SHORT REPORT

General Information		Site Information	
Analyst	*AJC*	Intersection	*GGP & I-75*
Agency or Co.	*AIM Engineering*	Area Type	*All other areas*
Date Performed	*03/14/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2039 Green*

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)		*2748*			*1103*		*463*		*16*			
% 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 = *86.0*	G =	G =	G =	G = *34.0*	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		*2893*			*1161*		*487*		*17*			
Lane Group Capacity		*3324*			*3324*		*865*		*399*			
v/c Ratio		*0.87*			*0.35*		*0.56*		*0.04*			
Green Ratio		*0.66*			*0.66*		*0.26*		*0.26*			
Uniform Delay d_1		*17.6*			*9.7*		*41.6*		*35.8*			
Delay Factor k		*0.40*			*0.11*		*0.16*		*0.11*			
Incremental Delay d_2		*2.8*			*0.1*		*0.8*		*0.0*			
PF Factor		*0.401*			*0.401*		*1.000*		*1.000*			
Control Delay		*9.8*			*3.9*		*42.4*		*35.9*			
Lane Group LOS		*A*			*A*		*D*		*D*			
Approach Delay	*9.8*			*3.9*			*42.2*					
Approach LOS	*A*			*A*			*D*					
Intersection Delay	*11.9*			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	*03/14/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2039 Green*

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)		*3154*	*588*	*20*	*1546*					*1066*		*662*
% 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*	*588*	*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 = *10.0*	G = *63.0*	G =	G =	G = *43.0*	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		*3320*	*0*	*21*	*1627*					*1122*		*638*
Lane Group Capacity		*3247*	*760*	*135*	*2976*					*1094*		*892*
v/c Ratio		*1.02*	*0.00*	*0.16*	*0.55*					*1.03*		*0.72*
Green Ratio		*0.48*	*0.48*	*0.08*	*0.59*					*0.33*		*0.33*
Uniform Delay d_1		*33.5*	*17.3*	*56.1*	*16.0*					*43.5*		*38.1*
Delay Factor k		*0.50*	*0.11*	*0.11*	*0.15*					*0.50*		*0.28*
Incremental Delay d_2		*21.8*	*0.0*	*0.5*	*0.2*					*33.9*		*2.8*
PF Factor		*0.790*	*1.000*	*1.000*	*0.593*					*1.000*		*1.000*
Control Delay		*48.3*	*17.3*	*56.6*	*9.7*					*77.4*		*40.9*
Lane Group LOS		*D*	*B*	*E*	*A*					*E*		*D*
Approach Delay		*48.3*			*10.3*					*64.2*		
Approach LOS		*D*			*B*					*E*		
Intersection Delay		*43.1*			Intersection LOS					*D*		

ALTERNATIVE 3B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AJC	Intersection	WB OFF @ SR 29
Agency/Co.	AIM ENGR	Jurisdiction	
Date Performed	3/21/2012	Analysis Year	2039 WHITE
Analysis Time Period	AM		

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)	394	422			372	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	414	444	0	0	391	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)	414		42					
C (m) (veh/h)	1067		64					
v/c	0.39		0.66					
95% queue length	1.86		2.83					
Control Delay (s/veh)	10.5		134.2					
LOS	B		F					
Approach Delay (s/veh)	--	--	134.2					
Approach LOS	--	--	F					

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TWO-WAY STOP CONTROL SUMMARY

General Information

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

Site Information

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

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*		*279*	*133*	
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*	*293*	*140*	*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)	*351*					
Peak-Hour Factor, PHF	*0.95*	*1.00*	*1.00*	*0.95*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*369*	*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)		*293*				*369*		
C (m) (veh/h)		*978*				*138*		
v/c		*0.30*				*2.67*		
95% queue length		*1.26*				*33.06*		
Control Delay (s/veh)		*10.2*				*823.9*		
LOS		*B*				*F*		
Approach Delay (s/veh)	--	--				*823.9*		
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	03/03/2012	Jurisdiction	
Time Period	AM	Analysis Year	2039 White

