

SHORT REPORT

General Information				Site Information			
Analyst	AJC	Intersection	Golden Gate Pkwy & Collier Blvd	Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/02/2012	Jurisdiction		Time Period	AM	Analysis Year	2039 Desoto

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2		1				2	3			3	1
Lane Group	L		R				L	T			T	R
Volume (vph)	618		743				584	1435			1826	787
% Heavy Vehicles	4		4				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				3	3			3	3
Unit Extension	3.0		3.0				3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	0	0	40				0	0		0	0	40
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	07	08				
Timing	G = 23.0	G =	G =	G =	G = 17.0	G = 36.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	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	651		740				615	1511			1922	786
Lane Group Capacity	861		777				637	3152			1991	1104
v/c Ratio	0.76		0.95				0.97	0.48			0.97	0.71
Green Ratio	0.26		0.50				0.19	0.63			0.40	0.71
Uniform Delay d_1	30.9		21.5				36.2	8.7			26.4	7.6
Delay Factor k	0.31		0.46				0.47	0.11			0.47	0.28
Incremental Delay d_2	3.9		21.4				27.2	0.1			13.0	2.2
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	34.8		42.9				63.4	8.8			39.4	9.8
Lane Group LOS	C		D				E	A			D	A
Approach Delay	39.1						24.6			30.8		
Approach LOS	D						C			C		
Intersection Delay	30.5			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	Green Blvd & Collier Blvd					
Agency or Co.	AIM Engineering					Area Type	All other areas					
Date Performed	03/02/2012					Jurisdiction						
Time Period	AM					Analysis Year	2039 Desoto					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1		1				1	3			3	1
Lane Group	L		R				L	T			T	R
Volume (vph)	195		119				94	1939			2467	153
% Heavy Vehicles	2		2				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				3	3			3	3
Unit Extension	3.0		3.0				3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	0	0	40				0	0		0	0	40
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	07	08				
Timing	G = 16.5	G =	G =	G =	G = 12.0	G = 47.5	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	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	205		83				99	2041			2597	119
Lane Group Capacity	325		589				231	3512			2627	1191
v/c Ratio	0.63		0.14				0.43	0.58			0.99	0.10
Green Ratio	0.18		0.37				0.13	0.71			0.53	0.77
Uniform Delay d_1	33.9		18.7				35.8	6.6			21.0	2.7
Delay Factor k	0.21		0.11				0.11	0.17			0.49	0.11
Incremental Delay d_2	3.9		0.1				1.3	0.2			14.9	0.0
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	37.9		18.8				37.1	6.9			35.9	2.7
Lane Group LOS	D		B				D	A			D	A
Approach Delay	32.4						8.3			34.4		
Approach LOS	C						A			C		
Intersection Delay	23.4			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst AJC Agency or Co. AIM Engineering Date Performed 03/12/2012 Time Period AM						Intersection Pine Ridge Rd & Collier Blvd Area Type All other areas Jurisdiction Analysis Year 2039 Desoto						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3	1	1	2	2	0	2	3	1	1	3	2
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume (vph)	878	339	250	375	431	14	318	1533	295	11	1951	1118
% Heavy Vehicles	4	4	4	4	4	4	4	4	4	4	4	4
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		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	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	24	0	0	0	0	0	24	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	EB Only	Thru & RT	04			Excl. Left	NB Only	Thru & RT	08		
Timing	G = 17.0	G = 9.0	G = 20.0	G =	G = 8.0	G = 8.0	G = 62.0	G =				
	Y = 4	Y = 4	Y = 5	Y =	Y = 4	Y = 4	Y = 5	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						
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	924	357	238	395	469		335	1614	285	12	2054	1177
Lane Group Capacity	946	402	600	382	462		449	2455	766	93	2057	1778
v/c Ratio	0.98	0.89	0.40	1.03	1.02		0.75	0.66	0.37	0.13	1.00	0.66
Green Ratio	0.20	0.22	0.39	0.11	0.13		0.13	0.49	0.49	0.05	0.41	0.65
Uniform Delay d ₁	59.7	56.7	33.3	66.5	65.0		62.6	28.5	23.6	67.7	44.0	16.4
Delay Factor k	0.48	0.41	0.11	0.50	0.50		0.30	0.23	0.11	0.11	0.50	0.24
Incremental Delay d ₂	23.6	20.8	0.4	55.1	45.7		6.7	0.7	0.3	0.6	19.5	0.9
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	83.3	77.5	33.8	121.6	110.7		69.3	29.1	23.9	68.3	63.4	17.3
Lane Group LOS	F	E	C	F	F		E	C	C	E	E	B
Approach Delay	74.2			115.7			34.5			46.7		
Approach LOS	E			F			C			D		
Intersection Delay	56.1			Intersection LOS						E		

