

## CERTIFICATION

AGENCY: Florida Department of Transportation District One  
801 North Broadway Avenue  
Bartow, Florida 33831-1249

I hereby certify that I am a registered professional engineer in the State of Florida and that I have supervised the preparation of, and approved the analysis, findings, opinions, conclusions and technical advice hereby reported for:

REPORT: SR 72/Proctor Road/Dove Avenue Intersection Control Evaluation (ICE) - Stage 1

PROJECT: SR 72 Project Development and Environment (PD&E) Study

LOCATION: SR 72 from East of I-75 to Lorraine Road  
Sarasota County, Florida

ROADWAY ID: 17070000

MILEPOST No: 6.516

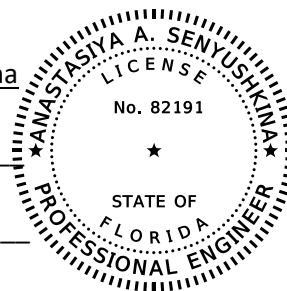
FPID No.: 444634-1-22-01

I acknowledge that the procedures and references used to develop the information contained in this memorandum are standard to the professional practice of transportation engineering as applied through professional judgement and experience.

Engineer in Responsible Charge: Anastasiya A. Senyushkina

Professional Registration No.: 82191

Date: 12/7/2023





## AIM Engineering & Surveying, Inc.

### MEMORANDUM

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**Date:** December 7, 2023

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**To:** Steven Andrews, P.E. - FDOT District One DEMO Project Manager

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**From:** Greg Root/Anastasiya Senyushkina, P.E.

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**Subject:** SR 72 at Proctor Road/Dove Avenue Intersection (Sarasota County) -- Stage 1+ Intersection Control Evaluation

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#### INTRODUCTION/PROJECT BACKGROUND

This memorandum documents the Intersection Control Evaluation (ICE) conducted for the Proctor Road/Dove Avenue intersection. This analysis was conducted in support of the SR 72 Project Development & Environment (PD&E) Study from east of I-75 to Lorraine Road in Sarasota County. The length of this study corridor is approximately 2.7 miles. This PD&E study is evaluating the costs and impacts of widening (i.e., four-laning) SR 72 from Hummingbird Avenue to Lorraine Road. This PD&E study is also looking to reduce the posted speeds/target speeds within the corridor. The PD&E study goals are to determine the location and conceptual design of the improvement(s) that satisfy the purpose and need for the project, while also minimizing the impacts to the natural and social environment and satisfying the requirements of the National Environmental Policy Act (NEPA). This memorandum documents the Stage 1 CAP-X and SPICE analyses, as well as the more detailed traffic operations analyses conducted using the SIDRA software.

#### EXISTING INTERSECTION CHARACTERISTICS

This intersection is a four-legged intersection. Proctor Road is the north leg of this intersection and Dove Avenue is the south leg. Undeveloped land exists in all four quadrants of the intersection. An aerial image depicting the Proctor Road/Dove Avenue intersection is provided in **Figure 1**, which is included in **Appendix A**. Until recently, this intersection was operating under temporary signal control. A one-lane roundabout has been constructed at this location and is now open to traffic. The posted speed limit on SR 72 west of this intersection is 45 miles per hour (mph). There is a 25 mph advisory speed sign in advance of the horizontal curve located just east of the intersection. East of this horizontal curve, the posted speed limit is 55 mph. The posted speed limits on Proctor Road and Dove Avenue are 45 mph and 30 mph, respectively. SR 72 is a two-lane undivided roadway with 12-foot travel lanes and five-foot designated bicycle lanes both west and east of Proctor Road/Dove Avenue. Sidewalks exist on the north side of SR 72 (east of this intersection) and on the east side of Dove Avenue. The context classification of this roadway is C3R (Suburban Residential).

Crash data from Signal Four Analytics was provided by District One for the years 2017 through 2021. The crash data is included in **Appendix B**. The intersection has experienced 22 crashes over this five-

year period, resulting in 10 injuries and no fatalities. The most prevalent crash types are angle crashes (10), rear-end crashes (eight), and off-road/rollover crashes (four). There were no crashes involving bicyclists or pedestrians.

## INTERSECTION CONTROL EVALUATION

The proposed typical section includes four 11-foot travel lanes (two in each direction), a 22-foot median and 12-foot shared use paths on both sides of the roadway. The FDOT-approved design speeds and target speeds for the proposed SR 72 improvements are 35 mph (west of Proctor Road/Dove Avenue) and 45 mph (east of Proctor Road/Dove Avenue). These speeds are 10 mph lower than the existing posted speed limits. The following alternative intersection control strategies were initially analyzed for this intersection:

- Conventional Traffic Signal
- Signalized Restricted Crossing U-Turn (RCUT)
- Signalized Thru-Cut
- Median U-Turn (MUT)
- Partial MUT
- Bowtie
- Two-lane (SR 72) x one-lane (Proctor Road/Dove Avenue) roundabout
- Two-lane x two-lane roundabout

The opening year (2030) and design year (2050) Average Annual Daily Traffic (AADT) volumes documented in the SR 72 Project Traffic Analysis Report are provided in **Appendix C** along with the 2050 a.m. and p.m. peak hour volumes documented in this same report. The results of the CAP-X and SPICE analyses are summarized in **Table 1**. The CAP-X and SPICE analysis summary sheets for this intersection are provided in **Appendix D**.

**Table 1: Stage 1 ICE Analysis Summary - Proctor Road/Dove Avenue Intersection**

Intersection Type	2050 V/C Ratios		Life-Cycle Crashes		SSI Scores	
	AM Peak Hour	PM Peak Hour	Total	Fatal & Injury	Opening Year	Design Year
Conventional Signalized Intersection	0.71	0.70	148	49	97	92
Signalized RCUT (EW)	0.60	0.57	255	58	98	95
Signalized Thru-Cut (EW)	0.59	0.57	n/a	n/a	97	93
Median U-Turn (EW)	0.70	0.67	126	34	99	97
Partial Median U-Turn (NS)	0.57	0.55	n/a	n/a	n/a	n/a
Bowtie (EW)	1.39	0.98	n/a	n/a	98	95
Roundabout (2EW x 1NS)	1.06	0.96	n/a	n/a	n/a	n/a
Roundabout (2EW x 2NS)	0.85	0.74	235	42	99	98

Lowest number of crashes of all alternatives analyzed

n/a = No Safety Performance Function (SPF) available

The signalized RCUT, signalized thru-cut, MUT, and PMUT alternatives would not provide positive speed control. Consequently, these signalized alternatives were eliminated from any further consideration. The two-lane by one-lane roundabout and the Bowtie alternatives were eliminated because they were projected to be overcapacity in the a.m. peak hour. The two-lane by two-lane roundabout is projected to have the second lowest number of fatal and injury crashes and the highest design year SSI score. This alternative is also consistent with the recent roundabout construction at this location.

Design year (2050) peak hour SIDRA analyses were subsequently conducted to determine the optimal geometry for the roundabout and the results are summarized in **Table 2**. All of the movements are projected to operate under capacity during both peak hours. In addition, the overall average vehicle delays are projected to be less than 30 seconds per vehicle during both peak hours. The design year SIDRA analysis summary sheets are provided in **Appendix E**.

<b>Table 2: Design Year (2050) Peak Hour Operational Analysis Summary -</b>			
<b>Proctor Road/Dove Avenue Roundabout</b>			
<b>AM Peak Hour</b>			
Intersection Approach	V/C Ratio <sup>(1)</sup>	Avg. Delay	LOS
Northbound	0.77	25.7	D
Southbound	0.70	26.6	D
Westbound	0.94	43.4	E
Eastbound	0.62	14.7	B
Overall	0.94	29.4	D
<b>PM Peak Hour</b>			
Intersection Approach	V/C Ratio <sup>(1)</sup>	Avg. Delay	LOS
Northbound	0.68	24.0	C
Southbound	0.69	19.9	C
Westbound	0.61	13.2	B
Eastbound	0.78	22.7	C
Overall	0.78	19.4	C
<sup>(1)</sup> Highest volume-to-capacity ratio of any approach movements			

An initial geometric improvement concept was developed for this two-lane alternative and is provided in **Appendix F**. This roundabout alternative requires some additional right-of-way but does not result in any residential or business relocations.

