	4	3	0		0	0	0	0		0		182
715	0	79	11	0	3	0	0		0	0	0	0	0	0		93
730	1	80	16	0	2	1	0	1	1	0	0	0	0	0		103
745	0	102	19	1	4	0	0		0	0	0	0	0	0		126
800	1	115	24	0	3	0	0		1	0	0	0	0	0		145
Hourly Total	2	376	70	1	12	1	0		2	0	0	0	0	0		467
815	1	104	24	0	8	1	0		0	0	0	0	1	0		140
010	',	104	<u></u>	Ŭ	0				U		<u>_</u>		<u>'</u>			1-10

830	1	127	37	2	6	2	0	1	0	0	0	C	0	0	1	177
845	0	164	36	<u>-</u> 1	6	0	0	1	0	0	0	0			<u>·</u> 1	209
900	3	140	47	0	_	1	0	0	1	0	0				1	195
Hourly Total	5	535	144	3		4	0	2	1	0	0	0		0	4	
915	2	152	37	0		1	2	0	0	0	0	C	) 0	_	1	199
930	1	160	47	0	8	2	0	0	1	0	0	C	) 0	0	1	220
945	1	183	47	1	8		0	0	0	0	0	C	_	_	2	
1000	2	198	53	1	9	1	0	2	0	0	0	C	) 0	0	3	
Hourly Total	6	693	184	2		4	2	2	1	0	0	0	_	-	7	
1015	1	158	63	0		4	0	2	4	0	0	C	0	0	4	
1030	0	186	48	0	_	3	0	1	1	0	0		_		0	
1045	1	197	60	0	-	0	0	3	0	0	0				2	
1100	2	198	68	1	4	1	1	3	1	0	0	C			<u>-</u> 1	280
Hourly Total	4	739	239	1	27	8	1	9	6	0	0	0			7	
1115	0	207	61	1	7	0	0	1	1	0	0	C		- 1	0	
1130	2	197	64	0	7	0	0	3	0	0	0			_	0	
1145	1	208	47	0		1	0	3	0	0	0		_	-	1	271
1200	7	203	55	0		2	0	0	0	0	0				1	278
Hourly Total	10	815	227	1	34	3	0	7	1	0	0	0	_	_	2	
1215	1	185	79	1	13	4	0	2	0	0	0	C			0	
1230	0	185	68	1	9	2	0	2	0	0	0	C	) 0	_	1	268
1245	0	195	62	0	_	0	2	2	0	0	0		_		0	
1300	1	199	82	0		1	0	6	0	0	0	C			2	
Hourly Total	2	764	291	2		7	2	12	0	0	0	0			3	
1315	1	187	51	0		0	0	1	0	0	0	0	_	- 1	0	
1330	3	193	65	0	_	1	0	4	0	-	0		, ,		2	
1345	0	228	53	0		1	0	2	0	0	0		, ,	-	2	
1400	0	201	60	0		0	0	2	0	0	0				2	
Hourly Total	4	809	229	0		2	0	9	0	0	0	0	) 0	0	6	
1415	1	209	70	2		0	0	3	0	0	0	C	) 0	_	0	
1430	1	266	65	2		2	0	1	1	0	0	C	) 0	0	0	
1445	2	237	64	0		2	0	1	0	0	0	C	0	0	0	
1500	3	231	82	1	7	0	0	1	0	0	0	C	) 0	0	0	
Hourly Total	7	943	281	5	30	4	0	6	1	0	0	0	) 0		0	
1515	2	247	90	0		2	0	5	1	0	0	C	0	0	5	
1530	3	227	100	1	8	0	0	1	1	0	0	C	0	0	1	342
1545	1	300	99	1	9	0	0	5	1	0	0	C	0		1	417
1600	1	234	100	1	8	4	0	3	0	0	0	C	·	-	1	352
Hourly Total	7	1008	389	3		6	0	14	3	0	0	0			8	
1615	2	287	106	0		1	0	6	0	0	0	C	0	0	2	
1630	1	246	110	0		2	0	4	0		0	C			1	
1645	3	300	101	0	14	2	0	2	1	0	0	C	0	0	2	
1700	1	220	76	0		0	0	5	0	0	0	C	0	0	0	
Hourly Total	7	1053	393	0	35	5	0	17	1	0	0	0			5	
1715	2	280	77	0		0	0	1	0	0	0	C			1	372
1730	7	271	61	0		0	0	1	0	0	0	C	0	0	0	
1745	0	244	65	0		0	0	2	0		0	C			1	318
1800	3	208	60	0	3	0	0	0	0	0	0	C			1	
Hourly Total	12	1003	263	0		0	0	4	0	0	0	0			3	
1815	2	211	31	0		0	0	4	0	0	0	C			2	
1830	0	193	42	0	4	0	0	1	0	0	0	C			0	

1845	2	183	36	1	6	0	0	0	0	0	0	0	0	0	0	228
1900	0	154	25	0	2	0	0	0	1	0	0	0	0	0	2	184
Hourly Total	4	741	134	1	16	0	0	5	1	0	0	0	0	0	4	906
1915	1	187	23	0	0	0	0	0	0	0	0	0	0	0	0	211
1930	4	169	32	0	0	0	0	0	1	0	0	0	0	0	2	208
1945	1	140	25	0	3	0	0	0	0	0	0	0	0	0	1	170
2000	1	136	34	0	1	0	0	0	1	0	0	0	0	0	0	173
Hourly Total	7	632	114	0	4	0	0	0	2	0	0	0	0	0	3	762
2015	3	184	34	0	1	0	0	0	0	0	0	0	0	0	1	223
2030	1	254	36	0	4	0	0	0	0	0	0	0	0	0	1	296
2045	0	240	46	0	3	0	0	0	0	0	0	0	0	0	0	289
2100	0	195	20	0	1	0	0	0	0	0	0	0	0	0	1	217
Hourly Total	4	873	136	0	9	0	0	0	0	0	0	0	0	0	3	1025
2115	2	177	30	0	2	0	0	0	0	0	0	0	0	0	1	212
2130	1	141	31	0	2	0	0	0	0	0	0	0	0	0	0	175
2145	1	127	18	0	1	0	0	0	0	0	0	0	0	0	1	148
2200	4	114	12	0	1	0	0	0	0	0	0	0	0	0	0	131
Hourly Total	8	559	91	0	6	0	0	0	0	0	0	0	0	0	2	666
2215	2	111	25	0	0	0	0	0	0	0	0	0	0	0	0	138
2230	0	90	14	0	1	0	0	0	0	0	0	0	0	0	1	106
2245	0	78	16	0	1	0	0	0	1	0	0	0	0	0	0	96
2300	2	77	4	0	0	0	0	0	0	0	0	0	0	0	0	83
Hourly Total	4	356	59	0	2	0	0	0	1	0	0	0	0	0	1	423
2315	0	84	5	0	0	0	0	0	0	0	0	0	0	0	0	89
2330	0	60	14	0	0	0	0	0	0	0	0	0	0	0	0	74
2345	0	24	5	0	1	0	0	0	0	0	0	0	0	0	0	30
2400	0	24	3	0	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	0	192	27	0	2	0	0	0	0	0	0	0	0	0	0	221
DAILY TOTAL	99	12403	3342	21	372	48	5	89	23	0	0	0	1	0	64	16467
Percentages	0.6%	75.3%	20.3%	0.1%	2.3%	0.3%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Westbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/4/2021 Start Time: 00:00 -82.56748

Stop Date: 5/4/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	9	2	0	0	0	0	0	0	0	0	0	0	0		11
30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
45	0	3	3	0	1	0	0	2	0	0	0	0	0	0	0	9
100	0	4	4	0	0	0	0			0	0	0		0		8
Hourly Total	0	22	9	0	1	0	0			0	0	0		0	0	34
115	0	6	1	0	0	0	0			0	0	0		0	0	7
130	0	3	0	0	0	0	0			0	0	0		0		3
145	0	2	1	0	0	0	0			0	0	0		0		3
200	0	1	0	0	0	0	0			0	0	0		0		1
Hourly Total	0	12	2	0	0	0	0			0	0	0		0		14
215	0	4	2	0	0	0	0			0	0	0		0		6
230	0	7	1	0	0	0	0			0	0	0		0		8
245	0	5	1	0	1	0	0			0	0	0		0		7
300	0	5	0	0	0	0	0			0	0	0		0		5
Hourly Total	0	21	4	0	1	0	0			0	0	0		0		26
315	0	3	0	0	2	0	0			0	0	0		0		5
330	0	2	0	0	1	0	0			0	0	0		0		3
345	0	5	1	0	0	0	0			0	0	0		0		6
400	0	1	1	0	0	0	0			0	0	0		0		2
Hourly Total	0	11	2	0	3	0	0			0	0	0		0		16
415	0	5	0	0	3	0	0		0	0	0	0		0		9
430	0	6	3	0	0	2	0			0	0	0		0		13
445 500	0	13	5	0	0	2	0			0	0	0		0		20
	0	14 <b>38</b>	4	0	0 <b>3</b>	0 <b>4</b>	0			0	0 <b>0</b>	0		0	0	18 <b>60</b>
Hourly Total 515	_		12	0					2							13
530	0	9 16	1	0	1 2	0	0			0	0	0		0		22
545	1	31	10	0	1	0	0		0	0	0	0		0		44
600	0	28	12	0	0	1	0			0	0	0		0		41
Hourly Total	1	84	26	0	4	1	0		3	0	0	0		0		120
615	0	43	22	1	1	1	0			0	0	0		0		69
630	1	62	29	1	4	1	0			0	0	0		0		101
645	2	86	39	1	3	4	0		1	0	0	0		0		139
700	1	124	32	1	3	1	0		•	0	0	0		0		166
Hourly Total	4	315	122	4	11	7	0			0	0	0		0		475
715	6	92	51	0	5	0	0		0	0	0	0		0		159
730	2	138	57	0	14	1	0			0	0	0		0		221
745	0	205	73	0	10	2	0			0	0	0		0		296
800	3	214	111	1	19	2	0			0	0	0		0		361
Hourly Total	11	649	292	1	48	5	0			0	0	0		0		1037
815	1	203	89	1	14	0	0	12		0	0	0		0		321
010		230	30					12	· ' '		<u>_</u>		·			<u> </u>

830	1	195	84	1	19	0	0	8	0	0	0	C	0	0	1	309
845	1	211	82	1	12	2	0	9	1	0	0	0		_	1	320
900	3	230	92	0		0	0	8	1	0	0	C	0	0	1	346
Hourly Total	6	839	347	3		2	0	37	3	0	0	0	0	0	3	
915	1	157	77	0		2	0	5	2	0	0	C	0	0	2	
930	4	195	83	1	10	0	0	7	0	0	0	C	0	0	1	301
945	3	169	55	1	14	0	0	6	0	0	0	C	0	0	3	
1000	1	219	47	1	11	1	0	7	0	0	0	C	0	0	0	
Hourly Total	9	740	262	3		3	0	25	2	0	0	0	0	0	6	
1015	2	189	74	0		2	0	5	2	0	0	C	0	0	1	281
1030	0	185	48	0	12	0	0	6	0	0	0	C	0	0	0	
1045	1	205	58	1	8	0	0	3	0	0	0	C	0	0	1	
1100	1	210	54	1	12	2	1	3	0	0	0	C	0	0	0	
Hourly Total	4	789	234	2		4	1	17	2	0	0	0	0		2	
1115	1	216	44	0		0	0	1	0	0	0	C	0	0	0	
1130	1	209	49	0		0	2	3	0	0	0	C	0	0	1	274
1145	1	199	56	1	5	1	0	0	0	0	0	C	0	0	0	
1200	2	185	51	0	11	0	0	2	0	0	0	C			0	
Hourly Total	5	809	200	1	35	1	2	6	0	0	0	0	0	0	1	
1215	2	218	35	1	6	0	0	0	1	0	0	C	0	0	0	
1230	2	215	51	0	6	0	0	2	0	0	0	C	0	0	2	
1245	0	211	56	1	6	0	0	3	0	0	0	C	0		1	278
1300	3	230	42	0	3	1	0	2	0	0	0	C	0	0	1	282
Hourly Total	7	874	184	2		1	0	7	1	0	0	0			4	
1315	0	212	46	1	5	1	0	2	0	0	0	C	_	-	0	
1330	0	202	47	0	_	2	0	3	0	0	0		) 0		1	264
1345	2	223	31	0	6	1	0	3	0	0	0		0	0	0	
1400	0	218	39	0	1	0	0	2	0	0	0	C	0	0	0	
Hourly Total	2	855	163	1	21	4	0	10	0	0	0	0	0	0	1	
1415	0	200	48	0		1	0	3	0	0	0	C	0	0	1	258
1430	0	221	42	0	7	1	0	0	2	0	0	C	0	0	0	
1445	4	237	50	0	7	0	0	2	1	0	0	C	0	0	1	302
1500	2	229	45	2	8	1	0	4	0	0	0	C	0	0	2	
Hourly Total	6	887	185	2	27	3	0	9	3	0	0	0	0	0	4	
1515	2	229	36	0		3	0	2	0	0	0	C	0	0	3	
1530	1	219	45	0	2	0	0	0	0	0	0	C	0	0	0	
1545	3	254	53	0		1	0	1	0	0	0	C	0	_	0	
1600	3	308	51	0	3	0	0	1	0	0	0	C	0	0	0	
Hourly Total	9	1010	185	0	12	4	0	4	0	0	0	0	0	0	3	
1615	0	208	35	0		0	0	0	0	0	0	C	0	0	0	
1630	1	210	41	0			1	1	0		0	C			0	
1645	1	230	31	0	4	0	0	2	1	0	0	C	0	0	0	
1700	0	218	28	0	5	0	0	1	0	0	0	C	0	0	0	
Hourly Total	2	866	135	0	21	0	1	4	1	0	0	0	0	0	0	
1715	1	216	40	0	5	0	1	0	0	0	0	C	0	0	0	
1730	7	184	32	0	2	0	0	1	0	0	0	C	0	0	0	
1745	1	204	32	0	0	0	0	1	2	0	0	C	0	0	0	
1800	1	197	38	0	2	0	0	1	0	0	0	C	0	0	1	
Hourly Total	10	801	142	0		0	1	3	2		0	0			1	
1815	3	202	33	1	1	0	0	2	0	0	0	C	0	0	0	
1830	0	190	22	0	0	0	0	0	0	0	0	C	0	0	0	212

1845	3	198	28	0	1	0	0	0	0	0	0	0	0	0	0	230
1900	3	198	23	0	1	0	0	0	0	0	0	0	0	0	0	225
Hourly Total	9	788	106	1	3	0	0	2	0	0	0	0	0	0	0	909
1915	0	146	30	0	3	0	0	0	0	0	0	0	0	0	1	180
1930	1	171	23	0	0	0	0	0	0	0	0	0	0	0	0	195
1945	1	168	25	0	1	0	0	0	0	0	0	0	0	0	1	196
2000	2	174	18	0	1	0	0	0	0	0	0	0	0	0	0	195
Hourly Total	4	659	96	0	5	0	0	0	0	0	0	0	0	0	2	766
2015	1	106	18	0	2	0	0	0	0	0	0	0	0	0	0	127
2030	1	141	18	0	2	0	0	0	0	0	0	0	0	0	0	162
2045	0	100	9	0	2	0	0	0	0	0	0	0	0	0	0	111
2100	0	101	15	0	0	0	0	0	0	0	0	0	0	0	0	116
Hourly Total	2	448	60	0	6	0	0	0	0	0	0	0	0	0	0	516
2115	0	107	14	0	3	0	0	0	0	0	0	0	0	0	1	125
2130	0	80	13	0	0	0	0	0	0	0	0	0	0	0	0	93
2145	0	70	6	0	1	0	0	0	0	0	0	0	0	0	0	77
2200	1	44	12	0	0	0	0	0	1	0	0	0	0	0	0	58
Hourly Total	1	301	45	0	4	0	0	0	1	0	0	0	0	0	1	353
2215	0	55	7	0	1	0	0	0	0	0	0	0	0	0	0	63
2230	0	61	5	0	1	0	0	0	0	0	0	0	0	0	0	67
2245	0	45	7	0	1	0	0	0	0	0	0	0	0	0	0	53
2300	0	31	8	0	0	0	0	0	0	0	0	0	0	0	0	39
Hourly Total	0	192	27	0	3	0	0	0	0	0	0	0	0	0	0	222
2315	0	33	8	0	1	0	0	0	0	0	0	0	0	0	0	42
2330	0	19	2	0	1	0	0	0	0	0	0	0	0	0	0	22
2345	1	22	2	0	0	0	0	0	0	0	0	0	0	0	0	25
2400	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	1	85	14	0	2	0	0	0	0	0	0	0	0	0	0	102
DAILY TOTAL	93	12095	2854	20	384	39	5	159	22	0	0	0	0	0	38	15709
Percentages	0.6%	77.0%	18.2%	0.1%	2.4%	0.2%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Combined City/County: Sarasota/Sarasota

 Start Date:
 5/4/2021
 Start Time:
 00:00

 Stop Date:
 5/4/2021
 Stop Time:
 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	1	26	5	0	0	0	0	0	0	0	0	0	0	0	0	32
30	0	16	2	0	1	0	0	0	0	0	0	0	0	0	0	19
45	0	16	4	0	1	0	0	2	0	0	0	0	0	0	0	23
100	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	1	71	17	0	2	0	0	2	0	0	0	0	0	0	0	93
115	0	12	2	0	0	0	0	0	0	0	0	0	0	0	1	15
130	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
145	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	33	7	0	0	0	0	0	0	0	0	0	0	0	1	41
215	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
230	0	11	2	0	0	0	0	0	0	0	0	0	0	0	-	13
245	0	5	1	0	1	0	0	0	0	0	0	0	0	0		7
300	0	9	3	0	1	0	0	0	0	0	0	0	0	0	-	13
Hourly Total	0	34	9	0	2	0	0	0	0	0	0	0	0	0		45
315	0	10	0	0	2	0	0	0	0	0	0	0	0	0	0	12
330	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
345	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	26	2	0	3	0	0	0	0	0	0	0	0	0	0	31
415	0	7	1	0	3	0	0	1	0	0	0	0	0	0	0	12
430	0	9	4	0	2	2	0	0	2	0	0	0	0	0	0	19
445	0	17	10	0	0	2	0	0	0	0	0	0	0	0	0	29
500	0	26	6	0	0	0	0	0	2	0	0	0	0	0	_	34
Hourly Total	0	59	21	0	5	4	0	1	4	0	0	0	0	0	0	94
515	1	16	4	0	2	1	0	1	2	0	0	0	0	0	_	27
530	0	31	4	0	2	0	0	0	1	0	0	0	0	0	0	38
545	1	40	18	0	2	0	0	1	0	0	0	0	0	0		63
600	0	47	20	0	0	1	0	0	1	0	0	0	0	0	0	69
Hourly Total	2	134	46	0	6	2	0	2	4	0	0	0	0	0	1	197
615	0	68	27	1	1	1	0	0	0	0	0	0	0	0	1	99
630	1	92	33	1	5	2	0	3	0	0	0	0	0	0		137
645	2	120	45	2	4	6	0	1	1	0	0	0	0	0	2	183
700	5	178	41	2	5	1	0	2	0	0	0	0	0	0		238
Hourly Total	8	458	146	6	15	10	0	6	1	0	0	0	0	0		657
715	6	171	62	0	8	0	0	2	0	0	0	0	0	0	_	252
730	3	218	73	0	16	2	0	10	1	0	0	0	0	0		324
745	0	307	92	1	14	2	0	5	1	0	0	0	0	0		422
800	4	329	135	1	22	2	0	9	1	0	0	0	0	0	_	506
Hourly Total	13	1025	362	2	60	6	0	26	3	0	0	0	0	0		1504
815	2	307	113	1	22	1	0	12	1	0	0	0	1	0	1	461

830	2	322	121	3	25	2	0	9	0	0	0	C	0	0	2	486
845	1	375	118			2	0			0					2	
900	6	370	139	0		1	0			0	0	0	0	0	2	
Hourly Total	11	1374	491	6		6	0	39	4	0	0	0	1	0	7	
915	3	309	114	0		3	2		2	0	0	C	0	0	3	
930	5	355	130	1	18	2	0		1	0	0	C	0	0	2	
945	4	352	102	2		0	0		0	0	0	C	0	0	5	
1000	3	417	100			2	0			0	0	C	0	0	3	
Hourly Total	15	1433	446	5		7	2		3	0	0			0	13	
1015	3	347	137	0		6	0		6	0	0	C	0	0	5	
1030	0	371	96	0		3	0	7	1	0	0	C	0	0	0	
1045	2	402	118	1	19	0	0		0	0	0	0	0	0	3	
1100	3	408	122	2		3	2			0	0	0	0	0	1	564
Hourly Total	8	1528	473	3		12	2			0	0	0	0	0	9	
1115	1	423	105		17	0	0	2		0	0	0	0	0	0	
1130	3	406	113		16	0	2			0	0	C	0	0	1	547
1145	2	407	103	1	15	2	0			0					1	534
1200	9	388	106	0		2	0			0	_				1	529
Hourly Total	15	1624	427	2		4	2		1	0	_	_			3	
1215	3	403	114	2		4	0	2	1	0	0	C	0	0	0	
1230	2	400	119	1	15	2	0			0	0	C	0	0	3	
1245	0	406	118	1	12	0	2	5	0	0	0	C	0	0	1	545
1300	4	429	124	0		2	0			0	0	C	0	0	3	
Hourly Total	9	1638	475		60	8	2		1	0			0	0	7	
1315	1	399	97	1	13	1	0		0	0	0	0	0	0	0	
1330	3	395	112	0		3	0		0	0	0	0	0	0	3	
1345	2	451	84	0		2	0		0	0	0	0	0	0	2	
1400	0	419	99	0		0	0		0	0	0	C	0	0	2	
Hourly Total	6	1664	392	1	54	6	0	19	0	0	0	0	0	0	7	
1415	1	409	118	2		1	0	6	0	0	0	C	0	0	1	551
1430	1	487	107	2		3	0	1	3	0	0	C	0	0	0	
1445	6	474	114	0	14	2	0	3	1	0	0	0	0	0	1	615
1500	5	460	127	3		1	0	5	0	0	0	0	0	0	2	
Hourly Total	13	1830	466	7	57	7	0	15	4	0	0	0	0	0	4	2403
1515	4	476	126	0	17	5	0	7	1	0	0	0	0	0	8	644
1530	4	446	145	1	10	0	0	1	1	0	0	0	0	0	1	609
1545	4	554	152	1	11	1	0	6	1	0	0	0	0	0	1	731
1600	4	542	151	1	11	4	0	4	0	0	0	0	0	0	1	718
Hourly Total	16	2018	574	3	49	10	0	18	3	0	0	0	0	0	11	2702
1615	2	495	141	0	18	1	0	6	0	0	0	0	0	0	2	
1630	2	456	151	0		2	1	5	0	0	0	0	0	0	1	627
1645	4	530	132	0	18	2	0	4	2	0	0	0	0	0	2	694
1700	1	438	104	0		0	0	6		0	0	C	0	0	0	
Hourly Total	9	1919	528	0	56	5	1	21	2	0	0	0	0	0	5	
1715	3	496	117	0	16	0	1	1	0	0	0	C	0	0	1	635
1730	14	455	93	0	7	0	0	2	0	0	0	0	0	0	0	571
1745	1	448	97	0	6	0	0	3	2	0	0	0	0	0	1	558
1800	4	405	98	0	5	0	0	1	0	0	0	0	0	0	2	515
Hourly Total	22	1804	405	0	34	0	1	7	2	0	0	0	0	0	4	
1815	5	413	64	1	5	0	0	6		0	0	0	0	0	2	
1830	0	383	64	0	4	0	0	1	0	0	0	0	0	0	0	

1845	5	381	64	1	7	0	0	0	0	0	0	0	0	0	0	458
1900	3	352	48	0	3	0	0	0	1	0	0	0	0	0	2	409
Hourly Total	13	1529	240	2	19	0	0	7	1	0	0	0	0	0	4	1815
1915	1	333	53	0	3	0	0	0	0	0	0	0	0	0	1	391
1930	5	340	55	0	0	0	0	0	1	0	0	0	0	0	2	403
1945	2	308	50	0	4	0	0	0	0	0	0	0	0	0	2	366
2000	3	310	52	0	2	0	0	0	1	0	0	0	0	0	0	368
Hourly Total	11	1291	210	0	9	0	0	0	2	0	0	0	0	0	5	1528
2015	4	290	52	0	3	0	0	0	0	0	0	0	0	0	1	350
2030	2	395	54	0	6	0	0	0	0	0	0	0	0	0	1	458
2045	0	340	55	0	5	0	0	0	0	0	0	0	0	0	0	400
2100	0	296	35	0	1	0	0	0	0	0	0	0	0	0	1	333
Hourly Total	6	1321	196	0	15	0	0	0	0	0	0	0	0	0	3	1541
2115	2	284	44	0	5	0	0	0	0	0	0	0	0	0	2	337
2130	1	221	44	0	2	0	0	0	0	0	0	0	0	0	0	268
2145	1	197	24	0	2	0	0	0	0	0	0	0	0	0	1	225
2200	5	158	24	0	1	0	0	0	1	0	0	0	0	0	0	189
Hourly Total	9	860	136	0	10	0	0	0	1	0	0	0	0	0	3	1019
2215	2	166	32	0	1	0	0	0	0	0	0	0	0	0	0	201
2230	0	151	19	0	2	0	0	0	0	0	0	0	0	0	1	173
2245	0	123	23	0	2	0	0	0	1	0	0	0	0	0	0	149
2300	2	108	12	0	0	0	0	0	0	0	0	0	0	0	0	122
Hourly Total	4	548	86	0	5	0	0	0	1	0	0	0	0	0	1	645
2315	0	117	13	0	1	0	0	0	0	0	0	0	0	0	0	131
2330	0	79	16	0	1	0	0	0	0	0	0	0	0	0	0	96
2345	1	46	7	0	1	0	0	0	0	0	0	0	0	0	0	55
2400	0	35	5	0	1	0	0	0	0	0	0	0	0	0	0	41
Hourly Total	1	277	41	0	4	0	0	0	0	0	0	0	0	0	0	323
DAILY TOTAL	192	24498	6196	41	756	87	10	248	45	0	0	0	1	0	102	32176
Percentages	0.6%	76.1%	19.3%	0.1%	2.3%	0.3%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Eastbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/5/2021 Start Time: 00:00 -82.56748

Stop Date: 5/5/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	3	23	3	0	1	0	0	0	0	0	0	0	0	0	0	30
30	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	3	57	5	0	1	0	0	0	0	0	0	0	0	0	0	66
115	0	7	1	0	1	0	0		0	0	0	0	0	0		9
130	0	10	1	0	0	0	0	0	0	0	0	0	0	0		11
145	0	5	0	0	0	0	0		0	0	0	0	0	0		5
200	1	8	1	0	0	0	0		0	0	0	0	0	0	0	10
Hourly Total	1	30	3	0	1	0	0		0	0	0	0	0	0		35
215	0	4	1	0	0	0	0		0	0	0	0	0	0		5
230	0	1	0	0	0	0	0		0	0	0	0	0	0		1
245	0	3	3	0	0	0	0		0	0	0	0	0	0		6
300	0	5	0	0	0	0	0		0	0	0	0	0	0		5
Hourly Total	0	13	4	0	0	0	0		0	0	0	0	0	0		17
315	0	4	0	0	0	0	0		0	0	0	0	0	0		4
330	0	3	0	0	0	0	0		0	0	0	0	0	0		3
345	0	0	0	0	0	0	0		0	0	0	0	0	0		0
400	0	3	2	0	1	0	0		0	0	0	0	0	0		7
Hourly Total	0	10	2	0	1	0	0		0	0	0	0	0	0		14
415	0	2	0	0	0	0	0		0	0	0	0	0	0		2
430	0	0	2	0	1	0	0	0	0	0	0	0	0	0		3
445 500	1	13	3	0	0	0	0		1	0	0	0	0	0	_	18
	0	5 <b>20</b>	1	0	0 <b>1</b>	0	0		1	0	0	0	0	0	0	7
Hourly Total	•		6	0	•	0	0		2	0	0	0				30
515 530	0	6 9	1	0	0	0	0		0	0	0	0	0	0		7 14
545	0	10	3	0	0	0	0	0	0	0	0	0	0	0		13
600	0	21	6	0	1	0	0		0	0	0	0	0	0		28
Hourly Total	0	46	13	2	1	0	0		0	0	0	0	0	0		62
615	0	28	7	0	0	0	0		0	0	0	0	0	0		35
630	1	34	9	0	2	1	0		0	0	0	0	0	0		47
645	0	28	5	1	2	1	0		0	0	0	0	0	0		37
700	2	42	8	0	0	0	0		1	0	0	0	0	0		55
Hourly Total	3	132	29	1	4	2	0		1	0	0	0	0	0		174
715	0	78	16	0	4	1	0		0	0	0	0	0	0		99
730	0	90	22	1	3	0	0	0	0	0	0	0	0	0		118
745	0	90	24	1	3	0	0		0	0	0	0	0	0		120
800	1	99	21	0	3	3	0		1	0	0	0	0	0		128
Hourly Total	1	357	83	2	13	4	0		1	0	0	0	0	0		465
815	0	130	34	0	3	4	0		0	0	0	0	0	0		171
010	٥	100	0-7	J	3				J	0			<u> </u>			17.1

830	1	112	29	2	3	1	0	2	0	0	0		0	0	2	152
845	0	143	31	0			0	2	0	0	0				2	
900	1	143	28	0	_	2	0	2	0	0	0			0	0	
Hourly Total	2	528	122	2		_	0	6	0	0	0	0		0	4	
915	0	159	36	0		0	0	0	1	0	0	C	0	0	1	200
930	2	148	39	0	6	0	0	4	0	0	0		) 0	0	1	200
945	0	167	46	1	5	_	0	2	0	0	0		_	_	3	
1000	1	213	63	1	7	1	0	1	0	0	0		) 0	0	0	
Hourly Total	3	687	184	2	21	1	0	7	1	0	0		_	0	5	
1015	0	159	53	0		3	0	1	0	0	0	C	0	0	1	229
1030	0	198	60	0		_	0	1	0	0	0		_	0	0	
1045	3	213	58	1	12		0	0	1	0	0			-	0	
1100	1	200	69	1	8	1	0	2	0	0	0			~	1	
Hourly Total	4	770	240	2		7	0	4	1	0	0	0		0	2	
1115	1	218	70	0		1	0	1	0	0	0			0	0	
1130	0	185	62	1	8	1	1	2	0	0	0				1	261
1145	2	215	60	0			0	3	0	0	0		_	-	1	
1200	6	226	68	0		1	0	3	0	0	0				2	
Hourly Total	9	844	260	1	37	3	1	9	0	0	0	0	_	0	4	
1215	2	219	78	0		1	0	1	0	0	0	C	_		1	314
1230	2	225	62	0		4	0	1	0	0	0		) 0		3	
1245	1	225	66	1	13	5	0	0	0	0	0		_	_	1	312
1300	1	244	76	1	14	0	0	0	0	0	0			0	3	
Hourly Total	6	913	282	2		_	0	2	0	0	0	0		0	8	
1315	2	236	63	0			0	3	0	0	0				0	
1330	3	230	63	0	_		0	3	0	0	0				0	
1345	4	245	97	0			2	1	0	0	0	-	0	0	3	
1400	2	243	70	0			0	3	0	0	0	C	0	0	1	328
Hourly Total	11	954	293	0	29	7	2	10	0	0	0	0	0	0	4	
1415	1	279	68	0		2	0	5	1	0	0	C	0	0	0	
1430	0	256	79	0	7	1	0	3	1	0	0	C	0	0	0	
1445	2	273	67	0	5	1	0	3	0	0	0	C	0	0	0	
1500	1	258	75	0	9	1	0	5	1	0	0	C	0	0	2	
Hourly Total	4	1066	289	0	23	5	0	16	3	0	0	0	0	0	2	1408
1515	2	297	109	0	7	2	0	0	1	0	0	C	0	0	2	420
1530	2	265	91	0	4	0	0	4	0	0	0	C	0	0	0	366
1545	0	271	85	2	3	0	0	6	0	0	0	C	0	0	1	368
1600	2	239	96	0	6	1	0	3	0	0	0	C	0	0	0	347
Hourly Total	6	1072	381	2	20	3	0	13	1	0	0	C	0	0	3	1501
1615	1	331	114	0			0	4	0	0	0	C	0		0	
1630	3	275	98	0	-		0	4	0	0	0	C	0		1	
1645	0	298	99	0	13	0	0	3	0	0	0	C	0	0	1	414
1700	1	247	69	0	_	0	0	3	0		0	C			1	
Hourly Total	5	1151	380	0	41	1	0	14	0	0	0	0	0	0	3	
1715	4	296	81	0	8	0	0	3	0	0	0	C	-		0	
1730	4	305	95	0	7	0	0	0	0	0	0	C	0	0	0	
1745	4	263	65	0	7	0	0	1	0	0	0	C	0	0	0	
1800	1	179	55	0			0	1	0	0	0	C	0	0	1	
Hourly Total	13	1043	296	0	28	2	0	5	0	0	0	0	-		1	
1815	0	204	40	0		0	0	0	0	0	0	C			2	
1830	1	206	48	0	7	0	0	0	0	0	0	C	0	0	1	263

1845	2	191	46	0	4	0	0	0	0	0	0	0	0	0	0	243
1900	2	183	35	0	1	1	0	0	0	0	0	0	0	0	1	223
Hourly Total	5	784	169	0	19	1	0	0	0	0	0	0	0	0	4	982
1915	1	184	30	0	1	0	0	0	0	0	0	0	0	0	1	217
1930	2	163	26	0	1	1	0	0	0	0	0	0	0	0	0	193
1945	0	155	23	0	2	0	0	0	0	0	0	0	0	0	0	180
2000	2	165	23	0	2	0	0	0	0	0	0	0	0	0	0	192
Hourly Total	5	667	102	0	6	1	0	0	0	0	0	0	0	0	1	782
2015	4	195	28	0	0	0	0	3	0	0	0	0	0	0	0	230
2030	7	270	39	0	2	0	0	0	0	0	0	0	0	0	1	319
2045	2	208	28	0	1	0	0	0	0	0	0	0	0	0	0	239
2100	0	163	32	0	1	0	0	0	0	0	0	0	0	0	0	196
Hourly Total	13	836	127	0	4	0	0	3	0	0	0	0	0	0	1	984
2115	0	150	25	0	3	0	0	0	0	0	0	0	0	0	0	178
2130	2	150	21	0	2	0	0	0	0	0	0	0	0	0	0	175
2145	2	130	14	0	2	1	0	0	0	0	0	0	0	0	0	149
2200	1	118	18	0	0	0	0	0	0	0	0	0	0	0	0	137
Hourly Total	5	548	78	0	7	1	0	0	0	0	0	0	0	0	0	639
2215	3	116	12	0	2	0	0	0	0	0	0	0	0	0	1	134
2230	2	118	20	0	1	0	0	0	0	0	0	0	0	0	1	142
2245	2	90	24	0	0	0	0	0	0	0	0	0	0	0	1	117
2300	1	79	10	0	0	1	0	0	0	0	0	0	0	0	1	92
Hourly Total	8	403	66	0	3	1	0	0	0	0	0	0	0	0	4	485
2315	0	95	6	0	3	0	0	0	0	0	0	0	0	0	0	104
2330	1	51	7	0	0	0	0	0	0	0	0	0	0	0	1	60
2345	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
2400	1	29	1	0	0	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	2	204	16	0	3	0	0	0	0	0	0	0	0	0	1	226
DAILY TOTAL	110	13135	3430	16	367	58	3	92	10	0	0	0	0	0	51	17272
Percentages	0.6%	76.0%	19.9%	0.1%	2.1%	0.3%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

Location:

Direction: Westbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/5/2021 Start Time: 00:00 -82.56748

Stop Date: 5/5/2021 Stop Time: 24:00

END TIME							VFH	ICLE CLA	ss							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	6	0	0	0	0	0	0	0	0	0	0		0		6
30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
100	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	33	3	0	1	0	0	0	0	0	0	0	0	0	0	37
115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
145	0	1	1	0	0	0	0	0	0	0	0	0	0	0		2
200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	10	2	0	0	0	0	0	0	0	0	0	0	0	_	12
215	0	0	1	0	1	0	0	0	0	0	0	0		0		2
230	0	2	0	0	0	0	0	0	0	0	0	0	0	0		2
245	0	5	2	0	0	0	0	0	0	0	0	0	0	0		7
300	0	6	2	0	0	0	0	0	0	0	0	0	0	0		8
Hourly Total	0	13	5	0	1	0	0	0	0	0	0	0	0	0		19
315	1	1	1	0	0	0	0	0	1	0	0	0	0	0		4
330	0	3	0	0	0	0	0	0	0	0	0	0	0	0		3
345	0	7	1	0	1	0	0	0	0	0	0	0		0		9
400	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	3
Hourly Total	1	13	3	0	1	0	0	0	1	0	0	0	0	0		19
415	0	7	0	0	0	0	0	0	1	0	0	0	0	0		8
430	0	5	2	0	0	0	0	0	0	0	0	0	0	0		
445	0	13	4	0	0	0	0	0	0	0	0	0	0	0	_	17
500	0	8	4	0	1	0	0	0	0	0	0	0		0		13
Hourly Total	0	33	10	0	1	0	0	0	1	0	0	0	0	0		45
515	1	10	4	0	1	0	0	1	0	0	0	0	0	0		17
530 545	1	10	12	0	0	0	0	0	1	0	0	0	0	0		24
600	1	29 32	14 12	0	1	0	0	•	0	0	0	0	0	0		46
	1 <b>4</b>	32 <b>81</b>	42	0	2 4	0	0 <b>0</b>	5 <b>7</b>	0 <b>1</b>	0	0 <b>0</b>	0	0 <b>0</b>	0 <b>0</b>		53 <b>140</b>
Hourly Total 615	0	42	15	1	2	2	0	2	0	0	0	0	0	0		64
630	0	62	25	0	5	0	0	1	0	0	0	0	0	0		93
645	1	89	32	0	6	1	0	1	0	0	0	0	0	0		130
700	1	122	45	0	4	2	0	2	1	0	0	0	0	0		178
Hourly Total	2	315	117	1	17	5	0	6	1	0	0	0	0	0		465
715	1	98	36	1	9	0	0	2	0	0	0	0	0	0		147
730	2	137	51	0	12	0	2	10	0	0	0	0	0	0		215
745	0	203	66	0	9	3	0	10	0	0	0	0	0	0		292
800	1	220	90	1	15	5	0	20	0	0	0	0	0	0		352
Hourly Total	4	658	243	2	45	8	2	42	0	0	0	0	0	0		1006
815	3	194	105	1	18	1	0	10	1	0	0	0	0	0		333
010	3	134	100	',	10	'	U	10	' !	U	U	U	J	- 0	. 0	555

830	0	201	99	0	16	1	0	14	1	0	0	0	0	0	0	332
845	3	210	98	0		4	0		0	0					0	
900	3	253	102	1	10	1	0		0	0	_	_	_		2	
Hourly Total	9		404	2		7	0		2	0	_				2	
915	2	263	88	0		2	1	6	0	0	_	_	_	_	1	373
930	2		91	1	11	3	0		_	0	_	_		_	3	
945	1	245	77	0		1	0		1	0			0	0	0	
1000	2		84	0		3	0		0	0	0	0	0	0	1	354
Hourly Total	7	986	340	1		9	1	20	1	0				0	5	
1015	3		78	0		3	0		1	0	0	0	0	0	0	
1030	0	254	54	1	6	1	0	3	0	0	0	0	0	0	0	
1045	1	247	52	0		0	0			0	0	0	0	0	0	
1100	4	247	53	0		2	1	7	0	0	0	0	0	0	0	
Hourly Total	8	991	237	1		6	1	21	2	0	0	0	0	0	0	
1115	3	255	63	0		0	1	7	1	0	0	0	0	0	0	
1130	0		65		15	2	0	2	0	0	0	0	0	0	1	318
1145	1	238	63	0		0	0			0					1	313
1200	2		55		3	2	0	5	0	0	0	0	0	0	1	345
Hourly Total	6	1002	246	1	35	4	1	17	2	0	0	0	0	0	3	
1215	0	293	58	0	6	0	1	4	0	0	0	0	0	0	1	363
1230	3	231	55	0	1	0	0	8	0	0	0	0	0	0	0	298
1245	1	248	53	3	8	1	0	2	1	0	0	0	0	0	0	317
1300	3	258	60	0	6	3	0	3	0	0	0	0	0	0	1	334
Hourly Total	7	1030	226	3	21	4	1	17	1	0	0	0	0	0	2	1312
1315	4	219	49	0	9	3	0	6	2	0	0	0	0	0	0	
1330	1	232	44	0	3	0	0	3	0	0	0	0	0	0	0	
1345	1	214	47	0	9	1	0	4	0	0	0	0	0	0	0	
1400	2		73	1	8	0	0	_		0	0	0	0	0	1	339
Hourly Total	8	_	213	1	29	4	0	15	2	0	0	0	0	0	1	1190
1415	1	233	49			1	0		0	0	0	_		_	0	
1430	3		50			0	0			0	0	0	0	0	2	277
1445	4	248	40			2	0			0	_	_	_	_	0	
1500	1	246	45			0	0			0	_			_	0	
Hourly Total	9		184	2		3	0		0	0					2	
1515	3	199	29			1	0	_	_	0	_	_			0	
1530	1	206	21	0		0	0		0	0		_			0	
1545	2	246	60		-	1	0	_		0					0	
1600	4	243	46			0	0			0		1			0	
Hourly Total	10	894	156	0		2	0			0		1		_	0	
1615	3		35			0	0			0					1	
1630	2		44			0	0			0			_		0	
1645	1	195	32			0	0		0	0					0	
1700	3		42	0		1	1	0		0					0	
Hourly Total	9	865	153	1		1	1			0					1	
1715	2	238	37	0	_	0	0			0					0	
1730	1	204	29			2	0			0					0	
1745	4	224	31	0		0	0			0					1	262
1800	1	195	38			0	0		0	0		1			0	
Hourly Total	8	861	135			2	0			0					1	
1815	0		20			0	0			0	1				0	
1830	2	183	33	0	0	1	0	0	0	0	0	0	0	0	0	219

1845	2	208	26	0	1	0	0	0	0	0	0	0	0	0	0	237
1900	1	191	32	2	0	0	0	2	0	0	0	0	0	0	0	228
Hourly Total	5	801	111	2	2	1	0	2	0	0	0	0	0	0	0	924
1915	1	172	18	0	2	0	0	0	0	0	0	0	0	0	0	193
1930	2	165	24	0	0	0	0	0	0	0	0	0	0	0	0	191
1945	0	152	18	0	0	0	0	0	0	0	0	0	0	0	0	170
2000	3	149	22	0	1	0	0	1	0	0	0	0	0	0	0	176
Hourly Total	6	638	82	0	3	0	0	1	0	0	0	0	0	0	0	730
2015	1	128	13	0	1	1	0	0	0	0	0	0	0	0	1	145
2030	1	118	19	0	2	0	0	0	0	0	0	0	0	0	1	141
2045	1	120	19	0	0	0	0	0	1	0	0	0	0	0	1	142
2100	1	128	20	0	3	0	0	0	0	0	0	0	0	0	0	152
Hourly Total	4	494	71	0	6	1	0	0	1	0	0	0	0	0	3	580
2115	1	99	9	0	1	0	0	0	0	0	0	0	0	0	0	110
2130	0	84	10	0	0	0	0	0	0	0	0	0	0	0	0	94
2145	0	77	10	0	1	0	0	0	0	0	0	0	0	0	0	88
2200	1	72	11	0	0	0	0	0	0	0	0	0	0	0	2	86
Hourly Total	2	332	40	0	2	0	0	0	0	0	0	0	0	0	2	378
2215	0	55	13	0	0	0	0	0	0	0	0	0	0	0	0	68
2230	0	53	10	0	0	0	0	0	0	0	0	0	0	0	0	63
2245	2	45	4	0	0	0	0	0	0	0	0	0	0	0	1	52
2300	1	25	10	0	0	0	0	0	0	0	0	0	0	0	1	37
Hourly Total	3	178	37	0	0	0	0	0	0	0	0	0	0	0	2	220
2315	3	30	2	0	1	0	0	0	0	0	0	0	0	0	0	36
2330	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	41
2345	0	21	3	0	0	0	0	1	0	0	0	0	0	0	0	25
2400	0	20	2	0	0	0	0	0	0	0	0	0	0	0	1	23
Hourly Total	3	106	13	0	1	0	0	1	0	0	0	0	0	0	1	125
DAILY TOTAL	115	13047	3073	17	376	57	7	224	15	0	0	0	0	0	29	16960
Percentages	0.7%	76.9%	18.1%	0.1%	2.2%	0.3%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Combined City/County: Sarasota/Sarasota

 Start Date:
 5/5/2021
 Start Time:
 00:00

 Stop Date:
 5/5/2021
 Stop Time:
 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	3	29	3	0	1	0	0	0	0	0	0	0	0	0	0	36
30	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	31
45	0	17	2	0	1	0	0	0	0	0	0	0	0	0	0	20
100	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	3	90	8	0	2	0	0	0	0	0	0	0	0	0	0	103
115	0	10	1	0	1	0		0	0	0	0	0	0	0		12
130	0	13	1	0	0	0		0		0	0	0	0	0		14
145	0	6	1	0	0	0		0		0	0	0	0	0		7
200	1	11	2	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	1	40	5	0	1	0	0	0	0	0	0	0	0	0	0	47
215	0	4	2	0	1	0	_	0		0	0	0	0	0		7
230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
245	0	8	5	0	0	0		0	0	0	0	0	0	0	0	13
300	0	11	2	0	0	0		0		0	0	0	0	0		13
Hourly Total	0	26	9	0	1	0		0	0	0	0	0	0	0	_	36
315	1	5	1	0	0	0	0	0	1	0	0	0	0	0		8
330	0	6	0	0	0	0		0		0	0	0	0	0		6
345	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
400	0	5	3	0	1	0	0	0	0	0	0	0	0	0	1	10
Hourly Total	1	23	5	0	2	0		0	1	0	0	0	0	0	1	33
415	0	9	0	0	0	0		0		0	0	0	0	0		10
430	0	5	4	0	1	0		0		0	0	0	0	0		10
445	1	26	7	0	0	0		0	1	0	0	0	0	0		35
500	0	13	5	0	1	0		0		0	0	0	0	0		20
Hourly Total	1	53	16	0	2	0	0	0	3	0	0	0	0	0	0	75
515	1	16	5	0	1	0	_	1	0	0	0	0	0	0		24
530	1	19	15	2	0	0		0		0	0	0	0	0		38
545	1	39	17	0	1	0		1	0	0	0	0	0	0		59
600	1	53	18	0	3	0		5		0	0	0	0	0		81
Hourly Total	4	127	55	2	5	0		7	1	0	0	0	0	0		202
615	0	70	22	1	2	2		2	0	0	0	0	0	0		99
630	1	96	34	0	7	1	0	1	0	0	0	0	0	0		140
645	1	117	37	1	8	2		1	0	0	0	0	0	0		167
700	3	164	53	0	4	2		3		0	0	0	0	0		233
Hourly Total	5	447	146	2	21	7	0	7		0	0	0	0	0		639
715	1	176	52	1	13	1	0	2	0	0	0	0	0	0		246
730	2	227	73	1	15	0		10		0	0	0	0	0		333
745	0	293	90	1	12	3		12	0	0	0	0	0	0		412
800	2	319	111	1	18	8		20	1	0	0	0	0	0		480
Hourly Total	5	1015	326	4	58	12		44		0	0	0	0	0		1471
815	3	324	139	1	21	5	0	10	1	0	0	0	0	0	0	504

830	1	313	128	2	19	2	0	16	1	0	0	0	0	0	2	484
845	3	353	129	0	27	6	0	13	0	0	0	0	0		2	533
900	4	396	130	1	17	3	0	16	0	0	0	0	0	_	2	569
Hourly Total	11	1386	526	4	84	16	0	55	2	0	0	0	0	0	6	2090
915	2	422	124	0	13	2	1	6	1	0	0	0	0	0	2	573
930	4	374	130	1	17	3	0	10	0	0	0	0	0	0	4	543
945	1	412	123	1	18	1	0	6	1	0	0	0	0	0	3	566
1000	3	465	147	1	15	4	0	5	0	0	0	0	0	0	1	641
Hourly Total	10	1673	524	3		10	1	27	2	0	0	0	0	0	10	2323
1015	3	402	131	0	22	6	0	7	1	0	0	0	0	0	1	573
1030	0	452	114	1	11	1	0	4	0	0	0	0	0		0	583
1045	4	460	110	1	31	3	0	5		0	0	0	0		0	616
1100	5	447	122	1	13		1	9		0	0	0	0		1	602
Hourly Total	12	1761	477	3		13	1	25	3	0	0	0	0	- 1	2	2374
1115	4	473	133	0	_		1	8	1	0	0	0	0		0	636
1130	0	417	127	2	23	3	1	4	0	0	0	0	0	_	2	579
1145	3	453	123	0	_		0	6		0	0	0	0		2	606
1200	8	503	123	0	16		0	8	0	0	0	0	0		3	664
Hourly Total	15	1846	506	2			2	26		0	0	0	0		7	2485
1215	2	512	136	0	18		1	5		0	0	0	0	_	2	677
1230	5	456	117	0			0	9		0	0	0	0		3	604
1245	2	473	119	4	21	6	0	2		0	0	0	0		1	629
1300	4	502	136	1	20		0	3		0	0	0	0		4	673
Hourly Total	13	1943	508	5			1	19	1	0	0	0	0		10	2583
1315	6	455	112	0	18		0	9		0	0	0	0		0	606
1330	4	462	107	0	9		0	6		0	0	0	0		0	589
1345 1400	5	459 495	144 143	0	17 14	3	2	5 5		0	0	0	0		3	638 667
	19	1871	506	1	58		2	25	2	0	0	0	0	-	5	2500
Hourly Total	2	512	117	0		3	0	6	1	0	0	0	0		0	650
1430	3	467	129	0	13		0	8	1	0	0	0	0		2	624
1445	6	521	107	0			0	5		0	0	0	0		0	651
1500	2	504	120	2	9	_	0	10	1	0	0	0	0		2	651
Hourly Total	13	2004	473	2		-	0	29	3	0	0	0	0	-	4	2576
1515	5	496	138	0	13		0	0	1	0	0	0	0		2	658
1530	3	471	112	0	8		0	5	0	0	0	0	0		0	599
1545	2	517	145	2	8	_	0	9		0	0	0	0		1	685
1600	6	482	142	0	10	1	0	3		0	0	0	0		0	644
Hourly Total	16	1966	537	2	39		0	17	1	0	0	0	0		3	2586
1615	4	561	149		_		0		0	0	0	0	0	0	1	731
1630	5	481	142	0	11	0	0	6		0	0	0	0		1	646
1645	1	493	131	0			0	4		0	0	0	0		1	647
1700	4	481	111	0	17	1	1	3	0	0	0	0	0	0	1	619
Hourly Total	14	2016	533	1	54	2	1	18		0	0	0	0		4	2643
1715	6	534	118	0	11	0	0	5	0	0	0	0	0	0	0	674
1730	5	509	124	0		2	0	2		0	0	0	0	0	0	653
1745	8	487	96	0	9	0	0	1	0	0	0	0	0	0	1	602
1800	2	374	93	0	8	2	0	2	0	0	0	0	0	0	1	482
Hourly Total	21	1904	431	0	39	4	0	10	0	0	0	0	0	0	2	2411
1815	0	423	60	0	8	0	0	0	0	0	0	0	0	0	2	493
1830	3	389	81	0	7	1	0	0	0	0	0	0	0	0	1	482

1845	4	399	72	0	5	0	0	0	0	0	0	0	0	0	0	480
1900	3	374	67	2	1	1	0	2	0	0	0	0	0	0	1	451
Hourly Total	10	1585	280	2	21	2	0	2	0	0	0	0	0	0	4	1906
1915	2	356	48	0	3	0	0	0	0	0	0	0	0	0	1	410
1930	4	328	50	0	1	1	0	0	0	0	0	0	0	0	0	384
1945	0	307	41	0	2	0	0	0	0	0	0	0	0	0	0	350
2000	5	314	45	0	3	0	0	1	0	0	0	0	0	0	0	368
Hourly Total	11	1305	184	0	9	1	0	1	0	0	0	0	0	0	1	1512
2015	5	323	41	0	1	1	0	3	0	0	0	0	0	0	1	375
2030	8	388	58	0	4	0	0	0	0	0	0	0	0	0	2	460
2045	3	328	47	0	1	0	0	0	1	0	0	0	0	0	1	381
2100	1	291	52	0	4	0	0	0	0	0	0	0	0	0	0	348
Hourly Total	17	1330	198	0	10	1	0	3	1	0	0	0	0	0	4	1564
2115	1	249	34	0	4	0	0	0	0	0	0	0	0	0	0	288
2130	2	234	31	0	2	0	0	0	0	0	0	0	0	0	0	269
2145	2	207	24	0	3	1	0	0	0	0	0	0	0	0	0	237
2200	2	190	29	0	0	0	0	0	0	0	0	0	0	0	2	223
Hourly Total	7	880	118	0	9	1	0	0	0	0	0	0	0	0	2	1017
2215	3	171	25	0	2	0	0	0	0	0	0	0	0	0	1	202
2230	2	171	30	0	1	0	0	0	0	0	0	0	0	0	1	205
2245	4	135	28	0	0	0	0	0	0	0	0	0	0	0	2	169
2300	2	104	20	0	0	1	0	0	0	0	0	0	0	0	2	129
Hourly Total	11	581	103	0	3	1	0	0	0	0	0	0	0	0	6	705
2315	3	125	8	0	4	0	0	0	0	0	0	0	0	0	0	140
2330	1	86	13	0	0	0	0	0	0	0	0	0	0	0	1	101
2345	0	50	5	0	0	0	0	1	0	0	0	0	0	0	0	56
2400	1	49	3	0	0	0	0	0	0	0	0	0	0	0	1	54
Hourly Total	5	310	29	0	4	0	0	1	0	0	0	0	0	0	2	351
DAILY TOTAL	225	26182	6503	33	743	115	10	316	25	0	0	0	0	0	80	34232
Percentages	0.7%	76.5%	19.0%	0.1%	2.2%	0.3%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Eastbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/6/2021 Start Time: 00:00 -82.56748

Stop Date: 5/6/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	2	30	4	0	0	0	0	0	0	0	0	0	0	0	0	36
30	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
45	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
100	0	7	0	0	0	0	0		0	0	0	0	0	0	0	7
Hourly Total	2	75	10	0	0	0	0	0	0	0	0	0	0	0	0	87
115	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
130	0	7	2	0	0	0	0			0	0	0	0	0	0	9
145	2	2	0	0	0	0	0			0	0	0	0	0		5
200	0	2	0	0	0	0	0		0	0	0	0	0	0	0	2
Hourly Total	2	22	4	0	0	0	0		0	0	0	0	0	0		29
215	0	8	0	0	0	0	0		0	0	0	0	0	0		8
230	0	8	1	0	0	0	0		0	0	0	0	-	0		9
245	0	1	0	0	0	0	0		0	0	0	0	0	0		1
300	0	2	0	0	0	0	0			0	0	0	0	0		2
Hourly Total	0	19	1	0	0	0	0		0	0	0	0	0	0		20
315	1	2	0	0	0	0	0		0	0	0	0	0	0		3
330	0	5	0	0	0	0	0		0	0	0	0	0	0		5
345	0	2	1	0	0	0	0		0	0	0	0		0		3
400	0	3	0	0	3	0	0		0	0	0	0	0	0		6
Hourly Total	1	12	1	0	3	0	0		0	0	0	0	0	0		17
415	1	2	1	0	0	0	0		0	0	0	0	_	0		4
430	0	4	0	0	0	0	0		0	0	0	0	0	0		4
445	0	15	3	0	0	0	0		1	0	0	0	0	0		20
500	2	8	2	0	0	1	0			0	0	0	-	0		13
Hourly Total	3	29	6	0	0	1	0		1	0	0	0	0	0		41
515	0	7	2	0	0	0	0		0	0	0	0	0	0		9
530	0	10	4	0	0	0	0			0	0	0	,	0		14
545	0	11	4	0	2	0	0		0	0	0	0	0	0		17
600	1	27	6	0	0	0	0		1	0	0	0	0	0		35
Hourly Total	1	55	16	0	2	0	0		1	0	0	0	0	0		75
615 630	0	25	0	0	0	0	0		0	0	0	0	0	0	-	25
630	0	36	7	0	1	0	0		0	0	0	0		0	_	44
700	0	30 46	9	1	2	0	0		0	0	0	0	0	0		34 60
	3			0	-	-	0					0		0		
Hourly Total	3	137	<b>16</b>	1	4	1	0		0	0	0	0	-	0	_	<b>163</b> 84
715 730	2	71 76	10	0	1	0	0		0	0	0	0	0	0		97
730	0	83	30	0	2		0			0	0	0	0	0		123
800	0	83 86	19	0	4	2 0	0		1	0	0	0	0	0		110
Hourly Total	2	316	77		11	3	0		- 1	0	0		0			414
815	3	118	23	3	3	0	0		<b>1</b>	0	0	0	0	0		151
815	3	118	23	3	3	0	0	0	U	0	U	0	U	0	[ 1]	151

830	2	134	35	1	2	1	0	0	0	0	0	0	1		) 1	177
845	1	137	38	0	3	1	0	0	1	0		0	0	C	_	
900	2		28	1	3	6	0	3	2	0		0	0	C	_	1
Hourly Total	8		124	5	11	8	0	3	3	0	0	0	1	0		
915	2		49	2	6	2	0	2	1	0	0	0	0	C	0	
930	0		44	0	5	2	0	3	1	0		0	0	C	_	1
945	1	171	41	1	8	0	0	1	1	0		0	0	C	_	
1000	3		64	0	6	4	0	2	1	0		0	0			
Hourly Total	6		198	3	25	8	0	8	4	0	0	0	0	0		
1015	1	172	57	1	7	1	0	1	0	0	_	0	0	C		
1030	1	189	59	0	10	0	0	2	1	0	ļ <u> </u>	0	0	C		
1045	0		63	0	10	2	0	2	0	0		0	0	C	_	
1100	0		72	1	18	1	1	2	0	0	· · · · · · · · · · · · · · · · · · ·	0	0	C	_	
Hourly Total	2		251	2	45	4	1	7	1	0	0	0	0			
1115	1	195	60	0	11	2	0	1	0	0		0	0	C		271
1130	2		67	0	5	0	0	1	0	0		0	0	C		
1145	0		71	0	5	3	0	2	0	0	_	0	0	_		
1200	3		61	0	5	2	0	1	0	0	_	0	0			
Hourly Total	6		259	0	26	7	0	5	0	0	0	0	0			
1215	2		66	0	8	2	0	4	0	0	-	0	0			
1230	1	215	75	1	6	1	0	1	1	0	-	0	0		_	
1245	3		89	1	8	0	0	3	0	0	_	0	0	C		
1300	3		71	0	8	3	0	1	0	0	ļ <u> </u>	0	0			
Hourly Total	9		301	2	30	6	0	9	1	0	0	0	0			
1315	5		61	0	13	1	0	2	0	0	- 1	0	0			314
1330	1	263	53	1	5	3	0	5	1	0		0	0			333
1345	0		65	0	9	1	0	3	0	0		0	0			339
1400	1	284	65	0	6	0	0	5	1	0		0	0			
Hourly Total	7	1038	244	1	33	5	0	15	2	0	0	0	0			
1415	0		74	0	7	0	0	0	0	0	_	0	0	C		359
1430	1	269	73	0	9	2	0	2	0	0		0	0			357
1445	5		84	0	8	1	0	5	0	0		0	0			
1500	1	280	82	0	9	2	0	1	0	0	_	0	0	_		
Hourly Total	7	1086	313	0	33	5	0	8	0	0	_	0	0			
1515	2		93	0	5	1	0	5	0	0	-	0	0	C		374
1530	0		107	0	10	1	0	3	0	0	ļ <u> </u>	0	0	C		
1545	1	290	103	2	14	1	0	2	1	0		0	0	C		
1600	2		99	0	10	1	0	3	0	0	· · · · · · · · · · · · · · · · · · ·	0	0	C		
Hourly Total	5		402	2	39	4	0	13	1	0	0	0	0		-	1581
1615	0		113	0	7	-	0		0	0		0				
1630	2		90	0	5		0	2	0	0		0	0			
1645	4		90	1	6		0	5	1	0	_	0	0	_		
1700	4		70	0	5		0	2	0	0	_	0	0	_		
Hourly Total	10		363	1	23	4	0	15	1	0		0	0			
1715	3		81	1	9	0	0	1	0	0	-	0	0	C	_	
1730	2		69	0	1	0	0	1	0	0		0	0		_	
1745	2		73	0	4	0	0	0	0	0	_	0	0			297
1800	3		49	0	2	0	0	0	0	0	ļ <u> </u>	0	0			
Hourly Total	10		272	1	16		0	2	0	0	L	0	0			
1815	1	222	39	0	7	0	0	1	0	0		0	0	C	_	
1830	2		50	0	1	0	0	0	0	0		0	0			
1030		201	50	U		U	U	U	U	0	U	U	U		<u>,                                    </u>	204

1845	0	191	40	0	2	0	0	0	0	0	0	0	0	0	2	235
1900	2	169	43	0	0	0	0	0	0	0	0	0	0	0	1	215
Hourly Total	5	783	172	0	10	0	0	1	0	0	0	0	0	0	3	974
1915	4	197	28	0	1	0	0	0	0	0	0	0	0	0	0	230
1930	4	194	32	0	0	0	0	0	0	0	0	0	0	0	1	231
1945	2	165	31	0	3	0	0	0	0	0	0	0	0	0	1	202
2000	4	190	30	0	1	0	0	0	0	0	0	0	0	0	0	225
Hourly Total	14	746	121	0	5	0	0	0	0	0	0	0	0	0	2	888
2015	4	179	34	0	3	0	0	1	0	0	0	0	0	0	0	221
2030	5	205	36	0	2	0	0	0	0	0	0	0	0	0	0	248
2045	3	194	27	0	5	0	0	0	0	0	0	0	0	0	1	230
2100	2	185	24	0	0	0	0	0	0	0	0	0	0	0	2	213
Hourly Total	14	763	121	0	10	0	0	1	0	0	0	0	0	0	3	912
2115	0	146	31	0	3	0	0	0	1	0	0	0	0	0	0	181
2130	0	142	25	0	2	0	0	0	0	0	0	0	0	0	1	170
2145	4	133	28	0	1	0	0	0	0	0	0	0	0	0	1	167
2200	2	171	29	0	0	0	0	0	0	0	0	0	0	0	1	203
Hourly Total	6	592	113	0	6	0	0	0	1	0	0	0	0	0	3	721
2215	0	139	27	0	0	0	0	0	0	0	0	0	0	0	0	166
2230	2	120	21	0	2	0	0	0	1	0	0	0	0	0	1	147
2245	4	101	17	0	5	0	0	0	0	0	0	0	0	0	0	127
2300	2	77	17	0	1	2	0	0	0	0	0	0	0	0	0	99
Hourly Total	8	437	82	0	8	2	0	0	1	0	0	0	0	0	1	539
2315	4	90	13	0	0	0	0	0	0	0	0	0	0	0	0	107
2330	2	70	5	1	0	0	0	0	0	0	0	0	0	0	0	78
2345	0	47	10	0	0	0	0	0	0	0	0	0	0	0	0	57
2400	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	32
Hourly Total	6	232	35	1	0	0	0	0	0	0	0	0	0	0	0	274
DAILY TOTAL	137	13202	3502	20	340	58	1	87	18	0	0	0	1	0	49	17415
Percentages	0.8%	75.8%	20.1%	0.1%	2.0%	0.3%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Westbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/6/2021 Start Time: 00:00 -82.56748

Stop Date: 5/6/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
30	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
45	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
100	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	51	4	0	0	0	0			0	0	0	0	0	0	55
115	0	4	2	0	0	0	0			0	0	0	0	0		6
130	0	2	0	0	0	0	0	-		0	0	0	0	0	~	2
145	0	3	0	0	0	0	0		-	0	0	0	0	0		3
200	0	2	2	0	0	0	0			0	0	0	0	0		4
Hourly Total	0	11	4	0	0	0	0	_		0	0	0	0	0		15
215	0	1	2	0	0	0	0			0	0	0	0	0		3
230	0	5	0	0	0	0	0	-		0	0	0	0	0	-	5
245	0	2	0	0	2	0	0			0	0	0	0	0	-	4
300	0	5	0	0	1	0	0			0	0	0	0	0		6
Hourly Total	0	13	2	0	3	0	0			0	0	0	0	0	_	18
315	0	9	1	0	0	0	0			0	0	0		0		10
330	0	5	1	0	0	0	0			0	0	0	0	0		6
345	0	6	0	0	1	0	0			0	0	0	0	0		7
400	0	4	1	0	0	0	0			0	0	0	-	0		5
Hourly Total	0	24	3	0	1	0	0		_	0	0	0	0	0		28
415	0	6	1	0	0	0	0			0	0	0	0	0	-	8
430	0	9	1	0	0	0	0			0	0	0	,	0	~	10
445	1	14	5	0	0	0	0	1	0	0	0	0	0	0		21
500	0	21	6	0	0	0	0			0	0	0	0	0		27
Hourly Total	1	50	13	0	0	0	0		1	0	0	0	0	0		66
515	0	6	5	0	2	0	0	-	-	0	0	0	0	0		13
530	0	12	10	0	1	0	0			0	0	0		0		24
545 600	0	22	8	0	0	0	0			0	0	0		0		30
	2	34 <b>74</b>	13	0	0	0	0			0	0	0	0	0		52
Hourly Total	2		36	0	3	0	0			0	0	0	0	0		119
615	2	40 70	9	3	3	0	0		2	0	0	0	0	0		60
630 645	0	97	24 27	0	3	0	0			0	0	0		0		100 128
700	0	103	35	0	1	1	0		0	0	0	0	0	0	l l	145
Hourly Total		310	95	3	2 9	2	0		2	0	0	0	0	0		433
715	<b>2</b> 3	99	<b>95</b> 45	1	8	2	0			0	0	0	0	0		165
715	2	157	53	0	 8	1	0			0	0	0	0	0		231
730	1	196	76	2	10	3	0			0	0	0	-	0		302
800	4	209	92	3	15	1	1	15		0	0	0	0	0		340
Hourly Total	10	661	266	6	41	7	<u> </u> 1	40		0	0	0	0	0		1038
815	3	211	97	0	16	2	1	18		0	0	0	0	0		351
815	3	211	97	U	16	2	1	18	3	U	U	U	U	U	U	351

830	1	191	98	0	13	4	0	10	0	0	0	C	0	0	1	318
845	4	220	102	0		3	0	14	0	0	0	C	0	0	1	359
900	3	207	96	0		1	0	15	1	0	1	C	0	0	3	
Hourly Total	11	829	393	0		10	1	57	4	0	1	0	0	0	5	
915	0	226	96	1	13	0	0	13	1	0	0	C	0	0	0	350
930	4	214	87	1	15	3	0	9	0	0	0	C	0	0	2	
945	2	226	83	0		2	0	6	0	0	0	C	0	0	0	
1000	2	258	73	0	18	3	0	3	1	0	0	C	0	0	0	
Hourly Total	8	924	339	2	60	8	0	31	2	0	0	0	0	0	2	
1015	4	250	63	0	14	2	0	8	0	0	0	С	0	0	0	341
1030	5	210	57	0	7	0	1	2	0	0	0	C	0	0	0	
1045	5	238	65	0	9	1	0	6	0	0	0	C	0	0	1	
1100	5	267	55	0	10	0	0	4	1	0	0	C	0	0	0	
Hourly Total	19	965	240	0	40	3	1	20	1	0	0	0	0	0	1	
1115	0	246	48	0	5	3	1	9	0	0	0	C	0	0	0	312
1130	1	254	74	0	11	1	0	4	0	0	0	C	0	0	1	346
1145	5	265	69	1	9	1	0	4	1	0	0	C	0	0	0	355
1200	2	263	53	1	5	1	0	5	0	0	0	C	0	0	1	331
Hourly Total	8	1028	244	2	30	6	1	22	1	0	0	0	0	0	2	1344
1215	2	269	67	0	5	0	0	3	0	0	0	C	0	0	0	346
1230	1	267	60	0	3	0	0	0	1	0	0	C	0	0	0	332
1245	1	254	61	0	6	0	0	2	1	0	0	C	0	0	1	326
1300	3	288	71	0	7	2	0	5	0	0	0	C	0	0	0	376
Hourly Total	7	1078	259	0	21	2	0	10	2	0	0	0	0	0	1	1380
1315	2	191	52	0	6	0	0	2	0	0	0	C	0	0	1	254
1330	1	246	64	0	4	0	0	1	0	0	0	C	0	0	0	316
1345	3	227	44	0	7	4	0	3	0	0	0	C	0	0	0	288
1400	2	203	47	0	6	1	0	2	0	0	0	C	0	0	0	261
Hourly Total	8	867	207	0	23	5	0	8	0	0	0	0	0	0	1	1119
1415	2	258	63	0	5	0	0	5	0	0	0	C	0	0	2	
1430	0	249	42	0	2	0	0	4	0	0	0	C	0	0	0	_
1445	2	257	44	0	2	0	0	0	0	0	0	C	0	0	0	
1500	5	230	39	1	2	1	0	1	0	0	0	C	0	0	0	
Hourly Total	9		188	1	11	1	0	10	0	0	0	0	0	0	2	
1515	3	245	51	0	8	0	0	2	1	0	0	C	0	0	0	
1530	3	243	47	0	1	1	0	3	0	0	0	C	0	0	0	
1545	5	246	56	1	5	2	0	1	0	0	0	C	0	0	0	
1600	2	241	40	1	3	0	0	1	0	0	0	C	0	0	0	
Hourly Total	13	975	194	2		3	0	7	1	0	0	0		0	0	
1615	1	230	45	0			0	1	0		0	C			0	
1630	0	248	44	0		0	0	0	0	_	0	C			0	
1645	4	203	36	0	_		1	1	0		0	C			0	
1700	1	243	40	0		0	0	0	0	-	0	C			1	
Hourly Total	6		165	0	_	3	1	2	0	0	0	0			1	
1715	1	238	38	0	_	0	0	0	0	0	0	C			0	
1730	1	208	42	0		1	0	3	0		0	C	_		0	
1745	0	214	29	0	_	0	0	0	0		0	C	-		0	
1800	1	218	34	0		0	0	0	0		0	C			0	
Hourly Total	3		143	0		1	0	3	0	0	0	0		0	0	
1815	1	207	36	0	_	0	0	1	0	_	0	C			0	
1830	1	198	29	0	0	0	0	0	0	0	0	C	0	0	0	228

1845	2	180	35	0	2	0	0	0	0	0	0	0	0	0	0	219
1900	3	188	30	0	1	0	0	0	0	0	0	0	0	0	0	222
Hourly Total	7	773	130	0	6	0	0	1	0	0	0	0	0	0	0	917
1915	0	185	24	0	4	0	0	0	0	0	0	0	0	0	1	214
1930	3	176	31	0	1	0	0	0	0	0	0	0	0	0	0	211
1945	5	169	33	0	1	0	0	0	0	0	0	0	0	0	0	208
2000	1	167	20	0	0	0	0	1	0	0	0	0	0	0	0	189
Hourly Total	9	697	108	0	6	0	0	1	0	0	0	0	0	0	1	822
2015	2	131	23	0	3	0	0	0	1	0	0	0	0	0	0	160
2030	3	112	16	0	1	0	0	0	0	0	0	0	0	0	0	132
2045	0	106	14	0	1	2	0	0	0	0	0	0	0	0	3	126
2100	2	101	16	0	0	0	0	0	0	0	0	0	0	0	0	119
Hourly Total	7	450	69	0	5	2	0	0	1	0	0	0	0	0	3	537
2115	0	108	12	0	2	0	0	0	0	0	0	0	0	0	0	122
2130	2	96	10	0	2	0	0	0	0	0	0	0	0	0	0	110
2145	2	83	7	0	1	0	0	0	0	0	0	0	0	0	0	93
2200	1	79	11	0	1	0	0	1	1	0	0	0	0	0	0	94
Hourly Total	5	366	40	0	6	0	0	1	1	0	0	0	0	0	0	419
2215	3	69	5	0	1	0	0	0	0	0	0	0	0	0	1	79
2230	0	61	17	0	1	0	0	0	0	0	0	0	0	0	0	79
2245	3	48	16	0	0	0	0	0	0	0	0	0	0	0	0	67
2300	0	46	7	0	0	0	0	0	0	0	0	0	0	0	0	53
Hourly Total	6	224	45	0	2	0	0	0	0	0	0	0	0	0	1	278
2315	1	34	8	0	0	0	0	0	0	0	0	0	1	0	0	44
2330	0	27	9	0	1	0	0	0	0	0	0	0	0	0	0	37
2345	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
2400	0	16	2	0	1	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	1	97	23	0	2	0	0	0	0	0	0	0	1	0	0	124
DAILY TOTAL	142	13263	3210	16	368	53	5	224	19	0	1	0	1	0	27	17329
Percentages	0.8%	76.5%	18.5%	0.1%	2.1%	0.3%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Combined City/County: Sarasota/Sarasota

 Start Date:
 5/6/2021
 Start Time:
 00:00

 Stop Date:
 5/6/2021
 Stop Time:
 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	2	48	5	0	0	0	0	0	0	0	0	0	0	0	0	55
30	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	42
45	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	32
100	0	13	0	0	0	0	0		0	0	0	0	0	0	0	13
Hourly Total	2	126	14	0	0	0	0	0	0	0	0	0	0	0	0	142
115	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
130	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
145	2	5	0	0	0	0	0			0	0	0	0	0		8
200	0	4	2	0	0	0	0		0	0	0	0	0	0	0	6
Hourly Total	2	33	8	0	0	0	0		0	0	0	0	0	0		44
215	0	9	2	0	0	0	0		0	0	0	0	0	0		11
230	0	13	1	0	0	0	0		0	0	0	0		0		14
245	0	3	0	0	2	0	0		0	0	0	0	0	0		5
300	0	7	0	0	1	0	0		0	0	0	0	0	0		8
Hourly Total	0	32	3	0	3	0	0		0	0	0	0	0	0		38
315	1	11	1	0	0	0	0		0	0	0	0	0	0		13
330	0	10	1	0	0	0	0		0	0	0	0	0	0		11
345	0	8	1	0	1	0	0		0	0	0	0		0		10
400	0	7	1	0	3	0	0		0	0	0	0	0	0		11
Hourly Total	1	36	4	0	4	0	0		0	0	0	0	0	0		45
415	1	8	2	0	0	0	0		1	0	0	0	_	0		12
430	0	13	1	0	0	0	0		0	0	0	0	0	0		14
445	1	29	8	0	0	0	0		1	0	0	0	0	0		41
500	2	29	8	0	0	1	0			0	0	0	-	0		40 <b>107</b>
Hourly Total	4	79	19		0	1	0		2	0	0	0	0	0		
515 530	0	13 22	7 14	0	2	0	0		0	0	0	0	0	0		22 38
545	0	33	12	0	1 2	0	0			0	0	0	0	0		47
600	3	61	19	0	0	0	0		0	0	0	0	0	0		87
Hourly Total	3	129	<b>52</b>	0	5	0	0		2	0	0	0	0	0		194
615	2	65	9	3	3	0	0		2	0	0	0	0	0		85
630	0	106	31	0	4	0	0		0	0	0	0		0	-	144
645	0	127	27	1	3	1	0		0	0	0	0		0		162
700	3	149	44	0	3	2	0		0	0	0	0	0	0		205
Hourly Total	5	447	111	4	13	3	0		2	0	0	0	0	0		596
715	5	170	55	1	9	2	0		1	0	0	0	0	0		249
730	2	233	71	0	10	2	0		1	0	0	0	0	0	_	328
745	1	279	106	3	14	5	0		0	0	0	0	0	0		425
800	4	295	111	3	19	1	1	15	1	0	0	0	0	0		450
Hourly Total	12	977	343	7	52	10	1	40	3	0	0	0	0	0		1452
815	6	329	120	3	19	2	1	18	3	0	0	0	0	0		502
010	٥	023	120	3	13		- '	10	3		U	U	U			552