SHORT REPORT

General Information	Site Information
Analyst <i>AJC</i>	Intersection <i>Golden Gate Blvd & Collier Blvd</i>
Agency or Co. <i>AIM Engineering</i>	<i>2039 Desoto</i>
Date Performed <i>03/12/2012</i>	Area Type <i>All other areas</i>
Time Period <i>AM</i>	Jurisdiction
	Analysis Year <i>2039 Desoto</i>

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		3	2	2	3	
Lane Group				L		R		T	R	L	T	
Volume (vph)				1431		862		1260	1124	677	1605	
% Heavy Vehicles				6		6		4	4	4	4	
PHF				0.97		0.97		0.97	0.97	0.97	0.97	
Pretimed/Actuated (P/A)				A		A		A	A	A	A	
Startup Lost Time				2.0		2.0		2.0	2.0	2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival Type				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	40	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	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 42.0	G =	G =	G =	G = 27.0	G = 32.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 115.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate				1475		847		1299	1159	698	1655
Lane Group Capacity				1694		981		1385	1888	791	2727	
v/c Ratio				0.87		0.86		0.94	0.61	0.88	0.61	
Green Ratio				0.37		0.64		0.28	0.69	0.23	0.55	
Uniform Delay d_1				34.0		16.4		40.5	9.7	42.5	17.6	
Delay Factor k				0.40		0.39		0.45	0.20	0.41	0.19	
Incremental Delay d_2				5.2		8.1		12.3	0.6	11.5	0.4	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				39.2		24.5		52.8	10.3	53.9	18.0	
Lane Group LOS				D		C		D	B	D	B	
Approach Delay				33.9			32.8			28.7		
Approach LOS				C			C			C		
Intersection Delay	31.8			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	Vanderbilt Beach Rd & Collier					
Agency or Co.	AIM Engineering					Area Type	All other areas					
Date Performed	03/12/2012					Jurisdiction						
Time Period	AM					Analysis Year	2039 Desoto					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3	2	1	2	3	1	2	3	1	2	3	2
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	1074	78	690	8	100	55	878	1242	7	43	1581	1366
% Heavy Vehicles	2	2	2	2	2	2	4	4	4	4	4	4
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	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	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	24	0	0	24	0	0	0	0	0	48
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	EB Only	Thru & RT	04			Excl. Left	NB Only	Thru & RT	08		
Timing	G = 18.0	G = 13.0	G = 10.0	G =	G = 14.0	G = 19.0	G = 50.0	G =				
	Y = 4	Y = 4	Y = 5	Y =	Y = 4	Y = 4	Y = 5	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						
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	1131	82	701	8	105	33	924	1307	7	45	1664	1387
Lane Group Capacity	1125	638	728	412	338	306	831	2422	994	315	1659	1649
v/c Ratio	1.01	0.13	0.96	0.02	0.31	0.11	1.11	0.54	0.01	0.14	1.00	0.84
Green Ratio	0.23	0.18	0.46	0.12	0.07	0.19	0.25	0.49	0.64	0.09	0.33	0.60
Uniform Delay d ₁	57.5	51.6	39.3	58.2	66.7	49.8	56.5	26.8	9.8	62.5	50.0	24.2
Delay Factor k	0.50	0.11	0.47	0.11	0.11	0.11	0.50	0.14	0.11	0.11	0.50	0.38
Incremental Delay d ₂	28.1	0.1	24.5	0.0	0.5	0.2	66.6	0.2	0.0	0.2	22.8	4.1
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	85.6	51.7	63.8	58.2	67.2	50.0	123.1	27.0	9.8	62.7	72.8	28.3
Lane Group LOS	F	D	E	E	E	D	F	C	A	E	E	C
Approach Delay	76.2			62.9			66.7			52.7		
Approach LOS	E			E			E			D		
Intersection Delay	63.2			Intersection LOS						E		

