

| SHORT REPORT   |           |        |     |     |                  |  |       |     |       |    |    |    |
|--|-----------|--------|-----|-----|------------------|--|-------|-----|-------|----|----|----|
| General Information  |           |        |     |     |                  | Site Information   |       |     |       |    |    |    |
| Analyst GSR<br>Agency or Co. AIM ENGINEERING<br>Date Performed 4/20/12<br>Time Period PM |           |        |     |     |                  | Intersection GGP & I-75 NB OFF-RAMP<br>Area Type All other areas<br>Jurisdiction<br>Analysis Year 2019 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)   |           | 2144 ✓ |     |     | 907 ✓            |  | 323 ✓ |     | 7 ✓   |    |    |    |
| % 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   |           | 3      |     |     | 3                |  | 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 = 64.0  | G =    | G = | G = | G = 36.0         | G =  | G =   | G = |       |    |    |    |
|  | Y = 5     | Y =    | Y = | Y = | Y = 5            | Y =  | Y =   | Y = |       |    |    |    |
| Duration of Analysis (hrs) = 0.25  |           |        |     |     |                  | Cycle Length C = 110.0   |       |     |       |    |    |    |
| Lane Group Capacity, Control Delay, and LOS Determination                                |           |        |     |     |                  |  |       |     |       |    |    |    |
|  | EB        |        |     | WB  |                  |  | NB    |     |       | SB |    |    |
|  | LT        | TH     | RT  | LT  | TH               | RT   | LT    | TH  | RT    | LT | TH | RT |
| Adjusted Flow Rate   |           | 2257   |     |     | 955              |  | 340   |     | 7     |    |    |    |
| Lane Group Capacity  |           | 2924   |     |     | 2924             |  | 1082  |     | 499   |    |    |    |
| v/c Ratio  |           | 0.77   |     |     | 0.33             |  | 0.31  |     | 0.01  |    |    |    |
| Green Ratio  |           | 0.58   |     |     | 0.58             |  | 0.33  |     | 0.33  |    |    |    |
| Uniform Delay d <sub>1</sub>   |           | 17.5   |     |     | 11.9             |  | 27.7  |     | 25.0  |    |    |    |
| Delay Factor k   |           | 0.32   |     |     | 0.11             |  | 0.11  |     | 0.11  |    |    |    |
| Incremental Delay d <sub>2</sub>   |           | 0.1    |     |     | 0.1              |  | 0.2   |     | 0.0   |    |    |    |
| PF Factor  |           | 1.000  |     |     | 1.000            |  | 1.000 |     | 1.000 |    |    |    |
| Control Delay  |           | 17.6   |     |     | 11.9             |  | 27.9  |     | 25.0  |    |    |    |
| Lane Group LOS   |           | B      |     |     | B                |  | C     |     | C     |    |    |    |
| Approach Delay   |           | 17.6   |     |     | 11.9             |  | 27.9  |     |       |    |    |    |
| Approach LOS   |           | B      |     |     | B                |  | C     |     |       |    |    |    |
| Intersection Delay   |           | 17.1   |     |     | Intersection LOS |  |       |     |       |    | B  |    |

### SHORT REPORT

| General Information  | Site Information  |
|--|---|
| Analyst <b>GSR</b><br>Agency or Co. <b>AIM Engineering</b><br>Date Performed <b>4/20/2012</b><br>Time Period <b>PM</b> | Intersection <b>GGP &amp; I-75 SB OFF</b><br>Area Type <b>All other areas</b><br>Jurisdiction<br>Analysis Year <b>2019 GREEN BLVD EXT</b> |

| Volume and Timing Input           |         |           |       |      |          |                        |     |     |    |       |     |       |
|-----------------------------------|---------|-----------|-------|------|----------|------------------------|-----|-----|----|-------|-----|-------|
|                                   | EB      |           |       | WB   |          |                        | NB  |     |    | SB    |     |       |
|                                   | LT      | TH        | RT    | LT   | TH       | RT                     | LT  | TH  | RT | LT    | TH  | RT    |
| Number of Lanes                   |         | 3         | 1     | 1    | 3        |                        |     |     |    | 2     |     | 2     |
| Lane Group                        |         | T         | R     | L    | T        |                        |     |     |    | L     |     | R     |
| Volume (vph)                      |         | 2483 ✓    | 412 ✓ | 9 ✓  | 1230 ✓   |                        |     |     |    | 990 ✓ |     | 598 ✓ |
| % 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                      |         | 3         | 3     | 3    | 3        |                        |     |     |    | 3     |     | 3     |
| Unit Extension                    |         | 3.0       | 3.0   | 3.0  | 3.0      |                        |     |     |    | 3.0   |     | 3.0   |
| Ped/Bike/RTOR Volume              | 0       | 0         | 412   | 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                           | WB Only | Thru & RT | 03    | 04   | SB Only  | 06                     | 07  | 08  |    |       |     |       |
| Timing                            | G = 8.0 | G = 54.5  | G =   | G =  | G = 33.5 | G =                    | G = | G = |    |       |     |       |
|                                   | Y = 4   | Y = 5     | Y =   | Y =  | Y = 5    | Y =                    | Y = | Y = |    |       |     |       |
| Duration of Analysis (hrs) = 0.25 |         |           |       |      |          | Cycle Length C = 110.0 |     |     |    |       |     |       |

| Lane Group Capacity, Control Delay, and LOS Determination |    |       |       |       |                  |    |    |    |    |       |      |       |  |
|---|----|-------|-------|-------|------------------|----|----|----|----|-------|------|-------|--|
|   | EB |       |       | WB    |                  |    | NB |    |    | SB    |      |       |  |
|   | LT | TH    | RT    | LT    | TH               | RT | LT | TH | RT | LT    | TH   | RT    |  |
| Adjusted Flow Rate  |    | 2614  | 0     | 9     | 1295             |    |    |    |    | 1042  |      | 629   |  |
| Lane Group Capacity                                       |    | 2490  | 777   | 127   | 3038             |    |    |    |    | 1007  |      | 821   |  |
| v/c Ratio   |    | 1.05  | 0.00  | 0.07  | 0.43             |    |    |    |    | 1.03  |      | 0.77  |  |
| Green Ratio   |    | 0.50  | 0.50  | 0.07  | 0.60             |    |    |    |    | 0.30  |      | 0.30  |  |
| Uniform Delay d <sub>1</sub>                              |    | 27.8  | 14.0  | 47.5  | 11.6             |    |    |    |    | 38.3  |      | 34.7  |  |
| Delay Factor k  |    | 0.50  | 0.11  | 0.11  | 0.11             |    |    |    |    | 0.50  |      | 0.32  |  |
| Incremental Delay d <sub>2</sub>                          |    | 32.8  | 0.0   | 0.2   | 0.1              |    |    |    |    | 37.7  |      | 4.4   |  |
| PF Factor   |    | 1.000 | 1.000 | 1.000 | 1.000            |    |    |    |    | 1.000 |      | 1.000 |  |
| Control Delay   |    | 60.6  | 14.0  | 47.7  | 11.7             |    |    |    |    | 76.0  |      | 39.1  |  |
| Lane Group LOS  |    | E     | B     | D     | B                |    |    |    |    | E     |      | D     |  |
| Approach Delay  |    | 60.6  |       |       | 11.9             |    |    |    |    |       | 62.1 |       |  |
| Approach LOS  |    | E     |       |       | B                |    |    |    |    |       | E    |       |  |
| Intersection Delay  |    | 49.7  |       |       | Intersection LOS |    |    |    |    |       | D    |       |  |



## TWO-WAY STOP CONTROL SUMMARY

| General Information                       |            |            |           | Site Information          |                      |           |    |
|---|------------|------------|-----------|---------------------------|----------------------|-----------|----|
| Analyst                                   | AJC        |            |           | Intersection              | North Ramp (WB SR29) |           |    |
| Agency/Co.                                | FDOT       |            |           | Jurisdiction              |                      |           |    |
| Date Performed                            | 2/21/2012  |            |           | Analysis Year             | 2019 WHITE           |           |    |
| 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)                            | 299 ✓      | 151 ✓      |           |                           | 260 ✓                |           |    |
| Peak-Hour Factor, PHF                     | 0.90       | 0.90       | 1.00      | 1.00                      | 0.90                 | 1.00      |    |
| Hourly Flow Rate, HFR (veh/h)             | 332        | 167        | 0         | 0                         | 288                  | 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)                            |            |            |           | 39 ✓                      |                      |           |    |
| Peak-Hour Factor, PHF                     | 1.00       | 1.00       | 1.00      | 0.90                      | 1.00                 | 1.00      |    |
| Hourly Flow Rate, HFR (veh/h)             | 0          | 0          | 0         | 43                        | 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 |
| Lane Configuration                        | L          |            | L         |                           |                      |           |    |
| v (veh/h)                                 | 332        |            | 43        |                           |                      |           |    |
| C (m) (veh/h)                             | 1168       |            | 161       |                           |                      |           |    |
| v/c                                       | 0.28       |            | 0.27      |                           |                      |           |    |
| 95% queue length                          | 1.18       |            | 1.02      |                           |                      |           |    |
| Control Delay (s/veh)                     | 9.3        |            | 35.3      |                           |                      |           |    |
| LOS                                       | A          |            | E         |                           |                      |           |    |
| Approach Delay (s/veh)                    | --         | --         | 35.3      |                           |                      |           |    |
| Approach LOS                              | --         | --         | E         |                           |                      |           |    |

