TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*AJC*
Agency/Co.	*AIM ENGR*
Date Performed	*2/21/2012*
Analysis Time Period	*PM*

Site Information

Intersection	*I-75 EB OFF@ SR 29*
Jurisdiction	
Analysis Year	*2039 EVERGLADES*

Project Description

East/West Street: *I-75 Ramps* | North/South Street: *SR 29*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*403*		*266*	*83*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*1.00*	*0.95*	*0.95*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*424*	*0*	*280*	*87*	*0*
Percent Heavy Vehicles	*6*	--	--	*22*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration		*T*		*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*394*					
Peak-Hour Factor, PHF	*0.95*	*1.00*	*1.00*	*0.95*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*414*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*6*	*0*	*0*	*6*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*0*	*0*	*0*	*0*
Configuration	*L*					

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*				*L*		
v (veh/h)		*280*				*414*		
C (m) (veh/h)		*1036*				*175*		
v/c		*0.27*				*2.37*		
95% queue length		*1.10*				*34.39*		
Control Delay (s/veh)		*9.8*				*673.9*		
LOS		*A*				*F*		
Approach Delay (s/veh)	--	--				*673.9*		
Approach LOS	--	--				*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM ENGR
Date Performed	3/28/2012
Analysis Time Period	PM

Site Information

Intersection	I-75 EB OFF@ EVERGLADES
Jurisdiction	
Analysis Year	2039 EVERGLADES

Project Description

East/West Street: EB I-75 Ramps	North/South Street: EVERGLADES BLVD
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		5		165	5	
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	5	0	173	5	0
Percent Heavy Vehicles	6	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		T		L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1599					
Peak-Hour Factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1683	0	0	0	0	0
Percent Heavy Vehicles	6	0	0	6	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	0	0	0	0
Configuration	L					

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L				L		
v (veh/h)		173				1683		
C (m) (veh/h)		1616				566		
v/c		0.11				2.97		
95% queue length		0.36				144.01		
Control Delay (s/veh)		7.5				908.9		
LOS		A				F		
Approach Delay (s/veh)	--	--				908.9		
Approach LOS	--	--				F		

SHORT REPORT

General Information		Site Information	
Analyst	GSR	Intersection	EB I-75 RAMPS/EVERGLADES
Agency or Co.	AIM ENGINEERING	Area Type	All other areas
Date Performed	3/29/2012	Jurisdiction	
Time Period	PM PEAK HOUR	Analysis Year	DESIGN YEAR 2039

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2							1		1	1	
Lane Group	L							T		L	T	
Volume (vph)	1599							5		165	5	
% Heavy Vehicles	6							2		6	2	
PHF	0.95							0.95		0.95	0.95	
Pretimed/Actuated (P/A)	A							A		A	A	
Startup Lost Time	2.0							2.0		2.0	2.0	
Extension of Effective Green	2.0							2.0		2.0	2.0	
Arrival Type	3							3		3	3	
Unit Extension	3.0							3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0					0	0		0	0	
Lane Width	12.0							12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0							0		0	0	
Minimum Pedestrian Time		3.2						3.2			3.2	

Phasing	EB Only	02	03	04	NS Perm	06	07	08
Timing	G = 50.0	G =	G =	G =	G = 15.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 75.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	1683							5		174	5	
Lane Group Capacity	2205							373		270	373	
v/c Ratio	0.76							0.01		0.64	0.01	
Green Ratio	0.67							0.20		0.20	0.20	
Uniform Delay d_1	8.5							24.1		27.6	24.1	
Delay Factor k	0.32							0.11		0.22	0.11	
Incremental Delay d_2	1.6							0.0		5.2	0.0	
PF Factor	1.000							1.000		1.000	1.000	
Control Delay	10.1							24.1		32.8	24.1	
Lane Group LOS	B							C		C	C	
Approach Delay	10.1						24.1			32.5		
Approach LOS	B						C			C		
Intersection Delay	12.3			Intersection LOS			B					