SHORT REPORT													
General Information						Site Information							
Analyst AJC Agency or Co. AIM Engineering Date Performed 03/12/2012 Time Period AM						Intersection Immokalee Rd & Collier Blvd Area Type All other areas Jurisdiction Analysis Year 2039 Desoto							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		3	1	3	3		2		3				
Lane Group		T	R	L	T		L		R				
Volume (vph)		2353	390	1989	2994		497		1563				
% Heavy Vehicles		6	6	6	6		4		4				
PHF		0.97	0.97	0.97	0.97		0.97		0.97				
Pretimed/Actuated (P/A)		A	A	A	A		A		A				
Startup Lost Time		2.0	2.0	2.0	2.0		2.0		2.0				
Extension of Effective Green		2.0	2.0	2.0	2.0		2.0		2.0				
Arrival Type		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	24	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	NB Only	06	07	08					
Timing	G = 55.5	G = 65.5	G =	G =	G = 20.0	G =	G =	G =					
	Y = 4	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =					
Duration of Analysis (hrs) = 0.25						Cycle Length C = 155.0							
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		2426	377	2051	3087		512		1611				
Lane Group Capacity		2063	890	1661	3938		435		2197				
v/c Ratio		1.18	0.42	1.23	0.78		1.18		0.73				
Green Ratio		0.42	0.58	0.36	0.81		0.13		0.52				
Uniform Delay d ₁		44.8	17.8	49.8	7.9		67.5		28.9				
Delay Factor k		0.50	0.11	0.50	0.33		0.50		0.29				
Incremental Delay d ₂		84.6	0.3	111.1	1.1		101.3		1.3				
PF Factor		1.000	1.000	1.000	1.000		1.000		1.000				
Control Delay		129.4	18.2	160.8	9.0		168.8		30.2				
Lane Group LOS		F	B	F	A		F		C				
Approach Delay		114.4			69.6			63.6					
Approach LOS		F			E			E					
Intersection Delay		80.8			Intersection LOS						F		

SHORT REPORT												
General Information						Site Information						
Analyst	AL					Intersection	IMMOKALEE@WILSON					
Agency or Co.	AIM ENGINEERING					Area Type	All other areas					
Date Performed	3/17/2012					Jurisdiction	COLLIER COUNTY					
Time Period	AM PEAK HOUR					Analysis Year	2039 DESOTO-4 ALT					

Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes	1	3	1	1	3	1	1	1	1	1	1	1	
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R	
Volume (vph)	174	3152	292	273	4012	70	371	23	214	55	30	221	
% Heavy Vehicles	0	6	6	6	6	0	6	0	6	0	0	0	
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	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	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	50	0	0	50	0	0	50	0	0	50	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	Excl. Left	Thru & RT	03			04		NS Perm		06		07	08
Timing	G = 16.5	G = 93.5	G =			G =		G = 26.0		G =		G =	G =
	Y = 4	Y = 5	Y =			Y =		Y = 5		Y =		Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0							

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	183	3318	255	287	4223	21	391	24	173	58	32
Lane Group Capacity	199	3044	950	187	3044	1007	229	329	483	244	329	511
v/c Ratio	0.92	1.09	0.27	1.53	1.39	0.02	1.71	0.07	0.36	0.24	0.10	0.35
Green Ratio	0.11	0.62	0.62	0.11	0.62	0.62	0.17	0.17	0.32	0.17	0.17	0.32
Uniform Delay d_1	66.1	28.3	12.8	66.8	28.3	10.8	62.0	51.9	39.5	53.5	52.1	39.4
Delay Factor k	0.44	0.50	0.11	0.50	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.11
Incremental Delay d_2	41.9	46.7	0.2	265.7	176.4	0.0	336.3	0.1	0.5	0.5	0.1	0.4
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	108.0	75.0	12.9	332.4	204.6	10.8	398.3	52.0	40.0	54.0	52.3	39.8
Lane Group LOS	F	E	B	F	F	B	F	D	D	D	D	D
Approach Delay	72.4			211.8			278.7			44.3		
Approach LOS	E			F			F			D		
Intersection Delay	153.9			Intersection LOS						F		