## TWO-WAY STOP CONTROL SUMMARY

| General Information                       |            | Site Information |                           |            |       |           |    |    |
|---|------------|------------------|---------------------------|------------|-------|-----------|----|----|
| Analyst                                   | AJC        | Intersection     | South Ramps (EB SR 29)    |            |       |           |    |    |
| Agency/Co.                                | FDOT       | Jurisdiction     |                           |            |       |           |    |    |
| Date Performed                            | 2/21/2012  | Analysis Year    | 2019 WHITE                |            |       |           |    |    |
| 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)                            |            | 360 ✓            |                           | 183 ✓      | 116 ✓ |           |    |    |
| Peak-Hour Factor, PHF                     | 0.95       | 0.90             | 1.00                      | 0.90       | 0.90  | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 0          | 400              | 0                         | 203        | 128   | 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)                            | 90 ✓       |                  |                           |            |       |           |    |    |
| Peak-Hour Factor, PHF                     | 0.90       | 1.00             | 1.00                      | 0.95       | 1.00  | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 100        | 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)                                 |            | 203              |                           |            |       | 100       |    |    |
| C (m) (veh/h)                             |            | 1058             |                           |            |       | 234       |    |    |
| v/c                                       |            | 0.19             |                           |            |       | 0.43      |    |    |
| 95% queue length                          |            | 0.71             |                           |            |       | 2.00      |    |    |
| Control Delay (s/veh)                     |            | 9.2              |                           |            |       | 31.4      |    |    |
| LOS                                       |            | A                |                           |            |       | D         |    |    |
| Approach Delay (s/veh)                    | --         | --               |                           |            |       | 31.4      |    |    |
| Approach LOS                              | --         | --               |                           |            |       | D         |    |    |

| SHORT REPORT  |          |     |     |                  |          |   |        |        |    |      |        |       |
|---|----------|-----|-----|------------------|----------|---|--------|--------|----|------|--------|-------|
| General Information   |          |     |     |                  |          | Site Information  |        |        |    |      |        |       |
| Analyst GSR<br>Agency or Co. AIM ENGINEERING<br>Date Performed 03/30/2012<br>Time Period AM |          |     |     |                  |          | Intersection I-75 NB Off Ramp & SR 951<br>Area Type All other areas<br>Jurisdiction<br>Analysis Year 2019 WHITE |        |        |    |      |        |       |
| Volume and Timing Input   |          |     |     |                  |          |   |        |        |    |      |        |       |
|   | EB       |     |     | WB               |          |   | NB     |        |    | SB   |        |       |
|   | LT       | TH  | RT  | LT               | TH       | RT  | LT     | TH     | RT | LT   | TH     | RT    |
| Number of Lanes   |          |     |     | 1                |          | 1   | 2      | 4      |    |      | 4      | 1     |
| Lane Group  |          |     |     | L                |          | R   | L      | T      |    |      | T      | R     |
| Volume (vph)  |          |     |     | 160 ✓            |          | 70 ✓  | 1433 ✓ | 2166 ✓ |    |      | 1734 ✓ | 476 ✓ |
| % Heavy Vehicles  |          |     |     | 6                |          | 6   | 4      | 4      |    |      | 4      | 4     |
| 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  |          |     |     | 3                |          | 3   | 4      | 4      |    |      | 4      | 3     |
| 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      | 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  | 02  | 03  | 04               | NB Only  | Thru & RT   | 07     | 08     |    |      |        |       |
| Timing  | G = 19.5 | G = | G = | G =              | G = 60.0 | G = 36.5  | G =    | G =    |    |      |        |       |
|   | Y = 5    | Y = | Y = | Y =              | Y = 4    | Y = 5   | 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   |        |       |
|   | LT       | TH  | RT  | LT               | TH       | RT  | LT     | TH     | RT | LT   | TH     | RT    |
| Adjusted Flow Rate  |          |     |     | 168              |          | 74  | 1508   | 2280   |    |      | 1825   | 442   |
| Lane Group Capacity   |          |     |     | 255              |          | 229   | 1555   | 5129   |    |      | 1863   | 729   |
| v/c Ratio   |          |     |     | 0.66             |          | 0.32  | 0.97   | 0.44   |    |      | 0.98   | 0.61  |
| Green Ratio   |          |     |     | 0.15             |          | 0.15  | 0.46   | 0.77   |    |      | 0.28   | 0.47  |
| Uniform Delay d <sub>1</sub>  |          |     |     | 52.1             |          | 49.4  | 34.1   | 5.1    |    |      | 46.4   | 25.6  |
| Delay Factor k  |          |     |     | 0.23             |          | 0.11  | 0.48   | 0.11   |    |      | 0.48   | 0.19  |
| Incremental Delay d <sub>2</sub>  |          |     |     | 6.1              |          | 0.8   | 8.9    | 0.0    |    |      | 10.8   | 0.8   |
| PF Factor   |          |     |     | 1.000            |          | 1.000   | 0.821  | 0.253  |    |      | 1.000  | 1.000 |
| Control Delay   |          |     |     | 58.2             |          | 50.2  | 37.0   | 1.3    |    |      | 57.1   | 26.4  |
| Lane Group LOS  |          |     |     | E                |          | D   | D      | A      |    |      | E      | C     |
| Approach Delay  |          |     |     | 55.8             |          |   | 15.5   |        |    | 51.1 |        |       |
| Approach LOS  |          |     |     | E                |          |   | B      |        |    | D    |        |       |
| Intersection Delay  | 29.9     |     |     | Intersection LOS |          |   |        |        |    | C    |        |       |

## SHORT REPORT

| General Information |                 | Site Information |                      |
|---------------------|-----------------|------------------|----------------------|
| Analyst             | GSR             | Intersection     | I-75 SB OFF & SR 951 |
| Agency or Co.       | AIM ENGINEERING | Area Type        | All other areas      |
| Date Performed      | 03/30/2012      | Jurisdiction     |                      |
| Time Period         | AM              | Analysis Year    | 2019 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      | 1     | 1    | 4      |    |
| Lane Group                        | L        |     | R      |     |          |                        |          | T      | R     | L    | T      |    |
| Volume (vph)                      | 374 ✓    |     | 1126 ✓ |     |          |                        |          | 3225 ✓ | 126 ✓ | 55 ✓ | 1839 ✓ |    |
| % Heavy Vehicles                  | 6        |     | 6      |     |          |                        |          | 4      | 4     | 4    | 4      |    |
| PHF                               | 0.90     |     | 0.90   |     |          |                        |          | 0.90   | 0.90  | 0.90 | 0.90   |    |
| 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      | 56    | 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 = 23.0 | G = | G =    | G = | G = 37.5 | G = 41.5               | G = 10.0 | G =    |       |      |        |    |
|                                   | Y = 5    | Y = | Y =    | Y = | Y = 4    | Y = 4                  | Y = 5    | Y =    |       |      |        |    |
| Duration of Analysis (hrs) = 0.25 |          |     |        |     |          | Cycle Length C = 130.0 |          |        |       |      |        |    |

| Lane Group Capacity, Control Delay, and LOS Determination |       |    |       |                  |    |    |     |       |       |       |       |    |
|---|-------|----|-------|------------------|----|----|-----|-------|-------|-------|-------|----|
|   | EB    |    |       | WB               |    |    | NB  |       |       | SB    |       |    |
|   | LT    | TH | RT    | LT               | TH | RT | LT  | TH    | RT    | LT    | TH    | RT |
| Adjusted Flow Rate  | 416   |    | 1251  |                  |    |    |     | 3583  | 78    | 61    | 2043  |    |
| Lane Group Capacity                                       | 585   |    | 1359  |                  |    |    |     | 4236  | 992   | 134   | 2833  |    |
| v/c Ratio   | 0.71  |    | 0.92  |                  |    |    |     | 0.85  | 0.08  | 0.46  | 0.72  |    |
| Green Ratio   | 0.18  |    | 0.50  |                  |    |    |     | 0.64  | 0.64  | 0.08  | 0.43  |    |
| Uniform Delay d <sub>1</sub>                              | 50.4  |    | 29.8  |                  |    |    |     | 18.5  | 8.9   | 57.4  | 30.8  |    |
| Delay Factor k  | 0.27  |    | 0.44  |                  |    |    |     | 0.38  | 0.11  | 0.11  | 0.28  |    |
| Incremental Delay d <sub>2</sub>                          | 4.0   |    | 10.4  |                  |    |    |     | 0.8   | 0.0   | 2.3   | 0.9   |    |
| PF Factor   | 1.000 |    | 0.761 |                  |    |    |     | 0.473 | 0.473 | 1.000 | 0.864 |    |
| Control Delay   | 54.4  |    | 33.1  |                  |    |    |     | 9.6   | 4.2   | 59.7  | 27.5  |    |
| Lane Group LOS  | D     |    | C     |                  |    |    |     | A     | A     | E     | C     |    |
| Approach Delay  | 38.4  |    |       |                  |    |    | 9.5 |       |       | 28.5  |       |    |
| Approach LOS  | D     |    |       |                  |    |    | A   |       |       | C     |       |    |
| Intersection Delay  | 21.3  |    |       | Intersection LOS |    |    |     |       |       | C     |       |    |