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	I-75 WB Off Ramp & CR 951
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/05/2012	Jurisdiction	
Time Period	PM	Analysis Year	2039 Everglades

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				2		2		4			4	1
Lane Group				L		R		T			T	R
Volume (vph)				620		328		3130			2709	736
% Heavy Vehicles				6		6		3			3	3
PHF				0.95		0.95		0.95			0.95	0.95
Pretimed/Actuated (P/A)				A		A		A			A	A
Startup Lost Time				2.0		2.0		2.0			2.0	2.0
Extension of Effective Green				2.0		2.0		2.0			2.0	2.0
Arrival Type				3		3		4			4	3
Unit Extension				3.0		3.0		3.0			3.0	3.0
Ped/Bike/RTOR Volume				0	0	0	0	0		0	0	736
Lane Width				12.0		12.0		12.0			12.0	12.0
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0		0		0			0	0
Minimum Pedestrian Time					3.2			3.2			3.2	

Phasing	WB Only	02	03	04	Thru & RT	06	07	08
Timing	G = 25.0	G =	G =	G =	G = 57.5	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 92.5

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				653		345		3295			2852	0
Lane Group Capacity				894		729		4165			4165	975
v/c Ratio				0.73		0.47		0.79			0.68	0.00
Green Ratio				0.27		0.27		0.62			0.62	0.62
Uniform Delay d_1				30.7		28.2		13.0			11.5	6.6
Delay Factor k				0.29		0.11		0.34			0.25	0.11
Incremental Delay d_2				3.1		0.5		0.4			0.5	0.0
PF Factor				1.000		1.000		0.520			0.520	1.000
Control Delay				33.8		28.7		7.2			6.5	6.6
Lane Group LOS				C		C		A			A	A
Approach Delay				32.0			7.2			6.5		
Approach LOS				C			A			A		
Intersection Delay	10.4			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	I-75 & CR 951 - SB OFF-RAMP
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/05/2012	Jurisdiction	
Time Period	PM	Analysis Year	2039 Everglades

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3		3					5	1	2	4	
Lane Group	L		R					T	R	L	T	
Volume (vph)	936		1905					3691	789	418	2911	
% Heavy Vehicles	6		6					3	3	3	3	
PHF	0.97		0.97					0.97	0.97	0.97	0.97	
Pretimed/Actuated (P/A)	A		A					A	A	A	A	
Startup Lost Time	2.0		2.0					2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0		2.0					2.0	2.0	2.0	2.0	
Arrival Type	4		4					4	4	4	4	
Unit Extension	3.0		3.0					3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0				0	0	0	0	0	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0					0	0	0	0	
Minimum Pedestrian Time		3.2						3.2			3.2	

Phasing	EB Only	02	03	04	SB Only	Thru & RT	07	08
Timing	G = 46.0	G =	G =	G =	G = 29.0	G = 95.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 185.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	965		1964					3805	813	431	3001	
Lane Group Capacity	1153		2006					4301	1237	533	3441	
v/c Ratio	0.84		0.98					0.88	0.66	0.81	0.87	
Green Ratio	0.25		0.43					0.51	0.79	0.16	0.51	
Uniform Delay d_1	65.9		51.7					40.1	8.5	75.3	39.6	
Delay Factor k	0.37		0.48					0.41	0.23	0.35	0.40	
Incremental Delay d_2	5.6		15.4					0.2	0.1	3.9	1.2	
PF Factor	1.000		0.858					0.745	0.273	1.000	0.745	
Control Delay	71.5		59.7					30.1	2.4	79.3	30.7	
Lane Group LOS	E		E					C	A	E	C	
Approach Delay	63.6						25.3			36.8		
Approach LOS	E						C			D		
Intersection Delay	39.1			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	GGP & I-75
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/02/2012	Jurisdiction	
Time Period	PM	Analysis Year	2039 Everglades