## RECOMMENDED INTERSECTION CONTROL STRATEGY

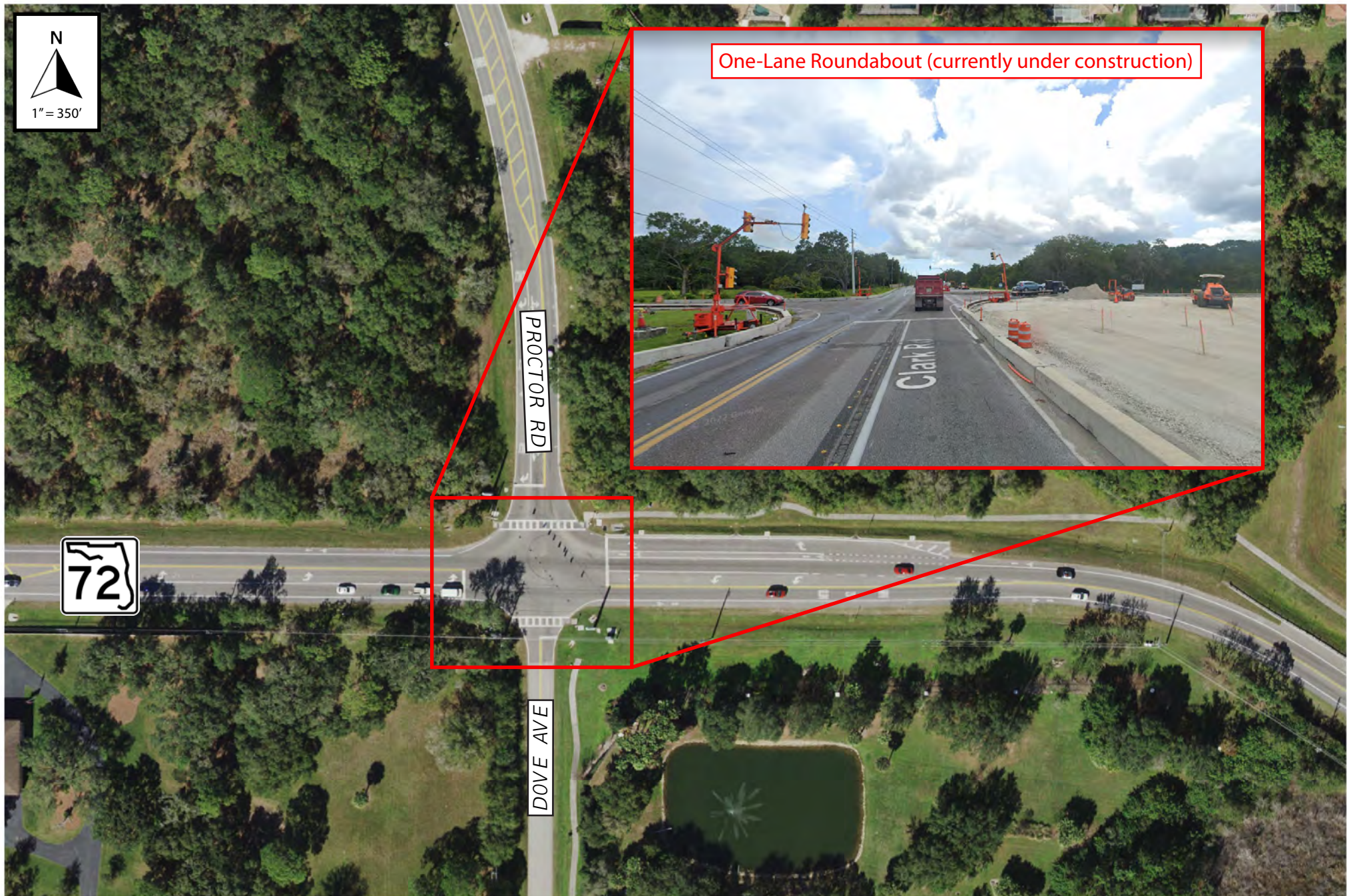
The implementation of a two-lane roundabout is expected to provide positive speed control in this area and help to facilitate the transition from the approved 45 mph design speed/target speed east of this intersection to the approved 35 mph design speed/target speed west of this intersection. Reduced vehicle speeds will provide additional safety benefits for the older driving population that travels within this study corridor. The roundabout is also projected to have the highest design year SSI score and is expected to result in acceptable design year peak hour vehicle delays. The implementation of a two-lane roundabout maximizes the value of the current transportation investment that has been made at this intersection with the construction of the one-lane roundabout. Consequently, the PD&E study recommends a two-lane roundabout for the Proctor Road/Dove Avenue intersection. A Benefit/Cost analysis, required for federally funded projects, will be conducted for this intersection using updated information during the final design phase of the project.



## **Appendix A**

Existing Intersection Aerial

Figure 1: Existing SR 72 / Proctor Road / Dove Avenue Intersection



## **Appendix B**

### Historic Crash Data

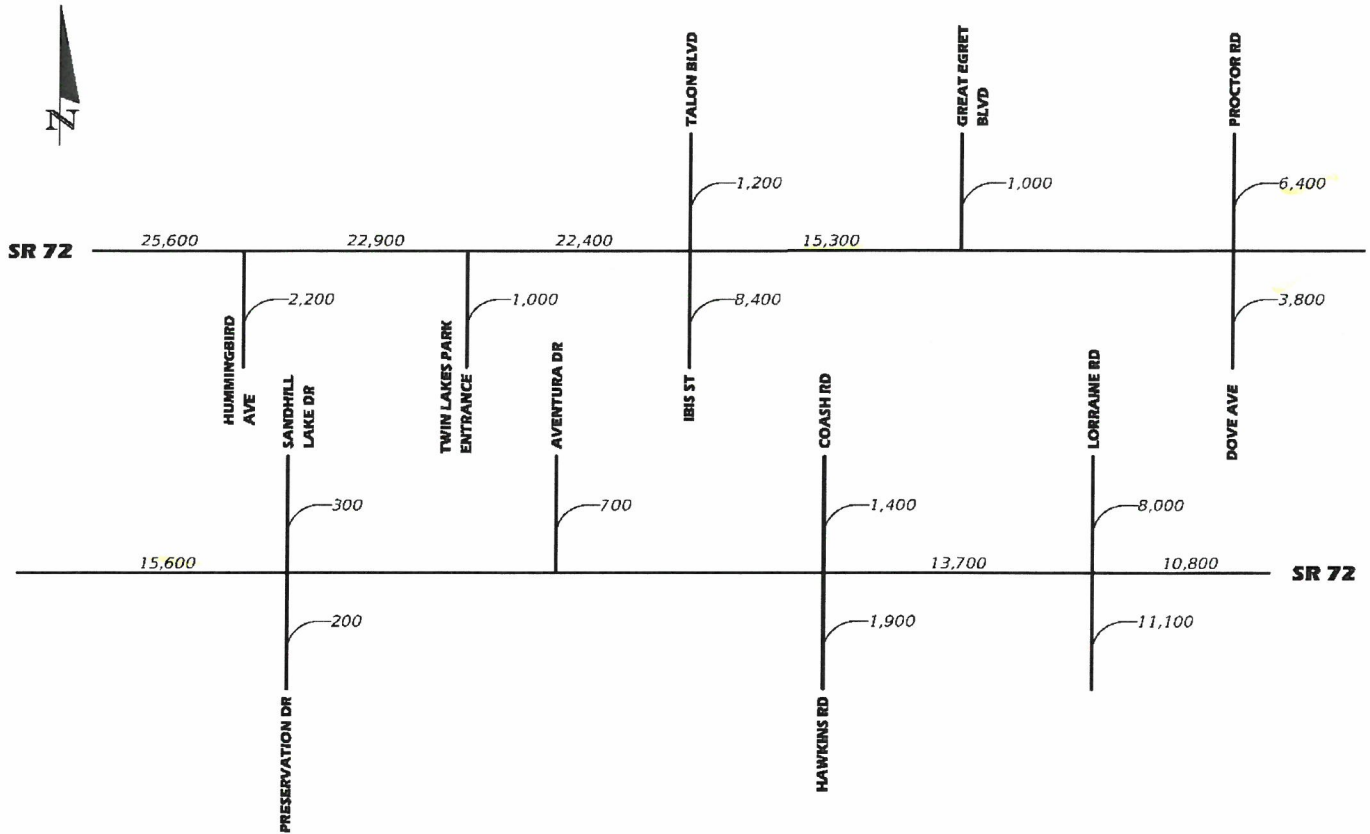
CRASH_YEAR	ON_STREET_RO	STREET_ADDRESS_I	FEET_FROM_DIRECTION	FROM_INTERSECTION_OF	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURF	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	S4_CRASH_TYPE	S4_CRASH_TYPE_SIN	S4_CRASH_SEVERITY	S4_INJURY_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT
2021	CLARK RD		0	DOVE AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Rear End	Rear End	No Injury	0	0	0
2021	CLARK RD		48	West DOVE AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Rear End	Rear End	Injury	1	0	0
2017	SR-72 (CLARK RD.)		148	West CR-72A (PROCTOR RD.)	Dark - Lighted	Cloudy	Wet	Other	Traffic Sign Support	Off Roadway	Off Road	Off Road	Injury	2	0	0
2017	SR 72 (CLARK RD)		98	East CR 72A (PROCTOR RD)	Daylight	Cloudy	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Rear End	Rear End	No Injury	0	0	0
2017	SR 72 (CLARK RD)		148	West CR 72A (PROCTOR RD)	Dark - Not Lighted	Other	Unknown	Other	Tree (standing)	Shoulder	Off Road	Off Road	No Injury	0	0	0
2017	CR 72A (PROCTOR ROAD)		0	STATE ROAD 72 (CLARK ROAD)	Daylight	Clear	Dry	Other	Overturn/Rollover	On Roadway	Rollover	Rollover	No Injury	0	0	0
2017	STATE ROAD 72 (CLARK ROAD)		0	PROCTOR RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Left Rear	Left Turn	Serious Injury	1	0	0
2017	PROCTOR RD		0	DOVE AVE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Left Leaving	Left Turn	No Injury	0	0	0
2017	PROCTOR RD		0	DOVE AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Rear End	Rear End	No Injury	0	0	0
2017	CLARK RD		0	DOVE AVE	Daylight	Clear	Dry	Other	Motor Vehicle in Transport	On Roadway	Left Leaving	Left Turn	No Injury	0	0	0
2018	STATE ROAD 72 (CLARK ROAD)		200	West PROCTOR ROAD	Dark - Not Lighted	Clear	Dry	Other	Curb	Off Roadway	Off Road	Off Road	No Injury	0	0	0
2018	SR-72 (CLARK RD)		0	PROCTOR RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Right/Through/Front to Side	Right Turn	Injury	1	0	0
2018	SR-72 (CLARK ROAD)		0	CR-72A (PROCTOR ROAD)	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Right Angle/ Front to Side	Angle	Injury	2	0	0
2018	CLARK RD		0	PROCTOR RD	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Right/Through/ Front to Side	Right Turn	No Injury	0	0	0
2018	PROCTOR RD		0	DOVE AVE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Left Leaving	Left Turn	Injury	1	0	0
2018	CLARK RD		66	West DOVE AVE	Daylight	Clear	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Rear End	Rear End	No Injury	0	0	0
2018	CLARK RD		0	DOVE AVE	Daylight	Cloudy	Dry	Angle	Motor Vehicle in Transport	On Roadway	Right Angle/ Front to Side	Angle	No Injury	0	0	0
2021	SR-72 (CLARK RD)		0	CR-72A (PROCTOR RD)	Daylight	Cloudy	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Rear End	Rear End	Injury	2	0	0
2019	PROCTOR RD		129	North DOVE AVE	Daylight	Cloudy	Dry	Front to Rear	Motor Vehicle in Transport	On Roadway	Rear End	Rear End	No Injury	0	0	0
2019	CLARK RD		0	DOVE AVE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Left Entering	Left Turn	No Injury	0	0	0
2020	CLARK RD		0	DOVE AVE	Daylight	Rain	Wet	Front to Rear	Motor Vehicle in Transport	On Roadway	Rear End	Rear End	No Injury	0	0	0
2020	PROCTOR RD		81	North DOVE AVE	Daylight	Clear	Dry	Angle	Motor Vehicle in Transport	On Roadway	Left Entering	Left Turn	No Injury	0	0	0