| SHORT REPORT  |           |        |     |                  |          |  |       |     |       |    |    |    |
|---|-----------|--------|-----|------------------|----------|--|-------|-----|-------|----|----|----|
| General Information   |           |        |     |                  |          | Site Information   |       |     |       |    |    |    |
| Analyst GSR<br>Agency or Co. AIM Engineering<br>Date Performed 4/020/2012<br>Time Period AM |           |        |     |                  |          | Intersection GGP & I-75 NB OFF<br>Area Type All other areas<br>Jurisdiction<br>Analysis Year 2019 WHITE LAKE EXT |       |     |       |    |    |    |
| 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)  |           | 1644 ✓ |     |                  | 1131 ✓   |  | 438 ✓ |     | 8 ✓   |    |    |    |
| % Heavy Vehicles  |           | 4      |     |                  | 4        |  | 6     |     | 6     |    |    |    |
| PHF   |           | 0.90   |     |                  | 0.90     |  | 0.90  |     | 0.90  |    |    |    |
| 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   | 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 = 65.0  | G =    | G = | G =              | G = 25.0 | 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 |    |    |
|   | LT        | TH     | RT  | LT               | TH       | RT   | LT    | TH  | RT    | LT | TH | RT |
| Adjusted Flow Rate  |           | 1827   |     |                  | 1257     |  | 487   |     | 9     |    |    |    |
| Lane Group Capacity   |           | 3235   |     |                  | 3235     |  | 827   |     | 381   |    |    |    |
| v/c Ratio   |           | 0.56   |     |                  | 0.39     |  | 0.59  |     | 0.02  |    |    |    |
| Green Ratio   |           | 0.65   |     |                  | 0.65     |  | 0.25  |     | 0.25  |    |    |    |
| Uniform Delay d <sub>1</sub>  |           | 9.7    |     |                  | 8.2      |  | 33.0  |     | 28.3  |    |    |    |
| Delay Factor k  |           | 0.16   |     |                  | 0.11     |  | 0.18  |     | 0.11  |    |    |    |
| Incremental Delay d <sub>2</sub>  |           | 0.0    |     |                  | 0.1      |  | 1.1   |     | 0.0   |    |    |    |
| PF Factor   |           | 1.000  |     |                  | 1.000    |  | 1.000 |     | 1.000 |    |    |    |
| Control Delay   |           | 9.7    |     |                  | 8.3      |  | 34.1  |     | 28.3  |    |    |    |
| Lane Group LOS  |           | A      |     |                  | A        |  | C     |     | C     |    |    |    |
| Approach Delay  |           | 9.7    |     |                  | 8.3      |  | 34.0  |     |       |    |    |    |
| Approach LOS  |           | A      |     |                  | A        |  | C     |     |       |    |    |    |
| Intersection Delay  |           | 12.6   |     | Intersection LOS |          |  |       |     |       |    | B  |    |



| SHORT REPORT   |         |           |       |       |                  |  |     |     |    |       |      |        |
|--|---------|-----------|-------|-------|------------------|--|-----|-----|----|-------|------|--------|
| General Information  |         |           |       |       |                  | Site Information   |     |     |    |       |      |        |
| Analyst GSR<br>Agency or Co. AIM ENGINEERING<br>Date Performed 4/20/12<br>Time Period AM |         |           |       |       |                  | Intersection GGP & I-75 SB OFF-RAMP<br>Area Type All other areas<br>Jurisdiction<br>Analysis Year 2019 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         | 1     | 1     | 3                |  |     |     |    | 2     |      | 2      |
| Lane Group   |         | T         | R     | L     | T                |  |     |     |    | L     |      | R      |
| Volume (vph)   |         | 1477 ✓    | 344 ✓ | 6 ✓   | 1569 ✓           |  |     |     |    | 756 ✓ |      | 1323 ✓ |
| % Heavy Vehicles   |         | 4         | 4     | 4     | 4                |  |     |     |    | 6     |      | 6      |
| PHF  |         | 0.90      | 0.90  | 0.90  | 0.90             |  |     |     |    | 0.90  |      | 0.90   |
| 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                |  |     |     |    | 3     |      | 3      |
| Unit Extension   |         | 3.0       | 3.0   | 3.0   | 3.0              |  |     |     |    | 3.0   |      | 3.0    |
| Ped/Bike/RTOR Volume   | 0       | 0         | 344   | 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  | WB Only | Thru & RT | 03    | 04    | SB Only          | 06   | 07  | 08  |    |       |      |        |
| Timing   | G = 8.0 | G = 35.0  | G =   | G =   | G = 42.0         | G =  | G = | G = |    |       |      |        |
|  | Y = 5   | Y = 5     | 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    |      |        |
|  | LT      | TH        | RT    | LT    | TH               | RT   | LT  | TH  | RT | LT    | TH   | RT     |
| Adjusted Flow Rate   |         | 1641      | 0     | 7     | 1743             |  |     |     |    | 840   |      | 1470   |
| Lane Group Capacity  |         | 1742      | 544   | 139   | 1742             |  |     |     |    | 1389  |      | 1483   |
| v/c Ratio  |         | 0.94      | 0.00  | 0.05  | 1.00             |  |     |     |    | 0.60  |      | 0.99   |
| Green Ratio  |         | 0.35      | 0.35  | 0.08  | 0.35             |  |     |     |    | 0.42  |      | 0.55   |
| Uniform Delay d <sub>1</sub>   |         | 31.5      | 21.1  | 42.5  | 32.5             |  |     |     |    | 22.5  |      | 22.3   |
| Delay Factor k   |         | 0.45      | 0.11  | 0.11  | 0.50             |  |     |     |    | 0.19  |      | 0.49   |
| Incremental Delay d <sub>2</sub>   |         | 10.8      | 0.0   | 0.1   | 19.5             |  |     |     |    | 0.8   |      | 21.2   |
| PF Factor  |         | 0.944     | 1.000 | 1.000 | 0.944            |  |     |     |    | 1.000 |      | 1.000  |
| Control Delay  |         | 40.5      | 21.1  | 42.6  | 50.2             |  |     |     |    | 23.3  |      | 43.5   |
| Lane Group LOS   |         | D         | C     | D     | D                |  |     |     |    | C     |      | D      |
| Approach Delay   |         | 40.5      |       |       | 50.2             |  |     |     |    |       | 36.1 |        |
| Approach LOS   |         | D         |       |       | D                |  |     |     |    |       | D    |        |
| Intersection Delay   |         | 41.7      |       |       | Intersection LOS |  |     |     |    |       | D    |        |

## TWO-WAY STOP CONTROL SUMMARY

| General Information                       |                 | Site Information |                       |                           |       |           |    |    |
|---|-----------------|------------------|-----------------------|---------------------------|-------|-----------|----|----|
| Analyst                                   | AL              | Intersection     | North Ramp (WB SR 29) |                           |       |           |    |    |
| Agency/Co.                                | AIM ENGINEERING | Jurisdiction     |                       |                           |       |           |    |    |
| Date Performed                            | 3-21-12         | Analysis Year    | 2019 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)                            | 235 ✓           | 191 ✓            |                       |                           | 293 ✓ |           |    |    |
| Peak-Hour Factor, PHF                     | 0.90            | 0.90             | 1.00                  | 1.00                      | 0.90  | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 261             | 212              | 0                     | 0                         | 325   | 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)                            |                 |                  |                       | 30 ✓                      |       |           |    |    |
| Peak-Hour Factor, PHF                     | 1.00            | 1.00             | 1.00                  | 0.90                      | 1.00  | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 0               | 0                | 0                     | 33                        | 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)                                 | 261             |                  | 33                    |                           |       |           |    |    |
| C (m) (veh/h)                             | 1130            |                  | 188                   |                           |       |           |    |    |
| v/c                                       | 0.23            |                  | 0.18                  |                           |       |           |    |    |
| 95% queue length                          | 0.89            |                  | 0.62                  |                           |       |           |    |    |
| Control Delay (s/veh)                     | 9.1             |                  | 28.2                  |                           |       |           |    |    |
| LOS                                       | A               |                  | D                     |                           |       |           |    |    |
| Approach Delay (s/veh)                    | --              | --               | 28.2                  |                           |       |           |    |    |
| Approach LOS                              | --              | --               | D                     |                           |       |           |    |    |