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		3			3		2		1			
Lane Group		T			T		L		R			
Volume (vph)		2530			936		755		26			
% Heavy Vehicles		3			3		6		6			
PHF		0.95			0.95		0.95		0.95			
Pretimed/Actuated (P/A)		A			A		A		A			
Startup Lost Time		2.0			2.0		2.0		2.0			
Extension of Effective Green		2.0			2.0		2.0		2.0			
Arrival Type		4			4		3		3			
Unit Extension		3.0			3.0		3.0		3.0			
Ped/Bike/RTOR Volume	0	0		0	0		0	0	0			
Lane Width		12.0			12.0		12.0		12.0			
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour		0			0		0		0			
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	Thru Only	02	03	04	NB Only	06	07	08
Timing	G = 85.0	G =	G =	G =	G = 35.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 130.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		2663			985		795		27			
Lane Group Capacity		3286			3286		890		410			
v/c Ratio		0.81			0.30		0.89		0.07			
Green Ratio		0.65			0.65		0.27		0.27			
Uniform Delay d_1		16.6			9.7		45.7		35.3			
Delay Factor k		0.35			0.11		0.42		0.11			
Incremental Delay d_2		1.6			0.1		11.4		0.1			
PF Factor		0.426			0.426		1.000		1.000			
Control Delay		8.7			4.2		57.1		35.4			
Lane Group LOS		A			A		E		D			
Approach Delay	8.7			4.2			56.4					
Approach LOS	A			A			E					
Intersection Delay	16.5			Intersection LOS			B					

SHORT REPORT

General Information		Site Information	
Analyst	*AJC*	Intersection	*GGP & I-75 - SB OFF-RAMP*
Agency or Co.	*AIM ENgineering*	Area Type	*All other areas*
Date Performed	*03/02/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2039 Everglades*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		4	1	1	3					2		2
Lane Group		T	R	L	T					L		R
Volume (vph)		2734	960	34	1657					1066		644
% Heavy Vehicles		3	3	3	3					6		6
PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed/Actuated (P/A)		A	A	A	A					A		A
Startup Lost Time		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type		4	3	3	4					3		3
Unit Extension		3.0	3.0	3.0	3.0					3.0		3.0
Ped/Bike/RTOR Volume	0	0	960	0	0					0	0	56
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N				N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0					0		0
Minimum Pedestrian Time		3.2			3.2						3.2	

Phasing	WB Only	Thru & RT	03	04	SB Only	06	07	08
Timing	G = 12.5	G = 56.5	G =	G =	G = 47.0	G =	G =	G =
	Y = 4	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = *0.25* Cycle Length C = *130.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		2878	0	36	1744					1122		619
Lane Group Capacity		2912	681	168	2822					1196		975
v/c Ratio		0.99	0.00	0.21	0.62					0.94		0.63
Green Ratio		0.43	0.43	0.10	0.56					0.36		0.36
Uniform Delay d_1		36.4	20.8	54.2	19.1					40.1		34.4
Delay Factor k		0.49	0.11	0.11	0.20					0.45		0.22
Incremental Delay d_2		14.0	0.0	0.6	0.4					13.8		1.4
PF Factor		0.855	1.000	1.000	0.659					1.000		1.000
Control Delay		45.2	20.8	54.9	13.0					53.9		35.8
Lane Group LOS		D	C	D	B					D		D
Approach Delay	45.2			13.9						47.4		
Approach LOS	D			B						D		
Intersection Delay	37.1			Intersection LOS						D		

ALTERNATIVE 5

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	AJC
Agency/Co.	AIM ENGR
Date Performed	3/21/2012
Analysis Time Period	AM

Site Information

Intersection	WB OFF @ SR 29
Jurisdiction	
Analysis Year	2039 DESOTO

Project Description

East/West Street: *I-75 WB OFF Ramp* | North/South Street: *SR 29*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	417	368			246	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	438	387	0	0	258	0
Percent Heavy Vehicles	22	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				40		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	42	0	0
Percent Heavy Vehicles	0	0	0	6	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	0
Configuration				L		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L		L					
v (veh/h)	438		42					
C (m) (veh/h)	1199		81					
v/c	0.37		0.52					
95% queue length	1.70		2.22					
Control Delay (s/veh)	9.7		89.8					
LOS	A		F					
Approach Delay (s/veh)	--	--	89.8					
Approach LOS	--	--	F					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM ENGR
Date Performed	4/20/2012
Analysis Time Period	AM