SHORT REPORT

General Information	Site Information
Analyst <i>AL</i> Agency or Co. <i>AIM ENGINEERING</i> Date Performed <i>3/17/2012</i> Time Period <i>AM PEAK HOUR</i>	Intersection <i>IMMOKALEE@RANDALL</i> Area Type <i>All other areas</i> Jurisdiction <i>COLLIER COUNTY</i> Analysis Year <i>2039 DESOTO-4 ALT</i>

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		3	1	1	3	
Lane Group				L		R		T	R	L	T	
Volume (vph)				893		44		2720	701	34	3462	
% Heavy Vehicles				2		2		6	6	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	28	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	WB Only	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 38.5	G =	G =	G =	G = 8.0	G = 89.5	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate				940		17		2863	679	36	3644
Lane Group Capacity				882		543		2914	1351	91	3304	
v/c Ratio				1.07		0.03		0.98	0.50	0.40	1.10	
Green Ratio				0.26		0.34		0.60	0.89	0.05	0.68	
Uniform Delay d_1				55.8		32.7		29.5	1.7	68.7	24.3	
Delay Factor k				0.50		0.11		0.49	0.11	0.11	0.50	
Incremental Delay d_2				49.4		0.0		12.8	0.3	2.8	51.6	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				105.2		32.7		42.3	2.0	71.5	75.8	
Lane Group LOS				F		C		D	A	E	E	
Approach Delay				103.9			34.6			75.8		
Approach LOS				F			C			E		
Intersection Delay	61.2			Intersection LOS						E		

SHORT REPORT

General Information	Site Information
Analyst <i>AL</i>	Intersection <i>IMMOKALEE@OIL WELL</i>
Agency or Co. <i>AIM ENGINEERING</i>	Area Type <i>All other areas</i>
Date Performed <i>3/17/2012</i>	Jurisdiction <i>COLLIER COUNTY</i>
Time Period <i>AM PEAK HOUR</i>	Analysis Year <i>2039 DESOTO-4 ALT</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				2		0		3	2	2	3	
Lane Group				L	LR			T	R	L	T	
Volume (vph)				2321		231		915	1824	182	1164	
% Heavy Vehicles				2		2		6	6	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	0	0	0	0	0	0	
Lane Width				12.0	12.0			12.0	12.0	12.0	12.0	
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0	0			0	0	0	0	
Minimum Pedestrian Time					3.2			3.2			3.2	
Phasing	WB Only	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 75.0	G =	G =	G =	G = 15.0	G = 36.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 140.0						