## TWO-WAY STOP CONTROL SUMMARY

| General Information  |           | Site Information |                        |
|----------------------|-----------|------------------|------------------------|
| Analyst              | AJC       | Intersection     | South Ramps (EB SR 29) |
| Agency/Co.           | FDOT      | Jurisdiction     |                        |
| Date Performed       | 2/21/2012 | Analysis Year    | 2019 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<br>Movement      | Northbound |        |        | Southbound |        |        |
|-------------------------------|------------|--------|--------|------------|--------|--------|
|                               | 1<br>L     | 2<br>T | 3<br>R | 4<br>L     | 5<br>T | 6<br>R |
| Volume (veh/h)                |            | 312 ✓  |        | 232 ✓      | 91 ✓   |        |
| Peak-Hour Factor, PHF         | 0.95       | 0.90   | 1.00   | 0.90       | 0.90   | 1.00   |
| Hourly Flow Rate, HFR (veh/h) | 0          | 346    | 0      | 257        | 101    | 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<br>Movement      | Eastbound |        |        | Westbound |         |         |
|-------------------------------|-----------|--------|--------|-----------|---------|---------|
|                               | 7<br>L    | 8<br>T | 9<br>R | 10<br>L   | 11<br>T | 12<br>R |
| Volume (veh/h)                | 114 ✓     |        |        |           |         |         |
| Peak-Hour Factor, PHF         | 0.90      | 1.00   | 1.00   | 0.95      | 1.00    | 1.00    |
| Hourly Flow Rate, HFR (veh/h) | 126       | 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<br>Movement   | Northbound | Southbound | Westbound |   |   | Eastbound |    |    |
|------------------------|------------|------------|-----------|---|---|-----------|----|----|
|                        | 1          | 4          | 7         | 8 | 9 | 10        | 11 | 12 |
| Lane Configuration     |            | L          |           |   |   | L         |    |    |
| v (veh/h)              |            | 257        |           |   |   | 126       |    |    |
| C (m) (veh/h)          |            | 1110       |           |   |   | 215       |    |    |
| v/c                    |            | 0.23       |           |   |   | 0.59      |    |    |
| 95% queue length       |            | 0.90       |           |   |   | 3.28      |    |    |
| Control Delay (s/veh)  |            | 9.2        |           |   |   | 43.0      |    |    |
| LOS                    |            | A          |           |   |   | E         |    |    |
| Approach Delay (s/veh) | --         | --         |           |   |   | 43.0      |    |    |
| Approach LOS           | --         | --         |           |   |   | E         |    |    |

| SHORT REPORT  |          |     |     |                  |          |   |        |        |    |      |        |       |
|---|----------|-----|-----|------------------|----------|---|--------|--------|----|------|--------|-------|
| General Information   |          |     |     |                  |          | Site Information  |        |        |    |      |        |       |
| Analyst GSR<br>Agency or Co. AIM ENGINEERING<br>Date Performed 03/30/2012<br>Time Period PM |          |     |     |                  |          | Intersection I-75 NB/WB Off Ramp & SR<br>951<br>Area Type All other areas<br>Jurisdiction<br>Analysis Year 2019 WHITE |        |        |    |      |        |       |
| Volume and Timing Input   |          |     |     |                  |          |   |        |        |    |      |        |       |
|   | EB       |     |     | WB               |          |   | NB     |        |    | SB   |        |       |
|   | LT       | TH  | RT  | LT               | TH       | RT  | LT     | TH     | RT | LT   | TH     | RT    |
| Number of Lanes   |          |     |     | 1                |          | 1   | 2      | 4      |    |      | 4      | 1     |
| Lane Group  |          |     |     | L                |          | R   | L      | T      |    |      | T      | R     |
| Volume (vph)  |          |     |     | 126 ✓            |          | 55 ✓  | 1126 ✓ | 2155 ✓ |    |      | 1862 ✓ | 374 ✓ |
| % Heavy Vehicles  |          |     |     | 6                |          | 6   | 3      | 3      |    |      | 3      | 3     |
| PHF   |          |     |     | 0.90             |          | 0.90  | 0.90   | 0.90   |    |      | 0.90   | 0.90  |
| 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  |          |     |     | 3                |          | 3   | 3      | 4      |    |      | 4      | 4     |
| Unit Extension  |          |     |     | 3.0              |          | 3.0   | 3.0    | 3.0    |    |      | 3.0    | 3.0   |
| Ped/Bike/RTOR Volume  |          |     |     | 0                | 0        | 27  | 0      | 0      |    | 0    | 0      | 54    |
| 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  | 02  | 03  | 04               | NB Only  | Thru & RT   | 07     | 08     |    |      |        |       |
| Timing  | G = 21.0 | G = | G = | G =              | G = 51.0 | G = 48.0  | G =    | G =    |    |      |        |       |
|   | Y = 5    | Y = | Y = | Y =              | Y = 5    | Y = 5   | Y =    | Y =    |    |      |        |       |
| Duration of Analysis (hrs) = 0.25   |          |     |     |                  |          | Cycle Length C = 135.0  |        |        |    |      |        |       |
| Lane Group Capacity, Control Delay, and LOS Determination                                   |          |     |     |                  |          |   |        |        |    |      |        |       |
|   | EB       |     |     | WB               |          |   | NB     |        |    | SB   |        |       |
|   | LT       | TH  | RT  | LT               | TH       | RT  | LT     | TH     | RT | LT   | TH     | RT    |
| Adjusted Flow Rate  |          |     |     | 140              |          | 31  | 1251   | 2394   |    |      | 2069   | 356   |
| Lane Group Capacity   |          |     |     | 265              |          | 237   | 1286   | 5161   |    |      | 2382   | 859   |
| v/c Ratio   |          |     |     | 0.53             |          | 0.13  | 0.97   | 0.46   |    |      | 0.87   | 0.41  |
| Green Ratio   |          |     |     | 0.16             |          | 0.16  | 0.38   | 0.77   |    |      | 0.36   | 0.55  |
| Uniform Delay d <sub>1</sub>  |          |     |     | 52.4             |          | 49.1  | 41.3   | 5.5    |    |      | 40.6   | 17.8  |
| Delay Factor k  |          |     |     | 0.13             |          | 0.11  | 0.48   | 0.11   |    |      | 0.40   | 0.11  |
| Incremental Delay d <sub>2</sub>  |          |     |     | 2.0              |          | 0.3   | 10.4   | 0.0    |    |      | 2.3    | 0.2   |
| PF Factor   |          |     |     | 1.000            |          | 1.000   | 1.000  | 0.250  |    |      | 0.939  | 0.685 |
| Control Delay   |          |     |     | 54.4             |          | 49.4  | 51.7   | 1.4    |    |      | 40.4   | 12.4  |
| Lane Group LOS  |          |     |     | D                |          | D   | D      | A      |    |      | D      | B     |
| Approach Delay  |          |     |     | 53.5             |          |   | 18.7   |        |    | 36.3 |        |       |
| Approach LOS  |          |     |     | D                |          |   | B      |        |    | D    |        |       |
| Intersection Delay  | 26.5     |     |     | Intersection LOS |          |   |        |        |    | C    |        |       |

## SHORT REPORT

| General Information |                 |  |  | Site Information |                      |  |  |
|---------------------|-----------------|--|--|------------------|----------------------|--|--|
| Analyst             | GSR             |  |  | Intersection     | I-75 SB OFF & SR 951 |  |  |
| Agency or Co.       | AIM ENGINEERING |  |  | Area Type        | All other areas      |  |  |
| Date Performed      | 03/30/2012      |  |  | Jurisdiction     |                      |  |  |
| Time Period         | PM              |  |  | Analysis Year    | 2019 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      | 1     | 1    | 4      |    |
| Lane Group                        | L        |     | R      |     |          |                        |          | T      | R     | L    | T      |    |
| Volume (vph)                      | 476 ✓    |     | 1433 ✓ |     |          |                        |          | 2805 ✓ | 160 ✓ | 70 ✓ | 1918 ✓ |    |
| % Heavy Vehicles                  | 6        |     | 6      |     |          |                        |          | 3      | 3     | 3    | 3      |    |
| PHF                               | 0.90     |     | 0.90   |     |          |                        |          | 0.90   | 0.90  | 0.90 | 0.90   |    |
| 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      | 27    | 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 = 30.5 | G = | G =    | G = | G = 45.0 | G = 25.5               | G = 15.0 | G =    |       |      |        |    |
|                                   | Y = 5    | Y = | Y =    | Y = | Y = 4    | Y = 5                  | Y = 5    | Y =    |       |      |        |    |
| Duration of Analysis (hrs) = 0.25 |          |     |        |     |          | Cycle Length C = 135.0 |          |        |       |      |        |    |