Site Information

Intersection	I-75 EB OFF@ SR 29
Jurisdiction	
Analysis Year	2039 DESOTO

Project Description

East/West Street: *I-75 Ramps* | North/South Street: *SR 29*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		465		171	115	
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	489	0	180	121	0
Percent Heavy Vehicles	6	--	--	22	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		T		L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	320					
Peak-Hour Factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	336	0	0	0	0	0
Percent Heavy Vehicles	6	0	0	6	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	0	0	0	0
Configuration	L					

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L				L		
v (veh/h)		180				336		
C (m) (veh/h)		978				225		
v/c		0.18				1.49		
95% queue length		0.67				20.13		
Control Delay (s/veh)		9.5				283.9		
LOS		A				F		
Approach Delay (s/veh)	--	--				283.9		
Approach LOS	--	--				F		

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SHORT REPORT

General Information		Site Information	
Analyst	*AJC*	Intersection	*I-75 WB Off Ramp & SR 951*
Agency or Co.	*AIM Engineering*	Area Type	*All other areas*
Date Performed	*03/04/2012*	Jurisdiction	
Time Period	*AM*	Analysis Year	*2039 Desoto*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*2*		*2*		*4*			*4*	*1*
Lane Group				*L*		*R*		*T*			*T*	*R*
Volume (vph)				*667*		*286*		*3139*			*2463*	*952*
% Heavy Vehicles				*6*		*6*		*4*			*4*	*4*
PHF				*0.95*		*0.95*		*0.95*			*0.95*	*0.95*
Pretimed/Actuated (P/A)				*A*		*A*		*A*			*A*	*A*
Startup Lost Time				*2.0*		*2.0*		*2.0*			*2.0*	*2.0*
Extension of Effective Green				*2.0*		*2.0*		*2.0*			*2.0*	*2.0*
Arrival Type				*3*		*3*		*4*			*4*	*3*
Unit Extension				*3.0*		*3.0*		*3.0*			*3.0*	*3.0*
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*		*0*	*0*	*952*
Lane Width				*12.0*		*12.0*		*12.0*			*12.0*	*12.0*
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*			*0*	*0*
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	Thru & RT	06	07	08
Timing	G = *25.5*	G =	G =	G =	G = *57.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *92.5*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*702*		*301*		*3304*			*2593*	*0*
Lane Group Capacity				*912*		*743*		*4089*			*4089*	*957*
v/c Ratio				*0.77*		*0.41*		*0.81*			*0.63*	*0.00*
Green Ratio				*0.28*		*0.28*		*0.62*			*0.62*	*0.62*
Uniform Delay d_1				*30.8*		*27.3*		*13.6*			*11.2*	*6.8*
Delay Factor k				*0.32*		*0.11*		*0.35*			*0.21*	*0.11*
Incremental Delay d_2				*4.1*		*0.4*		*0.1*			*0.3*	*0.0*
PF Factor				*1.000*		*1.000*		*0.535*			*0.535*	*1.000*
Control Delay				*34.9*		*27.7*		*7.4*			*6.3*	*6.8*
Lane Group LOS				*C*		*C*		*A*			*A*	*A*
Approach Delay				*32.7*			*7.4*			*6.3*		
Approach LOS				*C*			*A*			*A*		
Intersection Delay	*10.7*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	I-75 & SR 951 EB RAMPS
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/04/2012	Jurisdiction	
Time Period	AM	Analysis Year	2039 Desoto