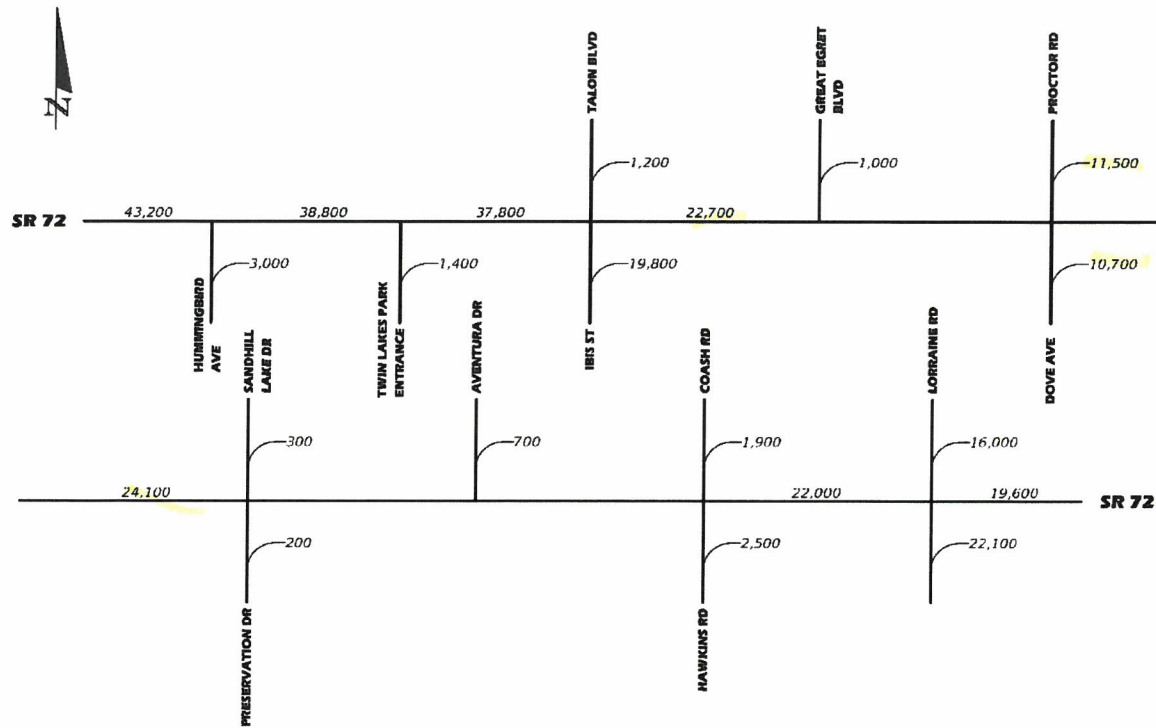
## **Appendix C**

### Opening Year and Design Year Traffic Volumes

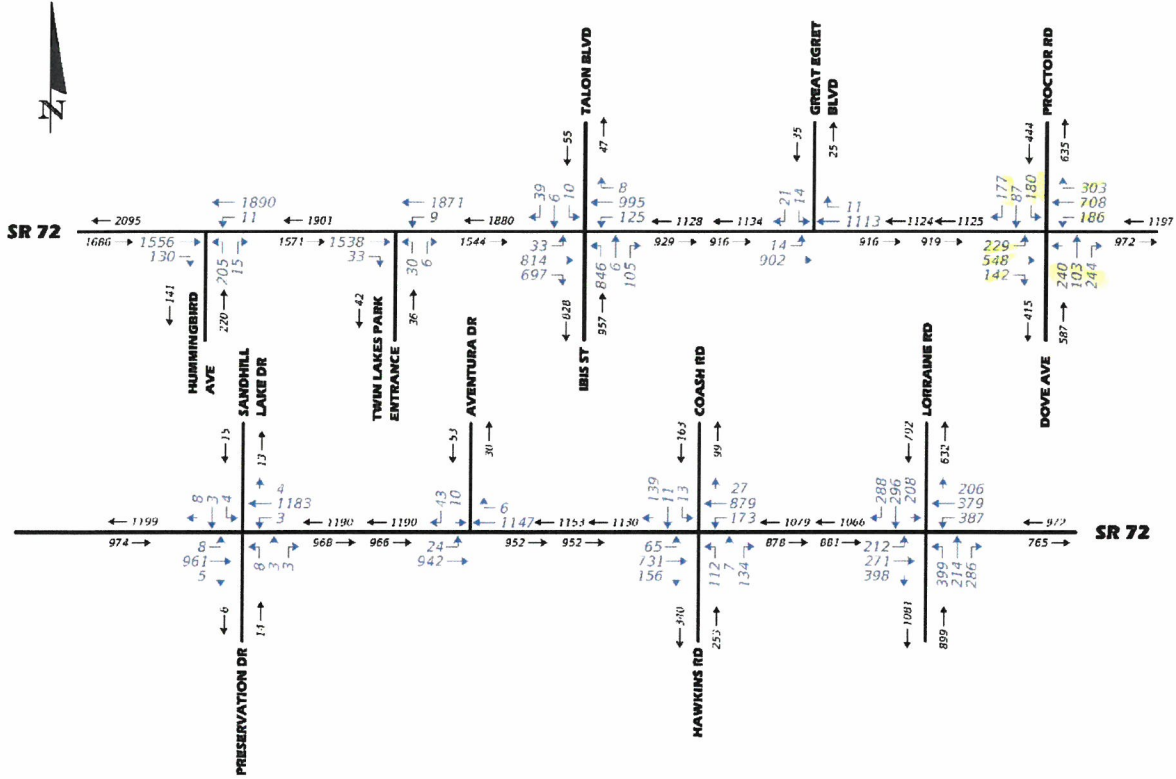
**FIGURE 3-4: OPENING YEAR (2030) AADT VOLUMES - BUILD ALTERNATIVE**



**FIGURE 3-2: DESIGN YEAR (2050) AADT VOLUMES - BUILD ALTERNATIVE**

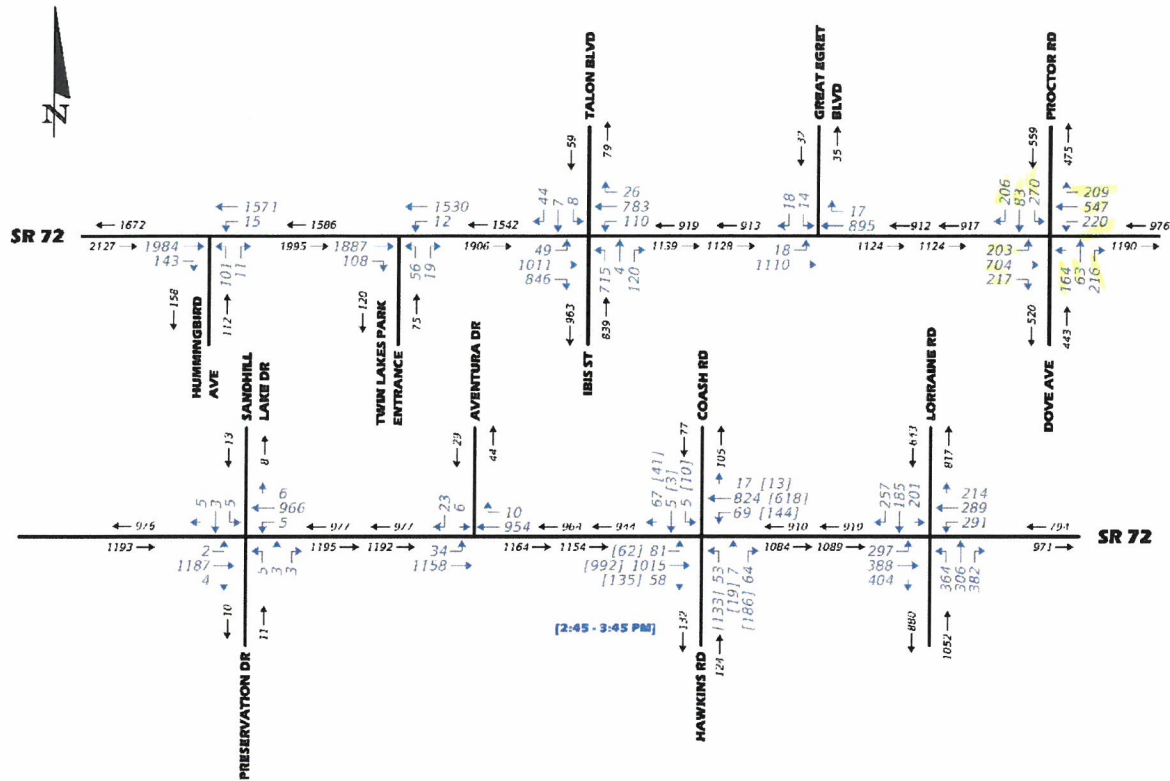


**FIGURE 3-7: DESIGN YEAR (2050) AM PEAK HOUR VOLUMES - BUILD ALTERNATIVE**





**FIGURE 3-8: DESIGN YEAR (2050) PM PEAK HOUR VOLUMES - BUILD ALTERNATIVE**



Design year weekend (i.e., Saturday) peak hour volumes were also estimated for the Twin Lakes Park entrance/exit and the Talon Boulevard/Ibis Street intersection for the Build Alternative. The methodology used to estimate the 2050 weekend peak hour volumes for these two intersections consisted of the following steps:

- Step 1 – The 2022 weekday total peak hour entering volumes were calculated for both peak hours.
- Step 2 – The 2050 weekday total peak hour entering volumes were calculated for both peak hours.
- Step 3 – The overall growth in total peak hour weekday entering volumes was calculated for both peak hours and the average of these two values was calculated.
- Step 4 – The 2022 weekend peak hour intersection approach volumes were multiplied by the average overall growth in total peak hour weekday entering volumes calculated in Step 3. This yielded estimates of the 2050 weekend peak hour intersection approach volumes.
- Step 5 – The 2050 weekend peak hour intersection turning movement volumes were estimated by multiplying the 2050 weekend peak hour intersection approach volumes by the existing weekend peak hour turning movement percentages.