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				1783	903			963	1920	192	1225	
Lane Group Capacity				1841	924			1256	2235	354	1918	
v/c Ratio				0.97	0.98			0.77	0.86	0.54	0.64	
Green Ratio				0.54	0.54			0.26	0.83	0.11	0.39	
Uniform Delay d ₁				31.4	31.7			48.1	7.1	59.2	34.4	
Delay Factor k				0.48	0.48			0.32	0.39	0.14	0.22	
Incremental Delay d ₂				14.3	24.1			2.9	3.6	1.7	0.7	
PF Factor				1.000	1.000			1.000	1.000	1.000	1.000	
Control Delay				45.6	55.8			51.0	10.8	61.0	35.2	
Lane Group LOS				D	E			D	B	E	D	
Approach Delay				49.0			24.2			38.7		
Approach LOS				D			C			D		
Intersection Delay	36.7			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst <i>AJC</i> Agency or Co. <i>AIM Engineering</i> Date Performed <i>03/02/2012</i> Time Period <i>AM</i>						Intersection <i>GGB & Everglades</i> Area Type <i>All other areas</i> Jurisdiction Analysis Year <i>2039 Desoto</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	1	1	2	0	2	1	1	1	1	1
Lane Group	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	314	256	482	405	326	205	615	335	515	161	263	400
% Heavy Vehicles	6	6	6	6	6	6	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		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	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	34	0	0	0	0	0	34	0	0	34
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NB Only	NS Perm	08				
Timing	G = 16.0	G = 22.0	G =	G =	G = 12.0	G = 13.0	G = 20.0	G =				
	Y = 4	Y = 5	Y =	Y =	Y = 4	Y = 4	Y = 5	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 105.0						
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	331	269	472	426	559		647	353	506	169	277	385
Lane Group Capacity	342	715	813	460	674		949	656	874	397	355	618
v/c Ratio	0.97	0.38	0.58	0.93	0.83		0.68	0.54	0.58	0.43	0.78	0.62
Green Ratio	0.41	0.21	0.53	0.41	0.21		0.28	0.35	0.55	0.30	0.19	0.39
Uniform Delay d_1	25.6	35.6	16.6	32.8	39.7		33.9	27.2	15.5	28.1	40.4	25.8
Delay Factor k	0.47	0.11	0.17	0.44	0.37		0.25	0.14	0.17	0.11	0.33	0.21
Incremental Delay d_2	40.0	0.3	1.1	24.8	8.6		2.0	0.9	1.0	0.7	10.7	2.0
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	65.6	35.9	17.6	57.7	48.3		35.9	28.1	16.4	28.8	51.1	27.7
Lane Group LOS	<i>E</i>	<i>D</i>	<i>B</i>	<i>E</i>	<i>D</i>		<i>D</i>	<i>C</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>C</i>
Approach Delay	37.0			52.3			27.5			35.7		
Approach LOS	<i>D</i>			<i>D</i>			<i>C</i>			<i>D</i>		
Intersection Delay	37.0			Intersection LOS						<i>D</i>		

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	AL	Intersection	GGB @ DESOTO BLVD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	COLLIER COUNTY
Date Performed	1/23/2012	Analysis Year	2039 Desoto
Analysis Time Period	AM PEAK HOUR		

Project ID EVERGLADES IJR - BUILD DESOTO	
East/West Street: EVERGLADES BLVD	North/South Street: DESOTO BLVD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	168	42	778	43	53	28
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	611	504	33	22	641	214
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		L	TR	L	TR
PHF	0.95	0.95	0.95		0.95	0.95	0.95	0.95
Flow Rate (veh/h)	220	818	129		643	564	23	899
% Heavy Vehicles	6	6	0		2	2	2	2
No. Lanes	2		1		2		2	
Geometry Group	5		4b		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.8	0.0	0.3		1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	1.0	0.2		0.0	0.1	0.0	0.3
Prop. Heavy Vehicle	0.1	0.1	0.0		0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.6	-0.1		0.5	-0.0	0.5	-0.1

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	3.20
x, initial	0.20	0.73	0.11		0.57	0.50	0.02	0.80
hd, final value (s)	9.04	7.91	9.66		9.05	8.49	9.57	8.87
x, final value	0.55	1.80	0.35		1.62	1.33	0.06	2.22
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	6.7	5.6	7.4		6.8	6.2	7.3	6.6

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	399	818	373		643	564	273	899
Delay (s/veh)	22.33	386.69	17.38		311.51	188.66	12.89	574.27
LOS	C	F	C		F	F	B	F
Approach: Delay (s/veh)	309.47		17.38		254.11		560.27	
LOS	F		C		F		F	
Intersection Delay (s/veh)	347.92							
Intersection LOS	F							