830	3	325	133	1	15	5	0	10	0	0	0	0	1	0	2	495
845	5	357	140	0		4	0	14	1	0	0	0	0	0	4	543
900	5	338	124	1	15	7	0	18	3	0	1	0	0	0	3	515
Hourly Total	19	1349	517	5		18	1	60	7	0	1	0	1	0	10	2055
915	2	360	145	3		2	0	15	2	0	0	0	0	0	0	548
930	4	354	131	1	20	5	0	12	1	0	0	0	0	0	2	530
945	3	397	124	1	22	2	0	7	1	0	0	0	0	0	0	557
1000	5	461	137	0		7	0	5	2	0	0	0	0	0	2	643
Hourly Total	14	1572	537	5		16	0	39	6	0	0	0	0	0	4	2278
1015	5	422	120	1	21	3	0	9	0	0	0	0	0	0	0	581
1030	6	399	116	0		0	1	4	1	0	0	0	0	0	3	547
1045	5	438	128	0	19	3	0	8	0	0	0	0	0	0	3	604
1100	5	482	127	1	28	1	1	6	1	0	0	0	0	0	0	652
Hourly Total	21	1741	491	2		7	2	27	2	0	0	0	0	0	6	2384
1115	1	441	108	0		5	1	10	0	0	0	0	0	0	1	583
1130	3	454	141	0		1	0	5	0	0	0	0	0	0	1	621
1145	5	439	140	1	14	4	0	6	1	0	0	0	0	0	0	610
1200	5	467	114	1	10	3	0	6	0	0	0	0	0	0	1	607
Hourly Total	14	1801	503	2		13	1	27	1	0	0	0	0	0	3	2421
1215	4	502	133	0	13	2	0	7	0	0	0	0	0	0	0	661
1230	2	482	135	1	9	1	0	1	2	0	0	0	0	0	0	633
1245	4	508	150	1	14	0	0	5	1	0	0	0	0	0	1	684
1300	6	510	142	0		5	0	6	0	0	0	0	0	0	0	684
Hourly Total	16	2002	560	2		8	0	19	3	0	0	0	0	0	1	2662
1315	7	422	113	0	19	1	0	4	0	0	0	0	0	0	2	568
1330	2	509	117	1	9	3	0	6	1	0	0	0	0	0	1	649
1345	3	487	109	0	16	5	0	6	0	0	0	0	0	0	1	627
1400	3	487	112	0	12	1	0	7	1	0	0	0	0	0	0	623
Hourly Total	15	1905	451	1	56	10	0	23	2	0	0	0	0	0	4	2467
1415	2	535	137	0		0	0	5	0	0	0	0	0	0	3	694
1430	1	518	115	0		2	0	6	0	0	0	0	0	0	1	654
1445	7	517	128	0	10	1	0	5	0	0	0	0	0	0	2	670
1500	6	510	121	1	11	3	0	2	0	0	0	0	0	0	2	656
Hourly Total	16	2080	501	1	44	6	0	18	0	0	0	0	0	0	8	2674
1515	5	512	144	0	13	1	0	7	1	0	0	0	0	0	1	684
1530	3	538	154	0	11	2	0	6	0	0	0	0	0	0	0	714
1545	6	536	159	3	19	3	0	3	1	0	0	0	0	0	0	730
1600	4	503	139	1	13	1	0	4	0	0	0	0	0	0	0	665
Hourly Total	18	2089	596	4	56	7	0	20	2	0	0	0	0	0	1	2793
1615	1	551	158	0	12	3	0	7	0	0	0	0	0	0	1	733
1630	2	518	134	0	6	2	0	2	0	0	0	0	0	0	0	664
1645	8	441	126	1	11	2	1	6	1	0	0	0	0	0	1	598
1700	5	507	110	0	9	0	0	2	0	0	0	0	0	0	1	634
Hourly Total	16	2017	528	1	38	7	1	17	1	0	0	0	0	0	3	2629
1715	4	533	119	1	12	0	0	1	0	0	0	0	0	0	2	672
1730	3	501	111	0	3	1	0	4	0	0	0	0	0	0	1	624
1745	2	431	102	0	7	0	0	0	0	0	0	0	0	0	1	543
1800	4	425	83	0		0	0	0	0	0	0	0	0	0	2	519
Hourly Total	13	1890	415	1	27	1	0	5	0	0	0	0	0	0	6	2358
1815	2	429	75	0	10	0	0	2	0	0	0	0	0	0	0	518
1830	3	399	79	0	1	0	0	0	0	0	0	0	0	0	0	482

1845	2	371	75	0	4	0	0	0	0	0	0	0	0	0	2	454
1900	5	357	73	0	1	0	0	0	0	0	0	0	0	0	1	437
Hourly Total	12	1556	302	0	16	0	0	2	0	0	0	0	0	0	3	1891
1915	4	382	52	0	5	0	0	0	0	0	0	0	0	0	1	444
1930	7	370	63	0	1	0	0	0	0	0	0	0	0	0	1	442
1945	7	334	64	0	4	0	0	0	0	0	0	0	0	0	1	410
2000	5	357	50	0	1	0	0	1	0	0	0	0	0	0	0	414
Hourly Total	23	1443	229	0	11	0	0	1	0	0	0	0	0	0	3	1710
2015	6	310	57	0	6	0	0	1	1	0	0	0	0	0	0	381
2030	8	317	52	0	3	0	0	0	0	0	0	0	0	0	0	380
2045	3	300	41	0	6	2	0	0	0	0	0	0	0	0	4	356
2100	4	286	40	0	0	0	0	0	0	0	0	0	0	0	2	332
Hourly Total	21	1213	190	0	15	2	0	1	1	0	0	0	0	0	6	1449
2115	0	254	43	0	5	0	0	0	1	0	0	0	0	0	0	303
2130	2	238	35	0	4	0	0	0	0	0	0	0	0	0	1	280
2145	6	216	35	0	2	0	0	0	0	0	0	0	0	0	1	260
2200	3	250	40	0	1	0	0	1	1	0	0	0	0	0	1	297
Hourly Total	11	958	153	0	12	0	0	1	2	0	0	0	0	0	3	1140
2215	3	208	32	0	1	0	0	0	0	0	0	0	0	0	1	245
2230	2	181	38	0	3	0	0	0	1	0	0	0	0	0	1	226
2245	7	149	33	0	5	0	0	0	0	0	0	0	0	0	0	194
2300	2	123	24	0	1	2	0	0	0	0	0	0	0	0	0	152
Hourly Total	14	661	127	0	10	2	0	0	1	0	0	0	0	0	2	817
2315	5	124	21	0	0	0	0	0	0	0	0	0	1	0	0	151
2330	2	97	14	1	1	0	0	0	0	0	0	0	0	0	0	115
2345	0	67	14	0	0	0	0	0	0	0	0	0	0	0	0	81
2400	0	41	9	0	1	0	0	0	0	0	0	0	0	0	0	51
Hourly Total	7	329	58	1	2	0	0	0	0	0	0	0	1	0	0	398
DAILY TOTAL	279	26465	6712	36	708	111	6	311	37	0	1	0	2	0	76	34744
Percentages	0.8%	76.2%	19.3%	0.1%	2.0%	0.3%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Eastbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/7/2021 Start Time: 00:00 -82.56748

Stop Date: 5/7/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	3	31	4	0	0	0	0	0	0	0	0	0	0	0	0	38
30	0	21	3	0	0	0	0	0	0	0	0	0	0	0	1	25
45	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	17
100	0	13	2	0	0	0	0	0		0	0	0	0	0	0	15
Hourly Total	4	81	9	0	0	0	0	0	0	0	0	0	0	0	1	95
115	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	6	2	0	1	0		0		0	0	0		0	0	9
200	0	8	0	0	0	0	0	0		0	0	0	0	0	0	8
Hourly Total	0	30	3	0	1	0	0	0	0	0	0	0	0	0	0	34
215	0	4	0	0	0	0	0	0		0	0	0	0	0	0	4
230	0	11	2	0	0	0	0	0		0	0	0	0	0	0	13
245	0	2	0	0	0	0	0	0		0	0	0	0	0	0	2
300	0	4	2	0	0	0	0	0		0	0	0	0	0	0	6
Hourly Total	0	21	4	0	0	0	0	0		0	0	0	0	0	0	25
315	0	7	1	0	0	0	0	0		0	0	0	0	0	0	8
330	1	4	1	0	0	0	0	0		0	0	0	0	0	0	7
345	0	3	0	0	1	0		0		0	0	0		0		4
400	0	3	1	0	1	0	0	0		0	0	0	0	0	0	5
Hourly Total	1	17	3	0	2	0		0		0	0	0	0	0	0	24
415	0	4	0	0	1	0	0	0		0	0	0	0	0	0	5
430	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
445	0	12	2	0	0	0	0	0		0	0	0	0	0	0	14
500	0	8	0	0	0	0		0		0	0	0		0		8
Hourly Total	0	26	3	0	1	0	0	0	-	0	0	0	0	0	0	30
515	0	7	4	0	0	0	0	1	0	0	0	0		0	0	12
530	0	9	1	0	0	0		0		0	0	0	0	0	0	10
545	0	9	9	0	1	0	0	0		0	0	0	0	0	1	20
600	0	27	7	0	2	0	0	0		0	0	0	0	0	0	36
Hourly Total	0	52	21	0	3	0		1	0	0	0	0	0	0	1	78
615	0	24	4	0	1	1	0	0		0	0	0	0	0	0	30
630	0	37	5	0	1	0		0		0	0	0		0	0	44
645	0	31	9	1	0	0	0	0		0	0	0	0	0	1	42
700	0	50	12	0	3	0	0	0		0	0	0		0	0	65
Hourly Total	0	142	30	1	5	1	0	0		0	0	0	0	0	1	181
715	1	77	12	0	1	1	0	0		0	0	0	0	0	1	93
730	1	83	15	0	2	3	0	0		0	0	0		0		104
745	1	69	21	1	3	0		0		0	0	0	0	0	1	97
800	1	89	28	0	3	2	0	0		0	0	0	0	0	0	123
Hourly Total	4	318	76	1	9	6		0		0	0	0		0	2	417
815	1	103	28	1	4	0	0	0	0	0	0	0	0	0	1	138

830	0	127	32	1	3	0	0	0	0	0	0	(	0 0	0	1	164
845	1	111	24	0			0	0	0	0	0		0 0	_	2	
900	2	137	24	1	4	7	0	2	0	1	0		0 0	_	<u>-</u> 1	
Hourly Total	4	478	108	3	19	8	0	2	0	1	0		-		5	1
915	0	123	44	0			0	3	0	0	0	(	) 0	_	0	
930	0	158	33	0		1	0	1	0	0	0	(	0	0	3	
945	1	181	38	0		3	0	1	0	0	0	(	0	_	1	226
1000	1	189	53	0		_	0	0	1	0	0	(	0	0	2	
Hourly Total	2	651	168	0	_		0	5	1	0	0	C			6	
1015	0	187	53	0			0	1	0	0	0	(	0	0	0	1
1030	1	190	78	0		1	0	1	0	0	0	(		-	0	
1045	2	214	66	0	-	3	0	3	1	1	0	(	0 0	-	1	
1100	5	203	56	2	8	_	0	0	1	0	0	(	0 0	-	2	
Hourly Total	8	794	253	2			0	5	2	1	0				3	
1115	2	210	80	0		1	0	1	3	0	0	(		-	0	
1130	2	225	80	0		4	0	3	0	0	0		0	_	0	1
1145	1	227	72	0			0	3	0		0		0		0	
1200	2	191	72	1	9		0	3	0	0	0		0 0		2	
Hourly Total	7	853	304	1	37	8	0	10	3	0	0				2	
1215	0	221	76	1	11	0	0	1	0	0	0		0 0		<u>-</u> 1	
1230	2	183	49	0		0	0	3	0	0	0	(	0	_	0	
1245	1	180	50	0	_		0	3	0	0	0		0 0		1	243
1300	2	188	62	0			0	0	0	0	0	(		_	1	260
Hourly Total	5	772	237	1	33		0	7	0	0	0				3	
1315	1	243	91	0		2	0	4	0	0	0	(		-	1	359
1330	1	366	103	0		5	0	2	0	-	0	,	, ,		1	491
1345	1	319	73	1	10	_	0	1	0	0	0		0	-	1	
1400	1	242	62	0			0	3	1	0	0		0 0		0	1
Hourly Total	4	1170	329	1	43		0	10	1	0	0	(	) 0	0	3	
1415	1	312	79	1	11	0	0	3	0	0	0	(	-		2	
1430	3	271	73	0		1	0	4	0	0	0	(	0	0	0	
1445	3	279	80	0		1	0	3	0	0	0	(	0		2	
1500	3	296	81	1	3	0	0	5	0	0	0	(	0	0	1	
Hourly Total	10	1158	313	2	30	2	0	15	0	0	0	C	0		5	
1515	1	321	100	1	10		0	3	0	0	0	(	0	0	1	437
1530	2	327	90	0		0	0	4	0	0	0	(	0	0	1	
1545	0	318	110	1	13	2	0	6	0	0	0	(	0 0	_	0	
1600	2	307	110	1	9		0	4	0	0	0	Č	0 0	-	0	
Hourly Total	5	1273	410	3	_	-	0	17	0	0	0	Č			2	
1615	3		103	2			-	3	~	-	0		0 0	_	0	
1630	0	346	102	0			0	3	1	0	0		0		1	
1645	1	313	88	0		0	0	0	0		0	(	0		0	
1700	2	283	73	0			0	4	0		0		0		3	
Hourly Total	6	1269	366	2	34	0	0	10	1	0	0	C	0		4	
1715	0	329	95	0			0	2	1	0	0		0		1	
1730	2	328	63	1	7	2	0	1	0	0	0	(	0 0	_	0	
1745	0	273	62	0	8		0	1	0		0		0 0		0	
1800	1	239	51	1	8		0	1	0		0	(	0 0		2	
Hourly Total	3	1169	271	2			0	5	1	0	0		0		3	
1815	0	248	47	0			0	2	0	_	0		0 0		1	
			48				-			0	-					299

1845	0	214	45	0	5	0	0	0	2	0	0	0	0	0	0	266
1900	0	218	31	0	3	0	0	0	0	0	0	0	0	0	1	253
Hourly Total	2	923	171	0	16	0	0	4	2	0	0	0	0	0	2	1120
1915	2	236	37	0	4	0	0	0	0	0	0	0	0	0	1	280
1930	5	172	46	1	3	0	0	0	0	0	0	0	0	0	0	227
1945	3	207	30	0	2	0	0	0	0	0	0	0	0	0	0	242
2000	5	198	28	0	3	0	0	1	0	0	0	0	0	0	0	235
Hourly Total	15	813	141	1	12	0	0	1	0	0	0	0	0	0	1	984
2015	4	216	42	0	3	1	0	0	0	0	0	0	0	0	1	267
2030	2	277	44	0	0	0	0	0	0	0	0	0	0	0	1	324
2045	2	279	44	0	5	0	0	1	0	0	0	0	0	0	0	331
2100	1	238	53	0	2	0	0	0	0	0	0	0	0	0	2	296
Hourly Total	9	1010	183	0	10	1	0	1	0	0	0	0	0	0	4	1218
2115	4	242	45	0	4	0	0	0	0	0	0	0	0	0	1	296
2130	7	182	33	0	4	0	0	1	0	0	0	0	0	0	0	227
2145	1	179	26	0	4	0	0	0	0	0	0	0	0	0	0	210
2200	2	162	24	0	0	0	0	0	0	0	0	0	0	0	0	188
Hourly Total	14	765	128	0	12	0	0	1	0	0	0	0	0	0	1	921
2215	2	189	29	0	1	0	0	0	0	0	0	0	0	0	0	221
2230	2	152	20	0	2	0	0	0	0	0	0	0	0	0	0	176
2245	1	156	22	0	4	0	0	0	0	0	0	0	0	0	0	183
2300	2	138	23	0	1	0	0	0	0	0	0	0	0	0	0	164
Hourly Total	7	635	94	0	8	0	0	0	0	0	0	0	0	0	0	744
2315	2	135	17	0	1	0	0	0	0	0	0	0	0	0	1	156
2330	3	99	19	0	2	0	0	0	0	0	0	0	0	0	0	123
2345	2	111	13	0	0	0	0	0	0	0	0	0	0	0	0	126
2400	3	89	12	0	1	0	0	0	0	0	0	0	0	0	1	106
Hourly Total	10	434	61	0	4	0	0	0	0	0	0	0	0	0	2	511
DAILY TOTAL	120	14854	3686	20	403	58	0	94	14	2	0	0	0	0	51	19302
Percentages	0.6%	77.0%	19.1%	0.1%	2.1%	0.3%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Westbound City/County: Sarasota/Sarasota GPS: 27.32356
Start Date: 5/7/2021 Start Time: 00:00 -82.56748

Stop Date: 5/7/2021 Stop Time: 24:00

END TIME							VEH	ICLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	12	2	0	0	0	0	0	0	0	0	0	0	0		14
30	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	1	14
100	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	1	41	10	0	0	0	0	0	0	0	0	0	0	0	1	53
115	0	9	0	0	2	0	0	0	0	0	0	0	0	0	0	11
130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	4	1	0	0	0	0			0	0	0	0	0		5
200	0	7	1	0	0	0	0			0	0	0	0	0		8
Hourly Total	0	26	2	0	2	0	0			0	0	0	0	0		30
215	0	7	2	0	0	0	0			0	0	0	0	0		9
230	1	4	0	0	0	0	0			0	0	0	0	0		5
245	0	8	1	0	0	0	0			0	0	0	0	0		9
300	0	3	0	0	0	0	0			0	0	0	0	0		5
Hourly Total	1	22	3	0	0	0	0			0	0	0	0	0		28
315	0	3	1	0	2	0	0			0	0	0	0	0		6
330	0	6	0	0	1	0	0			0	0	0	0	0		7
345	0	5	2	0	0	0	0			0	0	0	0	0		7
400	0	2	1	0	3	0	0			0	0	0	0	0		6
Hourly Total	0	16	4	0	6	0	0			0	0	0	0	0		26
415	0	3	0	0	3	0	0			0	0	0	0	0		6
430	0	5	1	0	0	0	0	0		0	0	0	0	0		6
445	0	13	3	0	0	0	0			0	0	0	0	0		16
500	1	15	3	0	0	0	0			0	0	0	0	0		19
Hourly Total	1	36	7	0	3	0	0	_		0	0	0	0	0	0	47
515 530	0	9	5	0	0	0	0			0	0	0	0	0		14
530	0	17	5	0	2	0	0		0	0	0	0	0	0		25 41
600	0	25 28	14	1	1	0	0		0	0	0	0	0	0		41
Hourly Total	2 <b>2</b>	28 <b>79</b>	9 <b>33</b>	0 1	-	0	0 <b>0</b>		-	0	0 <b>0</b>	0	0	0 0		123
615	0	53	16	0	<b>4</b> 2	1	0			0	0	0	0	0		72
630	0	75	21	1	9	0	0			0	0	0	0	0		108
645	2	94	31	0	3	1	0			0	0	0	0	0		131
700	0	121	31	0	6	2	0		0	0	0	0	0	0		162
Hourly Total	2	343	99	1	20	4	0			0	0	0	0	0		473
715	2	99	40	2	4	3	0		0	0	0	0	0	0		155
730	1	133	57	0	8	1	0			0	0	0	0	0		205
745	3	181	74	0	9	3	0			0	0	0	0	0		276
800	3	225	93	2	12	0	0		0	0	0	0	0	0		349
Hourly Total	9	638	<b>264</b>	4	33	7	0			0	0	0		0		985
815	2	200	93	0	18	4	0	13		0	0	0	0	0	1	333
010		200	93	U	10	4	0	13		0	U	0	U	- 0		333

830	2	192	89	2	23	1	0	15	0	0	0	C	0	0	1	325
845	1	206	111	1	12		0	9	1	0	0	C	0	0	0	342
900	1	257	81	2			1	13	0	0	0	C	0	0	0	364
Hourly Total	6		374	5	58	10	1	50	3	0	0	0	0	0	2	1364
915	6	232	97	1	12	1	0	8	0	1	0	С	0	0	1	359
930	3		84	1	7	4	0	9	0	0	0	C	0	0	2	337
945	2	225	68	1	10	2	0	5	1	0	0	C	0	0	1	315
1000	4	281	65	0	12	3	1	8	1	0	0	C	0	0	1	376
Hourly Total	15	965	314	3	41	10	1	30	2	1	0	0	0	0	5	1387
1015	6	286	98	1	12	2	0	2	0	0	0	С	0	0	2	409
1030	4	241	52	0	9	3	0	5	1	0	0	C	0	0	0	315
1045	3	272	77	1	8	2	2	3	1	0	0	C	0	0	0	369
1100	5	275	76	0	11	3	1	4	0	0	0	C	0	0	1	376
Hourly Total	18	1074	303	2	40	10	3	14	2	0	0	0	0	0	3	1469
1115	2	287	65	0	21	0	0	1	0	0	0	C	0	0	2	378
1130	1	263	61	0	7	3	0	2	0	0	0	C	0	0	0	337
1145	0	296	54	0	10	0	0	5	0	0	0	C	0	0	0	365
1200	2	309	57	1	7	1	0	2	0	0	0	C	0	0	2	381
Hourly Total	5	1155	237	1	45	4	0	10	0	0	0	0	0	0	4	1461
1215	2	315	61	0	14	0	0	2	0	0	0	C	0	0	0	394
1230	2	284	51	0	7	1	1	4	0	0	0	C	0	0	0	350
1245	1	269	57	0	8	2	0	4	0	0	0	C	0	0	0	341
1300	0	278	69	0	7	0	1	2	0	0	0	C	0	0	1	358
Hourly Total	5	1146	238	0	36	3	2	12	0	0	0	0	0	0	1	1443
1315	0	232	59	0	11	0	0	5	1	0	0	C	0	0	1	309
1330	1	240	48	0	3	0	0	5	0	0	0	C	0	0	0	297
1345	1	260	42	0	8	0	0	5	0	0	0	C	0	0	0	316
1400	7	310	53	0	5	2	0	2	0	0	0	C	0	0	0	379
Hourly Total	9	1042	202	0	27	2	0	17	1	0	0	0	0	0	1	1301
1415	2	232	49	0	5	1	0	5	0	0	0	C	0	0	4	298
1430	1	245	58	1	6	0	0	3	0	0	0	C	0	0	0	314
1445	5		47	0	3	0	0	0	0	0	0	C	0	0	0	355
1500	1	273	48	2		0	0	2	0	0	0	C			1	328
Hourly Total	9		202	3	_		0	10	0	0	0	0	_		5	1295
1515	2	256	56	2	10	0	0	1	1	0	0	C	0	0	0	328
1530	1	245	51	0	_	1	0	1	0	0	0	C		0	0	302
1545	1	294	55	0	3	0	0	4	0	0	0	C	, ,	-	0	357
1600	0		43	0		0	0	0	0	0	0	C			0	340
Hourly Total	4	1086	205	2		1	0	6	1	0	0	0		0	0	1327
1615	2		34					1	0		0	C			0	
1630	3		44	0	_	_	0	1	1	0	0	C	-		0	
1645	1	276	46	0			0	1	0		0	C			0	
1700	3		40	0	_	_	0	1	1	0	0	C	_		0	
Hourly Total	9		164	0	_		0	4	2	0	0	0			0	1266
1715	1	233	34	0	_	_	0	1	0	0	0	C			1	276
1730	0		45	1	0	_	0	1	0	0	0	C	_		0	335
1745	0	_	42	0	_	_	0	1	0	0	0	C	_		0	307
1800	1	271	43	0			0	2	0	0	0	C			1	320
Hourly Total	2		164	1	11		0	5	0	0	0	0		0	2	1238
1815	2	250	41	0		_	0	0	0	0	0	0			0	297
1830	1	240	35	0	0	0	0	1	0	0	0	C	0	0	0	277

1845	4	217	44	0	1	0	0	0	0	0	0	0	0	0	0	266
1900	5	246	31	0	4	0	0	1	0	0	0	0	0	0	0	287
Hourly Total	12	953	151	0	9	0	0	2	0	0	0	0	0	0	0	1127
1915	4	200	32	0	5	0	0	1	0	0	0	0	0	0	1	243
1930	1	173	34	0	2	0	0	0	0	0	0	0	0	0	0	210
1945	3	211	25	0	1	0	0	0	0	0	0	0	0	0	1	241
2000	2	200	42	0	0	0	0	0	0	0	0	0	0	0	0	244
Hourly Total	10	784	133	0	8	0	0	1	0	0	0	0	0	0	2	938
2015	1	155	30	0	4	1	0	0	0	0	0	0	0	0	0	191
2030	0	143	20	0	0	2	0	0	0	0	0	0	0	0	0	165
2045	1	151	24	0	3	0	0	0	0	0	0	0	0	0	1	180
2100	2	137	23	0	2	0	0	0	0	0	0	0	0	0	0	164
Hourly Total	4	586	97	0	9	3	0	0	0	0	0	0	0	0	1	700
2115	1	114	23	0	3	0	0	0	0	0	0	0	0	0	0	141
2130	1	140	21	0	1	0	0	0	0	0	0	0	0	0	0	163
2145	1	109	18	0	0	0	0	0	0	0	0	0	0	0	0	128
2200	0	98	18	0	1	0	0	0	0	0	0	0	0	0	0	117
Hourly Total	3	461	80	0	5	0	0	0	0	0	0	0	0	0	0	549
2215	1	83	14	0	1	0	0	0	0	0	0	0	0	0	1	100
2230	4	85	13	0	1	0	0	0	0	0	0	0	0	0	0	103
2245	2	80	13	0	0	0	0	0	0	0	0	0	0	0	0	95
2300	2	58	14	0	1	0	0	0	0	0	0	0	0	0	0	75
Hourly Total	9	306	54	0	3	0	0	0	0	0	0	0	0	0	1	373
2315	1	57	10	0	0	0	0	0	0	0	0	0	0	0	0	68
2330	0	41	14	0	0	0	0	1	0	0	0	0	0	0	0	56
2345	0	38	10	0	2	0	0	0	0	0	0	0	0	0	0	50
2400	0	38	1	0	0	0	0	0	0	0	0	0	0	0	0	39
Hourly Total	1	174	35	0	2	0	0	1	0	0	0	0	0	0	0	213
DAILY TOTAL	137	14955	3375	23	422	55	7	195	14	1	0	0	0	0	32	19216
Percentages	0.7%	77.8%	17.6%	0.1%	2.2%	0.3%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

Location: SR 789 west of Bird Key Drive

Direction: Combined City/County: Sarasota/Sarasota

 Start Date:
 5/7/2021
 Start Time:
 00:00

 Stop Date:
 5/7/2021
 Stop Time:
 24:00

END TIME							VEHI	CLE CLA	SS							
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	3	43	6	0	0	0	0	0	0	0	0	0	0	0	0	52
30	0	33	8	0	0	0	0	0	0	0	0	0	0	0	1	42
45	1	26	3	0	0	0	0	0	0	0	0	0	0	0	1	31
100	1	20	2	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	5	122	19	0	0	0	0	0	0	0	0	0	0	0	2	148
115	0	21	0	0	2	0	0	0	0	0	0	0	0	0	0	23
130	0	10	1	0	0	0	0	0	0	0	0	0		0	0	11
145	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
200	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	0	56	5	0	3	0	0	0	0	0	0	0	0	0		64
215	0	11	2	0	0	0	0	0	0	0	0	0		0		13
230	1	15	2	0	0	0	0	0	0	0	0	0		0		18
245	0	10	1	0	0	0	0	0	0	0	0	0	0	0	~	11
300	0	7	2	0	0	0	0	0	2	0	0	0		0		11
Hourly Total	1	43	7	0	0	0	0	0	2	0	0	0	0	0		53
315	0	10	2	0	2	0	0	0	0	0	0	0		0		14
330	1	10	1	0	1	0	0	0	1	0	0	0		0		14
345	0	8	2	0	1	0	0	0	0	0	0	0		0		11
400	0	5	2	0	4	0	0	0	0	0	0	0		0		11
Hourly Total	1	33	7	0	8	0	0	0	1	0	0	0	0	0		50
415	0	7	0	0	4	0	0	0	0	0	0	0		0		11
430	0	7	2	0	0	0	0	0	0	0	0	0	0	0		9
445	0	25	5	0	0	0	0	0	0	0	0	0	_	0	-	30 27
500	1	23	3	0	0	0	0	0	0	0	0	0		0		27
Hourly Total	1	62	10	0	4	0	0	0	0	0	0	0		0		77
515	0	16	9	0	0	0	0	1	0	0	0	0		0		26
530	0	26	6	0	2	0	0	1	0	0	0	0		0		35
545	0	34	23	1	2	0	0	0	0	0	0	0	0	0		61
600	2	55	16	0	3	0	0	2	1	0	0	0		0		79
Hourly Total	2	131	54	1	7	0	0	4	1	0	0	0	0	0		201
615	0	77	20	0	3		0	0	0	0	0	0		0		102
630	0	112	26	1	10	0	0	2	1	0	0	0		0		152
645	2	125	40	1	3	1	0	0	0	0	0	0	-	0		173
700	0	171	43	0	9		0	2	0	0	0	0		0		227
Hourly Total	2	485	129	2	25	5	0	4	1	0	0	0	0	0		654
715	3	176	52	2	5	4	0	4	0	0	0	0		0		248
730	2	216	72	0	10	4	0	5	0	0	0	0		0		309
745	4	250	95	1	12	3	0	5	1	0	0	0		0		373
800	4	314	121	2	15	2	0	12	0	0	0	0	0	0		472
Hourly Total	13	956	340	5	42	13	0	26	1	0	0	0	0	0		1402
815	3	303	121	1	22	4	0	13	2	0	0	0	0	0	2	471

830	2	319	121	3	26	1	0	15	0	0	0	0	0	0	2	489
845	2	317	135	1	20	2	0	9	1	0		0	0	0		489
900	3	394	105	3	9	11	1	15	0	1	0	0	0	0		543
Hourly Total	10	1333	482	8	77	18	1	52	3	1	0	0	0	0	7	1992
915	6	355	141	1	22	4	0	11	0	1	0	0	0	0	1	542
930	3	385	117	1	11	5	0	10	0	0	0	0	0	0	5	
945	3	406	106	1	11	5	0	6	1	0	0	0	0	0		
1000	5	470	118	0	17	5	1	8	2	0	0	0	0	0		
Hourly Total	17	1616	482	3	61	19	1	35	3	1	0	0	0	0		2249
1015	6	473	151	1	22	3	0	3	0	0	0	0	0	0	1	
1030	5	431	130	0	16	4	0	6	1	0	0	0	0	0		593
1045	5	486	143	1	19	5	2	6	2	1	0	0	0	0	1	671
1100	10	478	132	2	19	6	1	4	1	0	0	0	0	0	3	
Hourly Total	26	1868	556	4	76	18	3	19	4	1	0	0	0	0		2581
1115	4	497	145	0	28	1	0	2	3	0	0	0	0	0		682
1130	3	488	141	0	18	7	0	5	0	0	0	0	0	0		
1145	1	523	126	0	20	2	0	8	0	0	0	0	0	0		
1200	4	500	129	2	16	2	0	5	0	0	0	0	0	0		662
Hourly Total	12	2008	541	2	82	12	0	20	3	0	0	0	0	0	6	
1215	2	536	137	1	25	0	0	3	0	0	0	0	0	0	1	705
1230	4	467	100	0	15	1	1	7	0	0	0	0	0	0	0	
1245	2	449	107	0	16	2	0	7	0	0	0	0	0	0	1	584
1300	2	466	131	0	13	1	1	2	0	0	0	0	0	0		618
Hourly Total	10	1918	475	1	69	4	2	19	0	0	0	0	0	0		2502
1315	1	475	150	0	28	2	0	9	1	0		0	0	0		668
1330	2	606	151	0	16	5	0	7	0	0	0	0	0	0		788
1345	2	579	115	1	18	0	0	6	0	0	0	0	0	0	1	722
1400	8	552	115	0	8	3	0	5	1	0	0	0	0	0	0	692
Hourly Total	13	2212	531	1	70	10	0	27	2	0	0	0	0	0	4	2870
1415	3	544	128	1	16	1	0	8	0	0	0	0	0	0	6	707
1430	4	516	131	1	11	1	0	7	0	0	0	0	0	0		
1445	8	579	127	0	14	1	0	3	0	0	0	0	0	0	2	734
1500	4	569	129	3	4	0	0	7	0	0	0	0	0	0		
Hourly Total	19	2208	515	5	45	3	0	25	0	0	0	0	0	0	10	2830
1515	3	577	156	3	20	0	0	4	1	0	0	0	0	0	1	765
1530	3	572	141	0	16	1	0	5	0	0	0	0	0	0	1	739
1545	1	612	165	1	16	2	0	10	0	0	0	0	0	0	0	807
1600	2	598	153	1	15	0	0	4	0	0	0	0	0	0	0	773
Hourly Total	9	2359	615	5	67	3	0	23	1	0	0	0	0	0	2	3084
1615	5	581	137	2	13	0	0	4	0	0	0	0	0	0	0	742
1630	3	609	146	0	14	0	0	4	2	0	0	0	0			779
1645	2	589	134	0	18	0	0	1	0	0	0	0	0	0	0	744
1700	5	554	113	0	12	0	0	5	1	0	0	0	0	0	3	693
Hourly Total	15	2333	530	2	57	0	0	14	3	0	0	0	0	0	4	2958
1715	1	562	129	0	6	1	0	3	1	0	0	0	0	0	2	705
1730	2	616	108	2	7	2	0	2	0	0	0	0	0	0	0	739
1745	0	534	104	0	11	1	0	2	0	0	0	0	0	0	0	652
1800	2	510	94	1	10	0	0	3	0	0	0	0	0	0	3	623
Hourly Total	5	2222	435	3	34	4	0	10	1	0	0	0	0	0	5	2719
1815	2	498	88	0	8	0	0	2	0	0	0	0	0	0	1	599
1830	3	483	83	0	4	0	0	3	0	0	0	0	0	0	0	576

1845	4	431	89	0	6	0	0	0	2	0	0	0	0	0	0	532
1900	5	464	62	0	7	0	0	1	0	0	0	0	0	0	1	540
Hourly Total	14	1876	322	0	25	0	0	6	2	0	0	0	0	0	2	2247
1915	6	436	69	0	9	0	0	1	0	0	0	0	0	0	2	523
1930	6	345	80	1	5	0	0	0	0	0	0	0	0	0	0	437
1945	6	418	55	0	3	0	0	0	0	0	0	0	0	0	1	483
2000	7	398	70	0	3	0	0	1	0	0	0	0	0	0	0	479
Hourly Total	25	1597	274	1	20	0	0	2	0	0	0	0	0	0	3	1922
2015	5	371	72	0	7	2	0	0	0	0	0	0	0	0	1	458
2030	2	420	64	0	0	2	0	0	0	0	0	0	0	0	1	489
2045	3	430	68	0	8	0	0	1	0	0	0	0	0	0	1	511
2100	3	375	76	0	4	0	0	0	0	0	0	0	0	0	2	460
Hourly Total	13	1596	280	0	19	4	0	1	0	0	0	0	0	0	5	1918
2115	5	356	68	0	7	0	0	0	0	0	0	0	0	0	1	437
2130	8	322	54	0	5	0	0	1	0	0	0	0	0	0	0	390
2145	2	288	44	0	4	0	0	0	0	0	0	0	0	0	0	338
2200	2	260	42	0	1	0	0	0	0	0	0	0	0	0	0	305
Hourly Total	17	1226	208	0	17	0	0	1	0	0	0	0	0	0	1	1470
2215	3	272	43	0	2	0	0	0	0	0	0	0	0	0	1	321
2230	6	237	33	0	3	0	0	0	0	0	0	0	0	0	0	279
2245	3	236	35	0	4	0	0	0	0	0	0	0	0	0	0	278
2300	4	196	37	0	2	0	0	0	0	0	0	0	0	0	0	239
Hourly Total	16	941	148	0	11	0	0	0	0	0	0	0	0	0	1	1117
2315	3	192	27	0	1	0	0	0	0	0	0	0	0	0	1	224
2330	3	140	33	0	2	0	0	1	0	0	0	0	0	0	0	179
2345	2	149	23	0	2	0	0	0	0	0	0	0	0	0	0	176
2400	3	127	13	0	1	0	0	0	0	0	0	0	0	0	1	145
Hourly Total	11	608	96	0	6	0	0	1	0	0	0	0	0	0	2	724
DAILY TOTAL	257	29809	7061	43	825	113	7	289	28	3	0	0	0	0	83	38518
Percentages	0.7%	77.4%	18.3%	0.1%	2.1%	0.3%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKey Site Code: 1802503

Start Date : 5/4/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

		BIR	D KEY I	PARK			Cioup	SR 789		ger vernore	.5 TICA		D KEY D					SR 789	)		
			Southboo				\	Westbou					Northbou					Eastbour			
Start Time	Left	Thru		RTOR	App. Total	Left	Thru		RTOR	App. Total	Left	Thru	Right		App. Total	Left	Thru		RTOR	App. Total	Int. Total
07:00 AM	0	0	0	0	0	8	151	4	0	163	0	0	2	11	13	1	91	0	0	92	268
07:15 AM	2	2	0	1	5	13	229	6	0	248	5	0	2	6	13	1	96	0	0	97	363
07:30 AM	2	0	1	2	5	19	285	2	0	306	2	0	2	11	15	0	114	2	0	116	442
07:45 AM	2	1_	0	0	3	49	344	2	2	397	9	1_	3	7	20	2	129	5	0	136	556
Total	6	3	1	3	13	89	1009	14	2	1114	16	1	9	35	61	4	430	7	0	441	1629
08:00 AM	3	0	0	1	4	47	316	4	0	367	5	0	6	20	31	1	133	2	3	139	541
08:15 AM	2	0	0	0	2	36	314	6	0	356	4	0	6	19	29	Ó	159	3	1	163	550
08:30 AM	2	0	0	3	5	43	311	7	0	361	4	1	8	18	31	3	195	7	1	206	603
08:45 AM	4	1	1	3	9	30	340	6	1	377	8	Ö	6	12	26	3	174	2	2	181	593
Total	11	<u> </u>	<u>_</u>	7	20	156	1281	23	1	1461	21	1	26	69	117	7	661	14	7	689	2287
,		•	•	-					·			•		-		•			•		
09:00 AM	5	1	1	1	8	27	270	1	1	299	3	0	10	13	26	3	187	2	1	193	526
09:15 AM	7	0	2	2	11	28	270	6	0	304	7	0	8	11	26	4	195	4	2	205	546
09:30 AM	2	1	0	4	7	29	245	4	2	280	8	0	7	17	32	1	232	1	4	238	557
09:45 AM	5	0	2	1	8	23	272	2	0	297	8	0	15	26	49	3	251	8	1	263	617
Total	19	2	5	8	34	107	1057	13	3	1180	26	0	40	67	133	11	865	15	8	899	2246
10:00 AM	1	0	1	2	7	28	263	2	1	294	11	0	13	8	32	2	234	5	2	243	576
10:15 AM	1	0	4	1	6	26 27	253	2 2	0	282	7	0	12	12	31	0	229	4	5	238	576 557
10:30 AM	2	0	0	1	3	21	268	2	0	291	8	0	7	13	28	2	263	5	0	270	592
10:45 AM	2	0	0	2	4	22	276	3	0	301	7	1	8	21	37	0	267	8	0	275	617
Total	9	0	5	6	20	98	1060	9	1	1168	33	1	40	54	128	4	993	22	7	1026	2342
		_																			
11:00 AM	3	0	0	1	4	23	267	2	0	292	8	0	11	18	37	1	260	9	1	271	604
11:15 AM	1	0	1	1	3	22	265	3	0	290	7	0	5	23	35	1	266	7	2	276	604
11:30 AM	1	0	1	2	4	25	254	2	0	281	9	0	10	24	43	4	258	8	2	272	600
11:45 AM	1	1_	1	3	6	37	247	3_	0	287	6_	0	6	20	32	0	264	6	0	270	595
Total	6	1	3	7	17	107	1033	10	0	1150	30	0	32	85	147	6	1048	30	5	1089	2403
12:00 PM	1	1	0	0	2	32	248	0	0	280	8	0	7	18	33	1	266	5	3	275	590
12:15 PM	3	0	2	1	6	21	250	1	0	272	11	0	14	19	44	0	261	6	2	269	591
12:30 PM	1	0	1	1	3	21	273	3	2	299	7	0	16	19	42	1	267	7	2	277	621
12:45 PM	1	1	0	1	3	22	264	3	0	289	4	0	6	16	26	4	285	3	0	292	610
Total	6	2	3	3	14	96	1035	7	2	1140	30	0	43	72	145	6	1079	21	7	1113	2412
					1					1											
01:00 PM	2	0	3	0	5	26	255	2	0	283	8	0	4	23	35	5	241	3	2	251	574
01:15 PM	2	0	0	0	2	23	267	5	0	295	1	0	1	34	36	1	266	12	0	279	612
01:30 PM	2	1	1	1	5	25	269	0	0	294	1	0	6	16	23	2	289	5	1	297	619
01:45 PM	3	0	0	0	3	23	257	3	0	283	3	0	5	17	25	0	265	3	<u> </u>	269	580
Total	9	1	4	1	15	97	1048	10	0	1155	13	0	16	90	119	8	1061	23	4	1096	2385

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKey

Site Code : 1802503 Start Date : 5/4/2021 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

							Groups			ger Vehicle	es - Heav										
			D KEY I					SR 78					D KEY D					SR 789			
		5	Southbou	ınd			\	<u>Nestbou</u>	ind				Northbou	<u>nd</u>				Eastbour	nd		
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
02:00 PM	2	0	0	1	3	35	273	1	0	309	3	0	13	17	33	1	283	10	1	295	640
02:15 PM	1	0	0	0	1	26	267	0	0	293	5	0	4	15	24	1	317	8	0	326	644
02:30 PM	3	0	0	1	4	26	285	2	0	313	3	0	4	21	28	3	284	9	0	296	641
02:45 PM	2	0	1	1	4	17	273	2	0	292	5	0	14	26	45	0	323	9	0	332	673
Total	8	0	1	3	12	104	1098	5	0	1207	16	0	35	79	130	5	1207	36	1	1249	2598
					·																
03:00 PM	1	0	0	0	1	28	269	2	0	299	3	0	7	26	36	0	341	7	1	349	685
03:15 PM	3	0	0	1	4	29	264	4	0	297	6	0	8	21	35	3	335	6	0	344	680
03:30 PM	0	0	0	2	2	19	306	2	0	327	3	1	7	18	29	2	409	4	0	415	773
03:45 PM	3	0	0	1	4	33	365	6	0	404	2	0	4	24	30	1_	341	7	0	349	787
Total	7	0	0	4	11	109	1204	14	0	1327	14	1	26	89	130	6	1426	24	1	1457	2925
04:00 PM	6	0	0	2	8	21	260	4	0	285	6	0	13	29	48	3	408	6	0	417	758
04:15 PM	4	0	2	1	7	22	244	6	1	273	5	0	13	21	39	2	360	6	0	368	687
04:30 PM	4	0	0	2	6	17	257	2	0	276	6	0	12	14	32	2	399	6	1	408	722
04:45 PM	7	0	1	2	10	20	248	7	0	275	5	0	12	25	42	4	305	5	0	314	641
Total	21	0	3		31	80	1009	19	1	1109	22	0	50	89	161	11	1472	23	1	1507	2808
		•								,		-									
05:00 PM	4	1	1	1	7	15	259	5	0	279	5	1	12	25	43	0	357	3	1	361	690
05:15 PM	2	0	0	0	2	14	218	2	0	234	7	0	3	17	27	2	339	3	0	344	607
05:30 PM	4	0	0	1	5	18	229	6	0	253	5	0	5	9	19	4	290	9	0	303	580
05:45 PM	3	0	1	0	4	18	233	5	0	256	7	0	4	14	25	1_	264	7	3	275	560
Total	13	1	2	2	18	65	939	18	0	1022	24	1	24	65	114	7	1250	22	4	1283	2437
06:00 PM	0	0	0	2	2	22	228	7	0	257	3	0	5	14	22	2	252	4	1	259	540
06:15 PM	4	0	0	2	6	29	197	7	0	233	4	0	2	17	23	0	225	5	0	230	492
06:30 PM	11	0	1	4	16	10	231	9	2	252	6	0	3	10	19	2	206	3	3	214	501
06:45 PM	7	0	1	1	9	12	212	11	2	237	5	0	6	8	19	0	176	0	1	177	442
Total	22	0	2	9	33	73	868	34	4	979	18	0	16	49	83	4	859	12	5	880	1975
					1					1		_								1	
Grand Total	137	11	30	60	238	1181	12641	176	14	14012	263	5	357	843	1468	79	12351	249	50	12729	28447
Apprch %	57.6	4.6	12.6	25.2		8.4	90.2	1.3	0.1	40.0	17.9	0.3	24.3	57.4		0.6	97	2	0.4		
Total %	0.5	0	0.1	0.2	8.0	4.2	44.4	0.6	0	49.3	0.9	0	1.3	3	5.2	0.3	43.4	0.9	0.2	44.7	
Passenger Vehicles	136	11	30	60	237	1072	12335	175	14	13596	241	5	333	785	1364	70	12014	238	45	12367	27564
% Passenger	99.3	100	100	100	99.6	90.8	97.6	99.4	100	97	91.6	100	93.3	93.1	92.9	88.6	97.3	95.6	90	97.2	96.9
Vehicles Heavy							000			005	4-7									050	
Vehicles	1	0	0	0	1	78	306	1	0	385	17	0	24	58	99	0	337	11	5	353	838
% Heavy Vehicles	0.7	0	0	0	0.4	6.6	2.4	0.6	0	2.7	6.5	0	6.7	6.9	6.7	0	2.7	4.4	10	2.8	2.9
UTurns	0	0	0	0	0	31	0	0	0	31	5	0	0	0	5	9	0	0	0	9	45
% UTurns	0	0	0	0	0	2.6	0	0	0	0.2	1.9	0	0	0	0.3	11.4	0	0	0	0.1	0.2

City/County: Sarasota/Sarasota

Weather: Clear Comments: File Name: SR789&BirdKey

Site Code : 1802503 Start Date : 5/4/2021 Page No : 3

			D KEY F				١	SR 789 Westbou					D KEY [					SR 789 Eastbou			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analy	sis From	07:00 A	M to 11:	45 AM - I	Peak 1 of 1																
Peak Hour for En	tire Inter	section E	Begins a	t 10:45 A	.M																
10:45 AM	2	0	0	2	4	22	276	3	0	301	7	1	8	21	37	0	267	8	0	275	617
11:00 AM	3	0	0	1	4	23	267	2	0	292	8	0	11	18	37	1	260	9	1	271	604
11:15 AM	1	0	1	1	3	22	265	3	0	290	7	0	5	23	35	1	266	7	2	276	604
11:30 AM	1	0	1	2	4	25	254	2	0	281	9	0	10	24	43	4	258	8	2	272	600
Total Volume	7	0	2	6	15	92	1062	10	0	1164	31	1	34	86	152	6	1051	32	5	1094	2425
% App. Total	46.7	0	13.3	40		7.9	91.2	0.9	0		20.4	0.7	22.4	56.6		0.5	96.1	2.9	0.5		
PHF	.583	.000	.500	.750	.938	.920	.962	.833	.000	.967	.861	.250	.773	.896	.884	.375	.984	.889	.625	.991	.983

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour Analy				15 AIVI - F	eak 1 of 1															
Peak Hour for Ea	ach Appro	ach Beg	ins at:																	
	08:45 AN	M				07:45 Al	М				10:45 AN	Л				10:45 A	M			
+0 mins.	4	1	1	3	9	49	344	2	2	397	7	1	8	21	37	0	267	8	0	275
+15 mins.	5	1	1	1	8	47	316	4	0	367	8	0	11	18	37	1	260	9	1	271
+30 mins.	7	0	2	2	11	36	314	6	0	356	7	0	5	23	35	1	266	7	2	276
+45 mins.	2	1_	0	4	7	43	311	7	0	361	9	0	10	24	43	4	258	8	2	272
Total Volume	18	3	4	10	35	175	1285	19	2	1481	31	1	34	86	152	6	1051	32	5	1094
% App. Total	51.4	8.6	11.4	28.6		11.8	86.8	1.3	0.1		20.4	0.7	22.4	56.6		0.5	96.1	2.9	0.5	
PHF	.643	.750	.500	.625	.795	.893	.934	.679	.250	.933	.861	.250	.773	.896	.884	.375	.984	.889	.625	.991
Peak Hour Analy	sis From	12:00 PI	M to 06:4	15 PM - F	Peak 1 of 1															
Peak Hour for Er	ntire Inters	section E	Begins at	03:30 PI	М															

03:30 PM 03:45 PM 04:00 PM 04:15 PM Total Volume % App. Total 91.2 61.9 9.5 28.6 7.4 1.4 0.1 0.7 25.3 0.5 1.5 PHF .542 .000 .250 .750 .656 .720 .805 .750 .250 .798 .667 .250 .712 .793 .760 .667 .928 .821 .000 .929 .955

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at:																					
	06:00 PI	M				03:00 PI	M				04:00 PM	M				03:30 PM					
+0 mins.	0	0	0	2	2	28	269	2	0	299	6	0	13	29	48	2	409	4	0	415	
+15 mins.	4	0	0	2	6	29	264	4	0	297	5	0	13	21	39	1	341	7	0	349	
+30 mins.	11	0	1	4	16	19	306	2	0	327	6	0	12	14	32	3	408	6	0	417	
+45 mins.	7	0	1	1	9	33	365	6	0	404	5	0	12	25	42	2	360	6	0	368	
Total Volume	22	0	2	9	33	109	1204	14	0	1327	22	0	50	89	161	8	1518	23	0	1549	
% App. Total	66.7	0	6.1	27.3		8.2	90.7	1.1	0		13.7	0	31.1	55.3		0.5	98	1.5	0		
PHF	.500	.000	.500	.563	.516	.826	.825	.583	.000	.821	.917	.000	.962	.767	.839	.667	.928	.821	.000	.929	

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKey Site Code: 1802503

Start Date : 5/4/2021

Page No : 1

Groups Printed- Passenger Vehicles

			DID	D KEY F			SR 789 BIRD KEY DRIVE SR 789															
			Southbou			Westbound Northbound Eastbound																
-			•			Δ					A			NOTTRIBOUR	u	Δ					Δ	14
	Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right I	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
	07:00 AM	0	0	0	0	0	7	146	4	0	157	0	0	2	11	13	1	88	0	0	89	259
	07:15 AM	2	2	0	1	5	11	222	6	0	239	5	0	2	6	13	1	95	0	0	96	353
	07:30 AM	2	0	1	2	5	18	276	2	0	296	2	0	2	11	15	0	112	1	0	113	429
	07:45 AM	2	1	0	0	3	45	333	2	2	382	9	1_	3	7	20	2	127	5	0	134	539
	Total	6	3	1	3	13	81	977	14	2	1074	16	1	9	35	61	4	422	6	0	432	1580
	08:00 AM	3	0	0	1	4	37	307	4	0	348	5	0	6	18	29	1	128	2	3	134	515
	08:15 AM	1	Ő	0	0	i	32	305	5	Ö	342	4	0	6	17	27	Ö	152	3	1	156	526
	08:30 AM	2	0	0	3	5	38	301	7	0	346	4	1	8	18	31	3	190	6	1	200	582
	08:45 AM	4	1	1	3	9	28	334	6	1	369	8	0	6	12	26	3	169	2	2	176	580
	Total	10	1	1	7	19	135	1247	22	1	1405	21	1	26	65	113	7	639	13	7	666	2203
	09:00 AM	5	1	1	1	8	24	258	1	1	284	3	0	9	13	25	3	180	2	0	185	502
	09:00 AM 09:15 AM	7	0	1	2	11	2 <del>4</del> 26	262	6	0	294	3 6	0	8	11	25	3 4	193	4	2	203	533
	09.15 AM	7	1	0	4	7	23	234	4	2	263	6	0	6	16	28	1	227	1	2	203	533 529
	09:30 AM 09:45 AM	5	0	2	1	8	20	265	2	0	287	7	0	13	25	45	2	247	7	1	257	597
-	Total	<u>5</u> 19	2	<u></u>	<u></u>	34	93	1019	13	3	1128	22	0	36	65	123	10	847	14	5	876	2161
	Total	19	2	3	0	34	33	1019	13	3	1120	22	U	30	03	123	10	047	14	3	070	2101
	10:00 AM	1	0	4	2	7	25	253	2	1	281	11	0	12	6	29	2	223	5	1	231	548
	10:15 AM	4	0	1	1	6	25	244	2	0	271	7	0	11	12	30	0	221	4	5	230	537
	10:30 AM	2	0	0	1	3	19	260	2	0	281	5	0	7	11	23	2	258	5	0	265	572
	10:45 AM	2	0	0	2	4	21	260	3	0	284	6	1_	8	19	34	0	260	7	0	267	589
	Total	9	0	5	6	20	90	1017	9	1	1117	29	1	38	48	116	4	962	21	6	993	2246
	11:00 AM	3	0	0	1	4	21	258	2	0	281	7	0	9	16	32	1	251	9	1	262	579
	11:15 AM	1	Ő	1	1	3	21	258	3	Ö	282	7	0	5	22	34	1	255	7	2	265	584
	11:30 AM	1	0	1	2	4	21	242	2	0	265	8	0	7	23	38	4	249	8	2	263	570
	11:45 AM	1	1	1	3	6	34	239	3	0	276	6	0	6	16	28	0	256	6	0	262	572
	Total	6	1	3	7	17	97	997	10	0	1104	28	0	27	77	132	6	1011	30	5	1052	2305
	12:00 PM	4	4	0	0	2	30	240	0	0	270	6	0	6	17	29	1	252	5	2	261	562
	12:00 PM 12:15 PM	1	1	0	0	6	30 20	240	1	-	267	_	_	6	17		•	253	_	2	261	
	12:15 PM 12:30 PM	3	0		1	-	-	_	•	0	286	11	0	13	-	42	0	253	6	2	-	576
	12:30 PM 12:45 PM	1	0	0	1	3	20 21	261 262	3	2		6 4	0	15 5	19 15	40 24	1 3	257 271	6	2 0	266 277	595
		6	2	3	3	3	91	1009	<u>3</u>	0 2	286 1109	27	0	<u>5</u> 39	69	135	<u>3</u> 5	1034	3 20	06		590
	Total	О	2	3	3	14	91	1009	,	2	1109	21	U	39	69	135	5	1034	20	6	1065	2323
	01:00 PM	2	0	3	0	5	23	248	2	0	273	7	0	4	23	34	5	234	2	2	243	555
	01:15 PM	2	0	0	0	2	20	262	5	0	287	1	0	1	30	32	0	258	11	0	269	590
	01:30 PM	2	1	1	1	5	22	261	0	0	283	1	0	6	13	20	2	279	5	1	287	595
	01:45 PM	3	0	0	0	3	22	253	3	0	278	2	0	4	16	22	0	262	3	1	266	569
	Total	9	1	4	1	15	87	1024	10	0	1121	11	0	15	82	108	7	1033	21	4	1065	2309

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKey

Site Code : 1802503 Start Date : 5/4/2021 Page No : 2

Groups Printed- Passenger Vehicles

				D KEY F					SR 789			go		D KEY [					SR 789			
$\vdash$				Southbou	ınd	_			<u> Vestbou</u>	nd	_		N	<u>Iorthbou</u>	ınd				Eastbou	nd		
	Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
	02:00 PM	2	0	0	1	3	29	264	1	0	294	3	0	12	17	32	1	272	10	1	284	613
	02:15 PM	1	0	0	0	1	26	259	0	0	285	5	0	3	15	23	1	304	6	0	311	620
	02:30 PM	3	0	0	1	4	23	281	2	0	306	3	0	4	20	27	3	274	9	0	286	623
	02:45 PM	2	0	1	1	4	15	265	2	0	282	5	0	13	24	42	0	315	9	0	324	652
	Total	8	0	1	3	12	93	1069	5	0	1167	16	0	32	76	124	5	1165	34	1	1205	2508
	03:00 PM	1	0	0	0	1	27	262	2	0	291	2	0	6	21	29	0	327	7	1	335	656
	03:15 PM	3	0	0	1	4	25	261	4	0	290	6	0	8	18	32	2	323	6	0	331	657
	03:30 PM	0	0	0	2	2	17	302	2	0	321	3	1	7	17	28	1	393	4	0	398	749
_	03:45 PM	3	0	0	1_	4	29	362	6	0	397	11	0	2	23	26	1_	331	7	0	339	766
	Total	7	0	0	4	11	98	1187	14	0	1299	12	1	23	79	115	4	1374	24	1	1403	2828
						ĺ					1											
	04:00 PM	6	0	0	2	8	19	255	4	0	278	6	0	13	25	44	3	400	5	0	408	738
	04:15 PM	4	0	2	1	7	19	239	6	1	265	5	0	13	20	38	2	357	6	0	365	675
	04:30 PM	4	0	0	2	6	17	255	2	0	274	4	0	12	12	28	2	385	6	1	394	702
_	04:45 PM	7	0	1_	2	10	19_	245	7	0	271	4	0	11	24	39	4	300	5_	0	309	629
	Total	21	0	3	7	31	74	994	19	1	1088	19	0	49	81	149	11	1442	22	1	1476	2744
						_ 1					1					1					1	
	05:00 PM	4	1	1	1	7	14	254	5	0	273	5	1	11	24	41	0	354	3	1	358	679
	05:15 PM	2	0	0	0	2	14	218	2	0	234	6	0	3	16	25	1	335	3	0	339	600
	05:30 PM	4	0	0	1	5	17	227	6	0	250	5	0	5	9	19	3	285	9	0	297	571
_	05:45 PM	3	0	1_	0	4	18	231	5	0	254	7	0	4	14	25	0	263	6	3_	272	555
	Total	13	1	2	2	18	63	930	18	0	1011	23	1	23	63	110	4	1237	21	4	1266	2405
	00 00 514								_		0=4			_		00		0=4			0==	
	06:00 PM	0	0	0	2	2	22	225	_	0	254	3	0	5	14	22	1	251	4	1	257	535
	06:15 PM	4	0	0	2	6	27	197	7	0	231	4	0	2	15	21	0	222	5	0	227	485
	06:30 PM	11	0	1	4	16	9	231	9	2	251	6	0	3	9	18	2	201	3	3	209	494
_	06:45 PM	7	0	1	1	9	12	212	11	2	237	4	0	6	7	17	0	174	0	1	175	438
	Total	22	0	2	9	33	70	865	34	4	973	17	0	16	45	78	3	848	12	5	868	1952
	O	400	4.4	00	00	007	4070	40005	475	4.4	40500	0.14	_	000	705	4004	70	40044	000	45	40007	07504
	Grand Total	136	11	30	60	237	1072	12335	175	14	13596	241	5	333	785	1364		12014	238	45	12367	27564
	Apprch %	57.4	4.6	12.7	25.3	0.0	7.9	90.7	1.3	0.1	40.0	17.7	0.4	24.4	57.6	4.0	0.6	97.1	1.9	0.4	440	
	Total %	0.5	0	0.1	0.2	0.9	3.9	44.8	0.6	0.1	49.3	0.9	0	1.2	2.8	4.9	0.3	43.6	0.9	0.2	44.9	

City/County: Sarasota/Sarasota

Weather: Clear Comments:

% App. Total

PHF

File Name: SR789&BirdKey

Site Code : 1802503 Start Date : 5/4/2021 Page No : 3

			D KEY F				\	SR 789 Vestbou	-				D KEY D					SR 789 Eastbou			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru		RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru		RTOR	App. Total	Int. Total
Peak Hour Analy	sis From	07:00 A	M to 11:	45 AM -	Peak 1 of	1						•		•						•	
Peak Hour for En	itire Inters	section E	Begins a	t 10:30 A	AM .																
10:30 AM	2	0	0	1	3	19	260	2	0	281	5	0	7	11	23	2	258	5	0	265	572
10:45 AM	2	0	0	2	4	21	260	3	0	284	6	1	8	19	34	0	260	7	0	267	589
11:00 AM	3	0	0	1	4	21	258	2	0	281	7	0	9	16	32	1	251	9	1	262	579
11:15 AM	1	0	1	1	3	21	258	3	0	282	7	0	5	22	34	1	255	7	2	265	584
Total Volume	8	0	1	5	14	82	1036	10	0	1128	25	1	29	68	123	4	1024	28	3	1059	2324
% App. Total	57.1	0	7.1	35.7		7.3	91.8	0.9	0		20.3	0.8	23.6	55.3		0.4	96.7	2.6	0.3		
PHF	.667	.000	.250	.625	.875	.976	.996	.833	.000	.993	.893	.250	.806	.773	.904	.500	.985	.778	.375	.992	.986

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour Ariary				D AIVI - P	eak i oi	I															
Peak Hour for Ea	ach Approa	ach Beg	ins at:																		
	08:45 AN	Λ				07:45 A	M				10:45 AM	M				10:30 Al	М				
+0 mins.	4	1	1	3	9	45	333	2	2	382	6	1	8	19	34	2	258	5	0	265	
+15 mins.	5	1	1	1	8	37	307	4	0	348	7	0	9	16	32	0	260	7	0	267	
+30 mins.	7	0	2	2	11	32	305	5	0	342	7	0	5	22	34	1	251	9	1	262	
+45 mins.	2	1_	0	4	7	38	301	7	0	346	8	0	7	23	38	1_	255	7	2	265	
Total Volume	18	3	4	10	35	152	1246	18	2	1418	28	1	29	80	138	4	1024	28	3	1059	
% App. Total	51.4	8.6	11.4	28.6		10.7	87.9	1.3	0.1		20.3	0.7	21	58		0.4	96.7	2.6	0.3		
PHF	.643	.750	.500	.625	.795	.844	.935	.643	.250	.928	.875	.250	.806	.870	.908	.500	.985	.778	.375	.992	
Peak Hour Analy	sis From '	12:00 PI	VI to 06:4	15 PM - P	eak 1 of	1															
Peak Hour for Er	ntire Inters	ection B	egins at	03:30 PN	Л																
03:30 PM	0	0	0	2	2	17	302	2	0	321	3	1	7	17	28	1	393	4	0	398	749
03:45 PM	3	0	0	1	4	29	362	6	0	397	1	0	2	23	26	1	331	7	0	339	766
04:00 PM	6	0	0	2	8	19	255	4	0	278	6	0	13	25	44	3	400	5	0	408	738
04:15 PM	4	0	2	1_	7	19	239	6	1	265	5	0	13	20	38	2	357	6	0	365	675
Total Volume	13	0	2	6	21	84	1158	18	1	1261	15	1	35	85	136	7	1481	22	0	1510	2928

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11

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25.7

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62.5

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0.5

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.773

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98.1

.926

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1.5

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0

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.000 Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

.000

0

9.5

.250

.500

61.9

.542

.500

28.6

.750

.563

6.7

.724

.845

.656

.516

91.8

.800

.820

1.4

.750

.583

0.1

.250

.000

Peak Hour for Ea	ach Approac	n begi	ns at.																	
	06:00 PM	_				03:00 P	М				04:00 PM					03:30 PI	М			
+0 mins.	0	0	0	2	2	27	262	2	0	291	6	0	13	25	44	1	393	4	0	398
+15 mins.	4	0	0	2	6	25	261	4	0	290	5	0	13	20	38	1	331	7	0	339
+30 mins.	11	0	1	4	16	17	302	2	0	321	4	0	12	12	28	3	400	5	0	408
+45 mins.	7	0	1	11	9	29	362	6	0	397	4	0	11	24	39	2	357	6	0	365
Total Volume	22	0	2	9	33	98	1187	14	0	1299	19	0	49	81	149	7	1481	22	0	1510
% App. Total	66.7	0	6.1	27.3		7.5	91.4	1.1	0		12.8	0	32.9	54.4		0.5	98.1	1.5	0	

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKey Site Code: 1802503

Start Date : 5/4/2021

Page No : 1

Groups Printed- Heavy Vehicles

			RD KEY I					SR 789 Vestbou	)	nnied- ne	avy ven	BIRI	D KEY DR					SR 789	d		
Start Time	Left	Thru		RTOR	App. Total	Left	Thru		RTOR	App. Total	Left	Thru		RTOR	App. Total	Left	Thru		RTOR	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
07:15 AM	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	1	0	0	1	10
07:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	2	1	0	3	12
07:45 AM	0	0	0	0	0	2	11	0	0	13	0	0	0	0	0	0	2	0	0	2	15
Total	0	0	0	0	0	4	32	0	0	36	0	0	0	0	0	0	8	1	0	9	45
08:00 AM	0	0	0	0	0	8	9	0	0	17	0	0	0	2	2	0	5	0	0	5	24
08:15 AM	1	0	0	0	1	3	9	1	0	13	0	0	0	2	2	0	7	0	0	7	23
08:30 AM	0	0	0	0	0	5	10	0	0	15	0	0	0	0	0	0	5	1	0	6	21
<u>08:45 AM</u>	0	0	0	0	0	2	6_	0	0	8	0	0	0	0	0	0	5_	0	0	5	13
Total	1	0	0	0	1	18	34	1	0	53	0	0	0	4	4	0	22	1	0	23	81
09:00 AM	0	0	0	0	0	2	12	0	0	14	0	0	1	0	1	0	7	0	1	8	23
09:15 AM	0	0	0	0	0	1	8	0	0	9	1	0	0	0	1	0	2	0	0	2	12
09:30 AM	0	0	0	0	0	6	11	0	0	17	2	0	1	1	4	0	5	0	2	7	28
09:45 AM	0	0	0	0	0	3	7	0	0	10	1_	0	2	1	4	0	4	1_	0	5	19_
Total	0	0	0	0	0	12	38	0	0	50	4	0	4	2	10	0	18	1	3	22	82
10:00 AM	0	0	0	0	0	3	10	0	0	13	0	0	1	2	3	0	11	0	1	12	28
10:15 AM	0	0	0	0	0	2	9	0	0	11	0	0	1	0	1	0	8	0	0	8	20
10:30 AM	0	0	0	0	0	2	8	0	0	10	3	0	0	2	5	0	5	0	0	5	20
10:45 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	2	2	0	7	11	0	8	26
Total	0	0	0	0	0	7	43	0	0	50	3	0	2	6	11	0	31	1	1	33	94
11:00 AM	0	0	0	0	0	1	9	0	0	10	1	0	2	2	5	0	9	0	0	9	24
11:15 AM	0	0	0	0	0	1	7	0	0	8	0	0	0	1	1	0	11	0	0	11	20
11:30 AM	0	0	0	0	0	4	12	0	0	16	1	0	3	1	5	0	9	0	0	9	30
11:45 AM	0	0	0	0	0	3	8	0	0	11	0	00	0	4	4	0	8	0	0	8	23
Total	0	0	0	0	0	9	36	0	0	45	2	0	5	8	15	0	37	0	0	37	97
12:00 PM	0	0	0	0	0	1	8	0	0	9	1	0	1	1	3	0	13	0	1	14	26
12:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	1	1	2	0	8	0	0	8	15
12:30 PM	0	0	0	0	0	1	12	0	0	13	1	Ö	1	0	2	Ö	10	1	Ö	11	26
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	1	2	0	14	0	0	14	18
Total	0	0	0	0	0	3	26	0	0	29	2	0	4	3	9	0	45	1	1	47	85
01:00 PM	0	0	0	0	0	2	7	0	0	9	1	0	0	0	1	0	7	1	0	8	18
01:15 PM	0	0	0	0	0	2	5	0	0	7	0	0	0	4	4	0	8	1	0	9	20
01:30 PM	0	0	0	0	0	3	8	0	0	11	0	0	0	3	3	0	10	0	0	10	24
01:45 PM	0	0	0	0	0	1	4	0	0	5	0	0	1	1	2	0	3	0	0	3	10
Total	0	0	0	0	0	8	24	0	0	32	1	0	1	8	10	0	28	2	0	30	72

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKey

Site Code : 1802503 Start Date : 5/4/2021 Page No : 2

Groups Printed- Heavy Vehicles

			RD KEY Southboo				\	SR 78	9	Tillica Tie		BIR	D KEY [ Northboo					SR 789 Eastbou			
Start Time	Left	Thru		RTOR	App. Total	Left	Thru		RTOR	App. Total	Left	Thru		RTOR	App. Total	Left	Thru	Right		App. Total	Int. Total
02:00 PM	0	0	0	0	0	2	9	0	0	11	0	0	1	0	1	0	11	0	0	11	23
02:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	13	2	0	15	24
02:30 PM	0	0	0	0	0	2	4	0	0	6	0	0	0	1	1	0	10	0	0	10	17
02:45 PM	0	0	0	0	0	1	8	0	0	9	0	0	1	2	3	0	8	0	0	8	20
Total	0	0	0	0	0	5	29	0	0	34	0	0	3	3	6	0	42	2	0	44	84
03:00 PM	0	0	0	0	0	1	7	0	0	8	1	0	1	5	7	0	14	0	0	14	29
03:15 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	3	3	0	12	0	0	12	20
03:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	16	0	0	16	22
03:45 PM	0	0	0	00	0	2	3	0	0	5	1_	0	2	1_	4	0	10	0	0	10	19_
Total	0	0	0	0	0	6	17	0	0	23	2	0	3	10	15	0	52	0	0	52	90
04:00 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	4	4	0	8	1	0	9	19
04:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	0	3	0	0	3	9
04:30 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	2	4	0	14	0	0	14	20
04:45 PM	0_	0	0	0	0	1_	3_	0	0	4	1_	0	1	1_	3	0_	5	0	0	5	12
Total	0	0	0	0	0	2	15	0	0	17	3	0	1	8	12	0	30	1	0	31	60
05:00 PM	0	0	0	0	0	1	5	0	0	6	0	0	1	1	2	0	3	0	0	3	11
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	4	0	0	4	5
05:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	8
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1_	1_	0	2	4
Total	0	0	0	0	0	2	9	0	0	11	0	0	1	2	3	0	13	1	0	14	28
06:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
06:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2	0	3	0	0	3	6
06:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	5	0	0	5	7
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	<u>3</u> 20
Total	0	0	0	0	0	2	3	0	0	5	0	0	0	4	4	0	11	0	0	11	20
Grand Total	1	0	0	0	1	78	306	1	0	385	17	0	24	58	99	0	337	11	5	353	838
Apprch %	100	0	0	0		20.3	79.5	0.3	0		17.2	0	24.2	58.6		0	95.5	3.1	1.4		
Total %	0.1	0	0	0	0.1	9.3	36.5	0.1	0	45.9	2	0	2.9	6.9	11.8	0	40.2	1.3	0.6	42.1	

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City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKey Site Code: 1802503

Start Date : 5/4/2021 Page No : 3

			D KEY F				١	SR 789 Westbou					D KEY [ Northbou				Į	SR 789 Eastboun			
Start Tim	ne Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour An	alysis Fror	n 07:00 A	M to 11:	45 AM - F	Peak 1 of	1															
Peak Hour for	Entire Inte	rsection I	Begins a	t 10:45 A	M																
10:45 A	M 0	0	0	0	0	0	16	0	0	16	0	0	0	2	2	0	7	1	0	8	26
11:00 A	M 0	0	0	0	0	1	9	0	0	10	1	0	2	2	5	0	9	0	0	9	24
11:15 A		0	0	0	0	1	7	0	0	8	0	0	0	1	1	0	11	0	0	11	20
11:30 A	M 0	0	0	0	0	4	12	0	0	16	1	0	3	1_	5	0	9	0	0	9	30
Total Volum	ne 0	0	0	0	0	6	44	0	0	50	2	0	5	6	13	0	36	1	0	37	100
% App. Tot			0	0		12	88	0	0		15.4	0	38.5	46.2		0	97.3	2.7	0		
PH	IF .000	.000	.000	.000	.000	.375	.688	.000	.000	.781	.500	.000	.417	.750	.650	.000	.818	.250	.000	.841	.833
Peak Hour An	alysis Fror	n 07:00 A	M to 11:	45 AM - F	Peak 1 of	1															
Peak Hour for	Each App	roach Be	gins at:																		
	07:30	AM.	_			07:45 A	M				11:00 A	M				10:45 AI	М				
+0 min	s. 0	0	0	0	0	2	11	0	0	13	1	0	2	2	5	0	7	1	0	8	
+15 min	s. 0	0	0	0	0	8	9	0	0	17	0	0	0	1	1	0	9	0	0	9	
+30 min	s. 0	0	0	0	0	3	9	1	0	13	1	0	3	1	5	0	11	0	0	11	
+45 min	s. 1	0	0	0	1	5	10	0	0	15	0	0	0	4	4	0	9	0	0	9	
Total Volum	ne 1	0	0	0	1	18	39	1	0	58	2	0	5	8	15	0	36	1	0	37	
% App. Tot	al 100	0	0	0		31	67.2	1.7	0		13.3	0	33.3	53.3		0	97.3	2.7	0		
PH	IF .250	.000	.000	.000	.250	.563	.886	.250	.000	.853	.500	.000	.417	.500	.750	.000	.818	.250	.000	.841	
Peak Hour An	alysis Fror	n 12:00 P	M to 06:	45 PM - F	Peak 1 of	1															
Peak Hour for		rsection I	Begins a	t 02:45 P	M																
02:45 P	M 0	0	0	0	0	1	8	0	0	9	0	0	1	2	3	0	8	0	0	8	20
03:00 P	M 0	0	0	0	0	1	7	0	0	8	1	0	1	5	7	0	14	0	0	14	29
03:15 P	M 0	0	0	0	0	2	3	0	0	5	0	0	0	3	3	0	12	0	0	12	20
03:30 P		0	0	0	0	1_	4	0	0	5	0	0	0	1_	1	0	16	0	0	16	22
Total Volum	ne 0	0	0	0	0	5	22	0	0	27	1	0	2	11	14	0	50	0	0	50	91
% App. Tot			0	0		18.5	81.5	0	0		7.1	0	14.3	78.6		0	100	0	0		
PH	IF .000	.000	.000	.000	.000	.625	.688	.000	.000	.750	.250	.000	.500	.550	.500	.000	.781	.000	.000	.781	.784
Peak Hour An	alysis Fror	n 12:00 P	M to 06:	45 PM - F	Peak 1 of	1															
Peak Hour for			gins at:																		
	12:00	PM				01:30 P					03:00 P	M				03:00 PI	М				
+0 min	-	0	0	0	0	3	8	0	0	11	1	0	1	5	7	0	14	0	0	14	
+15 min	-	0	0	0	0	1	4	0	0	5	0	0	0	3	3	0	12	0	0	12	
+30 min	-	0	0	0	0	2	9	0	0	11	0	0	0	1	1	0	16	0	0	16	
+45 min	_	0	0	0	0	0	8	0	0	8	1	0	2	1	4	0	10	0	0	10	
Total Volum		0	0	0	0	6	29	0	0	35	2	0	3	10	15	0	52	0	0	52	
% App. Tot	al 0	0	0	0		17.1	82.9	0	0		13.3	0	20	66.7	500	0	100	0	0		