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)				191		108		3680			2599	1111
% 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	1111
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 = 23.0	G =	G =	G =	G = 59.5	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				201		114		3874			2736	0
Lane Group Capacity				822		671		4268			4268	999
v/c Ratio				0.24		0.17		0.91			0.64	0.00
Green Ratio				0.25		0.25		0.64			0.64	0.64
Uniform Delay d_1				27.8		27.3		14.1			10.0	5.9
Delay Factor k				0.11		0.11		0.43			0.22	0.11
Incremental Delay d_2				0.2		0.1		0.3			0.0	0.0
PF Factor				1.000		1.000		0.459			0.459	1.000
Control Delay				28.0		27.4		6.8			4.6	5.9
Lane Group LOS				C		C		A			A	A
Approach Delay				27.7			6.8			4.6		
Approach LOS				C			A			A		
Intersection Delay	6.9			Intersection LOS						A		

SHORT REPORT

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

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)	873		1508					4726	150	85	2705	
% 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 = 41.0	G =	G =	G =	G = 30.0	G = 85.0	G = 11.0	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	900		1555					4872	113	88	2789	
Lane Group Capacity	1028		1705					5335	1385	200	3586	
v/c Ratio	0.88		0.91					0.91	0.08	0.44	0.78	
Green Ratio	0.22		0.41					0.64	0.89	0.06	0.54	
Uniform Delay d_1	69.5		51.4					28.5	1.2	84.0	33.7	
Delay Factor k	0.40		0.43					0.43	0.11	0.11	0.33	
Incremental Delay d_2	8.6		7.9					0.3	0.0	1.4	1.0	
PF Factor	1.000		0.883					0.459	0.532	1.000	0.699	
Control Delay	78.1		53.2					13.4	0.6	85.4	24.6	
Lane Group LOS	E		D					B	A	F	C	
Approach Delay	62.3						13.1			26.4		
Approach LOS	E						B			C		
Intersection Delay	28.5			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 White

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)		1872			1597		667		20			
% 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	20			
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		1971			1681		702		0			
Lane Group Capacity		3254			3254		890		410			
v/c Ratio		0.61			0.52		0.79		0.00			
Green Ratio		0.65			0.65		0.27		0.27			
Uniform Delay d_1		12.9			11.8		44.1		34.7			
Delay Factor k		0.19			0.12		0.34		0.11			
Incremental Delay d_2		0.1			0.1		4.8		0.0			
PF Factor		0.426			0.426		1.000		1.000			
Control Delay		5.6			5.2		48.9		34.7			
Lane Group LOS		A			A		D		C			
Approach Delay	5.6			5.2			48.9					
Approach LOS	A			A			D					
Intersection Delay	12.4			Intersection LOS			B					

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	*AM*	Analysis Year	*2039 White*

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)		*1679*	*524*	*15*	*2249*					*855*		*1472*
% 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*	*524*	*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 = *43.5*	G =	G =	G = *64.5*	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		*1731*	*0*	*15*	*2319*					*881*		*1460*
Lane Group Capacity		*2220*	*520*	*107*	*2125*					*1641*		*1338*
v/c Ratio		*0.78*	*0.00*	*0.14*	*1.09*					*0.54*		*1.09*
Green Ratio		*0.33*	*0.33*	*0.06*	*0.43*					*0.50*		*0.50*
Uniform Delay d_1		*38.9*	*28.8*	*57.7*	*37.3*					*22.5*		*32.8*
Delay Factor k		*0.33*	*0.11*	*0.11*	*0.50*					*0.14*		*0.50*
Incremental Delay d_2		*1.8*	*0.0*	*0.4*	*47.5*					*0.4*		*53.4*
PF Factor		*0.957*	*1.000*	*1.000*	*0.864*					*1.000*		*1.000*
Control Delay		*39.1*	*28.8*	*58.2*	*79.7*					*22.8*		*86.2*
Lane Group LOS		*D*	*C*	*E*	*E*					*C*		*F*
Approach Delay	*39.1*			*79.6*						*62.3*		
Approach LOS	*D*			*E*						*E*		
Intersection Delay	*62.3*			Intersection LOS						*E*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AJC	Intersection	I-75 WB OFF @ SR 29
Agency/Co.	AIM ENGR	Jurisdiction	
Date Performed	2/21/2012	Analysis Year	2039 WHITE
Analysis Time Period	PM		