SHORT REPORT												
General Information						Site Information						
Analyst GSR Agency or Co. AIM ENGINEERING Date Performed 3/27/2012 Time Period AM PEAK HOUR						Intersection GG BLVD & DESOTO BLVD Area Type All other areas Jurisdiction Analysis Year 2039 - DESOTO INT ALT						
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	1	0	1	0	2	1	0	1	2	0
Lane Group	L	T	R		LTR		L	TR		L	TR	
Volume (vph)	168	42	778	43	53	28	611	504	33	22	641	214
% Heavy Vehicles	6	6	6	6	6	6	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	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		2.0	2.0	
Arrival Type	3	3	3		3		3	3		3	3	
Unit Extension	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	40	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0		0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NB Only	NS Perm	07	08				
Timing	G = 25.0	G =	G =	G =	G = 21.0	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 = 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	177	44	777		130		643	566		23	900	
Lane Group Capacity	334	498	864		431		802	1127		281	1138	
v/c Ratio	0.53	0.09	0.90		0.30		0.80	0.50		0.08	0.79	
Green Ratio	0.28	0.28	0.57		0.28		0.23	0.61		0.33	0.33	
Uniform Delay d ₁	27.5	24.1	17.2		25.6		32.5	9.8		20.6	27.2	
Delay Factor k	0.13	0.11	0.42		0.11		0.35	0.11		0.11	0.34	
Incremental Delay d ₂	1.6	0.1	12.3		0.4		5.9	0.4		0.1	3.9	
PF Factor	1.000	1.000	1.000		1.000		1.000	1.000		1.000	1.000	
Control Delay	29.1	24.1	29.6		26.0		38.4	10.2		20.7	31.0	
Lane Group LOS	C	C	C		C		D	B		C	C	
Approach Delay	29.2			26.0			25.2			30.8		
Approach LOS	C			C			C			C		
Intersection Delay	28.0			Intersection LOS						C		

SHORT REPORT

General Information	Site Information
Analyst <i>AJC</i>	Intersection <i>SR 84 & SR 951</i>
Agency or Co. <i>AIM Engineering</i>	Area Type <i>All other areas</i>
Date Performed <i>03/05/2012</i>	Jurisdiction
Time Period <i>PM</i>	Analysis Year <i>2039 Desoto</i>

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		2	2	1	2	5	0	2	3	2
Lane Group	<i>L</i>	<i>T</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	1700	395		170	310	503	226	2208	216	641	2855	1336
% Heavy Vehicles	2	2		2	2	2	3	3	3	3	3	3
PHF	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Pretimed/Actuated (P/A)	<i>A</i>	<i>A</i>		<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0		2.0	2.0	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	2.0		2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	4		4	4	4
Unit Extension	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0		0	0	40	0	0	0	0	0	40
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0		0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	WB Only	03	04	SB Only	Thru & RT	NB Only	08				
Timing	G = 56.0	G = 12.5	G =	G =	G = 37.5	G = 45.5	G = 10.5	G =				
	Y = 5	Y = 5	Y =	Y =	Y =	Y =	Y = 5	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 185.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	1753	407		175	320	477	233	2499		661	2943	1336
Lane Group Capacity	1459	564		232	240	471	193	2680		690	2363	2145
v/c Ratio	1.20	0.72		0.75	1.33	1.01	1.21	0.93		0.96	1.25	0.62
Green Ratio	0.30	0.30		0.07	0.07	0.30	0.06	0.32		0.20	0.47	0.77
Uniform Delay d_1	64.5	57.5		84.7	86.3	65.0	87.3	60.5		73.0	49.0	9.2
Delay Factor k	0.50	0.28		0.31	0.50	0.50	0.50	0.45		0.47	0.50	0.21
Incremental Delay d_2	97.5	4.5		13.1	175.6	44.7	131.7	6.8		4.1	110.8	0.1
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	0.966		1.000	0.810	0.253
Control Delay	162.0	62.1		97.9	261.9	109.7	219.0	65.3		77.1	150.5	2.4
Lane Group LOS	<i>F</i>	<i>E</i>		<i>F</i>	<i>F</i>	<i>F</i>	<i>F</i>	<i>E</i>		<i>E</i>	<i>F</i>	<i>A</i>
Approach Delay	143.2			157.7			78.4			100.6		
Approach LOS	<i>F</i>			<i>F</i>			<i>E</i>			<i>F</i>		
Intersection Delay	108.6			Intersection LOS						<i>F</i>		

SHORT REPORT

General Information	Site Information
Analyst <i>AJC</i> Agency or Co. <i>AIM Engineering</i> Date Performed <i>03/05/2012</i> Time Period <i>PM</i>	Intersection <i>City Gate & CR 951</i> Area Type <i>CBD or Similar</i> Jurisdiction Analysis Year <i>2039 Desoto</i>