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKey Site Code: 1802503

Start Date : 5/4/2021

Page No : 1

Groups Printed- UTurns

Start Time   Left   Thru   Right   RTOR   APP- Total   RIGHT   TOTAL   Left   Thru   Right   RTOR   APP- Total   RIGHT   RIGHT			SR 789 astbound					O KEY D	BIRE		ps Printed	9	SR 789 Westbou	V			PARK und				
07:00 AM	App. Ir Total Tot	OR App	Right RTOR	Thru	Left	App. Total	RTOR	Right	Thru	Left	App. Total	RTOR	Right	Thru	Left	App. Total	RTOR	Right	Thru	Left	Start Time
07:30 AM	0		0 0	0	0		0	0	0	0		0	0	0	1		0	0	0	0	
O7:45 AM	0	0 (	0 0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
08:00 AM	0	0 (	0 0	0	0	0	0	0	0	0	2	0	0	0	2			0	0	0	
08:15 AM	0	0 0	0 0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	Total
**** BREAK ****  Total 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	0									-										_	
09:00 AM	0		0 0	0	0	0	0	0	0	0	<u>'</u>	0	0	0	1	- '	0	0	0	0	
09:15 AM	0	0 0	0 0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	Total
09:15 AM	0	0 (	0 0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	09:00 AM
09:45 AM   0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 (									1				1						
Total 0 0 0 0 0 0 2 0 0 0 2 0 0 0 0 0 0 0 0																					
**** BREAK ****    10:45 AM	1				1_						0					0					
10:45 AM	1	0 1	0 0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	Total
Total 0 0 0 0 0 1 0 0 0 1 0 0 0 1 1 0 0 0 0	. 1			_		. 1					. 1					- 1	_				
11:00 AM   0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0	0					1				1	1				1	0					
*** BREAK ***  Total 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0	0	0 0	0 0	Ü	0	1	U	0	U	1	1	Ü	U	0	1	0	U	U	Ü	U	ı otal
Total 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0	0	0 0	0 0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
*** BREAK ***  12:45 PM	0	0 (	0 0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
12:45 PM	0	0 (	0 0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	12:00 PM
Total 0 0 0 0 0 2 0 0 0 2 1 0 0 0 0 1 1 0 0 0 0																					
01:00 PM   0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0	1				1_										1_	0					
01:15 PM 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0	1	0 1	0 0	0	1	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	Total
01:15 PM 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0	0	0 (	0 0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	01:00 PM
01:45 PM	1										i				1						01:15 PM
	0	0 (	0 0	0	0	1	0	0	0	1	٥١	0	0	0	0	١٥	0	0	0	0	
	1									1						0					
02:00 PM   0 0 0 0 0   4 0 0 0 4   0 0 0 0 0 0 0	0	0 (	0 0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	
*** BREAK ***	م ا	0 (	0 0	0	0	0	0	0	0	0	<i>a</i>	0	^	0	4	0	0	^	0	0	
02:30 PM	0 0							_	-	•	1		-	_	1			0	_		
Total 0 0 0 0 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0	0										6				I			0			

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKey Site Code: 1802503

Start Date : 5/4/2021 Page No : 2

Groups Printed- UTurns

			D KEY I				V	SR 789 Vestbou	)	ps Filited	Oranic	BIRI	D KEY [				ı	SR 789 Eastbou			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
*** BREAK ***																					
03:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
03:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
03:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	7
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	Ö	0	Ö	Ö	3	0	0	Ö	3	0	0	0	Ö	ő	0	0	0	0	ő	3
*** BREAK ***		_	_		- '		-		_	- '	_			-		_	_	_	_	- '	
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1_
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***					1					1											
06:45 PM	0	0	0	0	0	0	0	0	0	0	1_	0	0	00	1	0	0	0	0_	0	1_
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
Grand Total	0	0	0	0	0	31	0	0	0	31	5	0	0	0	5	9	0	0	0	9	45
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	68.9	0	0	0	68.9	11.1	0	0	0	11.1	20	0	0	0	20	

			D KEY F				\	SR 789 Vestbou					D KEY [					SR 789 Eastbou			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analys	sis From	07:00 Al	M to 11:	45 AM -	Peak 1 of 1																
Peak Hour for En	tire Inter	section E	Begins a	t 07:30 A	M																
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1_
Total Volume	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKey Site Code: 1802503 Start Date: 5/4/2021 Page No : 3

			D KEY Fouthbou				\	SR 789 Nestbou					D KEY D Northbou				ļ	SR 789 Eastbou			
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analys				45 AM - F	Peak 1 of	1															
Peak Hour for Ea	ch Appro	oach Beg	ins at:																		
	07:00 A	M				07:30 A	M				10:00 A	M				09:00 A	M				
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	1	0	0	0	1	1_	0	0	0	1	1_	0	0	0	1	
Total Volume	0	0	0	0	0	6	0	0	0	6	1	0	0	0	1	1	0	0	0	1	
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0							
PHF	.000	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250					
Peak Hour Analys	sis From	12:00 P	M to 06:	45 PM - F	Peak 1 of	1															
Peak Hour for Ent	tire Inter	section E	Begins a	t 03:15 P	M																
03:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
03:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
03:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	2	0	0	0	2	8
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.667

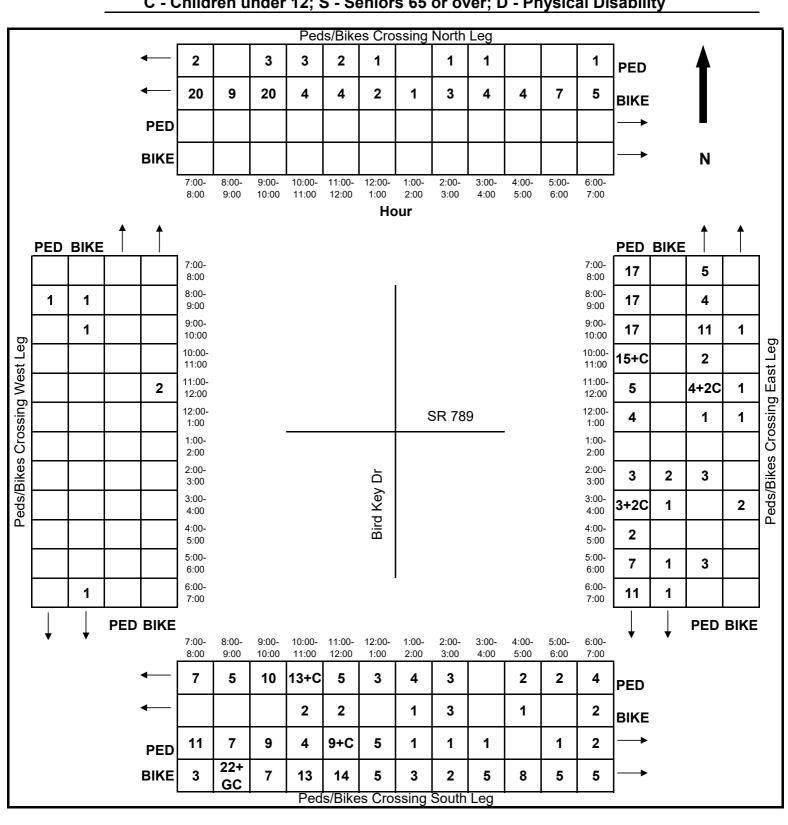
۲	'eak	(H	lour	tor	<u> Eac</u>	hΑ	þ	pro	oa	ch	В	еç	gıns	at:	

reak Hour for La	acii Appio	acii bey	iiio ai.																	
	12:00 PI	M			(	03:30 PI	М				12:00 PI	М				05:15 PI	М			
+0 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1
+15 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1	4	0	0	0	4
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0	
PHF	.000	.000	.000	.000	.000	.583	.000	.000	.000	.583	.250	.000	.000	.000	.250	1.000	.000	.000	.000	1.000

# **Intersection Pedestrian** & Bicycle Count

Date:	5/4/2021	Day: <u>Tuesday</u>
Count Times:	7am - 7pm	Weather: Clear
Intersection:	SR 789 at Bird Key Drive	
Comments:	GC - Golf Cart	

# C - Children under 12; S - Seniors 65 or over; D - Physical Disability



City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKeySat

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

		DIL	D IZEX	DADIZ			Groups			venicies - i	ileavy ve			DIVE				CD 700			
			RD KEY					SR 789					D KEY I					SR 789	ı		
			Southbou	nd				Westbour	ıd			1	Northbou	nd				Eastbound			-
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	6	1	1	1	9	5	106	5	0	116	2	0	1	2	5	3	80	2	0	85	215
07:15 AM	1	0	0	3	4	6	150	10	0	166	5	0	5	3	13	0	67	3	0	70	253
07:30 AM	8	0	0	1	9	10	206	7	0	223	0	0	0	7	7	1	65	0	0	66	305
07:45 AM	4	0	2	2	8	15	242	6	0	263	3	0	0	9	12	0	101	1	0	102	385
Total	19	1	3	7	30	36	704	28	0	768	10	0	6	21	37	4	313	6	0	323	1158
08:00 AM	1	1	0	2	4	17	217	11	0	245	4	0	2	9	15	0	129	1	0	130	394
08:15 AM	2	1	1	1	5	5	258	11	0	274	8	0	6	13	27	2	133	2	0	137	443
08:30 AM	6	1	1	0	8	13	291	4	0	308	3	1	4	9	17	3	150	0	2	155	488
08:45 AM	8	0	0	1	9	26	274	7	0	307	3	1	4	6	14	1	165	0	0	166	496
Total	17	3	2	4	26	61	1040	33	0	1134	18	2	16	37	73	6	577	3	2	588	1821
09:00 AM	7	0	0	1	8	16	351	7	0	374	2	0	1	9	12	2	164	1	1	168	562
09:15 AM	8	2	0	1	11	8	297	4	1	310	5	0	5	6	16	4	178	5	1	188	525
09:30 AM	7	0	0	1	8	7	365	5	0	377	5	0	9	8	22	2	207	6	1	216	623
09:45 AM	6	0	1	1	8	19	387	1	0	407	4	2	6	11	23	2	223	4	0	229	667
Total	28	2	1	4	35	50	1400	17	1	1468	16	2	21	34	73	10	772	16	3	801	2377
10:00 AM	7	0	1	0	8	20	457	9	0	486	6	0	5	8	19	0	257	4	1	262	775
10:15 AM	4	0	0	0	4	20	373	10	0	403	3	0	3	10	16	0	248	4	1	253	676
10:30 AM	6	0	2	0	8	20	442	9	0	471	7	0	13	19	39	1	282	5	0	288	806
10:45 AM	7	0	2	3	12	21	433	3	0	457	6	1_	7	12	26	2	265	4	1	272	767
Total	24	0	5	3	32	81	1705	31	0	1817	22	1	28	49	100	3	1052	17	3	1075	3024
11:00 AM	7	2	0	1	10	10	468	14	0	492	2	0	2	17	21	2	284	10	0	296	819
11:15 AM	5	0	5	2	12	13	416	10	0	439	3	0	6	10	19	3	272	5	1	281	751
11:30 AM	1	0	3	0	4	17	472	6	0	495	12	0	7	16	35	1	265	11	1	278	812
11:45 AM	4	0	0	3	7	26	428	5	0	459	10	0_	6	12	28	11	281	3	2	287	781
Total	17	2	8	6	33	66	1784	35	0	1885	27	0	21	55	103	7	1102	29	4	1142	3163
12:00 PM	7	0	3	2	12	21	414	9	0	444	2	0	6	17	25	1	285	4	1	291	772
12:15 PM	5	0	1	0	6	17	451	3	0	471	3	0	6	18	27	2	330	2	0	334	838
12:30 PM	5	0	2	0	7	25	425	7	0	457	6	0	7	9	22	1	284	4	1	290	776
12:45 PM	9	0	1	2	12	29	414	12	0	455	6	0	6	15	27	2	294	5	2	303	797
Total	26	0	7	4	37	92	1704	31	0	1827	17	0	25	59	101	6	1193	15	4	1218	3183
			,	+	· ·														7	,	
01:00 PM	5	0	5	1	11	28	408	8	0	444	2	0	4	18	24	3	323	0	1	327	806
01:15 PM	15	1	1	1	18	26	406	12	0	444	6	1	8	8	23	7	282	5	0	294	779
01:30 PM	6	0	6	0	12	26	465	11	1	503	6	0	3	17	26	1	331	7	1	340	881
01:45 PM	7	1_	2	2	12	14	380	10	0	404	1_	0	4	11	16	4	368	5	0	377	809
Total	33	2	14	4	53	94	1659	41	1	1795	15	1	19	54	89	15	1304	17	2	1338	3275

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKeySat Site Code: 1802503 Start Date: 5/1/2021

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Groups Printed Passanger Vahicles Hagyy Vahicles LITurns

							Groups	Printed-	Passenger	Vehicles -	Heavy Ve	hicles - l	JTurns								
		BIR	D KEY I	PARK				SR 789					D KEY I					SR 789			
		S	outhbour	nd			1	Westbour	nd			N	Vorthbou	nd			]	Eastboung	d		
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
02:00 PM	6	2	5	1	14	8	359	10	0	377	2	0	3	14	19	3	359	4	0	366	776
02:15 PM	7	1	1	4	13	16	360	10	0	386	3	0	5	11	19	1	373	4	2	380	798
02:30 PM	7	0	5	2	14	10	368	6	0	384	7	0	4	8	19	2	409	5	0	416	833
02:45 PM	2	1	0	1	4	17	389	2	0	408	3	0	5	11	19	3	373	7	0	383	814_
Total	22	4	11	8	45	51	1476	28	0	1555	15	0	17	44	76	9	1514	20	2	1545	3221
03:00 PM	6	1	1	4	12	19	306	9	0	334	3	1	3	14	21	4	366	7	0	377	744
03:15 PM	5	0	0	3	8	16	396	10	0	422	1	0	1	10	12	5	372	9	0	386	828
03:30 PM	5	0	1	6	12	18	388	5	0	411	2	0	2	8	12	4	377	1	1	383	818
03:45 PM	9	1_	0	2	12	22	346	4	0	372	4	0	5	16	25	1_	394	12	11	408	817
Total	25	2	2	15	44	75	1436	28	0	1539	10	1	11	48	70	14	1509	29	2	1554	3207
04:00 PM	4	0	1	5	10	13	349	9	0	371	2	1	3	9	15	1	393	5	3	402	798
04:15 PM	6	0	0	3	9	8	315	6	0	329	4	0	6	5	15	3	463	7	1	474	827
04:30 PM	10	0	1	1	12	16	300	4	1	321	1	0	9	12	22	2	435	1	1	439	794
04:45 PM	4	0	0	3	7	15	341	5	0	361	3	0	3	11	17	3	413	4	1	421	806
Total	24	0	2	12	38	52	1305	24	1	1382	10	1	21	37	69	9	1704	17	6	1736	3225
05:00 PM	3	0	2	3	8	22	295	6	1	324	5	1	6	14	26	3	384	2	1	390	748
05:15 PM	6	0	0	1	7	13	325	5	0	343	5	0	9	6	20	1	396	9	1	407	777
05:30 PM	12	0	0	3	15	11	291	8	0	310	5	0	4	12	21	5	389	1	1	396	742
05:45 PM	8	0	0	2	10	16	277	13	1	307	5	0	2	5	12	3	366	4	2	375	704
Total	29	0	2	9	40	62	1188	32	2	1284	20	1	21	37	79	12	1535	16	5	1568	2971
06:00 PM	7	0	0	5	12	14	270	10	0	294	5	0	5	5	15	2	341	13	1	357	678
06:15 PM	9	0	0	2	11	15	263	18	0	296	3	0	4	5	12	4	366	3	2	375	694
06:30 PM	9	1	6	2	18	19	277	12	2	310	5	1	10	13	29	2	313	3	1	319	676
06:45 PM	12	0	1	5_	18	8	251	19	2	280	0	0	4	5	9	4	311	3	0	318	625
Total	37	1	7	14	59	56	1061	59	4	1180	13	1	23	28	65	12	1331	22	4	1369	2673
Grand Total	301	17	64	90	472	776	16462	387	9	17634	193	10	229	503	935	107	13906	207	37	14257	33298
Apprch %	63.8	3.6	13.6	19.1		4.4	93.4	2.2	0.1		20.6	1.1	24.5	53.8		0.8	97.5	1.5	0.3		
Total %	0.9	0.1	0.2	0.3	1.4	2.3	49.4	1.2	0	53	0.6	0	0.7	1.5	2.8	0.3	41.8	0.6	0.1	42.8	
Passenger Vehicles	297	17	64	90	468	700	16310	386	9	17405	190	10	222	490	912	91	13764	201	36	14092	32877
% Passenger Vehicles	98.7	100	100	100	99.2	90.2	99.1	99.7	100	98.7	98.4	100	96.9	97.4	97.5	85	99	97.1	97.3	98.8	98.7
Heavy Vehicles	1	0	0	0	1	15	152	1	0	168	3	0	7	13	23	0	142	6	1	149	341
% Heavy	0.3	0	0	0	0.2	1.9	0.9	0.3	0	1	1.6	0	3.1	2.6	2.5	0	1	2.9	2.7	1	1
Vehicles																				-	
UTurns	3	0	0	0	3	61	0	0	0	61	0	0	0	0	0	16	0	0	0	16	80
% UTurns	1	0	0	0	0.6	7.9	0	0	0	0.3	0	0	0	0	0	15	0	0	0	0.1	0.2

City/County: Sarasota/Sarasota

Weather: Clear
Comments:

+15 mins.

+30 mins.

+45 mins.

PHF

Total Volume

% App. Total

9

9

12

62.7

.771

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1

0

1.7

.250

File Name: SR789&BirdKeySat

Site Code : 1802503 Start Date : 5/1/2021

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			D KEY I				7	SR 789 Vestbour					D KEY I Northbou					SR 789 Eastboun			
Start Time	Left	Thru		RTOR	App. Total	Left	Thru		RTOR	App. Total	Left	Thru		RTOR	App. Total	Left	Thru		RTOR	App. Total	Int. Total
Peak Hour Analys	is From 07	:00 AM	to 11:45	AM - Pea	k 1 of 1																
Peak Hour for Ent	ire Interse	ction Beg	gins at 11	:00 AM																	
11:00 AM	7	2	0	1	10	10	468	14	0	492	2	0	2	17	21	2	284	10	0	296	819
11:15 AM	5	0	5	2	12	13	416	10	0	439	3	0	6	10	19	3	272	5	1	281	751
11:30 AM	1	0	3	0	4	17	472	6	0	495	12	0	7	16	35	1	265	11	1	278	812
11:45 AM	4	0	0	3	7	26	428	5	0	459	10	0	6	12	28	1	281	3	2	287	781_
Total Volume	17	2	8	6	33	66	1784	35	0	1885	27	0	21	55	103	7	1102	29	4	1142	3163
% App. Total	51.5	6.1	24.2	18.2		3.5	94.6	1.9	0		26.2	0	20.4	53.4		0.6	96.5	2.5	0.4		
PHF	.607	.250	.400	.500	.688	.635	.945	.625	.000	.952	.563	.000	.750	.809	.736	.583	.970	.659	.500	.965	.966_
Peak Hour Analys Peak Hour for Eac	h Approac	h Begins		AM - Pea	k 1 of 1	11.00.13					10.20 11					11.00.13					
	10:30 AN		_			11:00 Al					10:30 A				•	11:00 Al				-0.	
+0 mins.	6	0	2	0	8	10	468	14	0	492	7	0	13	19	39	2	284	10	0	296	
+15 mins.	7	0	2	3	12	13	416	10	0	439	6	1	7	12	26	3	272	5	1	281	
+30 mins.	7	2	0	1	10	17	472	6	0	495	2	0	2	17	21	1	265	11	1	278	
+45 mins.	5	0	5	2	12	26	428	5	0	459	3	0	6	10	19	<u>l</u>	281	3	2	287	
Total Volume	25	2	9	6	42	66	1784	35	0	1885	18	1	28	58	105	7	1102	29	4	1142	
% App. Total	59.5 .893	.250	21.4	.500	.875	.635	94.6	.625	.000	.952	.643	250	26.7	55.2 763	.673	.583	96.5	2.5	0.4	0.65	
PHF Peak Hour Analys			.450			.033	.945	.625	.000	.952	.043	.250	.538	./63	.6/3	.585	.970	.659	.500	.965	
Peak Hour for Ent					. 1 01 1						ı					1					
01:00 PM	5	0	5	1	11	28	408	8	0	444	2	0	4	18	24	3	323	0	1	327	806
01:15 PM	15	1	1	1	18	26	406	12	0	444	6	1	8	8	23	7	282	5	0	294	779
01:30 PM	6	0	6	0	12	26	465	11	1	503	6	0	3	17	26	1	331	7	1	340	881
01:45 PM	7	1	2	2	12	14	380	10	0	404	1	0	4	11	16	4	368	5	0	377	809
Total Volume	33	2	14	4	53	94	1659	41	1	1795	15	1	19	54	89	15	1304	17	2	1338	3275
<u> % App. Total</u>	62.3	3.8	26.4	7.5		5.2	92.4	2.3	0.1		16.9	1.1	21.3	60.7		1.1	97.5	1.3	0.1		
PHF	.550	.500	.583	.500	.736	.839	.892	.854	.250	.892	.625	.250	.594	.750	.856	.536	.886	.607	.500	.887	.929
Peak Hour Analys Peak Hour for Eac				PM - Peak	1 of 1																
1 cak 110ul 10l Lac	06:00 PN		, ul.			12:45 PN	1				12:00 PN	Л				04:00 PN	Л				
+0 mins.	7	0	0	5	12	29	414	12	0	455	2	0	6	17	25	1	393	5	3	402	

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City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKeySat

Site Code : 1802503 Start Date : 5/1/2021

Page No : 1

Groups Printed- Passenger Vehicles

Sum				D 17	D + D + *	1					ted- Passeng	ger Vehic		D 17577	D. T. I.	1			OD =00			
Sant Time																			SR 789	,		
Same   Cent   Intu   Right   RIOR   Total   Cent   Total   Cent   Cen			S	outhbour	nd		1	`	Westbour	ld			<u> </u>	orthbou	nd		Т		Eastboung	1		T (
07:15 AM	Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR		Left	Thru	Right	RTOR		Left		Right	RTOR		
OFFICIAL	07:00 AM	6	1	1	1	9	5		5	0	115	2	0	1	2	5	3	78	2	0	83	
OF 145 AM		1	0	0	3	4	6		10	0		4	0	5	3	12	0	67	3	0	70	
Total   19	07:30 AM	8	0	0	1	9	10		7	0		0	0	0	6	6	1	65	0	0	66	
08:00 AM			0																1			
08:15 AM 2 1 1 1 1 5 5 5 253 11 0 269 8 0 6 13 27 1 132 2 0 135 436 08:30 M 6 1 1 0 8 8 11 228 4 0 303 3 1 4 9 17 3 146 0 2 151 479 08:45 AM 8 0 0 1 1 9 25 268 7 0 300 3 1 3 6 13 1 164 0 0 165 487 Total 17 3 2 4 26 55 1023 33 0 1111 18 2 15 37 72 5 567 3 2 575 1786 09:15 AM 8 2 0 0 1 1 11 7 293 4 1 1 305 5 0 1 1 9 12 2 163 1 1 164 0 0 165 487 09:15 AM 8 2 0 0 1 11 7 7 293 4 1 305 5 0 4 6 15 4 176 4 1 185 516 09:30 AM 7 0 0 0 1 8 5 5 60 5 0 371 5 0 9 8 22 2 20 6 1 1 185 516 09:45 AM 6 0 1 1 8 19 383 1 0 403 4 2 5 11 22 2 222 4 0 222 4 0 228 661 09:45 AM 6 0 1 1 8 19 383 1 0 403 4 2 5 11 22 2 222 4 0 228 661 10:15 AM 4 0 0 0 0 4 18 371 10 0 399 3 0 3 10 16 0 244 4 1 258 763 10:15 AM 7 0 0 1 0 8 19 450 9 9 0 478 A 1 1 1 1 22 2 2 2 222 4 0 2 228 661 10:15 AM 4 0 0 0 0 4 18 371 10 0 399 3 0 0 3 10 16 0 244 4 1 249 668 10:30 AM 7 0 0 1 0 4 18 371 10 0 399 3 0 0 3 10 16 0 244 4 1 249 668 10:30 AM 7 0 2 3 3 12 19 429 3 0 458 A 1 1 1 28 2 2 2 3 3 1 2 1 2 1 2 2 3 3 1 2 1 2 2 3 3 1 2 3 3 1 2 3 3 3 3	Total	19	1	3	7	30	36	690	28	0	754	9	0	6	20	35	4	310	6	0	320	1139
08:30 AM	08:00 AM		1	0	2		14			0			0	2	9		0		1	0		
O8:45 AM			1	1	_		5					_	0	6		27	-			0	135	
Total 17 3 2 4 26 55 1023 33 0 1111 18 2 15 37 72 5 567 3 2 577 1786  0900 AM 7 0 0 0 1 8 16 350 7 0 373 2 0 0 1 9 12 2 163 1 1 167 560  09:15 AM 8 2 0 1 111 7 293 4 1 305 5 0 4 6 15 14 176 4 1 1885 516  09:30 AM 7 0 0 1 8 19 383 1 0 403 4 2 5 5 11 22 2 222 4 0 223 6 1 212 613  09:45 AM 6 0 1 1 8 19 383 1 0 403 4 2 5 11 22 2 222 4 0 228 661  Total 28 2 1 4 35 47 1387 17 1 1452 16 2 19 34 71 10 764 15 3 792 2350  10:00 AM 7 0 1 0 8 19 450 9 0 478 6 0 5 8 19 0 253 4 1 249 668  10:30 AM 6 0 0 2 0 8 20 439 9 0 468 6 0 13 19 38 3 1 2 24 2 24 2 24 2 2 2 2 2 2 2 2 2 2 2		-	1	1	0							-	1	-			3				-	
09:00 AM					1								1				1					
Op:15 AM	Total	17	3	2	4	26	55	1023	33	0	1111	18	2	15	37	72	5	567	3	2	577	1786
09:30 AM				-	1					0			-	1					1	1		
O9:45 AM	l l				1					1									4	1		
Total 28 2 1 4 35 47 1387 17 1 1452 16 2 19 34 71 10 764 15 3 792 2350    10:00 AM	I	7		0	1				5		1	5	0		8	22	2		6	1	1	613
10:00 AM				1	1				1	0												
10:15 AM	Total	28	2	1	4	35	47	1387	17	1	1452	16	2	19	34	71	10	764	15	3	792	2350
10:30 AM		7		1	0	8						6	0		8	19	0		4	1		
10:45 AM	10:15 AM	4	0	0	0	4			10	0	399	3	0	3	10	16	0		4	1	- 1	
Total         24         0         5         3         32         76         1689         31         0         1796         21         1         28         48         98         3         1038         17         3         1061         2987           11:00 AM         7         2         0         1         10         10         460         14         0         484         2         0         2         17         21         2         279         10         0         291         806           11:15 AM         4         0         5         2         11         11         411         10         0         432         3         0         6         10         19         1         268         5         1         275         737           11:30 AM         1         0         3         0         4         17         467         6         0         490         12         0         7         15         34         0         262         10         1         273         801           11:45 AM         4         0         0         3         2         123         5         0		6	0	2			20			0		6	0	13	19		_		5	0	284	
11:00 AM	10:45 AM	7	0							0			1				2			11		
11:15 AM	Total	24	0	5	3	32	76	1689	31	0	1796	21	1	28	48	98	3	1038	17	3	1061	2987
11:30 AM	11:00 AM	7	2	0	1	10	10	460	14	0	484	2	0	2	17	21	2	279	10	0	291	806
11:45 AM	11:15 AM	4	0	5	2	11	11	411	10	0	432	3	0	6	10	19	1	268	5	1		
Total         16         2         8         6         32         63         1761         35         0         1859         27         0         21         54         102         4         1086         28         4         1122         3115           12:00 PM         7         0         3         2         12         20         410         9         0         439         2         0         6         16         24         0         280         4         1         285         760           12:15 PM         5         0         1         0         6         15         449         3         0         467         3         0         6         18         27         2         324         2         0         328         828           12:30 PM         5         0         2         0         7         18         422         7         0         447         6         0         7         9         22         1         280         4         1         286         762           12:45 PM         9         0         1         2         12         412         11         0         444<	11:30 AM	1	0	3	0	4	17		6	0	490	12	0	7	15	34	0		10	1	273	801
12:00 PM				-	3												1			2		
12:15 PM       5       0       1       0       6       15       449       3       0       467       3       0       6       18       27       2       324       2       0       328       828         12:30 PM       5       0       2       0       7       18       422       7       0       447       6       0       7       9       22       1       280       4       1       286       762         12:45 PM       9       0       1       2       12       21       412       11       0       444       5       0       6       15       26       1       292       5       1       299       781         Total       26       0       7       4       37       74       1693       30       0       1797       16       0       25       58       99       4       1176       15       3       1198       3131         01:00 PM       4       0       5       1       10       25       405       8       0       438       2       0       4       16       22       2       318       0       1       <	Total	16	2	8	6	32	63	1761	35	0	1859	27	0	21	54	102	4	1086	28	4	1122	3115
12:30 PM         5         0         2         0         7         18         422         7         0         447         6         0         7         9         22         1         280         4         1         286         762           12:45 PM         9         0         1         2         12         21         412         11         0         444         5         0         6         15         26         1         292         5         1         299         781           Total         26         0         7         4         37         74         1693         30         0         1797         16         0         25         58         99         4         1176         15         3         1198         3131           01:00 PM         4         0         5         1         10         25         405         8         0         438         2         0         4         16         22         2         318         0         1         321         791           01:15 PM         15         1         1         18         16         404         12         0         4		7	0	3	2	12	20			0		2	0	6	16	24	0		4	1		
12:45 PM         9         0         1         2         12         21         412         11         0         444         5         0         6         15         26         1         292         5         1         299         781           Total         26         0         7         4         37         74         1693         30         0         1797         16         0         25         58         99         4         1176         15         3         1198         3131           01:00 PM         4         0         5         1         10         25         405         8         0         438         2         0         4         16         22         2         318         0         1         321         791           01:15 PM         15         1         1         1         18         16         404         12         0         432         6         1         8         8         23         6         281         5         0         292         765           01:30 PM         6         0         6         0         12         19         460         11 <td< td=""><td></td><td>5</td><td>0</td><td>1</td><td>0</td><td>6</td><td>15</td><td></td><td>3</td><td>0</td><td>467</td><td>3</td><td>0</td><td>6</td><td>18</td><td>27</td><td>2</td><td>324</td><td>2</td><td>0</td><td></td><td></td></td<>		5	0	1	0	6	15		3	0	467	3	0	6	18	27	2	324	2	0		
Total         26         0         7         4         37         74         1693         30         0         1797         16         0         25         58         99         4         1176         15         3         1198         3131           01:00 PM         4         0         5         1         10         25         405         8         0         438         2         0         4         16         22         2         318         0         1         321         791           01:15 PM         15         1         1         1         18         16         404         12         0         432         6         1         8         8         23         6         281         5         0         292         765           01:30 PM         6         0         6         0         12         19         460         11         1         491         6         0         3         17         26         1         328         5         1         335         864           01:45 PM         7         1         2         2         12         10         380         10 <td< td=""><td>12:30 PM</td><td>5</td><td>0</td><td>2</td><td>0</td><td>7</td><td>18</td><td>422</td><td>7</td><td>0</td><td>447</td><td>6</td><td>0</td><td>7</td><td>9</td><td>22</td><td>1</td><td>280</td><td>4</td><td>1</td><td>286</td><td>762</td></td<>	12:30 PM	5	0	2	0	7	18	422	7	0	447	6	0	7	9	22	1	280	4	1	286	762
01:00 PM         4         0         5         1         10         25         405         8         0         438         2         0         4         16         22         2         318         0         1         321         791           01:15 PM         15         1         1         1         18         16         404         12         0         432         6         1         8         8         23         6         281         5         0         292         765           01:30 PM         6         0         6         0         12         19         460         11         1         491         6         0         3         17         26         1         328         5         1         335         864           01:45 PM         7         1         2         2         12         10         380         10         0         400         1         0         3         10         14         3         366         5         0         374         800	12:45 PM	9	0	1	2	12	21		11	0	444	5	0	6	15		1		5	1	299	781
01:15 PM	Total	26	0	7	4	37	74	1693	30	0	1797	16	0	25	58	99	4	1176	15	3	1198	3131
01:30 PM	01:00 PM	4	0	5	1	10	25	405	8	0	438	2	0	4	16	22	2		0	1	321	791
01:45 PM 7 1 2 2 12 10 380 10 0 400 1 0 3 10 14 3 366 5 0 374 800	01:15 PM	15	1	1	1	18	16	404	12	0	432	6	1	8	8	23	6	281	5	0	292	765
	01:30 PM	6	0	6	0	12	19	460	11	1	491	6	0	3	17	26	1	328	5	1	335	864
Total 32 2 14 4 52 70 1640 41 1 1761 15 1 18 51 85 12 1202 15 2 1222 2220	01:45 PM	7	1	2	2		10	380	10	0	400	1	0	3	10		3		5	0		
$101a1 \mid 32 \mid 2 \mid 14 \mid 4 \mid 32 \mid 70 \mid 1049 \mid 41 \mid 1 \mid 1701 \mid 13 \mid 1 \mid 10 \mid 31 \mid 03 \mid 12 \mid 1293 \mid 13 \mid 2 \mid 1322 \mid 3220 \mid 3$	Total	32	2	14	4	52	70	1649	41	1	1761	15	1	18	51	85	12	1293	15	2	1322	3220

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKeySat

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Passenger Vehicles

			D KEY I					SR 789 Westbour	•	ned- Passen	ger verne	BIRI	D KEY I Vorthbou					SR 789 Eastboun	d		
Start Time	Left	Thru	Right		App. Total	Left	Thru		RTOR	App. Total	Left	Thru	Right		App. Total	Left	Thru		RTOR	App. Total	Int. Total
02:00 PM	6	2	5	1	14	7	354	10	0	371	2	0	3	13	18	3	350	4	0	357	760
02:15 PM	7	1	1	4	13	13	356	10	0	379	3	0	5	10	18	1	373	4	2	380	790
02:30 PM	7	0	5	2	14	10	362	6	0	378	7	0	4	8	19	1	405	4	0	410	821
02:45 PM	2	1	0	1	4	16	387	2	0	405	3	0	5	11	19	3	369	7	0	379	807
Total	22	4	11	8	45	46	1459	28	0	1533	15	0	17	42	74	8	1497	19	2	1526	3178
03:00 PM	6	1	1	4	12	18	302	9	0	329	3	1	3	13	20	2	364	7	0	373	734
03:15 PM	5	0	0	3	8	16	393	10	0	419	1	0	1	10	12	5	369	9	0	383	822
03:30 PM	5	0	1	6	12	18	385	5	0	408	2	0	2	8	12	4	374	1	1	380	812
03:45 PM	9	1	0	2	12	21	346	4	0	371	4	0	5	15	24	1	393	12	1	407	814
Total	25	2	2	15	44	73	1426	28	0	1527	10	1	11	46	68	12	1500	29	2	1543	3182
04:00 PM	4	0	1	5	10	12	345	9	0	366	2	1	3	9	15	1	389	4	3	397	788
04:15 PM	5	0	0	3	8	7	314	6	0	327	4	0	5	5	14	3	460	7	1	471	820
04:30 PM	10	0	1	1	12	16	297	4	1	318	1	0	8	12	21	1	433	1	1	436	787
04:45 PM	3	0	0	3	6	15	341	5	0	361	3	0	2	11	16	3	410	4	1	418	801
Total	22	0	2	12	36	50	1297	24	1	1372	10	1	18	37	66	8	1692	16	6	1722	3196
05:00 PM	3	0	2	3	8	20	292	6	1	319	5	1	6	14	26	2	376	2	1	381	734
05:15 PM	6	0	0	1	7	13	325	5	0	343	5	0	9	5	19	0	394	9	1	404	773
05:30 PM	12	0	0	3	15	11	288	8	0	307	5	0	4	11	20	5	384	1	1	391	733
05:45 PM	8	0	0	2	10	15	276	13	1	305	5	0	2	5	12	3	364	4	2	373	700
Total	29	0	2	9	40	59	1181	32	2	1274	20	1	21	35	77	10	1518	16	5	1549	2940
06:00 PM	7	0	0	5	12	14	269	10	0	293	5	0	5	5	15	2	336	13	1	352	672
06:15 PM	9	0	0	2	11	13	261	18	0	292	3	0	4	5	12	4	364	3	2	373	688
06:30 PM	9	1	6	2	18	17	274	12	2	305	5	1	10	13	29	2	312	3	1	318	670
06:45 PM	12	0	1	5	18	7	251	19	2	279	0	0	4	5	9	3	311	3	0	317	623
Total	37	1	7	14	59	51	1055	59	4	1169	13	1	23	28	65	11	1323	22	4	1360	2653
Grand Total	297	17	64	90	468	700	16310	386	9	17405	190	10	222	490	912	91	13764	201	36	14092	32877
Apprch %	63.5	3.6	13.7	19.2		4	93.7	2.2	0.1		20.8	1.1	24.3	53.7		0.6	97.7	1.4	0.3		
Total %	0.9	0.1	0.2	0.3	1.4	2.1	49.6	1.2	0	52.9	0.6	0	0.7	1.5	2.8	0.3	41.9	0.6	0.1	42.9	

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKeySat Site Code: 1802503 Start Date: 5/1/2021

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		BIR	D KEY F	PARK				SR 789				BIR	D KEY I	DRIVE				SR 789			
		S	outhboun	ıd			7	Westboun	ıd			N	Vorthbou	nd				Eastboun	d		
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysi	s From 07	:00 AM	to 11:45	AM - Peal	k 1 of 1																
Peak Hour for Enti	re Intersec	ction Beg	gins at 11:	00 AM																	
11:00 AM	7	2	0	1	10	10	460	14	0	484	2	0	2	17	21	2	279	10	0	291	806
11:15 AM	4	0	5	2	11	11	411	10	0	432	3	0	6	10	19	1	268	5	1	275	737
11:30 AM	1	0	3	0	4	17	467	6	0	490	12	0	7	15	34	0	262	10	1	273	801
11:45 AM	4	0	0	3	7	25	423	5	0	453	10	0	6	12	28	1_	277	3	2	283	771
Total Volume	16	2	8	6	32	63	1761	35	0	1859	27	0	21	54	102	4	1086	28	4	1122	3115
% App. Total	50	6.2	25	18.8		3.4	94.7	1.9	0		26.5	0	20.6	52.9		0.4	96.8	2.5	0.4		
PHF	.571	.250	.400	.500	.727	.630	.943	.625	.000	.948	.563	.000	.750	.794	.750	.500	.973	.700	.500	.964	.966
Peak Hour Analysi				AM - Peal	k 1 of 1																
Peak Hour for Eacl	Annroac	h Regins	at.																		

	h Approach		ш.			11.00 43					10.20.43	1				11.00 43	1				
	10:30 AM		_	_	_	11:00 AN			_		10:30 AN					11:00 AN			_		
+0 mins.	6	0	2	0	8	10	460	14	0	484	6	0	13	19	38	2	279	10	0	291	
+15 mins.	7	0	2	3	12	11	411	10	0	432	6	1	7	11	25	1	268	5	1	275	
+30 mins.	7	2	0	1	10	17	467	6	0	490	2	0	2	17	21	0	262	10	1	273	
+45 mins.	4	0	5	2	11	25	423	5	0	453	3	0	6	10	19	1	277	3	2	283	
Total Volume	24	2	9	6	41	63	1761	35	0	1859	17	1	28	57	103	4	1086	28	4	1122	
% App. Total	58.5	4.9	22	14.6		3.4	94.7	1.9	0		16.5	1	27.2	55.3		0.4	96.8	2.5	0.4		
PHF	.857	.250	.450	.500	.854	.630	.943	.625	.000	.948	.708	.250	.538	.750	.678	.500	.973	.700	.500	.964	
Peak Hour Analys	is From 12	:00 PM to	06:45 P	M - Peak	1 of 1																
Peak Hour for Ent	ire Intersec	tion Begi	ns at 03:	15 PM																	
03:15 PM	5	0	0	3	8	16	393	10	0	419	1	0	1	10	12	5	369	9	0	383	822
03:30 PM	5	0	1	6	12	18	385	5	0	408	2	0	2	8	12	4	374	1	1	380	812
03:45 PM	9	1	0	2	12	21	346	4	0	371	4	0	5	15	24	1	393	12	1	407	814
04:00 PM	4	0	1	5	10	12	345	9	0	366	2	1	3	9	15	1	389	4	3	397	788
Total Volume	23	1	2	16	42	67	1469	28	0	1564	9	1	11	42	63	11	1525	26	5	1567	3236
% App. Total	54.8	2.4	4.8	38.1		4.3	93.9	1.8	0		14.3	1.6	17.5	66.7		0.7	97.3	1.7	0.3		
PHF	.639	.250	.500	.667	.875	.798	.934	.700	.000	.933	.563	.250	.550	.700	.656	.550	.970	.542	.417	.963	.984

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Eac	h Approach	n Begins	at:																	
	06:00 PM					12:45 PN	1				12:00 PM	1				04:00 PN	1			
+0 mins.	7	0	0	5	12	21	412	11	0	444	2	0	6	16	24	1	389	4	3	397
+15 mins.	9	0	0	2	11	25	405	8	0	438	3	0	6	18	27	3	460	7	1	471
+30 mins.	9	1	6	2	18	16	404	12	0	432	6	0	7	9	22	1	433	1	1	436
+45 mins.	12	0	1	5	18	19	460	11	1	491	5	0	6	15	26	3	410	4	1	418
Total Volume	37	1	7	14	59	81	1681	42	1	1805	16	0	25	58	99	8	1692	16	6	1722
% App. Total	62.7	1.7	11.9	23.7		4.5	93.1	2.3	0.1		16.2	0	25.3	58.6		0.5	98.3	0.9	0.3	
PHF	.771	.250	.292	.700	.819	.810	.914	.875	.250	.919	.667	.000	.893	.806	.917	.667	.920	.571	.500	.914

City/County: Sarasota/Sarasota Weather: Clear Comments:

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Groups Printed- Heavy Vehicles

										Groups P	rinted- Hea	vy Vehicl	es									
			BIR	D KEY I	PARK				SR 789				BIR	D KEY I	ORIVE				SR 789			
			S	<u>outhbour</u>	nd				Vestbour	ıd				Northbou	nd			]	Eastboun	d		
Start	Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
	00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
	15 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
	30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	1	1	0	0	0	0	0	7
07:4	15 AM	0	0	0	0	0	0	5_	0	0	5	0	0_	0	0	0	0	1_	0	0	1	6_
	Total	0	0	0	0	0	0	14	0	0	14	1	0	0	1	2	0	3	0	0	3	19
08:0	00 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	4	0	0	4	9
	15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
	30 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	8
08:4	15 AM	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	0	1	0	0	1	9
	Total	0	0	0	0	0	4	17	0	0	21	0	0	1	0	1	0	10	0	0	10	32
09.0	00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
	15 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	2	1	0	3	8
	30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	9
	15 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	1	0	0	i	6_
	Total	0	0	0	0	0	1	13	0	0	14	0	0	2	0	2	0	8	1	0	9	25
	1					_ 1		_	_	_	_ 1	_		_		- 1	_			_	. 1	
	00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
	15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7
	30 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	8
10:4	15 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	l_	1	0	2	0	0	2	8
	Total	0	0	0	0	0	2	16	0	0	18	1	0	0	1	2	0	14	0	0	14	34
11:0	00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13
11:1	15 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	10
11:3	30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	0	3	1	0	4	10
11:4	15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
	Total	0	0	0	0	0	1	23	0	0	24	0	0	0	1	1	0	16	1	0	17	42
12:0	00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	5	0	0	5	10
	15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
	30 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	8
	45 PM	0	0	0	0	0	2	2	1	0	5	1	0	0	0	1	0	2	0	1	3	9
	Total	0	0	0	0	0	3	11	1	0	15	1	0	0	1	2	0	17	0	1	18	35
		3	3	O	3		3	11	•	3		•	3	Ü	,	<del>-</del> 1	3	1,	O	•		33
	00 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	2	2	0	5	0	0	5	11
	15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
	30 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	3	2	0	5	11
01:4	15 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	1	2	0	2	0	0	2	5_
	Total	1	0	0	0	1	2	10	0	0	12	0	0	1	3	4	0	11	2	0	13	30

City/County: Sarasota/Sarasota Weather: Clear Comments:

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Groups Printed- Heavy Vehicles

			D KEY I				,	SR 789 Westbour	-	Inted Treat	ry venner	BIRI	D KEY I					SR 789 Eastboun	d		
Start Time	Left	Thru	Right		App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right		App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	0	9	0	0	9	15
02:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	0	0	0	0	5
02:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	11
02:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7_
Total	0	0	0	0	0	1	17	0	0	18	0	0	0	2	2	0	17	1	0	18	38
03:00 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	2	0	0	2	8
03:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
03:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1_	0_	0	1	2
Total	0	0	0	0	0	1	10	0	0	11	0	0	0	2	2	0	9	0	0	9	22
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	1	0	5	9
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	3	0	0	3	5
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	4_
Total	0	0	0	0	0	0	8	0	0	8	0	0	3	0	3	0	12	1	0	13	24
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	3
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	1	1	0	5	0	0	5	9
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3_
Total	0	0	0	0	0	0	7	0	0	7	0	0	0	2	2	0	17	0	0	17	26
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
06:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
*** BREAK ***																					
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	14
Grand Total	1	0	0	0	1	15	152	1	0	168	3	0	7	13	23	0	142	6	1	149	341
Apprch %	100	0	0	0		8.9	90.5	0.6	0		13	0	30.4	56.5		0	95.3	4	0.7		
Total %	0.3	0	0	0	0.3	4.4	44.6	0.3	0	49.3	0.9	0	2.1	3.8	6.7	0	41.6	1.8	0.3	43.7	

0

0

0

.000

100

0

0

0

.000

0

0

0

.250

.000

17

94.4

.708

5.6

.250

0

0

.000

0

0

.000

+45 mins.

PHF

Total Volume

% App. Total

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKeySat

3

18

.750

5.6

.250

17

.000

94.4

0

0

.000

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		BIRI	O KEY F	PARK				SR 789				BIR	D KEY D	RIVE				SR 789			
		So	outhbour	nd			1	Westbour	nd			1	Northbou	nd				Eastbound	1		
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analys	is From 07	:00 AM t	o 11:45	AM - Peal	k 1 of 1																
Peak Hour for Ent	ire Intersec	ction Begi	ins at 11:	:00 AM																	
11:00 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13
11:15 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	10
11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	1	1	0	3	1	0	4	10
11:45 AM	0	0	0	0	0	0	5	0	0_	5	0	0	0	0	0	0	4	0	0	4	9
Total Volume	0	0	0	0	0	1	23	0	0	24	0	0	0	1	1	0	16	1	0	17	42
% App. Total	0	0	0	0		4.2	95.8	0	0		0	0	0	100		0	94.1	5.9	0		
PHF	.000	.000	.000	.000	.000	.250	.719	.000	.000	.750	.000	.000	.000	.250	.250	.000	.800	.250	.000	.850	.808
Peak Hour Analys	is From 07	:00 AM t	o 11:45 .	AM - Peal	k l of l																
Peak Hour for Eac			at:			10.45.43					07.00.41					11.00.43					
	07:00 AN		0		0	10:45 Al					07:00 Al			0	0	11:00 AN		0		_	
+0 mins.	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	
+15 mins.	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	4	0	0	4	
+30 mins.	0	0	0	0	0	1	5	0	0	6	0	0	0	1	1	0	3	1	0	4	
+45 mins.	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	
Total Volume	0	0	0	0	0	2	22	0	0	24	1	0	0	I 70	2	0	16	7.0	0	17	
% App. Total PHF	.000	.000	.000	.000	.000	.500	91.7 .688	.000	.000	.750	.250	.000	.000	.250	.500	.000	.800	.250	.000	.850	
Peak Hour Analys						.500	.088	.000	.000	./30	.230	.000	.000	.230	.500	.000	.800	.230	000	.830	
Peak Hour for Ent					. 1 01 1																
02:00 PM	0	non beg	1115 at 02.	0	0	0	5	0	0	5	0	0	0	1	1	0	0	0	0	9	15
02:00 I M 02:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	0	0	0	0	0	5
02:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	11
02:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7
Total Volume	0	0	0	0	0	1	17	0	0	18	0	0	0	2	2	0	17	1	0	18	38
% App. Total	0	0	0	0	o	5.6	94.4	0	0	10	0	0	0	100	-	0	94.4	5.6	0	10	50
PHF	.000	.000	.000	.000	.000	.250	.708	.000	.000	.750	.000	.000	.000	.500	.500	.000	.472	.250	.000	.500	.633
Peak Hour Analys	is From 12	:00 PM to	o 06:45 I	PM - Peak	1 of 1																
Peak Hour for Eac																					
	12:15 PM					02:00 PN	Л				01:00 PN	1				12:00 PM	Л				
+0 mins.	0	0	0	0	0	0	5	0	0	5	0	0	0	2	2	0	5	0	0	5	
+15 mins.	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	
+30 mins.	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	
	l .						_								_		_				

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City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKeySat Site Code: 1802503 Start Date: 5/1/2021

Page No : 1

Groups Printed- UTurns

										ps Printed- U	UTurns										
			D KEY I					SR 789					D KEY I					SR 789			
			Southbour		Ann			<u>Vestbour</u>		Ann		1	Northbou:		Ann			Eastboun		Ann	Int.
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Total
*** BREAK ***							'					'				'			,		
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***					0			-		2	-		-		0	1				1	
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
*** BREAK ***	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0	0	0	0	
09:15 AM 09:30 AM	0	0	0	0	0	1	0	0	0	1 1	0	0	0	0 0	0	0	0	0	0	0	1
*** BREAK ***	U	U	U	U	U	1	U	U	U	1	U	U	U	U	0	U	U	U	U	U	1
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***										- '											
10:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***					1					1					1					1	
11:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:45 AM Total	0	0	0	0	0	2	0	0	0	1 2	0	0	0	0	0	3	0	0	0	3	6
	1		U			2		U		2	U	U	U			3	Ü			3	
12:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:30 PM 12:45 PM	0	0	0	0	0	6 6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	2	0	0	0	2	<u>7</u> 17
01:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
01:00 FM 01:15 PM	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	1	0	0	0	1	11
01:30 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
01:45 PM	ő	o 0	Ő	0	0	3	Ö	0	Ő	3	Ö	0	0	0	0	1	Ö	0	0	1	4_
Total	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	3	0	0	0	3	25
02:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***					0	-				4					0	•		-		4	
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&BirdKeySat Site Code: 1802503 Start Date: 5/1/2021

Page No : 2

Groups Printed- UTurns

		BIR	D KEY I	PARK				SR 789		ips i iiiicu-	O I ums	BIR	D KEY I	ORIVE				SR 789			
		S	outhbour	nd			Y	Vestbour	ıd			1	Northbou	nd				Eastboun	d		
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
03:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1_
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	5
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***					,					,											
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1_
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
*** BREAK ***																					
06:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2_
Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	6
Grand Total	3	0	0	0	3	61	0	0	0	61	0	0	0	0	0	16	0	0	0	16	80
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	3.8	0	0	0	3.8	76.2	0	0	0	76.2	0	0	0	0	0	20	0	0	0	20	

		BIR	D KEY I	PARK				SR 789				BIR	D KEY I	ORIVE				SR 789			
		S	outhbour	nd			7	Westboun	ıd			1	Northbou	nd				Eastboun	d		
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysi	s From 07	7:00 AM	to 11:45	AM - Peak	1 of 1																·
Peak Hour for Enti	re Interse	ction Beg	gins at 10	:45 AM																	
10:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	6
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.375

City/County: Sarasota/Sarasota Weather: Clear Comments:

+0 mins.

+15 mins.

+30 mins.

+45 mins.

PHF

Total Volume

% App. Total

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File Name: SR789&BirdKeySat

Site Code : 1802503 Start Date : 5/1/2021

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			D KEY I				7	SR 789					D KEY D				1	SR 789	d		
		3	oumbour	10	Ann			Vestboun	la	A n.n.			Northbour	ıa	A nn			Eastboun	u	A nn	Int.
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Total
Peak Hour Analysi	is From 07	7:00 AM	to 11:45	AM - Peak	c 1 of 1																
Peak Hour for Each	h Approac	ch Begins	at:																		
	10:30 AM	M				09:15 AN	M				07:00 AM	M				10:45 AN	Л				
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
+45 mins.	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	
Total Volume	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	
% App. Total	100	0	0	0		100	00	0	0		0	0	0	0		100	0	0	0		
PHF	.250		.000	.000	.250	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	
	HF .250 .000 .000 .000 .250 .750 .000 .000 .000 .000 .000 .000 .0																				
Peak Hour for Enti	re Interse	ction Beg	ins at 12	:30 PM																	
12:30 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
12:45 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	7
01:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
01:15 PM	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	1	0	0	0	1	11
Total Volume	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0	3	0	0	0	3	28
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.636
Peak Hour Analysi				PM - Peak	1 of 1																
Peak Hour for Each	h Approac	h Begins	at:																		
	04:00 PM 12:30 PM										12:00 PN	1				12:30 PM	1				

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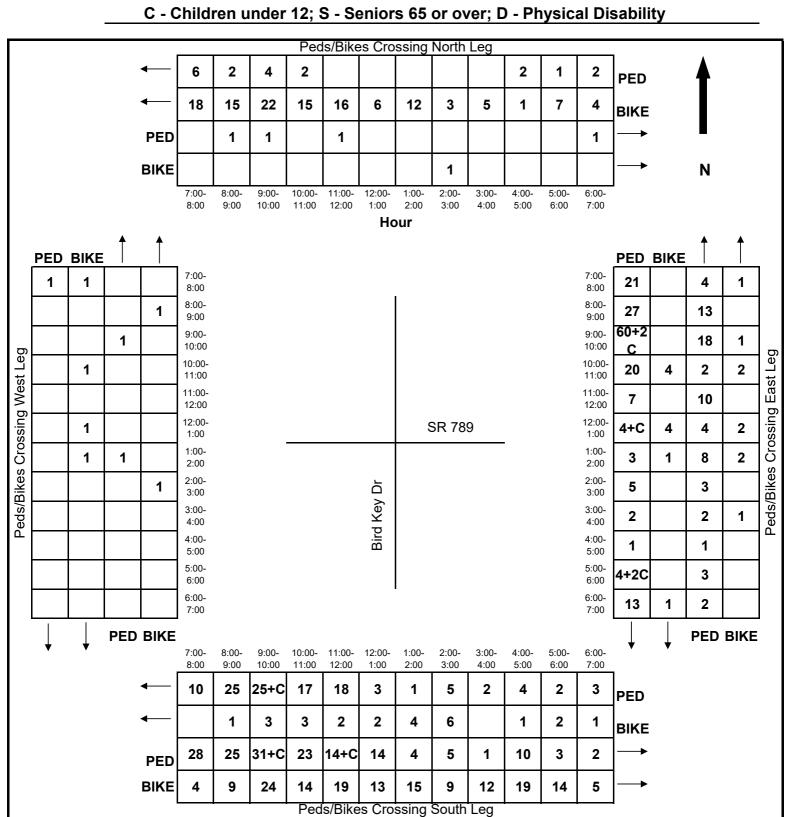
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# Intersection Pedestrian & Bicycle Count

Date:	5/1/2021	Day: <u>Saturday</u>
Count Times:	7am - 7pm	Weather: <u>Clear</u>
Intersection:	SR 789 at Bird Key Drive	
Comments:		
	C - Children under	12; S - Seniors 65 or over; D - Physical Disability



City/County: Sarasota/Sarasota

Weather: Clear Comments: File Name: SR789&SarasotaHarbourEast

Site Code : 1802503 Start Date : 5/4/2021

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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

					Gro			nger Vehicle									
	SARA	ASOTA HA	ARBOUR EAS	ST		SR			SAF	RASOTA `	YACHT CL	_UB		SR	789		
		South				Westh				North	bound			Eastb	ound		
Start Time	Left	Thru	Right Ap	p. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	2	3	3	149	0	152	0	0	1	1	0	91	0	91	247
07:15 AM	1	0	0	1	2	216	1	219	0	0	0	0	1	100	0	101	321
07:30 AM	1	0	0	1	2	297	0	299	0	0	0	0	0	120	1	121	421
07:45 AM	2	0	0	2	10	346	0	356	0	0	2	2	0	129	0	129	489
Total	5	0	2	7	17	1008	1	1026	0	0	3	3	1	440	1	442	1478
08:00 AM	1	0	0	1	5	316	0	321	0	0	0	0	0	134	0	134	456
08:15 AM	0	0	0	0	7	316	1	324	2	0	1	3	0	164	2	166	493
08:30 AM	1	0	1	2	7	310	0	317	0	0	1	1	1	202	1	204	524
08:45 AM	1	0	0	1	6	340	0	346	0	0	1	1	1	181	0	182	530_
Total	3	0	1	4	25	1282	1	1308	2	0	3	5	2	681	3	686	2003
,																,	
09:00 AM	0	0	0	0	5	262	0	267	0	0	5	5	0	189	1	190	462
09:15 AM	1	0	1	2	7	291	0	298	0	0	2	2	0	208	2	210	512
09:30 AM	2	0	0	2	7	237	1	245	1	0	2	3	0	240	1	241	491
09:45 AM	2	0	0	2	8	274	2	284	0	0	1	1	1	250	2	253	540
Total	5	0	1	6	27	1064	3	1094	1	0	10	11	1	887	6	894	2005
,		_		- 1			_								_		
10:00 AM	2	0	0	2	7	269	1	277	1	0	8	9	1	227	0	228	516
10:15 AM	0	0	0	0	1	256	1	258	2	0	0	2	0	236	1	237	497
10:30 AM	2	0	0	2	3	277	0	280	0	0	1	1	1	268	2	271	554
10:45 AM	4	0	1	5	3	278	3	284	0	0	6	6	1	266	1	268	563
 Total	8	0	1	9	14	1080	5	1099	3	0	15	18	3	997	4	1004	2130
,																,	
11:00 AM	0	0	0	0	0	273	2	275	1	0	1	2	0	278	0	278	555
11:15 AM	0	0	0	0	0	275	0	275	0	0	1	1	0	271	1	272	548
11:30 AM	1	0	0	1	2	259	1	262	1	0	1	2	1	265	1	267	532
11:45 AM	1	0	2	3	1	246	1	248	1	0	4	5	1	261	0	262	518_
 Total	2	0	2	4	3	1053	4	1060	3	0	7	10	2	1075	2	1079	2153
,				·								·				·	
12:00 PM	2	0	2	4	1	257	2	260	2	0	2	4	2	279	0	281	549
12:15 PM	0	0	1	1	2	263	2	267	0	0	0	0	1	274	2	277	545
12:30 PM	1	0	0	1	5	274	1	280	1	0	6	7	3	262	5	270	558
12:45 PM	2	Ö	2	4	6	269	1	276	2	0	5	7	3	284	0	287	574
 Total	5	0	<u></u>	10	14	1063	6	1083	5	0	13	18	9	1099	7	1115	2226
. 3.0.	9	-	-						,	-		.01	-		•		
01:00 PM	2	0	0	2	6	262	2	270	1	0	0	1	1	242	0	243	516
01:15 PM	1	Ö	2	3	2	261	2	265	1	0	1	2	1	283	3	287	557
01:30 PM	1	Ö	_ 1	2	2	271	3	276	0	0	5	5	1	288	3	292	575
01:45 PM	1	Ő	1	2	0	260	0	260	0	Õ	1	1	1	264	1	266	529
 Total	5	0	4	9	10	1054	7	1071	2	0	7	9	4	1077	7	1088	2177
												- 1				1	

City/County: Sarasota/Sarasota Weather: Clear

Comments:

File Name: SR789&SarasotaHarbourEast

Site Code : 1802503 Start Date : 5/4/2021 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	CADA	SOTA HA		-ACT	Gi	SR		nger venicie			YACHT CL	LID.		CD	789		
	SARA			EASI		Westk			SAI			UB					
Start Time	Left	South!		App. Total	Left	Thru		App. Total	Left	Northl Thru		App. Total	Left	Easu	oound	App. Total	Int. Total
02:00 PM	3	0	Kigiit   ∩	App. 10tai 3	2	257	Nigrit   0	259	2	0	Rigit   7	4pp. 10tai 6	1	287	2 - Rigitt   7	290	558
02:00 PM 02:15 PM	0	0	1	3	2	269	1	272	0	1	4	5	0	326	1	327	605
02:13 PM 02:30 PM	1	0	1	2	2	209	1	300	1	0	7	8	1	297	4	302	612
02:30 PM 02:45 PM	0	0	0	0	5	297 278	0	283	0	0	2	2	0	311	0	311	596
Total	4	0	2	6	<u>5_</u> 11	1101	2	1114	3	1	<u>2</u> 17	21	2	1221	7	1230	2371
Total	4	U	2	0	11	1101	2	1114	3	ı	17	21	2	1221	,	1230	2371
03:00 PM	3	0	0	3	0	274	2	276	1	0	4	5	0	340	2	342	626
03:15 PM	0	0	0	0	3	267	1	271	1	0	1	2	1	345	1	347	620
03:30 PM	1	0	1	2	4	304	1	309	0	0	6	6	2	413	1	416	733
03:45 PM	1	0	2	3	5	358	1	364	2	0	3	5	0	340	1	341	713
Total	5	0	3	8	12	1203	5	1220	4	0	14	18	3	1438	5	1446	2692
04:00 PM	2	0	1	3	9	254	1	264	2	0	2	4	2	412	0	414	685
04:15 PM	0	0	0	0	8	254	1	263	0	0	1	1	0	375	0	375	639
04:30 PM	0	0	0	0	3	262	1	266	2	0	1	3	0	414	1	415	684
04:45 PM	0	0	1	1	5	246	3	254	2	0	4	6	1	298	2	301	562
Total	2	0	2	4	25	1016	6	1047	6	0	8	14	3	1499	3	1505	2570
05:00 PM	1	0	1	2	7	257	2	266	1	0	4	5	0	368	0	368	641
05:15 PM	0	0	1	1	4	218	0	222	0	0	2	2	1	329	3	333	558
05:30 PM	0	0	1	1	8	227	2	237	3	0	4	7	1	311	1	313	558
05:45 PM	0	0	Ö	o l	8	226	2	236	0	0	5	5	1	268	1	270	511_
Total	1	0	3	4	27	928	6	961	4	0	15	19	3	1276	5	1284	2268
·	•	O	3	• • • • • • • • • • • • • • • • • • • •	21		O		7	U	10	10	3		3		2200
06:00 PM	2	0	0	2	16	221	0	237	0	0	4	4	0	236	1	237	480
06:15 PM	1	0	0	1	4	203	2	209	1	0	0	1	0	234	0	234	445
06:30 PM	0	0	1	1	2	228	1	231	1	0	4	5	0	215	0	215	452
06:45 PM	2	0	0	2	1	221	0	222	0	0	0	0	0	171	0	171	395_
Total	5	0	1	6	23	873	3	899	2	0	8	10	0	856	1	857	1772
Grand Total	50	0	27	77	208	12725	49	12982	35	1	120	156	33	12546	51	12630	25845
Apprch %	64.9	Ö	35.1		1.6	98	0.4	00_	22.4	0.6	76.9	.00	0.3	99.3	0.4	000	200.0
Total %	0.2	0	0.1	0.3	0.8	49.2	0.2	50.2	0.1	0	0.5	0.6	0.1	48.5	0.2	48.9	
Passenger	50	0	23	73	191	12407	47	12645	32	1	117	150	19	12197	42	12258	25126
Vehicles % Passenger	100	0	85.2	94.8	91.8	97.5	95.9	97.4	91.4	100	97.5	96.2	57.6	97.2	82.4	97.1	97.2
Vehicles																	
Heavy Vehicles	0	0	4	4	3	318	2	323	3	0	3	6	1	349	9	359	692
% Heavy Vehicles	0	0	14.8	5.2	1.4	2.5	4.1	2.5	8.6	0	2.5	3.8	3	2.8	17.6	2.8	2.7
UTurns	0	0	0	0	14	0	0	14	0	0	0	0	13	0	0	13	27
% UTurns	0	0	0	0	6.7	0	0	0.1	0	0	0	0	39.4	0	0	0.1	0.1

City/County: Sarasota/Sarasota

2

1

6

54.5

.750

0

0

0

0

0

.000

+15 mins.

+30 mins.

+45 mins.

PHF

Total Volume

% App. Total

0

2

5

45.5

.625

2

2

11

.688

3

4

12

.600

267

304

358

1203

98.6

.840

1

5

0.4

.625

Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEast

341

414

375

.929

1546

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	SARA	SOTA HA	RBOUR E	AST		SR Westb			SAF		YACHT C	LUB		SR Eastb			
Start Time	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Int. Total
Peak Hour Analysis F					2011	11110	ragina	App. Total	2011	11110	rugiit	ripp: rotar	Loit	11114	rtigitt   /	rtpp: Total	min rotar
Peak Hour for Entire																	
10:30 AM	2	0	0	2	3	277	0	280	0	0	1	1	1	268	2	271	554
10:45 AM	4	0	1	5	3	278	3	284	0	0	6	6	1	266	1	268	563
11:00 AM	0	0	0	0	0	273	2	275	1	0	1	2	0	278	0	278	555
11:15 AM	0	0	0	0	0	275	0	275	0	0	1	1	0	271	1	272	548_
Total Volume	6	0	1	7	6	1103	5	1114	1	0	9	10	2	1083	4	1089	2220
% App. Total	85.7	0	14.3		0.5	99	0.4		10	0	90		0.2	99.4	0.4		
PHF	.375	.000	.250	.350	.500	.992	.417	.981	.250	.000	.375	.417	.500	.974	.500	.979	.986
Peak Hour Analysis F Peak Hour for Each A	Approach B		45 AM - Po	eak 1 of 1													
	10:00 AM				07:45 AM				10:00 AM				10:30 AM				
+0 mins.	2	0	0	2	10	346	0	356	1	0	8	9	1	268	2	271	
+15 mins.	0	0	0	0	5	316	0	321	2	0	0	2	1	266	1	268	
+30 mins.	2	0	0	2	7	316	1	324	0	0	1	1	0	278	0	278	
+45 mins.	4	0	1	5	7	310	0	317	0	0	6_	6	0	271	1	272	
Total Volume	8	0	1	9	29	1288	1	1318	3	0	15	18	2	1083	4	1089	
% App. Total	88.9	0	11.1		2.2	97.7	0.1		16.7	0	83.3		0.2	99.4	0.4		
PHF	.500	.000	.250	.450	.725	.931	.250	.926	.375	.000	.469	.500	.500	.974	.500	.979	
Peak Hour Analysis F Peak Hour for Entire																	
03:30 PM	1	0	1	2	4	304	1	309	0	0	6	6	2	413	1	416	733
03:45 PM	1	0	2	3	5	358	1	364	2	0	3	5	0	340	1	341	713
04:00 PM	2	0	1	3	9	254	1	264	2	0	2	4	2	412	0	414	685
04:15 PM	0	0	0	0	8	254	1	263	0	0	1_	1	0	375	00	375	639
Total Volume	4	0	4	8	26	1170	4	1200	4	0	12	16	4	1540	2	1546	2770
% App. Total	50	0	50		2.2	97.5	0.3		25	0	75		0.3	99.6	0.1		
PHF	.500	.000	.500	.667	.722	.817	1.00	.824	.500	.000	.500	.667	.500	.932	.500	.929	.945
Peak Hour Analysis F Peak Hour for Each	Approach B		45 PM - Po	eak 1 of 1													
	12:45 PM				03:00 PM				02:00 PM	-		_	03:30 PM				
+0 mins.	2	0	2	4	0	274	2	276	2	0	4	6	2	413	1	416	

271

309

364

1220

.838

0

3

14.3

.375

1

0

0

1

4.8

.250

4

7

17

81

.607

5

8

21

.656

0

2

0

4

0.3

.500

340

412

375

1540

99.6

.932

1

0

0

2

0.1

.500

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEast

Site Code : 1802503 Start Date : 5/4/2021

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Groups Printed- Passenger Vehicles

								<u>inted- Pass</u>	<u>enger Vehic</u>								
	SARA		ARBOUR E	AST		SR			SAF		ACHT CLU	JB		SR			
		South	bound			Westk	ound			Northb	ound			Eastb			
Start Time	Left	Thru	Right	App. Total	Left	Thru		App. Total	Left	Thru	Right A	pp. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	2	2	144	0	146	0	0	1	1	0	89	0	89	238
07:15 AM	1	0	0	1	1	210	1	212	0	0	0	0	1	99	0	100	313
07:30 AM	1	0	0	1	2	287	0	289	0	0	0	0	0	116	1	117	407
 07:45 AM	2	0	0	2	10	336	0	346	0	0	2	2	0	128	0	128	478
Total	5	0	1	6	15	977	1	993	0	0	3	3	1	432	1	434	1436
08:00 AM	1	0	0	1	5	306	0	311	0	0	0	0	0	129	0	129	441
08:15 AM	0	0	0	0	6	307	1	314	2	0	1	3	0	157	1	158	475
08:30 AM	1	0	1	2	5	302	0	307	0	0	1	1	0	196	1	197	507
 08:45 AM	1	0	0	1	6	334	0	340	0	0	1	1	1	176	0	177	519
Total	3	0	1	4	22	1249	1	1272	2	0	3	5	1	658	2	661	1942
09:00 AM	0	0	0	0	5	250	0	255	0	0	5	5	0	181	1	182	442
09:15 AM	1	0	1	2	6	282	0	288	0	0	2	2	0	204	2	206	498
09:30 AM	2	0	0	2	6	224	1	231	1	0	2	3	0	235	0	235	471
09:45 AM	2	0	0	2	7	266	2	275	0	0	1	1	1	245	1	247	525
Total	5	0	1	6	24	1022	3	1049	1	0	10	11	1	865	4	870	1936
10:00 AM	2	0	0	2	7	259	1	267	1	0	6	7	0	217	0	217	493
10:15 AM	0	0	0	0	1	247	1	249	2	0	0	2	0	228	1	229	480
10:30 AM	2	0	0	2	3	266	0	269	0	0	1	1	1	263	1	265	537
10:45 AM	4	0	0	4	2	263	2	267	0	0	6	6	0	258	1	259	536
Total	8	0	0	8	13	1035	4	1052	3	0	13	16	1	966	3	970	2046
11:00 AM	0	0	0	0	0	263	2	265	0	0	1	1	0	268	0	268	534
11:15 AM	0	0	0	0	0	268	0	268	0	0	1	1	0	261	0	261	530
11:30 AM	1	0	0	1	2	246	1	249	1	0	1	2	1	256	1	258	510
11:45 AM	1	0	2	3	1	238	1	240	1	0	4	5	0	253	0	253	501
Total	2	0	2	4	3	1015	4	1022	2	0	7	9	1	1038	1	1040	2075
12:00 PM	2	0	2	4	1	248	2	251	2	0	2	4	2	263	0	265	524
12:15 PM	0	0	0	0	2	260	1	263	0	0	0	0	0	266	2	268	531
12:30 PM	1	0	0	1	5	262	1	268	1	0	5	6	2	252	3	257	532
12:45 PM	2	0	2	4	6	266	1	273	1	0	5	6	3	272	0	275	558_
Total	5	0	4	9	14	1036	5	1055	4	0	12	16	7	1053	5	1065	2145
	-	•	-							•			•		_		
01:00 PM	2	0	0	2	3	254	2	259	1	0	0	1	0	234	0	234	496
01:15 PM	1	Ö	2	3	2	256	2	260	1	0	1	2	1	274	2	277	542
01:30 PM	1	Ö	1	2	2	263	3	268	0	Ö	5	5	0	278	3	281	556
01:45 PM	1	Ö	1	2	0	256	0	256	Ö	Ö	1	1	Ö	261	1	262	521
 Total	5	0	4	9	7	1029	7	1043	2	0	7	9	1	1047	6	1054	2115
				- 1				- 1							_	,	-

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEast

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Groups Printed- Passenger Vehicles

	SARA		RBOUR E	AST		SR	789 <sup>·</sup>	inica i assi		RASOTA Y		_UB			789		
O( 1 T	1 6	Southl			1 6	Westb		A T	1 6	Northk		A =	1 6		oound	A T	1
Start Time	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru	Right	App. Total	Left	Thru	Right		Int. Total
02:00 PM	3	0	0	3	2	249	0	251	2	0	4	6	1	276	2	279	539
02:15 PM	0	0	1	1	2	261	1	264	0	1	4	5	0	311	1	312	582
02:30 PM	1	0	1	2	2	292	1	295	1	0	7	8	0	287	3	290	595
02:45 PM	0	00	0	0	5	270	0	275	0	0	2	2	0	303	0	303	580
Total	4	0	2	6	11	1072	2	1085	3	1	17	21	1	1177	6	1184	2296
03:00 PM	3	0	0	3	0	267	2	269	1	0	4	5	0	326	2	328	605
03:15 PM	0	0	0	0	3	263	1	267	1	0	1	2	1	333	1	335	604
03:30 PM	1	0	1	2	3	300	1	304	0	0	6	6	1	397	1	399	711
03:45 PM	1	0	2	3	5	355	1	361	2	0	3	5	0	329	1	330	699
Total	5	0	3	8	11	1185	5	1201	4	0	14	18	2	1385	5	1392	2619
04:00 PM	2	0	4	3	8	248	4	257	2	0	2	4	4	404	0	405	669
04:00 PM 04:15 PM	0	0	1	0	6	246 250	1	257	2 0	0	4	4	1	371	0	371	629
04.15 PM 04:30 PM	0	0	0	0	2	250 258	1	261	0	0	1		0	401	1	402	665
	0	•	0	0	2 5		3		1	0	1	2	0	-	1		
04:45 PM	0	0	1	1		242		250	2	0	4	6	2	292	2	295	552
Total	2	0	2	4	21	998	6	1025	5	0	8	13	2	1468	3	1473	2515
05:00 PM	1	0	1	2	7	252	2	261	1	0	4	5	0	366	0	366	634
05:15 PM	0	0	1	1	4	218	0	222	0	0	2	2	1	325	3	329	554
05:30 PM	0	0	0	0	8	225	2	235	3	0	4	7	0	306	1	307	549
05:45 PM	0	0	0	0	8	224	2	234	0	0	5	5	0	266	1	267	506
Total	1	0	2	3	27	919	6	952	4	0	15	19	1	1263	5	1269	2243
06:00 PM	2	0	0	2	16	218	0	234	0	0	4	4	0	235	1	236	476
06:15 PM	1	0	0	1	4	203	2	209	1	0	0	1	0	231	0	231	442
06:30 PM	Ċ	0	1	1	2	228	1	231	1	0	4	5	0	210	0	210	447
06:45 PM	2	0	0	2	1	221	0	222	0	0	0	0	0	169	0	169	393
Total	5	0	1	6	23	870	3	896	2	0	8	10	0	845	1	846	1758
Grand Total	50	0	23	73	191	12407	47	12645	32	1	117	150	19	12197	42	12258	25126
Apprch %	68.5	0	31.5		1.5	98.1	0.4		21.3	0.7	78		0.2	99.5	0.3		
Total %	0.2	0	0.1	0.3	0.8	49.4	0.2	50.3	0.1	0	0.5	0.6	0.1	48.5	0.2	48.8	