PROCTOR ROAD/DOVE AVENUE INTERSECTION  
DESIGN YEAR (2050) PEAK HOUR APPROACH TRUCK PERCENTAGES

AM PEAK HOUR								
EB LT		EB TH		EB RT		EB APPROACH		
Vol.	Truck %	Vol.	Truck %	Vol.	Truck %	Vol.	Truck Vol.	Truck %
229	0.04	548	0.10	142	0.05	919	71	7.7%
WB LT		WB TH		WB RT		WB APPROACH		
Vol.	Truck %	Vol.	Truck %	Vol.	Truck %	Vol.	Truck Vol.	Truck %
186	0.05	708	0.12	303	0.02	1197	100	8.4%
SB LT		SB TH		SB RT		SB APPROACH		
Vol.	Truck %	Vol.	Truck %	Vol.	Truck %	Vol.	Truck Vol.	Truck %
180	0.04	87	0.02	177	0.02	444	12	2.8%
NB LT		NB TH		NB RT		NB APPROACH		
Vol.	Truck %	Vol.	Truck %	Vol.	Truck %	Vol.	Truck Vol.	Truck %
240	0.00	103	0.03	244	0.05	587	15	2.6%
PM PEAK HOUR								
EB LT		EB TH		EB RT		EB APPROACH		
Vol.	Truck %	Vol.	Truck %	Vol.	Truck %	Vol.	Truck Vol.	Truck %
203	0.02	704	0.02	217	0.02	1124	22	2.0%
WB LT		WB TH		WB RT		WB APPROACH		
Vol.	Truck %	Vol.	Truck %	Vol.	Truck %	Vol.	Truck Vol.	Truck %
220	0.02	547	0.05	209	0.01	976	34	3.5%
NB LT		NB TH		NB RT		NB APPROACH		
Vol.	Truck %	Vol.	Truck %	Vol.	Truck %	Vol.	Truck Vol.	Truck %
164	0.02	63	0.02	216	0.02	443	9	2.0%
SB LT		SB TH		SB RT		SB APPROACH		
Vol.	Truck %	Vol.	Truck %	Vol.	Truck %	Vol.	Truck Vol.	Truck %
270	0.02	83	0.02	206	0.02	559	11	2.0%

## **Appendix D**

### CAP-X and SPICE Analysis Summary Sheets

Project Name:	SR 72 PD&E Study from East of I-75 to Lorraine Road
Project Number:	FPID No. 444634-1-22-01
Location:	SR 72 at Proctor Road/Dove Avenue
Date:	Design Year (2050) AM Peak Hour
Number of Intersection Legs:	4
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
						
Eastbound	0	229	548	142	7.70%	0.00%
Westbound	0	186	708	303	8.40%	0.00%
Southbound	0	180	87	177	2.80%	0.00%
Northbound	0	240	103	244	2.60%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3R-Suburban Residential				
E-W / Crossing East-West Legs		Low		Low		Low
N-S / Crossing North-South Legs		Low		Low		Low
Critical Lane Volume Threshold		2-phase signal		Suggested = 1800		1800
		3-phase signal		Suggested = 1750		1750
		4-phase signal		Suggested = 1700		1700

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<a href="#">FULL</a>	/	1	1	0	/	1	1	0	/	1	2	1	/	1	2	1
Signalized Restricted Crossing U-Turn	<a href="#">E-W</a>	/	/	/	2	/	/	/	2	1	1	2	1	1	1	2	1
Median U-Turn	<a href="#">E-W</a>	/	/	1	1	/	/	1	1	1	/	2	1	1	/	2	1
Signalized ThruCut	<a href="#">E-W</a>	/	1	/	1	/	1	/	1	/	1	2	1	/	1	2	1

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

Results for Non-roundabout Intersections														
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			
Traffic Signal	<a href="#">FULL</a>									1204	<a href="#">0.71</a>	0.71	4.80	4.58
Signalized Restricted Crossing U-Turn	<a href="#">E-W</a>	775	<a href="#">0.43</a>	742	<a href="#">0.41</a>	1089	<a href="#">0.60</a>	838	<a href="#">0.47</a>			0.60	2.82	4.14
Median U-Turn	<a href="#">E-W</a>					1265	<a href="#">0.70</a>	979	<a href="#">0.54</a>	1260	<a href="#">0.70</a>	0.70	2.97	4.58
Signalized ThruCut	<a href="#">E-W</a>									1029	<a href="#">0.59</a>	0.59	3.63	4.58





Results for Roundabouts															
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3			
<u>1NS X 2EW</u>	0.95			0.56	0.58		1.06			0.82	0.85		1.06	4.83	4.50
<u>2 X 2</u>	0.51	0.50		0.82	0.85		0.56	0.56		0.56	0.58		0.85	4.53	4.41

Results for Interchanges																
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr. 1)		Zone 4 (Ctr. 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			

# Capacity Analysis for Planning of Junctions

Detailed Report - Page 1 of 4

Project Name:	SR 72 PD&E Study from East of I-75 to Lorraine Road
Project Number:	FPID No. 444634-1-22-01
Location:	SR 72 at Proctor Road/Dove Avenue
Date:	Design Year (2050) AM Peak Hour
Number of Intersection Legs:	4
Major Street Direction:	North-South

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	229	548	142	7.70%	0.00%
Westbound	0	186	708	303	8.40%	0.00%
Southbound	0	180	87	177	2.80%	0.00%
Northbound	0	240	103	244	2.60%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3R-Suburban Residential				
E-W / Crossing East-West Legs		Low		Low		Low
N-S / Crossing North-South Legs		Low		Low		Low
Critical Lane Volume Threshold		2-phase signal		Suggested = 1800		1800
		3-phase signal		Suggested = 1750		1750
		4-phase signal		Suggested = 1700		1700

## Capacity Analysis for Planning of Junctions

Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<a href="#">FULL</a>		1	1	0		1	1	0		1	2	1		1	2	1
Partial Median U-Turn	<a href="#">N-S</a>	1		1	1	1		1	1		1	2	1		1	2	1
Bowtie	<a href="#">N-S</a>			1	1			1	1			2	1			2	1

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

## Capacity Analysis for Planning of Junctions

Detailed Report - Page 3 of 4

Results for Non-roundabout Intersections														
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			
Traffic Signal	<a href="#">FULL</a>									1204	<a href="#">0.71</a>	0.71	4.79	4.57
Partial Median U-Turn	<a href="#">N-S</a>	764	<a href="#">0.42</a>	833	<a href="#">0.46</a>					998	<a href="#">0.57</a>	0.57	2.89	4.57
Bowtie	<a href="#">N-S</a>	885	<a href="#">0.62</a>	894	<a href="#">0.63</a>	1297	<a href="#">1.39</a>	448	<a href="#">0.45</a>	1260	<a href="#">0.70</a>	1.39	4.78	4.57





## Capacity Analysis for Planning of Junctions

Detailed Report - Page 4 of 4

Results for Roundabouts															
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3			

Results for Interchanges																
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr. 1)		Zone 4 (Ctr. 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			

Project Name:	SR 72 PD&E Study from East of I-75 to Lorraine Road
Project Number:	FPID No. 444634-1-22-01
Location:	SR 72 at Proctor Road/Dove Avenue
Date:	Design Year (2050) PM Peak Hour
Number of Intersection Legs:	4
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
						
Eastbound	0	203	704	217	2.00%	0.00%
Westbound	0	220	547	209	3.50%	0.00%
Southbound	0	270	83	206	2.00%	0.00%
Northbound	0	164	63	216	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3R-Suburban Residential				
E-W / Crossing East-West Legs		Low		Low		Low
N-S / Crossing North-South Legs		Low		Low		Low
Critical Lane Volume Threshold		2-phase signal		Suggested = 1800		1800
		3-phase signal		Suggested = 1750		1750
		4-phase signal		Suggested = 1700		1700

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<a href="#">FULL</a>	/	1	1	0	/	1	1	0	/	1	2	1	/	1	2	1
Signalized Restricted Crossing U-Turn	<a href="#">E-W</a>	/	/	/	2	/	/	/	2	1	1	2	1	1	1	2	1
Median U-Turn	<a href="#">E-W</a>	/	/	1	1	/	/	1	1	1	/	2	1	1	/	2	1
Signalized ThruCut	<a href="#">E-W</a>	/	1	/	1	/	1	/	1	/	1	2	1	/	1	2	1