| Lane Group Capacity, Control Delay, and LOS Determination |                    |     |       |                  |  |  |      |       |       |       |       |      |
|---|--------------------|-----|-------|------------------|--|--|------|-------|-------|-------|-------|------|
|   | EB                 |     |       | WB               |  |  | NB   |       |       | SB    |       |      |
|   | Adjusted Flow Rate | 529 |       | 1592             |  |  |      |       | 3117  | 148   | 78    | 2131 |
| Lane Group Capacity                                       | 747                |     | 1608  |                  |  |  |      | 3697  | 1278  | 195   | 2258  |      |
| v/c Ratio   | 0.71               |     | 0.99  |                  |  |  |      | 0.84  | 0.12  | 0.40  | 0.94  |      |
| Green Ratio   | 0.23               |     | 0.60  |                  |  |  |      | 0.55  | 0.81  | 0.11  | 0.34  |      |
| Uniform Delay d <sub>1</sub>                              | 48.1               |     | 26.9  |                  |  |  |      | 25.4  | 2.6   | 55.8  | 43.5  |      |
| Delay Factor k  | 0.27               |     | 0.49  |                  |  |  |      | 0.38  | 0.11  | 0.11  | 0.46  |      |
| Incremental Delay d <sub>2</sub>                          | 3.1                |     | 20.0  |                  |  |  |      | 1.2   | 0.0   | 1.3   | 8.6   |      |
| PF Factor   | 1.000              |     | 0.584 |                  |  |  |      | 0.678 | 0.311 | 1.000 | 0.955 |      |
| Control Delay   | 51.3               |     | 35.7  |                  |  |  |      | 18.4  | 0.8   | 57.1  | 50.2  |      |
| Lane Group LOS  | D                  |     | D     |                  |  |  |      | B     | A     | E     | D     |      |
| Approach Delay  | 39.6               |     |       |                  |  |  | 17.6 |       |       | 50.4  |       |      |
| Approach LOS  | D                  |     |       |                  |  |  | B    |       |       | D     |       |      |
| Intersection Delay  | 33.3               |     |       | Intersection LOS |  |  |      |       |       | C     |       |      |

### SHORT REPORT

| General Information   | Site Information  |
|---|---|
| Analyst           GSR<br>Agency or Co.   AIM ENGINEERING<br>Date Performed  4/20/2012<br>Time Period     PM | Intersection     GGP & I-75 NB OFF<br>Area Type       All other areas<br>Jurisdiction<br>Analysis Year   2019 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)                      |           | 2093 ✓ |     |     | 888 ✓    |     | 344 ✓                  |     | 6 ✓  |    |    |    |
| % 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                      |           | 3      |     |     | 3        |     | 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 = 64.0  | G =    | G = | G = | G = 36.0 | G = | G =                    | G = |      |    |    |    |
|                                   | Y = 5     | Y =    | Y = | Y = | Y = 5    | Y = | Y =                    | Y = |      |    |    |    |
| Duration of Analysis (hrs) = 0.25 |           |        |     |     |          |     | Cycle Length C = 110.0 |     |      |    |    |    |

| Lane Group Capacity, Control Delay, and LOS Determination |    |       |    |    |                  |    |       |    |       |    |    |    |
|---|----|-------|----|----|------------------|----|-------|----|-------|----|----|----|
|   | EB |       |    | WB |                  |    | NB    |    |       | SB |    |    |
|   | LT | TH    | RT | LT | TH               | RT | LT    | TH | RT    | LT | TH | RT |
| Adjusted Flow Rate  |    | 2203  |    |    | 935              |    | 362   |    | 6     |    |    |    |
| Lane Group Capacity                                       |    | 2924  |    |    | 2924             |    | 1082  |    | 499   |    |    |    |
| v/c Ratio   |    | 0.75  |    |    | 0.32             |    | 0.33  |    | 0.01  |    |    |    |
| Green Ratio   |    | 0.58  |    |    | 0.58             |    | 0.33  |    | 0.33  |    |    |    |
| Uniform Delay d <sub>1</sub>                              |    | 17.1  |    |    | 11.8             |    | 28.0  |    | 25.0  |    |    |    |
| Delay Factor k  |    | 0.31  |    |    | 0.11             |    | 0.11  |    | 0.11  |    |    |    |
| Incremental Delay d <sub>2</sub>                          |    | 0.1   |    |    | 0.1              |    | 0.2   |    | 0.0   |    |    |    |
| PF Factor   |    | 1.000 |    |    | 1.000            |    | 1.000 |    | 1.000 |    |    |    |
| Control Delay   |    | 17.2  |    |    | 11.9             |    | 28.1  |    | 25.0  |    |    |    |
| Lane Group LOS  |    | B     |    |    | B                |    | C     |    | C     |    |    |    |
| Approach Delay  |    | 17.2  |    |    | 11.9             |    | 28.1  |    |       |    |    |    |
| Approach LOS  |    | B     |    |    | B                |    | C     |    |       |    |    |    |
| Intersection Delay  |    | 16.9  |    |    | Intersection LOS |    |       |    |       |    |    | B  |

| SHORT REPORT  |                 |           |       |       |                  |                        |                        |     |    |       |      |       |  |
|---|-----------------|-----------|-------|-------|------------------|------------------------|------------------------|-----|----|-------|------|-------|--|
| General Information                                       |                 |           |       |       |                  | Site Information       |                        |     |    |       |      |       |  |
| Analyst   | GSR             |           |       |       |                  | Intersection           | GGP & I-75 SB OFF RAMP |     |    |       |      |       |  |
| Agency or Co.   | AIM ENGINEERING |           |       |       |                  | Area Type              | All other areas        |     |    |       |      |       |  |
| Date Performed  | 4/20/2012       |           |       |       |                  | Jurisdiction           |                        |     |    |       |      |       |  |
| Time Period   | PM              |           |       |       |                  | Analysis Year          | 2019 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         | 1     | 1     | 3                |                        |                        |     |    | 2     |      | 2     |  |
| Lane Group  |                 | T         | R     | L     | T                |                        |                        |     |    | L     |      | R     |  |
| Volume (vph)  |                 | 2454 ✓    | 438 ✓ | 8 ✓   | 1232 ✓           |                        |                        |     |    | 962 ✓ |      | 589 ✓ |  |
| % 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  |                 | 3         | 3     | 3     | 3                |                        |                        |     |    | 3     |      | 3     |  |
| Unit Extension  |                 | 3.0       | 3.0   | 3.0   | 3.0              |                        |                        |     |    | 3.0   |      | 3.0   |  |
| Ped/Bike/RTOR Volume                                      | 0               | 0         | 438   | 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   | WB Only         | Thru & RT | 03    | 04    | SB Only          | 06                     | 07                     | 08  |    |       |      |       |  |
| Timing  | G = 8.0         | G = 54.5  | G =   | G =   | G = 33.5         | G =                    | G =                    | G = |    |       |      |       |  |
|   | Y = 4           | Y = 5     | Y =   | Y =   | Y = 5            | Y =                    | Y =                    | Y = |    |       |      |       |  |
| Duration of Analysis (hrs) = 0.25                         |                 |           |       |       |                  | Cycle Length C = 110.0 |                        |     |    |       |      |       |  |
| Lane Group Capacity, Control Delay, and LOS Determination |                 |           |       |       |                  |                        |                        |     |    |       |      |       |  |
|   | EB              |           |       | WB    |                  |                        | NB                     |     |    | SB    |      |       |  |
|   | LT              | TH        | RT    | LT    | TH               | RT                     | LT                     | TH  | RT | LT    | TH   | RT    |  |
| Adjusted Flow Rate  |                 | 2583      | 0     | 8     | 1297             |                        |                        |     |    | 1013  |      | 620   |  |
| Lane Group Capacity                                       |                 | 2490      | 1326  | 127   | 2490             |                        |                        |     |    | 1007  |      | 1140  |  |
| v/c Ratio   |                 | 1.04      | 0.00  | 0.06  | 0.52             |                        |                        |     |    | 1.01  |      | 0.54  |  |
| Green Ratio   |                 | 0.50      | 0.85  | 0.07  | 0.50             |                        |                        |     |    | 0.30  |      | 0.42  |  |
| Uniform Delay d <sub>1</sub>                              |                 | 27.8      | 1.3   | 47.5  | 18.9             |                        |                        |     |    | 38.3  |      | 23.8  |  |
| Delay Factor k  |                 | 0.50      | 0.11  | 0.11  | 0.13             |                        |                        |     |    | 0.50  |      | 0.14  |  |
| Incremental Delay d <sub>2</sub>                          |                 | 28.6      | 0.0   | 0.2   | 0.2              |                        |                        |     |    | 29.8  |      | 0.5   |  |
| PF Factor   |                 | 1.000     | 1.000 | 1.000 | 1.000            |                        |                        |     |    | 1.000 |      | 1.000 |  |
| Control Delay   |                 | 56.4      | 1.3   | 47.7  | 19.0             |                        |                        |     |    | 68.1  |      | 24.3  |  |
| Lane Group LOS  |                 | E         | A     | D     | B                |                        |                        |     |    | E     |      | C     |  |
| Approach Delay  |                 | 56.4      |       |       | 19.2             |                        |                        |     |    |       | 51.5 |       |  |
| Approach LOS  |                 | E         |       |       | B                |                        |                        |     |    |       | D    |       |  |
| Intersection Delay  |                 | 46.1      |       |       | Intersection LOS |                        |                        |     |    |       | D    |       |  |