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)	310	540			426	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	326	568	0	0	448	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)	326		32					
C (m) (veh/h)	1014		71					
v/c	0.32		0.45					
95% queue length	1.40		1.80					
Control Delay (s/veh)	10.2		92.0					
LOS	B		F					
Approach Delay (s/veh)	--	--	92.0					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AJC	Intersection	I-75 EB OFF@ SR 29
Agency/Co.	AIM ENGR	Jurisdiction	
Date Performed	2/21/2012	Analysis Year	2039 WHITE
Analysis Time Period	PM		

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		355	102	
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	373	107	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)	447					
Peak-Hour Factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	470	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)		373				470		
C (m) (veh/h)		1036				115		
v/c		0.36				4.09		
95% queue length		1.65				48.04		
Control Delay (s/veh)		10.4				1466		
LOS		B				F		
Approach Delay (s/veh)	--	--				1466		
Approach LOS	--	--				F		

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	*03/04/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2039 White*

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)				*150*		*85*		*3625*			*2915*	*873*
% 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*	*873*
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				*158*		*89*		*3816*			*3068*	*0*
Lane Group Capacity				*894*		*729*		*4165*			*4165*	*975*
v/c Ratio				*0.18*		*0.12*		*0.92*			*0.74*	*0.00*
Green Ratio				*0.27*		*0.27*		*0.62*			*0.62*	*0.62*
Uniform Delay d_1				*25.9*		*25.5*		*15.4*			*12.2*	*6.6*
Delay Factor k				*0.11*		*0.11*		*0.43*			*0.29*	*0.11*
Incremental Delay d_2				*0.1*		*0.1*		*0.4*			*0.7*	*0.0*
PF Factor				*1.000*		*1.000*		*0.520*			*0.520*	*1.000*
Control Delay				*26.0*		*25.5*		*8.4*			*7.0*	*6.6*
Lane Group LOS				*C*		*C*		*A*			*A*	*A*
Approach Delay				*25.8*			*8.4*			*7.0*		
Approach LOS				*C*			*A*			*A*		
Intersection Delay	*8.4*			Intersection LOS						*A*		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	I-75 & SR 951 - SB OFF-RAMP
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/04/2012	Jurisdiction	
Time Period	PM	Analysis Year	2039 White

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)	1111		1919					4022	191	108	2957	
% 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	NB Only	Thru & RT	SB Only	08
Timing	G = 49.5	G =	G =	G =	G = 27.5	G = 72.5	G = 17.5	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	1145		1978					4146	197	111	3048	
Lane Group Capacity	1241		2056					4708	1343	322	3404	
v/c Ratio	0.92		0.96					0.88	0.15	0.34	0.90	
Green Ratio	0.27		0.44					0.56	0.86	0.09	0.51	
Uniform Delay d_1	65.9		50.0					35.1	2.2	78.4	41.1	
Delay Factor k	0.44		0.47					0.41	0.11	0.11	0.42	
Incremental Delay d_2	11.4		12.2					0.7	0.0	0.6	3.1	
PF Factor	1.000		0.845					0.658	0.401	1.000	0.754	
Control Delay	77.3		54.4					23.8	0.9	78.9	34.0	
Lane Group LOS	E		D					C	A	E	C	
Approach Delay	62.8						22.7			35.6		
Approach LOS	E						C			D		
Intersection Delay	38.3			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	03/02/2012	Jurisdiction	
Time Period	PM	Analysis Year	2039 White

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)		2671			1037		524		15			
% 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	15			
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		2812			1092		552		0			
Lane Group Capacity		3286			3286		890		410			
v/c Ratio		0.86			0.33		0.62		0.00			
Green Ratio		0.65			0.65		0.27		0.27			
Uniform Delay d_1		17.7			10.0		41.7		34.7			
Delay Factor k		0.39			0.11		0.20		0.11			
Incremental Delay d_2		1.4			0.1		1.3		0.0			
PF Factor		0.426			0.426		1.000		1.000			
Control Delay		8.9			4.3		43.0		34.7			
Lane Group LOS		A			A		D		C			
Approach Delay	8.9			4.3			43.0					
Approach LOS	A			A			D					
Intersection Delay	12.0			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 White*