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

Results for Non-roundabout Intersections														
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			
Traffic Signal	<a href="#">FULL</a>									1188	<a href="#">0.70</a>	0.70	4.80	4.58
Signalized Restricted Crossing U-Turn	<a href="#">E-W</a>	702	<a href="#">0.39</a>	762	<a href="#">0.42</a>	794	<a href="#">0.44</a>	1023	<a href="#">0.57</a>			0.57	2.82	4.14
Median U-Turn	<a href="#">E-W</a>					973	<a href="#">0.54</a>	1202	<a href="#">0.67</a>	1099	<a href="#">0.61</a>	0.67	2.99	4.58
Signalized ThruCut	<a href="#">E-W</a>									990	<a href="#">0.57</a>	0.57	3.65	4.58

Results for Roundabouts															
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3			
<u>1NS X 2EW</u>	0.96			0.72	0.74		0.93			0.55	0.58		0.96	4.79	4.50
<u>2 X 2</u>	0.52	0.49		0.55	0.58		0.50	0.49		0.72	0.74		0.74	4.49	4.41





Results for Interchanges																
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr. 1)		Zone 4 (Ctr. 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			



# Capacity Analysis for Planning of Junctions

Detailed Report - Page 1 of 4

Project Name:	SR 72 PD&E Study from East of I-75 to Lorraine Road
Project Number:	FPID No. 444634-1-22-01
Location:	SR 72 at Proctor Road/Dove Avenue
Date:	Design Year (2050) PM Peak Hour
Number of Intersection Legs:	4
Major Street Direction:	North-South

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	203	704	217	2.00%	0.00%
Westbound	0	220	547	209	3.50%	0.00%
Southbound	0	270	83	206	2.00%	0.00%
Northbound	0	164	63	216	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00		2.00
FDOT Context Zone		C3R-Suburban Residential				
E-W / Crossing East-West Legs		Low		Low		Low
N-S / Crossing North-South Legs		Low		Low		Low
Critical Lane Volume Threshold		2-phase signal		Suggested = 1800		1800
		3-phase signal		Suggested = 1750		1750
		4-phase signal		Suggested = 1700		1700

# Capacity Analysis for Planning of Junctions

Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	<a href="#">FULL</a>	<div></div>	1	1	0	<div></div>	1	1	0	<div></div>	1	2	1	<div></div>	1	2	1
Partial Median U-Turn	<a href="#">N-S</a>	1	<div></div>	1	1	1	<div></div>	1	1	<div></div>	1	2	1	<div></div>	1	2	1
Bowtie	<a href="#">N-S</a>	<div></div>	<div></div>	1	1	<div></div>	<div></div>	1	1	<div></div>	<div></div>	2	1	<div></div>	<div></div>	2	1

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

# Capacity Analysis for Planning of Junctions

Detailed Report - Page 3 of 4

Results for Non-roundabout Intersections														
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			
Traffic Signal	<a href="#">FULL</a>									1188	<a href="#">0.70</a>	0.70	4.79	4.57
Partial Median U-Turn	<a href="#">N-S</a>	779	<a href="#">0.43</a>	795	<a href="#">0.44</a>					959	<a href="#">0.55</a>	0.55	2.91	4.57
Bowtie	<a href="#">N-S</a>	924	<a href="#">0.65</a>	870	<a href="#">0.61</a>	1010	<a href="#">0.98</a>	580	<a href="#">0.65</a>	1171	<a href="#">0.65</a>	0.98	4.78	4.57

# Capacity Analysis for Planning of Junctions

Detailed Report - Page 4 of 4

Results for Roundabouts															
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3			

Results for Interchanges																
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr. 1)		Zone 4 (Ctr. 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Ped Accommodations	Bicycle Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C			

Florida Department of Transportation										
Safety Performance for Intersection Control Evaluation Tool										
Results										
Summary of crash prediction results for each alternative										
Project Information										
Project Name:	SR 72 PD&E Study from East of I-75 to Lorraine Road			Intersection Type				At-Grade Intersection		
Intersection:	Proctor Road/Dove Avenue			Opening Year				2030		
Agency:	FDOT District One			Design Year				2050		
Project Reference:	FPID No.: 444634-1-22-01			Facility Type				On Urban and Suburban Arterial		
City:	Sarasota County			Number of Legs				4-leg		
State:	Florida			1-Way/2-Way				2-way Intersecting 2-way		
Date:	9/11/2023			# of Major Street Lanes (both directions)				5 or fewer		
Analyst:	AIM Engineering & Surveying, Inc.			Major Street Approach Speed				Less than 55 mph		
Crash Prediction Summary								SSI Score		
Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?	Source of Prediction	Opening Year	Design Year	Rank
Traffic Signal	Total	5.00	9.12	147.75	3	Yes	Uncalibrated SPF	97	92	6
	Fatal & Injury	1.70	2.99	49.22						
2-lane Roundabout	Total	7.95	14.48	234.67	2	Yes	Uncalibrated SPF	99	98	1
	Fatal & Injury	1.38	2.67	42.26						
Median U-Turn (MUT)	Total	4.25	7.75	125.59	1	N/A	CMF	99	97	2
	Fatal & Injury	1.19	2.09	34.46						
Signalized RCUT	Total	7.67	16.98	255.37	4	Yes	Uncalibrated SPF	98	95	3
	Fatal & Injury	1.64	4.02	58.27						
Signalized Thru-Cut	Total	No SPF	No SPF	No SPF	--	N/A	N/A	97	93	5
	Fatal & Injury	No SPF	No SPF	No SPF						
Bowtie	Total	No SPF	No SPF	No SPF	--	N/A	N/A	98	95	4
	Fatal & Injury	No SPF	No SPF	No SPF						

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-- --



## **Appendix E**

### Design Year SIDRA Analysis Summary Sheets

## SITE LAYOUT

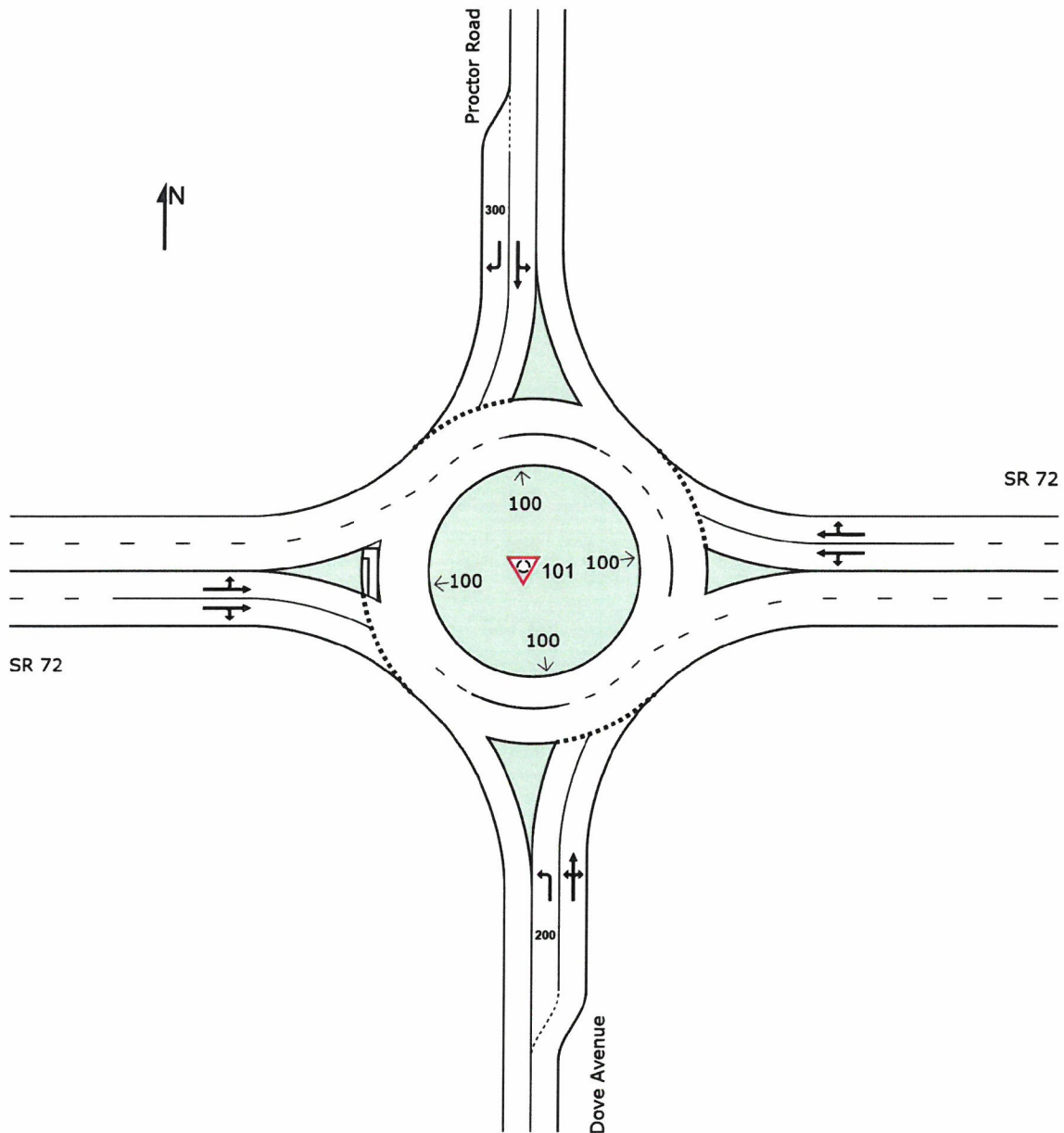
 **Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]**

Design Year (2050) Build Alternative 1 - AM Peak Hour

Site Category: (None)

Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# MOVEMENT SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Design Year (2050) Build Alternative 1 - AM Peak Hour