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEast

Site Code : 1802503 Start Date : 5/4/2021

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	SARA	SOTA HA	RBOUR E	AST		SR	789		SAF	RASOTA '	YACHT CL	UB		SR	789		
		Southb	oound			Westl				North	bound			East	oound		
Start Time	Left	Thru	Right A	pp. Total	Left	Thru	Right A	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right A	App. Total	Int. Total
Peak Hour Analysis																	
Peak Hour for Entire	Intersection	n Begins a	t 10:30 AM														
10:30 AM	2	0	0	2	3	266	0	269	0	0	1	1	1	263	1	265	537
10:45 AM	4	0	0	4	2	263	2	267	0	0	6	6	0	258	1	259	536
11:00 AM	0	0	0	0	0	263	2	265	0	0	1	1	0	268	0	268	534
11:15 AM	0	0	0	0	0	268	0	268	0	0	1	1	0	261	0	261	530
Total Volume	6	0	0	6	5	1060	4	1069	0	0	9	9	1	1050	2	1053	2137
% App. Total	100	0	0		0.5	99.2	0.4		0	0	100		0.1	99.7	0.2		
PHF	.375	.000	.000	.375	.417	.989	.500	.993	.000	.000	.375	.375	.250	.979	.500	.982	.995
Peak Hour Analysis	From 07:00	AM to 11:	45 AM - Pe	ak 1 of 1													
Peak Hour for Each	Approach B	egins at:															
	09:15 AM				07:45 AM				10:00 AM				10:30 AM				
+0 mins.	1	0	1	2	10	336	0	346	1	0	6	7	1	263	1	265	
+15 mins.	2	0	0	2	5	306	0	311	2	0	0	2	0	258	1	259	
+30 mins.	2	0	0	2	6	307	1	314	0	0	1	1	0	268	0	268	
+45 mins.	2	0	0	2	5	302	0	307	0	0	6	6	0	261	0	261	
Total Volume	7	0	1	8	26	1251	1	1278	3	0	13	16	1	1050	2	1053	
% App. Total	87.5	0	12.5		2	97.9	0.1		18.8	0	81.2		0.1	99.7	0.2		
PHF	.875	.000	.250	1.000	.650	.931	.250	.923	.375	.000	.542	.571	.250	.979	.500	.982	
Peak Hour Analysis																	
Peak Hour for Entire	Intersection	n Begins a	t 03:30 PM														
03:30 PM	1	0	1	2	3	300	1	304	0	0	6	6	1	397	1	399	711
03:45 PM	1	0	2	3	5	355	1	361	2	0	3	5	0	329	1	330	699
04:00 PM	2	0	1	3	8	248	1	257	2	0	2	4	1	404	0	405	669
04:15 PM	0	0	0	0	6	250	1	257	0	0	1	1	0	371	0	371	629
Total Volume	4	0	4	8	22	1153	4	1179	4	0	12	16	2	1501	2	1505	2708
% App. Total	50	0	50		1.9	97.8	0.3		25	0	75		0.1	99.7	0.1		
PHF	.500	.000	.500	.667	.688	.812	1.00	.816	.500	.000	.500	.667	.500	.929	.500	.929	.952
Peak Hour Analysis	From 12:00	PM to 06:	45 PM - Pe	ak 1 of 1													
Peak Hour for Each	Approach B	egins at:															
	12:45 PM				03:00 PM				02:00 PM				03:45 PM				
+0 mins.	2	0	2	4	0	267	2	269	2	0	4	6	0	329	1	330	
	_	_	•	_					•			_			_		

	12:45 PM	_			03:00 PM				02:00 PM			0	3:45 PM			
+0 mins.	2	0	2	4	0	267	2	269	2	0	4	6	0	329	1	330
+15 mins.	2	0	0	2	3	263	1	267	0	1	4	5	1	404	0	405
+30 mins.	1	0	2	3	3	300	1	304	1	0	7	8	0	371	0	371
+45 mins.	1	0	11	2	5	355	11	361	0	0	2	2	0	401	11	402
Total Volume	6	0	5	11	11	1185	5	1201	3	1	17	21	1	1505	2	1508
% App. Total	54.5	0	45.5		0.9	98.7	0.4		14.3	4.8	81		0.1	99.8	0.1	
PHF	750	000	625	688	550	835	625	832	375	250	607	656	250	931	500	931

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEast

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Groups Printed- Heavy Vehicles

 								<u>rınted- Hea</u>	vy venicie	<u>s</u>							
	SARA	ASOTA HA	RBOUR EA	ST		SR 7	789		SAF	RASOTA Y	ACHT CLU	В		SR	789		
		Southl	bound			Westb	ound			Northb	oound			Easth	oound		
Start Time	Left	Thru	Right Ap	p. Total	Left	Thru		pp. Total	Left	Thru	Right A	op. Total	Left	Thru		pp. Total	Int. Total
07:00 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	2	0	2	8
07:15 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
07:30 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	4	0	4	14
07:45 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	1	0	1	11
 Total	0	0	1	1	0	31	0	31	0	0	0	0	0	8	0	8	40
08:00 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	5	0	5	15
08:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	7	1	8	17
08:30 AM	0	0	0	0	2	8	0	10	0	0	0	0	0	6	0	6	16
 08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11_
Total	0	0	0	0	2	33	0	35	0	0	0	0	0	23	1	24	59
00 00 484		•	•	م ا	•	40	•	40	•	•	•	م ا	•	•	•	ا م	00
09:00 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	8	0	8	20
09:15 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	4	0	4	13
09:30 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	5	1	6	19
 09:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	1	6	14
Total	0	0	0	0	0	42	0	42	0	0	0	0	0	22	2	24	66
10:00 AM	0	0	0	0	0	10	0	10	0	0	2	2	0	10	0	10	22
10:15 AM	0	0	Ö	0	0	9	0	9	0	0	0	0	0	8	0	8	17
10:30 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	5	1	6	17
10:35 AM	0	0	1	1	0	15	1	16	0	0	0	0	0	8	0	8	2 <u>5</u> _
 Total	0	0	1	1	0	45	1	46	0	0	2	2	0	31	1	32	81
Total	U	U	•	1	U	40	1	40	U	U	2	2	U	31		52	01
11:00 AM	0	0	0	0	0	10	0	10	1	0	0	1	0	10	0	10	21
11:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	10	1	11	18
11:30 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
11:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16_
 Total	0	0	0	0	0	38	0	38	1	0	0	1	0	37	1	38	77
12:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	16	0	16	25
12:15 PM	0	0	1	1	0	3	1	4	0	0	0	0	0	8	0	8	13
12:30 PM	0	0	0	0	0	12	0	12	0	0	1	1	0	10	2	12	25
 12:45 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	12	0	12	16_
Total	0	0	1	1	0	27	1	28	1	0	1	2	0	46	2	48	79
01:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
01:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	1	10	15
01:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	10	0	10	18
 01:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7_
Total	0	0	0	0	0	25	0	25	0	0	0	0	0	30	1	31	56

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEast Site Code: 1802503

Start Date : 5/4/2021 Page No : 2

Groups Printed- Heavy Vehicles

	0404	0074114	DDOLID	FACT		00.		Printed- Hea			/A OLIT OL	LID		00	700		
	SARA	SOTA HA		EASI		SR :			SAI		YACHT CL	TOR		SR Eastb			
Start Time	Left	Southl Thru		App. Total	Left	Westb Thru	Right	App. Total	Left	Thru	bound	App. Total	Left	Thru		App. Total	Int. Total
02:00 PM	Leit   0	0	Kignit	App. Total 0	Len		Right   0	8 App. 10tai	<u>Leit  </u>	0	Right   0	App. Total 0	<u>Leit  </u>	111	Right	Арр. тоtаг 11	19
	0	0	0	0	0	o 8	0	-	0	0	0	0	0	15	0	15	
02:15 PM	0	•	0	- 1	-	8 5	0	8	0	0	0	0	0	10	0	15	23
02:30 PM	U	0 0	0	0 0	0 0	5 8	0	5	0	0	0	0	0	8	1	8	16
02:45 PM	0	0	0	0	0	<u>8</u> 	0	8 29	0	0	0	0	0	<u>8</u> 44	1	45	16 74
Total	U	U	U	0	U	29	U	29	U	U	U	0	U	44	1	45	74
03:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	14	0	14	21
03:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	Ô	12	0	12	16
03:30 PM	0	0	0	ŏ	0	4	0	4	0	0	0	0	0	16	0	16	20
03:45 PM	0	0	0	ŏ	0	3	0	3	0	0	0	0	0	11	0	11	14_
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	53	0	53	71
	ū	ŭ	·	• 1	ŭ		·	.0	· ·	•	ŭ	• 1	ū	•	·	00	
04:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
04:30 PM	0	0	0	0	1	4	0	5	1	0	0	1	0	13	0	13	19
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10
Total	0	0	0	0	1	18	0	19	1	0	0	1	0	31	0	31	<u>10</u> 51
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:30 PM	0	0	1	1	0	2	0	2	0	0	0	0	1	5	0	6	9
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	1	1	0	9	0	9	0	0	0	0	1	13	0	14	24
06:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	<u>2</u> 14
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
Grand Total	0	0	4	4	3	318	2	323	3	0	3	6	1	349	9	359	692
Apprch %	0	0	100	-	0.9	98.5	0.6	020	50	0	50		0.3	97.2	2.5	000	002
Total %	0	0	0.6	0.6	0.4	46	0.3	46.7	0.4	0	0.4	0.9	0.1	50.4	1.3	51.9	
10.01 70	J	J	0.0	0.0	0.¬	-10	0.0	-10.7	<b>∪.</b> ⊣	J	<b>0.</b> ⊣	0.5	0.1	00.⊣	1.0	01.0	

City/County: Sarasota/Sarasota Weather: Clear Comments:

Total Volume

% App. Total PHF

.000

.250

.250

.000

File Name: SR789&SarasotaHarbourEast

Site Code : 1802503 Start Date : 5/4/2021

Page No : 3

	SARA	SOTA HA	RBOUR E	EAST		SR	789		SAF	RASOTA '	YACHT CLU	JB		SR	789		
		Southl	bound			Westl					bound			Eastb	ound		
Start Time		Thru		App. Total	Left	Thru	Right A	pp. Total	Left	Thru	Right A	Npp. Total	Left	Thru	Right /	App. Total	Int. Total
Peak Hour Analysis																	
Peak Hour for Entire		n Begins a	at 10:45 Al	M													
10:45 AM	0	0	1	1	0	15	1	16	0	0	0	0	0	8	0	8	25
11:00 AM	0	0	0	0	0	10	0	10	1	0	0	1	0	10	0	10	21
11:15 AM		0	0	0	0	7	0	7	0	0	0	0	0	10	1	11	18
11:30 AM		0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
Total Volume	0	0	1	1	0	45	1	46	1	0	0	1	0	37	1	38	86
% App. Total		0	100		0	97.8	2.2		100	0	0		0	97.4	2.6		
PHF	.000	.000	.250	.250	.000	.750	.250	.719	.250	.000	.000	.250	.000	.925	.250	.864	.860
Peak Hour Analysis			:45 AM - F	eak 1 of 1													
Peak Hour for Each		egins at:															
	07:00 AM				10:00 AM				09:15 AM				10:45 AM				
+0 mins.	0	0	1	1	0	10	0	10	0	0	0	0	0	8	0	8	
+15 mins.	0	0	0	0	0	9	0	9	0	0	0	0	0	10	0	10	
+30 mins.	0	0	0	0	0	11	0	11	0	0	0	0	0	10	1	11	
+45 mins.	0	0	0	0	0	15	1	16	0	0	2	2	0	9	0	9	
Total Volume	0	0	1	1	0	45	1	46	0	0	2	2	0	37	1	38	
% App. Total	0	0	100		0	97.8	2.2		0	0	100		0	97.4	2.6		
PHF		.000	.250	.250	.000	.750	.250	.719	.000	.000	.250	.250	.000	.925	.250	.864	
Peak Hour Analysis	From 12:00	PM to 06:	:45 PM - P	eak 1 of 1													
Peak Hour for Entire		n Begins a	at 12:00 PI	M												1	
12:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	16	0	16	25
12:15 PM	0	0	1	1	0	3	1	4	0	0	0	0	0	8	0	8	13
12:30 PM	0	0	0	0	0	12	0	12	0	0	1	1	0	10	2	12	25
12:45 PM		0	0	0	0	3	0	3	1	0	0	1	0	12	0	12	16
Total Volume	0	0	1	1	0	27	1	28	1	0	1	2	0	46	2	48	79
% App. Total	0	0	100		0	96.4	3.6		50	0	50		0	95.8	4.2		
PHF	.000	.000	.250	.250	.000	.563	.250	.583	.250	.000	.250	.500	.000	.719	.250	.750	.790
Peak Hour Analysis	From 12:00	PM to 06:	:45 PM - P	eak 1 of 1													
Peak Hour for Each		egins at:															
	12:00 PM				02:00 PM				12:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	14	0	14	
+15 mins.	0	0	1	1	0	8	0	8	0	0	0	0	0	12	0	12	
+30 mins.	0	0	0	0	0	5	0	5	0	0	1	1	0	16	0	16	
+45 mins.	0	0	0	0	0	8	0	8	111	0	0	1	0	11	0	11	
Total Maluma	^		4	4	^	20	^	20	4		4	2	^		^	F2	

.250

.906

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.250

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.500

.828

.000

.828

.906

.000

.000

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEast

Site Code : 1802503 Start Date : 5/4/2021 Page No : 1

Groups Printed- UTurns

	SARA	ASOTA HA	RBOUR	EAST		SR 3 Westb	789	s Printed-	SAF		ACHT CL	LUB		SR Eastb			
Start Time	Left	Thru	Right	App. Total	Left	Thru		p. Total	Left	Thru	Right	App. Total	Left	Thru	Right A	on Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	Ö	Ö	Ö	o l	1	Ö	Ö	1	Ô	Ö	0	ő	0	0	Ö	ő	1
*** BREAK ***	-		_	- 1		•	-		•		•		-	-			
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***																	
09:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1_	0	0	1	0	0	0	0	00	00	0	0	1_
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***				1								1					
10:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	00	0	1	2
Total	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
*** BREAK ***																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	00	0	1	1_
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM *** BREAK ***	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:00 PM	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
*** BREAK ***	-	-		- 1	-	-	-	- '		_		- '		-			
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	3	6
*** BREAK ***																	
02:30 PM   *** BREAK ***	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

City/County: Sarasota/Sarasota Weather: Clear

Comments:

File Name: SR789&SarasotaHarbourEast

Site Code : 1802503 Start Date : 5/4/2021 Page No : 2

Groups Printed- UTurns

	SARA	SOTA HA	ARBOUR EA	AST		SR Westb	789		SAF	RASOTA Y Northb	ACHT CLI	UB		SR			
Start Time	Left	Thru		pp. Total	Left	Thru		App. Total	Left	Thru		App. Total	Left	Eastb Thru	Right	App. Total	Int. Total
*** BREAK ***	Leit	IIIIu	Night   A	pp. rotar	Len	IIIIU	TXIGHT /	ηρρ. Total	Len	mu	TXIGHT /	ηρρ. Total	Len	Tillu	Right	App. Total	iiit. Totai
03:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
04:15 PM   *** BREAK ***	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
*** BREAK ***																	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Grand Total	0	0	0	0	14	0	0	14	0	0	0	0	13	0	0	13	27
Apprch %	0	0	0		100	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	51.9	0	0	51.9	0	0	0	0	48.1	0	0	48.1	

	SARA	SOTA HA	RBOUR	EAST		SR :	789		SAF	RASOTA Y	ACHT C	LUB		SR	789		
		Southb	oound			Westb	ound			North	oound			Easth	oound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00	AM to 11:	45 AM - F	Peak 1 of 1													
Peak Hour for Entire	Intersection	n Begins a	t 09:15 A	M													
09:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	250	.000	.000	.250	1.00

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

I Cak Hour for Lacin	Approach	cgirio at.														
	07:00 AM				09:00 AM				07:00 AM			1	0:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	2	0	0	2
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.500	.000	.000	.500

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEast

Site Code : 1802503 Start Date : 5/4/2021

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	SARA	SOTA HA	RBOUR E	AST		SR :	789		SAF	RASOTA Y	ACHT CLU	В		SR	789		
		Southb	ound			Westb	ound			North	ound			Eastb	ound		
Start Time	Left	Thru	Right A	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right A	p. Total	Left	Thru	Right A	App. Total	Int. Total
Peak Hour Analysis F	rom 12:00	PM to 06:	45 PM - Po	eak 1 of 1								•			_		
Peak Hour for Entire I	ntersection	Begins at	: 12:15 PM	1													
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	3	6
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.750	.000	.000	.750	.375

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

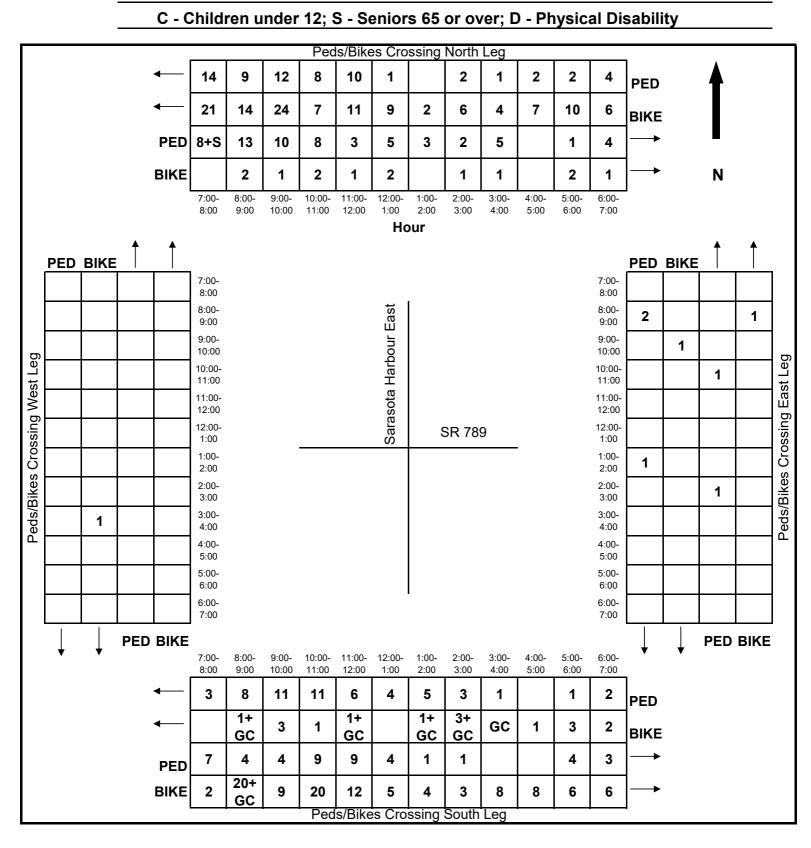
Peak Hour for Each	Approach Be	egins at:														
	12:00 PM	_			03:30 PM				12:00 PM				12:15 PM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	2	0	0	0	0	11	0	0	1
Total Volume	0	0	0	0	4	0	0	4	0	0	0	0	3	0	0	3
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.750	.000	.000	.750

# Intersection Pedestrian & Bicycle Count

Date:	5/4/2021	Day: <u>Tuesday</u>
Count Times:	7am - 7pm	Weather: Clear

Intersection: SR 789 at Sarasota Harbour East

Comments: GC - Golf Cart



City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEastSAT

Site Code : 1802503 Start Date : 5/1/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Groups Printed- Passenger Venicles - Heavy Venicles - UTurns													700					
		SARASOTA HARBOUR EAST Southbound				SR 789 Westbound				SARASOTA YACHT CLUB Northbound				SR 789 Eastbound				
	Start Time	Left	Thru	Right Ap	n Tatal	Left			App. Total	Left			App. Total	Left			App. Total	let Total
	07:00 AM	Leit 1	nru   O	<u>Right   Ap</u> 0	pp. rotai 1	Leit	<u>Thru</u> 109	Right 0	113	Leit   1	Thru 0	Right   0	App. Total	Leit	Thru 81	Right	83	Int. Total 198
	07:15 AM	0	0	0	0	1	154	0	155	0	0	1	1	0	67	0	67	223
	07:30 AM	0	0	0	0	6	198	1	205	0	0	0	Ö	0	64	0	64	269
	07:45 AM	0	0	0	0	8	241	0	249	0	0	1	1	0	107	0	107	357
-	Total	1	0	0	1	19	702	1	722	1	0	2	3	1	319	1	321	1047
	Total	'	O	Ū	'	13	102	'	122	'	U	2	3		010	'	321	1047
	08:00 AM	0	0	1	1	5	214	0	219	1	0	0	1	1	125	0	126	347
	08:15 AM	0	0	1	1	7	250	1	258	0	0	0	0	0	135	3	138	397
	08:30 AM	0	0	3	3	7	260	0	267	1	0	1	2	0	153	1	154	426
	08:45 AM	2	0	0	2	5	314	0	319	1	0	2	3	2	163	0	165	489_
	Total	2	0	5	7	24	1038	1	1063	3	0	3	6	3	576	4	583	1659
	09:00 AM	1	0	0	1	3	325	1	329	0	0	0	0	1	168	3	172	502
	09:15 AM	1	0	0	i	2	328	0	330	Ö	0	0	o l	0	201	2	203	534
	09:30 AM	2	0	Ö	2	4	365	1	370	2	0	2	4	0	209	0	209	585
	09:45 AM	0	0	1	1	4	387	1	392	0	0	6	6	0	224	Ő	224	623
	Total	4	0	1	5	13	1405	3	1421	2	0	8	10	1	802	5	808	2244
	·																	
	10:00 AM	1	0	1	2	6	434	3	443	3	0	8	11	1	262	0	263	719
	10:15 AM	2	0	1	3	3	395	0	398	0	0	3	3	0	249	1	250	654
	10:30 AM	1	0	1	2	1	441	1	443	1	0	3	4	1	285	0	286	735
	10:45 AM	3	0	0	3	1	448	0	449	1	0	2	3	2	256	4	262	717
	Total	7	0	3	10	11	1718	4	1733	5	0	16	21	4	1052	5	1061	2825
	11:00 AM	1	0	0	1	5	462	2	469	1	0	3	4	0	295	3	298	772
	11:15 AM	0	0	1	1	4	418	2	424	0	0	0	0	0	276	1	277	702
	11:30 AM	3	0	1	4	8	486	2	496	0	0	1	1	1	272	1	274	775
	11:45 AM	0	0	0	0	10	411	1	422	0	0	3	3	1	277	1	279	704
-	Total	4	0	2	6	27	1777	7	1811	1	0	7	8	2	1120	6	1128	2953
	12:00 PM	1	0	1	2	8	436	0	444	2	0	1	3	1	295	1	297	746
	12:15 PM	1	0	0	1	6	414	3	423	1	0	1	2	0	315	0	315	740 741
	12:30 PM	0	0	1	1	4	461	2	467	0	0	0	0	1	289	1	291	759
	12:45 PM	2	0	0	2	6	403	0	409	0	0	0	0	0	298	0	298	709
	Total	4	0	2	6	24	1714	5	1743	3	0	2	5	2	1197	2	1201	2955
	. Otal		·	_				·		Ŭ	v	_		-		_	1201	_000
	01:00 PM	0	0	1	1	12	414	0	426	0	0	4	4	0	318	1	319	750
	01:15 PM	1	0	1	2	7	406	0	413	1	0	2	3	0	304	3	307	725
	01:30 PM	2	0	0	2	5	429	0	434	1	0	4	5	0	317	2	319	760
	01:45 PM	2	0	11	3	16	421	1_	438	2	0	8	10	0	358	0	358	809
	Total	5	0	3	8	40	1670	1	1711	4	0	18	22	0	1297	6	1303	3044

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEastSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	045	100TA 11A	DDOUD E	1 O T	Gro			nger Vehicle				LLIB		0.0	700		
	SARA		RBOUR E	ASI		SR			SAI	RASOTA		LUB			789		
O: . T	1 6	Southl		<b>T</b> ( )	1 (1	Westk		A T	1 6	North		A T	1 6		oound	A =	1
Start Time 02:00 PM	Left	Thru	Right   F	pp. Total	Left 7	Thru 373	Right	App. Total	Left	Thru		App. Total	Left	<u>Thru</u> 352		App. Total	Int. Total 742
	0 0	0	0	1	-		1	381	1 0	0	6	7	1		0	353	
02:15 PM	0	0	0	0	2	365	1	368	1	0	3	3	0 1	380	2	382	753
02:30 PM 02:45 PM	0	0	1	2	8 5	376 385	0	384 393	1	0 0	3 2	4	1	412 376	0	413 377	803
	<u>U</u>	0	3	4	<u>5</u> 22	<u>385</u> 1499	<u>3</u> 5		3	0	14	3 17	3		2		774 3072
Total	1	U	3	4	22	1499	Э	1526	3	U	14	17	3	1520	2	1525	3072
03:00 PM	0	0	0	0	8	296	0	304	0	0	3	3	1	402	1	404	711
03:15 PM	0	0	0	0	9	404	2	415	2	0	8	10	0	353	2	355	780
03:30 PM	1	0	0	1	3	394	0	397	0	0	4	4	1	375	0	376	778
03:45 PM	0	0	11	1	7	317	0	324	3	0	4	7	1	398	1	400	732
Total	1	0	1	2	27	1411	2	1440	5	0	19	24	3	1528	4	1535	3001
04:00 PM	1	0	0	1	9	374	0	383	0	0	6	6	1	409	0	410	800
04:15 PM	3	0	0	3	4	319	1	324	3	0	7	10	1	443	0	444	781
04:30 PM	1	0	1	2	3	283	0	286	2	0	3	5	0	440	0	440	733
04:45 PM	0	0	1	1	3	335	0	338	1	0	0	1	1	417	0	418	758
Total	5	0	2	7	19	1311	1	1331	6	0	16	22	3	1709	0	1712	3072
05:00 PM	0	0	1	1	9	322	3	334	4	0	5	9	1	409	0	410	754
05:15 PM	1	1	0	2	10	318	0	328	0	0	3	3	2	384	2	388	721
05:30 PM	0	0	0	0	9	288	0	297	2	0	3	5	1	390	2	393	695
05:45 PM	1	0	0	1	5	283	0	288	1	0	1	2	Ö	366	1	367	658_
Total	2	1	1	4	33	1211	3	1247	7	0	12	19	4	1549	5	1558	2828
•	2		•	71			3	·	,	Ū	12	10	7		3		
06:00 PM	0	0	1	1	10	271	1	282	0	0	1	1	0	353	2	355	639
06:15 PM	0	0	1	1	11	227	0	238	0	0	1	1	1	374	1	376	616
06:30 PM	1	0	1	2	3	300	1	304	0	0	1	1	0	324	5	329	636
06:45 PM	11	0	0	1	2	262	1_	265	0	0	2	2	0	307	2	309	577
Total	2	0	3	5	26	1060	3	1089	0	0	5	5	1	1358	10	1369	2468
Grand Total	38	1	26	65	285	16516	36	16837	40	0	122	162	27	14027	50	14104	31168
Apprch %	58.5	1.5	40		1.7	98.1	0.2		24.7	0	75.3		0.2	99.5	0.4		
Total %	0.1	0	0.1	0.2	0.9	53	0.1	54	0.1	0	0.4	0.5	0.1	45	0.2	45.3	
Passenger	38	1	25	64	222	16364	35	16621	37	0	122	159	17	13878	46	13941	30785
Vehicles % Passenger										-							
Vehicles	100	100	96.2	98.5	77.9	99.1	97.2	98.7	92.5	0	100	98.1	63	98.9	92	98.8	98.8
Heavy Vehicles	0	0	1	1	2	152	1	155	3	0	0	3	0	149	4	153	312
% Heavy Vehicles	0	0	3.8	1.5	0.7	0.9	2.8	0.9	7.5	0	0	1.9	0	1.1	8	1.1	1_
UTurns	0	0	0	0	61	0	0	61	0	0	0	0	10	0	0	10	71
% UTurns	0	0	0	0	21.4	0	0	0.4	0	0	0	0	37	0	0	0.1	0.2

City/County: Sarasota/Sarasota

+30 mins.

+45 mins.

PHF

Total Volume

% App. Total

2

5

62.5

.625

0

0

0

0

.000

0

3

37.5

.750

Weather: Clear Comments: File Name: SR789&SarasotaHarbourEastSAT

Site Code : 1802503 Start Date : 5/1/2021

Page No : 3

	SARA		RBOUR E	AST		_	789		SAF	RASOTA Y		LUB		_	789		
Start Time	Left	Southk Thru		pp. Total	Left	Westl Thru		App. Total	Left	Northl Thru		App. Total	Left	Thru	bound	Ann Total	Int. Total
Peak Hour Analysis					Leit	Iniu	Rigiii	App. Total	Leit	ITIIU	Right	App. Total	Leit	Iniu	Right	App. Total	IIII. TOIAI
Peak Hour for Entire																	
10:45 AM		n begins a	10.45 AIVI	3	1	448	0	449	1	0	2	2	2	256	4	262	717
11:00 AM	l .	0	0	1	5	462	2	469	1	0	3	3	0	295	3	202	717 772
11:15 AM	0	0	1	1	4	418	2	424	0	0	<b>3</b>	0	0	2 <b>33</b> 276	1	277	702
11:30 AM	3	0	1	4	8	486	2	496	0	0	1	1	1	272	1	274	77 <b>5</b>
Total Volume	7	0	2	9	18	1814	6	1838	2	0	6	8	3	1099	9	1111	2966
% App. Total		0	22.2	3	10	98.7	0.3	1000	25	0	75	١	0.3	98.9	0.8		2300
PHF	.583	.000	.500	.563	.563	.933	.750	.926	.500	.000	.500	.500	.375	.931	.563	.932	.957
	.000	.000	.000	.000	.000	.000	.,, 00	.020	.000	.000	.000	.000	.010	.001	.000	.002	
Peak Hour Analysis	From 07:00	AM to 11:	45 AM - Pe	eak 1 of 1													
Peak Hour for Each			1071111 1 0	out 1 of 1													
T CURTION TO LUCIT	10:00 AM	ogino at.			10:45 AM				09:30 AM				11:00 AM				
+0 mins.	1	0	1	2	1	448	0	449	2	0	2	4	0	295	3	298	
+15 mins.	2	0	1	3	5	462	2	469	0	0	6	6	0	276	1	277	
+30 mins.	1 1	Ô	1	2	4	418	2	424	3	0	8	11	1	272	1	274	
+45 mins.	3	0	0	3	8	486	2	496	0	0	3	3	1	277	1	279	
Total Volume	7	0	3	10	18	1814	6	1838	<u>5</u>	0	19	24	2	1120	6	1128	
% App. Total	70	0	30		1	98.7	0.3		20.8	0	79.2		0.2	99.3	0.5	0	
PHF	.583	.000	.750	.833	.563	.933	.750	.926	.417	.000	.594	.545	.500	.949	.500	.946	
Peak Hour Analysis			45 PM - Pe	eak 1 of 1													
Peak Hour for Entire																	
01:45 PM		0	1	3	16	421	1	438	2	0	8	10	0	358	0	358	809
02:00 PM	0	0	1	1	7	373	1	381	1	0	6	7	1	352	0	353	742
02:15 PM	0	0	0	0	2	365	1	368	0	0	3	3	0	380	2	382	753
02:30 PM	1	0	1	2	8	376	0	384	1	0	3	4	1	412	0	413	803
Total Volume	3	0	3	6	33	1535	3	1571	4	0	20	24	2	1502	2	1506	3107
% App. Total	50	0	50		2.1	97.7	0.2		16.7	0	83.3		0.1	99.7	0.1		
PHF	.375	.000	.750	.500	.516	.912	.750	.897	.500	.000	.625	.600	.500	.911	.250	.912	.960
Peak Hour Analysis	From 12:00	PM to 06:	45 PM - Pe	eak 1 of 1													
Peak Hour for Each		Begins at:															
	01:00 PM	-			12:00 PM			(	03:45 PM				04:00 PM				
+0 mins.	0	0	1	1	8	436	0	444	3	0	4	7	1	409	0	410	
+15 mins.	1	0	1	2	6	414	3	423	0	0	6	6	1	443	0	444	
. 20		^	^	2	4	404	2	407	2	^	-	40	^	440	^	440	

467

409

1743

.933

3

8

28.6

.667

0

0

0

.000

7

3

20

71.4

.714

10

5

28

.700

0

3

0.2

.750

440

417

1709

99.8

.964

0

0

0

0

.000

440

418

.964

1712

2

3

8

.667

4

6

24

1.4

.750

461

403

1714

98.3

.930

2

0

5

0.3

.417

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEastSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Passenger Vehicles

	SARA	SOTA HA	RBOUR EAS	ST T2		SR		ileu- Passe			ACHT CLU	R		SR	789		
	OAIGA	South		01		Westb			OAI	North					oound		
Start Time	Left	Thru	Right Ap	p. Total	Left	Thru		pp. Total	Left	Thru	Right A	op. Total	Left	Thru	Right A	pp. Total	Int. Total
07:00 AM	1	0	0	1	3	108	0	111	1	0	0	1	1	79	1	81	194
07:15 AM	0	0	0	0	1	151	0	152	0	0	1	1	0	67	0	67	220
07:30 AM	0	0	0	0	6	193	1	200	0	0	0	0	0	64	0	64	264
07:45 AM	0	0	0	0	5	236	0	241	0	0	1	1	0	106	0	106	348
Total	1	0	0	1	15	688	1	704	1	0	2	3	1	316	1	318	1026
08:00 AM	0	0	1	1	5	211	0	216	0	0	0	0	0	121	0	121	338
08:15 AM	0	0	1	1	7	245	1	253	0	0	0	0	0	134	3	137	391
08:30 AM	0	0	3	3	7	257	0	264	1	0	1	2	0	149	1	150	419
08:45 AM	2	0	0	2	5	308	0	313	0	0	2	2	1	162	0	163	480
Total	2	0	5	7	24	1021	1	1046	1	0	3	4	1	566	4	571	1628
09:00 AM	1	0	0	1	2	324	1	327	0	0	0	0	0	167	2	169	497
09:15 AM	1	0	0	1	2	324	0	326	0	0	0	0	0	198	2	200	527
09:30 AM	2	0	0	2	4	361	1	366	2	0	2	4	0	205	0	205	577
09:45 AM	0	0	1	1	3	383	1	387	0	0	6	6	0	223	0	223	617
Total	4	0	1	5	11	1392	3	1406	2	0	8	10	0	793	4	797	2218
10:00 AM	1	0	1	2	5	427	3	435	3	0	8	11	1	258	0	259	707
10:15 AM	2	0	1	3	3	393	0	396	0	0	3	3	0	245	1	246	648
10:30 AM	1	0	1	2	1	437	1	439	1	0	3	4	1	281	0	282	727
10:45 AM	3	0	0	3	0	444	0	444	1	0	2	3	2	254	3	259	709
Total	7	0	3	10	9	1701	4	1714	5	0	16	21	4	1038	4	1046	2791
11:00 AM	1	0	0	1	5	454	2	461	1	0	3	4	0	290	3	293	759
11:15 AM	0	0	0	0	4	414	1	419	0	0	0	0	0	272	0	272	691
11:30 AM	3	0	1	4	7	481	2	490	0	0	1	1	1	268	1	270	765
11:45 AM	0	0	0	0	5	407	1	413	0	0	3	3	11	273	1	275	691
Total	4	0	1	5	21	1756	6	1783	1	0	7	8	2	1103	5	1110	2906
12:00 PM	1	0	1	2	6	431	0	437	2	0	1	3	1	290	1	292	734
12:15 PM	1	0	0	1	1	413	3	417	1	0	1	2	0	309	0	309	729
12:30 PM	0	0	1	1	3	457	2	462	0	0	0	0	0	285	1	286	749
12:45 PM	2	0	0	2	4	401	0	405	0	0	0	0	0	295	0	295	702
Total	4	0	2	6	14	1702	5	1721	3	0	2	5	1	1179	2	1182	2914
01:00 PM	0	0	1	1	7	411	0	418	0	0	4	4	0	313	0	313	736
01:15 PM	1	0	1	2	3	404	0	407	1	0	2	3	0	303	3	306	718
01:30 PM	2	0	0	2	3	425	0	428	1	0	4	5	0	312	2	314	749
01:45 PM	2	0	1	3	6	420	11	427	2	0	8	10	0	356	0	356	796_
Total	5	0	3	8	19	1660	1	1680	4	0	18	22	0	1284	5	1289	2999

City/County: Sarasota/Sarasota Weather: Clear

Comments:

File Name: SR789&SarasotaHarbourEastSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Passenger Vehicles

	SARA		RBOUR E	AST		SR	789 <sup>·</sup>	inited 1 ass		RASOTA Y		LUB			789		
Ctout Times	1 -64	South		unn Total	1 -44	Westk		Ann Tatal	1 -64	Northk		Ann Tatal	1 -44		oound	Ann Total	Int. Total
Start Time 02:00 PM		Thru 0	Right   P	App. Total	Left	Thru	Right	App. Total 374	Left	Thru		App. Total	Left	Thru	Right		
		-	1	1	5	368	1	-	1	0	6	7	0	343	0	343	725
02:15 PM		0	0	0	2	361	1	364	0	0	3	3	0	380	2	382	749
02:30 PM		0	1	2	8	370	0	378	1	0	3	4	1	407	0	408	792
02:45 PM		0	1	1	4	384	3	391	1	0	2	3	1	372	0	373	768
Total	1	0	3	4	19	1483	5	1507	3	0	14	17	2	1502	2	1506	3034
03:00 PM	0	0	0	0	7	291	0	298	0	0	3	3	1	400	1	402	703
03:15 PM		0	0	0	7	401	2	410	1	0	8	9	0	350	2	352	771
03:30 PM	1	0	0	1	3	391	0	394	0	0	4	4	0	372	0	372	771
03:45 PM		0	1	1	7	317	0	324	3	0	4	7	1	395	1	397	729
Total		0	1	2	24	1400	2	1426	4	0	19	23	2	1517	4	1523	2974
04:00 PM	1	0	0	1	6	370	0	376	0	0	6	6	1	406	0	407	790
04:15 PM	3	0	0	3	3	318	1	322	3	0	7	10	0	440	0	440	775
04:30 PM	1	0	1	2	3	280	0	283	2	0	3	5	0	438	0	438	728
04:45 PM	0	0	1	1	3	335	0	338	1	0	0	1	1	413	0	414	754
Total	5	0	2	7	15	1303	1	1319	6	0	16	22	2	1697	0	1699	3047
	1			1								1				1	
05:00 PM		0	1	1	7	319	3	329	4	0	5	9	0	402	0	402	741
05:15 PM		1	0	2	9	318	0	327	0	0	3	3	1	382	2	385	717
05:30 PM		0	0	0	8	285	0	293	2	0	3	5	0	385	2	387	685
05:45 PM		0	0	1	4	282	0	286	1	0	1_	2	0	364	1	365	654
Total	2	1	1	4	28	1204	3	1235	7	0	12	19	1	1533	5	1539	2797
00.00.514						070		000				. 1		0.40		0.50	
06:00 PM	_	0	1	1	9	270	1	280	0	0	1	1	0	348	2	350	632
06:15 PM	_	0	1	1	10	225	0	235	0	0	1	1	1	372	1	374	611
06:30 PM		0	1	2	2	297	1	300	0	0	1	1	0	323	5	328	631
06:45 PM		0	0	1	2	262	1	265	0	0	2	2	0	307	2	309	577
Total	2	0	3	5	23	1054	3	1080	0	0	5	5	1	1350	10	1361	2451
Grand Total	38	4	25	64	222	16364	35	16621	37	0	122	159	17	13878	46	13941	30785
		1		04				10021		0		159	17			13941	30700
Apprch %		1.6	39.1	0.0	1.3	98.5	0.2	<b>5</b> 4	23.3	•	76.7	0.5	0.1	99.5	0.3	45.0	
Total %	0.1	0	0.1	0.2	0.7	53.2	0.1	54	0.1	0	0.4	0.5	0.1	45.1	0.1	45.3	

City/County: Sarasota/Sarasota

+30 mins.

+45 mins.

PHF

Total Volume

% App. Total

2

5

62.5

.625

0

0

0

0

.000

0

3

37.5

.750

Weather: Clear Comments: File Name: SR789&SarasotaHarbourEastSAT

Site Code : 1802503 Start Date : 5/1/2021

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	SARA		RBOUR E	AST		_	789		SAF	RASOTA Y		LUB		_	789		
Start Time	Left	South		nn Tatal	Left		bound	Ann Total	1 264	North		Ann Total	Left		oound	Ann Total	Int. Total
Peak Hour Analysis		Thru		pp. Total	Leit	Thru	Right	App. Total	Left	Thru	Right	App. Total	Leit	Thru	Right	App. Total	int. rotai
Peak Hour for Entire 10:45 AM		• .	10:45 AIVI		0	444	0	444	4	0	2	2	2	254	2	250	700
	l .	0	0	3	5		•		1	0	2 <b>3</b>	3	<b>2</b> 0	-	<b>3</b> 3	259	709 750
11:00 AM		0	0	•	5	454 414	2	461	0	0	3	4	0	290	0	293	759
11:15 AM	0	0	0	0	4		2	419	0	0	0	0	0	272	0	272	691
11:30 AM	7		<u> </u>	<b>4</b>	/ 16	481		<b>490</b> 1814	2		1	8	1	268	7	270	<u>765</u>
Total Volume		0		8		1793	5	1814	_	0	6	8	3	1084	•	1094	2924
% App. Total	87.5	0	12.5		0.9	98.8	0.3	222	25	0	<u>75</u>		0.3	99.1	0.6		
PHF	.583	.000	.250	.500	.571	.932	.625	.926	.500	.000	.500	.500	.375	.934	.583	.933	.956
D 111 A 1 .	E 07.00		45 444 5														
Peak Hour Analysis			45 AM - Pe	eak 1 of 1													
Peak Hour for Each		segins at:			40.45.414								44.00.414				
	10:00 AM	_	_	_	10:45 AM		_		09:30 AM		_		11:00 AM		_		
+0 mins.	1	0	1	2	0	444	0	444	2	0	2	4	0	290	3	293	
+15 mins.	2	0	1	3	5	454	2	461	0	0	6	6	0	272	0	272	
+30 mins.	1	0	1	2	4	414	1	419	3	0	8	11	1	268	1	270	
+45 mins.	3	0	0	3	7	481	2	490	0	0	3_	3	1	273	1	275	
Total Volume	7	0	3	10	16	1793	5	1814	5	0	19	24	2	1103	5	1110	
% App. Total		0	30		0.9	98.8	0.3		20.8	0	79.2		0.2	99.4	0.5		
PHF	.583	.000	.750	.833	.571	.932	.625	.926	.417	.000	.594	.545	.500	.951	.417	.947	
Peak Hour Analysis	From 12:00	PM to 06:	45 PM - Pe	eak 1 of 1													
Peak Hour for Entire	e Intersection	n Begins a	t 03:30 PM														
03:30 PM	1	0	0	1	3	391	0	394	0	0	4	4	0	372	0	372	771
03:45 PM	0	0	1	1	7	317	0	324	3	0	4	7	1	395	1	397	729
04:00 PM	1	0	0	1	6	370	0	376	0	0	6	6	1	406	0	407	790
04:15 PM	3	0	0	3	3	318	1	322	3	0	7	10	0	440	0	440	775
Total Volume	5	0	1	6	19	1396	1	1416	6	0	21	27	2	1613	1	1616	3065
% App. Total	83.3	0	16.7		1.3	98.6	0.1		22.2	0	77.8		0.1	99.8	0.1		
PHF	.417	.000	.250	.500	.679	.893	.250	.898	.500	.000	.750	.675	.500	.916	.250	.918	.970
								<u> </u>				•					
Peak Hour Analysis	From 12:00	PM to 06:	45 PM - Pe	eak 1 of 1													
Peak Hour for Each																	
. : SART. 1001 101 Edoi1	01:00 PM				12:00 PM				03:45 PM				04:00 PM				
+0 mins.	0	0	1	1	6	431	0	437	3	0	4	7	1	406	0	407	
+15 mins.	1	Ö	1	2	1	413	3	417	0	0	6	6	0	440	0	440	
1 10 mins.	,	0		2	Ċ	457	3	400	0	0	-	40	0	420	0	420	

462

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0.1

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438

413

1697

99.9

.964

0

0

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.000

438

414

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1699

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0

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0.3

.417

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEastSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Heavy Vehicles

								Groups Pi	<u>rınted- Heav</u>	vy venicie	S							
		SARA	ASOTA HA	RBOUR EA	ST		SR 7	789		SAF	RASOTA Y	ACHT CLU	В		SR	789		
			Southl	bound			Westb	ound			Northb	ound			Easth	ound		
	Start Time	Left	Thru	Right Ap	p. Total	Left	Thru		pp. Total	Left	Thru	Right Ap	p. Total	Left	Thru		pp. Total	Int. Total
	07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
	07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
	07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
	07:45 AM	0	0	0	0	1	5	0	6	0	0	0	0	0	1	0	1	7
	Total	0	0	0	0	1	14	0	15	0	0	0	0	0	3	0	3	18
	1								1								1	
	08:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	4	0	4	8
	08:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1	6
	08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
	08:45 AM	0	0	0	0	00	6	0	6	1	0	0	1	0	1_	0	1	88
	Total	0	0	0	0	0	17	0	17	2	0	0	2	0	10	0	10	29
	09:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
	09:15 AM	Ö	Ö	Ö	o o	Ö	4	Ö	4	0	0	0	o l	0	3	0	3	7
	09:30 AM	0	0	Ö	o o	0	4	0	4	0	0	0	ő	0	4	Ö	4	8
	09:45 AM	Ô	0	Ö	ő	0	4	Ô	4	0	0	Ô	ő	0	1	0	i	5_
	Total	0	0	0	0	0	13	0	13	0	0	0	0	0	9	1	10	23
	1				1				1				1				1	
	10:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
	10:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
	10:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
	10:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3	7_
	Total	0	0	0	0	0	17	0	17	0	0	0	0	0	14	1	15	32
	11:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
	11:15 AM	0	0	1	1	0	4	1	5	0	0	0	0	0	4	1	5	11
	11:30 AM	0	0	0	ö	0	5	0	5	0	0	0	0	0	4	0	4	9
	11:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
-	Total	0	0	1	1	0	21	1	22	0	0	0	0	0	17	1	18	<u>8</u> 41
			· ·	•	• 1	ŭ		•	'	ŭ	ŭ	·		ŭ	• • •	•	.01	• •
	12:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
	12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
	12:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
	12:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
	Total	0	0	0	0	1	12	0	13	0	0	0	0	0	18	0	18	31
									1									
	01:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	1	6	9
	01:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
	01:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
	01:45 PM	0	0	0	0	0	11	0	1	0	0	0	0	0	2	0	2	3
	Total	0	0	0	0	0	10	0	10	0	0	0	0	0	13	1	14	24

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEastSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Heavy Vehicles

	SARA	SOTA HA	RBOUR F	AST	T SR 789 SARASOTA YACHT CLUB SR 789 Westbound Northbound Eastbound												
	0/111/	South							0/1								
Start Time	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru	Right A	pp. Total	Left	Thru	Right	App. Total	Int. Total
02:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
02:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
02:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5_
Total	0	0	0	0	0	16	0	16	0	0	0	0	0	18	0	18	34
03:00 PM	0	0	0	0	0	_	0	5	0	0	0	0	0	2	0	2	7
03:00 PM 03:15 PM	0	0	0	0	0	5 3	0	3	1	0	0	0	0	3	0	3	7
03.15 PM 03:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	ა ე	0	3	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ა 2	0	3	
Total	0	0	0	0	0	11	0	11	1	0	0	1	0	<u>3</u> 11	0	11	3 23
Total	U	U	U	0	U	- 11	U		ı	U	U	1	U	11	U	111	23
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4_
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	12	0	12	20
05:00 PM	0	0	0	٥١	0	•	0	0	0	0	0	0	0	7	0	7	40
	0 0	0 0	0 0	0	0	3	0	3 0	0	0	0	0	0	7	0	• 1	10
05:15 PM 05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0		0	2	2 8
05.30 PM 05:45 PM	0	0	0	0	0	ა 1	0	3	0	0	0	0	0	2	0	5 2	
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	16	0	16	3 23
Total	U	U	U	0	U	,	U	, ,	U	U	U	0	U	10	U	10	23
06:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
06:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
06:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
*** BREAK ***																	
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
Grand Total	0	0	1	1	2	152	1	155	3	0	0	3	0	149	4	153	312
Apprch %	0	0	100	.	1.3	98.1	0.6	100	100	0	0	3	0	97.4	2.6	.55	0.12
Total %	0	0	0.3	0.3	0.6	48.7	0.3	49.7	1	0	0	1	0	47.8	1.3	49	
. 5.31 70	•	•	0.0	0.0	0.0		0.0		•	•	•		•		0	.0	

City/County: Sarasota/Sarasota Weather: Clear

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Comments:

Total Volume

% App. Total PHF

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File Name: SR789&SarasotaHarbourEastSAT

19

.792

Site Code : 1802503 Start Date : 5/1/2021

Page No : 3

18

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5.3

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	SARA	ASOTA HA	RBOUR E	AST		_	789 cound		SAF	RASOTA \		LUB		SR Fasth	789 oound		
Start Time	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Int. Total
Peak Hour Analysis	From 07:00	AM to 11:															
Peak Hour for Entire	e Intersection	n Begins a	t 11:00 AM														
11:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
11:15 AM	0	0	1	1	0	4	1	5	0	0	0	0	0	4	1	5	11
11:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
11:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8_
Total Volume	0	0	1	1	0	21	1	22	0	0	0	0	0	17	1	18	41
% App. Total	0	0	100		0	95.5	4.5		0	0	0		0	94.4	5.6		
PHF	.000	.000	.250	.250	.000	.656	.250	.688	.000	.000	.000	.000	.000	.850	.250	.900	.788
Peak Hour Analysis Peak Hour for Each	Approach B		45 AM - Pe	eak 1 of 1	10:45 AM				08:00 AM				11:00 AM				
. 0	10:30 AM	0	0			4	0	I	08:00 AIVI	0	^			5	0	-	
+0 mins.	0	0	0 0	0	0	4	0	4	1	0	0	0	0	<b>5</b>	1	5	
+15 mins.		0	0	0	0	8	0	8	0	0	0	0	0	4	1	5	
+30 mins.	0	•	0	0	•	4 5	1	5	0	0	0	0	0	4	·	4	
+45 mins.	0	0	11	1	0		1	5 22	1	0	0	2	0	4 17	<u> </u>	4 18	
Total Volume	•	0		1	_	21		22	2	•	•	2	0		5.6	18	
% App. Total PHF	.000	.000	.250	.250	.000	95.5 .656	4.5 .250	.688	.500	.000	.000	.500	.000	94.4 .850	.250	.900	
Peak Hour Analysis					.000	.000	.250	.000	.500	.000	.000	.500	.000	.000	.250	.900	
Peak Hour for Entire																	
02:00 PM			11 UZ.UU FIVI	0	0	5	0	5	0	0	0	0	0	9	0	9	14
02:00 FM	0	0	0	0	0	<i>J</i>	0	4	0	0	0	0	0	0	0	0	4
02:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
02:45 PM	_	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5_
Total Volume		0	0	0	0	16	0	16	0	0	0	0	0	18	0	18	34
% App. Total	Ö	0	0		ő	100	0	10	0	0	0	0	0	100	0	.0	01
PHF		.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.000	.500	.000	.500	.607
	.000	.000	.000	.000	.000	.001	.000	.001	.000	.000		.000	.000	.000	.000	.000	
Peak Hour Analysis Peak Hour for Each			45 PM - Pe	eak 1 of 1													
	12:00 PM				01:45 PM				02:30 PM				12:15 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	
+45 mins.	0	0	0	0	0	6	0	6	1	0	0	1	0	5	1	6	
T ( 1)/ 1								40						4.0			

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City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEastSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- UTurns

	SARA	ASOTA HA		EAST		SR Westb	789	os Printed-	SAF	RASOTA Y Northb	ACHT CLU	В		SR Eastb			
Start Time	Left	Thru		App. Total	Left	Thru		op. Total	Left	Thru	Right A	op. Total	Left	Thru		App. Total	Int. Total
07:00 AM *** BREAK ***	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
08:00 AM   *** BREAK ***	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1_
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
09:00 AM   *** BREAK ***	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
09:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
10:00 AM   *** BREAK ***	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1 2
*** BREAK ***																	
11:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5_
Total	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6
12:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
12:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	9	0	0	9	0	0	0	0	1	0	0	1	10
01:00 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
01:15 PM	0	0	Ö	0	4	0	0	4	0	0	Ö	0	0	Ö	0	ō	4
01:30 PM	0	0	Ö	0	2	0	Ō	2	0	0	Ō	Ö	0	Ö	Ō	Ö	2
01:45 PM	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	10
Total	0	0	0	0	21	0	0	21	0	0	0	0	0	0	0	0	21
02:00 PM *** BREAK ***	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
02:45 PM	00	0	0	0	1_	00	0	1	0	0	0	0	00	0	0	0	1
Total	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourEastSAT

Site Code : 1802503 Start Date : 5/1/2021 Page No : 2

Groups Printed- UTurns

	SARA	SOTA HA		EAST		SR			SAF		ACHT CLU	В		SR			
		Southl				Westb				Northb				Eastb			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right A	App. Total	Left	Thru	Right A	pp. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1	4
04:00 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***																	
Total	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
05:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1_
Total	0	0	0	0	5	0	0	5	0	0	0	0	3	0	0	3	8
06:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	61	0	0	61	0	0	0	0	10	0	0	10	71
Apprch %	0	0	0		100	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	85.9	0	0	85.9	0	0	0	0	14.1	0	0	14.1	

	SARA	SOTA HA	RBOUR	EAST		SR	789		SAI	RASOTA Y	ACHT CLU	В		SR	789		
		Southb	oound			Westb	ound			Northl	oound			Eastb	ound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right Ap	p. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis	From 07:00	AM to 11:	45 AM - I	Peak 1 of 1			_								_		
Peak Hour for Entire	Intersection	n Begins a	t 11:00 A	M													
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5_
Total Volume	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.300	.000	.000	.300	.000	.000	.000	.000	.000	.000	.000	.000	.300

City/County: Sarasota/Sarasota Weather: Clear

0

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% App. Total

PHF

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Comments:

File Name: SR789&SarasotaHarbourEastSAT

.750

Site Code : 1802503 Start Date : 5/1/2021

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	SARA	SOTA HA	RBOUR E	AST		SR Westb			SAI	RASOTA \		LUB		SR Eastb			
Start Time	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Int. Total
Peak Hour Analysis	From 07:00	AM to 11:															
Peak Hour for Each	Approach B	egins at:															
	07:00 AM	•			11:00 AM				07:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	5	0	0	5	0	0	0	0	1	0	0	1	
Total Volume		0	0	0	6	0	0	6	0	0	0	0	2	0	0	2	
% App. Total		0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.300	.000	.000	.300	.000	.000	.000	.000	.500	.000	.000	.500	
Peak Hour Analysis																	
Peak Hour for Entire		n Begins a	t 01:00 PM	1 .													
01:00 PM	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	5
01:15 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
01:30 PM	-	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	10
Total Volume		0	0	0	21	0	0	21	0	0	0	0	0	0	0	0	21
% App. Total		0	0		100	00	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.525	.000	.000	.525	.000	.000	.000	.000	.000	.000	.000	.000	.525
Peak Hour Analysis Peak Hour for Each			45 PM - Pe	eak 1 of 1													
	12:00 PM	090 a			01:00 PM				12:00 PM				04:45 PM				
+0 mins.	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	
+15 mins.	0	Ö	Ō	o l	4	Ö	Ö	4	Ő	Ō	Õ	0	1	Ō	Ō	1	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	
+45 mins.	Ö	Ö	Ö	o l	10	Ö	Ö	10	Ö	Ö	0	0	1	Ö	Ö	1	
Total Volume	0	0	0	0	21	0	0	21	0	0	0	0	3	0	0	3	
O/ Amm Total		0	0	-	100	0	0		0	0	0	- 1	400	0	0	-	

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# Intersection Pedestrian & Bicycle Count

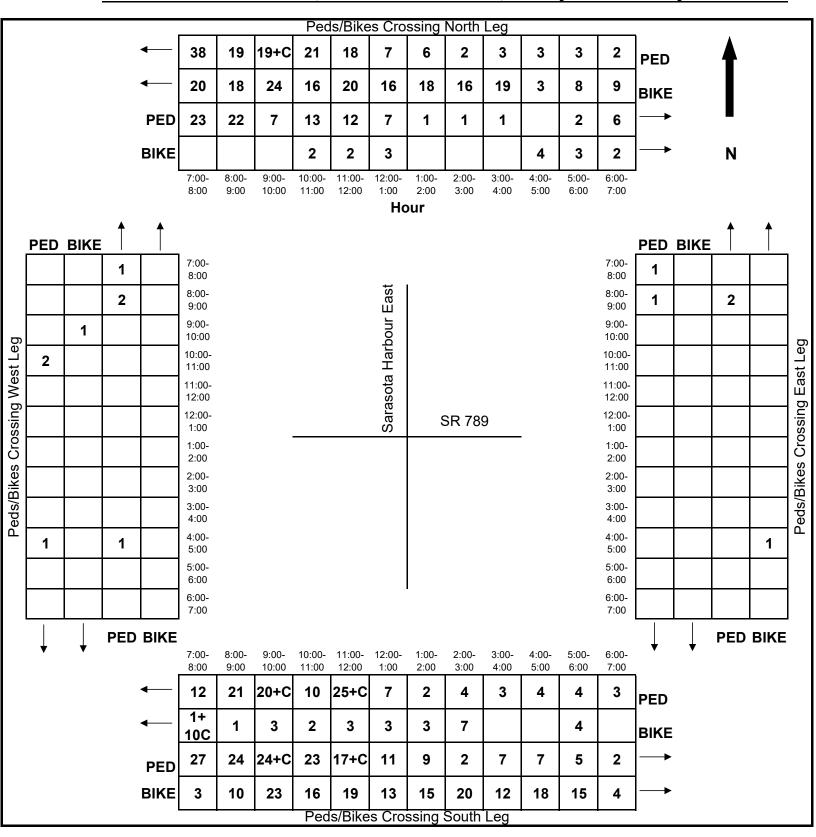
 Date:
 5/1/2021
 Day:
 Saturday

Count Times: 7am - 7pm Weather: Clear

Intersection: SR 789 at Sarasota Harbour East

Comments:

# C - Children under 12; S - Seniors 65 or over; D - Physical Disability



City/County: Sarasota/Sarasota

Weather: Clear Comments: File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021

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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

					Gro			nger Vehicles									
	SARA	SOTA HA	RBOUR WE	ST		SR			P	LYMOUTH		R			789		
		South				West				North				East	oound		
Start Time	Left	Thru	Right Ap	p. Total	Left	Thru	Right	App. Total	Left	Thru		App. Total	Left	Thru	Right /	App. Total	Int. Total
07:00 AM	0	0	0	0	9	140	1	150	1	0	18	19	0	74	2	76	245
07:15 AM	0	0	1	1	16	197	0	213	0	0	4	4	0	95	1	96	314
07:30 AM	1	0	0	1	29	256	1	286	1	0	8	9	0	110	1	111	407
 07:45 AM	0	0	0	0	15	344	0	359	11	0	5	6	0	127	1	128	493
Total	1	0	1	2	69	937	2	1008	3	0	35	38	0	406	5	411	1459
08:00 AM	1	0	0	1	21	295	0	316	2	0	3	5	1	135	4	140	462
08:15 AM	2	0	0	2	20	301	0	321	0	0	8	8	0	157	1	158	489
08:30 AM	2	0	0	2	9	301	1	311	0	0	5	5	0	194	1	195	513
 08:45 AM	1	0	0	1	13	328	0	341	0	0	3	3	1	176	0	177	522
Total	6	0	0	6	63	1225	1	1289	2	0	19	21	2	662	6	670	1986
09:00 AM	0	0	0	0	7	254	0	261	0	0	5	5	1	186	0	187	453
09:15 AM	2	0	0	2	9	282	1	292	1	0	3	4	2	209	1	212	510
09:30 AM	2	0	0	2	10	229	0	239	1	0	4	5	0	231	1	232	478
 09:45 AM	2	0	1	3	15	257	1	273	2	0	7	9	0	243	0	243	528
Total	6	0	1	7	41	1022	2	1065	4	0	19	23	3	869	2	874	1969
10:00 AM	0	0	0	0	7	264	1	272	2	0	10	12	0	219	3	222	506
10:15 AM	0	0	0	0	11	244	1	256	0	0	10	10	0	226	1	227	493
10:30 AM	1	0	0	1	6	271	0	277	2	0	8	10	1	264	1	266	554
10:45 AM	2	0	0	2	10	270	2	282	2	0	4	6	1	261	2	264	554
Total	3	0	0	3	34	1049	4	1087	6	0	32	38	2	970	7	979	2107
11:00 AM	3	0	0	3	14	259	0	273	2	0	6	8	1	268	1	270	554
11:15 AM	0	0	0	0	7	264	0	271	3	0	8	11	3	264	4	271	553
11:30 AM	3	0	0	3	11	253	1	265	1	0	9	10	3	255	1	259	537
11:45 AM	1	0	0	1	8	237	3	248	0	0	9	9	2	254	5	261	519
Total	7	0	0	7	40	1013	4	1057	6	0	32	38	9	1041	11	1061	2163
12:00 PM	0	0	0	0	5	256	1	262	4	0	9	13	1	271	5	277	552
12:15 PM	3	0	0	3	16	249	1	266	3	0	13	16	3	261	0	264	549
12:30 PM	0	0	0	0	6	265	2	273	2	0	7	9	0	260	1	261	543
12:45 PM	1	0	0	1	8	267	0	275	1	0	9	10	2	280	3	285	571
 Total	4	0	0	4	35	1037	4	1076	10	0	38	48	6	1072	9	1087	2215
- 1011		=	-	,						-		- 1	=		-	1	-
01:00 PM	0	0	0	0	3	258	1	262	0	0	4	4	0	237	2	239	505
01:15 PM	2	Ö	Ō	2	6	257	2	265	2	Ö	9	11	2	280	2	284	562
01:30 PM	1	Ö	Ō	1	2	269	1	272	0	Ö	10	10	1	277	3	281	564
01:45 PM	0	Ö	Ō	0	9	253	1	263	0	Ö	6	6	1	257	2	260	529
Total	3	0	0	3	20	1037	5	1062	2	0	29	31	4	1051	9	1064	2160
,												,					

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021

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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

					Gro			nger Vehicle									
	SARA		RBOUR W	ESI		SR			Р	LYMOUT		)R			789		
		South				Westk					bound				oound		
Start Time	Left	Thru		pp. Total	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Int. Total
02:00 PM	0	0	0	0	13	245	1	259	4	0	10	14	0	280	2	282	555
02:15 PM	2	0	0	2	9	257	2	268	0	0	4	4	0	324	5	329	603
02:30 PM	2	1	0	3	8	288	0	296	5	0	10	15	2	288	0	290	604
02:45 PM	0	0	0	0	12	268	0	280	7	0	15	22	2	304	2	308	610
Total	4	1	0	5	42	1058	3	1103	16	0	39	55	4	1196	9	1209	2372
03:00 PM	•	0	0	2	4.4	253	0	264	3	0	40	16	2	321	4	327	610
	3	-	•	3	11		-		-	•	13	- 1	2 1		4	1	
03:15 PM	0	0	0	0	8	272	0	280	0	0	11	11	•	342	1	344	635
03:30 PM	2	0	1	3	11	293	2	306	2	0	16	18	1	388	1	390	717
03:45 PM	1	0	0	1	12	351	1_	364	1	0	11	12	11	328	1	330	707
Total	6	0	1	7	42	1169	3	1214	6	0	51	57	5	1379	7	1391	2669
04:00 PM	1	0	0	1	3	249	2	254	2	0	30	32	1	383	1	385	672
04:15 PM	2	0	Ô	2	7	249	1	257	1	0	8	9	1	365	5	371	639
04:30 PM	0	0	Õ	0	11	252	1	264	4	0	20	24	1	392	0	393	681
04:45 PM	0	0	0	0	4	243	1	248	1	0	6	7	4	296	1	301	556
Total	3	0	0	3	25	993	5	1023	8	0	64	72	7	1436	7	1450	2548
Total	3	U	O	5	20	333	3	1023	U	U	04	121	,	1430	•	1430	2040
05:00 PM	2	0	0	2	5	249	0	254	2	0	12	14	0	351	1	352	622
05:15 PM	1	0	0	1	6	218	1	225	2	0	17	19	0	321	3	324	569
05:30 PM	2	0	0	2	2	224	3	229	0	0	13	13	0	298	1	299	543
05:45 PM	0	0	0	0	4	220	1	225	3	0	10	13	0	253	1	254	492
Total	5	0	0	5	17	911	5	933	7	0	52	59	0	1223	6	1229	2226
06:00 PM	0	0	0	0	1	220	0	221	2	0	6	8	0	234	3	237	466
06:15 PM	1	0	0	1	5	201	2	208	0	0	5	5	2	227	0	229	443
06:30 PM	0	0	0	0	5	214	1	220	0	0	4	4	1	209	0	210	434
06:45 PM	0	0	0	0	4	225	1	230	0	0	3	3	0	169	2	171	404
Total	1	0	0	1	15	860	4	879	2	0	18	20	3	839	5	847	1747
			_	1								1				1	
Grand Total	49	1	3	53	443	12311	42	12796	72	0	428	500	45	12144	83	12272	25621
Apprch %	92.5	1.9	5.7		3.5	96.2	0.3		14.4	0	85.6		0.4	99	0.7		
Total %	0.2	0	0	0.2	1.7	48.1	0.2	49.9	0.3	0	1.7	2	0.2	47.4	0.3	47.9	
Passenger	48	1	2	51	416	12003	39	12458	66	0	408	474	8	11806	72	11886	24869
Vehicles	40	ı.	_	31	410	12000	33	12430	00	U	400	7/7	O	11000	12	11000	24000
% Passenger	98	100	66.7	96.2	93.9	97.5	92.9	97.4	91.7	0	95.3	94.8	17.8	97.2	86.7	96.9	97.1
Vehicles								-									
Heavy Vehicles	1	0	1	2	14	308	3	325	6	0	20	26	1	338	11	350	703
% Heavy Vehicles	2	0	33.3	3.8	3.2	2.5	7.1	2.5	8.3	0	4.7	5.2	2.2	2.8	13.3	2.9	2.7
UTurns	0	0	0	0	13	0	0	13	0	0	0	0	36	0	0	36	49
% UTurns	0	0	0	0	2.9	0	0	0.1	0	0	0	0	80	0	0	0.3	0.2

City/County: Sarasota/Sarasota

Weather: Clear Comments: File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021

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371

393

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1479

	SARA	SOTA HA		WEST		SR Westl	789		Р	LYMOUTI	H HARBO	)R			789 cound		
Start Time	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Int. Total
Peak Hour Analysis								7.pp 0.c.				7 tpp: . o.a.				7.pp 0.ta.	
Peak Hour for Entire																	
10:30 AM		0	0	1	6	271	0	277	2	0	8	10	1	264	1	266	554
10:45 AM	2	0	0	2	10	270	2	282	2	0	4	6	1	261	2	264	554
11:00 AM	3	0	0	3	14	259	0	273	2	0	6	8	1	268	1	270	554
11:15 AM	0	0	0	0		264	0	271	3	0	8	11	3	264	4	271	553
Total Volume	6	0	0	6	37	1064	2	1103	9	0	26	35	6	1057	8	1071	2215
% App. Total	100	0	0		3.4	96.5	0.2		25.7	0	74.3		0.6	98.7	0.7		
PHF	.500	.000	.000	.500		.982	.250	.978	.750	.000	.813	.795	.500	.986	.500	.988	1.000
Peak Hour Analysis Peak Hour for Each	Approach B		45 AM - I	Peak 1 of 1	07.45.004				00.45.414				40.00.414				
	10:45 AM	•			07:45 AM		•	I	09:45 AM		_		10:30 AM	004			
+0 mins.	2	0	0	2		344	0	359	2	0	/	9	1	264	1	266	
+15 mins.	3	0	0	3		295	0	316	2	0	10	12	1	261	2	264	
+30 mins.	0	0	0	0	20	301	0	321	0	0	10	10	1	268	1	270	
+45 mins.	3	0	0	3		301	1	311	2	0	8_	10	3	264	4	271	
Total Volume	8	0	0	8	65	1241	1	1307	6	0	35	41	6	1057	8	1071	
% App. Total		0	0		5	95	0.1		14.6	0	85.4		0.6	98.7	0.7		
PHF	.667	.000	.000	.667	.774	.902	.250	.910	.750	.000	.875	.854	.500	.986	.500	.988	
Peak Hour Analysis Peak Hour for Entire																	
03:30 PM	2	0	1	3	11	293	2	306	2	0	16	18	1	388	1	390	717
03:45 PM	1	0	0	1	12	351	1	364	1	0	11	12	1	328	1	330	707
04:00 PM	1	0	0	1	3	249	2	254	2	0	30	32	1	383	1	385	672
04:15 PM	2	0	0	2	7	249	1_	257	1	0	8	9	1	365	5	371	639
Total Volume	6	0	1	7	33	1142	6	1181	6	0	65	71	4	1464	8	1476	2735
% App. Total	85.7	0	14.3		2.8	96.7	0.5		8.5	0	91.5		0.3	99.2	0.5		
PHF	.750	.000	.250	.583	.688	.813	.750	.811	.750	.000	.542	.555	1.00	.943	.400	.946	.954
Peak Hour Analysis Peak Hour for Each			45 PM - I	Peak 1 of 1													
	02:15 PM				03:00 PM				03:45 PM				03:45 PM				
+0 mins.	2	0	0	2	11	253	0	264	1	0	11	12	1	328	1	330	
+15 mins.	2	1	0	3	1	272	0	280	2	0	30	32	1	383	1	385	
. 20	_		0	0		202	•	200	-	0	00	0_		200		274	

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**12** 42

3.5

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1169

96.3

.833

2

3

0.2

.375

0

7

87.5

.583

0

0

1

12.5

.250

0

0

0

0

.000

+30 mins.

+45 mins.

PHF

Total Volume

% App. Total

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021

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Groups Printed- Passenger Vehicles

		Groups Printed- Passenger Vehicles  SARASOTA HARBOUR WEST SR 789 PLYMOUTH HARBOR SR 789 Southbound Westbound Northbound Eastbound																
		SARA	SOTA HA	RBOUR WE	ST		SR	789		Р	LYMOUTH	HARBOI	R		SR	789		
			South				Westk	oound			North				Easth	oound		
	Start Time	Left	Thru	Right Ap	p. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	07:00 AM	0	0	0	0	9	134	1	144	1	0	18	19	0	72	2	74	237
	07:15 AM	0	0	0	0	16	191	0	207	0	0	4	4	0	94	1	95	306
	07:30 AM	1	0	0	1	28	248	1	277	0	0	8	8	0	106	1	107	393
	07:45 AM	0	0	0	0	15	333	0	348	1	0	5	6	0	126	1	127	481_
	Total	1	0	0	1	68	906	2	976	2	0	35	37	0	398	5	403	1417
	08:00 AM	1	0	0	1	20	285	0	305	2	0	3	5	1	129	3	133	444
	08:15 AM	2	0	0	2	18	294	0	312	0	0	7	7	0	151	1	152	473
	08:30 AM	2	0	0	2	9	293	0	302	0	0	5	5	0	187	1	188	497
	08:45 AM	1	0	0	1	13	322	0	335	0	0	3	3	0	172	0	172	511
	Total	6	0	0	6	60	1194	0	1254	2	0	18	20	1	639	5	645	1925
	,	_	-	-	- ,			_				-						
	09:00 AM	0	0	0	0	7	242	0	249	0	0	4	4	0	179	0	179	432
	09:15 AM	2	0	0	2	9	273	1	283	1	0	3	4	1	205	0	206	495
	09:30 AM	2	0	0	2	9	219	0	228	1	0	4	5	0	225	1	226	461
	09:45 AM	2	0	1	3	11	251	1	263	2	Ô	5	7	0	239	0	239	512
	Total	6	0	1	7	36	985		1023	4	0	16	20	1	848	1	850	1900
	i otali j	Ü	Ū	•	• 1	00	000	_	1020	•	Ü	10	20	•	0.10		000	1000
	10:00 AM	0	0	0	0	7	254	1	262	1	0	8	9	0	211	3	214	485
	10:15 AM	0	0	0	ő	9	237	1	247	0	0	10	10	0	218	1	219	476
	10:30 AM	1	0	0	1	6	260	0	266	2	0	7	9	1	259	1	261	537
	10:45 AM	2	0	ő	2	10	254	2	266	2	0	4	6	0	252	2	254	528
	Total	3	0	0	3	32	1005	4	1041	5	0	29	34	1	940	7	948	2026
	rotar	Ü	Ū	Ü	0	02	1000	-	10-11	O	· ·	20	041		040	•	0-10	2020
	11:00 AM	3	0	0	3	13	249	0	262	2	0	5	7	1	260	1	262	534
	11:15 AM	0	0	0	0	7	257	0	264	1	0	7	8	0	254	4	258	530
	11:30 AM	3	0	0	3	10	241	1	252	0	0	9	9	0	246	1	247	511
	11:45 AM	1	0	0	1	8	229	3	240	0	0	9	9	0	246	5	251	501
-	Total	7	0	0	7	38	976	<u>3</u>	1018	3	0	30	33	1	1006	<u>5</u> 11	1018	2076
	TOLAL	,	U	U	1	30	970	4	1016	3	U	30	33		1000	11	1016	2070
	12:00 PM	0	0	0	0	5	247	1	253	4	0	8	12	0	255	2	257	522
	12:00 PM	3	0	0	3	14	247	1	261	2	0	12	14	0	255	0	257	533
	12:13 PM	0	0	0	0	5	253	2	260	2	0	5	7	0	250	0	250	517
	12:30 PM	1	0	0	I .	5 8	263	0	271	1	0	5 8	9	0	269	2	271	
		4	0	0	1 4	32	1009	4	1045	9	0	33	42	0	1029	4	1033	552
	Total	4	Ü	U	4	32	1009	4	1045	9	Ü	33	42	U	1029	4	1033	2124
	04.00 DM	^	^	•	<b>^</b>	^	050		054	^	^	4	<u>.</u> 1	^	000	,	000	400
	01:00 PM	0	0	0	0	3	250	1	254	0	0	4	4	0	229	1	230	488
	01:15 PM	2	0	0	2	5	252	2	259	2	0	9	11	0	270	2	272	544
	01:30 PM	1	0	0	1	2	261	1	264	0	0	10	10	0	267	3	270	545
	01:45 PM	0	0	0	0	8	249	1	258	0	0	6	6	11	254	2	257	521
	Total	3	0	0	3	18	1012	5	1035	2	0	29	31	1	1020	8	1029	2098

City/County: Sarasota/Sarasota Weather: Clear

Comments:

File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021

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Groups Printed- Passenger Vehicles

	:	SARAS		RBOUR W	EST		SR	789 <sup>·</sup>	Timed 1 ass		LYMOUTI Northl	_	R			789		
Start Ti	ma I	Left	Southb Thru		pp. Total	Left	Westb Thru		App. Total	Left	Thru		App. Total	Left	Thru	oound Right	App. Total	Int. Total
02:00		0	0	0	npp. rotar	9	239	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	249	4	0	1 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	13	0	270	2	272	534
02:00 i		2	0	0	2	9	249	2	260	0	0	3	3	0	310	5	315	580
02:30 F		2	1	0	3	8	283	0	291	5	0	9	14	0	278	0	278	586
02:45 F		0	Ö	0	0	12	260	0	272	7	0	15	22	0	296	2	298	592
	otal	4	1	0	5	38	1031	3	1072	16	0	36	52	0	1154	9	1163	2292
03:00		2	0	0	2	11	246	0	257	3	0	13	16	0	308	4	312	587
03:15 F		0	0	0	0	7	268	0	275	0	0	11	11	0	329	1	330	616
03:30 F		2	0	1	3	10	290	2	302	2	0	16	18	0	373	0	373	696
03:45 I		1	0	0	1	11	348	1_	360	11	0	10	11	0	318	1	319	691
To	otal	5	0	1	6	39	1152	3	1194	6	0	50	56	0	1328	6	1334	2590
0400	514		•	•		•	0.40	•	0.47	•	•	00	00		075		077	0.57
04:00		1	0	0	1	3	242	2	247	2	0	30	32	1	375	1	377	657
04:15		2	0	0	2	/	245	1	253	1	0	8	9	0	361	4	365	629
04:30		0	0	0	0	11	248	0	259	4	0	19	23	0	380	0	380	662
04:45		0	0	00	0	3	239	11	243	1	0	6	74	1	290	1	292	542
10	otal	3	0	0	3	24	974	4	1002	8	0	63	71	2	1406	6	1414	2490
05:00 F	РМ	2	0	0	2	5	244	0	249	2	0	12	14	0	348	1	349	614
05:15 l		1	0	0	1	6	218	1	225	2	0	17	19	0	318	2	320	565
05:30 I		2	0	0	2	1	222	2	225	0	0	12	12	0	293	1	294	533
05:45		0	Ö	Ö	0	4	218	1	223	3	Ö	10	13	0	251	1	252	488
	otal	5	0	0	5	16	902	4	922	7	0	51	58	0	1210	5	1215	2200
		_			- 1			_	1			_	- 1			_	1	
06:00		0	0	0	0	1	217	0	218	2	0	6	8	0	233	3	236	462
06:15		1	0	0	1	5	201	2	208	0	0	5	5	1	224	0	225	439
06:30 [		0	0	0	0	5	214	1	220	0	0	4	4	0	204	0	204	428
<u>06:45 l</u>		0	0	0	0	4	225	1_	230	0	0	3	3	0	167	2	169	402
Ic	otal	1	0	0	1	15	857	4	876	2	0	18	20	1	828	5	834	1731
Grand To	otal	48	1	2	51	416	12003	39	12458	66	0	408	474	8	11806	72	11886	24869
Apprch		94.1	2	3.9	0.	3.3	96.3	0.3	12400	13.9	0	86.1	7,7	0.1	99.3	0.6	11000	2-1000
Total		0.2	0	0	0.2	1.7	48.3	0.3	50.1	0.3	0	1.6	1.9	0.1	47.5	0.3	47.8	
1014	. , , , ,	~· <b>-</b>	•	•	٠.ــ ١	• • • • • • • • • • • • • • • • • • • •		٠.ــ	55.1	0.0	•			9		0.0		

City/County: Sarasota/Sarasota

2

0

6

85.7

.750

1

0

0

1

14.3

.250

0

0

0

0

0

.000

+15 mins.