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)		*3054*	*667*	*20*	*1541*					*1089*		*662*
% 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*	*667*	*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 = *10.0*	G = *61.0*	G =	G =	G = *45.0*	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		*3215*	*0*	*21*	*1622*					*1146*		*638*
Lane Group Capacity		*3144*	*736*	*135*	*2899*					*1145*		*934*
v/c Ratio		*1.02*	*0.00*	*0.16*	*0.56*					*1.00*		*0.68*
Green Ratio		*0.47*	*0.47*	*0.08*	*0.58*					*0.35*		*0.35*
Uniform Delay d_1		*34.5*	*18.3*	*56.1*	*17.2*					*42.5*		*36.4*
Delay Factor k		*0.50*	*0.11*	*0.11*	*0.16*					*0.50*		*0.25*
Incremental Delay d_2		*22.1*	*0.0*	*0.4*	*0.2*					*26.8*		*2.1*
PF Factor		*0.811*	*1.000*	*1.000*	*0.627*					*1.000*		*1.000*
Control Delay		*50.1*	*18.3*	*56.5*	*11.0*					*69.3*		*38.5*
Lane Group LOS		*D*	*B*	*E*	*B*					*E*		*D*
Approach Delay		*50.1*			*11.5*						*58.3*	
Approach LOS		*D*			*B*						*E*	
Intersection Delay		*42.7*			Intersection LOS						*D*	

ALTERNATIVE 4

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AJC	Intersection	WB OFF @ SR 29
Agency/Co.	AIM ENGR	Jurisdiction	
Date Performed	3/21/2012	Analysis Year	2039 EVERGLADES
Analysis Time Period	AM		

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)	413	361			287	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	434	380	0	0	302	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)	434		42					
C (m) (veh/h)	1153		77					
v/c	0.38		0.55					
95% queue length	1.78		2.34					
Control Delay (s/veh)	10.0		97.6					
LOS	A		F					
Approach Delay (s/veh)	--	--	97.6					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AJC	Intersection	I-75 EB OFF@ SR 29
Agency/Co.	AIM ENGR	Jurisdiction	
Date Performed	2/21/2012	Analysis Year	2039 EVERGLADES
Analysis Time Period	AM		

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		209	118	
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	220	124	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)	309					
Peak-Hour Factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	325	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)		220				325		
C (m) (veh/h)		978				191		
v/c		0.22				1.70		
95% queue length		0.86				22.23		
Control Delay (s/veh)		9.7				380.1		
LOS		A				F		
Approach Delay (s/veh)	--	--				380.1		
Approach LOS	--	--				F		

TWO-WAY STOP CONTROL SUMMARY

General Information

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

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		130	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	136	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)	1256					
Peak-Hour Factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1322	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)		136				1322		
C (m) (veh/h)		1616				641		
v/c		0.08				2.06		
95% queue length		0.28				90.60		
Control Delay (s/veh)		7.4				499.4		
LOS		A				F		
Approach Delay (s/veh)	--	--				499.4		
Approach LOS	--	--				F		