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]		[ Total HV ]					[ Veh. veh	Dist ]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: Dove Avenue															
3	L2	All MCs	258	0.0	258	0.0	0.529	17.8	LOS C	2.7	66.3	0.79	0.90	1.17	26.5
8	T1	All MCs	111	3.0	111	3.0	0.766	30.4	LOS D	5.0	130.6	0.87	1.14	1.78	24.3
18	R2	All MCs	262	5.0	262	5.0	0.766	31.4	LOS D	5.0	130.6	0.87	1.14	1.78	24.1
Approach			631	2.6	631	2.6	0.766	25.7	LOS D	5.0	130.6	0.84	1.04	1.53	25.1
East: SR 72															
1	L2	All MCs	200	5.0	200	5.0	0.937	44.0	LOS E	16.9	455.2	1.00	1.69	3.17	20.7
6	T1	All MCs	761	12.0	761	12.0	0.937	44.5	LOS E	18.3	484.5	1.00	1.69	3.18	21.3
16	R2	All MCs	326	2.0	326	2.0	0.937	40.7	LOS E	18.3	484.5	1.00	1.70	3.20	21.6
Approach			1287	8.4	1287	8.4	0.937	43.4	LOS E	18.3	484.5	1.00	1.69	3.18	21.3
North: Proctor Road															
7	L2	All MCs	194	4.0	194	4.0	0.701	30.6	LOS D	3.5	89.4	0.87	1.04	1.49	23.6
4	T1	All MCs	94	2.0	94	2.0	0.701	29.1	LOS D	3.5	89.4	0.87	1.04	1.49	23.9
14	R2	All MCs	190	2.0	190	2.0	0.505	21.3	LOS C	2.1	52.9	0.83	0.91	1.15	26.9
Approach			477	2.8	477	2.8	0.701	26.6	LOS D	3.5	89.4	0.86	0.99	1.36	24.8
West: SR 72															
5	L2	All MCs	246	4.0	246	4.0	0.624	14.1	LOS B	5.4	142.3	0.77	0.80	1.26	28.2
2	T1	All MCs	589	10.0	589	10.0	0.624	15.1	LOS C	5.4	142.3	0.77	0.80	1.26	29.1
12	R2	All MCs	153	5.0	153	5.0	0.624	14.2	LOS B	5.3	141.2	0.77	0.80	1.26	29.3
Approach			988	7.7	988	7.7	0.624	14.7	LOS B	5.4	142.3	0.77	0.80	1.26	28.9
All Vehicles			3384	6.3	3384	6.3	0.937	29.4	LOS D	18.3	484.5	0.88	1.21	2.06	24.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

## SITE LAYOUT

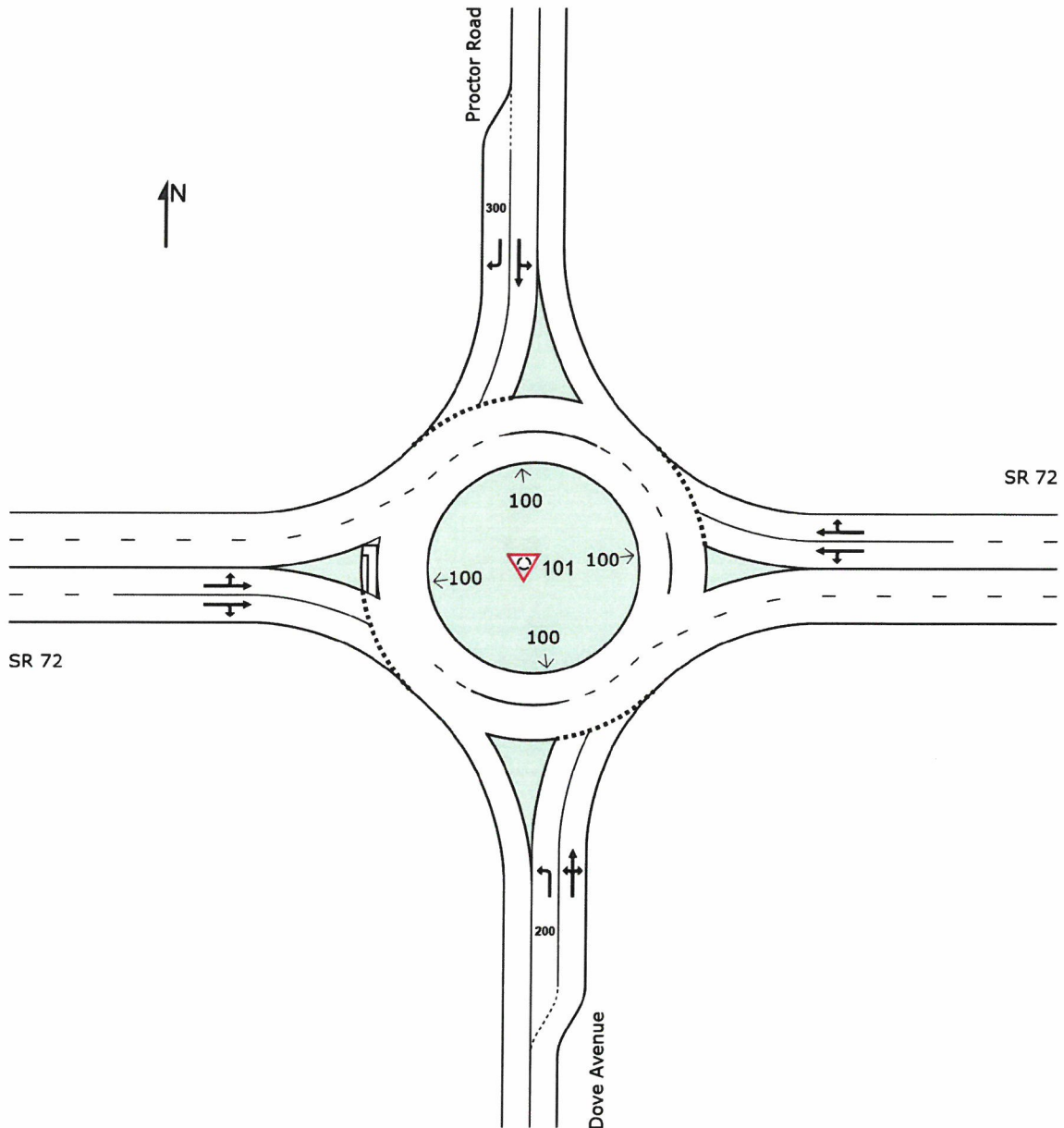
 **Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]**

**Design Year (2050) Build Alternative 1 - PM Peak Hour**

Site Category: (None)

## Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.





# MOVEMENT SUMMARY

Site: 101 [Proctor Road/Dove Avenue (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Design Year (2050) Build Alternative 1 - PM Peak Hour

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]		[ Total HV ]					[ Veh. veh	Dist ]				
			veh/h	%	veh/h	%	v/c	sec			ft				mph
South: Dove Avenue															
3	L2	All MCs	176	2.0	176	2.0	0.455	18.9	LOS C	1.8	46.4	0.81	0.88	1.09	26.1
8	T1	All MCs	68	2.0	68	2.0	0.680	26.9	LOS D	3.6	90.3	0.86	1.03	1.47	25.4
18	R2	All MCs	232	2.0	232	2.0	0.680	26.9	LOS D	3.6	90.3	0.86	1.03	1.47	25.2
Approach			476	2.0	476	2.0	0.680	24.0	LOS C	3.6	90.3	0.84	0.97	1.33	25.6
East: SR 72															
1	L2	All MCs	237	2.0	237	2.0	0.607	13.4	LOS B	5.3	136.6	0.73	0.75	1.18	28.6
6	T1	All MCs	588	5.0	588	5.0	0.607	13.5	LOS B	5.4	137.9	0.73	0.73	1.16	29.7
16	R2	All MCs	225	1.0	225	1.0	0.607	12.4	LOS B	5.4	137.9	0.72	0.72	1.15	30.1
Approach			1049	3.5	1049	3.5	0.607	13.2	LOS B	5.4	137.9	0.73	0.74	1.16	29.5
North: Proctor Road															
7	L2	All MCs	290	2.0	290	2.0	0.685	22.6	LOS C	4.4	111.1	0.82	1.02	1.49	25.4
4	T1	All MCs	89	2.0	89	2.0	0.685	22.6	LOS C	4.4	111.1	0.82	1.02	1.49	25.8
14	R2	All MCs	222	2.0	222	2.0	0.448	15.2	LOS C	2.0	51.0	0.74	0.83	1.02	29.0
Approach			601	2.0	601	2.0	0.685	19.9	LOS C	4.4	111.1	0.79	0.95	1.32	26.6
West: SR 72															
5	L2	All MCs	218	2.0	218	2.0	0.783	22.7	LOS C	9.6	242.9	0.91	1.12	1.90	25.9
2	T1	All MCs	757	2.0	757	2.0	0.783	22.7	LOS C	9.6	242.9	0.91	1.12	1.90	26.5
12	R2	All MCs	233	2.0	233	2.0	0.783	22.7	LOS C	9.6	242.9	0.91	1.12	1.90	26.6
Approach			1209	2.0	1209	2.0	0.783	22.7	LOS C	9.6	242.9	0.91	1.12	1.90	26.4
All Vehicles			3335	2.5	3335	2.5	0.783	19.4	LOS C	9.6	242.9	0.82	0.95	1.48	27.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