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	1	3	2	1	2	3	2	2	4	1
Lane Group	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	376	26	392	1628	33	717	308	1372	601	563	1226	147
% Heavy Vehicles	2	2	2	2	2	2	3	3	3	3	3	3
PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Pretimed/Actuated (P/A)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	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	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	2	2	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	48	0	0	72	0	0	72	0	0	48
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	Thru & RT	04	NB Only	Thru & RT	SB Only	08				
Timing	G = 19.0	G = 26.0	G = 10.0	G =	G = 18.5	G = 23.0	G = 27.5	G =				
	Y = 5	Y = 4	Y = 4	Y =	Y = 5	Y = 4	Y = 4	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 150.0					

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	388	27	355	1678	34	665	318	1414	545	580	1264	102
Lane Group Capacity	392	213	309	1446	851	641	378	1402	1607	562	2191	729
v/c Ratio	0.99	0.13	1.15	1.16	0.04	1.04	0.84	1.01	0.34	1.03	0.58	0.14
Green Ratio	0.13	0.07	0.22	0.33	0.27	0.45	0.12	0.31	0.64	0.18	0.36	0.52
Uniform Delay d_1	65.4	65.9	58.8	50.0	40.8	41.3	64.3	51.8	12.2	61.3	38.5	18.9
Delay Factor k	0.49	0.11	0.50	0.50	0.11	0.50	0.38	0.50	0.11	0.50	0.17	0.11
Incremental Delay d_2	42.6	0.3	97.8	80.3	0.0	45.6	15.5	26.0	0.1	46.4	0.4	0.1
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.069	1.489	1.000	1.000	1.000
Control Delay	108.0	66.2	156.5	130.3	40.8	86.8	79.8	81.4	18.3	107.7	38.8	19.0
Lane Group LOS	<i>F</i>	<i>E</i>	<i>F</i>	<i>F</i>	<i>D</i>	<i>F</i>	<i>E</i>	<i>F</i>	<i>B</i>	<i>F</i>	<i>D</i>	<i>B</i>
Approach Delay	128.9			116.9			66.1			58.3		
Approach LOS	<i>F</i>			<i>F</i>			<i>E</i>			<i>E</i>		
Intersection Delay	87.0			Intersection LOS						<i>F</i>		

SHORT REPORT												
General Information						Site Information						
Analyst AJC Agency or Co. AIM Engineering Date Performed 03/16/2012 Time Period PM						Intersection Golden Gate Pkwy & Collier Blvd 2039 Desoto Area Type All other areas Jurisdiction Analysis Year 2039 Desoto						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2		1				2	3			3	1
Lane Group	L		R				L	T			T	R
Volume (vph)	787		584				743	1826			1435	618
% Heavy Vehicles	3		3				3	3			3	3
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	40				0	0		0	0	40
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	07	08				
Timing	G = 25.0	G =	G =	G =	G = 22.5	G = 28.5	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	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	828		573				782	1922			1511	608
Lane Group Capacity	945		915				851	3071			1591	1019
v/c Ratio	0.88		0.63				0.92	0.63			0.95	0.60
Green Ratio	0.28		0.58				0.25	0.61			0.32	0.65
Uniform Delay d ₁	31.0		12.3				32.9	11.0			30.0	9.0
Delay Factor k	0.40		0.21				0.44	0.21			0.46	0.19
Incremental Delay d ₂	9.3		1.4				14.9	0.4			12.6	1.0
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	40.3		13.7				47.7	11.4			42.7	10.0
Lane Group LOS	D		B				D	B			D	A
Approach Delay	29.4						21.9			33.3		
Approach LOS	C						C			C		
Intersection Delay	27.5			Intersection LOS						C		

SHORT REPORT

General Information				Site Information			
Analyst	AJC	Intersection	Green Blvd & Collier Blvd	Area Type	All other areas		
Agency or Co.	AIM Engineering	Jurisdiction		Analysis Year	2039 Desoto		
Date Performed	03/16/2012						
Time Period	PM						