## TWO-WAY STOP CONTROL SUMMARY

| General Information                       |            |            |           | Site Information          |                       |           |    |    |
|---|------------|------------|-----------|---------------------------|-----------------------|-----------|----|----|
| Analyst                                   | AL         |            |           | Intersection              | North Ramp (WB SR 29) |           |    |    |
| Agency/Co.                                | AIM ENGR   |            |           | Jurisdiction              |                       |           |    |    |
| Date Performed                            | 3/21/12    |            |           | Analysis Year             | 2019 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)                            | 319 ✓      | 131 ✓      |           |                           | 189 ✓                 |           |    |    |
| Peak-Hour Factor, PHF                     | 0.90       | 0.90       | 1.00      | 1.00                      | 0.90                  | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 354        | 145        | 0         | 0                         | 210                   | 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)                            |            |            |           | 39 ✓                      |                       |           |    |    |
| Peak-Hour Factor, PHF                     | 1.00       | 1.00       | 1.00      | 0.90                      | 1.00                  | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 0          | 0          | 0         | 43                        | 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)                                 | 354        |            | 43        |                           |                       |           |    |    |
| C (m) (veh/h)                             | 1250       |            | 174       |                           |                       |           |    |    |
| v/c                                       | 0.28       |            | 0.25      |                           |                       |           |    |    |
| 95% queue length                          | 1.17       |            | 0.93      |                           |                       |           |    |    |
| Control Delay (s/veh)                     | 9.0        |            | 32.3      |                           |                       |           |    |    |
| LOS                                       | A          |            | D         |                           |                       |           |    |    |
| Approach Delay (s/veh)                    | --         | --         | 32.3      |                           |                       |           |    |    |
| Approach LOS                              | --         | --         | D         |                           |                       |           |    |    |

## TWO-WAY STOP CONTROL SUMMARY

| General Information                       |            | Site Information |                           |            |       |           |    |    |
|---|------------|------------------|---------------------------|------------|-------|-----------|----|----|
| Analyst                                   | AL         | Intersection     | South Ramps (EB SR 29)    |            |       |           |    |    |
| Agency/Co.                                | AIM ENGR   | Jurisdiction     |                           |            |       |           |    |    |
| Date Performed                            | 3/21/2012  | Analysis Year    | 2019 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)                            |            | 360 ✓            |                           | 127 ✓      | 101 ✓ |           |    |    |
| Peak-Hour Factor, PHF                     | 0.95       | 0.90             | 1.00                      | 0.90       | 0.90  | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 0          | 400              | 0                         | 141        | 112   | 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)                            | 90 ✓       |                  |                           |            |       |           |    |    |
| Peak-Hour Factor, PHF                     | 0.90       | 1.00             | 1.00                      | 0.95       | 1.00  | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 100        | 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)                                 |            | 141              |                           |            |       | 100       |    |    |
| C (m) (veh/h)                             |            | 1058             |                           |            |       | 305       |    |    |
| v/c                                       |            | 0.13             |                           |            |       | 0.33      |    |    |
| 95% queue length                          |            | 0.46             |                           |            |       | 1.39      |    |    |
| Control Delay (s/veh)                     |            | 8.9              |                           |            |       | 22.5      |    |    |
| LOS                                       |            | A                |                           |            |       | C         |    |    |
| Approach Delay (s/veh)                    | --         | --               |                           |            |       | 22.5      |    |    |
| Approach LOS                              | --         | --               |                           |            |       | C         |    |    |

## TWO-WAY STOP CONTROL SUMMARY

| General Information                       |            | Site Information |                             |                                     |      |           |    |
|---|------------|------------------|-----------------------------|-------------------------------------|------|-----------|----|
| Analyst                                   | AL         | Intersection     | South Ramps (EB Everglades) |                                     |      |           |    |
| Agency/Co.                                | AIM ENGR   | Jurisdiction     |                             |                                     |      |           |    |
| Date Performed                            | 3/21/2012  | Analysis Year    | 2019 EVERGLADES             |                                     |      |           |    |
| Analysis Time Period                      | AM         |                  |                             |                                     |      |           |    |
| Project Description                       |            |                  |                             |                                     |      |           |    |
| East/West Street: 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)                            |            |                  |                             | 95 ✓                                |      |           |    |
| Peak-Hour Factor, PHF                     | 0.95       | 0.90             | 1.00                        | 0.90                                | 0.90 | 1.00      |    |
| Hourly Flow Rate, HFR (veh/h)             | 0          | 0                | 0                           | 105                                 | 0    | 0         |    |
| Percent Heavy Vehicles                    | 6          | --               | --                          | 2                                   | --   | --        |    |
| Median Type                               | Undivided  |                  |                             |                                     |      |           |    |
| RT Channelized                            |            |                  | 0                           |                                     |      | 0         |    |
| Lanes                                     | 0          | 0                | 0                           | 1                                   | 0    | 0         |    |
| Configuration                             |            |                  |                             | L                                   |      |           |    |
| Upstream Signal                           |            | 0                |                             |                                     | 0    |           |    |
| Minor Street                              | Eastbound  |                  |                             | Westbound                           |      |           |    |
| Movement                                  | 7          | 8                | 9                           | 10                                  | 11   | 12        |    |
|   | L          | T                | R                           | L                                   | T    | R         |    |
| Volume (veh/h)                            | 518 ✓      |                  |                             |                                     |      |           |    |
| Peak-Hour Factor, PHF                     | 0.90       | 1.00             | 1.00                        | 0.95                                | 1.00 | 1.00      |    |
| Hourly Flow Rate, HFR (veh/h)             | 575        | 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 |
| Lane Configuration                        |            | L                |                             |                                     |      | L         |    |
| v (veh/h)                                 |            | 105              |                             |                                     |      | 575       |    |
| C (m) (veh/h)                             |            | 1623             |                             |                                     |      | 719       |    |
| v/c                                       |            | 0.06             |                             |                                     |      | 0.80      |    |
| 95% queue length                          |            | 0.21             |                             |                                     |      | 8.22      |    |
| Control Delay (s/veh)                     |            | 7.4              |                             |                                     |      | 26.9      |    |
| LOS                                       |            | A                |                             |                                     |      | D         |    |
| Approach Delay (s/veh)                    | --         | --               |                             |                                     |      | 26.9      |    |
| Approach LOS                              | --         | --               |                             |                                     |      | D         |    |