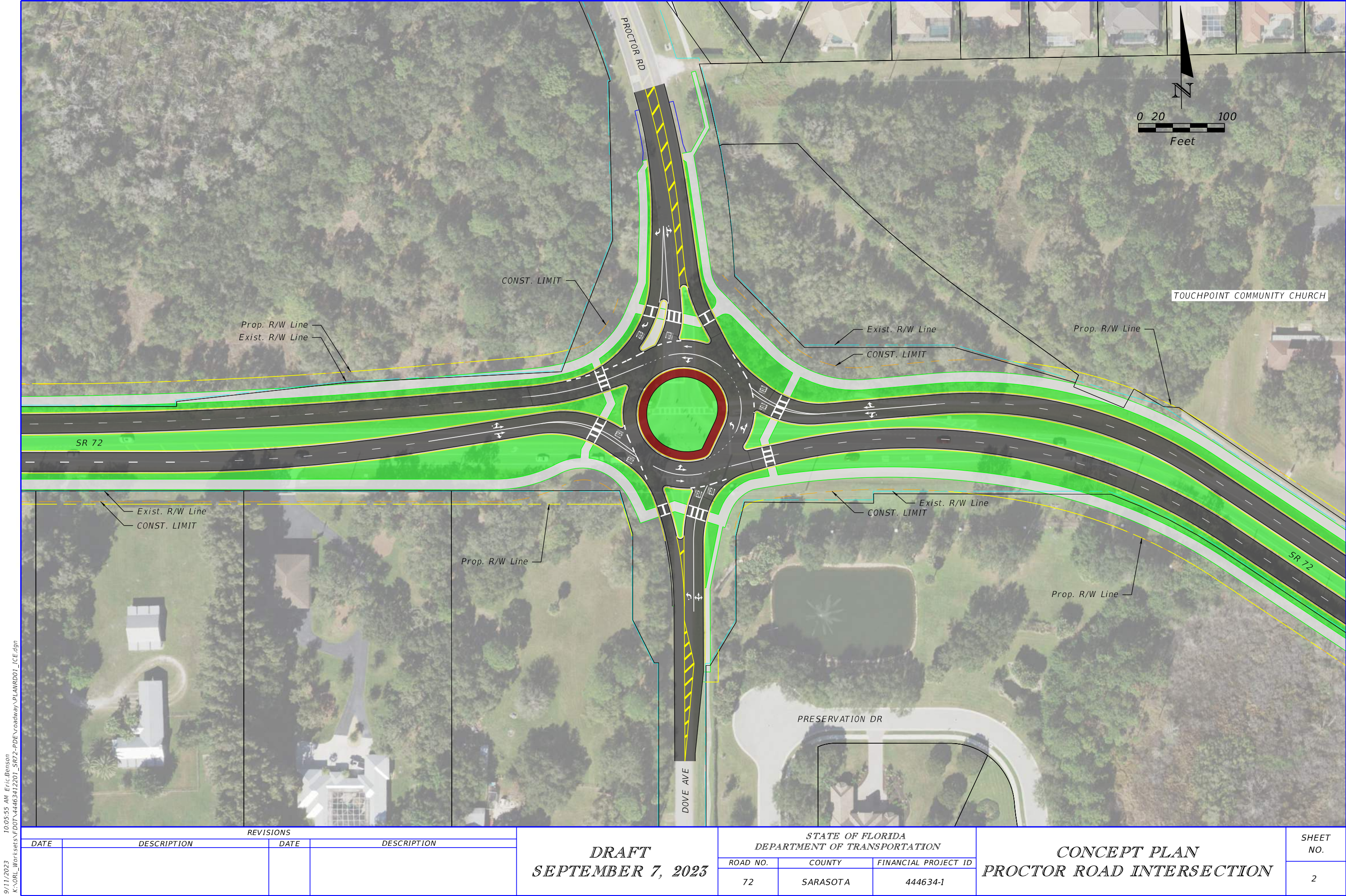
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

## **Appendix F**

### Preliminary Roundabout Concept and Performance Checks





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*SEPTEMBER 7, 2023*

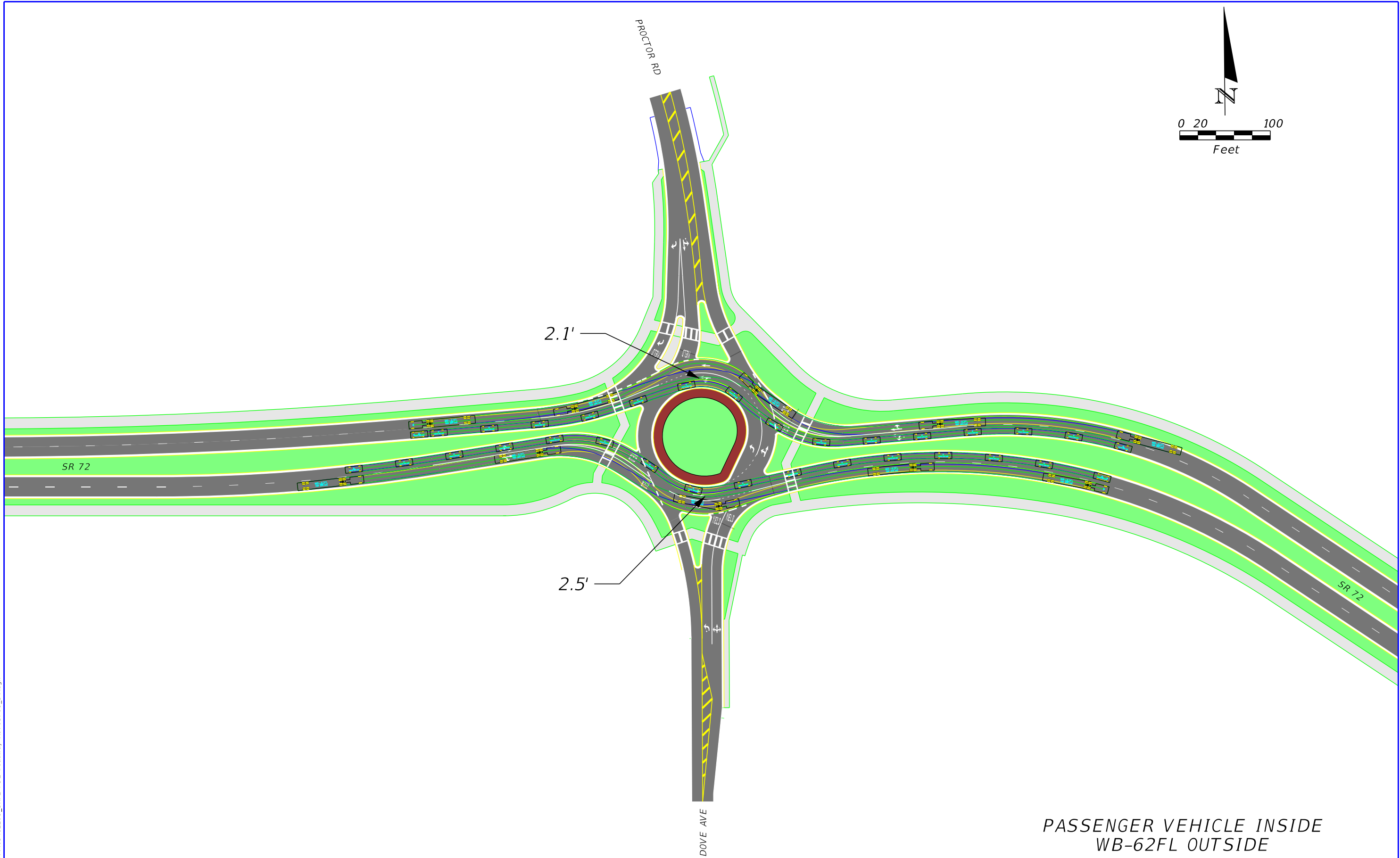
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
72	SARASOTA	444634-1

*CONCEPT PLAN*  
*PROCTOR ROAD INTERSECTION*

SHEET NO.
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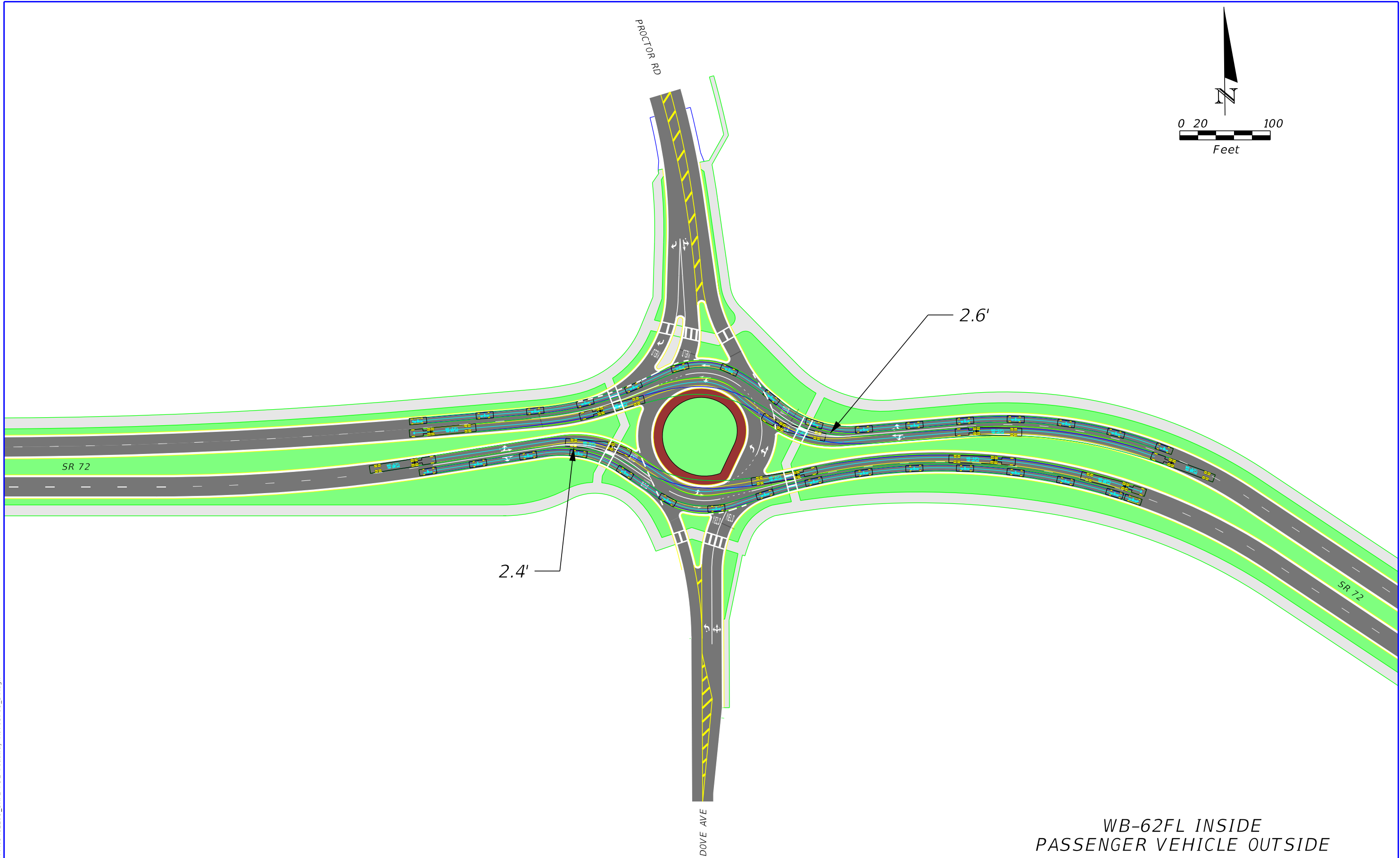