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3		3					5	1	2	4	
Lane Group	L		R					T	R	L	T	
Volume (vph)	748		1506					4308	524	225	2905	
% Heavy Vehicles	6		6					4	4	4	4	
PHF	0.97		0.97					0.97	0.97	0.97	0.97	
Pretimed/Actuated (P/A)	A		A					A	A	A	A	
Startup Lost Time	2.0		2.0					2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0		2.0					2.0	2.0	2.0	2.0	
Arrival Type	4		4					4	4	4	4	
Unit Extension	3.0		3.0					3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0				0	0	40	0	0	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0					0	0	0	0	
Minimum Pedestrian Time		3.2						3.2			3.2	

Phasing	EB Only	02	03	04	NB Only	Thru & RT	SB Only	08
Timing	G = 36.0	G =	G =	G =	G = 30.0	G = 84.0	G = 17.0	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 4	Y = 5	Y =

Duration of Analysis (hrs) = 0.25

Cycle Length C = 185.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	771		1553					4441	499	232	2995	
Lane Group Capacity	903		1780					5290	1335	310	3766	
v/c Ratio	0.85		0.87					0.84	0.37	0.75	0.80	
Green Ratio	0.19		0.38					0.64	0.86	0.09	0.57	
Uniform Delay d_1	72.0		52.8					26.1	2.7	81.9	31.5	
Delay Factor k	0.39		0.40					0.37	0.11	0.30	0.34	
Incremental Delay d_2	8.0		5.1					0.1	0.0	7.2	0.9	
PF Factor	1.000		0.911					0.475	0.409	1.000	0.647	
Control Delay	80.0		53.2					12.5	1.1	89.2	21.3	
Lane Group LOS	E		D					B	A	F	C	
Approach Delay	62.1						11.4			26.2		
Approach LOS	E						B			C		
Intersection Delay	27.2			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*AJC*	Intersection	*GGP & I-75 - NB OFF-RAMP*
Agency or Co.	*AIM Engineering*	Area Type	*All other areas*
Date Performed	*03/02/2012*	Jurisdiction	
Time Period	*AM*	Analysis Year	*2039 Desoto*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		*3*			*3*		*2*		*1*			
Lane Group		*T*			*T*		*L*		*R*			
Volume (vph)		*1790*			*1440*		*893*		*23*			
% Heavy Vehicles		*4*			*4*		*6*		*6*			
PHF		*0.95*			*0.95*		*0.95*		*0.95*			
Pretimed/Actuated (P/A)		*A*			*A*		*A*		*A*			
Startup Lost Time		*2.0*			*2.0*		*2.0*		*2.0*			
Extension of Effective Green		*2.0*			*2.0*		*2.0*		*2.0*			
Arrival Type		*4*			*4*		*3*		*3*			
Unit Extension		*3.0*			*3.0*		*3.0*		*3.0*			
Ped/Bike/RTOR Volume	*0*	*0*		*0*	*0*		*0*	*0*	*23*			
Lane Width		*12.0*			*12.0*		*12.0*		*12.0*			
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*			
Parking/Hour												
Bus Stops/Hour		*0*			*0*		*0*		*0*			
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*				

Phasing	Thru Only	02	03	04	NB Only	06	07	08
Timing	G = *52.0*	G =	G =	G =	G = *38.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *100.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*1884*			*1516*		*940*		*0*			
Lane Group Capacity		*2588*			*2588*		*1257*		*579*			
v/c Ratio		*0.73*			*0.59*		*0.75*		*0.00*			
Green Ratio		*0.52*			*0.52*		*0.38*		*0.38*			
Uniform Delay d_1		*18.5*			*16.6*		*26.8*		*19.2*			
Delay Factor k		*0.29*			*0.18*		*0.30*		*0.11*			
Incremental Delay d_2		*1.1*			*0.3*		*2.5*		*0.0*			
PF Factor		*0.735*			*0.735*		*1.000*		*1.000*			
Control Delay		*14.7*			*12.5*		*29.4*		*19.2*			
Lane Group LOS		*B*			*B*		*C*		*B*			
Approach Delay	*14.7*			*12.5*			*29.4*					
Approach LOS	*B*			*B*			*C*					
Intersection Delay	*17.1*			Intersection LOS			*B*					