+30 mins.

+45 mins.

PHF

Total Volume

% App. Total

3

0

2

7

.583

7

10

11

39

3.3

.886

268

290

348

1152

96.5

.828

0

2

3

0.3

.375

Weather: Clear Comments: File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021

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	SARA		RBOUR W	EST		_	789		Р		HARBOF	2		_	789		
Start Time	Left	Southk Thru		pp. Total	Left	Westl Thru		App. Total	Left	North Thru		App. Total	Left	Thru	oound Dight	Ann Total	Int. Total
Peak Hour Analysis					Leit	IIIIu	Right	Арр. Тотаг	Leit	IIIIu	Right   A	чрр. тотаг	Leit	IIIIu	Rigit	App. Total	IIII. TOIAI
Peak Hour for Entire																	
10:30 AM	1	n begins a	10.30 AIVI	1	6	260	0	266	2	0	7	9	1	259	1	261	537
10:45 AM	2	0	0	2	10	254	2	266	2	0	4	9	0	252	2	254	528
11:00 AM	3	0	0	3	13	249	0	262	2	0	5	7	1	260	1	262	534
11:15 AM	0	0	0	0	7	249 257	0	264	4	0	5 7	,	0	254	4	258	530
Total Volume	6	0	0	6	36	1020	2	1058	<u>1</u> 7	0	23	30	2	1025	<del></del>	1035	2129
		0	0	0			0.2	1056	23.3	ū	_	30	0.2		0.8	1035	2129
% App. Total PHF	.500	.000	.000	.500	3.4 .692	96.4 .981	.250	.994	<u>23.3</u> .875	.000	76.7 .821	.833	.500	<u>99</u> .986	.500	.988	.991
PRF_	.500	.000	.000	.500	.692	.981	.250	.994	.875	.000	.821	.833	.500	.986	.500	.988	991
Peak Hour Analysis	From 07:00	ΛM+~ 11.	45 AM Do	ok 1 of 1													
Peak Hour for Each			45 AIVI - PE	akioni													
Peak Hour for Each	10:45 AM	egins at.		1	07:45 AM			1,	07:00 AM				10:30 AM				
+0 mins.		0	0	2		222	0		07.00 AIVI	0	40	19	10.30 AIVI	259	4	261	
	2	0 0	0	2	15	333	0	348	1	0	18	19	0		2	-	
+15 mins.	3	•	0	3	20	285	0	305	0	•	4	4	0	252	2	254	
+30 mins.	0	0	0	0	18	294	0	312	0	0	8	8	1	260	1	262	
+45 mins.	3	0	0	3	9	293	0	302	1	0	5_	6	0	254	4	258	
Total Volume	8	0	0	8	62	1205	0	1267	2	0	35	37	2	1025	8	1035	
% App. Total	100	0	0		4.9	95.1	0		5.4	0	94.6		0.2	99	0.8		
PHF	.667	.000	.000	.667	.775	.905	.000	.910	.500	.000	.486	.487	.500	.986	.500	.988	
Peak Hour Analysis																	
Peak Hour for Entire			t 03:30 PM					1				1				1	
03:30 PM	2	0	1	3	10	290	2	302	2	0	16	18	0	373	0	373	696
03:45 PM	1	0	0	1	11	348	1	360	1	0	10	11	0	318	1	319	691
04:00 PM	1	0	0	1	3	242	2	247	2	0	30	32	1	375	1	377	657
04:15 PM	2	0	0	2	7	245	1_	253	1	0	8	9	0	361	4	365	629
Total Volume	6	0	1	7	31	1125	6	1162	6	0	64	70	1	1427	6	1434	2673
% App. Total	85.7	0	14.3		2.7	96.8	0.5		8.6	0	91.4		0.1	99.5	0.4		
PHF	.750	.000	.250	.583	.705	.808	.750	.807	.750	.000	.533	.547	.250	.951	.375	.951	.960
Peak Hour Analysis	From 12:00	PM to 06:	45 PM - Pe	eak 1 of 1													
Peak Hour for Each	Approach B	Begins at:															
	02:15 PM				03:00 PM				03:45 PM				03:45 PM				
+0 mins.	2	0	0	2	11	246	0	257	1	0	10	11	0	318	1	319	
Peak Hour Analysis Peak Hour for Each	From 12:00 Approach B 02:15 PM	PM to 06: Begins at:	45 PM - Pe	eak 1 of 1	03:00 PM			(	.750 03:45 PM				03:45 PM		.375		.960_

275

302

360

1194

.829

2

8

10.7

.500

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67

89.3

.558

8

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23

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.586

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361

380

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99.5

.943

6

0.4

.375

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0

0

1

0.1

.250

377

365

380

.948

1441

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021

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Groups Printed- Heavy Vehicles

SARASOTA HARBOUR WEST   SR 789   PLYMOUTH HARBOR   SR 789   Eastbound   Start Time   Left   Thru   Right   App. Total   Left   Thru   Right   App. Total	2 8 1 8 4 14
Start Time         Left         Thru         Right         App. Total	2 8 1 8 4 14
07:00 AM	2 8 1 8 4 14
	1 8 4 14
$0.7 \cdot 15 \text{ AM} \mid 0  0  1  1 \mid 0  6  0  6 \mid 0  0  0  0 \mid 0  1  0  1  0$	4 14
$07:30~\mathrm{AM}$ $ $ $0$ $0$ $0$ $0$ $ $ $1$ $8$ $0$ $9$ $ $ $1$ $0$ $0$ $1$ $ $ $0$ $4$ $0$	4 40
	1 12
Total 0 0 1 1 1 31 0 32 1 0 0 1 0 8 0	8 42
08:00 AM   0 0 0 0   0 10 0 10   0 0 0 0   0 6 1	7 17
08:15 AM 0 0 0 0 1 7 0 8 0 0 1 1 0 6 0	6 15
08:30 AM   0 0 0 0   0 8 1 9   0 0 0 0 0 7 0	7 16
08:45 AM	4 10
Total 0 0 0 0 1 31 1 33 0 0 1 1 0 23 1	24 58
	1
$09:00 \ AM \   \ 0 \ 0 \ 0 \ 0 \ 0 \ 12 \ 0 \ 12 \ 0 \ 0 \ 1 \ 1 \ 0 \ 7 \ 0$	7 20
09:15 AM 0 0 0 0 0 9 0 9 0 0 0 0 0 4 1	5 14
09:30 AM   0 0 0 0   1 10 0 11   0 0 0 0 0 0 6 0	6 17
	4 16
Total 0 0 0 0 5 37 0 42 0 0 3 3 0 21 1	22 67
10:00 AM 0 0 0 0 0 10 0 10 1 0 2 3 0 8 0	8 21
10:15 AM 0 0 0 0 2 7 0 9 0 0 0 0 0 8 0	8 17
10:30 AM 0 0 0 0 0 11 0 11 0 0 1 1 0 5 0	5 17
10:45 AM 0 0 0 0 0 16 0 16 0 0 0 0 0 9 0	9 25
Total 0 0 0 0 2 44 0 46 1 0 3 4 0 30 0	30 80
11:00 AM   0 0 0 0 0 1 10 0 11 0 0 1 1 0 8 0	8 20
11:15 AM 0 0 0 0 0 0 7 0 7 2 0 1 3 0 10 0	10 20
11:30 AM 0 0 0 0 1 12 0 13 1 0 0 1 0 9 0	9 23
11:45 AM 0 0 0 0 0 8 0 8 0 0 0 0 0 8 0	8 16
Total 0 0 0 0 2 37 0 39 3 0 2 5 0 35 0	35 79
12:00 PM   0 0 0 0 0 0 9 0 9 0 0 1 1 0 16 3	19 29
12:15 PM 0 0 0 0 1 3 0 4 1 0 1 2 0 6 0	6 12
12:30 PM 0 0 0 0 0 12 0 12 0 0 2 2 0 10 1	11 25
12:45 PM 0 0 0 0 0 0 4 0 4 0 0 1 1 0 11 1	12 17
Total 0 0 0 0 1 28 0 29 1 0 5 6 0 43 5	48 83
01:00 PM   0 0 0 0   0 8 0 8   0 0 0 0 0 0 8 1	9 17
01:15 PM 0 0 0 0 0 5 0 5 0 0 0 0 0 0 0 0	10 15
01:30 PM 0 0 0 0 0 8 0 8 0 0 0 0 0 10 0	10 18
01:45 PM 0 0 0 0 0 0 4 0 4 0 0 0 0 0 3 0	3 7
Total 0 0 0 0 0 25 0 25 0 0 0 0 31 1	32 57

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021

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Groups Printed- Heavy Vehicles

		SARA		RBOUR W	/EST		SR	789 ·	riiiled- He		LYMOUTH		R		SR	789		
	O —		South				Westb				North					ound		=
	Start Time	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	02:00 PM	0	0	0	0	2	6	0	8	0	0	1	1	0	10	0	10	19
	02:15 PM	0	0	0	0	0	8	0	8	0	0	1	1	0	14	0	14	23
	02:30 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	10	0	10	16
	02:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16_
	Total	0	0	0	0	2	27	0	29	0	0	3	3	0	42	0	42	74
	03:00 PM	1	0	0	1	0	7	0	7	0	0	0	0	1	13	0	14	22
	03:15 PM	0	0	0	o l	0	4	0	4	0	0	0	0	0	13	0	13	17
	03:30 PM	Ô	0	Ô	0	Ô	3	0	3	0	Ô	Ô	0	0	15	1	16	19
	03:45 PM	0	Ö	Ö	o l	Ô	3	0	3	0	0	1	1	0	10	0	10	14
	Total	1	0	0	1	0	17	0	17	0	0	1	1	1	51	1	53	14 72
	1	_		_	- 1		_		_1			_	- 1				- 1	
	04:00 PM	0	0	0	0	0	7	0	/	0	0	0	0	0	8	0	8	15
	04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	1	5	9
	04:30 PM	0	0	0	0	0	4	1	5	0	0	1	1	0	12	0	12	18
	04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	6	0	6	10_
	Total	0	0	0	0	0	19	1	20	0	0	1	1	0	30	1	31	52
	05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
	05:15 PM	Ō	0	Ö	0	Ō	0	0	o l	Ö	Ö	0	0	Ö	3	1	4	4
	05:30 PM	0	0	0	0	0	2	1	3	0	0	1	1	0	5	0	5	9
	05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
	Total	0	0	0	0	0	9	1	10	0	0	1	1	0	13	1	14	25
	06:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	4
		-	-	-	-	0	_	-		_	0	•	- 1	0	1	0	1	4
	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
	06:30 PM	0	0	0	0	0	Ū	0	0	0	0	U	0	0	5	0	5	5
	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
	Total	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
G	Frand Total	1	0	1	2	14	308	3	325	6	0	20	26	1	338	11	350	703
	Apprch %	50	0	50		4.3	94.8	0.9		23.1	0	76.9		0.3	96.6	3.1		
	Total %	0.1	0	0.1	0.3	2	43.8	0.4	46.2	0.9	0	2.8	3.7	0.1	48.1	1.6	49.8	

0

0

.000

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100

.250

0

0

.000

1

.250

Total Volume

% App. Total PHF

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021

Page No : 3

51

96.2

.850

1

1.9 .250

1

1.9 .250

53

.828

	SARA	SOTA HA		WEST		SR Westk	789		Р		H HARBO	R		SR <sup>-</sup> Eastb			
Start Time	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Int. Total
Peak Hour Analysis												7.66 0.0.				.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	· Otal
Peak Hour for Entire																	
10:45 AM	0	0	0	0	0	16	0	16	0	0	0	0	0	9	0	9	25
11:00 AM	0	0	0	0	1	10	0	11	0	0	1	1	0	8	0	8	20
11:15 AM	0	0	0	0	0	7	0	7	2	0	1	3	0	10	0	10	20
11:30 AM	0	0	0	0	1	12	0	13	1	0	0	1	0	9	0	9	23
Total Volume	0	0	0	0	2	45	0	47	3	0	2	5	0	36	0	36	88
% App. Total	0	0	0		4.3	95.7	0		60	0	40		0	100	0		
PHF	.000	.000	.000	.000	.500	.703	.000	.734	.375	.000	.500	.417	.000	.900	.000	.900	.880
Peak Hour Analysis Peak Hour for Each	Approach B		:45 AM -	Peak 1 of 1	40.45.414				00.45.414				40.45.414				
. 0	07:00 AM	0	0	0	10:15 AM	7	0	0	09:45 AM	0	•		10:45 AM	^	0		
+0 mins.	0	0	0	0	2	7	0	9	0	0	2	2	0	9 8	0	9	
+15 mins.	0	0	1	1	0	11	0	11	1	0	2 0	3	0	U	0	8	
+30 mins.		0	0	0	0	16	0	16	0	0	0	0	0	10	•	10	
+45 mins. Total Volume	0	0	0	0	3	10 44	0	11 47	1	0	15	6	0	9 36	0 0	9 36	
		ū	100	1	6.4		0	47		-	-	6	0		-	36	
% App. Total PHF	.000	.000	.250	.250	.375	93.6	.000	70.4	16.7 .250	.000	83.3	500	.000	.900	.000	000	
					.3/5	.000	.000	.734	.250	.000	.625	.500	.000	.900	.000	.900	
Peak Hour Analysis Peak Hour for Entire																	
12:00 PM	0	n begins a	IL 12.00 F	0	0	9	0	9	١ ٥	0	4	4	0	40	•	40	20
12:15 PM	0	0	0	0	4	3	0	4	4	0	1	, '	0	<b>16</b> 6	3	<b>19</b>	<b>29</b> 12
12:30 PM	0	0	0	0	0	1 <b>2</b>	0	12	1	0	2	2	0	10	1	11	25
12:45 PM	0	0	0	0	0	4	0	4	0	0	1	1	0	11	1	12	17
Total Volume	0	0	0	0	1	28	0	29	1	0	5	6	0	43	5	48	83
% App. Total	0	0	0	U	3.4	96.6	0	23	16.7	0	83.3	0	0	89.6	10.4	40	05
PHF	.000	.000	.000	.000	.250	.583	.000	.604	.250	.000	.625	.750	.000	.672	.417	.632	.716
	.000	.000	.000	.000	.200	.000	.000	.004	.250	.000	.020	.750	.000	.012	.717	.032	., 10
Peak Hour Analysis Peak Hour for Each			:45 PM -	Peak 1 of 1													
	02:15 PM	_			12:00 PM				12:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	9	0	9	0	0	1	1	1	13	0	14	
+15 mins.	0	0	0	0	1	3	0	4	1	0	1	2	0	13	0	13	
+30 mins.	0	0	0	0	0	12	0	12	0	0	2	2	0	15	1	16	
+45 mins.	1	0	0	1	0	4	0	4	0	0	1	1	0	10	0	10	
Total Values a	4	^			4	20	^	20	4				4	E 4	- 4	F2	

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City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021

Page No : 1

Groups Printed- LITurns

							Group	s Printed- I	<u>UTurns</u>								
	SARA	SOTA HA	RBOUR	WEST		SR			Р		H HARBOR			SR			
Start Time	Left	Thru	bound	App. Total	Left	Westk Thru	Right Ap	n Total	Left	Northl Thru	oouna Right Ap	n Total	Left	Eastb Thru	ouna Right A	nn Total	Int. Total
*** BREAK ***	Leit	Iniu	Right	Арр. тотат	Leit	IIIIu	Right   Ap	p. rotai	Leit	Iniu	Right   Ap	p. rotar	Leit	Iniu	Right   A	pp. rotar	mi. Total
DILAN																	
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	0	0 0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***				- '				,				- '				- '	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***	_	•	•			•	-		•	-				•		- 1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***																	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
11:30 AM	0	0	0	o l	0	0	0	0	Ö	0	Ō	0	3	Ō	Ō	3	3
11:45 AM	0	Ō	0	0	0	Ō	0	0	Ö	0	Ö	0	2	Ō	Ō	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	Ö	Ö	0	o l	1	Ö	Ö	1	Ö	Ö	Ö	o l	3	Ö	Ö	3	4
12:30 PM	0	0	0	Ö	1	0	0	1	Ö	0	Ö	0	0	Ō	Ō	Ö	1
12:45 PM	0	0	0	O	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	2	0	0	2	0	0	0	0	6	0	0	6	8
*** BREAK ***																	
01:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
01:30 PM	0	0	0	O	0	0	0	0	0	0	0	0	1	0	0	1	1
01:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
02:00 PM   *** BREAK ***	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021 Page No : 2

Groups Printed- UTurns

	SARA	SOTA HA	RBOUR	WEST		SR 7		apo i iliitod		LYMOUTH	HARBOI	R		SR	789		
		South	bound			Westb				Northb	ound			Eastb	ound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right A	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
03:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
03:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2_
Total	0	0	0	0	3	0	0	3	0	0	0	0	4	0	0	4	7
*** BREAK ***																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
Total	0	0	0	0	1	0	0	1	0	0	0	0	5	0	0	5	6
*** BREAK ***																	
05:30 PM   *** BREAK ***	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	13	0	0	13	0	0	0	0	36	0	0	36	49
Apprch %	0	0	0		100	0	0		0	0	0		100	0	0		
Total %	0	0	0	0	26.5	0	0	26.5	0	0	0	0	73.5	0	0	73.5	

	SARA	SOTA HAI	RBOUR V	VEST		SR 7	789		F	LYMOUTH	HARBOR			SR	789		
		Southb	ound			Westb	ound			Northl	oound			Eastb	ound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right Ap	p. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis	From 07:00	AM to 11:	45 AM - F	Peak 1 of 1								•					
Peak Hour for Entire	Intersection	n Begins at	t 11:00 Al	M .													
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	667	.000	.000	.667	.667

City/County: Sarasota/Sarasota Weather: Clear

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File Name: SR789&SarasotaHarbourWest

Site Code : 1802503 Start Date : 5/4/2021

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	SARA		RBOUR W	EST		SR			Р		H HARBOF	R		SR			
S. 1 =:	1 6	South				Westb			1 6		bound		1 6	Eastb			=
Start Time	Left	Thru	Right   A	App. Total	Left	Thru	Right /	App. Total	Left	Thru	Right A	App. Total	Left	Thru	Right   A	pp. Total	Int. Total
Peak Hour Analysis I			:45 AM - Pe	eak 1 of 1													
Peak Hour for Each		egins at:										1					
	07:00 AM				07:30 AM				07:00 AM				11:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	8	0	0	8	
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.667	.000	.000	.667	
Peak Hour Analysis I	From 12:00	PM to 06:	45 PM - Pe	eak 1 of 1													
Peak Hour for Entire																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	6	0	0	6	8
% App. Total	0	0	0		100	0	0	-	0	0	0		100	0	0	-	_
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.500	.500
Peak Hour Analysis I	From 12:00	PM to 06:	45 PM - Pe	eak 1 of 1													
Peak Hour for Each	Annroach B	edins at:		Jan I of I													
1 dan Hour for Edon's	12:00 PM	ogino at.			01:15 PM				12:00 PM				12:00 PM				
+0 mins.	0	0	0	0	1	0	0	1	12.00 1 101	Ο	0	0	1	0	0	1	
+15 mins.	0	0	0	0	Ö	0	0		0	0	0	0	3	0	0	2	
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	
+45 mins.	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	
	0	0	0	0	<u>2</u>	0	0	4	0	0	0	0	<u>2</u> 6	0	0	6	
Total Volume	U	Ü	U	U	4	Ü	U	4	Ü	Ū	Ü	0	6	Ü	Ü	О	

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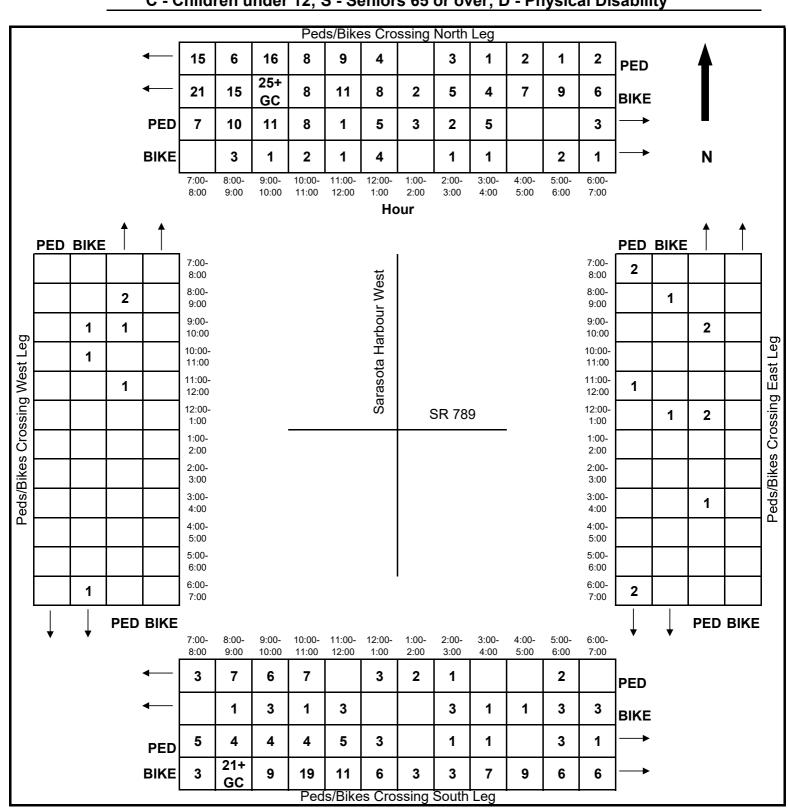
## **Intersection Pedestrian** & Bicycle Count

5/4/2021 Date: Day: Tuesday Weather: Clear Count Times: 7am - 7pm

Intersection: SR 789 at Sarasota Harbour West

Comments: GC - Golf Cart

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWestSAT

Site Code : 1802503 Start Date : 5/1/2021

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Croung Drinted Descender Vehicles Heavy Vehicles LIT

SARASOTA HARBOUR WEST   SR 789   West-bund   SUB 1   SUB 1						Gro			er Vehicles - I									
Start Time   Left   Thru   Right   App. Total   Int. Total   O7:00 AM   0		SARA	SOTA HA	RBOUR WI	EST		SR '	789		PI	LYMOUTI	H HARBO	R		SR	789		
07:00 AM         0         0         0         5         105         0         110         2         0         16         18         0         68         1         69         197           07:15 AM         0         0         0         0         146         1         147         0         0         1         1         0         64         1         65         213           07:30 AM         2         0         0         2         7         198         0         205         0         0         1         1         0         65         0         65         273           07:45 AM         0         0         0         7         226         0         233         1         0         2         3         0         102         1         103         339           Total         2         0         0         2         19         675         1         695         3         0         20         23         0         299         3         302         1022           08:00 AM         1         0         0         1         8         213         0         221         2			Southb				Westb				Northb				Eastb			
07:15 AM         0         0         0         0         146         1         147         0         0         1         1         0         64         1         65         213           07:30 AM         2         0         0         2         7         198         0         205         0         0         1         1         0         65         0         65         273           07:45 AM         0         0         0         0         7         226         0         233         1         0         2         3         0         102         1         103         339           Total         2         0         0         0         7         226         0         233         1         0         2         3         0         102         1         103         339           Total         2         0         0         1         8         213         0         221         2         0         7         9         0         116         1         117         348           08:15 AM         1         0         0         1         5         244         0         2		Left	Thru	Right	App. Total			Right		Left	Thru			Left		Right		
07:30 AM         2         0         0         2         7         198         0         205         0         0         1         1         0         65         0         65         273           07:45 AM         0         0         0         0         7         226         0         233         1         0         2         3         0         102         1         103         339           Total         2         0         0         2         19         675         1         695         3         0         20         23         0         299         3         302         1022           08:00 AM         1         0         0         1         8         213         0         221         2         0         7         9         0         116         1         117         348           08:15 AM         1         0         0         1         5         244         0         249         0         0         1         1         139         390           08:30 AM         2         0         0         2         2         2         2         2         2		0	0	•	0	5		0			0	16	18			1		
07:45 AM         0         0         0         7         226         0         233         1         0         2         3         0         102         1         103         339           Total         2         0         0         2         19         675         1         695         3         0         20         23         0         299         3         302         1022           08:00 AM         1         0         0         1         8         213         0         221         2         0         7         9         0         116         1         117         348           08:15 AM         1         0         0         1         5         244         0         249         0         0         1         1         0         138         1         139         390           08:30 AM         2         0         0         2         2         268         0         270         0         0         0         0         150         0         150         422           08:45 AM         2         0         0         2         5         304         1         310		0	0	0				1		0	0	1	1			1		
Total         2         0         0         2         19         675         1         695         3         0         20         23         0         299         3         302         1022           08:00 AM         1         0         0         1         8         213         0         221         2         0         7         9         0         116         1         117         348           08:15 AM         1         0         0         1         5         244         0         249         0         0         1         1         0         138         1         139         390           08:30 AM         2         0         0         2         2         268         0         270         0         0         0         0         150         0         150         422           08:45 AM         2         0         0         2         5         304         1         310         0         0         3         3         0         160         5         165         480           Total         6         0         0         6         20         1029         1	07:30 AM	2	0	0	2		198	0	205	0	0	1	1	0		0	65	273
08:00 AM         1         0         0         1         8         213         0         221         2         0         7         9         0         116         1         117         348           08:15 AM         1         0         0         1         5         244         0         249         0         0         1         1         0         138         1         139         390           08:30 AM         2         0         0         2         2         268         0         270         0         0         0         0         150         0         150         422           08:45 AM         2         0         0         2         5         304         1         310         0         0         3         3         0         160         5         165         480           Total         6         0         0         6         20         1029         1         1050         2         0         11         13         0         564         7         571         1640           09:00 AM         1         0         1         2         6         319         1	07:45 AM	-	0	0				0		1	0			0		1		
08:15 AM         1         0         0         1         5         244         0         249         0         0         1         1         0         138         1         139         390           08:30 AM         2         0         0         2         2         268         0         270         0         0         0         0         150         0         150         422           08:45 AM         2         0         0         2         5         304         1         310         0         0         3         3         0         160         5         165         480           Total         6         0         0         6         20         1029         1         1050         2         0         11         13         0         564         7         571         1640           O9:00 AM         1         0         1         2         6         319         1         326         0         0         2         2         2         168         1         171         501           09:15 AM         4         0         0         4         5         323	Total	2	0	0	2	19	675	1	695	3	0	20	23	0	299	3	302	1022
08:15 AM         1         0         0         1         5         244         0         249         0         0         1         1         0         138         1         139         390           08:30 AM         2         0         0         2         2         268         0         270         0         0         0         0         150         0         150         422           08:45 AM         2         0         0         2         5         304         1         310         0         0         3         3         0         160         5         165         480           Total         6         0         0         6         20         1029         1         1050         2         0         11         13         0         564         7         571         1640           O9:00 AM         1         0         1         2         6         319         1         326         0         0         2         2         2         168         1         171         501           09:15 AM         4         0         0         4         5         323		1																
08:30 AM         2         0         0         2         2         268         0         270         0         0         0         0         150         0         150         422           08:45 AM         2         0         0         2         5         304         1         310         0         0         3         3         0         160         5         165         480           Total         6         0         0         6         20         1029         1         1050         2         0         11         13         0         564         7         571         1640           09:00 AM         1         0         1         2         6         319         1         326         0         0         2         2         2         168         1         171         501           09:15 AM         4         0         0         4         5         323         0         328         0         0         4         4         0         195         1         196         532           09:30 AM         1         0         0         1         8         359         1		1	-	•	1			-			-	7		-		_		
08:45 AM         2         0         0         2         5         304         1         310         0         0         3         3         0         160         5         165         480           Total         6         0         0         6         20         1029         1         1050         2         0         11         13         0         564         7         571         1640           09:00 AM         1         0         1         2         6         319         1         326         0         0         2         2         2         168         1         171         501           09:15 AM         4         0         0         4         5         323         0         328         0         0         4         4         0         195         1         196         532           09:30 AM         1         0         0         1         8         359         1         368         0         0         0         0         206         0         206         575           09:45 AM         2         0         0         2         2         382         1		1	0	0	1	5		0		0	0	1	1	0		_		
Total         6         0         0         6         20         1029         1         1050         2         0         11         13         0         564         7         571         1640           09:00 AM         1         0         1         2         6         319         1         326         0         0         2         2         2         168         1         171         501           09:15 AM         4         0         0         4         5         323         0         328         0         0         4         4         0         195         1         196         532           09:30 AM         1         0         0         1         8         359         1         368         0         0         0         0         206         0         206         575           09:45 AM         2         0         0         2         2         382         1         385         3         0         1         4         0         227         4         231         622	08:30 AM	2		-				0		0	0	0	0					
09:00 AM         1         0         1         2         6         319         1         326         0         0         2         2         2         168         1         171         501           09:15 AM         4         0         0         4         5         323         0         328         0         0         4         4         0         195         1         196         532           09:30 AM         1         0         0         1         8         359         1         368         0         0         0         0         206         0         206         575           09:45 AM         2         0         0         2         2         382         1         385         3         0         1         4         0         227         4         231         622				-				1_						-				
09:15 AM     4     0     0     4     5     323     0     328     0     0     4     4     0     195     1     196     532       09:30 AM     1     0     0     1     8     359     1     368     0     0     0     0     0     206     0     206     575       09:45 AM     2     0     0     2     2     382     1     385     3     0     1     4     0     227     4     231     622	Total	6	0	0	6	20	1029	1	1050	2	0	11	13	0	564	7	571	1640
09:15 AM     4     0     0     4     5     323     0     328     0     0     4     4     0     195     1     196     532       09:30 AM     1     0     0     1     8     359     1     368     0     0     0     0     0     206     0     206     575       09:45 AM     2     0     0     2     2     382     1     385     3     0     1     4     0     227     4     231     622	00:00 AM	1 1	0	1	2	6	310	1	326	0	0	2	2	2	168	1	171	501
09:30 AM         1         0         0         1         8         359         1         368         0         0         0         0         206         0         206         575           09:45 AM         2         0         0         2         2         382         1         385         3         0         1         4         0         227         4         231         622		1		0							-					_		
09:45 AM 2 0 0 2 2 382 1 385 3 0 1 4 0 227 4 231 622		1			1			1			-	•				_	1	
		2			2			1			-	1	-					
Total   6 0 1   7   21   1303   3   1407   3 0 7   10   2   770 0 004   2230								3				7						
	Total	0	U	1	91	21	1303	3	1407	3	U	,	10	2	790	U	804	2230
10:00 AM   0 0 0 0 0 0 0 424 4 428   4 0 0 4   1 257 0 258   690	10:00 AM	0	0	0	0	0	424	4	428	4	0	0	4	1	257	0	258	690
10:15 AM 0 0 0 0 12 387 4 403 3 0 4 7 1 248 3 252 662	10:15 AM	0	0	0	0	12	387	4	403	3	0	4	7	1	248	3	252	662
10:30 AM   2 0 0 2   5 435 1 441 0 0 3 3 0 279 0 279 725	10:30 AM	2	0	0	2	5	435	1	441	0	0	3	3	0	279	0	279	725
10:45 AM   4	10:45 AM	4	0	0		4	448	1	453	2	0	1	3	0	257	1	258	718
Total 6 0 0 6 21 1694 10 1725 9 0 8 17 2 1041 4 1047 2795	Total	6	0	0	6	21	1694	10	1725	9	0	8	17	2	1041	4	1047	2795
1100 124   1	11.00.134	1 .	0	0		10	120	•	444		0	2	. 1		20.4		200	5.45
11:00 AM 1 0 0 1 12 430 2 444 1 0 3 4 2 294 2 298 747		1								1								
11:15 AM				-	1					1	Ü	•		-				
11:30 AM 1 0 0 1 8 453 2 463 1 0 3 4 1 269 1 271 739		1		9	1			2		1	-		- 1	_		1	1	
11:45 AM 1 0 0 1 7 418 1 426 1 0 2 3 2 278 1 281 711		1	-	-	1			1		1	-					1		
Total   4 0 0 4   35 1735 6 1776   4 0 12 16   5 1111 10 1126   2922	Total	4	0	0	4	35	1735	6	1776	4	0	12	16	5	1111	10	1126	2922
12:00 PM   2 0 0 2   11 423 1 435   1 0 4 5   2 285 0 287   729	12:00 PM	2.	0	0	2	11	423	1	435	1	0	4	5	2.	285	0	287	729
12:15 PM 0 0 0 0 5 404 0 409 0 0 4 4 0 311 1 312 725				0				0		0	0	4	1					
12:30 PM   0 0 1 1   5 462 2 469   2 0 1 3   3 288 1 292   765		_			i						0	1					i	
12:45 PM   4		~		-	-	1		1			-	4						
Total 6 0 1 7 22 1695 4 1721 3 0 13 16 8 1174 3 1185 2929				1		22.		4				13				3		
				_				·										
01:00 PM   1 0 0 1   4 408 0 412   2 0 5 7   2 318 2 322   742	01:00 PM	1	0	0	1	4	408	0	412	2	0	5	7	2	318	2	322	742
01:15 PM	01:15 PM	1	0	0	1	3	405	1		1	0	4	5	0		0	296	
01:30 PM   0 0 0 0 0 7 410 0 417   0 0 2 2 0 314 2 316 735		0	0	0	0	7	410	0		0	0	2		0		2	316	735
01:45 PM 0 0 1 1 1 1405 2 418 1 0 6 7 2 348 0 350 776	01:45 PM	0	0	1	1		405	2	418	1	0	6	7	2	348	0	350	
Total 2 0 1 3 25 1628 3 1656 4 0 17 21 4 1276 4 1284 2964		2	0	1	3	25	1628	3	1656	4	0	17	21	4	1276	4	1284	2964

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWestSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

					Gro			er Vehicles - H									
	SARA		RBOUR WE	EST		SR ′			P	PLYMOUTI		R		SR			
		Southb				Westb				Northb				Eastb			
Start Time	Left	Thru	Right A	pp. Total	Left	Thru	Right	App. Total	Left	Thru		App. Total	Left	Thru	Right	App. Total	Int. Total
02:00 PM	1	0	0	1	9	383	3	395	1	0	2	3	2	353	1	356	755
02:15 PM	1	0	0	1	4	356	1	361	1	0	3	4	1	375	2	378	744
02:30 PM	1	1	0	2	2	375	1	378	0	0	5	5	1	408	1	410	795
02:45 PM	11	0	0	1	7	377	0	384	4	0	2	6	1	373	1	375	766
Total	4	1	0	5	22	1491	5	1518	6	0	12	18	5	1509	5	1519	3060
03:00 PM	0	0	0	0	6	291	2	299	3	0	11	14	1	392	0	393	706
03:15 PM	1	1	0	2	8	393	5	406	1	0	5	6	2	347	3	352	766
03:30 PM	3	1	Ö	4	4	394	0	398	0	0	7	7	2	376	0	378	787
03:45 PM	2	1	Ö	3	6	313	1	320	0	0	4	4	0	395	1	396	723
Total	6	3	0	9	24	1391	8	1423	4	0	27	31	5	1510	4	1519	2982
04:00 PM	0	0	2	2	4	370	0	274	0	0	6	ر ا	2	402	0	105	797
	0	-	2	2	•		-	374	0	0	6	6	2 3	403	0	405	787
04:15 PM	1	0	•	2	3	318	3	324	-	0	5	5		443	1	447	778
04:30 PM	2	0	0	2	3	279	0	282	2	0	0	2	3	438	0	441	727
04:45 PM	0	1	0		3	337	0	340	2	0	3	5	1	415	0	416	762
Total	3	1	3	7	13	1304	3	1320	4	0	14	18	9	1699	1	1709	3054
05:00 PM	0	0	0	0	1	326	2	329	2	0	5	7	0	413	0	413	749
05:15 PM	3	0	0	3	4	315	0	319	1	0	0	1	3	387	1	391	714
05:30 PM	1	0	0	1	3	279	1	283	0	0	5	5	1	387	0	388	677
05:45 PM	0	0	0	0	6	286	0	292	3	0	3	6	2	365	1	368	666
Total	4	0	0	4	14	1206	3	1223	6	0	13	19	6	1552	2	1560	2806
06:00 PM	3	0	0	3	7	252	2	261	2	0	4	6	1	345	1	347	617
06:15 PM	2	0	0	2	4	232	1	237	1	0	1	2	1	373	2	376	617
06:30 PM	1	0	0	1	3	300	0	303	2	0	2	4	0	326	2	328	636
06:45 PM	0	0	0	0	3	258	0	261	0	0	1	1	0	310	2	312	574
Total	6	0	0	6	17	1042	3	1062	5	0	8	13	2	1354	7	1363	2444
· ·				- 1													
Grand Total	57	5	6	68	253	16273	50	16576	53	0	162	215	48	13885	56	13989	30848
Apprch %	83.8	7.4	8.8		1.5	98.2	0.3		24.7	0	75.3		0.3	99.3	0.4		
Total %	0.2	0	0	0.2	0.8	52.8	0.2	53.7	0.2	0	0.5	0.7	0.2	45	0.2	45.3	
Passenger Vehicles	57	5	6	68	218	16122	50	16390	49	0	160	209	9	13734	54	13797	30464
% Passenger Vehicles	100	100	100	100	86.2	99.1	100	98.9	92.5	0	98.8	97.2	18.8	98.9	96.4	98.6	98.8
Heavy Vehicles	0	0	0	0	5	151	0	156	3	0	2	5	0	151	2	153	314
% Heavy Vehicles	0	0	0	0	2	0.9	0	0.9	5.7	0	1.2	2.3	0	1.1	3.6	1.1	1
UTurns	0	0	0	0	30	0	0	30	1	0	0	1	39	0	0	39	70
% UTurns	0	0	0	0	11.9	0	0	0.2	1.9	0	0	0.5	81.2	0	0	0.3	0.2

PLYMOUTH HARBOR

Northbound

SR 789

Westbound

SARASOTA HARBOUR WEST

Southbound

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWestSAT

Site Code : 1802503 Start Date : 5/1/2021

SR 789

Eastbound

Page No : 3

Start Time	Left	Thru	Right	App. Total	Left	Thru	Right A	App. Total	Left	Thru	Right .	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis Fro	om 07:00 AN	M to 11:45	AM - Peak	1 of 1													
Peak Hour for Entire In	ntersection B	egins at 10	:45 AM														
10:45 AM	4	0	0	4	4	448	1	453	2	0	1	3	0	257	1	258	718
11:00 AM	1	0	0	1	12	430	2	444	1	0	3	4	2	294	2	298	747
11:15 AM	1	0	0	1	8	434	1	443	1	0	4	5	0	270	6	276	725
11:30 AM	1	0	0	1	8	453	2	463	1	0	3	4	1	269	1	271	739
Total Volume	7	0	0	7	32	1765	6	1803	5	0	11	16	3	1090	10	1103	2929
% App. Total	100	0	0		1.8	97.9	0.3		31.2	0	68.8		0.3	98.8	0.9		
PHF	.438	.000	.000	.438	.667	.974	.750	.974	.625	.000	.688	.800	.375	.927	.417	.925	.980
Peak Hour Analysis Fro			AM - Peak	: 1 of 1													
Peak Hour for Each Ap		ns at:															
	08:30 AM				10:45 AM				07:00 AM				11:00 AM				
+0 mins.	2	0	0	2	4	448	1	453	2	0	16	18	2	294	2	298	
+15 mins.	2	0	0	2	12	430	2	444	0	0	1	1	0	270	6	276	
+30 mins.	1	0	1	2	8	434	1	443	0	0	1	1	1	269	1	271	
+45 mins.	4	0	0	4	8	453	2	463	1	0	2	3	2	278	1	281	
Total Volume	9	0	1	10	32	1765	6	1803	3	0	20	23	5	1111	10	1126	
% App. Total	90	0	10		1.8	97.9	0.3		13	0	87		0.4	98.7	0.9		
PHF	.563	.000	.250	.625	.667	.974	.750	.974	.375	.000	.313	.319	.625	.945	.417	.945	
Peak Hour Analysis Fro				1 of 1													
Peak Hour for Entire In	ntersection B	egins at 03	:30 PM														
03:30 PM	3	1	0	4	4	394	0	398	0	0	7	7	2	376	0	378	787
03:45 PM	2	1	0	3	6	313	1	320	0	0	4	4	0	395	1	396	723
04:00 PM	0	0	2	2	4	370	0	374	0	0	6	6	2	403	0	405	787
04:15 PM	1	0	1	2	3	318	3	324	0	0	5	5	3	443	1	447	778_
Total Volume	6	2	3	11	17	1395	4	1416	0	0	22	22	7	1617	2	1626	3075
% App. Total	54.5	18.2	27.3		1.2	98.5	0.3		0	0	100		0.4	99.4	0.1		
PHF	.500	.500	.375	.688	.708	.885	.333	.889	.000	.000	.786	.786	.583	.913	.500	.909	.977

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:15 PM				12:00 PM				02:45 PM				04:15 PM			
+0 mins.	1	1	0	2	11	423	1	435	4	0	2	6	3	443	1	447
+15 mins.	3	1	0	4	5	404	0	409	3	0	11	14	3	438	0	441
+30 mins.	2	1	0	3	5	462	2	469	1	0	5	6	1	415	0	416
+45 mins.	0	0	2	2	1	406	1	408	0	0	7	7	0	413	0	413
Total Volume	6	3	2	11	22	1695	4	1721	8	0	25	33	7	1709	1	1717
% App. Total	54.5	27.3	18.2		1.3	98.5	0.2		24.2	0	75.8		0.4	99.5	0.1	
PHF	.500	.750	.250	.688	.500	.917	.500	.917	.500	.000	.568	.589	.583	.964	.250	.960

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWestSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Passenger Vehicles

 								nted- Passeng									
	SARA	SOTA HA	RBOUR WI	EST		SR 7	789		Pl	LYMOUTH	H HARBO	R		SR			
		Southb	ound			Westb	ound			Northb	ound			Eastb	ound		
Start Time	Left	Thru	Right A	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru		App. Total	Int. Total
07:00 AM	0	0	0	0	4	104	0	108	2	0	16	18	0	66	1	67	193
07:15 AM	0	0	0	0	0	144	1	145	0	0	1	1	0	64	1	65	211
07:30 AM	2	0	0	2	7	192	0	199	0	0	1	1	0	65	0	65	267
07:45 AM	0	0	0	0	7	221	0	228	1	0	2	3	0	101	1	102	333
Total	2	0	0	2	18	661	1	680	3	0	20	23	0	296	3	299	1004
1				1								1				1	
08:00 AM	1	0	0	1	7	209	0	216	2	0	7	9	0	112	1	113	339
08:15 AM	1	0	0	1	5	240	0	245	0	0	1	1	0	137	1	138	385
08:30 AM	2	0	0	2	2	264	0	266	0	0	0	0	0	146	0	146	414
 08:45 AM	2	0	0	2	4	298	1	303	0	0	3	3	0	159	5	164	472
Total	6	0	0	6	18	1011	1	1030	2	0	11	13	0	554	7	561	1610
09:00 AM	1	0	1	2	5	317	1	323	0	0	2	2	0	166	1	167	494
09:15 AM	4	0	0	4	5	319	0	324	Õ	0	4	4	0	192	1	193	525
09:30 AM	1	0	0	il	6	356	1	363	0	0	0	0	0	202	0	202	566
09:45 AM	2	0	0	2	2	378	1	381	3	0	1	4	0	226	4	230	617
Total	8	0	1	9	18	1370	3	1391	3	0	7	10	0	786	6	792	2202
1																	
10:00 AM	0	0	0	0	0	418	4	422	4	0	0	4	1	253	0	254	680
10:15 AM	0	0	0	0	12	384	4	400	3	0	4	7	0	244	3	247	654
10:30 AM	2	0	0	2	5	431	1	437	0	0	3	3	0	275	0	275	717
 10:45 AM	4	0	0	4	3	445	1	449	1	0	1	2	0	254	1	255	710
Total	6	0	0	6	20	1678	10	1708	8	0	8	16	1	1026	4	1031	2761
11:00 AM	1	0	0	1.1	8	423	2	433	1	0	2	3	2	290	1	293	730
11:15 AM	1	0	0	1	8 7	430	1	438	0	0	4	4	0	265	6	293	730
11:30 AM	1	0	0	1	7	448	2	457	0	0	3	3	0	265	1	266	714
	1	0	0	1	5		<u> </u>		0	0	2	3	0		1		
 11:45 AM	14	0	0	4	<u>5</u> 27	414 1715	6	420 1748	2	0	11	13	3	274 1094	9	276 1106	700 2871
Total	4	U	U	4	21	1/13	0	1/48	2	U	11	13	3	1094	9	1100	28/1
12:00 PM	2	0	0	2	9	418	1	428	1	0	4	5	0	280	0	280	715
12:15 PM	0	0	0	0	4	403	0	407	0	0	4	4	0	305	1	306	717
12:30 PM	0	0	1	1	4	458	2	464	2	0	1	3	0	284	1	285	753
12:45 PM	4	0	0	4	1	404	1	406	0	0	4	4	1	286	1	288	702
Total	6	0	1	7	18	1683	4	1705	3	0	13	16	1	1155	3	1159	2887
01:00 PM	1	0	0	1	3	405	0	408	1	0	5	6	0	313	2	315	730
01:15 PM	1	0	0	1	3	403	1	407	1	0	4	5	0	295	0	295	708
01:30 PM	0	0	0	0	3	406	0	409	0	0	2	2	0	309	2	311	722
 01:45 PM	0	0	1	1	8	404	2	414	1	0	6	7	0	346	0	346	768_
Total	2	0	1	3	17	1618	3	1638	3	0	17	20	0	1263	4	1267	2928

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWestSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Passenger Vehicles

		SARA	SOTA HA		/EST		SR ' Westb	789	inted- 1 assen		LYMOUT Northl		)R		SR Eastb	789		
Start 7	Гime	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Int. Total
02:00		1	0	0	1	9	378	3	390	1	0	2	3	0	344	1	345	739
02:15		1	0	0	1	4	352	1	357	1	0	3	4	0	375	1	376	738
02:30		1	1	0	2	2	369	1	372	0	0	4	4	0	404	1	405	783
02:45	5 PM	1	0	0	1	7	376	0	383	4	0	2	6	0	369	1	370	760
	Total	4	1	0	5	22	1475	5	1502	6	0	11	17	0	1492	4	1496	3020
03:00		0	0	0	0	5	286	2	293	3	0	11	14	0	390	0	390	697
03:15		1	1	0	2	5	390	5	400	1	0	5	6	0	344	3	347	755
03:30		3	1	0	4	4	391	0	395	0	0	7	7	1	373	0	374	780
03:45		2	1	0	3	6	313	1	320	0	0	4	4	0	392	1	393	720_
ı	Total	6	3	0	9	20	1380	8	1408	4	0	27	31	1	1499	4	1504	2952
	1	_		_	- 1				1	_			. 1	_		_	1	
04:00		0	0	2	2	4	366	0	370	0	0	6	6	0	400	0	400	778
04:15		1	0	1	2	3	317	3	323	0	0	5	5	0	440	1	441	771
04:30		2	0	0	2	3	276	0	279	2	0	0	2	1	436	0	437	720
04:45		0	11	0	1	3	337	0	340	2	0	3	5	0	411	0	411	757
'	Total	3	1	3	7	13	1296	3	1312	4	0	14	18	1	1687	1	1689	3026
07.00	D D) (	0	0	0	ا م ا	1	224	2	227	2	0	_	<b>7</b> l	0	106	0	40.6	7.10
05:00		0	0	0	0   3	1	324	2	327	2	0	5 0	7	0	406	0	406	740
05:15		3	-	0	3	3	314	0	317	1	0	0	1	1	385	1	387	708
05:30 05:45	i	1	0	0	0	2 6	276 285	0	279 291	0	0	3	6	0	382 363	0	382 364	667 661
	Total	4	0	0	4	12	<u>283</u> 1199	3	1214	6	0	13	19	1	1536	2	1539	2776
	Total	4	U	U	4	12	1199	3	1214	O	U	13	19	1	1330	2	1339	2770
06:00	) PM	3	0	0	3	5	251	2	258	2	0	4	6	0	340	1	341	608
06:15		2	0	0	2	4	230	1	235	1	0	1	2	1	371	2	374	613
06:30		1	0	0	1	3	297	0	300	2	0	2	4	0	325	2	327	632
06:45		0	0	0	0	3	258	0	261	0	0	1	1	0	310	2	312	574
	Total	6	0	0	6	15	1036	3	1054	5	0	8	13	1	1346	7	1354	2427
	,								·				,					
Grand 7	Γotal	57	5	6	68	218	16122	50	16390	49	0	160	209	9	13734	54	13797	30464
Appr	ch %	83.8	7.4	8.8		1.3	98.4	0.3		23.4	0	76.6		0.1	99.5	0.4		
To	tal %	0.2	0	0	0.2	0.7	52.9	0.2	53.8	0.2	0	0.5	0.7	0	45.1	0.2	45.3	

PLYMOUTH HARBOR

Northbound

SR 789

Westbound

City/County: Sarasota/Sarasota Weather: Clear

SARASOTA HARBOUR WEST

Southbound

Comments:

File Name: SR789&SarasotaHarbourWestSAT

Site Code : 1802503 Start Date : 5/1/2021

SR 789

Eastbound

Page No : 3

Start Time	Left	Thru	Right A	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 07:00 Al	M to 11:45	AM - Peak	1 of 1													
Peak Hour for Entire In	ntersection B	egins at 10	:45 AM														
10:45 AM	4	0	0	4	3	445	1	449	1	0	1	2	0	254	1	255	710
11:00 AM	1	0	0	1	8	423	2	433	1	0	2	3	2	290	1	293	730
11:15 AM	1	0	0	1	7	430	1	438	0	0	4	4	0	265	6	271	714
11:30 AM	1	0	0	1	7	448	2	457	0	0	3	3	0	265	1	266	727
Total Volume	7	0	0	7	25	1746	6	1777	2	0	10	12	2	1074	9	1085	2881
% App. Total	100	0	0		1.4	98.3	0.3		16.7	0	83.3		0.2	99	0.8		
PHF	.438	.000	.000	.438	.781	.974	.750	.972	.500	.000	.625	.750	.250	.926	.375	.926	.987_
Peak Hour Analysis Fr	om 07:00 Al	M to 11:45	AM - Peak	1 of 1													
Peak Hour for Each Ap	pproach Begi	ns at:															
	08:30 AM				10:45 AM				07:00 AM				11:00 AM				
+0 mins.	2	0	0	2	3	445	1	449	2	0	16	18	2	290	1	293	
+15 mins.	2	0	0	2	8	423	2	433	0	0	1	1	0	265	6	271	
+30 mins.	1	0	1	2	7	430	1	438	0	0	1	1	0	265	1	266	
+45 mins.	4	0	0	4	7	448	2	457	1	0	2	3	1	274	1	276	
Total Volume	9	0	1	10	25	1746	6	1777	3	0	20	23	3	1094	9	1106	
% App. Total	90	0	10		1.4	98.3	0.3		13	0	87		0.3	98.9	0.8		
PHF	.563	.000	.250	.625	.781	.974	.750	.972	.375	.000	.313	.319	.375	.943	.375	.944	
Peak Hour Analysis Fr	om 12:00 PN	I to 06:45	PM - Peak 1	of 1													
Peak Hour for Entire In	ntersection B	egins at 03	:30 PM														
03:30 PM	3	1	0	4	4	391	0	395	0	0	7	7	1	373	0	374	780
03:45 PM	2	1	0	3	6	313	1	320	0	0	4	4	0	392	1	393	720
04:00 PM	0	0	2	2	4	366	0	370	0	0	6	6	0	400	0	400	778
04:15 PM	1	0	1	2	3	317	3	323	0	0	5	5	0	440	1	441	771
Total Volume	6	2	3	11	17	1387	4	1408	0	0	22	22	1	1605	2	1608	3049
% App. Total	54.5	18.2	27.3		1.2	98.5	0.3		0	0	100		0.1	99.8	0.1		
PHF	.500	.500	.375	.688	.708	.887	.333	.891	.000	.000	.786	.786	.250	.912	.500	.912	.977

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

I cak Hour for Lacii A	ipproach beg	1115 at.														
	03:15 PM				12:00 PM				02:45 PM				04:15 PM			
+0 mins.	1	1	0	2	9	418	1	428	4	0	2	6	0	440	1	441
+15 mins.	3	1	0	4	4	403	0	407	3	0	11	14	1	436	0	437
+30 mins.	2	1	0	3	4	458	2	464	1	0	5	6	0	411	0	411
+45 mins.	0	0	2	2	1	404	1	406	0	0	7	7	0	406	0	406
Total Volume	6	3	2	11	18	1683	4	1705	8	0	25	33	1	1693	1	1695
% App. Total	54.5	27.3	18.2		1.1	98.7	0.2		24.2	0	75.8		0.1	99.9	0.1	
PHF	.500	.750	.250	.688	.500	.919	.500	.919	.500	.000	.568	.589	.250	.962	.250	.961

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWestSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Heavy Vehicles

	CADA	COTAILA	DDOLID WE	O.T.		CD 7		Printed- Heavy		I MACLITI	II II A DDOD			SR	700		
	SARA		RBOUR WES	81		SR 7			P		H HARBOR	١					
C. TT:	т.с.	Southb		T . 1	T C:	Westb		A 70 . 1	T C:	Northb		A 75 ( 1	т.с.	Eastb	ound	A 70 . 1	T + 70 + 1
Start Time	Left	Thru	Right A		Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru	Right   .	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	$\begin{bmatrix} 2\\0 \end{bmatrix}$	3
07:15 AM	0	-	0	0	-	2	-	2	Ü	-	Ü	9	-		0	0	2
07:30 AM 07:45 AM	0	0	0	0	0	6 5	0	6 5	0	0	0	$\begin{bmatrix} 0 \\ 0 \end{bmatrix}$	0	0	0	0	6
		0	0		0	<u>5</u> 14	0	14	0	0	0	0	0	3	0	3	<u>6</u> 17
Total	0	U	U	0	U	14	U	14	U	U	U	0	U	3	U	3	17
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	10	0	10	28
09:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
09:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
09:30 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	4	0	4	8
09:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	11	0	1	5_
Total	0	0	0	0	1	13	0	14	0	0	0	0	0	10	0	10	24
	1							1				1				1	
10:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
10:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
10:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
10:45 AM	0	0	0	0	1	3	0	4	1	0	0	1	0	3	0	3	8_
Total	0	0	0	0	1	16	0	17	1	0	0	1	0	15	0	15	33
	1 -	_	_	- 1		_		- 1	_			. 1				_ 1	
11:00 AM	0	0	0	0	1	7	0	8	0	0	1	1	0	4	1	5	14
11:15 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	5	0	5	11
11:30 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	4	0	4	10
11:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	44	0	4	88_
Total	0	0	0	0	2	20	0	22	2	0	1	3	0	17	1	18	43
12:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
12:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
12:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	<u> </u>
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	19	0	19	31
Total		V	U	0	U	12	J	12	U	J	U	0	U	1)	U	19	31
01:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
01:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
01:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
01:45 PM	0	0	0	0	0	11	0	1	0	0	0	0	0	2	0	2	3_
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	13	0	13	23

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWestSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- Heavy Vehicles

	SARA		RBOUR W	EST		SR 7	789	illied- Heav		LYMOUTH		R		SR			
G m:	T C	Southb			T C	Westb			T C	Northb			T 0	Eastb			T
Start Time	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru	Right		Int. Total
02:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
02:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	1	1	5
02:30 PM	0	0	0	0	0	6	0	6	0	0	1	1	0	4	0	4	11
02:45 PM	0	0	0	0	0	11	0	1	0	0	0	0	0	4	0	4	5_
Total	0	0	0	0	0	16	0	16	0	0	1	1	0	17	1	18	35
03:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
03:15 PM	0	0	0	0	1	3	0	4	0	0	0	0	0	3	0	3	7
03:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3_
Total	0	0	0	0	1	11	0	12	0	0	0	0	0	11	0	11	23
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4_
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	12	0	12	20
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	<u>3</u> 23
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	16	0	16	23
06:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
06:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
06:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
*** BREAK ***																	
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	8	0	8	14
Grand Total	0	0	0	0	5	151	0	156	3	0	2	5	0	151	2	153	314
Apprch %	0	0	0		3.2	96.8	0		60	0	40		0	98.7	1.3		
Total %	0	0	0	0	1.6	48.1	0	49.7	1	0	0.6	1.6	0	48.1	0.6	48.7	

City/County: Sarasota/Sarasota Weather: Clear Comments:

+30 mins.

+45 mins.

PHF

Total Volume

% App. Total

.000

.000

.000

.000

.000

.667

.000

File Name: SR789&SarasotaHarbourWestSAT

Site Code : 1802503 Start Date : 5/1/2021

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Southbound Westbound Northbound	I .			789 oound		
Start Time Left Thru Right App. Total Left Thru Right App. Total Left Thru Right App. Total Left Thru Right App. T	otal	Left	Thru		App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 10:45 AM						
$10:45 \text{ AM} \mid 0  0  0  0 \mid 1  3  0  4 \mid 1  0  0$	1	0	3	0	3	8
11:00 AM 0 0 0 0 1 7 0 8 0 0 1	1	0	4	1	5	14
11:15 AM   0 0 0 0 0 1 4 0 5   1 0 0	1	0	5	0	5	11
11:30 AM   0 0 0 0 0 0 5 0 5 1 0 0	1	0	4	0	4	10
Total Volume 0 0 0 0 0 3 19 0 22 3 0 1	4	0	16	1	17	43
% App. Total 0 0 0 13.6 86.4 0 75 0 25		0	94.1	5.9		
PHF .000 .000 .000 .000 .750 .679 .000 .688 .750 .000 .250	1.00	.000	.800	.250	.850	.768
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:						
07:00 AM 10:45 AM 10:45 AM	11	1:00 AM			_	
+0 mins. 0 0 0 0 1 3 0 4 1 0 0	1	0	4	1	5	
+15 mins. 0 0 0 0 1 7 0 8 0 0 1	1	0	5	0	5	
+30 mins. 0 0 0 0 1 4 0 5 1 0 0	1	0	4	0	4	
+45 mins. 0 0 0 0 0 5 0 5 1 0 0	1	0	4_	0		
Total Volume 0 0 0 0 3 19 0 22 3 0 1	4	0	17	1	18	
% App. Total         0         0         13.6         86.4         0         75         0         25           PHF         .000         .000         .000         .750         .679         .000         .688         .750         .000         .250         1.	000	.000	94.4	.250		
PHF         .000         .000         .000         .000         .750         .679         .000         .688         .750         .000         .250         1.           Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1	.000	.000	.850	.230	.900	
Peak Hour for Entire Intersection Begins at 02:00 PM						
02:00 PM   0 0 0 0 0 0 5 0 5 0 0	0	0	9	0	9	14
02:00 T M	0	0	0	1	1	5
02:13 TW	1	0	4	0	4	11
02:45 PM   0 0 0 0 0 0 1 0 1 0 0 0	0	0	1	0	- 1	5
Total Volume 0 0 0 0 0 16 0 16 0 0	1	0	17	1	18	35
Mapp. Total 0 0 0 0 100 0 0 100 0 0 100	1	0	94.4	5.6	-	33
	.250	.000	.472	.250		.625
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:						
12:00 PM 01:45 PM 01:45 PM	12	2:00 PM				
+0 mins.   0 0 0 0 0 0 1 0 1 0 0	0	0	5	0	5	
+15 mins. 0 0 0 0 0 5 0 5 0 0	0	0	6	0	6	

.667

.000

.000

.250

.250

.000

.792

.000

.792

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWestSAT

Site Code : 1802503 Start Date : 5/1/2021

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Groups Printed- UTurns

Groups Printed- UTurns  SARASOTA HARBOUR WEST SR 789 PLYMOUTH HARBOR SR 789  SR 789																	
	SARA	SOTA HA Southb		VEST	SR 789 PLYMOUTH HARBOR SR 789 Westbound Northbound Eastbound												
Start Time	Left	Thru		App. Total	Left	Thru		pp. Total	Left	Thru		App. Total	Left	Thru		App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***								1				1					
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1_
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
*** BREAK ***				- 1		_	_	. 1			_	- 1	_			- 1	
09:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
*** BREAK ***																	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***				·												·	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:00 AM   *** BREAK ***	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
11:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3_
Total	0	0	0	0	6	0	0	6	0	0	0	0	2	0	0	2	8
12:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	4	0	0	4	0	0	0	0	7	0	0	7	11
01:00 PM	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	2	4
*** BREAK ***																	
01:30 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
01:45 PM	0	0	0	0	3	0	0	3	0	0	0	0	2	0	0	2	5
Total	0	0	0	0	8	0	0	8	1	0	0	1	4	0	0	4	13
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5

City/County: Sarasota/Sarasota Weather: Clear Comments:

File Name: SR789&SarasotaHarbourWestSAT

Site Code : 1802503 Start Date : 5/1/2021 Page No : 2

Groups Printed- UTurns

		SR 7		*	P	LYMOUTH		R									
	Southbound						ound			Northb	ound						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
03:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	3	0	0	3	0	0	0	0	4	0	0	4	7
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	8
*** BREAK ***																	
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	2	0	0	2	0	0	0	0	5	0	0	5	7
06:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
*** BREAK ***		0		0	2	0	0	2		0	0	0	1	0	0	1	
Total	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	30	0	0	30	1	0	0	1	39	0	0	39	70
Apprch %	0	0	0		100	0	0		100	0	0		100	0	0		
Total %	0	0	0	0	42.9	0	0	42.9	1.4	0	0	1.4	55.7	0	0	55.7	

	SARA	SOTA HAI	WEST	SR 789				P	LYMOUT	H HARBOR	2						
		Southb		Westbound					Northl	bound							
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis Fr	rom 07:00 Al	M to 11:45	AM - Pea	k 1 of 1													
Peak Hour for Entire I	ntersection B	egins at 11	:00 AM														
11:00 AM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
11:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1	3_
Total Volume	0	0	0	0	6	0	0	6	0	0	0	0	2	0	0	2	8
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.500	.667

### Intersection Turning Movement Count

City/County: Sarasota/Sarasota Weather: Clear Comments:

% App. Total

PHF

0

.000

0

.000

0

.000

File Name: SR789&SarasotaHarbourWestSAT

.667

Site Code : 1802503 Start Date : 5/1/2021

Page No : 3

	SARAS	ота на		/EST		SR 7			P		H HARBO	R		SR 7			
		Southbo				Westbo				North				Eastbo			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis Fro			AM - Peak	c 1 of 1													
Peak Hour for Each App	proach Begin	ns at:															
(	07:00 AM				11:00 AM				07:00 AM				08:15 AM				
+0 mins.	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	
Total Volume	0	0	0	0	6	0	0	6	0	0	0	0	2	0	0	2	
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250	
Peak Hour Analysis Fro	m 12:00 PM	to 06:45 I	PM - Peak	1 of 1													
Peak Hour for Entire Int	tersection Be	egins at 01:	:00 PM														
01:00 PM	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	2	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
01:45 PM	0	0	0	0	3	0	0	3	0	0	0	0	2	0	0	2	5
Total Volume	0	0	0	0	8	0	0	8	1	0	0	1	4	0	0	4	13
% App. Total	0	0	0		100	0	0		100	0	0		100	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.000	.250	.500	.000	.000	.500	.650
																	_
Peak Hour Analysis Fro	m 12:00 PM	to 06:45 I	PM - Peak	1 of 1													
Peak Hour for Each App																	
	12:00 PM				01:00 PM				12:15 PM				04:00 PM				
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
+30 mins.	0	0	0	0	4	0	0	4	0	0	0	0	2	0	0	2	
+45 mins.	0	0	0	0	3	0	0	3	1	0	0	1	1	0	0	1	
Total Volume	0	0	0	0	8	0	0	8	1	0	0	1	8	0	0	8	
24 4 55 1				~	400				100			-	400			~	

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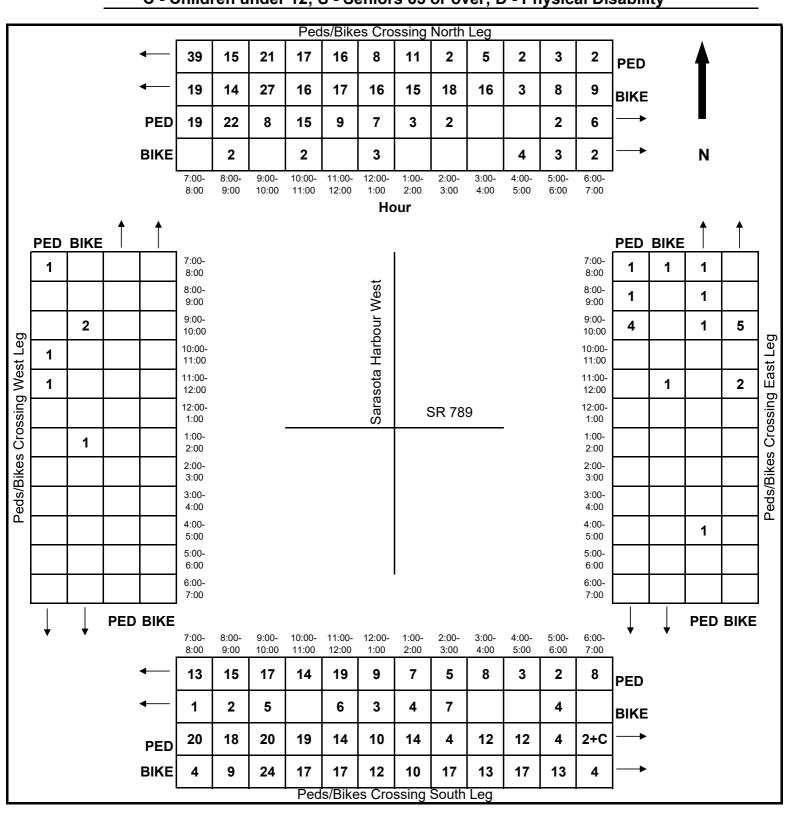
0

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## Intersection Pedestrian & Bicycle Count

Date:	5/1/2021	Day: <u>Saturday</u>
Count Times:	7am - 7pm	Weather: Clear
Intersection:	SR 789 at Sarasota Harbour West	
Comments:		

## C - Children under 12; S - Seniors 65 or over; D - Physical Disability



COUNTY: 17 5078 STATION:

DESCRIPTION: SR 789/GULFSTREAM AVE, WEST OF BIRD KEY DR START DATE: 05/22/2019
START TIME: 0000

TIME	1ST	DIR 2ND	ECTION: 3RD	E 4TH	TOTAL	1ST	DIRI 2ND	ECTION: 3RD	W 4TH	TOTAL	COMBINEI TOTAL
						191					
0000	27	13	6	10	56	16	10	6	6	38	94
0100	10	12	8	3	33	4	3	4	5	16	49
0200	3	6	13	1	23	5	8	1	5	19	42
0300	3 7	4	8	5	20	2	2	4	12	20	40
0400		13	13	15	48	9	3	26	25	63	111
0500	8	6	13	14	41	17	25	24	61	127	168
0600	29	35	57	48	169	63	92	129	151	435	604
0700	99	94	114	126	433	149	243	283	333	1008	1441
0800	157	164	161	159	641	344	375	377	397	1493	2134
0900	172	178	207	216	773	334	306	314	329	1283	2056
1000	209	216	247	263	935	310	274	299	311	1194	2129
1100	231	264	232	276	1003	265	285	305	308	1163	2166
1200	270	266	268	295	1099	291	254	323	267	1135	2234
1300	305	303	279	310	1197	270	277	253	292	1092	2289
1400	317	318	332	335	1302	253	275	230	259	1017	2319
1500 1600	336 379	428 374	384 338	376 325	1524 1416	256 261	225 233	260 220	243 224	984 938	2508 2354
1700	354	374 357	288	345 249	1248	229	204	212	189	834	2082
1800	253	205	213	151	822	205	179	186	199	769	1591
1900	182	151	185	151	672	189	171	184	159	703	1375
2000	154	175	228	208	765	124	142	156	119	541	1306
2100	218	182	154	127	681	116	87	86	75	364	1045
2200	153	132	103	81	469	68	51	51	45	215	684
2300	97	47	27	31	202	24	22	34	17	97	299
24-HOU	 R TOTALS	 3:			 15572					15548	31120

24-HOUR TOTALS:	15572	15548	31120
	PEAK VOLUME INFORMATION		
DIRECTION: E	DIRECTION: W	COMBINED DIRECTION	NS

			I DIME VOLUME	TIVE OTCHIZET TOTA			
	DIREC	TION: E	DIREC	TION: W	COMBINED	DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	
A.M.	845	716	800	1493	815	2139	
P.M.	1515	1567	1230	1137	1515	2556	
DAILY	1515	1567	800	1493	1515	2556	

County: 17 Station: 5078

Description: SR 789/GULFSTREAM AVE, WEST OF BIRD KEY DR

Start Date: 03/03/2020 Start Time: 0000

-----Direction: E Direction: W Combined Time 1st 2nd 3rd 4th Total 1st 2nd 3rd 4th Total Total \_\_\_\_\_\_ 9 56 | 12 6 10 3 31 | 87 2 2 6 23 | 4 12 | 35 13 | 19 | 19 | 14 | 12 41 | 4 11 27 63 | 104 81 | 14 28 149 | 230 80 234 | 63 114 96 203 476 710 142 476 160 211 324 984 | 1460 214 800 | 408 | 1380 | 2180 321 1067 | 379 406 1591 | 2658 302 1235 | 391 1661 | 2896 254 1103 | 410 484 1725 | 2828 342 400 1737 | 258 1127 299 1304 | 302 305 1290 | 2594 275 1184 | 2742 385 1558 411 1647 | 301 303 293 1182 | 2829 326 1658 | 272 251 268 1053 | 2711 263 1292 | 243 210 246 919 | 2211 305 1125 | 180 169 719 | 1844 135 584 | 1512 168 928 | 168 757 118 478 | 1235 703 | 98 118 98 436 | 1139 89 564 | 98 47 298 | 862 41 279 | 38 17 94 | 373

24-Hour Totals: 18085 18084 36169

\_\_\_\_\_\_

Peak Volume Information Direction: W **Combined Directions** Direction: E Hour Volume Hour Volume Hour Volume A.M. P.M. Daily 



#### FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2020 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 5078 - SR 789/GULFSTREAM AVE, WEST OF BIRD KEY DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	32000 C	W 16000	E 16000	9.00	51.80	3.60
2019	31000 C	W 15500	E 15500	9.00	52.00	5.00
2018	33000 C	W 16500	E 16500	9.00	52.30	3.50
2017	35500 C	W 18000	E 17500	9.00	52.30	3.90
2016	34000 C	W 17000	E 17000	9.00	52.60	3.90
2015	29000 C	W 15000	E 14000	9.00	52.30	3.90
2014	32500 C	W 16500	E 16000	9.00	52.10	2.40
2013	31500 F	W 16000	E 15500	9.00	52.00	3.30
2012	31500 C	W 16000	E 15500	9.00	51.80	3.30
2011	28000 F	W 14000	E 14000	9.00	52.30	3.30
2010	28000 C	W 14000	E 14000	10.80	51.78	3.30
2009	33500 C	W 17000	E 16500	10.76	53.10	3.20
2008	28500 C	W 14000	E 14500	10.84	51.92	3.80
2007	31500 C	W 16000	E 15500	11.00	52.45	3.00
2006	29000 C	W 14500	E 14500	10.30	53.57	3.70
2005	29000 C	W 14500	E 14500	10.50	52.90	1.70

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

179914 SR 789 w/o Bridge from Sarasota

		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	F14	F15	Total
2/6/2017	Ε	160	15049	2836	8	308	64	0	217	32	3	0	0	1	0	0	18678
		0.86%	80.57%	15.18%	0.04%	1.65%	0.34%	0.00%	1.16%	0.17%	0.02%	0.00%	0.00%	0.01%	0.00%	0.00%	
	W	160	14927	2695	7	269	66	6	201	28	2	0	0	0	0	0	18361
	_	0.87%	81.30%	14.68%	0.04%	1.47%	0.36%	0.03%	1.09%	0.15%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	_
2/7/2017	F	151	15800	2862	6	326	63	2	243	25	1	0	0	1	0	0	19480
2,7,2017	_	0.78%		14.69%	0.03%	1.67%	0.32%	0.01%	1.25%	0.13%	0.01%	0.00%	0.00%	0.01%	0.00%	0.00%	13 100
	W	154	15524	2817	6	291	74	3	218	24	2	0	0	2	0	0	19115
		0.81%	81.21%	14.74%	0.03%	1.52%	0.39%	0.02%	1.14%	0.13%	0.01%	0.00%	0.00%	0.01%	0.00%	0.00%	
2/8/2017	Ε	152	15812	2942	27	346	69	0	207	21	0	0	0	1	0	0	19577
		0.78%	80.77%	15.03%	0.14%	1.77%	0.35%	0.00%	1.06%	0.11%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
	W	151	15817	2769	19	318	53	15	199	21	1	0	0	1	0	0	19364
		0.78%	81.68%	14.30%	0.10%	1.64%	0.27%	0.08%	1.03%	0.11%	0.01%	0.00%	0.00%	0.01%	0.00%	0.00%	
2/9/2017	Ε	141	16248	2667	12	305	38	3	233	20	1	0	0	0	0	0	19668
		0.72%	82.61%	13.56%	0.06%	1.55%	0.19%	0.02%	1.18%	0.10%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	
	W	153	16245	2642	15	282	53	4	209	26	2	0	0	2	0	0	19633
		0.78%	82.74%	13.46%	0.08%	1.44%	0.27%	0.02%	1.06%	0.13%	0.01%	0.00%	0.00%	0.01%	0.00%	0.00%	
2/10/2017	Ε	134	17075	2682	10	301	76	12	222	18	1	0	0	2	0	0	20533
		0.65%	83.16%	13.06%	0.05%	1.47%	0.37%	0.06%	1.08%	0.09%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
	W	147	17098	2704	12	272	91	17	194	17	1	0	0	1	0	0	20554
		0.72%	83.19%	13.16%	0.06%	1.32%	0.44%	0.08%	0.94%	0.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	F14	F15	Total
2/11/2017	Ε	243	17467	1795	3	157	5	0	124	7	0	0	0	0	0	0	19801
		1.23%	88.21%	9.07%	0.02%	0.79%	0.03%	0.00%	0.63%	0.04%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	W	224	17126	1945	3	163	11	0	103	5	0	0	0	2	0	0	19582
		1.14%	87.46%	9.93%	0.02%	0.83%	0.06%	0.00%	0.53%	0.03%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
2/42/2047	_	206	16120	1624		7.0		0	7.4					2			10222
2/12/2017	E	296	16139	1634 8.96%	2	76 0.42%	3 0.02%	0 0.00%	74 0.41%	6 0.03%	0 0.00%	0 0.00%	0 0.00%	2 0.01%	0 0.00%	0 0.00%	18232
		1.62%	88.52%	8.90%	0.01%	0.42%	0.02%	0.00%	0.41%	0.03%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
	W	259	15237	1652	4	85	7	0	59	4	0	0	0	1	0	0	17308
		1.50%	88.03%	9.54%	0.02%	0.49%	0.04%	0.00%	0.34%	0.02%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
2/13/2017	Ε	147	16133	2604	12	303	103	7	220	25	0	0	0	2	0	0	19556
		0.75%	82.50%	13.32%	0.06%	1.55%	0.53%	0.04%	1.12%	0.13%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
	W	148	15814	2657	11	278	71	16	220	22	1	0	0	1	0	0	19239
		0.77%	82.20%	13.81%	0.06%	1.44%	0.37%	0.08%	1.14%	0.11%	0.01%	0.00%	0.00%	0.01%	0.00%	0.00%	
- 1 - 1								_									
2/14/2017	Е	165	17222	2872	11	298	100	5	231	23	0	0	0	3	0	0	20930
		0.79%	82.28%	13.72%	0.05%	1.42%	0.48%	0.02%	1.10%	0.11%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
	W	163	17089	2877	7	261	67	25	215	28	1	0	0	3	0	0	20736
		0.79%	82.41%	13.87%	0.03%	1.26%	0.32%	0.12%	1.04%	0.14%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
2/15/2017	Ε	133	16192	2661	14	321	93	8	221	23	0	0	0	2	0	0	19668
		0.68%	82.33%	13.53%	0.07%	1.63%	0.47%	0.04%	1.12%	0.12%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
	W	122	15962	2724	17	290	57	18	205	22	0	0	0	4	0	0	19421
	vv	0.63%	82.19%		0.09%	1.49%	0.29%	0.09%	1.06%	0.11%	0.00%	0.00%	0.00%	0.02%	0.00%	0.00%	17421
		0.0070	32.13/0	11.00/0	0.0570	1.75/0	0.25/0	0.0570	1.00/0	0.11/0	0.0070	0.0070	0.0070	0.0270	0.0070	0.0070	