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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	AM 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)	1256							5		130	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	1322							5		137	5	
Lane Group Capacity	2205							373		270	373	
v/c Ratio	0.60							0.01		0.51	0.01	
Green Ratio	0.67							0.20		0.20	0.20	
Uniform Delay d_1	6.9							24.1		26.7	24.1	
Delay Factor k	0.19							0.11		0.12	0.11	
Incremental Delay d_2	0.5							0.0		1.6	0.0	
PF Factor	1.000							1.000		1.000	1.000	
Control Delay	7.4							24.1		28.3	24.1	
Lane Group LOS	A							C		C	C	
Approach Delay	7.4						24.1			28.1		
Approach LOS	A						C			C		
Intersection Delay	9.5			Intersection LOS						A		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	I-75 WB Off Ramp & SR 961
Agency or Co.	AIM Engiineering	Area Type	All other areas
Date Performed	03/12/2012	Jurisdiction	
Time Period	AM	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)				789		418		3027			2522	936
% 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	936
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 = 27.5	G =	G =	G =	G = 55.0	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				831		440		3186			2655	0
Lane Group Capacity				983		802		3945			3945	923
v/c Ratio				0.85		0.55		0.81			0.67	0.00
Green Ratio				0.30		0.30		0.59			0.59	0.59
Uniform Delay d_1				30.5		27.3		14.6			12.7	7.6
Delay Factor k				0.38		0.15		0.35			0.24	0.11
Incremental Delay d_2				6.9		0.8		1.3			0.5	0.0
PF Factor				1.000		1.000		0.588			0.588	1.000
Control Delay				37.4		28.1		9.9			7.9	7.6
Lane Group LOS				D		C		A			A	A
Approach Delay				34.2			9.9			7.9		
Approach LOS				C			A			A		
Intersection Delay	13.5			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	I-75 & SR 951
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/12/2012	Jurisdiction	
Time Period	AM	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)	736		1497					4196	620	328	2983	
% 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 = 79.0	G = 22.0	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	759		1543					4326	598	338	3075	
Lane Group Capacity	903		1780					5066	1293	401	3766	
v/c Ratio	0.84		0.87					0.85	0.46	0.84	0.82	
Green Ratio	0.19		0.38					0.61	0.83	0.12	0.57	
Uniform Delay d_1	71.7		52.6					29.3	4.2	79.8	32.2	
Delay Factor k	0.38		0.40					0.39	0.11	0.38	0.36	
Incremental Delay d_2	7.2		4.8					0.1	0.0	15.0	1.5	
PF Factor	1.000		0.911					0.548	0.343	1.000	0.647	
Control Delay	78.9		52.8					16.2	1.5	94.8	22.3	
Lane Group LOS	E		D					B	A	F	C	
Approach Delay	61.4						14.4			29.5		
Approach LOS	E						B			C		
Intersection Delay	29.4			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 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)		*1780*			*1439*		*960*		*34*			
% 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*	*34*			
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		*1874*			*1515*		*1011*		*0*			
Lane Group Capacity		*2588*			*2588*		*1257*		*579*			
v/c Ratio		*0.72*			*0.59*		*0.80*		*0.00*			
Green Ratio		*0.52*			*0.52*		*0.38*		*0.38*			
Uniform Delay d_1		*18.5*			*16.6*		*27.7*		*19.2*			
Delay Factor k		*0.28*			*0.18*		*0.35*		*0.11*			
Incremental Delay d_2		*0.4*			*0.3*		*3.9*		*0.0*			
PF Factor		*0.735*			*0.735*		*1.000*		*1.000*			
Control Delay		*14.0*			*12.5*		*31.6*		*19.2*			
Lane Group LOS		*B*			*B*		*C*		*B*			
Approach Delay	*14.0*			*12.5*			*31.6*					
Approach LOS	*B*			*B*			*C*					
Intersection Delay	*17.5*			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	AM	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)		1495	755	26	2273					735		1464
% 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	755	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		1541	0	27	2343					758		1452
Lane Group Capacity		2246	526	107	2144					1628		1328
v/c Ratio		0.69	0.00	0.25	1.09					0.47		1.09
Green Ratio		0.34	0.34	0.06	0.43					0.49		0.49
Uniform Delay d_1		37.0	28.4	58.1	37.0					21.7		33.0
Delay Factor k		0.26	0.11	0.11	0.50					0.11		0.50
Incremental Delay d_2		0.9	0.0	0.8	47.6					0.2		54.3
PF Factor		0.954	1.000	1.000	0.860					1.000		1.000
Control Delay		36.2	28.4	59.0	79.4					21.9		87.3
Lane Group LOS		D	C	E	E					C		F
Approach Delay		36.2			79.2						64.9	
Approach LOS		D			E						E	
Intersection Delay		63.2			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 EVERGLADES

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)	325	472			318	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	342	496	0	0	334	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)	342		32					
C (m) (veh/h)	1122		90					
v/c	0.30		0.36					
95% queue length	1.30		1.39					
Control Delay (s/veh)	9.6		65.6					
LOS	A		F					
Approach Delay (s/veh)	--	--	65.6					
Approach LOS	--	--	F					