| SHORT REPORT   |          |     |     |                  |          |  |        |        |    |      |        |       |
|--|----------|-----|-----|------------------|----------|--|--------|--------|----|------|--------|-------|
| General Information  |          |     |     |                  |          | Site Information   |        |        |    |      |        |       |
| Analyst GSR<br>Agency or Co. AIM ENGR<br>Date Performed 03/29/2012<br>Time Period AM |          |     |     |                  |          | Intersection I-75 NB Off Ramp & SR 951<br>Area Type All other areas<br>Jurisdiction<br>Analysis Year 2019 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                |          | 1  | 2      | 4      |    |      | 4      | 1     |
| Lane Group   |          |     |     | L                |          | R  | L      | T      |    |      | T      | R     |
| Volume (vph)   |          |     |     | 429 ✓            |          | 174 ✓  | 1434 ✓ | 1907 ✓ |    |      | 1627 ✓ | 425 ✓ |
| % Heavy Vehicles   |          |     |     | 6                |          | 6  | 4      | 4      |    |      | 4      | 4     |
| 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   |          |     |     | 3                |          | 3  | 4      | 4      |    |      | 4      | 3     |
| Unit Extension   |          |     |     | 3.0              |          | 3.0  | 3.0    | 3.0    |    |      | 3.0    | 3.0   |
| Ped/Bike/RTOR Volume   |          |     |     | 0                | 0        | 33   | 0      | 0      |    | 0    | 0      | 66    |
| 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  | 02  | 03  | 04               | NB Only  | Thru & RT  | 07     | 08     |    |      |        |       |
| Timing   | G = 16.5 | G = | G = | G =              | G = 49.5 | G = 30.0   | G =    | G =    |    |      |        |       |
|  | Y = 5    | Y = | Y = | Y =              | Y = 4    | Y = 5  | Y =    | Y =    |    |      |        |       |
| Duration of Analysis (hrs) = 0.25  |          |     |     |                  |          | Cycle Length C = 110.0   |        |        |    |      |        |       |
| Lane Group Capacity, Control Delay, and LOS Determination                            |          |     |     |                  |          |  |        |        |    |      |        |       |
|  | EB       |     |     | WB               |          |  | NB     |        |    | SB   |        |       |
|  | LT       | TH  | RT  | LT               | TH       | RT   | LT     | TH     | RT | LT   | TH     | RT    |
| Adjusted Flow Rate   |          |     |     | 452              |          | 148  | 1509   | 2007   |    |      | 1713   | 378   |
| Lane Group Capacity  |          |     |     | 496              |          | 229  | 1516   | 5037   |    |      | 1810   | 727   |
| v/c Ratio  |          |     |     | 0.91             |          | 0.65   | 1.00   | 0.40   |    |      | 0.95   | 0.52  |
| Green Ratio  |          |     |     | 0.15             |          | 0.15   | 0.45   | 0.76   |    |      | 0.27   | 0.47  |
| Uniform Delay d <sub>1</sub>   |          |     |     | 46.0             |          | 44.0   | 30.1   | 4.6    |    |      | 39.2   | 20.6  |
| Delay Factor k   |          |     |     | 0.43             |          | 0.22   | 0.50   | 0.11   |    |      | 0.46   | 0.13  |
| Incremental Delay d <sub>2</sub>   |          |     |     | 21.0             |          | 6.2  | 13.6   | 0.0    |    |      | 7.8    | 0.4   |
| PF Factor  |          |     |     | 1.000            |          | 1.000  | 0.836  | 0.239  |    |      | 1.000  | 1.000 |
| Control Delay  |          |     |     | 67.1             |          | 50.2   | 38.8   | 1.1    |    |      | 47.0   | 21.0  |
| Lane Group LOS   |          |     |     | E                |          | D  | D      | A      |    |      | D      | C     |
| Approach Delay   |          |     |     | 62.9             |          |  | 17.3   |        |    | 42.3 |        |       |
| Approach LOS   |          |     |     | E                |          |  | B      |        |    | D    |        |       |
| Intersection Delay   | 30.1     |     |     | Intersection LOS |          |  |        |        |    | C    |        |       |

| SHORT REPORT  |          |     |        |                  |          |  |                        |        |       |       |        |    |
|---|----------|-----|--------|------------------|----------|--|------------------------|--------|-------|-------|--------|----|
| General Information   |          |     |        |                  |          | Site Information   |                        |        |       |       |        |    |
| Analyst GSR<br>Agency or Co. AIM ENGINEERING<br>Date Performed 03/28/2012<br>Time Period AM |          |     |        |                  |          | Intersection I-75 & SR 951 - SB OFF-RAMP<br>Area Type All other areas<br>Jurisdiction<br>Analysis Year 2019 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      | 1     | 1     | 4      |    |
| Lane Group  | L        |     | R      |                  |          |  |                        | T      | R     | L     | T      |    |
| Volume (vph)  | 334 ✓    |     | 1127 ✓ |                  |          |  |                        | 3007 ✓ | 337 ✓ | 137 ✓ | 1919 ✓ |    |
| % Heavy Vehicles  | 6        |     | 6      |                  |          |  |                        | 4      | 4     | 4     | 4      |    |
| PHF   | 0.90     |     | 0.90   |                  |          |  |                        | 0.90   | 0.90  | 0.90  | 0.90   |    |
| 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      | 30    | 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  | NB Only                | 08     |       |       |        |    |
| Timing  | G = 22.0 | G = | G =    | G =              | G = 14.0 | G = 29.0   | G = 27.0               | G =    |       |       |        |    |
|   | Y = 5    | Y = | Y =    | Y =              | Y = 4    | Y = 4  | Y = 5                  | Y =    |       |       |        |    |
| Duration of Analysis (hrs) = 0.25   |          |     |        |                  |          |  | Cycle Length C = 110.0 |        |       |       |        |    |
| Lane Group Capacity, Control Delay, and LOS Determination                                   |          |     |        |                  |          |  |                        |        |       |       |        |    |
|   | EB       |     |        | WB               |          |  | NB                     |        |       | SB    |        |    |
|   | LT       | TH  | RT     | LT               | TH       | RT   | LT                     | TH     | RT    | LT    | TH     | RT |
| Adjusted Flow Rate  | 371      |     | 1252   |                  |          |  |                        | 3341   | 341   | 152   | 2132   |    |
| Lane Group Capacity   | 661      |     | 1324   |                  |          |  |                        | 3619   | 847   | 221   | 2835   |    |
| v/c Ratio   | 0.56     |     | 0.95   |                  |          |  |                        | 0.92   | 0.40  | 0.69  | 0.75   |    |
| Green Ratio   | 0.20     |     | 0.49   |                  |          |  |                        | 0.55   | 0.55  | 0.13  | 0.43   |    |
| Uniform Delay d <sub>1</sub>  | 39.7     |     | 26.6   |                  |          |  |                        | 22.9   | 14.6  | 45.9  | 26.6   |    |
| Delay Factor k  | 0.16     |     | 0.46   |                  |          |  |                        | 0.44   | 0.11  | 0.26  | 0.31   |    |
| Incremental Delay d <sub>2</sub>  | 1.1      |     | 13.8   |                  |          |  |                        | 2.6    | 0.2   | 8.3   | 1.1    |    |
| PF Factor   | 1.000    |     | 0.780  |                  |          |  |                        | 0.690  | 0.690 | 1.000 | 0.864  |    |
| Control Delay   | 40.7     |     | 34.6   |                  |          |  |                        | 18.4   | 10.2  | 54.2  | 24.1   |    |
| Lane Group LOS  | D        |     | C      |                  |          |  |                        | B      | B     | D     | C      |    |
| Approach Delay  | 36.0     |     |        |                  |          |  | 17.7                   |        |       | 26.1  |        |    |
| Approach LOS  | D        |     |        |                  |          |  | B                      |        |       | C     |        |    |
| Intersection Delay  | 24.1     |     |        | Intersection LOS |          |  |                        |        |       | C     |        |    |

| SHORT REPORT  |           |        |     |     |                  |  |       |     |       |    |    |    |
|---|-----------|--------|-----|-----|------------------|--|-------|-----|-------|----|----|----|
| General Information   |           |        |     |     |                  | Site Information   |       |     |       |    |    |    |
| Analyst GSR<br>Agency or Co. EVERGLADES<br>Date Performed 4/20/12<br>Time Period AM |           |        |     |     |                  | Intersection GGP & I-75 NB OFF<br>Area Type All other areas<br>Jurisdiction<br>Analysis Year 2019 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)  |           | 1573 ✓ |     |     | 1043 ✓           |  | 540 ✓ |     | 16 ✓  |    |    |    |
| % Heavy Vehicles  |           | 4      |     |     | 4                |  | 6     |     | 6     |    |    |    |
| PHF   |           | 0.90   |     |     | 0.90             |  | 0.90  |     | 0.90  |    |    |    |
| 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   | 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 = 56.0  | G =    | G = | G = | G = 24.0         | G =  | G =   | G = |       |    |    |    |
|   | Y = 5     | Y =    | Y = | Y = | Y = 5            | Y =  | Y =   | Y = |       |    |    |    |
| Duration of Analysis (hrs) = 0.25   |           |        |     |     |                  | Cycle Length C = 90.0  |       |     |       |    |    |    |
| Lane Group Capacity, Control Delay, and LOS Determination                           |           |        |     |     |                  |  |       |     |       |    |    |    |
|   | EB        |        |     | WB  |                  |  | NB    |     |       | SB |    |    |
|   | LT        | TH     | RT  | LT  | TH               | RT   | LT    | TH  | RT    | LT | TH | RT |
| Adjusted Flow Rate  |           | 1748   |     |     | 1159             |  | 600   |     | 18    |    |    |    |
| Lane Group Capacity   |           | 3097   |     |     | 3097             |  | 882   |     | 406   |    |    |    |
| v/c Ratio   |           | 0.56   |     |     | 0.37             |  | 0.68  |     | 0.04  |    |    |    |
| Green Ratio   |           | 0.62   |     |     | 0.62             |  | 0.27  |     | 0.27  |    |    |    |
| Uniform Delay d <sub>1</sub>  |           | 9.9    |     |     | 8.4              |  | 29.6  |     | 24.5  |    |    |    |
| Delay Factor k  |           | 0.16   |     |     | 0.11             |  | 0.25  |     | 0.11  |    |    |    |
| Incremental Delay d <sub>2</sub>  |           | 0.0    |     |     | 0.1              |  | 2.1   |     | 0.0   |    |    |    |
| PF Factor   |           | 1.000  |     |     | 1.000            |  | 1.000 |     | 1.000 |    |    |    |
| Control Delay   |           | 9.9    |     |     | 8.4              |  | 31.7  |     | 24.5  |    |    |    |
| Lane Group LOS  |           | A      |     |     | A                |  | C     |     | C     |    |    |    |
| Approach Delay  |           | 9.9    |     |     | 8.4              |  | 31.5  |     |       |    |    |    |
| Approach LOS  |           | A      |     |     | A                |  | C     |     |       |    |    |    |
| Intersection Delay  |           | 13.2   |     |     | Intersection LOS |  |       |     |       |    |    | B  |