		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	F14	F15	Total
2/16/2017	Ε	133	17032	2626	19	272	90	3	215	13	0	1	0	0	0	0	20404
		0.65%	83.47%	12.87%	0.09%	1.33%	0.44%	0.01%	1.05%	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	W	146	17183	2545	4	237	47	24	204	15	0	0	0	2	0	0	20407
	_	0.72%	84.20%	12.47%	0.02%	1.16%	0.23%	0.12%	1.00%	0.07%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	_
2/17/2017	E	136	17547	2675	9	324	123	2	214	14	1	0	0	1	0	0	21046
		0.65%	83.37%	12.71%	0.04%	1.54%	0.58%	0.01%	1.02%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	W	121	18019	2617	6	281	100	21	191	20	0	0	0	2	0	0	21378
		0.57%		12.24%	_	1.31%	0.47%	0.10%	0.89%	0.09%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
2/18/2017	Ε	122	16168	1705	22	173	12	0	96	11	0	0	0	1	0	0	18310
		0.67%	88.30%	9.31%	0.12%	0.94%	0.07%	0.00%	0.52%	0.06%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
	W	135	16510	1660	2	154	22	1	93	14	2	0	0	4	0	0	18597
		0.73%	88.78%	8.93%	0.01%	0.83%	0.12%	0.01%	0.50%	0.08%	0.01%	0.00%	0.00%	0.02%	0.00%	0.00%	
2/19/2017	Ε	280	16862	1556	2	101	2	0	67	3	0	0	0	2	0	0	18875
		1.48%	89.34%	8.24%	0.01%	0.54%	0.01%	0.00%	0.35%	0.02%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
	W	272	16120	1658	1	100	9	0	57	5	0	0	0	0	0	0	18222
		1.49%	88.46%	9.10%	0.01%	0.55%	0.05%	0.00%	0.31%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
14 Days	Е	2393	230746	34117	157	3611	841	42	2584	241	7	1	0	18	0	0	274758
		0.87%	83.98%	12.42%	0.06%	1.31%	0.31%	0.02%	0.94%	0.09%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	
	W	2355	228671	33962	114	3281	728	150	2368	251	12	0	0	25	0	0	271917
		0.87%	84.10%	12.49%	0.04%	1.21%	0.27%	0.06%	0.87%	0.09%	0.00%	0.00%	0.00%	0.01%	0.00%	0.00%	

COUNTY: 17 STATION: 5078

DESCRIPTION: SR 789/GULFSTREAM AVE, WEST OF BIRD KEY DR

START DATE: 05/24/2016

START TIME: 0000

							. – – – – – -				
		DIR	ECTION:	E			DIRE	ECTION:	W		COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000		01	1.0	11	7.5	   11				21	100
0000	33 7	21	10	11	75 21	11	6	9	5	31	106
0100		4 5	9 3	11	31	5 3	4 3	4 4	6 2	19	50 27
0200	3			4	15	5				12	
0300	5 5	3	4	Ţ	13		9	13	6	29	42
0400	5	6	9	7	27	7	12	39	31	89	116
0500	13	6	19	23	61	12	28	29	62	131	192
0600	32	37	44	57	170	57	96	128	159	440	610
0700	108	116	143	139	506	168	214	312	425	1119	1625
0800	148	178	212	192	730	468	436	407	548	1859	2589
0900	152	220	256	273	901	574	543	563	548	2228	3129
1000	256	291	246	322	1115	585	521	339	310	1755	2870
1100	328	278	282	262	1150	261	416	281	360	1318	2468
1200	324	266	329	270	1189	236	285	283	324	1128	2317
1300	316	331	412	352	1411	308	262	258	236	1064	2475
1400	367	351	424	410	1552	251	250	291	242	1034	2586
1500	417	342	320	403	1482	221	214	254	246	935	2417
1600	399	375	395	303	1472	218	230	224	248	920	2392
1700	424	425	306	253	1408	217	196	222	228	863	2271
1800	280	291	239	216	1026	197	187	177	208	769	1795
1900	169	188	195	131	683	162	168	138	141	609	1292
2000	177	203	256	177	813	126	118	103	103	450	1263
2100	169	195	154	105	623	89	84	69	73	315	938
2200	122	115	103	93	433	79	50	47	30	206	639
2300	109	62	42	49	262	25	27	24	15	91	353
					15140						

24-HOUR TOTALS: 17148 17414 34562

			PEAK VOLUME	INFORMALION		
	DIREC	TION: E	DIREC	TION: W	COMBINED	DIRECTIONS
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	820	845	2228	845	3048
P.M.	1415	1602	1215	1200	1415	2606
DAILY	1415	1602	915	2239	930	3293

## FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2021 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 5026 - SR 789, EAST OF ADAMS RD

YEAR	AADT	DIRECTIO	N 1 D	IRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	35000 C	W 17500	E	17500	9.00	52.30	3.70
2020	29500 C	W 15000	E	14500	9.00	51.80	3.60
2019	28500 C	W 14500	E	14000	9.00	52.00	5.00
2018	30000 C	W 15000	E	15000	9.00	52.30	3.50
2017	29000 C	W 15000	E	14000	9.00	52.30	3.00
2016	24500 C	W 12000	E	12500	9.00	52.60	4.90
2015	25500 C	W 12500	E	13000	9.00	52.30	4.20
2014	25000 S	W 12000	E	13000	9.00	52.10	3.60
2013	25000 F	W 12000	E	13000	9.00	52.00	3.60
2012	25000 C	W 12000	E	13000	9.00	51.80	3.60
2011	26000 S	W 13000	E	13000	9.00	52.30	2.30
2010	26000 F	W 13000	E	13000	10.80	51.78	4.10
2009	26500 C	W 13000	E	13500	10.76	53.10	3.80
2008	25000 C	W 12500	E	12500	10.84	51.92	4.30
2007	25500 C	W 13000	E	12500	11.00	52.45	3.30
2006	32500 F	W 17000	E	15500	10.30	53.57	4.00

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

## FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2021 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 0011 - SR-789, RINGLING CAUSEWAY BRIDGE

YEAR	AADT	DIRECTION 3	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	39000 C	W 19500	E 19500	9.00	52.30	3.90
2020	34000 C	W 17000	E 17000	9.00	51.80	3.90
2019	34000 C	W 17000	E 17000	9.00	52.00	4.60
2018	34000 C	W 17000	E 17000	9.00	52.30	4.70
2017	34500 C	W 17000	E 17500	9.00	52.30	2.60
2016	33000 C	W 16500	E 16500	9.00	52.60	5.60
2015	35000 C	W 17500	E 17500	9.00	52.30	3.80
2014	33000 S	W 16500	E 16500	9.00	52.10	3.60
2013	32000 F	W 16000	E 16000	9.00	52.00	3.60
2012	32000 C	W 16000	E 16000	9.00	51.80	3.60
2011	33000 F	W 15500	E 17500	9.00	52.30	3.80
2010	33000 C	W 15500	E 17500	10.80	51.78	3.80

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

# APPENDIX C: 2018 Seasonal Adjustment Factors

### PEAKSEASON

YEAR	SFCAT	WEEK_NUMBER	DATES	VALUE	PEEK_WEEKS
2018	1702	1	01/01/2018 - 01/06/2018	1.06	
2018			01/07/2018 - 01/13/2018	1.03	
2018	1702		01/14/2018 - 01/20/2018	1	
2018			01/21/2018 - 01/27/2018	0.96	
2018			01/28/2018 - 02/03/2018	0.93	*
2018	1702		02/04/2018 - 02/10/2018	0.89	*
2018	1702		02/11/2018 - 02/17/2018	0.86	*
2018	1702		02/18/2018 - 02/24/2018	0.85	*
2018	1702	9	02/25/2018 - 03/03/2018	0.85	*
2018	1702	10	03/04/2018 - 03/10/2018	0.85	*
2018	1702	11	03/11/2018 - 03/17/2018	0.85	*
2018	1702		03/18/2018 - 03/24/2018	0.86	*
2018	1702	13	03/25/2018 - 03/31/2018	0.87	*
2018	1702		04/01/2018 - 04/07/2018	0.88	*
2018	1702	15	04/08/2018 - 04/14/2018	0.89	*
2018	1702	16	04/15/2018 - 04/21/2018	0.9	*
2018	1702	17	04/22/2018 - 04/28/2018	0.93	*
2018	1702	18	04/29/2018 - 05/05/2018	0.96	
2018	1702	19	05/06/2018 - 05/12/2018	0.99	
2018	1702	20	05/13/2018 - 05/19/2018	1.03	
2018	1702	21	05/20/2018 - 05/26/2018	1.03	
2018	1702	22	05/27/2018 - 06/02/2018	1.03	
2018	1702	23	06/03/2018 - 06/09/2018	1.03	
2018	1702	24	06/10/2018 - 06/16/2018	1.03	
2018	1702	25	06/17/2018 - 06/23/2018	1.03	
2018	1702	26	06/24/2018 - 06/30/2018	1.03	
2018	1702	27	07/01/2018 - 07/07/2018	1.03	
2018	1702	28	07/08/2018 - 07/14/2018	1.03	
2018	1702	29	07/15/2018 - 07/21/2018	1.04	
2018	1702	30	07/22/2018 - 07/28/2018	1.05	
2018	1702	31	07/29/2018 - 08/04/2018	1.07	
2018	1702	32	08/05/2018 - 08/11/2018	1.09	
2018	1702	33	08/12/2018 - 08/18/2018	1.11	
2018	1702	34	08/19/2018 - 08/25/2018	1.12	
2018	1702	35	08/26/2018 - 09/01/2018	1.14	
2018	1702	36	09/02/2018 - 09/08/2018	1.16	
2018	1702	37	09/09/2018 - 09/15/2018	1.18	
2018	1702	38	09/16/2018 - 09/22/2018	1.16	
2018	1702	39	09/23/2018 - 09/29/2018	1.14	
2018	1702	40	09/30/2018 - 10/06/2018	1.12	
2018	1702	41	10/07/2018 - 10/13/2018	1.1	
2018	1702	42	10/14/2018 - 10/20/2018	1.09	

### PEAKSEASON

YEAR	SFCAT	WEEK_NUMBER	DATES	VALUE	PEEK_WEEKS
2018	1702	43	10/21/2018 - 10/27/2018	1.08	
2018	1702	44	10/28/2018 - 11/03/2018	1.08	
2018	1702	45	11/04/2018 - 11/10/2018	1.07	
2018	1702	46	11/11/2018 - 11/17/2018	1.07	
2018	1702	47	11/18/2018 - 11/24/2018	1.06	
2018	1702	48	11/25/2018 - 12/01/2018	1.06	
2018	1702	49	12/02/2018 - 12/08/2018	1.06	
2018	1702	50	12/09/2018 - 12/15/2018	1.06	
2018	1702	51	12/16/2018 - 12/22/2018	1.04	
2018	1702	52	12/23/2018 - 12/29/2018	1.02	
2018	1702	53	12/30/2018 - 12/31/2018	1	

## **APPENDIX D:**

# Example of Cross Street AADT Proportional Calculation

FPID(S): 436680-1-22-01 & 436680-1-32-01

#### Example of Calculating 2018 AADT for Cross Streets with no FTI data

**Example Location: Bird Key Drive South of SR 789** 

Find max peak hour percentage of NB intersection volume from 2021 turning movement counts

· ·····a ·····ax pc	an nour perc	age o.			· • <b>- • -</b>		••••••••••••••••																			
		BI	RD KEY PAR	K				SR 789				BIR	D KEY DRIV	/E				SR 789								
Start		:	Southbound					Westbound				N	orthbound	i				Eastbound								
Time	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	U Turn	Left	Thru	Right	RTOR	Tot	Hrly Tot	NB %	EB%	WB%	EB%+WB%
11:00 AM	0	7	2	0	1	. 0	10	468	14	0	0	2	0	2	17	0	2	284	10	0	819	3163	3.3%	36.1%	59.6%	95.7%
11:15 AM	1	4	0	5	2	1	12	416	10	0	0	3	0	6	10	2	1	272	5	1	751					
11:30 AM	0	1	0	3	0	0	17	472	6	0	0	12	0	7	16	1	0	265	11	1	812					
11:45 AM	0	4	0	0	3	1	25	428	5	0	0	10	0	6	12	0	1	281	3	2	781					
4:00 PM	0	4	0	1	. 5	1	12	349	9	0	0	2	1	3	9	0	1	393	5	3	798	3225	2.1%	53.8%	42.9%	96.7%
4:15 PM	1	5	0	0	3	1	7	315	6	0	0	4	0	6	5	0	3	463	7	1	827					
4:30 PM	0	10	0	1	1	. 0	16	300	4	1	0	1	0	9	12	1	1	435	1	1	794					
4:45 PM	1	3	0	0	3	0	15	341	5	0	0	3	0	3	11	0	3	413	4	1	806					

Find max FTI 2018 AADT for SR 789 at Bird Key Drive (for worst case scenario)

 W of Bird Key Drive
 33,000

 E of Bird Key Drive
 34,000

 Max
 34,000

Calculate NB AADT from SR 789 2018 AADT using NB intersection percentage

= max(NB peak percentages) \* (SR 789 AADT)/(AMPM average percentage of the total EB and WB volumes)

= 3.3% \* 34000 / 96.2% = 1,151 NB 2018 AADT at SR 789 and Bird Key Drive

96.2% Avg

## **APPENDIX E:**

## Subarea Travel Demand Model Validation Memo with Model Plots

FPID(S): 436680-1-22-01 & 436680-1-32-01

## **TECHNICAL MEMORANDUM**

## TRAFFIC FORECAST MODELING

## SR-789/RINGLING BRIDGE FROM BIRD KEY DR TO SARASOTA HARBOR WEST

SARASOTA COUNTY, FLORIDA

February 2020



# Traffic Forecast Modeling Technical Memorandum Little Ringling Bridges PD&E Sarasota County, Florida

#### Introduction

This Technical Memorandum presents the details of the Model Traffic Forecasts developed in support of the model validation study of SR-789/Ringling Bridge in Sarasota County, Florida.

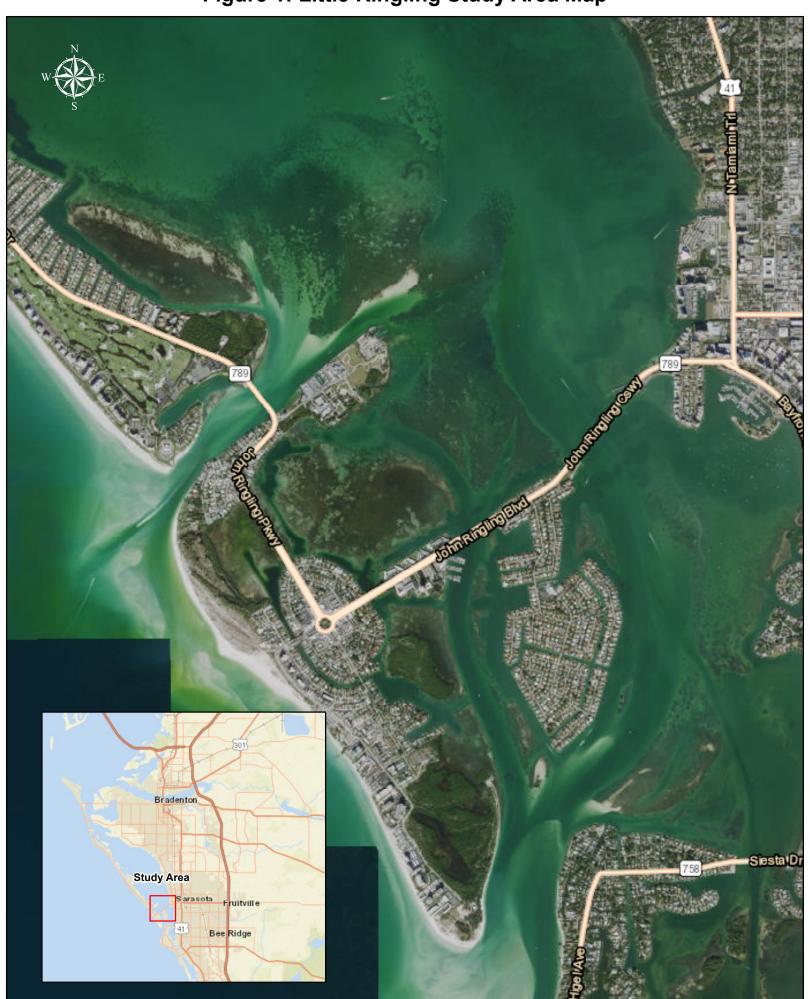
This effort involved conducting a sub-area base year (2010) validation refinement for the study area, as well as development of refined forecast (2040) No-build model.

The traffic model applied for this study was based on the current adopted District 1 Cost Feasible 2040 One Regional Planning Model (D1RPM v1.0.3). The D1RPM is a travel demand forecasting tool developed by FDOT District 1, in conjunction with the six District MPO/TPOs in support of their current 2040 Long Range Transportation Plans (LRTP). This model was adopted by the Sarasota-Manatee MPO for use in developing traffic forecasts within the region.

#### **Base Year Model Sub-Area Validation**

The original 2010 base year model validation was refined for the project study area to ensure that the base year model is replicating 2010 traffic conditions and counts. The model refinement was performed by using the guidelines identified in *Project Traffic Forecasting Handbook* by FDOT. Validation criteria including volume over count (v/c) ratios were used to assess the accuracy of the base year model.

Figure 1: Little Ringling Study Area Map



The following network revisions were incorporated into the 2010 Base Year model as part of the sub-area validation effort:

- St. Armand's Cir.; change from Facility Type 31 to 38.
- John Ringling Blvd. from E of St. Armands Cir. To Bird Key Dr.; changed from Facility Type 23 to 24.
- Blvd of Presidents from N Washington Dr to Ken Thompson Pkwy- changed from Facility Type 31 to 32.
- Blvd of the Presidents NW of St. Armands Cir to Washington Dr changed from Facility
   Type 22 to 24
- Zones 4537, 4539, 5366, 4541; Workers per Household changed to 25%.
- Zones 4536, 4535, 4534, 4538, 4540, 5367, 5365, 5364, 5363, 5362, 5361; Workers per Household changed to 73%.
- Four-minute time penalty added on Ringling Bridge.

These revisions resulted in improved validation performance for the study area. *Table 1* shows the original level of validation in the 2010 model and *Table 2* shows the level of validation after model sub-area refinement. *Figures 2 and 3* show this validation graphically.

**Table 1: Original Validation** 

SL	ROADWAY	AT	FT	ANODE	BNODE	VOLUME	COUNT	V/C
88	SR-789/Blvd of the Presidents	34	31	16079	16128	11,502	9,318	1.23
88	SR-789/Blvd of the Presidents	34	31	16128	16079	11,493	9,318	1.23
88	SR-789/Gulf of Mexico Dr	43	23	16066	16080	18,459	14,772	1.25
88	SR-789/Gulf of Mexico Dr	43	23	16080	16066	18,469	14,772	1.25
88	SR-789/Gulf of Mexico Dr	34	24	16217	16234	10,834	9,488	1.14
88	SR-789/Gulf of Mexico Dr	34	24	16234	16217	10,826	9,488	1.14
88	SR-789/Gulf of Mexico Dr	34	22	16396	16482	7,936	6,704	1.18
88	SR-789/Gulf of Mexico Dr	34	22	16482	16396	7,926	6,704	1.18
88	SR-789/Ringling Bridge	34	23	16080	16119	19,711	17,613	1.12
88	SR-789/Ringling Bridge	34	23	16119	16080	19,719	17,613	1.12
88	SR-789/Ringling Causeway	12	25	16224	16225	20,657	18,611	1.11
88	SR-789/Ringling Causeway.	12	25	16225	16224	20,665	18,611	1.11
					Study Area	178,197	153,012	1.16

**Table 2: Refined Validation** 

SL	ROADWAY	AT	FT	ANODE	BNODE	VOLUME	COUNT	V/C
88	SR-789/Blvd of the Presidents	34	32	16079	16128	9,745	9,318	1.05
88	SR-789/Blvd of the Presidents	34	32	16128	16079	9,732	9,318	1.04
88	SR-789/Gulf of Mexico Dr	43	24	16066	16080	17,025	14,772	1.15
88	SR-789/Gulf of Mexico Dr	43	24	16080	16066	17,037	14,772	1.15
88	SR-789/Gulf of Mexico Dr	34	24	16217	16234	9,051	9,488	0.95
88	SR-789/Gulf of Mexico Dr	34	24	16234	16217	9,039	9,488	0.95
88	SR-789/Gulf of Mexico Dr	34	22	16396	16482	6,475	6,704	0.97
88	SR-789/Gulf of Mexico Dr	34	22	16482	16396	6,462	6,704	0.96
88	SR-789/Ringling Bridge	34	24	16080	16119	18,307	17,613	1.04
88	SR-789/Ringling Bridge	34	24	16119	16080	18,319	17,613	1.04
88	SR-789/Ringling Causeway	12	25	16224	16225	19,244	18,611	1.03
88	SR-789/Ringling Causeway	12	25	16225	16224	19,258	18,611	1.03
					Study Area	159,694	153,012	1.04

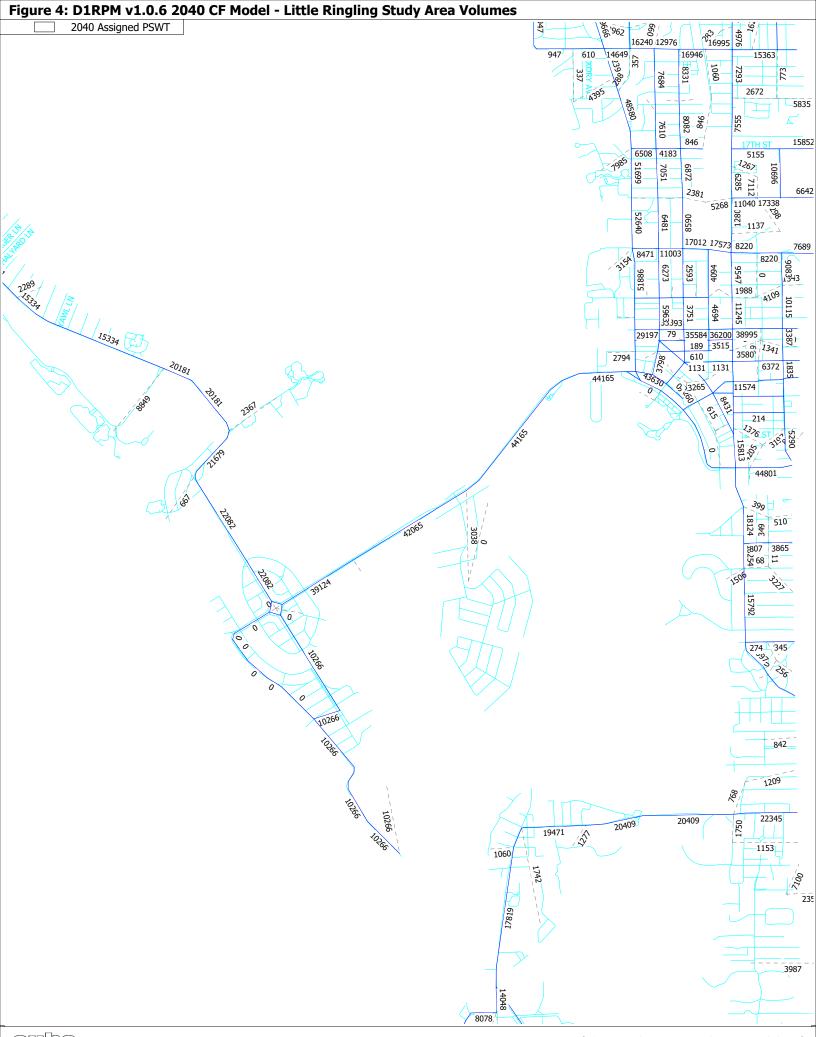




## **Forecast Model Development**

The 2040 No-build model was developed by applying appropriate base year validation refinements to the 2040 LRTP Cost Feasible model network.

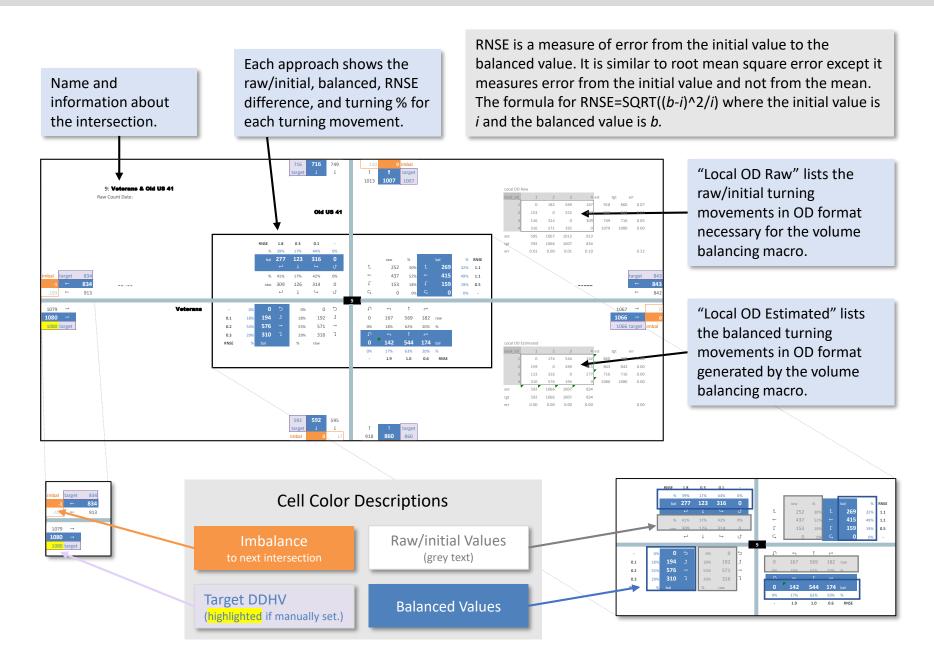
*Figure 4* shows the resulting 2040 forecast volumes and *Figure 5* shows annual growth rates in volumes from 2010 to 2040.

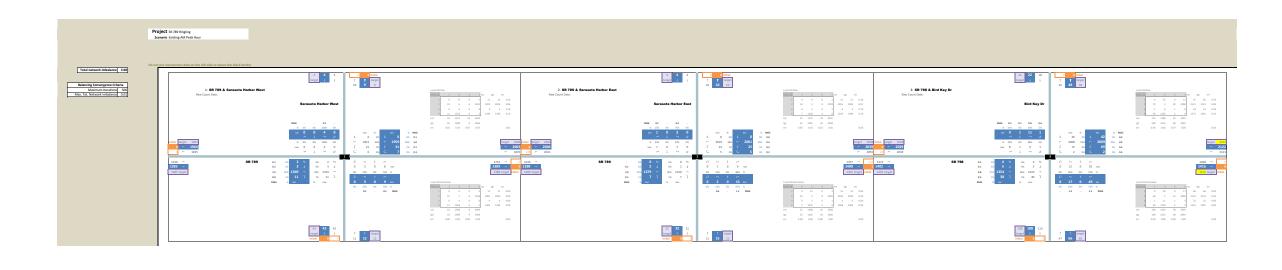


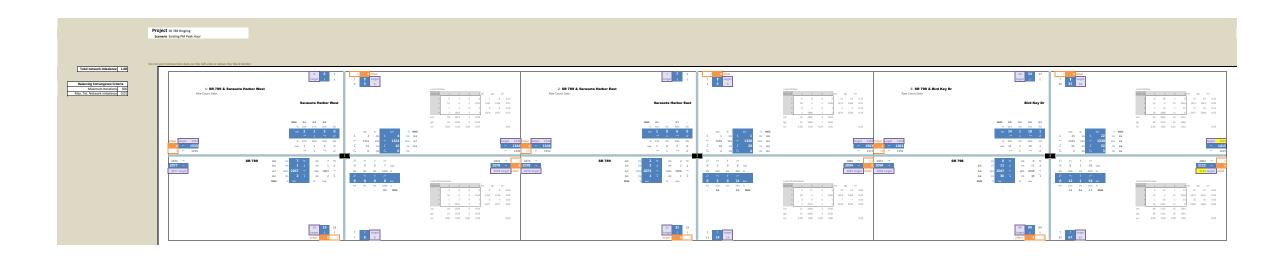


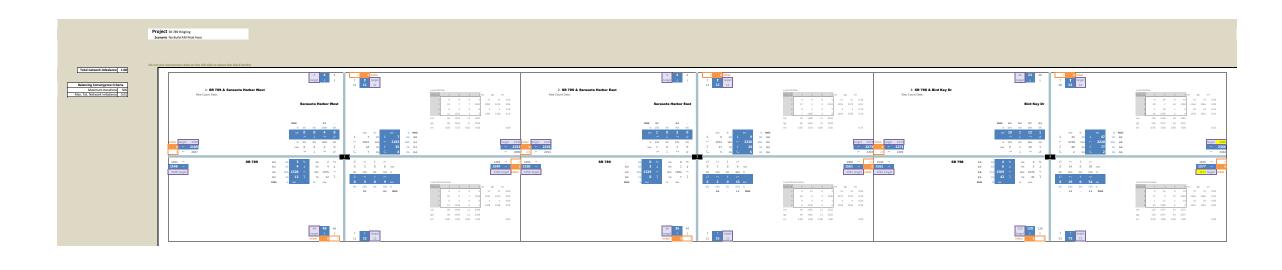
## APPENDIX F: Design Year Balancing Worksheets

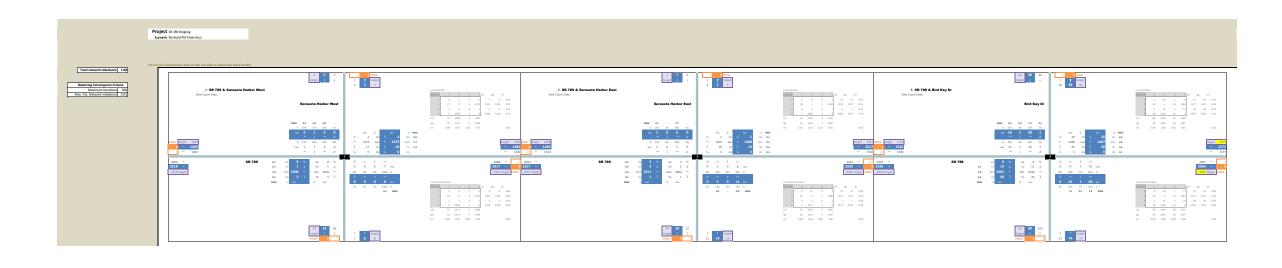
## **Guide to Balancing Worksheets**











K 9% AM WB D 60% AM NB

Existing	100 100	100 100	100 100	600 600
	(7) 2 1 (1)	(6) 4 11 (12)	(7) 4 10 (5)	(34) 22 51 (34)
	(7) R 1 (1)	(2) (1) (3) R 6 (4)	(1) (0) (6) R 8 (1)	(14) (1) (19) R 42 (22)
	(1,331) 2 T 1,958 (1,324) (1,325) 36,800 (1	1,325) 0 0 4 T 1,956 (1,323) (1,343) 3	7,300 (1,343) 1 0 3 T 1,997 (1,339) (1,364)	37,900 (1,364) 9 1 12 T 2,009 (1,338) (1,415) 39,300
SR 789	1,960 R T L L 1,959 36,300 1	,959 R T L L 38 (16) 2,000 3	7,000 2,000 R T L L <b>30 (24)</b> 2,035	37,700 2,035 R T L L 71 (55) 2,122 39,300
,	38,800 1,397 L L T R 1,397 38,800 1	,397 (8) 5 L L T R 1,394 3	8,700 1,394 (4) 2 L L T R 1,401	38,900 1,401 (11) 9 L L T R 1,415
	38,500 (2,081) (2,081) 1,397 T (2,081) 38,500 (2	2,081) (2,071) 1,381 T 3 0 9 (2,082) 3	8,600 (2,082) (2,077) 1,385 T 2 0 13 (2,094)	38,800 (2,094) (2,047) 1,354 T 17 0 49 (2,120)
	R	(2) 11 R (0) (0) (8)	(1) 7 R (3) (0) (11)	(36) 38 R (12) (1) (54)
	(0) 0 0 (0)	(19) 49 12 (8)	(25) 37 15 (14)	(92) 110 66 (67)
		200 200	300 400	1200 <mark>1900</mark>
	Sarasota Harbor W	Sarasota Harbor W / Plymouth Harbor	Sarasota Harbor E	Bird Key

2025	100 100	100 100	100 100	600 600
	(7) 2 1 (1)	(6) 4 12 (12)	(7) 4 10 (5)	(35) 22 52 (35)
	(7) R 1 (1)	(2) (1) (3) R 6 (4)	(1) (0) (6) R 8 (1)	(14) (1) (19) R 43 (22)
	37,600 (1,355) 2 T 1,995 (1,348) (1,349) 37	7,500 (1,349) 0 0 4 T 1,993 (1,347) (1,367)	38,000 (1,367) 1 0 3 T 2,035 (1,363) (1,389)	38,600 (1,389) 9 1 12 T 2,048 (1,363) (1,441) 40,000
SR 789	37,000 1,997 R T L L 1,996 37	7,000 1,996 R T L L <b>39 (16)</b> 2,038	37,700 2,038 R T L L 31 (25) 2,074	38,400 2,074 R T L L <b>72 (56)</b> 2,163 40,000
	39,600 1,425 L L T R 1,425 39		39,500 1,421 (4) 2 L L T R 1,428	39,700 1,428 (11) 9 L L T R 1,442 40,100
	39,300 (2,121) (2,121) 1,425 T (2,121) 39	9,300 (2,121) (2,111) 1,408 T 3 0 9 (2,122)	39,300 (2,122) (2,117) 1,412 T 2 0 13 (2,134)	39,500 (2,134) (2,086) 1,380 T 17 0 50 (2,160) 40,000
	R	(2) 11 R (0) (0) (8)	(1) 7 R (3) (0) (11)	(37) 39 R (12) (1) (55)
	(0) 0 0 (0) 1	(20) 50 12 (8) 2	(26) 38 15 (14)	(94) 112 67 (68) 4
		200 200	300 400	1200 <mark>1900</mark>
	Sarasota Harbor W	Sarasota Harbor W / Plymouth Harbor	Sarasota Harbor E	Bird Key

2045	100 100	100 100	100 100	700 700
	(8) 2 1 (1)	(6) 4 14 (13)	(7) 4 12 (6)	(38) 24 57 (37)
	(8) R 1 (1)	(2) (1) (3) R 7 (4)	(1) (0) (6) R 9 (1)	(16) (1) (21) R 47 (24)
	41,100 (1,478) 2 T 2,181 (1,470) (1,471) 40,90	00 (1,471) 0 0 4 T 2,179 (1,469) (1,491) 4	1,400 (1,491) 1 0 3 T 2,226 (1,487) (1,516)	42,100 (1,516) 10 1 13 T 2,240 (1,487) (1,572) 43,700
SR 789	40,400 2,183 R T L L 2,182 40,40	00 2,182 R T L L 43 (18) 2,229 4	1,300 2,229 R T L L <b>34 (28)</b> 2,269	42,000 2,269 R T L L <b>79 (61)</b> 2,366 43,800
	43,400 1,563 L L T R 1,563 43,40	.00 1,563 (9) 7 L L T R 1,556 4	3,200 1,556 (5) 3 L L T R 1,561	43,400 1,561 (12) 10 L L T R 1,576 43,800
	43,000 (2,323) (2,323) 1,563 T (2,323) 43,00	00 (2,323) (2,311) 1,543 T 3 0 9 (2,322) 4	3,000 (2,322) (2,316) 1,545 T 2 0 13 (2,333)	43,200 (2,333) (2,281) 1,509 T 19 0 54 (2,362) 43,700
	R	(3) 13 R (0) (0) (8)	(1) 8 R (3) (0) (11)	(40) 42 R (13) (1) (60)
	(0) 0 0 (0) 1	(22) 56 12 (8) 2	(29) 42 15 (14) 3	(102) 122 73 (74) 4
		200 200	300 400	1400 2100
	Sarasota Harbor W	Sarasota Harbor W / Plymouth Harbor	Sarasota Harbor E	Bird Key

## **APPENDIX B**

# Florida Traffic Information (FTI) Database Reports

PEAKSEASON 7/14/2022

YEAR	SFCAT	WEEK_NUMBER	DATES	VALUE	PEEK_WEEKS
2018	1702	1	01/01/2018 - 01/06/2018	1.06	
2018	1702	2	01/07/2018 - 01/13/2018	1.03	
2018	1702	3	01/14/2018 - 01/20/2018	1	
2018	1702	4	01/21/2018 - 01/27/2018	0.96	
2018	1702	5	01/28/2018 - 02/03/2018	0.93	*
2018	1702	6	02/04/2018 - 02/10/2018	0.89	*
2018	1702	7	02/11/2018 - 02/17/2018	0.86	*
2018	1702	8	02/18/2018 - 02/24/2018	0.85	*
2018	1702	9	02/25/2018 - 03/03/2018	0.85	*
2018	1702	10	03/04/2018 - 03/10/2018	0.85	*
2018	1702	11	03/11/2018 - 03/17/2018	0.85	*
2018	1702	12	03/18/2018 - 03/24/2018	0.86	*
2018	1702	13	03/25/2018 - 03/31/2018	0.87	*
2018	1702	14	04/01/2018 - 04/07/2018	0.88	*
2018	1702	15	04/08/2018 - 04/14/2018	0.89	*
2018	1702	16	04/15/2018 - 04/21/2018	0.9	*
2018	1702	17	04/22/2018 - 04/28/2018	0.93	*
2018	1702	18	04/29/2018 - 05/05/2018	0.96	
2018	1702	19	05/06/2018 - 05/12/2018	0.99	
2018	1702	20	05/13/2018 - 05/19/2018	1.03	
2018	1702	21	05/20/2018 - 05/26/2018	1.03	
2018	1702	22	05/27/2018 - 06/02/2018	1.03	
2018	1702	23	06/03/2018 - 06/09/2018	1.03	
2018	1702	24	06/10/2018 - 06/16/2018	1.03	
2018	1702	25	06/17/2018 - 06/23/2018	1.03	
2018	1702	26	06/24/2018 - 06/30/2018	1.03	
2018	1702	27	07/01/2018 - 07/07/2018	1.03	
2018	1702	28	07/08/2018 - 07/14/2018	1.03	
2018	1702	29	07/15/2018 - 07/21/2018	1.04	
2018	1702	30	07/22/2018 - 07/28/2018	1.05	
2018	1702	31	07/29/2018 - 08/04/2018	1.07	
2018	1702	32	08/05/2018 - 08/11/2018	1.09	
2018	1702	33	08/12/2018 - 08/18/2018	1.11	
2018	1702	34	08/19/2018 - 08/25/2018	1.12	
2018	1702	35	08/26/2018 - 09/01/2018	1.14	
2018	1702	36	09/02/2018 - 09/08/2018	1.16	
2018	1702	37	09/09/2018 - 09/15/2018	1.18	
2018	1702	38	09/16/2018 - 09/22/2018	1.16	
2018	1702	39	09/23/2018 - 09/29/2018	1.14	
2018	1702	40	09/30/2018 - 10/06/2018	1.12	
2018	1702	41	10/07/2018 - 10/13/2018	1.1	
2018	1702	42	10/14/2018 - 10/20/2018	1.09	

PEAKSEASON 7/14/2022

YEAR	SFCAT	WEEK_NUMBER	DATES	VALUE	PEEK_WEEKS
2018	1702	43	10/21/2018 - 10/27/2018	1.08	
2018	1702	44	10/28/2018 - 11/03/2018	1.08	
2018	1702	45	11/04/2018 - 11/10/2018	1.07	
2018	1702	46	11/11/2018 - 11/17/2018	1.07	
2018	1702	47	11/18/2018 - 11/24/2018	1.06	
2018	1702	48	11/25/2018 - 12/01/2018	1.06	
2018	1702	49	12/02/2018 - 12/08/2018	1.06	
2018	1702	50	12/09/2018 - 12/15/2018	1.06	
2018	1702	51	12/16/2018 - 12/22/2018	1.04	
2018	1702	52	12/23/2018 - 12/29/2018	1.02	
2018	1702	53	12/30/2018 - 12/31/2018	1	

YEAR	AFCAT	WEEK_NUMBER	DATES	VALUE	COUNTY
2018	1702	01	01/01/2018 - 0	0.98	17
2018	1702	02	01/07/2018 - 0	0.98	17
2018	1702	03	01/14/2018 - 0	0.98	17
2018	1702	04	01/21/2018 - 0	0.98	17
2018	1702	05	01/28/2018 - 0	0.98	17
2018	1702	06	02/04/2018 - 0	0.98	17
2018	1702	07	02/11/2018 - 0	0.98	17
2018	1702	08	02/18/2018 - 0	0.98	17
2018	1702	09	02/25/2018 - 0	0.98	17
2018	1702	10	03/04/2018 - 0	0.99	17
2018	1702	11	03/11/2018 - 0	0.99	17
2018	1702	12	03/18/2018 - 0	0.99	17
2018	1702	13	03/25/2018 - 0	0.99	17
2018	1702	14	04/01/2018 - 0	0.99	17
2018	1702	15	04/08/2018 - 0	0.99	17
2018	1702	16	04/15/2018 - 0	0.99	17
2018	1702	17	04/22/2018 - 0	0.99	17
2018	1702	18	04/29/2018 - 0	0.99	17
2018	1702	19	05/06/2018 - 0	0.99	17
2018	1702	20	05/13/2018 - 0	0.99	17
2018	1702	21	05/20/2018 - 0	0.99	17
2018	1702	22	05/27/2018 - 0	0.99	17
2018	1702	23	06/03/2018 - 0	0.99	17
2018	1702	24	06/10/2018 - 0	0.99	17
2018	1702	25	06/17/2018 - 0	0.99	17
2018	1702	26	06/24/2018 - 0	0.99	17
2018	1702	27	07/01/2018 - 0	0.99	17
2018	1702	28	07/08/2018 - 0	0.99	17
2018	1702	29	07/15/2018 - 0	0.99	17
2018	1702	30	07/22/2018 - 0	0.99	17
2018	1702	31	07/29/2018 - 0	0.99	17
2018	1702	32	08/05/2018 - 0	0.99	17
2018	1702	33	08/12/2018 - 0	0.99	17
2018	1702	34	08/19/2018 - 0	0.99	17
2018	1702	35	08/26/2018 - 0	0.99	17
2018	1702	36	09/02/2018 - 0	0.99	17
2018	1702	37	09/09/2018 - 0	0.99	17
2018	1702	38	09/16/2018 - 0	0.99	17
2018	1702	39	09/23/2018 - 0	0.99	17
2018	1702	40	09/30/2018 - 1	0.99	17
2018	1702	41	10/07/2018 - 1	0.99	17
2018	1702	42	10/14/2018 - 1	0.98	17

YEAR	AFCAT	WEEK_NUMBER	DATES	VALUE	COUNTY
2018	1702	43	10/21/2018 - 1	0.98	17
2018	1702	44	10/28/2018 - 1	0.98	17
2018	1702	45	11/04/2018 - 1	0.98	17
2018	1702	46	11/11/2018 - 1	0.98	17
2018	1702	47	11/18/2018 - 1	0.98	17
2018	1702	48	11/25/2018 - 1	0.98	17
2018	1702	49	12/02/2018 - 1	0.98	17
2018	1702	50	12/09/2018 - 1	0.98	17
2018	1702	51	12/16/2018 - 1	0.98	17
2018	1702	52	12/23/2018 - 1	0.98	17
2018	1702	53	12/30/2018 - 1	0.98	17

#### FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2021 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 0011 - SR-789, RINGLING CAUSEWAY BRIDGE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	39000 C	W 19500	E 19500	9.00	52.30	3.90
2020	34000 C	W 17000	E 17000	9.00	51.80	3.90
2019	34000 C	W 17000	E 17000	9.00	52.00	4.60
2018	34000 C	W 17000	E 17000	9.00	52.30	4.70
2017	34500 C	W 17000	E 17500	9.00	52.30	2.60
2016	33000 C	W 16500	E 16500	9.00	52.60	5.60
2015	35000 C	W 17500	E 17500	9.00	52.30	3.80
2014	33000 S	W 16500	E 16500	9.00	52.10	3.60
2013	32000 F	W 16000	E 16000	9.00	52.00	3.60
2012	32000 C	W 16000	E 16000	9.00	51.80	3.60
2011	33000 F	W 15500	E 17500	9.00	52.30	3.80
2010	33000 C	W 15500	E 17500	10.80	51.78	3.80

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

# FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2021 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 5026 - SR 789, EAST OF ADAMS RD

YEAR	AADT	DIRECTIO	N 1 D	IRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	35000 C	W 17500	E	17500	9.00	52.30	3.70
2020	29500 C	W 15000	E	14500	9.00	51.80	3.60
2019	28500 C	W 14500	E	14000	9.00	52.00	5.00
2018	30000 C	W 15000	E	15000	9.00	52.30	3.50
2017	29000 C	W 15000	E	14000	9.00	52.30	3.00
2016	24500 C	W 12000	E	12500	9.00	52.60	4.90
2015	25500 C	W 12500	E	13000	9.00	52.30	4.20
2014	25000 S	W 12000	E	13000	9.00	52.10	3.60
2013	25000 F	W 12000	E	13000	9.00	52.00	3.60
2012	25000 C	W 12000	E	13000	9.00	51.80	3.60
2011	26000 S	W 13000	E	13000	9.00	52.30	2.30
2010	26000 F	W 13000	E	13000	10.80	51.78	4.10
2009	26500 C	W 13000	E	13500	10.76	53.10	3.80
2008	25000 C	W 12500	E	12500	10.84	51.92	4.30
2007	25500 C	W 13000	E	12500	11.00	52.45	3.30
2006	32500 F	W 17000	E	15500	10.30	53.57	4.00

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

#### FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2021 HISTORICAL AADT REPORT

COUNTY: 17 - SARASOTA

SITE: 5078 - SR 789/GULFSTREAM AVE, WEST OF BIRD KEY DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	35000 C	W 17500	E 17500	9.00	52.30	3.70
2020	32000 C	W 16000	E 16000	9.00	51.80	3.60
2019	31000 C	W 15500	E 15500	9.00	52.00	5.00
2018	33000 C	W 16500	E 16500	9.00	52.30	3.50
2017	35500 C	W 18000	E 17500	9.00	52.30	3.90
2016	34000 C	W 17000	E 17000	9.00	52.60	3.90
2015	29000 C	W 15000	E 14000	9.00	52.30	3.90
2014	32500 C	W 16500	E 16000	9.00	52.10	2.40
2013	31500 F	W 16000	E 15500	9.00	52.00	3.30
2012	31500 C	W 16000	E 15500	9.00	51.80	3.30
2011	28000 F	W 14000	E 14000	9.00	52.30	3.30
2010	28000 C	W 14000	E 14000	10.80	51.78	3.30
2009	33500 C	W 17000	E 16500	10.76	53.10	3.20
2008	28500 C	W 14000	E 14500	10.84	51.92	3.80
2007	31500 C	W 16000	E 15500	11.00	52.45	3.00
2006	29000 C	W 14500	E 14500	10.30	53.57	3.70

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

# APPENDIX C Signal Timings

#### FDOT - DISTRICT 1

#### **Signal Timing Report**

(For isolated traffic signal)

Drawn By:	RC
Date:	11/2015
Checked By:	EME
Date:	11/2015

Rovindra Churaman, P.E. # 73829

11.10.2015 Date:

Revisions		Location Details
04/2015: Updated the controller timing parameters to June 2014 Guidelines. Increased detection delay for minor street right turn	Section: 17030	Mile Post: 1.211
movements. 09/2015: Updated controller timings parameters to reflect addition of	Major Street: SR 789	Orientation: N-S (considered)
new crosswalk/stop bar relocation on Bird Key Dr (MURT trail sidewalk enhancement project)	Minor Street: Bird Key Dr	Orientation: E-W (considered)
, ,	Sig ID: 924	

Implemented: 06.03.2015

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

				Controlle	r Timings				
Movement # (Controller Phase Ø )	1	2	3	4	5	6	7	8	Notes
Direction		SB		WB	SBL	NB		EB	
Turn Type					Prot/Perm				
Min Green		8		7	5	8		7	
Ext	300	5.0		3.0	3.0	5.0		3.0	
Yellow		4.5		3.7	4.5	4.5		3.7	
All Red		2.2		2.4	2.2	2.2		2.4	
Max I		52		25	19	52		25	
Max II									
Max Limit									-
Adjust By						271. 102			
Walk				11		7			
Flashing Don't Walk				25		28			*
Detector Memory									
Det. Cross Switch.					YES				
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			

		SOP	11
Ring - 1		2	4
Ring - 2	5	6	8

#### Notes:

- 1) Program phase restrictions to omit Phase 5 when Phase 6 is green, in addition to detector cross switching
- 2) Program 8 sec detection delay for minor side street right turn movements.

# APPENDIX D Synchro / SimTraffic Reports

Appendix

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	CDL			NOK	ODL	
Lane Configurations	^	<b>^</b>	<b>†</b>	4	^	
Traffic Vol, veh/h	0	1385	1961	1	0	2
Future Vol, veh/h	0	1385	1961	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,	# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mymt Flow	0	1458	2064	1	0	2
IVIVIIIL FIOW	U	1400	2004	I	U	
Major/Minor M	lajor1	N	Major2	N	/linor2	
Conflicting Flow All	-	0	-	0	_	1033
Stage 1	_	-	_	-	_	-
Stage 2		-	_	_	_	
						6.00
Critical Hdwy	-	-	-	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	0	-	-	-	0	226
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	_	-		
Mov Cap-1 Maneuver	_	_	_	_	_	226
Mov Cap-2 Maneuver	_	_	_	_	_	
Stage 1						
	-	-	-	-	-	-
Stage 2	-	-	-	_	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		21.1	
	U		U			
HCM LOS					С	
Minor Lane/Major Mvmt		EBT	WBT	WBR S	BLn1	
Capacity (veh/h)				-		
HCM Lane V/C Ratio					0.009	
		-	-			
HCM Control Delay (s)		-	-	-		
HCM Lane LOS		-	-	-	C	
HCM 95th %tile Q(veh)		-	-	-	0	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1497.5		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	Ī
Lanes Crossed	2	2	
Veh Vol Crossed	1385	1961	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	1.00	
Prob of Blocked Lane	0.94	0.95	
Delay for adq Gap	654.81	847.08	
Avg Ped Delay (s)	652.27	845.27	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	4925.0		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1961	1385	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
- U			
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.98	0.89	
Delay for adq Gap	4741.00	188.32	
Avg Ped Delay (s)	4739.17	185.87	
J J (-)			

Intersection													
Int Delay, s/veh	2.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ች	<b>^</b>		ች	<b>^</b>			स	7		4	7	
Traffic Vol, veh/h	5	1369	11	38	1959	6	3	0	9	4	0	0	
Future Vol, veh/h	5	1369	11	38	1959	6	3	0	9	4	0	0	
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	_	-	None	
Storage Length	100	-	-	100	-	-	-	-	30	-	-	30	
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4	
Mvmt Flow	5	1441	12	40	2062	6	3	0	9	4	0	0	
Major/Minor W	1ajor1			Major2		N	Minor1		N	Minor2			
Conflicting Flow All	2122	0	0	1490	0	0	2605	3696	764	2930	3699	1088	
Stage 1	-	-	U	1430	-	U	1494	1494	704	2199	2199	-	
Stage 2		_	_	_	_	_	1111	2202	<u>-</u>	731	1500		
Critical Hdwy	4.18	_	-	4.18	_	_	7.58	6.58	6.98	7.58	6.58	6.98	
Critical Hdwy Stg 1	4.10	_	_	4.10	_	_	6.58	5.58	0.30	6.58	5.58	0.90	
Critical Hdwy Stg 2	_	_	-		_	_	6.58	5.58		6.58	5.58		
Follow-up Hdwy	2.24	_	_	2.24	_	_	3.54	4.04	3.34	3.54	4.04	3.34	
Pot Cap-1 Maneuver	2.24	-	-	437	_	<u>-</u>	12	4.04	342	5.54	4.04	208	
Stage 1	240	_	_	401		_	126	181	J4Z -	45	80	200	
Stage 2	_				_		219	79		375	180	_	
Platoon blocked, %	_	_	_	_	_	<u>-</u>	213	13		313	100		
Mov Cap-1 Maneuver	233			422	_	_	11	3	330	5	3	197	
Mov Cap-1 Maneuver	200	_	_	722	_	_	11	3	-	5	3	191	
Stage 1	_	-	-	_	-	<u>-</u>	119	171		42	69	_	
Stage 2	_	_		_			198	68	_	356	170		
Olago Z	_						130	00		550	170	_	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.1			0.3			120.3		9	1213			
HCM LOS							F			F			
Minor Lane/Major Mvmt		NBLn1 I	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1	SBLn2		
Capacity (veh/h)		11	330	233	-	-	422	-	-	5	-		
HCM Lane V/C Ratio				0.023	_	_	0.095	_		0.842	-		
HCM Control Delay (s)	9	3 432.7	16.2	20.8	-	-	14.4	-		3 1213	0		
HCM Lane LOS		F	C	C	_	_	В	_	-	F	A		
HCM 95th %tile Q(veh)		0.7	0.1	0.1	-	-	0.3	-	-	1.2	-		
Notes	.,	Φ -			10			N. C.	c	* A11			
<ul> <li>Volume exceeds capa</li> </ul>	acity	\$: De	elay exc	eeds 30	JUS -	+: Comp	outation	Not De	fined	*: All	major v	olume ir	n platoon

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1329.9		
Level of Service	F		
Crosswalk			
	29	31	
Length (ft) Lanes Crossed	29	2	
Veh Vol Crossed	1369	1959	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.29	11.86	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.88	0.96	
Delay for adq Gap	180.76	1153.46	
Avg Ped Delay (s)	178.29	1151.64	
Approach			
Approach	W/D		
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	876.9		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	20	20	
Veh Vol Crossed	1959	1369	
Ped Vol Crossed			
	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
0.35 - 1.11 - 1 (.)	44.00	44.00	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	1.00	0.98	
Prob of Blocked Lane	0.95	0.88	
Delay for adq Gap	719.91	161.25	
Avg Ped Delay (s)	718.10	158.79	

Intersection														
Int Delay, s/veh	1.4													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	*	<b>^</b>		ች	<b>^</b>			4			र्स	7		
Traffic Vol, veh/h	2	1379	7	30	2001	8	2	0	13	3	0	1		
Future Vol, veh/h	2	1379	7	30	2001	8	2	0	13	3	0	1		
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None		
Storage Length	100	_	-	100	_	-	_	_	-	_	_	20		
Veh in Median Storage		0	_	-	0	_	_	0	_	_	0			
Grade, %	, <i>''</i> -	0	_	_	0	_	_	0	_		0	_		
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95		
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4		
Mymt Flow	2	1452	7	32	2106	8	2	0	14	3	0	1		
WIVIIIL FIOW		1432	ı	32	2100	O		U	14	J	U			
Major/Minor N	Major1		N	Major2		ı	Minor1			Minor2				
	2175	0		1505	0		2623	3745	776	2965	3744	1118		
Conflicting Flow All		0	0	1505	0	0								
Stage 1	-	-	-	-	-	-	1506	1506	-		2235	-		
Stage 2	-	-	-	- 4.40	-	-	1117	2239	-		1509	-		
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98		
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	0.00	5.58	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	0.00	5.58	-		
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34		
Pot Cap-1 Maneuver	235	-	-	431	-	-	11	4	336	6	4	198		
Stage 1	-	-	-	-	-	-	124	179	-	12	76	-		
Stage 2	-	-	-	-	-	-	218	76	-	375	178	-		
Platoon blocked, %		-	-		-	-								
Mov Cap-1 Maneuver	221	-	-	412	-	-	10	3	321	5	3	186		
Mov Cap-2 Maneuver	-	-	-	-	-	-	10	3	-	5	3	-		
Stage 1	-	-	-	-	-	-	118	170	-	39	66	-		
Stage 2	-	-	-	-	-	-	200	66	-	356	169	-		
ŭ														
Approach	EB			WB			NB			SB				
HCM Control Delay, s	0			0.2			81.9			832.6				
HCM LOS							F			F				
Minor Lane/Major Mvm	t 1	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1	SBLn2				
Capacity (veh/h)		62	221	-	-	412	-	-	5					
HCM Lane V/C Ratio		0.255	0.01	-	_	0.077	-	_		0.006				
HCM Control Delay (s)		81.9	21.4	_	_	14.5	-		\$ 1102					
HCM Lane LOS		F	C	_	_	В	_	_	F	C				
HCM 95th %tile Q(veh)		0.9	0	-	-	0.2	-	-	1	0				
Notes														
	agoits:	¢. D-	lov ove	oods 20	)() <sub>C</sub>	L. Com	outotion	Not D	finad	*. AII	maior	olumo :	n plataen	
~: Volume exceeds cap	acity	⊅: De	elay exc	eeus 30	JUS -	+: Comp	outation	INOT DE	eimea	: All	major v	olume II	n platoon	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	963.7		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	1379	2001	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.88	0.95	
Delay for adq Gap	165.31	802.56	
Avg Ped Delay (s)	162.87	800.79	
J · · · · · · · · · · · · · · · · · · ·		2200	
Approach			
Approach Direction	WB		
Median Present?	Yes		
	983.8		
Approach Delay(s) Level of Service	983.8 F		
revel of Service	F		
Crosswalk			
Length (ft)	28	29	
Lanes Crossed	2	2	
Veh Vol Crossed	2001	1379	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.95	0.88	
Delay for adq Gap	802.56	185.45	
Avg Ped Delay (s)	800.79	182.99	

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	/	<b>/</b>	<b>+</b>	-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	- 1	<b>^</b>	7	7	44			4	7	ሻ	ĵ»	
Traffic Volume (veh/h)	9	1354	38	71	2009	42	17	0	49	12	1	9
Future Volume (veh/h)	9	1354	38	71	2009	42	17	0	49	12	1	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.95	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	1011	No	1011	1011	No	1011	1011	No	1011	1011	No	1011
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	9	1425	40	75	2115	44	18	0	52	13	1	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	87	1842	750	222	2234	46	355	0	320	333	33	300
Arrive On Green	0.53	0.53	0.53	0.04	0.64	0.64	0.23	0.00	0.23	0.23	0.23	0.23
Sat Flow, veh/h	181	3497	1423	1753	3500	72	1215	0	1376	1208	143	1290
Grp Volume(v), veh/h	9	1425	40	75	1052	1107	18	0	52	13	0	10
Grp Sat Flow(s),veh/h/ln	181	1749	1423	1753	1749	1824	1215	0	1376	1208	0	1433
Q Serve(g_s), s	4.8	32.3	1.4	1.8	54.1	55.4	1.1	0.0	3.0	0.8	0.0	0.5
Cycle Q Clear(g_c), s	49.1	32.3	1.4	1.8	54.1	55.4	1.7	0.0	3.0	2.5	0.0	0.5
Prop In Lane	1.00	4040	1.00	1.00	4440	0.04	1.00	•	1.00	1.00	•	0.90
Lane Grp Cap(c), veh/h	87	1842	750	222	1116	1164	355	0	320	333	0	333
V/C Ratio(X)	0.10	0.77	0.05	0.34	0.94	0.95	0.05	0.00	0.16	0.04	0.00	0.03
Avail Cap(c_a), veh/h	87	1845	751	486	1116	1164	391	0	360	368	0	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.2	18.7	11.4	16.2	16.3	16.5	30.0	0.0	30.3	30.8	0.0	29.4
Incr Delay (d2), s/veh	1.1	2.5	0.1	0.9	15.5	16.3	0.1	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	12.6	0.4	0.7	22.9	24.6	0.3	0.0	1.0	0.3	0.0	0.2
Unsig. Movement Delay, s/veh	45.0	04.0	11 E	171	24.7	20.0	20.4	0.0	20.6	20.0	0.0	20.4
LnGrp Delay(d),s/veh	45.3	21.2 C	11.5	17.1 B	31.7 C	32.8 C	30.1	0.0	30.6 C	30.9	0.0	29.4
LnGrp LOS	D		В	Б		U	С	A 70	U	С	A 00	С
Approach Vol, veh/h		1474			2234			70			23	
Approach Delay, s/veh		21.1			31.8			30.5			30.2	
Approach LOS		С			С			С			С	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		70.0		29.1	11.1	58.9		29.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 52		* 26	* 19	* 52		* 26				
Max Q Clear Time (g_c+I1), s		57.4		5.0	3.8	51.1		4.5				
Green Ext Time (p_c), s		0.0		0.2	0.1	1.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			27.6									
HCM 6th LOS			С									
Notos												

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	58.5	58.5	58.5	58.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.16	3.17	2.01	2.17
Pedestrian Crosswalk LOS	С	С	В	В

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1474	2234	70	23
Effct. Green for Bike (s)	58.4	69.4	7.4	7.4
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	998	1186	126	126
Bicycle Delay (s/bike)	14.7	9.7	51.3	51.3
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.62	4.41	2.67	2.78
Bicycle LOS	D	D	С	С

### Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	SB
Directions Served	R
Maximum Queue (ft)	29
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	672
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

#### Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	
Directions Served	L	Т	TR	L	Т	TR	LT	R	LT	
Maximum Queue (ft)	27	10	34	86	58	23	51	39	45	
Average Queue (ft)	3	0	1	25	2	0	9	9	7	
95th Queue (ft)	16	8	14	62	27	1	37	33	30	
Link Distance (ft)		533	533		590	590	588		598	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			100				30		
Storage Blk Time (%)		0		0	0		24	2	16	
Queuing Penalty (veh)		0		5	0		2	0	0	

#### Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	Т	L	TR	LTR	LT	R
Maximum Queue (ft)	18	8	58	9	68	33	30
Average Queue (ft)	1	0	20	0	16	4	2
95th Queue (ft)	10	5	50	6	49	20	12
Link Distance (ft)		590		2530	544	592	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100		100				20
Storage Blk Time (%)			0			7	1
Queuing Penalty (veh)			0			0	0

SR 789 Ringling
RK&K
SimTraffic Report
09/15/2022

# Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR	
Maximum Queue (ft)	93	412	419	249	304	1145	1141	58	71	55	42	
Average Queue (ft)	10	204	218	29	106	588	582	10	24	12	8	
95th Queue (ft)	42	342	359	129	296	1153	1139	35	55	41	31	
Link Distance (ft)		2530	2530			1697	1697	1131			587	
Upstream Blk Time (%)						1	1					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	75			175	230				20	30		
Storage Blk Time (%)	1	27	14			27		10	18	10	7	
Queuing Penalty (veh)	4	2	5			19		5	3	1	1	

#### **Network Summary**

Network wide Queuing Penalty: 48

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	EDL			NOK	ODL	
Lane Configurations	^	<b>^</b>	<b>†</b>	4	^	
Traffic Vol, veh/h	0	2077	1325	1	0	7
Future Vol, veh/h	0	2077	1325	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	_	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mymt Flow	0	2186	1395	1	0	7
IVIVIIIL FIOW	U	2100	1393	ı	U	1
Major/Minor	Major1	N	Major2	N	/linor2	
Conflicting Flow All		0	_	0	_	698
Stage 1	_	-	_	-	_	-
Stage 2	_	_	_	_	<u>-</u>	_
Critical Hdwy			_	_		6.98
		-			-	0.90
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	0	-	-	-	0	378
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	378
Mov Cap-2 Maneuver	_	-	-	-	_	-
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Stage 2	-	_				
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		14.7	
HCM LOS					В	
TIOWI LOO					<u> </u>	
Minor Lane/Major Mvn	nt	EBT	WBT	WBR S	SBLn1	
Capacity (veh/h)		_	-	-	378	
HCM Lane V/C Ratio		-	_	-	0.019	
HCM Control Delay (s)	)	_	_	-		
HCM Lane LOS		_	_	_	В	
HCM 95th %tile Q(veh	1			_	0.1	
	1	-	_	_	0.1	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	7290.2		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	2077	1325	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	0.98	
Prob of Blocked Lane	0.98	0.87	
Delay for adq Gap	7132.90	161.53	
Avg Ped Delay (s)	7131.17	159.00	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1685.8		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1325	2077	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	1.00	
Prob of Blocked Lane	0.93	0.96	
Delay for adq Gap	535.57	1154.59	
Avg Ped Delay (s)	532.92	1152.87	
, , ,			

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>^</b>			<b>^</b>			र्स	7		र्स	7
Traffic Vol, veh/h	8	2067	2	16	1324	4	0	0	8	3	1	2
Future Vol, veh/h	8	2067	2	16	1324	4	0	0	8	3	1	2
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	30	-	-	30
Veh in Median Storag	je,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	8	2176	2	17	1394	4	0	0	8	3	1	2
						_			_			
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1452	0	0	2215	0	0	2962	3716	1126	2588	3715	753
Stage 1	-	-	-	-	-	-	2230	2230	-	1484	1484	-
Stage 2	-	-	-	-	-	-	732	1486	-	1104	2231	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	452	-	-	226	-	-	6	4	196	12	4	348
Stage 1	-	-	-	-	-	-	43	77	-	128	183	-
Stage 2	-	-	-	-	-	-	374	183	-	222	77	-
Platoon blocked, %	100	-	-	212	-	-			100			
Mov Cap-1 Maneuver		-	-	218	-	-	4	3	189	10	3	330
Mov Cap-2 Maneuver	r -	-	-	-	-	-	4	3	-	10	3	-
Stage 1	-	-	-	-	-	-	41	73	-	119	160	-
Stage 2	<del>-</del>	-	-	-	-	-	340	160	-	208	73	-
Annroach	EB			WB			NB			SB		
Approach				0.3			24.9		Φ.	657.5		
HCM Control Delay, s	5 U. I			0.3			24.9 C		ф			
HCM LOS							C			F		
Minor Lane/Major Mvi	mt I	NBLn11	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1	SBLn2	
Capacity (veh/h)		-	189	429	_	-	218	-	-	6	330	
HCM Lane V/C Ratio		-	0.045	0.02	-	-	0.077	-	_	0.702		
HCM Control Delay (s		0	24.9	13.6	-	-	22.9	-		978.3	16	
HCM Lane LOS	,	A	С	В	-	-	С	-	-	F	С	
HCM 95th %tile Q(vel	h)	-	0.1	0.1	-	-	0.2	-	-	1.1	0	
Notes												
~: Volume exceeds ca	apacity	\$: De	lay exc	eeds 30	00s -	+: Comp	outation	Not De	fined	*: All	major v	olume ir

A			
Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1320.7		
Level of Service	F		
Crosswalk			
Length (ft)	29	31	
Lanes Crossed	2	2	
Veh Vol Crossed	2067	1324	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.29	11.86	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.96	0.89	
Delay for adq Gap	1124.07	200.94	
Avg Ped Delay (s)	1122.35	198.38	
. ,			
Approach			
Approach Direction	WB		
Median Present?	Yes		
	1092.5		
Approach Delay(s) Level of Service			
revel of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	1324	2067	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	0.98	1.00	
Prob of Blocked Lane	0.87	0.96	
Delay for adq Gap	144.18	952.57	
Avg Ped Delay (s)	141.65	950.85	
J , , ,			

Intersection														
Int Delay, s/veh	2.8													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	*	<b>^</b>			<b>^</b>			4			र्स	7		
Traffic Vol, veh/h	4	2073	1	24	1338	1	3	0	11	6	0	1		
Future Vol, veh/h	4	2073	1	24	1338	1	3	0	11	6	0	1		
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	-	-	None	-	-	None	-	<u>-</u>	None	-	-	None		
Storage Length	100	-	-	100	-	-	-	-	-	-	-	20		
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-		
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-		
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95		
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4		
Mvmt Flow	4	2182	1	25	1408	1	3	0	12	6	0	1		
Major/Minor I	Major1		ı	Major2			Minor1			Minor2				
Conflicting Flow All	1470	0	0	2229	0	0	2991	3757	1138	2619	3757	766		
Stage 1	-	_	-			_	2237	2237	-		1520	-		
Stage 2	_	_	_	_	_	_	754	1520	_	1099	2237	_		
Critical Hdwy	4.18	_	_	4.18	_	_	7.58	6.58	6.98	7.58	6.58	6.98		
Critical Hdwy Stg 1	-	_	_	-	_	_	6.58	5.58	-	6.58	5.58	-		
Critical Hdwy Stg 2	_	_	_	_	_	_	6.58	5.58	_		5.58	_		
Follow-up Hdwy	2.24	_	_	2.24	_	_	3.54	4.04	3.34	3.54	4.04	3.34		
Pot Cap-1 Maneuver	445	_	_	223	_	_	6	4	192	11	4	341		
Stage 1	-	_	_		_	_	42	76	-	122	176	-		
Stage 2	_	_	_	_	_	_	363	176	_		76	_		
Platoon blocked, %		-	_		_	_								
Mov Cap-1 Maneuver	419	-	_	213	-	_	5	3	184	9	3	321		
Mov Cap-2 Maneuver	-	-	_	-	_	_	5	3	-	9	3	-		
Stage 1	_	_	_	_	_	_	40	72	_		146	_		
Stage 2	_	-	_	_	_	-	319	146	_		72	_		
g							. J							
Approach	EB			WB			NB			SB				
HCM Control Delay, s	0			0.4		\$	351.5			\$ 602				
HCM LOS						Ψ	F			F				
							•			•				
Minor Lane/Major Mvm	t 1	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1	SBLn2				
Capacity (veh/h)		21	419	-	-	213	-	-	9	321				
HCM Lane V/C Ratio		0.702	0.01	-	_	0.119	-	-		0.003				
HCM Control Delay (s)	\$	351.5	13.7	-	-	24.2	-		699.6	16.3				
HCM Lane LOS		F	В	-	-	С	-	-	F	С				
HCM 95th %tile Q(veh)		2	0	-	-	0.4	-	-	1.4	0				
Notes														
~: Volume exceeds cap	nacity	\$ De	elay exc	eeds 30	)()s	+: Comp	nutation	Not De	fined	*· ΔII :	maior v	olume ii	n platoon	
. Volumo oxoceus cap	Jaonty	ψ. υ	hay cho	0000 00	,00	···	Jatation	. NOU DE	milou	. 📶	major v		Piatoon	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1112.6		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	2073	1338	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	1.00	0.98	
Prob of Blocked Lane	0.96	0.87	
Delay for adq Gap	967.56	149.28	
Avg Ped Delay (s)	965.84	146.78	
Approach			
• •	WB		
Approach Approach Direction Median Present?	WB Yes		
Approach Direction Median Present?			
Approach Direction	Yes		
Approach Direction Median Present? Approach Delay(s)	Yes 1287.3		
Approach Direction Median Present? Approach Delay(s) Level of Service Crosswalk	Yes 1287.3	29	
Approach Direction Median Present? Approach Delay(s) Level of Service	Yes 1287.3 F	29 2	
Approach Direction Median Present? Approach Delay(s) Level of Service  Crosswalk Length (ft)	Yes 1287.3 F		
Approach Direction Median Present? Approach Delay(s) Level of Service  Crosswalk Length (ft) Lanes Crossed	Yes 1287.3 F 28 2	2	
Approach Direction Median Present? Approach Delay(s) Level of Service  Crosswalk Length (ft) Lanes Crossed Veh Vol Crossed Ped Vol Crossed	Yes 1287.3 F 28 2 1338	2 2073	
Approach Direction Median Present? Approach Delay(s) Level of Service  Crosswalk Length (ft) Lanes Crossed Veh Vol Crossed	Yes 1287.3 F 28 2 1338 0	2 2073 0	
Approach Direction Median Present? Approach Delay(s) Level of Service  Crosswalk Length (ft) Lanes Crossed Veh Vol Crossed Ped Vol Crossed Yield Rate(%) Ped Platooning	Yes 1287.3 F 28 2 1338 0 0 No	2 2073 0 0 No	
Approach Direction Median Present? Approach Delay(s) Level of Service  Crosswalk Length (ft) Lanes Crossed Veh Vol Crossed Ped Vol Crossed Pield Rate(%) Ped Platooning  Critical Headway (s)	Yes 1287.3 F 28 2 1338 0 0 No	2 2073 0 0 No	
Approach Direction Median Present? Approach Delay(s) Level of Service  Crosswalk Length (ft) Lanes Crossed Veh Vol Crossed Ped Vol Crossed Pield Rate(%) Ped Platooning  Critical Headway (s) Prob of Delayed X-ing	Yes 1287.3 F 28 2 1338 0 0 No 11.00 0.98	2 2073 0 0 No 11.29 1.00	
Approach Direction Median Present? Approach Delay(s) Level of Service Crosswalk Length (ft) Lanes Crossed Veh Vol Crossed Ped Vol Crossed Yield Rate(%) Ped Platooning Critical Headway (s) Prob of Delayed X-ing Prob of Blocked Lane	Yes 1287.3 F  28 2 1338 0 0 No 11.00 0.98 0.87	2 2073 0 0 No 11.29 1.00 0.96	
Approach Direction Median Present? Approach Delay(s) Level of Service  Crosswalk Length (ft) Lanes Crossed Veh Vol Crossed Ped Vol Crossed Pield Rate(%) Ped Platooning  Critical Headway (s) Prob of Delayed X-ing	Yes 1287.3 F 28 2 1338 0 0 No 11.00 0.98	2 2073 0 0 No 11.29 1.00	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>^</b>	7	ሻ	<b>^</b>			र्स	7	ሻ	₽	
Traffic Volume (veh/h)	11	2047	36	55	1338	22	12	1	54	19	1	14
Future Volume (veh/h)	11	2047	36	55	1338	22	12	1	54	19	1	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.95	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	12	2155	38	58	1408	23	13	1	57	20	1	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	218	1851	753	144	2242	37	335	23	321	335	21	311
Arrive On Green	0.53	0.53	0.53	0.04	0.64	0.64	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	367	3497	1423	1753	3518	57	1134	100	1376	1202	89	1332
Grp Volume(v), veh/h	12	2155	38	58	699	732	14	0	57	20	0	16
Grp Sat Flow(s),veh/h/ln	367	1749	1423	1753	1749	1827	1234	0	1376	1202	0	1421
Q Serve(g_s), s	2.0	52.3	1.3	1.4	23.9	23.9	0.6	0.0	3.3	1.3	0.0	0.9
Cycle Q Clear(g_c), s	15.3	52.3	1.3	1.4	23.9	23.9	1.5	0.0	3.3	2.8	0.0	0.9
Prop In Lane	1.00		1.00	1.00		0.03	0.93		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	218	1851	753	144	1114	1164	358	0	321	335	0	331
V/C Ratio(X)	0.06	1.16	0.05	0.40	0.63	0.63	0.04	0.00	0.18	0.06	0.00	0.05
Avail Cap(c_a), veh/h	218	1851	753	415	1114	1164	395	0	361	370	0	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	23.3	11.3	23.5	10.8	10.8	29.7	0.0	30.3	30.7	0.0	29.4
Incr Delay (d2), s/veh	0.2	80.3	0.1	1.8	1.6	1.6	0.0	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	39.9	0.4	8.0	8.5	8.9	0.3	0.0	1.1	0.4	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	103.6	11.3	25.3	12.4	12.4	29.8	0.0	30.6	30.8	0.0	29.4
LnGrp LOS	В	F	В	С	В	В	С	A	С	С	A	С
Approach Vol, veh/h		2205			1489			71			36	
Approach Delay, s/veh		101.5			12.9			30.4			30.2	
Approach LOS		F			В			С			С	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.7		29.1	10.7	59.0		29.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 52		* 26	* 19	* 52		* 26				
Max Q Clear Time (g_c+I1), s		25.9		5.3	3.4	54.3		4.8				
Green Ext Time (p_c), s		19.1		0.2	0.1	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			64.8									
HCM 6th LOS			Е									