PASSENGER VEHICLE INSIDE  
WB-62FL OUTSIDE

REVISIONS				DRAFT SEPTEMBER 7, 2023	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONTROL VEHICLE EXHIBIT PROCTOR ROAD INTERSECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SARASOTA	444634-1		



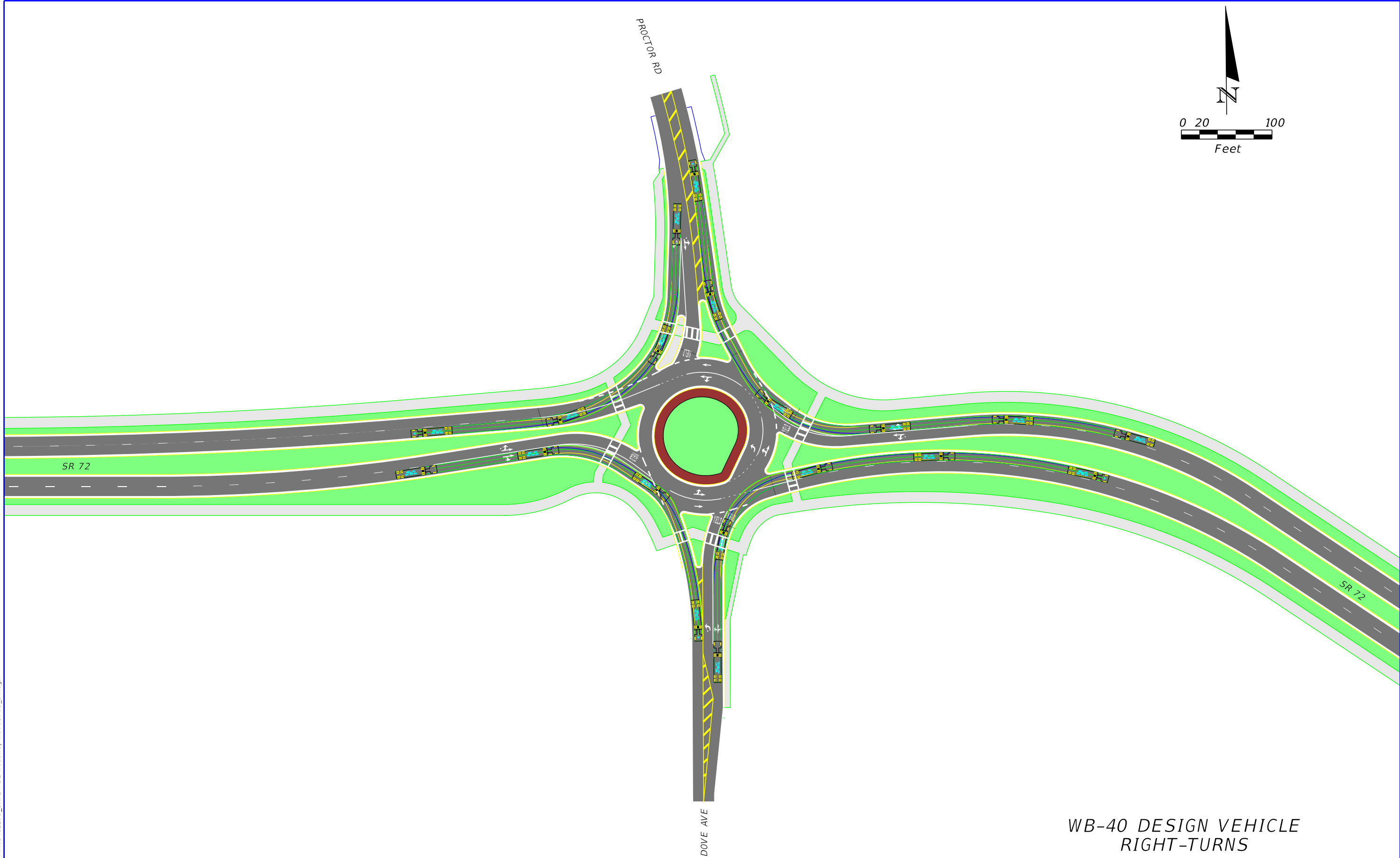
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WB-62FL INSIDE  
PASSENGER VEHICLE OUTSIDE

REVISIONS				DRAFT SEPTEMBER 7, 2023	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONTROL VEHICLE EXHIBIT PROCTOR ROAD INTERSECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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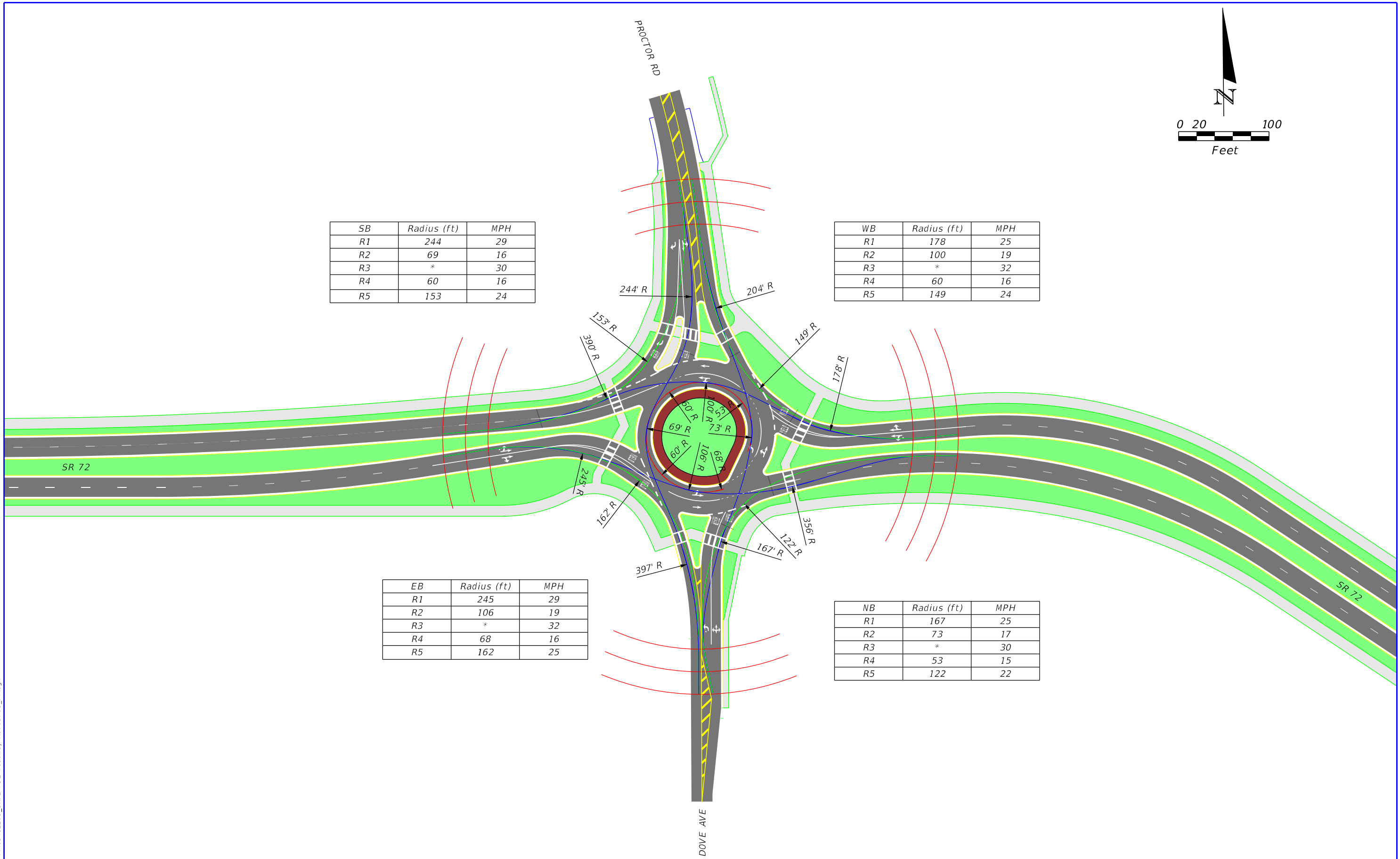
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WB-40 DESIGN VEHICLE  
RIGHT-TURNS

REVISIONS				DRAFT SEPTEMBER 7, 2023	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONTROL VEHICLE EXHIBIT PROCTOR ROAD INTERSECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						SARASOTA	444634-1		

9/11/2023 10:47:15 AM Eric.Benson  
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REVISIONS				DRAFT SEPTEMBER 7, 2023	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FASTEST PATH EXHIBIT PROCTOR ROAD INTERSECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2A
					72	SARASOTA	444634-1		