### SHORT REPORT

| General Information  | Site Information   |
|--|--|
| Analyst <b>GSR</b><br>Agency or Co. <b>AIM ENGINEERING</b><br>Date Performed <b>4/20/12</b><br>Time Period <b>AM</b> | Intersection <b>GGP &amp; I-75 SB OFF-RAMP</b><br>Area Type <b>All other areas</b><br>Jurisdiction<br>Analysis Year <b>2019 EVERGLADES</b> |

| Volume and Timing Input           |           |         |       |      |          |                       |     |     |    |       |     |        |
|-----------------------------------|-----------|---------|-------|------|----------|-----------------------|-----|-----|----|-------|-----|--------|
|                                   | EB        |         |       | WB   |          |                       | NB  |     |    | SB    |     |        |
|                                   | LT        | TH      | RT    | LT   | TH       | RT                    | LT  | TH  | RT | LT    | TH  | RT     |
| Number of Lanes                   |           | 3       | 1     | 1    | 3        |                       |     |     |    | 2     |     | 3      |
| Lane Group                        |           | T       | R     | L    | T        |                       |     |     |    | L     |     | R      |
| Volume (vph)                      |           | 1412 ✓  | 425 ✓ | 13 ✓ | 1583 ✓   |                       |     |     |    | 754 ✓ |     | 1258 ✓ |
| % Heavy Vehicles                  |           | 4       | 4     | 4    | 4        |                       |     |     |    | 6     |     | 6      |
| PHF                               |           | 0.90    | 0.90  | 0.90 | 0.90     |                       |     |     |    | 0.90  |     | 0.90   |
| 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                      |           | 3       | 3     | 3    | 3        |                       |     |     |    | 3     |     | 3      |
| Unit Extension                    |           | 3.0     | 3.0   | 3.0  | 3.0      |                       |     |     |    | 3.0   |     | 3.0    |
| Ped/Bike/RTOR Volume              | 0         | 0       | 425   | 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                           | Thru & RT | WB Only | 03    | 04   | SB Only  | 06                    | 07  | 08  |    |       |     |        |
| Timing                            | G = 37.0  | G = 8.0 | G =   | G =  | G = 31.0 | G =                   | G = | G = |    |       |     |        |
|                                   | Y = 4     | Y = 5   | Y =   | Y =  | Y = 5    | Y =                   | Y = | Y = |    |       |     |        |
| Duration of Analysis (hrs) = 0.25 |           |         |       |      |          | Cycle Length C = 90.0 |     |     |    |       |     |        |

| Lane Group Capacity, Control Delay, and LOS Determination |    |       |       |       |                  |    |    |    |    |       |      |       |  |
|---|----|-------|-------|-------|------------------|----|----|----|----|-------|------|-------|--|
|   | EB |       |       | WB    |                  |    | NB |    |    | SB    |      |       |  |
|   | LT | TH    | RT    | LT    | TH               | RT | LT | TH | RT | LT    | TH   | RT    |  |
| Adjusted Flow Rate  |    | 1569  | 0     | 14    | 1759             |    |    |    |    | 838   |      | 1398  |  |
| Lane Group Capacity                                       |    | 2046  | 638   | 154   | 2710             |    |    |    |    | 1139  |      | 1429  |  |
| v/c Ratio   |    | 0.77  | 0.00  | 0.09  | 0.65             |    |    |    |    | 0.74  |      | 0.98  |  |
| Green Ratio   |    | 0.41  | 0.41  | 0.09  | 0.54             |    |    |    |    | 0.34  |      | 0.34  |  |
| Uniform Delay d <sub>1</sub>                              |    | 22.8  | 15.6  | 37.7  | 14.4             |    |    |    |    | 25.9  |      | 29.2  |  |
| Delay Factor k  |    | 0.32  | 0.11  | 0.11  | 0.23             |    |    |    |    | 0.29  |      | 0.48  |  |
| Incremental Delay d <sub>2</sub>                          |    | 1.8   | 0.0   | 0.2   | 0.4              |    |    |    |    | 2.5   |      | 18.8  |  |
| PF Factor   |    | 1.000 | 1.000 | 1.000 | 1.000            |    |    |    |    | 1.000 |      | 1.000 |  |
| Control Delay   |    | 24.6  | 15.6  | 37.9  | 14.9             |    |    |    |    | 28.4  |      | 47.9  |  |
| Lane Group LOS  |    | C     | B     | D     | B                |    |    |    |    | C     |      | D     |  |
| Approach Delay  |    | 24.6  |       |       | 15.1             |    |    |    |    |       | 40.6 |       |  |
| Approach LOS  |    | C     |       |       | B                |    |    |    |    |       | D    |       |  |
| Intersection Delay  |    | 28.0  |       |       | Intersection LOS |    |    |    |    |       | C    |       |  |

## TWO-WAY STOP CONTROL SUMMARY

| General Information                       |            | Site Information |                           |            |       |           |    |    |
|---|------------|------------------|---------------------------|------------|-------|-----------|----|----|
| Analyst                                   | AL         | Intersection     | North Ramp (WB SR 29)     |            |       |           |    |    |
| Agency/Co.                                | AIM ENGR   | Jurisdiction     |                           |            |       |           |    |    |
| Date Performed                            | 3/21/12    | Analysis Year    | 2019 EVERGLADES           |            |       |           |    |    |
| 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)                            | 250 ✓      | 177 ✓            |                           |            | 203 ✓ |           |    |    |
| Peak-Hour Factor, PHF                     | 0.90       | 0.90             | 1.00                      | 1.00       | 0.90  | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 277        | 196              | 0                         | 0          | 225   | 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)                            |            |                  |                           | 30 ✓       |       |           |    |    |
| Peak-Hour Factor, PHF                     | 1.00       | 1.00             | 1.00                      | 0.90       | 1.00  | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 0          | 0                | 0                         | 33         | 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)                                 | 277        |                  | 33                        |            |       |           |    |    |
| C (m) (veh/h)                             | 1234       |                  | 212                       |            |       |           |    |    |
| v/c                                       | 0.22       |                  | 0.16                      |            |       |           |    |    |
| 95% queue length                          | 0.86       |                  | 0.54                      |            |       |           |    |    |
| Control Delay (s/veh)                     | 8.8        |                  | 25.1                      |            |       |           |    |    |
| LOS                                       | A          |                  | D                         |            |       |           |    |    |
| Approach Delay (s/veh)                    | --         | --               | 25.1                      |            |       |           |    |    |
| Approach LOS                              | --         | --               | D                         |            |       |           |    |    |



## TWO-WAY STOP CONTROL SUMMARY

| General Information                       |            | Site Information |                           |            |      |           |    |    |
|---|------------|------------------|---------------------------|------------|------|-----------|----|----|
| Analyst                                   | AL         | Intersection     | South Ramps (EB SR 29)    |            |      |           |    |    |
| Agency/Co.                                | AIM ENGR   | Jurisdiction     |                           |            |      |           |    |    |
| Date Performed                            | 3/21/2012  | Analysis Year    | 2019 EVERGLADES           |            |      |           |    |    |
| 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)                            |            | 312 ✓            |                           | 162 ✓      | 71 ✓ |           |    |    |
| Peak-Hour Factor, PHF                     | 0.95       | 0.90             | 1.00                      | 0.90       | 0.90 | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 0          | 346              | 0                         | 180        | 78   | 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)                            | 115 ✓      |                  |                           |            |      |           |    |    |
| Peak-Hour Factor, PHF                     | 0.90       | 1.00             | 1.00                      | 0.95       | 1.00 | 1.00      |    |    |
| Hourly Flow Rate, HFR (veh/h)             | 127        | 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              |                           |            |      | 127       |    |    |
| C (m) (veh/h)                             |            | 1110             |                           |            |      | 298       |    |    |
| v/c                                       |            | 0.16             |                           |            |      | 0.43      |    |    |
| 95% queue length                          |            | 0.58             |                           |            |      | 2.03      |    |    |
| Control Delay (s/veh)                     |            | 8.9              |                           |            |      | 25.8      |    |    |
| LOS                                       |            | A                |                           |            |      | D         |    |    |
| Approach Delay (s/veh)                    | --         | --               |                           |            |      | 25.8      |    |    |
| Approach LOS                              | --         | --               |                           |            |      | D         |    |    |