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	58.5	58.5	58.5	58.5
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.16	3.17	2.01	2.17
Pedestrian Crosswalk LOS	С	С	В	В
Pedestrian Crosswalk Score	3.16	3.17	2.01	2.17

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2205	1489	71	36
Effct. Green for Bike (s)	58.8	69.5	7.6	7.6
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1005	1188	130	130
Bicycle Delay (s/bike)	14.5	9.6	51.1	51.1
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.22	3.79	2.67	2.81
Bicycle LOS	D	D	С	С

### Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	EB	EB	SB
Directions Served	T	T	R
Maximum Queue (ft)	215	214	33
Average Queue (ft)	51	51	7
95th Queue (ft)	367	363	27
Link Distance (ft)	906	906	672
Upstream Blk Time (%)	3	3	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	TR	L	T	TR	LT	R	LT	R	
Maximum Queue (ft)	55	178	173	86	51	2	9	46	50	25	
Average Queue (ft)	7	50	50	24	1	0	0	9	12	2	
95th Queue (ft)	48	301	302	68	21	2	8	35	42	13	
Link Distance (ft)		533	533		590	590	588		598		
Upstream Blk Time (%)		0	1								
Queuing Penalty (veh)		5	6								
Storage Bay Dist (ft)	100			100				30		30	
Storage Blk Time (%)		7		3	0			9	33	0	
Queuing Penalty (veh)		1		20	0			0	1	0	

#### Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	Т	TR	L	Т	TR	LTR	LT	R	
Maximum Queue (ft)	68	310	323	73	37	3	100	44	30	
Average Queue (ft)	4	79	81	24	1	0	25	12	2	
95th Queue (ft)	32	385	391	61	20	2	76	39	16	
Link Distance (ft)		590	590		2530	2530	544	592		
Upstream Blk Time (%)		0	0							
Queuing Penalty (veh)		2	4							
Storage Bay Dist (ft)	100			100					20	
Storage Blk Time (%)		11		0	0			27	1	
Queuing Penalty (veh)		0		3	0			0	0	

SR 789 Ringling
RK&K
SimTraffic Report
09/15/2022

# Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	Т	R	L	T	TR	LT	R	L	TR	
Maximum Queue (ft)	119	2424	2441	250	122	300	303	90	85	62	54	
Average Queue (ft)	14	1535	1558	57	40	172	169	15	30	16	12	
95th Queue (ft)	61	2761	2783	217	84	266	273	56	68	46	40	
Link Distance (ft)		2530	2530			1697	1697	1131			587	
Upstream Blk Time (%)		0	1									
Queuing Penalty (veh)		5	11									
Storage Bay Dist (ft)	75			175	230				20	30		
Storage Blk Time (%)	0	42	43			2		9	27	14	5	
Queuing Penalty (veh)	2	5	16			1		5	4	2	1	

#### **Network Summary**

Network wide Queuing Penalty: 92

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	LDL			אטוג	ODL	
Lane Configurations	0	<b>^</b>	<b>†</b>	4	0	<b>7</b>
Traffic Vol, veh/h	0	1412	1998	1	0	
Future Vol, veh/h	0	1412	1998	1	0	2
Conflicting Peds, #/hr	0	_ 0	_ 0	_ 0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	<b>#</b> -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	1486	2103	1	0	2
WWW.	U	1-00	2100	1	U	L
Major/Minor Ma	ajor1	N	Major2	N	/linor2	
Conflicting Flow All	-	0	-	0	-	1052
Stage 1	-	-	_	-	-	-
Stage 2	_	-	-	_	_	-
Critical Hdwy	_	_	_	_	_	6.98
Critical Hdwy Stg 1	_	_	_	-	_	-
Critical Hdwy Stg 2	_		_	_	_	
		-				3.34
Follow-up Hdwy	-	-	-	-	-	
Pot Cap-1 Maneuver	0	-	-	-	0	220
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	220
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	_	-	-	_	_	-
5 kg 5 L						
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		21.5	
HCM LOS					С	
Minor Lane/Major Mvmt		EBT	WBT	WBR S		
Capacity (veh/h)		-	-	-	220	
HCM Lane V/C Ratio		-	-	-	0.01	
HCM Control Delay (s)		-	-	-	21.5	
HCM Lane LOS		-	_	_	С	
HCM 95th %tile Q(veh)		_	_	_	0	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1647.6		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1412	1998	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
	11.10	11.00	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	1.00	
Prob of Blocked Lane	0.94	0.96	
Delay for adq Gap	717.05	934.80	
Avg Ped Delay (s)	714.55	933.02	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	5596.6		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1998	1412	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.98	0.89	
Delay for adq Gap	5399.03	201.82	
Avg Ped Delay (s)	5397.23	199.41	

2025 No Build  $\mathsf{AM}$ 

Intersection													
Int Delay, s/veh	2.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	<b>^</b>	LDIX	ሻ	<b>^</b>	WDIX	NDL	4		ODL	<u>ક્ર</u>	7	
Traffic Vol, veh/h	5	1396	11	39	1996	6	3	0	9	4	0	0	
Future Vol, veh/h	5	1396	11	39	1996	6	3	0	9	4	0	0	
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	Stop -	Stop -	None	Stop -	Stop -	None	
Storage Length	100	_	INOHE	100	_	INUITE	_	_	30	_	_	30	
Veh in Median Storage		0	_	-	0		_	0	-	_	0	-	
Grade, %	·, <del>π</del> -	0	_	_	0	_	_	0	_	_	0	_	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4	
Mvmt Flow	5	1469	12	41	2101	6	3	0	9	4	0	0	
MINITIL FIOW	5	1409	IZ	41	2101	0	J	U	9	4	U	U	
NA . ' . /NA'			_	4		_	P 4		_	M'			
<del></del>	Major1			Major2			Minor1	0705		Minor2	0700	4400	
Conflicting Flow All	2161	0	0	1518	0	0	2655	3765	778	2985	3768	1108	
Stage 1	-	-	-	-	-	-	1522	1522	-	2240	2240	-	
Stage 2	-	-	-	-	-	-	1133	2243	-	745	1528	-	
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-	
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34	
Pot Cap-1 Maneuver	238	-	-	426	-	-	11	4	335	6	4	201	
Stage 1	-	-	-	-	-	-	121	176	-	42	76	-	
Stage 2	-	-	-	-	-	-	213	75	-	368	174	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	226	-	-	411	-	-	10	3	323	5	3	191	
Mov Cap-2 Maneuver	-	-	-	-	-	-	10	3	-	5	3	-	
Stage 1	-	-	-	-	-	-	114	166	-	39	65	-	
Stage 2	-	-	-	-	-	-	192	64	-	349	164	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.1			0.3			133.5		(	1213			
HCM LOS							F			F			
Minor Lane/Major Mvm	it I	NBLn11	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1	SBLn2		
Capacity (veh/h)		10	323	226	-	-	411	-	-	5	_		
HCM Lane V/C Ratio				0.023	_	_	0.1	_	_	0.842	-		
HCM Control Delay (s)	\$	484.7	16.5	21.3	-	-	14.7	-		\$ 1213	0		
HCM Lane LOS	Ψ	F	С	C	_	_	В	_	-	F .2.0	A		
HCM 95th %tile Q(veh)		0.7	0.1	0.1	-	-	0.3	-	-	1.2	-		
Notes													
~: Volume exceeds cap	nacity	\$: Do	lay ava	eeds 30	Ne	+: Comp	nutation	Not Do	afined	*· \\	majory	oluma ir	n platoon
. Volume exceeds cap	Jacity	ψ. De	ay exc	<del></del> u5 3(	.05	· . Comp	JulaliUH	NOT DE	-iiiidu	. All	major V	olullie II	ii piatoon

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1469.6		
	1409.0 F		
Level of Service	F		
Crosswalk			
Length (ft)	29	31	
Lanes Crossed	2	2	
Veh Vol Crossed	1396	1996	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
r ou r lateorning	110		
Critical Headway (s)	11.29	11.86	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.89	0.96	
Delay for adq Gap	193.71	1280.09	
Avg Ped Delay (s)	191.27	1278.30	
rwg i ca bolay (5)	101.27	1270.00	
Approach			
	WB		
Approach Direction			
Median Present?	Yes		
Approach Delay(s)	960.5		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	1996	1396	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
i our intooning	110	110	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.95	0.88	
Delay for adq Gap	792.23	172.47	
Avg Ped Delay (s)	790.46	170.04	
ring rou boldy (b)	100.40	110.04	

Intersection														
Int Delay, s/veh	1.5													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	ች	<b>^</b>		ች	<b>^</b>			4			र्स	7		
Traffic Vol, veh/h	2	1406	7	31	2039	8	2	0	13	3	0	1		
Future Vol, veh/h	2	1406	7	31	2039	8	2	0	13	3	0	1		
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	_	_	None	_	-	None	-	-	None	-	-	None		
Storage Length	100	_	-	100	_	-	_	_	-	_	_	20		
Veh in Median Storage		0	_	_	0	_	_	0	_	_	0			
Grade, %	-	0	_	_	0	_	_	0	_	_	0	_		
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95		
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4		
Mvmt Flow	2	1480	7	33	2146	8	2	0	14	3	0	1		
WWIII I IOW		1400	I	00	2140	U		U	17	J	U			
Major/Minor I	Major1		N	//ajor2		ı	Minor1			Minor2				
	2215	0	0	1533	0	0	2673	3815	790	3021	3814	1138		
Conflicting Flow All			U	1000										
Stage 1	-	-	-	-	-	-	1534	1534	-		2277	-		
Stage 2	4.40	-	-	4 4 0	-	-	1139	2281	-	744	1537	-		
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98		
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	0.00	5.58	-		
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34		
Pot Cap-1 Maneuver	226	-	-	421	-	-	10	4	329	6	4	192		
Stage 1	-	-	-	-	-	-	119	173	-	40	72	-		
Stage 2	-	-	-	-	-	-	211	72	-	368	173	-		
Platoon blocked, %		-	-		-	-								
Mov Cap-1 Maneuver	213	-	-	403	-	-	9	3	315	5	3	181		
Mov Cap-2 Maneuver	-	-	-	-	-	-	9	3	-	5	3	-		
Stage 1	-	-	-	-	-	-	113	164	-	37	62	-		
Stage 2	-	-	-	-	-	-	193	62	-	349	164	-		
Approach	EB			WB			NB			SB				
HCM Control Delay, s	0			0.2			90.8		\$	832.8				
HCM LOS							F			F				
Minor Lane/Major Mvm	it l	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2				
Capacity (veh/h)		57	213	-	-	403	-	-	5	181				
HCM Lane V/C Ratio		0.277	0.01	-	_	0.081	-	-		0.006				
HCM Control Delay (s)		90.8	22.1	_	_	14.7	_		1102	25				
HCM Lane LOS		F	C	_	_	В	_	_	F	D				
HCM 95th %tile Q(veh)	)	1	0	-	-	0.3	-	-	1	0				
Notes														
~: Volume exceeds cap	nacity.	\$. Da	elay exc	ands 20	)Oc	+: Comp	outation	Not Do	fined	*· \\	maiory	olumo i	n platoon	
. volume exceeds cap	Jacity	φ. De	ay exc	ecus si	105	+. Comp	JulaliUH	NOL DE	iiiieu	. All	major V	olulle II	ι ριαιουπ	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1058.4		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	1406	2039	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.88	0.96	
Delay for adq Gap	176.82	885.71	
Avg Ped Delay (s)	174.41	883.96	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1080.3		
Level of Service	F		
Crosswalk			
Length (ft)	28	29	
Lanes Crossed	2	2	
Veh Vol Crossed	2039	1406	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.96	0.89	
Delay for adq Gap	885.71	198.74	
Avg Ped Delay (s)	883.96	196.32	

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<b>/</b>	<b>/</b>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>^</b>	7	ሻ	<b>^</b>			4	7	ሻ	<b>₽</b>	
Traffic Volume (veh/h)	9	1380	39	72	2048	43	17	0	50	12	1	9
Future Volume (veh/h)	9	1380	39	72	2048	43	17	0	50	12	1	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		0.95	0.91		0.90	0.92		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	9	1453	41	76	2156	45	18	0	53	13	1	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	62	1902	775	196	2213	46	388	0	375	364	39	351
Arrive On Green	0.54	0.54	0.54	0.04	0.63	0.63	0.27	0.00	0.27	0.27	0.27	0.27
Sat Flow, veh/h	174	3497	1426	1753	3499	73	1238	0	1398	1222	145	1308
Grp Volume(v), veh/h	9	1453	41	76	1072	1129	18	0	53	13	0	10
Grp Sat Flow(s),veh/h/ln	174	1749	1426	1753	1749	1823	1238	0	1398	1222	0	1453
Q Serve(g_s), s	4.5	41.6	1.7	2.4	74.8	76.7	1.4	0.0	3.7	1.0	0.0	0.7
Cycle Q Clear(g_c), s	69.8	41.6	1.7	2.4	74.8	76.7	2.0	0.0	3.7	3.1	0.0	0.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	62	1902	775	196	1106	1153	388	0	375	364	0	390
V/C Ratio(X)	0.14	0.76	0.05	0.39	0.97	0.98	0.05	0.00	0.14	0.04	0.00	0.03
Avail Cap(c_a), veh/h	62	1902	775	204	1106	1153	403	0	392	380	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.7	22.9	13.8	20.5	22.4	22.8	35.4	0.0	35.7	36.3	0.0	34.6
Incr Delay (d2), s/veh	2.3	2.2	0.1	1.3	20.3	21.6	0.0	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	16.9	0.6	1.0	34.0	36.6	0.4	0.0	1.3	0.3	0.0	0.2
Unsig. Movement Delay, s/veh	040	05.4	40.0	04.7	40.7	44.4	05.4	0.0	05.0	00.0	0.0	0.4.7
LnGrp Delay(d),s/veh	64.9	25.1	13.8	21.7	42.7	44.4	35.4	0.0	35.9	36.3	0.0	34.7
LnGrp LOS	E	C	В	С	D	D	D	A	D	D	Α	<u>C</u>
Approach Vol, veh/h		1503			2277			71			23	
Approach Delay, s/veh		25.0			42.9			35.8			35.6	
Approach LOS		С			D			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		87.9		40.5	11.4	76.5		40.5				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 81		* 36	* 5.3	* 69		* 36				
Max Q Clear Time (g_c+l1), s		78.7		5.7	4.4	71.8		5.1				
Green Ext Time (p_c), s		2.5		0.3	0.0	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			35.8									
HCM 6th LOS			D									

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	65.0	65.0	65.0	65.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.18	3.19	2.02	2.17
Pedestrian Crosswalk LOS	С	С	В	В

Approach         EB         WB         NB         SB           Bicycle Flow Rate (bike/h)         0         0         0         0           Total Flow Rate (veh/h)         1503         2277         71         23           Effct. Green for Bike (s)         77.1         86.7         7.5         7.5           Cross Street Width (ft)         55.0         65.6         65.0         77.6           Through Lanes Number         2         2         1         1
Total Flow Rate (veh/h)         1503         2277         71         23           Effct. Green for Bike (s)         77.1         86.7         7.5         7.5           Cross Street Width (ft)         55.0         65.6         65.0         77.6
Effct. Green for Bike (s)       77.1       86.7       7.5       7.5         Cross Street Width (ft)       55.0       65.6       65.0       77.6
Cross Street Width (ft) 55.0 65.6 65.0 77.6
· · · · · · · · · · · · · · · · · · ·
Through Lance Number 2 2 1 1
Through Lanes Number 2 2 1 1
Through Lane Width (ft) 12.0 12.0 12.0 12.0
Bicycle Lane Width (ft) 0.0 0.0 0.0 0.0
Striped Parking Lane Width (ft) 0.0 0.0 0.0 0.0
Paved Shoulder Width (ft) 0.0 0.0 0.0 0.0
Curb Is Present? No No No No
On Street Parking? No No No No
Bicycle Lane Capacity (bike/h) 1186 1334 115 115
Bicycle Delay (s/bike) 10.8 7.2 57.7 57.7
Bicycle Compliance Fair Good Poor Poor
Bicycle LOS Score 3.64 4.44 2.67 2.78
Bicycle LOS D C C

Movement	SB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	3
95th Queue (ft)	16
Link Distance (ft)	672
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	
Directions Served	L	Т	TR	L	T	TR	LT	R	LT	
Maximum Queue (ft)	28	6	19	98	90	25	31	33	44	
Average Queue (ft)	3	0	1	29	4	1	4	8	7	
95th Queue (ft)	17	6	7	75	45	21	18	30	30	
Link Distance (ft)		533	533		590	590	588		598	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			100				30		
Storage Blk Time (%)				2	0		11	2	18	
Queuing Penalty (veh)				18	0		1	0	0	

### Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	Т	TR	L	T	TR	LTR	LT	R	
Maximum Queue (ft)	22	5	13	60	4	262	62	36	27	
Average Queue (ft)	1	0	0	20	0	8	15	4	1	
95th Queue (ft)	10	5	7	49	4	234	45	22	11	
Link Distance (ft)		590	590		2530	2530	544	592		
Upstream Blk Time (%)						0				
Queuing Penalty (veh)						0				
Storage Bay Dist (ft)	100			100					20	
Storage Blk Time (%)				0				8	1	
Queuing Penalty (veh)				0				0	0	

SR 789 Ringling SimTraffic Report

# Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR	
Maximum Queue (ft)	106	468	484	250	304	1398	1395	70	76	50	46	
Average Queue (ft)	13	268	284	43	98	866	845	13	24	10	7	
95th Queue (ft)	53	427	443	175	277	1663	1631	46	56	36	30	
Link Distance (ft)		2530	2530			1697	1697	1131			587	
Upstream Blk Time (%)						8	7					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	75			175	230				20	30		
Storage Blk Time (%)		29	20			31		12	19	10	7	
Queuing Penalty (veh)		3	8			23		6	3	1	1	

## **Network Summary**

Network wide Queuing Penalty: 64

SR 789 Ringling SimTraffic Report 09/15/2022

Intersection						
Int Delay, s/veh	0					
			14/5-		0-:	05-5
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		<b>^</b>	Λ₽			7
Traffic Vol, veh/h	0		1350	1	0	7
Future Vol, veh/h	0	2117	1350	1	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage	e.# -	0	0	_	0	_
Grade, %	-	0	0	_	0	_
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
					-	
Mvmt Flow	0	2228	1421	1	0	7
Major/Minor	Major1	ı	Major2	N	/linor2	
Conflicting Flow All	-	0	-	0	_	711
Stage 1	_	-	_	-	_	- 11
Stage 2	<u>-</u>	<u>-</u>	_	<u>-</u>	_	
Critical Hdwy		-				6.98
	-		-	-	-	
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	0	-	-	-	0	371
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	371
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Olago Z						
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		14.9	
HCM LOS					В	
N.4		ГОТ	MOT	MED	)DI 4	
Minor Lane/Major Mvn	nt	EBT	WBT	WBR S		
Capacity (veh/h)		-	-	-	371	
HCM Lane V/C Ratio		-	-	-	0.02	
HCM Control Delay (s)	)	-	-	-	14.9	
HCM Lane LOS		-	-	-	В	
HCM 95th %tile Q(veh	1)	-	-	-	0.1	

Approach			I
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	8385.2		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	2117	1350	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
i od i idlooning	INO	INU	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.99	0.88	
Delay for adq Gap	8217.16	172.19	
Avg Ped Delay (s)	8215.47	169.69	
Ang i ou boldy (3)	0210.77	100.00	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1863.4		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1350	2117	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	1.00	
Prob of Blocked Lane	0.93	0.96	
Delay for adq Gap	582.28	1285.38	
Avg Ped Delay (s)	579.68	1283.69	

HCM 6th TWSC 2025 No Build

Intersection													
Int Delay, s/veh	1.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	1	<b>^</b>		*	<b>^</b>			स	7		स	7	
Traffic Vol, veh/h	8	2107	2	16	1349	4	0	0	8	3	1	2	
Future Vol, veh/h	8	2107	2	16	1349	4	0	0	8	3	1	2	
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	100	-	-	100	-	-	-	-	30	-	-	30	
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4	
Mvmt Flow	8	2218	2	17	1420	4	0	0	8	3	1	2	
Major/Minor N	Major1			Major2			Minor1		N	Minor2			
Conflicting Flow All	1478	0	0	2257	0	0	3017	3784	1147	2635	3783	766	
Stage 1	1470	-	-	2231	-	-	2272	2272	-	1510	1510	700	
Stage 2	_	_	_	_	_	<u>-</u>	745	1512	_	1125	2273	_	
Critical Hdwy	4.18	_	_	4.18	_	_	7.58	6.58	6.98	7.58	6.58	6.98	
Critical Hdwy Stg 1	-	_	_	-	_	_	6.58	5.58	-	6.58	5.58	-	
Critical Hdwy Stg 2	_	_	_	_	_	_	6.58	5.58	_	6.58	5.58	_	
Follow-up Hdwy	2.24	_	_	2.24	_	_	3.54	4.04	3.34	3.54	4.04	3.34	
Pot Cap-1 Maneuver	442	-	-	218	-	-	6	4	189	11	4	341	
Stage 1	-	-	-	-	-	-	40	73	-	124	178	-	
Stage 2	-	-	-	-	-	-	368	178	-	215	73	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	419	-	-	210	-	-	4	3	182	9	3	323	
Mov Cap-2 Maneuver	-	-	-	-	-	-	4	3	-	9	3	-	
Stage 1	-	-	-	-	-	-	38	69	-	115	155	-	
Stage 2	-	-	-	-	-	-	334	155	-	201	69	-	
-													
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.1			0.3			25.7		\$	657.6			
HCM LOS	0.1			0.0			D		Ψ	F			
I IOW LOO										'			
NA' I /NA - ' NA	, ,	UDL A	NDL 0	EDI	ГОТ	EDD	MDI	WDT	WDD	2DL 4	001.0		
Minor Lane/Major Mvm	t r	NBLn11		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		-	182	419	-	-	210	-	-	6	323		
HCM Caretary Dalays (2)		-	0.046	0.02	-	-	80.0	-		0.702			
HCM Control Delay (s)		0	25.7	13.8	-	-	23.6	-		978.3	16.2		
HCM Lane LOS		Α	D	В	-	-	C	-	-	F	С		
HCM 95th %tile Q(veh)		-	0.1	0.1	-	-	0.3	-	-	1.1	0		
Notes													
~: Volume exceeds cap	acity	\$: De	lay exc	eeds 30	00s -	+: Comp	outation	Not De	fined	*: All	major v	olume ir	n platoon
			•										

Annroach			
Approach Direction	- FD		
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1462.0		
Level of Service	F		
Crosswalk			
Length (ft)	29	31	
Lanes Crossed	2	2	
Veh Vol Crossed	2107	1349	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.29	11.86	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.96	0.89	
Delay for adq Gap	1251.32	214.95	
Avg Ped Delay (s)	1249.63	212.42	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1206.4		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	1349	2107	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
. Jan latooning	110	110	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	0.98	1.00	
Prob of Blocked Lane	0.87	0.96	
Delay for adq Gap	153.42	1057.18	
Avg Ped Delay (s)	150.93	1055.49	

Intersection													
Int Delay, s/veh	3.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	<b>^</b>		ሻ	<b>^</b>			4			र्स	7	
Fraffic Vol, veh/h	4	2113	1	25	1363	1	3	0	11	6	0	1	
uture Vol, veh/h	4	2113	1	25	1363	1	3	0	11	6	0	1	
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	100	-	-	100	-	-	-	-	-	-	-	20	
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4	
1vmt Flow	4	2224	1	26	1435	1	3	0	12	6	0	1	
lajor/Minor N	/lajor1		N	Major2		N	/linor1			Minor2			
Conflicting Flow All	1497	0	0	2271	0	0	3049	3828	1159	2669	3828	779	
Stage 1	1497	-	U	4411	-	U	2279	2279	1109	1549	1549	119	
Stage 2	-	_	-	-	_	-	770	1549		1120	2279	_	
Critical Hdwy	4.18	-		4.18		_	7.58	6.58	6.98	7.58	6.58	6.98	
Critical Hdwy Stg 1	4.10	_	-	4.10	_	-	6.58	5.58	0.90	6.58	5.58	0.90	
Critical Hdwy Stg 2	_		-	-	-	-	6.58	5.58	-	6.58	5.58		
	2.24	_	_	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34	
ollow-up Hdwy ot Cap-1 Maneuver	434	-	_	2.24	-	-	5.54	4.04	186	10	4.04	334	
	434	_	-	213	-	_	40	72	100	117	170	33 <del>4</del> -	
Stage 1 Stage 2	-	-	-	-		_	355	170		217	72		
Platoon blocked, %	-	_	-	-			333	170	-	217	12	-	
Nov Cap-1 Maneuver	409	-	-	206	-	-	4	3	178	8	3	315	
Nov Cap-1 Maneuver	409	-	-	200	-	-	4	3	1/0	8	3	313	
Stage 1	-	-	-	-	-	-	38	68		109	140	_	
Stage 2	-	-	-	-	-	-	309	140	_	201	68	_	
Slaye 2	-	-	-	-	-	-	209	140	-	201	00	-	
pproach	EB			WB			NB			SB			
HCM Control Delay, s	0			0.5		\$	475.8		\$	696.9			
HCM LOS							F			F			
//inor Lane/Major Mvmt	<u> </u>	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1	SBLn2			
Capacity (veh/h)		17	409		-	206	-	-	8	315			
ICM Lane V/C Ratio		0.867	0.01	-	-	0.128	-	-	0.789				
ICM Control Delay (s)	\$	475.8	13.9	-	-	25	-		810.3	16.5			
ICM Lane LOS		F	В	-	-	D	-	_	F	С			
HCM 95th %tile Q(veh)		2.2	0		-	0.4	-	-	1.4	0			
Notes													
: Volume exceeds capa	acity	\$: Do	lav ava	eeds 30	Ωe	+: Comp	utation	Not Do	fined	*· \\  \	maiory	oluma in	platoon
. volume exceeds cap	auity	φ. De	ay exc	eeus st	05	r. Comp	ulaliUH	NOT DE	iiiieu	. All I	najui V	olullie III	ριαισση

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1228.6		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	2113	1363	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	1.00	0.98	
Prob of Blocked Lane	0.96	0.88	
Delay for adq Gap	1073.85	158.86	
Avg Ped Delay (s)	1072.16	156.39	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1426.3		
Level of Service	F		
Crosswalk			
Length (ft)	28	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1363	2113	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.29	
Prob of Delayed X-ing	0.98	1.00	
Prob of Blocked Lane	0.88	0.96	
Delay for adq Gap	158.86	1271.64	
	156.39	127 1.04	
Avg Ped Delay (s)	100.09	1209.95	

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<b>/</b>	<b>/</b>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>^</b>	7	ሻ	<b>^</b>			4	7	ሻ	<b>₽</b>	
Traffic Volume (veh/h)	11	2086	37	56	1363	22	12	1	55	19	1	14
Future Volume (veh/h)	11	2086	37	56	1363	22	12	1	55	19	1	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	12	2196	39	59	1435	23	13	1	58	20	1	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	212	2107	865	102	2387	38	314	22	325	313	21	314
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	357	3497	1436	1753	3520	56	1136	95	1378	1203	89	1333
Grp Volume(v), veh/h	12	2196	39	59	712	746	14	0	58	20	0	16
Grp Sat Flow(s),veh/h/ln	357	1749	1436	1753	1749	1828	1231	0	1378	1203	0	1422
Q Serve(g_s), s	2.8	89.5	1.6	1.8	32.9	33.0	1.1	0.0	5.0	2.0	0.0	1.3
Cycle Q Clear(g_c), s	24.5	89.5	1.6	1.8	32.9	33.0	2.3	0.0	5.0	4.3	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.03	0.93		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	212	2107	865	102	1186	1239	337	0	325	313	0	335
V/C Ratio(X)	0.06	1.04	0.05	0.58	0.60	0.60	0.04	0.00	0.18	0.06	0.00	0.05
Avail Cap(c_a), veh/h	212	2107	865	107	1191	1245	345	0	334	321	0	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.7	29.5	12.1	37.8	13.0	13.0	44.6	0.0	45.3	46.0	0.0	43.9
Incr Delay (d2), s/veh	0.2	31.7	0.0	6.8	1.3	1.2	0.1	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	44.5	0.5	1.5	12.7	13.2	0.4	0.0	1.8	0.6	0.0	0.5
Unsig. Movement Delay, s/veh	00.0	04.0	10.1	440	440	440	44.0	0.0	45.0	10.1	0.0	44.0
LnGrp Delay(d),s/veh	22.9	61.2	12.1	44.6	14.3	14.2	44.6	0.0	45.6	46.1	0.0	44.0
LnGrp LOS	С	F	В	D	В	В	D	A	D	D	A	D
Approach Vol, veh/h		2247			1517			72			36	
Approach Delay, s/veh		60.2			15.4			45.4			45.1	
Approach LOS		Е			В			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.5		41.1	11.3	96.2		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 5	* 90		* 36				
Max Q Clear Time (g_c+I1), s		35.0		7.0	3.8	91.5		6.3				
Green Ext Time (p_c), s		35.3		0.3	0.0	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			42.2									
HCM 6th LOS			D									
N												

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.19	3.19	2.02	2.18
Pedestrian Crosswalk LOS	С	С	В	В

	ED	MAID	ND	0.0
Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2247	1517	72	36
Effct. Green for Bike (s)	94.3	103.5	8.0	8.0
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1257	1380	107	107
Bicycle Delay (s/bike)	10.3	7.2	67.2	67.2
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.25	3.81	2.67	2.81
Bicycle LOS	D	D	С	С

## Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	SB
Directions Served	R
Maximum Queue (ft)	36
Average Queue (ft)	7
95th Queue (ft)	28
Link Distance (ft)	672
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	L	T	TR	R	LT	R	
Maximum Queue (ft)	26	105	80	2	35	58	33	
Average Queue (ft)	3	26	5	0	7	17	3	
95th Queue (ft)	17	76	44	2	29	55	18	
Link Distance (ft)			590	590		598		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100	100			30		30	
Storage Blk Time (%)		4	0		4	44	1	
Queuing Penalty (veh)		26	0		0	1	0	

### Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	TR	L	Т	TR	LTR	LT	R	
Maximum Queue (ft)	27	6	74	11	3	91	42	21	
Average Queue (ft)	2	0	23	0	0	22	9	2	
95th Queue (ft)	15	4	59	11	3	70	32	13	
Link Distance (ft)		590		2530	2530	544	592		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100		100					20	
Storage Blk Time (%)			0	0			18	1	
Queuing Penalty (veh)			2	0			0	0	

SR 789 Ringling SimTraffic Report

# Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	Т	R	L	T	TR	LT	R	L	TR	
Maximum Queue (ft)	126	1433	1458	248	191	405	384	100	89	62	66	
Average Queue (ft)	12	815	840	28	49	226	222	17	32	16	12	
95th Queue (ft)	58	1506	1545	145	115	341	335	60	70	47	42	
Link Distance (ft)		2530	2530			1697	1697	1131			587	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75			175	230				20	30		
Storage Blk Time (%)	0	34	33			6		12	37	19	6	
Queuing Penalty (veh)	1	4	12			4		7	5	3	1	

## **Network Summary**

Network wide Queuing Penalty: 65

SR 789 Ringling SimTraffic Report 09/15/2022

Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	LDL			VVDIX	ODL	
Lane Configurations Traffic Vol, veh/h	۸	<b>↑</b> ↑ 1548	<b>↑1</b> > 2182	1	٥	<b>7</b>
	0			-	0	
Future Vol, veh/h	0	1548	2182	1	0	2
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storag	je,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	1629	2297	1	0	2
N 4 - : /N 4:	M-:		A-1. C		A: C	
Major/Minor	Major1		Major2		/linor2	
Conflicting Flow All	-	0	-	0	-	1149
Stage 1	-	-	-	-	-	-
Stage 2		-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	_	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	0	_	-	-	0	189
Stage 1	0	_	_	_	0	-
Stage 2	0	_	_	_	0	_
Platoon blocked, %		_	_	_		
Mov Cap-1 Maneuver		_	_	_	_	189
Mov Cap-1 Maneuver		_	_	_	_	109
		-				-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s			0		24.3	
			U		24.3 C	
HCM LOS					U	
Minor Lane/Major Mvi	mt	EBT	WBT	WBR S	SBLn1	
Capacity (veh/h)				-		
HCM Lane V/C Ratio		_	_		0.011	
HCM Control Delay (s		<u>-</u>	-	_		
	'/	_		_	24.3 C	
HCM Lane LOS HCM 95th %tile Q(vel	h)	-	-	-	0	

A			
Approach	F5		
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	2663.6		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1548	2182	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	1.00	
Prob of Blocked Lane	0.96	0.97	
Delay for adq Gap	1136.39	1531.09	
Avg Ped Delay (s)	1134.10	1529.46	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	10631.4		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	29	
Veh Vol Crossed	2182	1548	
Ped Vol Crossed	0	1040	
	0	0	
Yield Rate(%)	No No	No	
Ped Platooning	INO	INO	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.99	0.91	
Delay for adq Gap	10348.70	286.55	
Avg Ped Delay (s)	10347.05	284.31	
Ang I da Dolay (b)	100.17.00	207.01	

2045 No Build

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 н	١١	/

Intersection Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>^</b>		ሻ	<b>^</b>			ર્ન	7		ની	7
Traffic Vol, veh/h	7		13	43	2183	7	3	0	9	4	0	0
Future Vol, veh/h	7	1528	13	43	2183	7	3	0	9	4	0	0
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	30	-	-	30
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	_	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	7	1608	14	45	2298	7	3	0	9	4	0	0
Major/Minor I	Major1		l	Major2		ı	Minor1		ı	Minor2		
Conflicting Flow All	2359	0	0	1659	0	0	2905	4115	848	3264	4119	1207
Stage 1	-	-	-	-	-	-	1666	1666	-	2446	2446	-
Stage 2	-	-	-	-	-	-	1239	2449	-	818	1673	-
Critical Hdwy	4.18	-	_	4.18	_	_	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	_	_	-	-	-	-	6.58	5.58	_	6.58	5.58	_
Critical Hdwy Stg 2	-	-	_	_	_	_	6.58	5.58	_	6.58	5.58	_
Follow-up Hdwy	2.24	_	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	198	-	_	375	-	-	7	2	301	~ 4	2	173
Stage 1	_	-	-	-	_	-	98	149	_	31	59	-
Stage 2	-	-	-	-	_	-	183	59	-	332	148	-
Platoon blocked, %		-	-		_	-						
Mov Cap-1 Maneuver	188	-	-	362	-	-	6	2	290	~ 3	2	164
Mov Cap-2 Maneuver	_	_	-	_	-	-	6	2	_	~ 3	2	_
Stage 1	-	-	_	_	_	_	91	138	-	28	49	_
Stage 2	-	-	-	-	_	-	160	49	-	309	137	-
0.* —												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			235.9		\$ 2	2171.1		
HCM LOS							F			F		
Minor Lane/Major Mvm	t	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1	SBLn2	
Capacity (veh/h)		6	290	188	-	-	362	-	-	3	-	
HCM Lane V/C Ratio			0.033		-	-	0.125	-	-	1.404	-	
HCM Control Delay (s)	(	\$ 890.2	17.8	24.9	-	-	16.4	-		2171.1	0	
HCM Lane LOS		F	С	С	-	-	С	-	-	F	A	
HCM 95th %tile Q(veh)		0.9	0.1	0.1	-	-	0.4	-	-	1.3	-	
Notes												
~: Volume exceeds cap	.,	¢. D.	elay exc	00do 20	100	L: Com	outation	Not De	finod	*· \ \	majory	olume i

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	2443.3		
Level of Service	F		
Crosswalk			
Length (ft)	29	31	
Lanes Crossed	2	2	
Veh Vol Crossed	1528	2183	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Ü			
Critical Headway (s)	11.29	11.86	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.91	0.97	
Delay for adq Gap	272.10	2175.11	
Avg Ped Delay (s)	269.84	2173.47	
3 , ( )			
Annraach			
Approach	MD		
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1525. <u>6</u>		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	2183	1528	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.96	0.90	
Delay for adq Gap	1289.50	240.00	
Avg Ped Delay (s)	1287.86	237.75	
J 2 2 2 3 7 (3)			

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ĭ	<b>^</b>		ሻ	<b>^</b>			4			र्स	7
Traffic Vol, veh/h	3		8	34	2230	9	2	0	13	3	0	1
Future Vol, veh/h	3	1539	8	34	2230	9	2	0	13	3	0	1
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	20
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	3	1620	8	36	2347	9	2	0	14	3	0	1
Major/Minor	Major1		ľ	Major2		ı	Minor1			Minor2		
Conflicting Flow All	2417	0	0	1674	0	0	2922	4165	860	3301	4165	1239
Stage 1			-	-	-	-	1676	1676	-		2485	-
Stage 2	_	_	_	_	_	_	1246	2489	_		1680	_
Critical Hdwy	4.18	_	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	_	_	-	_	-	6.58	5.58	-		5.58	-
Critical Hdwy Stg 2	-	_	-	-	-	-	6.58	5.58	-		5.58	_
Follow-up Hdwy	2.24	_	_	2.24	_	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	188	-	-	370	_	_	7	2	295	~ 3	2	164
Stage 1	-		_	-	-	_	97	147			56	-
Stage 2	_	-	-	_	_	-	181	56	-		147	_
Platoon blocked, %		_	_		_	-						
Mov Cap-1 Maneuver	177	-	-	354	-	-	6	2	282	~ 2	2	154
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	2	-	~ 2	2	-
Stage 1	-	-	-	-	-	-	91	138	-		47	-
Stage 2	-	-	-	-	-	-	161	47	-		138	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			144.6		\$	2312.3		
HCM LOS	U			0.2			F		Ψ	2012.0 F		
TIOW LOS							ı			ı		
Minor Lane/Major Mvm	nt	NBLn1	EBL	EBT	EBR	WBL	WBT	WPD	SRI n1	SBLn2		
	IL			LDI	LDK		VVDT	יאסוי				
Capacity (veh/h)		0.205	177	-	-	354	-	-	1 570	154 0.007		
HCM Control Doloy (a)		0.395	0.018	-		0.101	-		3073.6			
HCM Long LOS		144.6	25.7	-	-	16.3	-			28.5		
HCM 05th % tile O(voh	١	F	D	-	-	C	-	-	F	D		
HCM 95th %tile Q(veh)	)	1.4	0.1	-	-	0.3	-	-	1.2	0		
Notes												
~: Volume exceeds cap	pacity	\$: De	elay exc	eeds 30	)0s -	+: Comp	outation	Not De	fined	*: All	major v	olume i

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1701.6		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	1539	2230	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.90	0.97	
Delay for adq Gap	246.73	1458.70	
Avg Ped Delay (s)	244.49	1457.10	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1734.8		
Level of Service	F		
Crosswalk			
Length (ft)	28	29	
Lanes Crossed	2	2	
Veh Vol Crossed	2230	1539	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.97	0.99	
Delay for adq Gap	1458.70	279.95	
	1457.10	279.95	
Avg Ped Delay (s)	1457.10	211.10	

	۶	<b>→</b>	•	•	<b>—</b>	•	1	<b>†</b>	~	<b>/</b>	<b>↓</b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>^</b>	7	ሻ	<b>^</b>			4	7	ሻ	₽	
Traffic Volume (veh/h)	10	1509	42	79	2240	47	19	0	54	13	1	10
Future Volume (veh/h)	10	1509	42	79	2240	47	19	0	54	13	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	11	1588	44	83	2358	49	20	0	57	14	1	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	49	2104	864	187	2377	49	332	0	324	308	28	308
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.23	0.00	0.23	0.23	0.23	0.23
Sat Flow, veh/h	142	3497	1436	1753	3500	72	1209	0	1378	1205	119	1310
Grp Volume(v), veh/h	11	1588	44	83	1173	1234	20	0	57	14	0	12
Grp Sat Flow(s),veh/h/ln	142	1749	1436	1753	1749	1824	1209	0	1378	1205	0	1429
Q Serve(g_s), s	1.1	49.4	1.9	2.6	97.3	100.1	1.9	0.0	4.9	1.4	0.0	1.0
Cycle Q Clear(g_c), s	89.7	49.4	1.9	2.6	97.3	100.1	2.8	0.0	4.9	4.2	0.0	1.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	49	2104	864	187	1188	1239	332	0	324	308	0	336
V/C Ratio(X)	0.22	0.75	0.05	0.44	0.99	1.00	0.06	0.00	0.18	0.05	0.00	0.04
Avail Cap(c_a), veh/h	49	2104	864	249	1188	1239	341	0	333	316	0	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.5	21.7	12.2	21.9	23.3	23.7	45.1	0.0	45.5	46.3	0.0	44.0
Incr Delay (d2), s/veh	4.8	1.9	0.1	1.6	23.1	24.7	0.1	0.0	0.3	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	20.0	0.6	1.4	43.9	47.4	0.6	0.0	1.7	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	23.6	12.2	23.5	46.4	48.5	45.1	0.0	45.7	46.4	0.0	44.0
LnGrp LOS	E	С	В	С	D	D	D	Α	D	D	Α	<u>D</u>
Approach Vol, veh/h		1643			2490			77			26	
Approach Delay, s/veh		23.6			46.7			45.6			45.3	
Approach LOS		С			D			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.9		41.1	11.5	96.4		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 10	* 84		* 36				
Max Q Clear Time (g_c+l1), s		102.1		6.9	4.6	91.7		6.2				
Green Ext Time (p_c), s		0.0		0.3	0.1	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			37.7									
HCM 6th LOS			D									
Notos												

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.25	3.27	2.03	2.18
Pedestrian Crosswalk LOS	С	С	В	В

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1643	2490	77	26
Effct. Green for Bike (s)	87.6	101.2	7.8	7.8
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1168	1349	104	104
Bicycle Delay (s/bike)	13.0	7.9	67.4	67.4
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.76	4.62	2.68	2.79
Bicycle LOS	D	Е	С	С

Movement	WB	SB
Directions Served	Т	R
Maximum Queue (ft)	4	28
Average Queue (ft)	0	2
95th Queue (ft)	4	14
Link Distance (ft)	533	672
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	WB	WB	WB	NB	NB	SB	
Directions Served	L	TR	L	Т	TR	LT	R	LT	
Maximum Queue (ft)	34	49	109	89	11	39	34	41	
Average Queue (ft)	4	3	32	3	0	8	8	10	
95th Queue (ft)	21	23	79	37	6	31	30	37	
Link Distance (ft)		533		590	590	588		598	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100		100				30		
Storage Blk Time (%)			1	0		27	2	29	
Queuing Penalty (veh)			17	0		2	0	0	

### Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	TR	L	Т	TR	LTR	LT	R	
Maximum Queue (ft)	23	1	67	260	265	96	33	27	
Average Queue (ft)	2	0	23	7	8	23	4	1	
95th Queue (ft)	12	1	55	229	230	74	19	11	
Link Distance (ft)		590		2530	2530	544	592		
Upstream Blk Time (%)					0				
Queuing Penalty (veh)					0				
Storage Bay Dist (ft)	100		100					20	
Storage Blk Time (%)			0				9	2	
Queuing Penalty (veh)			1				0	0	

SR 789 Ringling
RK&K
SimTraffic Report
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# Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR	
Maximum Queue (ft)	87	506	519	250	305	1745	1725	98	88	59	57	
Average Queue (ft)	14	294	312	39	111	1211	1191	19	29	14	8	
95th Queue (ft)	51	477	495	170	292	1975	1953	63	66	44	33	
Link Distance (ft)		2530	2530			1697	1697	1131			587	
Upstream Blk Time (%)						15	13					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	75			175	230				20	30		
Storage Blk Time (%)	1	28	21			30		17	23	17	8	
Queuing Penalty (veh)	4	3	9			24		10	5	2	1	

## **Network Summary**

Network wide Queuing Penalty: 77

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL			וטוו	ODL	JDK 7
	۸	<b>^</b>	<b>†</b>	1	٥	
Traffic Vol, veh/h	0	2318	1477	1	0	8
Future Vol, veh/h	0	2318	1477	1	0	8
Conflicting Peds, #/hr	_ 0	_ 0	_ 0	_ 0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,	,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mymt Flow	0	2440	1555	1	0	8
IVIVIIILI IOW	U	2440	1000	·	U	U
Major/Minor N	/lajor1	ľ	Major2	N	Minor2	
Conflicting Flow All		0		0	_	778
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	_	_	_	_	6.98
•	-					
Critical Hdwy Stg 1	-	-	-		-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	0	-	-	-	0	335
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	_		
Mov Cap-1 Maneuver	_	_	_	_	_	335
Mov Cap-2 Maneuver	_	_	_	_	_	-
					-	
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		16	
	U		U		C	
HCM LOS					U	
Minor Lane/Major Mvmt	1	EBT	WBT	WBR S	SBLn1	
Capacity (veh/h)			-	-	335	
HCM Lane V/C Ratio		_	_		0.025	
HCM Control Delay (s)					16	
		-	-	-		
HCM Lane LOS		-	-	-	С	
HCM 95th %tile Q(veh)		-	-	-	0.1	

Annragah			
Approach	F		
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	17045.3		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	2318	1477	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
-			
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.99	0.90	
Delay for adq Gap	16810.65	238.54	
Avg Ped Delay (s)	16809.10	236.21	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	3101.6		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1477	2318	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
i cu i iatooning	INU	140	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	1.00	
Prob of Blocked Lane	0.95	0.97	
Delay for adq Gap	892.99	2212.51	
Avg Ped Delay (s)	890.59	2210.97	

Intersection													
Int Delay, s/veh	1.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ች	<b>^</b>		ች	<b>^</b>			स	7		4	7	
Traffic Vol, veh/h	9	2306	3	18	1473	4	0	0	8	3	1	2	
Future Vol, veh/h	9	2306	3	18	1473	4	0	0	8	3	1	2	
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	100	_	-	100	_	-	_	_	30	_	_	30	
Veh in Median Storage		0	_	-	0	_	_	0	-	_	0	-	
Grade, %	-	0	_	_	0	_	_	0	_	_	0	_	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4	
Mymt Flow	9	2427	3	19	1551	4	0	0	8	3	1	2	
WWIII FIOW	9	2421	J	19	1001	4	U	U	O	J	- 1		
Major/Minor	Major1			Major2		N	/linor1			Minor2			
		^			0		3298	4131	1252	2877	4130	832	
Conflicting Flow All	1609	0	0	2467	0	0	3298 2484						
Stage 1	-	-	-	-	-	-		2484	-	1645	1645	-	
Stage 2	- 4.40	-	-	- 4.40	-	-	814	1647	-	1232	2485	-	
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-	
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34	
Pot Cap-1 Maneuver	393	-	-	179	-	-	3	2	161	7	2	308	
Stage 1	-	-	-	-	-	-	29	56	-	101	153	-	
Stage 2	-	-	-	-	-	-	334	152	-	185	56	-	
Platoon blocked, %		-	-		-	-							
Mov Cap-1 Maneuver	373	-	-	173	-	-	2	2	155	6	2	292	
Mov Cap-2 Maneuver	-	-	-	-	-	-	2	2	-	6	2	-	
Stage 1	-	-	-	-	-	-	27	53	-	94	129	-	
Stage 2	-	-	-	-	-	-	293	128	-	171	53	-	
, in the second													
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.1			0.3			29.6		\$ 1	1052.4			
HCM LOS							D			F			
Minor Lane/Major Mvm	it 1	NBLn1 I	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1	SBLn2		
Capacity (veh/h)		-	155	373	-	-	173	-	-	4	292		
HCM Lane V/C Ratio		_	0.054		-	-	0.11	-	_	1.053			
HCM Control Delay (s)		0	29.6	14.9	_	_	28.4	_		1569.9	17.4		
HCM Lane LOS		Ā	D	В	_	_	D	_	-	F	С		
HCM 95th %tile Q(veh)		-	0.2	0.1	-	-	0.4	-	-	1.3	0		
Notes													
~: Volume exceeds cap	nacity	\$∙ Do	elay exc	eede 30	Nο	+: Comp	utation	Not Do	fined	*· ΔII	maior v	oluma ii	n platoon
. volume exceeds cap	Jacity	ψ. De	ay exc	ccus 30	.03	·. Comp	ulaliUH	NOL DE	illieu	. All	пајог ۷	olullie II	Πριαισσιτ

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	2438.4		
Level of Service	F		
Crosswalk			
Length (ft)	29	31	
Lanes Crossed	2	2	
Veh Vol Crossed	2306	1473	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.29	11.86	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.97	0.91	
Delay for adq Gap	2141.55	300.73	
Avg Ped Delay (s)	2140.00	298.38	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1987.0		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	1473	2306	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.89	0.97	
Delay for adq Gap	209.06	1781.78	
Avg Ped Delay (s)	206.74	1780.23	

Intersection													
Int Delay, s/veh	6.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	*	<b>^</b>		*	<b>^</b>			4			स	1	
Traffic Vol, veh/h	5	2311	1	28	1488	1	3	0	11	6	0	1	
Future Vol, veh/h	5	2311	1	28	1488	1	3	0	11	6	0	1	
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0		0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	_	_	None	_	_	None	-	-	None	-	-	None	
Storage Length	100	_	_	100	_	-	-	_	_	_	-	20	
Veh in Median Storage		0	-	_	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4		4	4	
Mvmt Flow	5	2433	1	29	1566	1	3	0	12	6	0	1	
Major/Minor I	Major1		N	Major2		N	/linor1			Minor2			
Conflicting Flow All	1628	0	0	2480	0	0	3331	4176	1263	2913	4176	845	
Stage 1	1020		U	2400		U	2490	2490		4000	1686		
Stage 2	-	-	-	-	-	-	841	1686	-	1227	2490	-	
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98	
Critical Hdwy Stg 1	4.10	_	_	4.10	_	-	6.58	5.58	0.90		5.58	0.90	
Critical Hdwy Stg 2		-		-			6.58	5.58	_	0.50	5.58	_	
	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34	
Follow-up Hdwy Pot Cap-1 Maneuver	386	-	-	177		-	~ 3	4.04	158	3.54	4.04	302	
Stage 1	-	_	_	177	_	-	29	56	130	96	146	JUZ -	
Stage 2	-	-		-		<u>-</u>	321	146	-	100	56	_	
Platoon blocked, %	-	_	_	-	_	-	JZ 1	140	-	100	50	-	
Mov Cap-1 Maneuver	364	-		169	_	_	~ 2	1	151	~ 5	1	284	
Mov Cap-1 Maneuver	-	_	<u>-</u>	103	<u>-</u>	_	~ 2	1	-	~ 5	1	204	
Stage 1	_	_	_	_	_	_	27	53	_	89	114	_	
Stage 2	_	_	_	_	_	_	265	114	_		53	_	
Olago Z							200	117		100	00		
Annragah	ED			WD			ND			CD			
Approach	EB			WB		Φ.4	NB 1100.0		φ	SB			
HCM Control Delay, s	0			0.6		\$ 1	109.9		\$	1225.4			
HCM LOS							F			F			
Minor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S		SBLn2			
Capacity (veh/h)		9	364	-	-	169	-	-	5	284			
HCM Lane V/C Ratio		1.637	0.014	-	-	0.174	-	-					
HCM Control Delay (s)	\$ 1	1109.9	15	-	-	30.7	-	\$ 1	1426.7	17.7			
HCM Lane LOS		F	С	-	-	D	-	-	F	С			
HCM 95th %tile Q(veh)		2.7	0	-	-	0.6	-	-	1.6	0			
Notes													
~: Volume exceeds cap	pacity	\$: De	lay exc	eeds 30	0s -	+: Comp	utation	Not De	fined	*: All ı	major v	olume ir	n platoon

A			
Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	2018.7		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	2311	1488	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.97	0.90	
Delay for adq Gap	1805.45	217.07	
Avg Ped Delay (s)	1803.90	214.77	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	2384.1		
Level of Service	F		
Crosswalk			
Length (ft)	28	29	
Lanes Crossed	20	29	
Veh Vol Crossed	1488	2311	
Ped Vol Crossed	0		
	0	0	
Yield Rate(%)	No No	No	
Ped Platooning	INO	INO	
Critical Headway (s)	11.00	11.29	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.99	0.97	
Delay for adq Gap	217.07	2170.83	
Avg Ped Delay (s)	217.07	2169.28	
Avy red Delay (5)	214.77	2103.20	

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	~	<b>/</b>	<b>↓</b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>^</b>	7	7	<b>^</b>			4	7	*	₽	
Traffic Volume (veh/h)	12	2281	40	61	1487	24	13	1	60	21	1	16
Future Volume (veh/h)	12	2281	40	61	1487	24	13	1	60	21	1	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	13	2401	42	64	1565	25	14	1	63	22	1	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	181	2105	864	103	2388	38	314	21	325	310	19	316
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	315	3497	1436	1753	3520	56	1133	88	1378	1199	79	1341
Grp Volume(v), veh/h	13	2401	42	64	776	814	15	0	63	22	0	18
Grp Sat Flow(s),veh/h/ln	315	1749	1436	1753	1749	1828	1221	0	1378	1199	0	1420
Q Serve(g_s), s	3.7	89.5	1.8	2.0	38.2	38.4	1.2	0.0	5.4	2.2	0.0	1.5
Cycle Q Clear(g_c), s	30.7	89.5	1.8	2.0	38.2	38.4	2.6	0.0	5.4	4.8	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.03	0.93		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	181	2105	864	103	1186	1240	335	0	325	310	0	335
V/C Ratio(X)	0.07	1.14	0.05	0.62	0.65	0.66	0.04	0.00	0.19	0.07	0.00	0.05
Avail Cap(c_a), veh/h	181	2105	864	107	1190	1244	343	0	334	317	0	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.1	29.6	12.1	37.8	13.8	13.9	44.8	0.0	45.5	46.3	0.0	44.0
Incr Delay (d2), s/veh	0.4	69.5	0.0	9.9	1.8	1.7	0.1	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	55.6	0.6	1.7	14.8	15.5	0.4	0.0	1.9	0.7	0.0	0.5
Unsig. Movement Delay, s/veh		99.1	12.2	177	1F.C	1E C	44.8	0.0	45.8	46.4	0.0	44.1
LnGrp Delay(d),s/veh	26.4 C	99.1 F	12.2 B	47.7 D	15.6 B	15.6 B			45.6 D		0.0 A	
LnGrp LOS	U		D	U		Б	D	A 70	U	D		D
Approach Vol, veh/h		2456			1654			78			40	
Approach LOS		97.2			16.8			45.6			45.4	
Approach LOS		F			В			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.5		41.1	11.3	96.2		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 5	* 90		* 36				
Max Q Clear Time (g_c+l1), s		40.4		7.4	4.0	91.5		6.8				
Green Ext Time (p_c), s		38.7		0.3	0.0	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			64.3									
HCM 6th LOS			Е									

#### Notes

User approved pedestrian interval to be less than phase max green.

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.25	3.27	2.02	2.18
Pedestrian Crosswalk LOS	С	С	В	В

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2456	1654	78	40
Effct. Green for Bike (s)	94.3	103.5	8.2	8.2
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1257	1380	109	109
Bicycle Delay (s/bike)	10.3	7.2	67.0	67.0
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.43	3.93	2.68	2.81
Bicycle LOS	D	D	С	С

# Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	EB	EB	SB
Directions Served	Т	T	R
Maximum Queue (ft)	661	653	35
Average Queue (ft)	190	189	9
95th Queue (ft)	771	765	32
Link Distance (ft)	906	906	672
Upstream Blk Time (%)	9	10	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

# Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	TR	L	T	TR	LT	R	LT	R	
Maximum Queue (ft)	120	428	448	111	168	132	36	62	94	69	
Average Queue (ft)	9	158	161	48	41	35	5	16	39	5	
95th Queue (ft)	60	542	545	135	253	244	44	54	96	35	
Link Distance (ft)		533	533		590	590	588		598		
Upstream Blk Time (%)		1	1		0	0					
Queuing Penalty (veh)		12	16		1	1					
Storage Bay Dist (ft)	100			100				30		30	
Storage Blk Time (%)		16		18	0			25	71	2	
Queuing Penalty (veh)		1		129	0			0	1	0	

### Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	EB	WB	WB	WB	NB	SB	SB	
Directions Served	L	Т	TR	L	Т	TR	LTR	LT	R	
Maximum Queue (ft)	99	514	526	99	92	47	148	73	27	
Average Queue (ft)	6	224	229	33	5	2	58	26	1	
95th Queue (ft)	48	663	672	84	44	29	171	69	12	
Link Distance (ft)		590	590		2530	2530	544	592		
Upstream Blk Time (%)		0	1							
Queuing Penalty (veh)		6	10							
Storage Bay Dist (ft)	100			100					20	
Storage Blk Time (%)		21		4	0			58	0	
Queuing Penalty (veh)		1		32	0			1	0	

SR 789 Ringling
RK&K
SimTraffic Report
09/15/2022

# Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR	
Maximum Queue (ft)	115	2514	2530	250	272	426	443	118	91	65	73	
Average Queue (ft)	12	1854	1882	38	57	245	242	22	37	17	14	
95th Queue (ft)	57	3141	3155	173	147	367	369	74	78	49	48	
Link Distance (ft)		2530	2530			1697	1697	1131			587	
Upstream Blk Time (%)		1	2									
Queuing Penalty (veh)		14	21									
Storage Bay Dist (ft)	75			175	230				20	30		
Storage Blk Time (%)	0	35	35			8		14	42	20	7	
Queuing Penalty (veh)	1	4	14			5		8	6	3	2	

# **Network Summary**

Network wide Queuing Penalty: 290

Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	LDL			אטא	SDL	
Lane Configurations	0	<b>^</b>	<b>†</b>	4	0	<b>*</b>
Traffic Vol, veh/h	0	1412	1998	1	0	2
Future Vol, veh/h	0	1412	1998	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,	# -	0	0	-	0	-
Grade, %	-	0	0	_	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	1486	2103	1	0	2
Major/Minor M	1ajor1	N	Major2	N	/linor2	
Conflicting Flow All	-	0	- viajoiz	0	-	1052
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	0	-	-	-	0	220
Stage 1	0	_	_	_	0	
Stage 2	0	_	_	_	0	_
Platoon blocked, %	U	_		_	U	
			_			000
Mov Cap-1 Maneuver	-	-	-	-	-	220
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
A			14/5		0.0	
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		21.5	
HCM LOS					С	
Minor Long /Maior M.		EDT	WDT	MDD	איי וחי	
Minor Lane/Major Mvmt		EBT	WRI	WBR S		
Capacity (veh/h)		-	-	-	220	
HCM Lane V/C Ratio		-	-	-	0.01	
		-	-	-	21.5	
HCM Control Delay (s)					_	
HCM Control Delay (s) HCM Lane LOS		-	-	-	С	
		-	-	-	0	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1647.6		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1412	1998	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
0 111 1 ()	11.10	11.00	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	1.00	
Prob of Blocked Lane	0.94	0.96	
Delay for adq Gap	717.05	934.80	
Avg Ped Delay (s)	714.55	933.02	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	5596.6		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1998	1412	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.98	0.89	
Delay for adq Gap	5399.03	201.82	
Avg Ped Delay (s)	5397.23	199.41	

# 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Intersection													
nt Delay, s/veh	2.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations	ች	<b>^</b>	1	ች	<b>^</b>	7		र्स	7		स	7	
raffic Vol. veh/h	5	1396	11	39	1996	6	3	0	9	4	0	0	
uture Vol, veh/h	5	1396	11	39	1996	6	3	0	9	4	0	0	
onflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0	
ign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	_	Yield	_	-	Yield	_	_	None	_	_	None	
torage Length	220	_	230	230	-	220	-	-	30	-	_	30	
'eh in Median Storage,		0			0		-	0	-	-	0	-	
Grade, %	_	0	-	_	0	-	-	0	_	-	0	_	
eak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
leavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4	
1vmt Flow	5	1469	12	41	2101	6	3	0	9	4	0	0	
WIIICT IOW	U	1400	12	71	2101	U	U	U	<b>J</b>		U	U	
ajor/Minor M	/lajor1			Major2			Minor1			Minor2			
onflicting Flow All	2155	0	0	1506	0	0	2649	3753	772	2982	3753	1105	
	2100	-	U	1500	-	U	1516	1516	112	2237	2237	1105	
Stage 1			-			-				745	1516		
Stage 2	4 40	-	-	4 4 0	-	-	1133	2237	- 00			- 6.00	
ritical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98	
critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-	
critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-	
ollow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34	
ot Cap-1 Maneuver	239	-	-	431	-	-	11	4	338	6	4	202	
Stage 1	-	-	-	-	-	-	122	177	-	42	76	-	
Stage 2	-	-	-	-	-	-	213	76	-	368	177	-	
Platoon blocked, %		-	-		-	-					_		
Nov Cap-1 Maneuver	227	-	-	416	-	-	10	3	326	5	3	192	
Nov Cap-2 Maneuver	-	-	-	-	-	-	10	3	-	5	3	-	
Stage 1	-	-	-	-	-	-	115	167	-	39	65	-	
Stage 2	-	-	-	-	-	-	192	65	-	349	167	-	
pproach	EB			WB			NB			SB			
ICM Control Delay, s	0.1			0.3			133.5		(	\$ 1213			
HCM LOS							F			F			
Minor Lane/Major Mvmt	}	NBLn1	NBI n2	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1	SBI n2		
Capacity (veh/h)		10	326	227			416	-	-	5	-		_
HCM Lane V/C Ratio			0.029	0.023	_	_	0.099	_	_	0.842	_		
HCM Control Delay (s)	(	\$ 484.7	16.4	21.2	_	-	14.6	_		\$ 1213	0		
HCM Lane LOS	•	F	C	C C	_	-	В	-	-	F 1213	A		
ICM 95th %tile Q(veh)		0.7	0.1	0.1	_	-	0.3	_	-	1.2	-		
` '		0.7	0.1	J. 1			3.0			1.2			
lotes	.,	^ -			10			N	<i>c</i> .				
: Volume exceeds cap	acity	\$: De	elay exc	eeds 30	)Us -	+: Comp	outation	Not De	etined	*: All	major v	olume ir	n platoor

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1469.6		
Level of Service	F		
Crosswalk			
Length (ft)	29	31	
Lanes Crossed	2	2	
Veh Vol Crossed	1396	1996	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.29	11.86	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.89	0.96	
Delay for adq Gap	193.71	1280.09	
Avg Ped Delay (s)	191.27	1278.30	
- ' '			
Approach			
Approach Direction	WB		ĺ
Median Present?	Yes		
Approach Delay(s)	960.5		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	1996	1396	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.95	0.88	
Delay for adq Gap	792.23	172.47	
Avg Ped Delay (s)	790.46	170.04	
, ( )			

Second college	Intersection														
ane Configurations	Int Delay, s/veh	1.5													
raffic Vol. yelvh	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
raffic Vol. yelvh	Lane Configurations	ሻ	<b>^</b>	7	ች	<b>^</b>	7		4			र्स	7		
onflicting Peds, #/hr         61         0         46         46         0         61         0 <td>Traffic Vol, veh/h</td> <td>2</td> <td></td> <td></td> <td>31</td> <td></td> <td></td> <td>2</td> <td></td> <td>13</td> <td>3</td> <td></td> <td></td> <td></td> <td></td>	Traffic Vol, veh/h	2			31			2		13	3				
Sign Control   Free   Free   Free   Free   Free   Free   Free   Free   Free   Stop   Stop	Future Vol, veh/h	2	1406	7	31	2039	8	2	0	13	3	0	1		
T Channelized - Yield - Yield - None - None torage Length 240 - 250 240 - 240 20 el him Median Storage, # - 0 0 0 0 0 0 20 eak Hour Factor 95 95 95 95 95 95 95 95 95 95 95 95 95	Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0		
T Channelized - Yield - Yield - None - None torage Length 240 - 250 240 - 240 20 el him Median Storage, # - 0 0 0 0 0 0 20 eak Hour Factor 95 95 95 95 95 95 95 95 95 95 95 95 95	Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
torage Length	RT Channelized	-			-	_									
eh in Median Storage, # - 0		240	_		240	-		-	-		-	-			
rade, % - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -			0			0		_	0	-	-	0			
eak Hour Factor 95 95 95 95 95 95 95 95 95 95 95 95 95			-	_	_	-	_	_		_	_		_		
eavy Vehicles, %		95													
Number   Flow															
		-	•		-		•		•	-					
Onflicting Flow All 2207 0 0 1526 0 0 2669 3803 786 3017 3803 1134 Stage 1 1530 1530 1530 - 2273 2273 - 1530 1530 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 1530 1530 - 2273 2273 - 1530 1530 - 1530 1530 - 2273 2273 - 1530 1530 - 1530 1530 - 2273 2273 - 1530 1530 - 1530 1530 - 1530 1530 - 1530 1 - 1530 - 1530 1 - 1530 - 1530 1	WWW. I IOW	2	1400	Į.	55	2140	U		U	דו	J	U			
Onflicting Flow All 2207 0 0 1526 0 0 2669 3803 786 3017 3803 1134 Stage 1 1530 1530 1530 - 2273 2273 - 1530 1530 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 2273 2273 - 1530 1530 - 1530 1530 - 2273 2273 - 1530 1530 - 1530 1530 - 2273 2273 - 1530 1530 - 1530 1530 - 2273 2273 - 1530 1530 - 1530 1530 - 1530 1530 - 1530 1 - 1530 - 1530 1 - 1530 - 1530 1	Major/Minor N	Maior1		ı	Major?			Minor1			Minor2				
Stage 1			٥			Λ			3803			3803	112/		
Stage 2				U	1520										
ritical Hdwy 4.18 4.18 7.58 6.58 6.98 7.58 6.58 6.98 ritical Hdwy Stg 1 6.58 5.58 - 6.58 5.58 -  ritical Hdwy Stg 2 6.58 5.58 - 6.58 5.58 -  ritical Hdwy Stg 2 6.58 5.58 - 6.58 5.58 -  ritical Hdwy Stg 2 6.58 5.58 - 6.58 5.58 -  ritical Hdwy Stg 2 6.58 5.58 - 6.58 5.58 -  ritical Hdwy Stg 2 6.58 5.58 - 6.58 5.58 -  ritical Hdwy Stg 2 6.58 5.58 - 6.58 5.58 -  ritical Hdwy Stg 2 6.58 5.58 - 6.58 5.58 -  ritical Hdwy Stg 2 6.58 5.58 - 6.58 5.58 -  ritical Hdwy Stg 1 6.58 5.58 - 6.58 5.58 -  ritical Hdwy Stg 1 6.58 5.58 - 6.58 5.58 -  ritical Hdwy Stg 1 1.0 174 - 4.0 73 -  Stage 1 120 174 - 40 73 -  Stage 2 120 174 - 40 73 -  Stage 2 120 174 - 40 73 -  Stage 1 120 174 40 73 -  Stage 1 120 174	•			-	-										
ritical Hdwy Stg 1 6.58				-											
ritical Hdwy Stig 2	•	4.18		-	4.18										
collow-up Hdwy         2.24         -         -         2.24         -         -         3.54         4.04         3.34         3.54         4.04         3.34           ot Cap-1 Maneuver         228         -         423         -         10         4         331         6         4         193           Stage 1         -         -         -         -         120         174         -         40         73         -           Iatoon blocked, %         -         -         -         -         211         73         -         368         174         -           Iatoon blocked, %         -		-		-	-		-								
ot Cap-1 Maneuver				-			-								
Stage 1			-	-		-	-								
Stage 2	•	228	-	-	423	-	-			331			193		
Stage 1		-	-	-	-	-	-			-			-		
lov Cap-1 Maneuver         215         -         404         -         -         9         3         316         5         3         182           lov Cap-2 Maneuver         -         -         -         -         9         3         -         5         3         -           Stage 1         -         -         -         -         114         165         -         37         63         -           Stage 2         -         -         -         -         193         63         -         349         165         -    Pproach  EB  WB  WB  NB  SB  CM Control Delay, s  0  0  0  EB  WB  WB  WB  WBR SBLn1 SBLn2  Apacity (veh/h)  57  215	•	-	-	-	-	-	-	211	73	-	368	174	-		
Nov Cap-2 Maneuver	Platoon blocked, %		-	-		-	-								
Stage 1         -         -         -         -         114         165         -         37         63         -           Stage 2         -         -         -         -         -         193         63         -         349         165         -           pproach         EB         WB         NB         SB           CM Control Delay, s         0         0.2         90.8         \$832.7           CM LOS         F         F         F    Ilinor Lane/Major Mvmt  NBLn1  EBL  EBT  EBR  WBL  WBT  WBR SBLn1 SBLn2  apacity (veh/h)  57  215  - 404  - 5 182  CM Lane V/C Ratio  0.277  0.01  - 0.081  - 0.632  0.006  CM Control Delay (s)  90.8  21.9  - 14.7  - \$1102  24.9  CM Lane LOS  F  C  - B  - F  C  CM 95th %tile Q(veh)  1  0  - 0.3  - 1  0  otes  T  T  T  T  T  T  T  T  T  T  T  T  T	Mov Cap-1 Maneuver	215	-	-	404	-	-	9	3	316	5	3	182		
Stage 2         -         -         -         -         193         63         -         349         165         -           pproach         EB         WB         NB         SB           CM Control Delay, s         0         0.2         90.8         \$832.7           CM LOS         F         F           Imor Lane/Major Mvmt         NBLn1         EBL         EBT         EBR         WBL         WBT         WBR SBLn1 SBLn2           apacity (veh/h)         57         215         -         404         -         -         5         182           CM Lane V/C Ratio         0.277         0.01         -         -         0.081         -         -         0.632         0.006           CM Control Delay (s)         90.8         21.9         -         14.7         -         \$ 1102         24.9           CM Lane LOS         F         C         -         -         B         -         -         F         C           CM 95th %tile Q(veh)         1         0         -         -         0.3         -         1         0	Mov Cap-2 Maneuver	-	-	-	-	-	-	9	3	-	5	3	-		
Description	Stage 1	-	-	-	-	-	-	114	165	-	37	63	-		
Description	_	-	-	-	-	-	-	193	63	-	349	165	-		
CM Control Delay, s 0 0.2 90.8 \$832.7 CM LOS F F F F    Innor Lane/Major Mvmt   NBLn1   EBL   EBT   EBR   WBL   WBT   WBR SBLn1 SBLn2	Ŭ														
CM Control Delay, s 0 0.2 90.8 \$832.7 CM LOS F F F    Innor Lane/Major Mvmt   NBLn1   EBL   EBT   EBR   WBL   WBT   WBR SBLn1 SBLn2	Approach	EB			WB			NB			SB				
CM LOS F F F    Innor Lane/Major Mvmt   NBLn1   EBL   EBT   EBR   WBL   WBT   WBR SBLn1 SBLn2     apacity (veh/h)   57   215   -		0			0.2			90.8		(	832.7				
Sinor Lane/Major Mvmt   NBLn1   EBL   EBT   EBR   WBL   WBT   WBR SBLn1 SBLn2	HCM LOS				V										
apacity (veh/h) 57 215 404 5 182  CM Lane V/C Ratio 0.277 0.01 0.081 0.632 0.006  CM Control Delay (s) 90.8 21.9 14.7\$1102 24.9  CM Lane LOS F C - B - F C  CM 95th %tile Q(veh) 1 0 0.3 - 1 0  otes	10200							•							
apacity (veh/h) 57 215 404 5 182  CM Lane V/C Ratio 0.277 0.01 0.081 0.632 0.006  CM Control Delay (s) 90.8 21.9 14.7\$1102 24.9  CM Lane LOS F C - B - F C  CM 95th %tile Q(veh) 1 0 0.3 - 1 0  otes	Minor Lane/Maior Mym	t t	VBI n1	FBI	FRT	FBR	WRI	WRT	WRR !	SBI n1	SBI n2				
CM Lane V/C Ratio       0.277       0.01       -       -       0.081       -       -       0.632       0.006         CM Control Delay (s)       90.8       21.9       -       -       14.7       -       -       \$ 1102       24.9         CM Lane LOS       F       C       -       B       -       -       F       C         CM 95th %tile Q(veh)       1       0       -       -       0.3       -       -       1       0															
CM Control Delay (s) 90.8 21.9 14.7\$ 1102 24.9  CM Lane LOS F C B F C  CM 95th %tile Q(veh) 1 0 0.3 1 0  otes	, , ,														
CM Lane LOS         F         C         -         -         F         C           CM 95th %tile Q(veh)         1         0         -         -         0.3         -         -         1         0           otes															
CM 95th %tile Q(veh) 1 0 0.3 1 0 otes															
otes															
				U			0.0				J				
Volume exceeds connective St. Delay exceeds 200s +: Computation Not Defined *: All major volume is plateau	Notes	.,	<b>^</b> -								4				
: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon	~: Volume exceeds cap	acity	\$: De	lay exc	eeds 30	JUS -	+: Com	outation	Not De	etined	*: All ı	major v	olume ii	n platoon	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1058.4		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	1406	2039	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.88	0.96	
Delay for adq Gap	176.82	885.71	
Avg Ped Delay (s)	174.41	883.96	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1080.3		
Level of Service	F		
Crosswalk			
Length (ft)	28	29	
Lanes Crossed	2	2	
Veh Vol Crossed	2039	1406	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.96	0.89	
Delay for adq Gap	885.71	198.74	
Avg Ped Delay (s)	883.96	196.32	
rivg i ou boldy (5)	000.00	100.02	