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	GGP & I-75 - SB OFF-RAMP
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/12/2012	Jurisdiction	
Time Period	AM	Analysis Year	2039 Desoto

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		4	1	1	3					2		2
Lane Group		T	R	L	T					L		R
Volume (vph)		1520	701	19	2314					771		1461
% Heavy Vehicles		4	4	4	4					6		6
PHF		0.97	0.97	0.97	0.97					0.97		0.97
Pretimed/Actuated (P/A)		A	A	A	A					A		A
Startup Lost Time		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type		4	3	3	4					3		3
Unit Extension		3.0	3.0	3.0	3.0					3.0		3.0
Ped/Bike/RTOR Volume	0	0	701	0	0					0	0	56
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N				N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0					0		0
Minimum Pedestrian Time		3.2			3.2						3.2	

Phasing	WB Only	Thru & RT	03	04	SB Only	06	07	08
Timing	G = 8.0	G = 44.0	G =	G =	G = 64.0	G =	G =	G =
	Y = 4	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 130.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		1567	0	20	2386					795		1448
Lane Group Capacity		2246	526	107	2144					1628		1328
v/c Ratio		0.70	0.00	0.19	1.11					0.49		1.09
Green Ratio		0.34	0.34	0.06	0.43					0.49		0.49
Uniform Delay d_1		37.2	28.4	57.9	37.0					22.1		33.0
Delay Factor k		0.26	0.11	0.11	0.50					0.11		0.50
Incremental Delay d_2		1.0	0.0	0.8	58.0					0.2		53.2
PF Factor		0.954	1.000	1.000	0.860					1.000		1.000
Control Delay		36.5	28.4	58.8	89.9					22.3		86.2
Lane Group LOS		D	C	E	F					C		F
Approach Delay		36.5			89.6						63.5	
Approach LOS		D			F						E	
Intersection Delay		66.8			Intersection LOS						E	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	AJC
Agency/Co.	AIM ENGR
Date Performed	2/21/2012
Analysis Time Period	PM

Site Information

Intersection	I-75 WB OFF @ SR 29
Jurisdiction	
Analysis Year	2039 DESOTO

Project Description

East/West Street: I-75 WB OFF Ramp	North/South Street: SR 29
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	328	482			267	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	345	507	0	0	281	0
Percent Heavy Vehicles	22	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				31		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	32	0	0
Percent Heavy Vehicles	0	0	0	6	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	0
Configuration				L		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L		L					
v (veh/h)	345		32					
C (m) (veh/h)	1175		96					
v/c	0.29		0.33					
95% queue length	1.23		1.29					
Control Delay (s/veh)	9.3		60.2					
LOS	A		F					
Approach Delay (s/veh)	--	--	60.2					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM ENGR
Date Performed	4/20/2012
Analysis Time Period	PM

Site Information

Intersection	I-75 EB OFF@ SR 29
Jurisdiction	
Analysis Year	2039 DESOTO

Project Description

East/West Street: *I-75 Ramps* | North/South Street: *SR 29*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		403		219	79	
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	424	0	230	83	0
Percent Heavy Vehicles	6	--	--	22	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		T		L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	407					
Peak-Hour Factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	428	0	0	0	0	0
Percent Heavy Vehicles	6	0	0	6	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	0	0	0	0
Configuration	L					

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L				L		
v (veh/h)		230				428		
C (m) (veh/h)		1036				216		
v/c		0.22				1.98		
95% queue length		0.85				31.58		
Control Delay (s/veh)		9.5				494.7		
LOS		A				F		
Approach Delay (s/veh)	--	--				494.7		
Approach LOS	--	--				F		

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SHORT REPORT

General Information		Site Information	
Analyst	*AJC*	Intersection	*I-75 WB Off Ramp & CR 951*
Agency or Co.	*AIM Engineering*	Area Type	*All other areas*
Date Performed	*03/16/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2039 Desoto*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				2		2		4			4	1
Lane Group				L		R		T			T	R
Volume (vph)				524		225		3190			2677	748
% Heavy Vehicles				6		6		3			3	3
PHF				0.95		0.95		0.95			0.95	0.95
Pretimed/Actuated (P/A)				A		A		A			A	A
Startup Lost Time				2.0		2.0		2.0			2.0	2.0
Extension of Effective Green				2.0		2.0		2.0			2.0	2.0
Arrival Type				3		3		4			4	3
Unit Extension				3.0		3.0		3.0			3.0	3.0
Ped/Bike/RTOR Volume				0	0	0	0	0		0	0	748
Lane Width				12.0		12.0		12.0			12.0	12.0
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0		0		0			0	0
Minimum Pedestrian Time					3.2			3.2			3.2	

Phasing	WB Only	02	03	04	Thru & RT	06	07	08
Timing	G = *25.0*	G =	G =	G =	G = *57.5*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *92.5*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				552		237		3358			2818	0
Lane Group Capacity				894		729		4165			4165	975
v/c Ratio				0.62		0.33		0.81			0.68	0.00
Green Ratio				0.27		0.27		0.62			0.62	0.62
Uniform Delay d_1				29.6		27.0		13.3			11.4	6.6
Delay Factor k				0.20		0.11		0.35			0.25	0.11
Incremental Delay d_2				1.3		0.3		0.4			0.4	0.0
PF Factor				1.000		1.000		0.520			0.520	1.000
Control Delay				30.9		27.3		7.3			6.4	6.6
Lane Group LOS				C		C		A			A	A
Approach Delay				29.8			7.3			6.4		
Approach LOS				C			A			A		
Intersection Delay	9.5			Intersection LOS						A		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	I-75 & CR 951 - SB OFF-RAMP
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/16/2012	Jurisdiction	
Time Period	PM	Analysis Year	2039 Desoto

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3		3					5	1	2	4	
Lane Group	L		R					T	R	L	T	
Volume (vph)	952		1917					3744	667	286	2915	
% Heavy Vehicles	6		6					3	3	3	3	
PHF	0.97		0.97					0.97	0.97	0.97	0.97	
Pretimed/Actuated (P/A)	A		A					A	A	A	A	
Startup Lost Time	2.0		2.0					2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0		2.0					2.0	2.0	2.0	2.0	
Arrival Type	4		4					4	4	4	4	
Unit Extension	3.0		3.0					3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0				0	0	0	0	0	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0					0	0	0	0	
Minimum Pedestrian Time		3.2						3.2			3.2	

Phasing	EB Only	02	03	04	SB Only	Thru & RT	07	08
Timing	G = 47.0	G =	G =	G =	G = 29.0	G = 94.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 185.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	981		1976					3860	688	295	3005	
Lane Group Capacity	1179		2031					4255	1237	533	3404	
v/c Ratio	0.83		0.97					0.91	0.56	0.55	0.88	
Green Ratio	0.25		0.44					0.51	0.79	0.16	0.51	
Uniform Delay d_1	65.3		50.9					41.5	7.3	72.0	40.6	
Delay Factor k	0.37		0.48					0.43	0.15	0.15	0.41	
Incremental Delay d_2	5.2		14.1					0.3	0.1	0.6	1.5	
PF Factor	1.000		0.851					0.754	0.273	1.000	0.754	
Control Delay	70.5		57.5					31.6	2.0	72.6	32.1	
Lane Group LOS	E		E					C	A	E	C	
Approach Delay	61.8						27.1			35.7		
Approach LOS	E						C			D		
Intersection Delay	39.2			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*AJC*	Intersection	*GGP & I-75 - NB OFF-RAMP*
Agency or Co.	*AIM Engineering*	Area Type	*All other areas*
Date Performed	*03/16/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2039 Desoto*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		*3*			*3*		*2*		*1*			
Lane Group		*T*			*T*		*L*		*R*			
Volume (vph)		*2538*			*935*		*701*		*19*			
% Heavy Vehicles		*3*			*3*		*6*		*6*			
PHF		*0.95*			*0.95*		*0.95*		*0.95*			
Pretimed/Actuated (P/A)		*A*			*A*		*A*		*A*			
Startup Lost Time		*2.0*			*2.0*		*2.0*		*2.0*			
Extension of Effective Green		*2.0*			*2.0*		*2.0*		*2.0*			
Arrival Type		*4*			*4*		*3*		*3*			
Unit Extension		*3.0*			*3.0*		*3.0*		*3.0*			
Ped/Bike/RTOR Volume	*0*	*0*		*0*	*0*		*0*	*0*	*19*			
Lane Width		*12.0*			*12.0*		*12.0*		*12.0*			
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*			
Parking/Hour												
Bus Stops/Hour		*0*			*0*		*0*		*0*			
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*				