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<b>/</b>	<b>/</b>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>^</b>	7	ሻ	<b>^</b>			4	7	ሻ	₽	
Traffic Volume (veh/h)	9	1380	39	72	2048	43	17	0	50	12	1	9
Future Volume (veh/h)	9	1380	39	72	2048	43	17	0	50	12	1	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	1011	No	1011	1011	No	1011	1011	No	1011	1011	No	1011
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	9	1453	41	76	2156	45	18	0	53	13	1	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	75	2099	861	215	2371	49	336	0	325	314	34	305
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.24	0.00	0.24	0.24	0.24	0.24
Sat Flow, veh/h	174	3497	1436	1753	3500	73	1217	0	1378	1209	144	1292
Grp Volume(v), veh/h	9	1453	41	76	1072	1129	18	0	53	13	0	10
Grp Sat Flow(s),veh/h/ln	174	1749	1436	1753	1749	1824	1217	0	1378	1209	0	1436
Q Serve(g_s), s	6.9	42.1	1.7	2.4	75.8	77.6	1.7	0.0	4.5	1.3	0.0	0.8
Cycle Q Clear(g_c), s	73.0	42.1	1.7	2.4	75.8	77.6	2.5	0.0	4.5	3.7	0.0	0.8
Prop In Lane	1.00		1.00	1.00	440=	0.04	1.00		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	75	2099	861	215	1185	1236	336	0	325	314	0	339
V/C Ratio(X)	0.12	0.69	0.05	0.35	0.91	0.91	0.05	0.00	0.16	0.04	0.00	0.03
Avail Cap(c_a), veh/h	75	2099	861	266	1194	1245	344	0	335	322	0	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.0	20.3	12.2	18.1	19.9	20.2	44.5	0.0	45.0	45.6	0.0	43.5
Incr Delay (d2), s/veh	1.5	1.3	0.0	1.0	10.4	10.8	0.1	0.0	0.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	17.0	0.6	1.0	31.6	33.8	0.5	0.0	1.6	0.4	0.0	0.3
Unsig. Movement Delay, s/veh	F7 4	04.0	40.0	10.1	20.0	04.0	44.0	0.0	45.0	45.7	0.0	40.0
LnGrp Delay(d),s/veh	57.4	21.6	12.2	19.1	30.3	31.0	44.6	0.0	45.2	45.7	0.0	43.6
LnGrp LOS	E	C	В	В	С	С	D	A	D	D	A	D
Approach Vol, veh/h		1503			2277			71			23	
Approach Delay, s/veh		21.5			30.3			45.0			44.8	
Approach LOS		С			С			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.1		41.1	11.5	95.6		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 9.1	* 85		* 36				
Max Q Clear Time (g_c+I1), s		79.6		6.5	4.4	75.0		5.7				
Green Ext Time (p_c), s		20.8		0.3	0.1	9.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			27.2									
HCM 6th LOS			С									

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	25
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.18	3.19	2.02	2.18
Pedestrian Crosswalk LOS	С	С	В	В

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1503	2277	71	23
Effct. Green for Bike (s)	92.5	102.9	7.7	7.7
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1233	1372	103	103
Bicycle Delay (s/bike)	11.0	7.4	67.5	67.5
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.64	4.44	2.67	2.78
Bicycle LOS	D	D	С	С

# Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	SB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	772
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	Т	L	LT	R	LT
Maximum Queue (ft)	24	2	83	50	46	35
Average Queue (ft)	3	0	26	8	8	6
95th Queue (ft)	16	2	68	34	32	24
Link Distance (ft)		533		588		598
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	220		230		30	
Storage Blk Time (%)				20	2	15
Queuing Penalty (veh)				2	0	0

### Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	WB	WB	NB	SB	SB
Directions Served	L	L	Т	LTR	LT	R
Maximum Queue (ft)	16	56	500	54	36	32
Average Queue (ft)	1	21	18	14	5	3
95th Queue (ft)	8	51	365	44	23	17
Link Distance (ft)			2530	544	592	
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)	240	240				20
Storage Blk Time (%)					9	2
Queuing Penalty (veh)					0	0

SR 789 Ringling
RK&K
SimTraffic Report
09/15/2022

# Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR	
Maximum Queue (ft)	125	443	452	265	279	952	919	75	64	46	44	
Average Queue (ft)	13	248	267	31	88	524	512	16	26	12	10	
95th Queue (ft)	66	386	403	148	240	896	871	51	59	37	34	
Link Distance (ft)		2530	2530			1697	1697	1131			587	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	240			240	230				20	30		
Storage Blk Time (%)		7	10	0		23		17	19	14	10	
Queuing Penalty (veh)		1	4	0		17		9	3	1	1	

# **Network Summary**

Network wide Queuing Penalty: 38

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LUL	<b>^</b>	<b>↑</b> ↑	אטונ	ODL	7
Traffic Vol, veh/h	0	2117	1350	1	0	7
Future Vol, veh/h	0	2117	1350	1	0	7
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	_	-	_	0
Veh in Median Storag		0	0	_	0	-
Grade, %	c, # - -	0	0	_	0	_
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	2228	1421	1	0	7
Major/Minor	Major1	ľ	Major2	N	/linor2	
Conflicting Flow All		0		0	_	711
Stage 1	_	-	_	-	_	_
Stage 2	-	_	_	_	_	_
Critical Hdwy	_	-	_	_	_	6.98
Critical Hdwy Stg 1	_	_	_	_	_	-
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	_	_	_	_	3.34
Pot Cap-1 Maneuver	0		_	_	0	371
Stage 1	0		_	_	0	-
Stage 2	0	<u>-</u>	_	-	0	
Platoon blocked, %	U	_	_	-	U	-
Mov Cap-1 Maneuver		-	_	_		371
		-			-	3/1
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s			0		14.9	
HCM LOS	0		U		В	
TIOWI LOO					U	
Minor Lane/Major Mvi	nt	EBT	WBT	WBR S	SBLn1	
Capacity (veh/h)		-	-	-	371	
HCM Lane V/C Ratio		-	-	-	0.02	
HCM Control Delay (s	s)	-	-	-	14.9	
HCM Lane LOS		-	-	-	В	
HCM 95th %tile Q(vel	1)	-	-	-	0.1	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	8385.2		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	2117	1350	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
		44.65	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.99	0.88	
Delay for adq Gap	8217.16	172.19	
Avg Ped Delay (s)	8215.47	169.69	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1863.4		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1350	2117	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	1.00	
Prob of Blocked Lane	0.93	0.96	
Delay for adq Gap	582.28	1285.38	
Avg Ped Delay (s)	579.68	1283.69	
-			

PM

HCM 95th %tile Q(veh)

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<u>LDL</u>	<b>†</b>	T T	VVDL Š	<u>₩</u>	₩DIX	INDL	4	TION.	JDL	<u>उठा</u> सी	7
Traffic Vol, veh/h	8	2107	2	16	1349	4	0	0	8	3	<b>+</b>	2
Future Vol, veh/h	8	2107	2	16	1349	4	0	0	8	3	1	2
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	220	-	230	230	-	220	-	_	30	-	-	30
Veh in Median Storage		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	8	2218	2	17	1420	4	0	0	8	3	1	2
Major/Minor	Major1		ı	Major2		1	Minor1		ľ	Minor2		
Conflicting Flow All	1474	0	0	2255	0	0	3016	3779	1146	2633	3779	764
Stage 1	_	-	-	-	-	-	2271	2271	-	1508	1508	-
Stage 2	-	-	-	-	-	-	745	1508	-	1125	2271	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34
Pot Cap-1 Maneuver	443	-	-	218	-	-	6	4	190	11	4	342
Stage 1	-	-	-	-	-	-	40	73	-	124	179	-
Stage 2	-	-	-	-	-	-	368	179	-	215	73	-
Platoon blocked, %	400	-	-	040	-	-	4		400	_	_	204
Mov Cap-1 Maneuver		-	-	210	-	-	4	3	183	9	3	324
Mov Cap-2 Maneuver	-	-	-	-	-	-	4	3	-	9	3 156	-
Stage 1	-	-	-	-	-	-	38 334	69 156	-	115 201	156 69	-
Stage 2	-	-	-	-	-	-	334	100	-	201	09	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s				0.3			25.6		¢	657.6		
HCM LOS	0.1			0.5			25.0 D		Ф	657.6		
TIOWI LOO							U			1		
Minor Lane/Major Mvr	nt I	NBLn1 N	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1	SBLn2	
Capacity (veh/h)		_	183	420	-	-	210	_	_	6	324	
HCM Lane V/C Ratio		_	0.046	0.02	-	_	0.08	_	_		0.006	
HCM Control Delay (s	)	0	25.6	13.7	-	-	23.6	-		978.3	16.2	
HCM Lane LOS	,	A	D	В	-	-	С	-	-	F	С	

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined \*: All major volume in platoon

0.1

0.1

0.3

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1462.0		
Level of Service	F		
Crosswalk			
Length (ft)	29	31	
Lanes Crossed	2	2	
Veh Vol Crossed	2107	1349	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.29	11.86	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.96	0.89	
Delay for adq Gap	1251.32	214.95	
Avg Ped Delay (s)	1249.63	212.42	
Approach			
Approach Direction	WB		İ
Median Present?	Yes		
Approach Delay(s)	1206.4		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	1349	2107	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
i od i latooning	110	140	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	0.98	1.00	
Prob of Blocked Lane	0.87	0.96	
Delay for adq Gap	153.42	1057.18	
Avg Ped Delay (s)	150.93	1055.49	

Intersection														
Int Delay, s/veh	3.5													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	ች	<b>^</b>	7		<b>^</b>	7		4			4	7		
Traffic Vol, veh/h	4	2113	1	25	1363	1	3	0	11	6	0	1		
Future Vol, veh/h	4	2113	1	25	1363	1	3	0	11	6	0	1		
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	-	_	Yield	_	-	Yield	_	-	None	_	_	None		
Storage Length	240	-	250	240	_	240	-	-	_	_	-	20		
Veh in Median Storage		0	-	-	0	-	_	0	_	-	0	-		
Grade, %	-	0	_	_	0	_	_	0	_	_	0	_		
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95		
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4		
Mvmt Flow	4	2224	1	26	1435	1	3	0	12	6	0	1		
WWW.	7	LLLT		20	1700		<u> </u>	U	12	U	U			
Major/Minor I	Major1		ı	Major2		ı	Minor1			Minor2				
Conflicting Flow All	1496	0	0	2270	0	0	3048	3826	1158	2668	3826	779		
Stage 1	1430	-	<u> </u>	2210	-	-	2278	2278	-		1548	-		
Stage 2	_	-	_	-	<u>-</u>	-	770	1548	-	1120	2278	-		
Critical Hdwy	4.18		-	4.18			7.58	6.58	6.98	7.58	6.58	6.98		
•	4.10		-	4.10	-	-	6.58	5.58	0.90	6.58	5.58			
Critical Hdwy Stg 1	-	-	-	-	-	-						-		
Critical Hdwy Stg 2	- 0.04	-	-	-	-	-	6.58	5.58	- 2.24	0.00	5.58	-		
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34		
Pot Cap-1 Maneuver	435	-	-	215	-	-	5	4	186	10	4	334		
Stage 1	-	-	-	-	-	-	40	72	-	117	171	-		
Stage 2	-	-	-	-	-	-	355	171	-	217	72	-		
Platoon blocked, %		-	-		-	-								
Mov Cap-1 Maneuver	410	-	-	206	-	-	4	3	178	8	3	315		
Mov Cap-2 Maneuver	-	-	-	-	-	-	4	3	-	8	3	-		
Stage 1	-	-	-	-	-	-	38	68	-		141	-		
Stage 2	-	-	-	-	-	-	309	141	-	201	68	-		
Approach	EB			WB			NB			SB				
HCM Control Delay, s	0			0.5		\$	475.8		9	696.9				
HCM LOS							F			F				
Minor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1	SBLn2				
Capacity (veh/h)		17	410	-	-	206	-	-	8	315				
HCM Lane V/C Ratio		0.867	0.01	-	-	0.128	-	-	0.789	0.003				
HCM Control Delay (s)	\$	475.8	13.9	-	_	25	-	-\$	810.3	16.5				
HCM Lane LOS		F	В	-	-	D	-	-	F	С				
HCM 95th %tile Q(veh)		2.2	0	-	-	0.4	-	-	1.4	0				
Notes														
~: Volume exceeds cap	nacity	\$· De	lay exc	eeds 30	)Os -	+. Com	outation	Not De	fined	*· All i	maior v	olume ir	n platoon	
. Volumo exceedo cap	Judity	ψ. υ	nay cau	ocus st	700	· . Ouril	Jalalion	NOT DE	micu	. 7.11	major v	olullic II	ii piatooii	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1228.6		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	2113	1363	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	1.00	0.98	
Prob of Blocked Lane	0.96	0.88	
Delay for adq Gap	1073.85	158.86	
Avg Ped Delay (s)	1072.16	156.39	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1426.3		
Level of Service	F		
Crosswalk			
Length (ft)	28	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1363	2113	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
0.111			
Critical Headway (s)	11.00	11.29	
Prob of Delayed X-ing	0.98	1.00	
Prob of Blocked Lane	0.88	0.96	
Delay for adq Gap	158.86	1271.64	
Avg Ped Delay (s)	156.39	1269.95	

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<b>/</b>	<b>/</b>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>^</b>	7	ሻ	<b>^</b>			4	7	ሻ	<b>₽</b>	
Traffic Volume (veh/h)	11	2086	37	56	1363	22	12	1	55	19	1	14
Future Volume (veh/h)	11	2086	37	56	1363	22	12	1	55	19	1	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	1011	No	1011	1011	No	1011	1011	No	1011	1011	No	1011
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	12	2196	39	59	1435	23	13	1	58	20	1	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	185	2107	865	102	2387	38	314	22	325	313	21	314
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	357	3497	1436	1753	3520	56	1136	95	1378	1203	89	1333
Grp Volume(v), veh/h	12	2196	39	59	712	746	14	0	58	20	0	16
Grp Sat Flow(s),veh/h/ln	357	1749	1436	1753	1749	1828	1231	0	1378	1203	0	1422
Q Serve(g_s), s	3.2	89.5	1.6	0.8	32.9	33.0	1.1	0.0	5.0	2.0	0.0	1.3
Cycle Q Clear(g_c), s	36.2	89.5	1.6	0.8	32.9	33.0	2.3	0.0	5.0	4.3	0.0	1.3
Prop In Lane	1.00	0.40=	1.00	1.00	4400	0.03	0.93		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	185	2107	865	102	1186	1239	337	0	325	313	0	335
V/C Ratio(X)	0.07	1.04	0.05	0.58	0.60	0.60	0.04	0.00	0.18	0.06	0.00	0.05
Avail Cap(c_a), veh/h	185	2107	865	107	1191	1245	345	0	334	321	0	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	29.5	12.1	69.8	13.0	13.0	44.6	0.0	45.3	46.0	0.0	43.9
Incr Delay (d2), s/veh	0.3	31.7	0.0	6.8	1.3	1.2	0.1	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	44.5	0.5	2.4	12.7	13.2	0.4	0.0	1.8	0.6	0.0	0.5
Unsig. Movement Delay, s/veh	00.0	04.0	40.4	70.0	440	440	44.0	0.0	45.0	10.4	0.0	44.0
LnGrp Delay(d),s/veh	29.8	61.2	12.1	76.6	14.3	14.2	44.6	0.0	45.6	46.1	0.0	44.0
LnGrp LOS	С	F	В	E	В	В	D	A	D	D	A	D
Approach Vol, veh/h		2247			1517			72			36	
Approach Delay, s/veh		60.2			16.7			45.4			45.1	
Approach LOS		Е			В			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.5		41.1	11.3	96.2		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 5	* 90		* 36				
Max Q Clear Time (g_c+I1), s		35.0		7.0	2.8	91.5		6.3				
Green Ext Time (p_c), s		35.3		0.3	0.0	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			42.7									
HCM 6th LOS			D									
N. (												

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.19	3.19	2.02	2.18
Pedestrian Crosswalk LOS	С	С	В	В

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2247	1517	72	36
Effct. Green for Bike (s)	94.3	103.5	8.0	8.0
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1257	1380	107	107
Bicycle Delay (s/bike)	10.3	7.2	67.2	67.2
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.25	3.81	2.67	2.81
Bicycle LOS	D	D	С	С

# Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	WB	SB
Directions Served	T	R
Maximum Queue (ft)	3	38
Average Queue (ft)	0	9
95th Queue (ft)	3	31
Link Distance (ft)	533	772
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	WB	NB	SB	SB	
Directions Served	L	Т	L	R	LT	R	
Maximum Queue (ft)	27	2	77	35	40	22	
Average Queue (ft)	4	0	22	8	8	2	
95th Queue (ft)	19	2	67	30	30	15	
Link Distance (ft)		533			598		
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	220		230	30		30	
Storage Blk Time (%)				4	28	1	
Queuing Penalty (veh)				0	1	0	

### Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	EB	WB	NB	SB	SB
Directions Served	L	Т	Т	L	LTR	LT	R
Maximum Queue (ft)	25	1	4	77	92	61	42
Average Queue (ft)	3	0	0	23	37	12	2
95th Queue (ft)	15	1	4	60	122	43	20
Link Distance (ft)		590	590		544	592	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	240			240			20
Storage Blk Time (%)						24	1
Queuing Penalty (veh)						0	0

SR 789 Ringling SimTraffic Report RK&K 09/15/2022

# Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR	
Maximum Queue (ft)	161	1360	1395	290	264	364	370	104	69	56	55	
Average Queue (ft)	15	852	881	48	62	212	210	20	33	19	11	
95th Queue (ft)	86	1482	1524	211	150	332	333	69	66	50	39	
Link Distance (ft)		2530	2530			1697	1697	1131			587	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	240			240	230				20	30		
Storage Blk Time (%)		32	34			5		13	36	23	6	
Queuing Penalty (veh)		4	13			3		7	5	3	1	

# **Network Summary**

Network wide Queuing Penalty: 37

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		<b>^</b>	<b>†</b>			7
Traffic Vol, veh/h	0	1548	2182	1	0	2
Future Vol, veh/h	0	1548	2182	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	_	-	_	0
Veh in Median Storage	e.# -	0	0	_	0	_
Grade, %	- -	0	0	_	0	_
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mymt Flow	0	1629	2297	1	0	2
IVIVIIIL I IOW	U	1023	2231		U	
Major/Minor	Major1	ľ	Major2	N	/linor2	
Conflicting Flow All	-	0	-	0	-	1149
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	_	6.98
Critical Hdwy Stg 1	_	_	-	_	_	_
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	_	_	_	_	3.34
Pot Cap-1 Maneuver	0	_	_	_	0	189
Stage 1	0	_	_	_	0	-
Stage 2	0	_	_	_	0	_
Platoon blocked, %	U	_	_	_	U	
Mov Cap-1 Maneuver	_	_		_	_	189
Mov Cap-1 Maneuver	_	_	_	_	_	103
Stage 1	-		-	-		_
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		24.3	
HCM LOS					С	
Minor Lane/Major Mvn	nt	EBT	WBT	WBR S		
Capacity (veh/h)		-	-	-	189	
HCM Lane V/C Ratio		-	-	-	0.011	
HCM Control Delay (s)	)	-	-	-	24.3	
HCM Lane LOS		-	-	-	С	
HCM 95th %tile Q(veh	)	-	-	-	0	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	2663.6		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1548	2182	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
1 od 1 idtoorning	110	140	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	1.00	
Prob of Blocked Lane	0.96	0.97	
Delay for adq Gap	1136.39	1531.09	
Avg Ped Delay (s)	1134.10	1529.46	
7 tvg 1 od Boldy (o)	1101.10	1020.10	
A I.			
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	10631.4		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	2182	1548	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.99	0.91	
Delay for adq Gap	10348.70	286.55	
Avg Ped Delay (s)	10347.05	284.31	
J			

Intersection													
Int Delay, s/veh	3.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	<b>^</b>	7	<u> ነ</u>	<b>↑</b> ↑	7	NDL	4	7	ODL	<u>લ</u>	7	
Traffic Vol. veh/h	7	1528	13	43	2183	7	3	0	9	4	0	0	
Future Vol, veh/h	7	1528	13	43	2183	7	3	0	9	4	0	0	
Conflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0	
•				Free	Free								
Sign Control	Free	Free	Free			Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None	
Storage Length	220	-	230	230	-	220	-	-	30	-	-	30	
Veh in Median Storage		0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4	
Mvmt Flow	7	1608	14	45	2298	7	3	0	9	4	0	0	
Major/Minor N	Major1			Major2		ľ	Minor1		ı	Minor2			
Conflicting Flow All	2352	0	0	1645	0	0	2898	4101	841	3260	4101	1203	
Stage 1	-	-	_	-	-	-	1659	1659	-	2442	2442	-	
Stage 2	_	_	_	_	_	_	1239	2442	_	818	1659	_	
Critical Hdwy	4.18	_	_	4.18	_	_	7.58	6.58	6.98	7.58	6.58	6.98	
Critical Hdwy Stg 1		_	_	7.10	_	_	6.58	5.58	0.30	6.58	5.58	0.30	
Critical Hdwy Stg 2	_	-	_		-	_	6.58	5.58	_	6.58	5.58		
• •	2.24	-	-	2.24	_	-	3.54	4.04	3.34	3.54	4.04	3.34	
Follow-up Hdwy	199	-	_	380			7	4.04	304	~ 4	4.04	174	
Pot Cap-1 Maneuver		-	-	300	-	-					59		
Stage 1	-	-	-	-	-	-	99	150	-	31		-	
Stage 2	-	-	-	-	-	-	183	59	-	332	150	-	
Platoon blocked, %	400	-	-	007	-	-	•	•	000	•	0	405	
Mov Cap-1 Maneuver	189	-	-	367	-	-	6	2	293	~ 3	2	165	
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	2	-	~ 3	2	-	
Stage 1	-	-	-	-	-	-	92	139	-	28	49	-	
Stage 2	-	-	-	-	-	-	161	49	-	309	139	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.1			0.3			235.8		\$ 2	2171.1			
HCM LOS	J. 1			3.0			F		Ψ	F			
							'			'			
Min - n I - n - /N 4 - 1 - N 4		יוחו ליו	UDI C	EDI	ГРТ	EDD	MDI	MOT	MED	אום ב	מות ב		
Minor Lane/Major Mvm	t l	NBLn11		EBL	EBT	EBR	WBL	WBT	WBK S	SBLn1			
Capacity (veh/h)		6	293	189	-	-	367	-	-	3	-		
HCM Lane V/C Ratio			0.032		-		0.123	-		1.404	-		
HCM Control Delay (s)	\$	890.2	17.7	24.8	-	-	16.2	-	\$ 2	2171.1	0		
HCM Lane LOS		F	С	С	-	-	С	-	-	F	Α		
HCM 95th %tile Q(veh)		0.9	0.1	0.1	-	-	0.4	-	-	1.3	-		
Notes													
~: Volume exceeds cap	acity	\$. Do	lav eve	eeds 30	)()s	+: Comp	nutation	Not Do	fined	*· ΔII ·	maior w	oluma ir	n platoon
. Volume exceeds cap	acity	ψ. De	lay ext	eeus J	.05	· . Comp	JulaliUH	ואטנ של	iiiieu	. All I	najoi vi	Jiuiiie II	ι ριαιουτί

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	2443.3		
Level of Service	F		
Crosswalk			
Length (ft)	29	31	
Lanes Crossed	2	2	
Veh Vol Crossed	1528	2183	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
. ca . latoorning	110	140	
Critical Headway (s)	11.29	11.86	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.91	0.97	
Delay for adq Gap	272.10	2175.11	
Avg Ped Delay (s)	269.84	2173.47	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1525.6		
Level of Service	F		
	<u>'</u>		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	2183	1528	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.96	0.90	
Delay for adq Gap	1289.50	240.00	
Avg Ped Delay (s)	1287.86	237.75	
Avy I du Dalay (3)	1207.00	231.13	

Intersection														
Int Delay, s/veh	3.1													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	ሻ	<b>^</b>	7	ሻ	<b>^</b>	7		4			र्स	7		
Traffic Vol, veh/h	3	1539	8	34	2230	9	2	0	13	3	0	1		
Future Vol, veh/h	3	1539	8	34	2230	9	2	0	13	3	0	1		
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None		
Storage Length	240	-	250	240	-	240	-	-	-	-	-	20		
Veh in Median Storage	.# -	0	-	-	0	-	-	0	-	-	0	-		
Grade, %	_	0	_	_	0	_	_	0	_	-	0	_		
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95		
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4		
Mvmt Flow	3	1620	8	36	2347	9	2	0	14	3	0	1		
WWW.CT IOW	J	1020	U	50	2041	J		U	17	J	U			
Major/Minor N	Major1		ı	Major2		ı	Minor1			Minor2				
Conflicting Flow All	2408	0	0	1666	0	0	2918	4152	856	3296	4152	1235		
Stage 1	2400	-	U	1000	-	-	1672	1672	- 050		2480	1233		
Stage 1	_	-	-	-	-	_	1246	2480	-		1672	-		
	4.18		-	4.18			7.58	6.58	6.98	7.58	6.58	6.98		
Critical Hdwy	4.10	-	-	4.10	-	-								
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	0.00	5.58	-		
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	0.00	5.58	-		
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34		
Pot Cap-1 Maneuver	189	-	-	373	-	-	7	2	297	~ 3	2	165		
Stage 1	-	-	-	-	-	-	98	148	-		57	-		
Stage 2	-	-	-	-	-	-	181	57	-	333	148	-		
Platoon blocked, %		-	-		-	-								
Mov Cap-1 Maneuver	178	-	-	357	-	-	6	2	284	~ 2	2	155		
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	2	-	_	2	-		
Stage 1	-	-	-	-	-	-	92	139	-	27	48	-		
Stage 2	-	-	-	-	-	-	162	48	-	312	139	-		
Approach	EB			WB			NB			SB				
HCM Control Delay, s	0			0.2			144.6		\$	2312.3				
HCM LOS							F		•	F				
Minor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1	SBLn2				
Capacity (veh/h)		40	178		-	357	-	-	2					
HCM Lane V/C Ratio		0.395		_	_	0.1	_	_		0.007				
HCM Control Delay (s)		144.6	25.6	_	_	16.2	_		3073.6	28.4				
HCM Lane LOS		F	23.0 D	_	_	C	_	φ·	7075.0 F	20.4 D				
HCM 95th %tile Q(veh)		1.4	0.1	-	-	0.3	_	-	1.2					
` ′			<b>.</b>			3.0								
Notes	i.e.	ф. D	day	d - 00	10-			Nat D	الم د حا	*. 41	!	al	n wlote en	
~: Volume exceeds cap	acity	\$: D€	elay exc	eeas 30	JUS -	+: Comp	outation	Not De	rined	": All i	major v	olume ii	n platoon	

Annroach			
Approach Direction			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	1701.6		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	1539	2230	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.90	0.97	
Delay for adq Gap	246.73	1458.70	
Avg Ped Delay (s)	244.49	1457.10	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1734.8		
Level of Service	F		
Crosswalk			
	28	29	
Length (ft) Lanes Crossed	20	29	
Veh Vol Crossed	2230	_	
		1539	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Hoodway (a)	11.00	11.29	
Critical Headway (s)	1.00	0.99	
Prob of Delayed X-ing Prob of Blocked Lane	0.97	0.99	
	1458.70	279.95	
Delay for adq Gap	1458.70	279.95	
Avg Ped Delay (s)	1457.10	211.10	

	۶	<b>→</b>	•	•	•	•	1	<b>†</b>	/	<b>/</b>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>^</b>	7	ሻ	<b>^</b>			र्स	7	ሻ	₽	
Traffic Volume (veh/h)	10	1509	42	79	2240	47	19	0	54	13	1	10
Future Volume (veh/h)	10	1509	42	79	2240	47	19	0	54	13	1	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	11	1588	44	83	2358	49	20	0	57	14	1	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	49	2104	864	187	2377	49	332	0	324	308	28	308
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.23	0.00	0.23	0.23	0.23	0.23
Sat Flow, veh/h	142	3497	1436	1753	3500	72	1209	0	1378	1205	119	1310
Grp Volume(v), veh/h	11	1588	44	83	1173	1234	20	0	57	14	0	12
Grp Sat Flow(s),veh/h/ln	142	1749	1436	1753	1749	1824	1209	0	1378	1205	0	1429
Q Serve(g_s), s	1.1	49.4	1.9	2.6	97.3	100.1	1.9	0.0	4.9	1.4	0.0	1.0
Cycle Q Clear(g_c), s	89.7	49.4	1.9	2.6	97.3	100.1	2.8	0.0	4.9	4.2	0.0	1.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.92
Lane Grp Cap(c), veh/h	49	2104	864	187	1188	1239	332	0	324	308	0	336
V/C Ratio(X)	0.22	0.75	0.05	0.44	0.99	1.00	0.06	0.00	0.18	0.05	0.00	0.04
Avail Cap(c_a), veh/h	49	2104	864	249	1188	1239	341	0	333	316	0	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.5	21.7	12.2	21.9	23.3	23.7	45.1	0.0	45.5	46.3	0.0	44.0
Incr Delay (d2), s/veh	4.8	1.9	0.1	1.6	23.1	24.7	0.1	0.0	0.3	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	20.0	0.6	1.4	43.9	47.4	0.6	0.0	1.7	0.4	0.0	0.4
Unsig. Movement Delay, s/veh	0.0		0.0				0.0	0.0	•••	• • • • • • • • • • • • • • • • • • • •	0.0	• • •
LnGrp Delay(d),s/veh	79.2	23.6	12.2	23.5	46.4	48.5	45.1	0.0	45.7	46.4	0.0	44.0
LnGrp LOS	E	C	В	C	D	D	D	A	D	D	A	D
Approach Vol, veh/h		1643			2490			77			26	_
Approach Delay, s/veh		23.6			46.7			45.6			45.3	
Approach LOS		C C			D			D			D	
•				4		6						
Timer - Assigned Phs Phs Duration (G+Y+Rc), s		107.9		41.1	5 11.5	96.4		<u>8</u> 41.1				
, , ,		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Change Period (Y+Rc), s												
Max Green Setting (Gmax), s		* 1E2		* 36	* 10	* 84		* 36				
Max Q Clear Time (g_c+l1), s		102.1		6.9	4.6	91.7		6.2				
Green Ext Time (p_c), s		0.0		0.3	0.1	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			37.7									
HCM 6th LOS			D									
N												

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.25	3.27	2.03	2.18
Pedestrian Crosswalk LOS	С	С	В	В

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	1643	2490	77	26
Effct. Green for Bike (s)	90.1	105.0	7.8	7.8
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1201	1400	104	104
Bicycle Delay (s/bike)	12.0	6.8	67.4	67.4
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	3.76	4.62	2.68	2.79
Bicycle LOS	D	Е	С	С

#### Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	WB	SB
Directions Served	T	R
Maximum Queue (ft)	5	32
Average Queue (ft)	0	2
95th Queue (ft)	4	16
Link Distance (ft)	533	772
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	WB	NB	NB	SB
Directions Served	L	T	L	LT	R	LT
Maximum Queue (ft)	33	2	120	42	42	50
Average Queue (ft)	4	0	32	7	10	10
95th Queue (ft)	19	0	84	29	36	36
Link Distance (ft)		533		588		598
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	220		230		30	
Storage Blk Time (%)				23	3	25
Queuing Penalty (veh)				2	0	0

#### Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	WB	NB	SB	SB	
Directions Served	L	Т	L	LTR	LT	R	
Maximum Queue (ft)	18	2	64	70	37	18	
Average Queue (ft)	1	0	21	15	5	1	
95th Queue (ft)	10	2	52	49	23	10	
Link Distance (ft)		590		544	592		
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	240		240			20	
Storage Blk Time (%)					9	1	
Queuing Penalty (veh)					0	0	

SR 789 Ringling
RK&K
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#### Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	Т	R	L	T	TR	LT	R	L	TR	
Maximum Queue (ft)	150	514	535	290	280	1749	1746	96	70	59	53	
Average Queue (ft)	15	291	304	39	99	1285	1268	18	30	14	8	
95th Queue (ft)	70	468	480	180	258	2053	2034	59	66	45	33	
Link Distance (ft)		2530	2530			1697	1697	1131			587	
Upstream Blk Time (%)						18	16					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	240			240	230				20	30		
Storage Blk Time (%)		12	15		0	30		17	25	17	8	
Queuing Penalty (veh)		1	6		0	24		9	5	2	1	

#### **Network Summary**

Network wide Queuing Penalty: 51

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		<b>^</b>	<b>†</b> }			7
Traffic Vol, veh/h	0	2318	1477	1	0	8
Future Vol, veh/h	0	2318	1477	1	0	8
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-		- Clop	None
Storage Length	_	-	_	-	_	0
Veh in Median Storag	ie.# -	0	0	_	0	-
Grade, %	<b>ω</b> , <del>π</del> -	0	0	_	0	_
Peak Hour Factor	95	95	95	95	95	95
	4	4	4	95 4	4	4
Heavy Vehicles, %				1		
Mvmt Flow	0	2440	1555	1	0	8
Major/Minor	Major1	ľ	Major2	N	/linor2	
Conflicting Flow All	_	0	-	0	_	778
Stage 1	_	-	_	-	_	-
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	_	_	_	_	6.98
Critical Hdwy Stg 1	_	<u>-</u>	_	<u>-</u>	_	0.50
Critical Hdwy Stg 2	-	_		_		_
		_		_		3.34
Follow-up Hdwy Pot Cap-1 Maneuver	-			-	0	335
	0					
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver		-	-	-	-	335
Mov Cap-2 Maneuver	• -	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Annroach	EB		WB		SB	
Approach						
HCM Control Delay, s	5 0		0		16	
HCM LOS					С	
Minor Lane/Major Mvi	mt	EBT	WBT	WBR S	BBLn1	
Capacity (veh/h)		_	_	_	335	
HCM Lane V/C Ratio		_	_	_	0.025	
HCM Control Delay (s	;)	_	_	_	16	
HCM Lane LOS	1	_	_	_	C	
HCM 95th %tile Q(vel	h)				0.1	
	11)	_		<u>-</u>	0.1	

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	17045.3		
Level of Service	F		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	2318	1477	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
<b>J</b>			
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.99	0.90	
Delay for adq Gap	16810.65	238.54	
Avg Ped Delay (s)	16809.10	236.21	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	3101.6		
Level of Service	3101.6 F		
	r		
Crosswalk			
Length (ft)	40	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1477	2318	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	14.43	11.29	
Prob of Delayed X-ing	1.00	1.00	
Prob of Blocked Lane	0.95	0.97	
Delay for adq Gap	892.99	2212.51	
Avg Ped Delay (s)	890.59	2210.97	

HCM 6th TWSC 2045 Build PM

Intersection													
nt Delay, s/veh	1.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations		<b>^</b>	7	*	<b>^</b>	7		ની	7		र्स	7	
raffic Vol, veh/h	9	2306	3	18	1473	4	0	0	8	3	1	2	
uture Vol, veh/h	9	2306	3	18	1473	4	0	0	8	3	1	2	
onflicting Peds, #/hr	54	0	37	37	0	54	0	0	0	0	0	0	
ign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
T Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None	
torage Length	220	-	230	230	-	220	-	-	30	-	-	30	
eh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-	
rade, %	-	0	-	-	0	-	-	0	-	-	0	-	
eak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
eavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4	
mt Flow	9	2427	3	19	1551	4	0	0	8	3	1	2	
ajor/Minor M	ajor1		ľ	Major2		N	Minor1		ı	Minor2			
	1605	0	0	2464	0	0	3296	4125	1251	2875	4125	830	
Stage 1	_	-	_	_	_	-	2482	2482	_	1643	1643	_	
Stage 2	_	_	-	_	_	-	814	1643	_	1232	2482	_	
	4.18	-	_	4.18	_	-	7.58	6.58	6.98	7.58	6.58	6.98	
itical Hdwy Stg 1	_	_	-	_	_	-	6.58	5.58	_	6.58	5.58	-	
tical Hdwy Stg 2	-	-	-	_	-	-	6.58	5.58	-	6.58	5.58	_	
llow-up Hdwy	2.24	_	-	2.24	_	_	3.54	4.04	3.34	3.54	4.04	3.34	
t Cap-1 Maneuver	394	-	-	180	-	-	3	2	161	7	2	309	
Stage 1	-	_	-	-	_	_	29	56	-	102	153	-	
Stage 2	-	-	-	_	-	-	334	153	-	185	56	_	
atoon blocked, %		_	-		_	-							
ov Cap-1 Maneuver	374	-	_	174	_	-	2	2	155	6	2	293	
v Cap-2 Maneuver	-	-	-	-	_	-	2	2	-	6	2	-	
Stage 1	-	-	-	-	-	-	27	53	-	94	129	-	
Stage 2	-	-	-	-	-	-	293	129	-	171	53	-	
J													
pproach	EB			WB			NB			SB			
CM Control Delay, s	0.1			0.3			29.6		\$ 1	1052.4			
CM LOS	0.1			0.0			23.0 D		Ψ	F			
,										'			
inor Lane/Major Mvmt	1	NBLn1N	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1	SBLn2		
apacity (veh/h)			155	374		_	174	-		4	293		
CM Lane V/C Ratio		_		0.025	_	_	0.109	_	_	1.053			
CM Control Delay (s)		0	29.6	14.9	_	_	28.2	-		1569.9	17.4		
CM Lane LOS		Ā	D	В	_	_	D	_	Ψ -	F	С		
CM 95th %tile Q(veh)		-	0.2	0.1	-	-	0.4	-	-	1.3	0		
lotes													
: Volume exceeds capa	acity	\$: De	lav exc	eeds 30	00s -	+: Comp	outation	Not De	fined	*· All	maior v	olume in	platoon
. Volumo oxocous capa	Joily	ψ. DC	idy UNU	0000	.00	. Comp	Jatation	100 00	iniou	. / ul	major V		Piatoon

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	2438.4		
Level of Service	F		
Crosswalk			
Length (ft)	29	31	
Lanes Crossed	2	2	
Veh Vol Crossed	2306	1473	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
i eu i iatooning	INU	INU	
Critical Headway (s)	11.29	11.86	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.97	0.91	
Delay for add Gap	2141.55	300.73	
Avg Ped Delay (s)	2141.55	298.38	
Avg Fed Delay (5)	2 140.00	290.30	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	1987.0		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	20	20	
Veh Vol Crossed	1473	2306	
Ped Vol Crossed	0	2300	
	0	0	
Yield Rate(%)	<del>-</del>	No	
Ped Platooning	No	INU	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.89	0.97	
Delay for adq Gap	209.06	1781.78	
Avg Ped Delay (s)	209.00	1780.23	
Avg I du Delay (5)	200.74	1700.23	

Intersection													
Int Delay, s/veh	6.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	<b>^</b>	7	ኘ	<b>^</b>	7	IIDL	4	HOIL	ODL	4	7	
Traffic Vol, veh/h	5	2311	1	28	1488	1	3	0	11	6	0	1	
Future Vol, veh/h	5	2311	1	28	1488	1	3	0	11	6	0	1	
Conflicting Peds, #/hr	61	0	46	46	0	61	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	1100	Yield	-	-	Yield	Olop -	-	None	- Olop	-	None	
Storage Length	240	_	250	240	_	240	_	_	TVOITC	_	_	20	
Veh in Median Storage,		0	-	240	0		_	0	_	_	0	-	
Grade, %	π - -	0	<u>-</u>	<u>-</u>	0	<u>-</u>	_	0	<u>-</u>	<u>-</u>	0	_	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4	
Mymt Flow	5	2433	1	29	1566	1	3	0	12	6	0	1	
WWW. I IOW	J	2400		23	1300		J	U	12	U	U	ı	
	1ajor1			Major2			Minor1			Minor2			
Conflicting Flow All	1627	0	0	2479	0	0	3330	4174	1263	2912	4174	844	
Stage 1	-	-	-	-	-	-	2489	2489	-	1685	1685	-	
Stage 2	-	-	-	-	-	-	841	1685	-	1227	2489	-	
Critical Hdwy	4.18	-	-	4.18	-	-	7.58	6.58	6.98	7.58	6.58	6.98	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.58	-	6.58	5.58	-	
Follow-up Hdwy	2.24	-	-	2.24	-	-	3.54	4.04	3.34	3.54	4.04	3.34	
Pot Cap-1 Maneuver	386	-	-	177	-	-	~ 3	2	158	7	2	303	
Stage 1	-	-	-	-	-	-	29	56	-	96	146	-	
Stage 2	-	-	-	-	-	-	321	146	-	186	56	-	
Platoon blocked, %	004	-	-	400	-	-	•	4	4=4	_		005	
Mov Cap-1 Maneuver	364	-	-	169	-	-	~ 2	1	151	~ 5	1	285	
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	1	-	~ 5	1	-	
Stage 1	-	-	-	-	-	-	27	53	-	89	114	-	
Stage 2	-	-	-	-	-	-	265	114	-	169	53	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0			0.6		\$ 1	109.9		\$	1225.4			
HCM LOS						•	F		•	F			
Minor Lane/Major Mvmt	N	NBLn1	EBL	EBT	EBR	WBL	WBT	WPD	SBLn1	CDI 52			
Capacity (veh/h)	I	9	364	<u> </u>	EDK -	169		WDR	5 <u>5</u>	285			
HCM Lane V/C Ratio		1.637		-		0.174	_	-					
HCM Control Delay (s)	<b>¢</b> 1	1.037	15	_	-	30.7	-		1.203	17.7			
HCM Lane LOS	Ф	F	C		-	30.7 D	-	φ -	1420.7 F	17.7 C			
HCM 95th %tile Q(veh)		2.7	0	-	-	0.6	-	_	1.6	0			
, ,		2.1	U	_	_	0.0	_	_	1.0	U			
Notes													
~: Volume exceeds cap	acity	\$: De	lay exc	eeds 30	00s	+: Comp	outation	Not De	efined	*: All ı	major v	olume ir	n platoon

Approach			
Approach Direction	EB		
Median Present?	Yes		
Approach Delay(s)	2018.7		
Level of Service	F		
Crosswalk			
Length (ft)	28	28	
Lanes Crossed	2	2	
Veh Vol Crossed	2311	1488	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.00	
Prob of Delayed X-ing	1.00	0.99	
Prob of Blocked Lane	0.97	0.90	
Delay for adq Gap	1805.45	217.07	
Avg Ped Delay (s)	1803.90	214.77	
Approach			
Approach Direction	WB		
Median Present?	Yes		
Approach Delay(s)	2384.1		
Level of Service	F		
Crosswalk	00	60	
Length (ft)	28	29	
Lanes Crossed	2	2	
Veh Vol Crossed	1488	2311	
Ped Vol Crossed	0	0	
Yield Rate(%)	0	0	
Ped Platooning	No	No	
Critical Headway (s)	11.00	11.29	
Prob of Delayed X-ing	0.99	1.00	
Prob of Blocked Lane	0.99	0.97	
Delay for adq Gap	217.07	2170.83	
Avg Ped Delay (s)	214.77	2169.28	
Avg I ou boldy (3)	217.11	2100.20	

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	/	<b>/</b>	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>^</b>	7	ሻ	<b>^</b>			4	7	ሻ	4Î	
Traffic Volume (veh/h)	12	2281	40	61	1487	24	13	1	60	21	1	16
Future Volume (veh/h)	12	2281	40	61	1487	24	13	1	60	21	1	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.90		0.88	0.91		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	13	2401	42	64	1565	25	14	1	63	22	1	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	157	2105	864	103	2388	38	314	21	325	310	19	316
Arrive On Green	0.60	0.60	0.60	0.03	0.68	0.68	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	315	3497	1436	1753	3520	56	1133	88	1378	1199	79	1341
Grp Volume(v), veh/h	13	2401	42	64	776	814	15	0	63	22	0	18
Grp Sat Flow(s),veh/h/ln	315	1749	1436	1753	1749	1828	1221	0	1378	1199	0	1420
Q Serve(g_s), s	4.2	89.5	1.8	1.2	38.2	38.4	1.2	0.0	5.4	2.2	0.0	1.5
Cycle Q Clear(g_c), s	42.6	89.5	1.8	1.2	38.2	38.4	2.6	0.0	5.4	4.8	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.03	0.93		1.00	1.00		0.94
Lane Grp Cap(c), veh/h	157	2105	864	103	1186	1240	335	0	325	310	0	335
V/C Ratio(X)	0.08	1.14	0.05	0.62	0.65	0.66	0.04	0.00	0.19	0.07	0.00	0.05
Avail Cap(c_a), veh/h	157	2105	864	107	1190	1244	343	0	334	317	0	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.4	29.6	12.1	69.9	13.8	13.9	44.8	0.0	45.5	46.3	0.0	44.0
Incr Delay (d2), s/veh	0.5	69.5	0.0	9.9	1.8	1.7	0.1	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	55.6	0.6	2.7	14.8	15.5	0.4	0.0	1.9	0.7	0.0	0.5
Unsig. Movement Delay, s/veh	00.0	00.4	10.0	70.0	45.0	45.0	44.0	0.0	45.0	10.1	0.0	
LnGrp Delay(d),s/veh	33.9	99.1	12.2	79.8	15.6	15.6	44.8	0.0	45.8	46.4	0.0	44.1
LnGrp LOS	С	F	В	E	В	В	D	A	D	D	A	D
Approach Vol, veh/h		2456			1654			78			40	
Approach Delay, s/veh		97.2			18.1			45.6			45.4	
Approach LOS		F			В			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.5		41.1	11.3	96.2		41.1				
Change Period (Y+Rc), s		* 6.7		* 6.1	* 6.7	* 6.7		* 6.1				
Max Green Setting (Gmax), s		* 1E2		* 36	* 5	* 90		* 36				
Max Q Clear Time (g_c+I1), s		40.4		7.4	3.2	91.5		6.8				
Green Ext Time (p_c), s		38.7		0.3	0.0	0.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			64.8									
HCM 6th LOS			Е									

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Approach	EB	WB	NB	SB
Crosswalk Length (ft)	77.6	65.0	55.0	65.6
Crosswalk Width (ft)	12.0	12.0	12.0	12.0
Total Number of Lanes Crossed	6	5	3	4
Number of Right-Turn Islands	0	0	0	0
Type of Control	None	None	None	None
Corresponding Signal Phase	8	4	6	2
Effective Walk Time (s)	0.0	0.0	0.0	0.0
Right Corner Size A (ft)	9.0	9.0	9.0	9.0
Right Corner Size B (ft)	9.0	9.0	9.0	9.0
Right Corner Curb Radius (ft)	0.0	0.0	0.0	0.0
Right Corner Total Area (sq.ft)	81.00	81.00	81.00	81.00
Ped. Left-Right Flow Rate (p/h)	0	0	0	0
Ped. Right-Left Flow Rate (p/h)	0	0	0	0
Ped. R. Sidewalk Flow Rate (p/h)	0	0	0	0
Veh. Perm. L. Flow in Walk (v/h)	0	0	0	0
Veh. Perm. R. Flow in Walk (v/h)	0	0	0	0
Veh. RTOR Flow in Walk (v/h)	0	0	0	0
85th percentile speed (mph)	35	35	25	30
Right Corner Area per Ped (sq.ft)	0.0	0.0	0.0	0.0
Right Corner Quality of Service	-	-	-	-
Ped. Circulation Area (sq.ft)	0.0	0.0	0.0	0.0
Crosswalk Circulation Code	-	-	-	-
Pedestrian Delay (s/p)	75.0	75.0	75.0	75.0
Pedestrian Compliance Code	Poor	Poor	Poor	Poor
Pedestrian Crosswalk Score	3.25	3.27	2.02	2.18
Pedestrian Crosswalk LOS	С	С	В	В

Approach	EB	WB	NB	SB
Bicycle Flow Rate (bike/h)	0	0	0	0
Total Flow Rate (veh/h)	2456	1654	78	40
Effct. Green for Bike (s)	94.3	103.5	8.2	8.2
Cross Street Width (ft)	55.0	65.6	65.0	77.6
Through Lanes Number	2	2	1	1
Through Lane Width (ft)	12.0	12.0	12.0	12.0
Bicycle Lane Width (ft)	0.0	0.0	0.0	0.0
Striped Parking Lane Width (ft)	0.0	0.0	0.0	0.0
Paved Shoulder Width (ft)	0.0	0.0	0.0	0.0
Curb Is Present?	No	No	No	No
On Street Parking?	No	No	No	No
Bicycle Lane Capacity (bike/h)	1257	1380	109	109
Bicycle Delay (s/bike)	10.3	7.2	67.0	67.0
Bicycle Compliance	Fair	Good	Poor	Poor
Bicycle LOS Score	4.43	3.93	2.68	2.81
Bicycle LOS	D	D	С	С

#### Intersection: 1: SR 789 & Sarasota Harbour West WB only

Movement	EB	EB	SB
Directions Served	T	Т	R
Maximum Queue (ft)	590	595	30
Average Queue (ft)	218	215	6
95th Queue (ft)	842	834	26
Link Distance (ft)	913	913	772
Upstream Blk Time (%)	13	13	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### Intersection: 2: Plymouth Harbor Ent/Sarasota Harbour West Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	Т	Т	R	L	Т	LT	R	LT	R	
Maximum Queue (ft)	140	489	494	124	140	32	59	53	78	52	
Average Queue (ft)	15	173	175	5	51	2	12	20	26	3	
95th Queue (ft)	100	566	570	68	151	42	81	58	79	23	
Link Distance (ft)		533	533			590	588		598		
Upstream Blk Time (%)		1	2								
Queuing Penalty (veh)		14	19								
Storage Bay Dist (ft)	220			230	230			30		30	
Storage Blk Time (%)		18	20		2	0		35	59	1	
Queuing Penalty (veh)		2	1		17	0		0	1	0	

#### Intersection: 3: Yacht Club Ent/Sarasota Harbour East Ent & SR 789

Movement	EB	EB	EB	EB	WB	NB	SB	SB	
Directions Served	L	T	Т	R	L	LTR	LT	R	
Maximum Queue (ft)	171	603	606	67	118	168	81	22	
Average Queue (ft)	10	250	253	2	34	62	22	1	
95th Queue (ft)	89	697	701	41	97	196	62	12	
Link Distance (ft)		590	590			544	592		
Upstream Blk Time (%)		1	1						
Queuing Penalty (veh)		8	10						
Storage Bay Dist (ft)	240			250	240			20	
Storage Blk Time (%)		24	26		0		55	0	
Queuing Penalty (veh)		1	0		0		1	0	

SR 789 Ringling
RK&K
SimTraffic Report
09/15/2022

#### Intersection: 4: Bird Key Dr/Park Ent & SR 789

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	T	R	L	T	TR	LT	R	L	TR	
Maximum Queue (ft)	237	2555	2557	290	261	423	412	127	72	59	60	
Average Queue (ft)	19	1966	1986	57	74	246	243	23	35	17	14	
95th Queue (ft)	107	3176	3181	236	187	379	376	79	71	49	44	
Link Distance (ft)		2530	2530			1697	1697	1131			587	
Upstream Blk Time (%)		2	2									
Queuing Penalty (veh)		18	23									
Storage Bay Dist (ft)	240			240	230				20	30		
Storage Blk Time (%)		36	37			8		14	38	21	8	
Queuing Penalty (veh)		4	15			5		9	5	4	2	

#### **Network Summary**

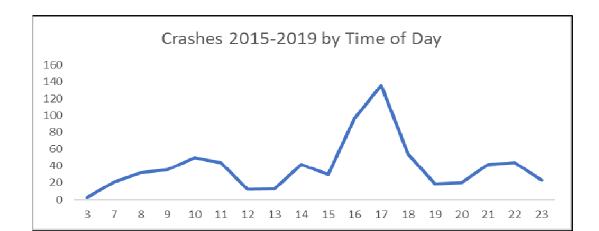
Network wide Queuing Penalty: 159

# APPENDIX E Crash Data

Year	Dat	te Time Vehicles	ON_STREET	Light	Weather	Surface	Impact	Type	Severity	Aggressive	Alcohol	Distracted	Drug	Hit&Run	Intersection Related	Lane Departure	Speed Possible Inj	Non-Incap Inj	Incap Inj	Fatal in 30 days	Motorcycle	Moped	Bicycle	Pedestrian	Aging	Teen	PDO	
	2017	4/12/2017 17:01	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Angle	Unknown	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	0	0 (	0 0	j .	0 (	0 0	0 0	J
	2018	5/27/2018 11:09	2 JOHN RINGLING CSWY	Daylight	Rain	Wet	Front to Rear	Rear End	No Injury	N	N	N	N	N	Υ	N	N	0	0	0 (	0	0 (	0 0	j	0 0	0 0	0 0	J
	2017	1/20/2017 16:01	2 JOHN RINGLING CSWY	Daylight	Clear	Dry	Front to Rear	Rear End	Possible Injury	N	N	N	N	N	Υ	N	N	1	0	0 (	0	0 (	0 0	J	0 ,	1 0	0 0	J
	2019	4/29/2019 7:25	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Angle	Left Turn	Possible Injury	N	N	N	N	N	N	N	N	1	0	0 (	0	0 (	0 0	J	0 ,	1 0	0 0	J
		1/15/2015 11:25	2 BIRD KEY DR	Daylight	Cloudy	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	0	0 (	0 0	J	0 (	0 0	٥ ر	٥
		11/9/2017 17:44	2 JOHN RINGLING BLVD	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	0	0 (	) (	)	0	2 0	0	o
	2016	4/5/2016 17:33	1 SR 789	Daylight	Clear	Dry	Other	Rollover	Non-Incapacitating Inju	ı N	N	N	N	N	N	Υ	N	0	1	0 (	n	1 (	) (	)	0	0 0		a
		7/16/2015 10:03	2 BIRD KEY DR	Daylight	Rain	Wet	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N.		0	0	0 (	n	0 (	) (	-	0	1 0		a
	2018	3/30/2018 8:16	1 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Angle	Pedestrian	Non-Incapacitating Inju	ı N	N	N	N	N	V	N	••	0	2	0 (	n	n (	) (		2 (			•
		4/17/2016 11:08	2 BIRD KEY DR		Cloudy	-	Sideswipe, Same Direct			NI NI	NI NI	N	NI NI	N	N.	V	N	0	0	0 (	n	0 (	1 0		0	0 0		-
			2 SR 789	Daylight		Dry		•	No Injury	N	N N	N V	N N	IN .	N N	T N	N N	0	0	0 (	0		, ,	•	0 0	-		,
		2/11/2019 16:34		Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	IN .	IN N	Y N	IN N	IN N	N N	N	N N	0	0	0 (	0				) (	2 0		^
	2019	5/7/2019 11:42	2 JOHN RINGLING PKWY.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	IN .	IN .	IN .	IN .	IN .	N.	N N	N N	0	0	0 (	0		1 0		0 0			,
	2016	7/25/2016 8:17	2 900 BLK OF JOHN RINGLING BLVE		Clear	Dry	Front to Rear	Rear End	No Injury	N	N 	N	N	IN	N	N	N 	0	0	0 (	0			•				•
		6/18/2016 10:05	2 STATE ROAD 789	Daylight	Cloudy	Dry	Sideswipe, Same Direct		No Injury	N	N	N	N	N	Y	N		0	0	0 (			0 0		0 0			,
		9/18/2015 22:14	2 JOHN RINGLING BLVD (SR 789)	Dark - Lighte		Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N		0	0	0 (		0 (	0		) (	0 0		,
	2015	8/5/2015 12:39	2 BIRD KEY DR.	Daylight	Clear	Dry	Angle	Unknown	No Injury	N	N	N	N	N	Υ	N		0	0	0 (	D	0 (	) 0		0 1	1 0		-
		3/16/2017 16:19	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Front to Rear	Rear End	Possible Injury	N	N	N	N	N	Υ	N	N	2	0	0 (	0	0 (	) 0	, (	0 1	1 0		J
	2016	9/5/2016 8:38	1 JOHN RINGLING CAUSEWAY	Daylight	Clear	Dry	Angle	Other	Possible Injury	N	N	N	N	N	Υ	N	N	1	0	0 (	0	0 (	) 1	. "	0 (	0 0		)
		6/11/2016 12:01	2 JOHN RINGLING CAUSEWAY(BRID		Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	0	0 (	0	j i	0 (	0 0		j
	2015	4/1/2015 18:30	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	Υ	N	N	N	0	0	0 (	0	0 (	0	, ,	0 1	1 0	0	)
	2019	10/4/2019 14:49	1 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Angle	Off Road	No Injury	N	N	N	N	N	N	Υ	N	0	0	0 (	0	0 (	0	j i	0 0	0 0	) 0	j
	2015	10/8/2015 15:45	2 SR 789	Daylight	Rain	Wet	Angle	Sideswipe	Possible Injury	Υ	N	N	N	N	N	N	Υ	2	0	0 (	0	0 (	) 0	j (	0 1	1 0	, 0	J
	2017	6/7/2017 11:00	1 JOHN RINGLING BLVD.	Daylight	Rain	Wet	Other	Other	Non-Incapacitating Inju	ı N	N	N	N	N	N	Υ	N	0	1	0 (	0	0 (	0 0	,	0 0	0 0	0 0	)
	2016	4/24/2016 16:00	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	0	0 (	0 0	j ·	0 1	1 0	0 ر	J
	2016	2/17/2016 13:59	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Sideswipe, Same Direct	ic Sideswipe	No Injury	N	N	N	N	N	N	Υ	N	0	0	0 (	0	0 (	0 0	,	0 1	1 0	0 0	)
	2018	2/9/2018 9:30	2 JOHN RINGLING CSWY	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	Υ	N	N	0	0	0 (	0	0 (	0 0	j ·	0 0	0 0	0 ر	J
	2019	12/9/2019 10:30	2 JOHN RINGLING BLVD	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	Υ	N	N	Υ	N	N	0	0	0 (	0	0 (	0 0	j	0 (	0 1	1 0	J
	2017	6/22/2017 22:41	2 JOHN RINGLING CSWY	Dark - Lighte	ed Clear	Dry	Sideswipe, Same Direct	ic Sideswipe	No Injury	N	N	N	N	Υ	N	Υ	N	0	0	0 (	0	0 (	0 0	J	0 '	1 0	0 0	J
	2018	2/27/2018 17:24	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	Υ	N	N	0	0	0 (	0	0 (	0 0	J	0 '	1 0	) 0	J
	2019	5/28/2019 17:29	1 JOHN RINGLING COS	Daylight	Clear	Dry	Angle	Other	No Injury	N	N	N	N	N	Υ	N	N	0	0	0 (	0	0 (	0 0	J	0 0	0 0	) 0	J
	2016	6/16/2016 9:01	2 JOHN RINGLING CSWY	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	0	0 (	0 0	J	0 /	0 1	1 0	J
		10/8/2015 16:41	2 BIRD KEY DR	Daylight	Rain	Wet	Front to Rear	Rear End	No Injury	N	N	N	N	N	Υ	N	N	0	0	0 (	0	0 (	0 0	J	0 0	0 0	٥ ر	o
	2016	8/7/2016 10:45	1 SR 789	Daylight	Cloudy	Dry	Other	Other	No Injury	N	N	N	N	Υ	N	Υ	N	0	0	0 (	0	0 (	) 0	J	0 0	0 0	) 1	1
		2/20/2017 17:20	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	0	0 (	) (	)	0	0 0	0	o
	2016	1/8/2016 18:17	2 JOHN RINGLING BLVD	Dark - Not Li		Dry	Sideswipe, Same Direct		No Injury	N	N	N	N	N	Y	N	N	0	0	0 (	n	n (	) (	)	0	1 0	) (	a
		5/24/2018 23:53	1 JOHN RINGLING BLVD.	Dark - Lighte		Wet	Other	Off Road	Possible Injury	N	N	N	N	N	N.	v	N N	1	0	0 (	n	n (	n 0	1	0	. o	1 1	1
	2016	5/31/2016 3:02	1 JOHN RINGLING BLVD.	Dark - Lighte		Dry	Other	Off Road	No Injury	N	v	N	N	N	N.	V	N	0	0	0 (	n	0 (	1 0	1	0	1 0	) (	n
		1/31/2019 21:56	1 JOHN RINGLING BLVD.	Dark - Lighte		Dry	Unknown	Off Road	No Injury	N	N	N	NI NI	V	N.	N.		0	0	0 (	n	0 (	) (	•	0 0			1
		6/17/2018 9:33	2 JOHN RINGLING BLVD.							N	N N	N N	N N	N.	N N	N V	N N	0	4	1 (	0		1 0		,	0 0		
	2018			Daylight	Clear	Dry	Angle	Unknown Other	Incapacitating Injury	IN .	IN .	IN .	N N	N	N.	Y	N N	0	4	1 (	0		, ,		) (	-	-	
		4/20/2018 17:25	1 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Other		Incapacitating Injury	INNI	IN N	IN N	IN N	IN N	N V	N	N N	2	1	0 (	0		0 0	-	0 0	1 0		,
	2016	7/2/2016 10:34	3 JOHN RINGLING CSWY	Daylight	Clear	Dry	Front to Rear	Rear End	Non-Incapacitating Inju	JI IN	IN .	IN .	IN .	IN .	Y N	N N	N N	4	1	0 (	0		, ,	-	0 0			,
		3/17/2015 20:12	3 JOHN RINGLING CSWY/SUNSET D	_		Dry	Front to Rear	Rear End	Possible Injury	IN .	IN .	IN .	IN .	IN .	N.	N N	N N	1	0	0 (	0				) (			,
	2018	3/2/2018 17:34	2 200 JOHN RINLGING CAUSWAY (E	, ,	Clear	Dry	Angle	Off Road	No Injury	N	N	N	N	N	N	N	N	0	0	0 (			0		J ]	1 0	-	
	2016	4/19/2016 9:34	2 JOHN RINGLING BLVD	Daylight	Clear	Dry	Front to Rear	Rear End	Possible Injury	N	N	Y	N	N	N	N	N	2	0	0 (		0 (	0	•	0 0			•
		2/10/2018 19:00	2 JOHN RINGLING BLVD	Dark - Lighte		Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	)	0 (	) 0		0 0			,
	2018	3/9/2018 16:12	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	Υ	N	N	N	N	N	0	0	0 (	0	0 (	) 0	, ,	0 1	1 0		J
		1/19/2018 21:15	2 JOHN RINGLING CSWY	Dark - Lighte		Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	0	0 (	) 0	, (	0 1	1 0		-
	2016	6/27/2016 8:39	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	0	0 (	) 0	, ,	0 (	0 0		)
	2016	6/10/2016 7:40	2 JOHN RINGLING CSWY	Daylight	Cloudy	Wet	Front to Rear	Rear End	No Injury	N	N	N	N	N	Υ	N		0	0	0 (	0	0 (	0	r	0 0			-
		6/22/2019 14:30	1 JOHN RINGLING CAUSEWAY	Daylight	Clear	Dry	Unknown	Other	No Injury	N	N	N	N	N	Υ	N	N	0	0	0 (	0	1 (	0 0	,	0 0	-		-
	2018	5/30/2018 10:40	2 JOHN RINGLING CSWY	Daylight	Rain	Wet	Front to Rear	Rear End	Non-Incapacitating Inju	ı N	N	N	N	N	Υ	N	N	0	1	0 (	0	0 (	0	)	0 0	0 0	0 0	j
	2015	3/31/2015 11:35	2 SR 789	Daylight	Clear	Dry	Front to Rear	Rear End	Possible Injury	N	N	N	N	N	Υ	N	N	1	0	0 (	0	0 (	0	1	0 0	0 0	0 0	J
	2017 1	12/26/2017 16:50	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Sideswipe, Same Direct	ic Sideswipe	No Injury	N	N	N	N	Υ	N	Υ	N	0	0	0 (	0	0 (	0 0	j.	0 1	1 0	, 0	J
	2019	12/3/2019 18:27	2 JOHN RINGLING BLVD	Dusk	Clear	Dry	Angle	Other	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	0	0 (	0 0	j.	0 ′	1 0	0 0	J
	2015	12/5/2015 15:04	1 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Angle	Bicycle	Non-Incapacitating Inju	ı N	N	N	N	N	Υ	N	N	0	1	0 (	0	0 (	) 1	1	0 '	1 0	0 0	J
	2016	9/1/2016 7:43	2 JOHN RINGLING BLVD.	Daylight	Cloudy	Water (sta	anı Sideswipe, Same Direct	ic Sideswipe	No Injury	N	N	N	N	N	N	Υ	N	0	0	0 (	0	0 (	0 0	j	0 1	1 0	0 0	J
	2019	9/6/2019 14:57	2 800 JOHN RINGLING BLVD	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0 (	0	0 (	0 0	J	0 0	0 0	0 0	J

Year	Date Tin	ne Vehicle	s On_Street	Light	Weather	Surface	Impact	Туре	Severity	Aggressive	Alcohol	Distracted	Drug	Hit&Run	IntersectionRelated	Lane Departure	Speed Possible Inju	Non-Incap Inj	Incap Inj	Fatal in 30 days	Motorcycle	Moped	Bicycles	Pedestrians	Aging	Teen	PDO	
20	20 11/21	1/2020 14:50	2 JOHN RINGLING BLVD.	Daylight	Rain	Wet	Angle	Unknown	No Injury	Υ	N	N	N	N	N	Υ	Υ	0	0	0	0 0	) (	0	0	0	0	0 0	J
20	20 1/7	7/2020 10:11	2 JOHN RINGLING BLVD	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20	22 4/20	0/2022 16:55	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20	21 2/18	3/2021 16:05	2 BIRD KEY DR	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	Υ	N	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20	21 3/7	7/2021 14:15	2 JOHN RINGLING BLVD	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0	0 (	) (	0	0	0	1	1 0	J
20	21 7,	/2/2021 8:08	2 JOHN RINGLING BLVD.	Daylight	Rain	Wet	Front to Rear	Rear End	No Injury	N	N	N	N	N	Υ	N	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20	21 6/22	2/2021 18:04	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Sideswipe, Same D	ir Sideswipe	No Injury	N	N	N	N	Υ	Υ	N	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20	20 3/1	1/2020 20:57	2 JOHN RINGLING CSWY	Dark - Lig	ht clear	Dry	Front to Rear	Rear End	Possible Injury	N	N	N	N	Υ	N	N	N	1	0	0	0 (	) (	0	0	0	0	0 0	J
20	20 11/24	4/2020 17:02	2 JOHN RINGLING CSWY	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	Υ	N	N	0	0	0	0 (	) (	0	0	0	1	0 0	J
20	20 10/2	24/2020 8:15	2 BIRD KEY DR.	Daylight	Clear	Dry	Other	Other	No Injury	N	N	N	N	N	Υ	N	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20	20 5/28	3/2020 12:30	2 1000 JOHN RINGLING BI	LVD (SI Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0	0 0	) (	0	0	0	1	0 0	J
20	20 11/10	0/2020 16:29	2 BIRD KEY DRIVE	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	Υ	N	N	Υ	N	N	0	0	0	0 0	) (	0	0	0	1	0 0	J
20	21 10/28	3/2021 19:30	2 JOHN RINGLING BLVD	Dark - Lig	ht clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0	0 0	) (	0	0	0	0	0 0	J
20	21 11/19	9/2021 17:58	1 JOHN RINGLING BLVD.	Dusk	Clear	Dry	Other	Other	Non-Incapacitating Injury	N	N	Υ	N	N	N	Υ	N	0	1	0	0 0	) (	0	0	0	0	0 2	2
20	21 6/12	2/2021 11:57	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20		9/2021 16:40	2 JOHN RINGLING CSWY	Daylight	Clear	Dry	Other	Other	No Injury	N	N	N	N	N	Υ	N	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20	22 11/7	7/2022 15:30	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Sideswipe, Same D	ir Sideswipe	No Injury	N	N	N	N	Υ	Υ	N	N	0	0	0	0 (	) (	0	0	0	1	0 0	J
20	22 2/22	2/2022 12:39	2 BIRD KEY DR	Daylight	Clear	Dry	Angle	Left Turn	No Injury	N	N	N	N	N	Υ	N	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20		4/2022 19:18	1 JOHN RINGLING BLVD	Dusk	Clear	Dry	Angle	Pedestrian	Non-Incapacitating Injury	N	N	N	N	N	Υ	N	N	0	1	0	0 (	) (	0	1	0	0	0 0	J
20	22 3/1	14/2022 8:15	1 BIRD KEY DR.	Daylight	Clear	Dry	Other	Bicycle	Possible Injury	N	N	N	N	N	N	N	N	1	0	0	0 (	) (	0	1	0	0	0 0	J
20	22 4/21	1/2022 13:40	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Rear to Side	Other	No Injury	N	N	N	N	Υ	N	N	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20	22 2/26	5/2022 13:04	2 BIRD KEY DR	Daylight	Clear	Dry	Angle	Right Turn	No Injury	N	N	N	N	N	Υ	N	N	0	0	0	0 0	) (	0	0	0	1	0 0	J
20	22 5/29	9/2022 17:38	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0	0 (	) (	0	0	0	0	1 0	J
20	22 7/3	3/2022 10:02	1 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Other	Other	No Injury	N	N	N	N	N	N	Υ	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20		5/2022 19:18	1 JOHN RINGLING BLVD.	Dark - Lig	ht clear	Dry	Angle	Other	Possible Injury	N	N	Υ	N	N	N	Υ	N	1	0	0	0 0	) (	0	0	0	0	0 1	1
20	21 4/9	9/2021 17:12	3 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Angle	Bicycle	Non-Incapacitating Injury	N	N	N	N	N	N	N	N	0	1	0	0 0	) (	0	0	0	1	0 0	J
20	21 11/8	3/2021 14:52	2 JOHN RIGNLING BLVD	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	Υ	N	N	N	N	N	0	0	0	0 (	) (	0	0	0	1	0 0	J
20		1/2022 18:09	2 JOHN RINGLING BLVD	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	Υ	N	0	0	0	0 (	) (	0	0	0	0	0 0	J
20		17/2021 2:11	1 JOHN RINGLING BLVD.	Dark - Lig	ht clear	Dry	Unknown	Other	Possible Injury	N	N	N	N	N	N	N	N	1	0	0	0 0	) (	0	0	0	1	0 0	J
20		3/2021 19:07	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Sideswipe, Same D	ir Sideswipe	No Injury	N	N	N	N	Υ	N	Υ	N	0	0	0	0 0	) (	0	0	0	0	0 0	)
20	22 2/5	5/2022 21:14	2 JOHN RINGLING CSWY	Dark - Lig	hte Cloudy	Dry	Front to Rear	Rear End	Incapacitating Injury	Υ	Υ	N	N	N	N	N	Υ	0	0	1	0 1	L (	0	0	0	0	0 0	J
20		2/2021 10:05	2 800 BLK JOHN RINGLING	G BLVD Daylight	Clear	Dry	Sideswipe, Same D	ir Sideswipe	No Injury	N	N	N	N	N	N	Υ	N	0	0	0	0 (	) (	0	0	0	1	0 0	)
20		4/2022 22:52	2 JOHN RINGLING BLVD	Dark - Lig	ht∈Clear	Dry	Front to Front	Head On	Incapacitating Injury	N	N	N	N	N	N	Υ	N	0	1	2	0 (	) (	0	0	0	0	0 0	)
20	21 8/29	9/2021 21:18	2 JOHN RINGLING BLVD.	Dark - Lig	hte Cloudy	Wet	Sideswipe, Same D	ir Sideswipe	No Injury	N	N	N	N	Υ	N	Υ	N	0	0	0	0 0	) (	0	0	0	0	0 0	J
20		7/2020 16:16	2 SR 789	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	N	N	N	0	0	0	0 (	) (	0	0	0	2	0 0	)
20		0/2021 20:41	1 JOHN RINGLING BLVD.	Dark - Lig		Dry	Other	Off Road	Non-Incapacitating Injury	N	N	N	N	N	N	Υ	N	0	1	0	0 (	) (	0	0	0	0	1 1	Ĺ
20		7/2020 17:26	1 JOHN RINGLING BLVD	Daylight	Clear	Dry	Other	Other	Non-Incapacitating Injury	N	N	N	N	N	Υ	N	N	0	1	0	0 (	) (	0	1	0	1	0 2	2
20		5/2022 10:46	1 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Angle	Other	Non-Incapacitating Injury	N	N	N	N	N	N	N	N	0	1	0	0 (	) (	0	1	0	1	0 0	)
20	20 2/18	3/2020 17:01	2 JOHN RINGLING BLVD.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	Υ	N	N	0	0	0	0 0	) (	0	0	0	0	0 0	)
		9/2021 12:30	2 BIRD KEY DR.	Daylight	Clear	Dry	Front to Rear	Rear End	No Injury	N	N	N	N	N	Υ	N	N	0	0	0	0 0	) (	0	0	0	0	0 0	J
20	21 11/13	3/2021 18:37	1 BIRD KEY DRIVE	Daylight	Clear	Dry	Angle	Off Road	No Injury	N	N	N	N	Υ	N	Υ	N	0	0	0	0 0	) (	0	0	0	0	0 1	1

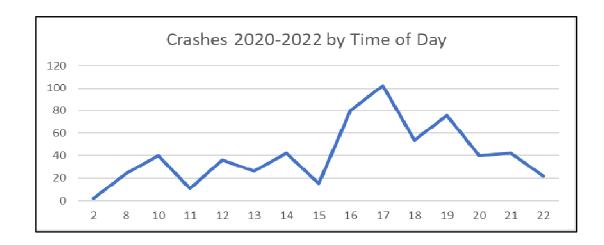
### 2015-2019 Crash Tables



Crash Type	2015	2016	2017	2018	2019	Totals	Percent of Total
Bicycle	1					1	2%
Left Turn					1	1	2%
Off Road		1		2	2	5	9%
Other		2	1	1	3	7	12%
Pedestrian				1		1	2%
Rear End	7	8	4	5	4	28	49%
Rollover		1				1	2%
Sideswipe	1	5	2			8	14%
Unknown	1		1	3		5	9%
Annual Total:	10	17	8	12	10	57	100%

rash Severit	2015	2016	2017	2018	2019	Totals	Percent of Total
Injury	4	4	3	5	1	17	30%
erty Damage	6	13	5	7	9	40	70%
Annual Totals	10	17	8	12	10	57	100%

### 2020-2022 Crash Tables



Туре	2020	2021	2022	Totals	%
Bicycle		1	1	2	5%
Head On			1	1	2%
Left Turn			1	1	2%
Off Road		2		2	5%
Other	2	3	4	9	22%
Pedestrian			1	1	2%
Rear End	7	7	4	18	44%
Right Turn			1	1	2%
Sideswipe		4	1	5	12%
Unknown	1			1	2%
Grand Total	10	17	14	41	100%

Severity	2020	2021	2022	Totals	%
Injury	2	4	4	10	24%
No Injury	8	13	8	29	71%
Serious Injury			2	2	5%
<b>Grand Total</b>	10	17	14	41	1

## Comparison of Crash Data 2015-2019 VS 2020-2022

ather Condit	2015	2016	2017	2018	2019	Totals	Percent of Total
Clear	6	12	7	10	10	45	79%
Cloudy	1	5				6	11%
Rain	3		1	2		6	11%
Annual Total:	10	17	8	12	10	57	100%

Surface Cond	2015	2016	2017	2018	2019	Totals	Percent of Total
Dry	7	15	7	9	10	48	84%
(standing/m	oving)	1				1	2%
Wet	3	1	1	3		8	14%
Annual Total	10	17	8	12	10	57	100%

ght Conditio	2015	2016	2017	2018	2019	Totals	Percent of Total
Dark - Lighted	2	1	1	3	1	8	14%
rk - Not Light	ted	1				1	2%
Daylight	8	15	7	9	8	47	82%
Dusk					1	1	2%
Annual Total	10	17	8	12	10	57	100%

Weather	2020	2021	2022	Totals	%
Clear	9	15	13	37	90%
Cloudy		1	1	2	5%
Rain	1	1		2	5%
<b>Grand Total</b>	10	17	14	41	1

Road Surface	2020	2021	2022	Totals	%
Dry	9	15	14	38	93%
Wet	1	2		3	7%
<b>Grand Total</b>	10	17	14	41	1

Lighting	2020	2021	2022	Totals	%
Dark - Lighted	1	4	3	8	20%
Daylight	9	12	10	31	76%
Dusk		1	1	2	5%
Grand Total	10	17	14	41	1

# APPENDIX F SR 789 Build Alternative Concept Design