Phasing	Thru Only	02	03	04	NB Only	06	07	08
Timing	G = *85.0*	G =	G =	G =	G = *35.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	Y =	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *130.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*2672*			*984*		*738*		*0*			
Lane Group Capacity		*3286*			*3286*		*890*		*410*			
v/c Ratio		*0.81*			*0.30*		*0.83*		*0.00*			
Green Ratio		*0.65*			*0.65*		*0.27*		*0.27*			
Uniform Delay d_1		*16.6*			*9.7*		*44.7*		*34.7*			
Delay Factor k		*0.35*			*0.11*		*0.37*		*0.11*			
Incremental Delay d_2		*1.2*			*0.1*		*6.6*		*0.0*			
PF Factor		*0.426*			*0.426*		*1.000*		*1.000*			
Control Delay		*8.3*			*4.2*		*51.3*		*34.7*			
Lane Group LOS		*A*			*A*		*D*		*C*			
Approach Delay	*8.3*			*4.2*			*51.3*					
Approach LOS	*A*			*A*			*D*					
Intersection Delay	*14.6*			Intersection LOS			*B*					

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	GGP & I-75- SB OFF-RAMP
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/16/2012	Jurisdiction	
Time Period	PM	Analysis Year	2039 Desoto

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		4	1	1	3					2		2
Lane Group		T	R	L	T					L		R
Volume (vph)		2775	893	23	1613					1070		655
% Heavy Vehicles		3	3	3	3					6		6
PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed/Actuated (P/A)		A	A	A	A					A		A
Startup Lost Time		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type		4	3	3	4					3		3
Unit Extension		3.0	3.0	3.0	3.0					3.0		3.0
Ped/Bike/RTOR Volume	0	0	893	0	0					0	0	56
Lane Width		12.0	12.0	12.0	12.0					12.0		12.0
Parking/Grade/Parking	N	0	N	N	0	N				N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0					0		0
Minimum Pedestrian Time		3.2			3.2						3.2	

Phasing	WB Only	Thru & RT	03	04	SB Only	06	07	08
Timing	G = 9.0	G = 60.0	G =	G =	G = 47.0	G =	G =	G =
	Y = 4	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis (hrs) = 0.25					Cycle Length C = 130.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		2921	0	24	1698					1126		631
Lane Group Capacity		3092	724	121	2822					1196		975
v/c Ratio		0.94	0.00	0.20	0.60					0.94		0.65
Green Ratio		0.46	0.46	0.07	0.56					0.36		0.36
Uniform Delay d_1		33.4	18.8	57.1	18.9					40.2		34.6
Delay Factor k		0.46	0.11	0.11	0.19					0.45		0.22
Incremental Delay d_2		7.1	0.0	0.6	0.3					14.3		1.5
PF Factor		0.821	1.000	1.000	0.659					1.000		1.000
Control Delay		34.5	18.8	57.7	12.7					54.4		36.1
Lane Group LOS		C	B	E	B					D		D
Approach Delay	34.5			13.3						47.9		
Approach LOS	C			B						D		
Intersection Delay	32.5			Intersection LOS						C		