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				1	3			3	1
Lane Group	L		R				L	T			T	R
Volume (vph)	153		94				119	2467			1939	195
% Heavy Vehicles	2		2				3	3			3	3
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	40				0	0		0	0	40
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	07	08				
Timing	G = 17.0	G =	G =	G =	G = 17.0	G = 42.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	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	161		57				125	2597			2041	163
Lane Group Capacity	334		686				331	3517			2345	1115
v/c Ratio	0.48		0.08				0.38	0.74			0.87	0.15
Green Ratio	0.19		0.43				0.19	0.70			0.47	0.71
Uniform Delay d_1	32.6		15.0				31.9	8.4			21.6	4.2
Delay Factor k	0.11		0.11				0.11	0.30			0.40	0.11
Incremental Delay d_2	1.1		0.1				0.7	0.8			3.9	0.1
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	33.7		15.0				32.6	9.2			25.4	4.3
Lane Group LOS	C		B				C	A			C	A
Approach Delay	28.8						10.3			23.8		
Approach LOS	C						B			C		
Intersection Delay	16.9			Intersection LOS						B		

SHORT REPORT

General Information	Site Information
Analyst <i>AJC</i>	Intersection <i>Pine Ridge Rd & Collier Blvd</i>
Agency or Co. <i>AIM Engineering</i>	Area Type <i>All other areas</i>
Date Performed <i>03/16/2012</i>	Jurisdiction
Time Period <i>PM</i>	Analysis Year <i>2039 Desoto</i>

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	2	2	0	2	3	1	1	3	2
Lane Group	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	1118	431	318	295	339	11	250	1951	375	14	1533	878
% Heavy Vehicles	3	3	3	3	3	3	3	3	3	3	3	3
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		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	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	25	0	0	0	0	0	25	0	0	25
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	EB Only	Thru & RT	04	Excl. Left	NB Only	Thru & RT	08				
Timing	G = 21.0	G = 21.0	G = 18.0	G =	G = 8.0	G = 3.0	G = 58.0	G =				
	Y = 4	Y = 4	Y = 5	Y =	Y = 4	Y = 4	Y = 5	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 155.0					

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	1177	454	308	311	369		263	2054	368	15	1614	898
Lane Group Capacity	1417	512	637	461	406		329	2107	921	90	1880	1951
v/c Ratio	0.83	0.89	0.48	0.67	0.91		0.80	0.97	0.40	0.17	0.86	0.46
Green Ratio	0.30	0.28	0.41	0.14	0.12		0.10	0.42	0.59	0.05	0.37	0.70
Uniform Delay d_1	50.9	53.7	34.0	63.7	67.7		68.5	44.2	17.3	70.3	44.7	10.1
Delay Factor k	0.37	0.41	0.11	0.25	0.43		0.34	0.48	0.11	0.11	0.39	0.11
Incremental Delay d_2	4.3	17.0	0.6	3.9	23.9		13.1	14.1	0.3	0.9	4.2	0.2
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	55.2	70.7	34.6	67.6	91.6		81.6	58.3	17.5	71.2	49.0	10.3
Lane Group LOS	<i>E</i>	<i>E</i>	<i>C</i>	<i>E</i>	<i>F</i>		<i>F</i>	<i>E</i>	<i>B</i>	<i>E</i>	<i>D</i>	<i>B</i>
Approach Delay	55.5			80.7			55.0			35.3		
Approach LOS	<i>E</i>			<i>F</i>			<i>E</i>			<i>D</i>		
Intersection Delay	51.0			Intersection LOS						<i>D</i>		

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	Golden Gate Blvd & Collier Blvd2039 Desoto					
Agency or Co.	AIM Engineering					Area Type	All other areas					
Date Performed	03/02/2012					Jurisdiction						
Time Period	PM					Analysis Year	2039 Desoto					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				3		1		3	2	2	3	
Lane Group				L		R		T	R	L	T	
Volume (vph)				1124		677		1605	1431	862	1124	
% Heavy Vehicles				5		5		3	3	3	3	
PHF				0.97		0.97		0.97	0.97	0.97	0.97	
Pretimed/Actuated (P/A)				A		A		A	A	A	A	
Startup Lost Time				2.0		2.0		2.0	2.0	2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival Type				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	30	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	WB Only	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 32.0	G =	G =	G =	G = 32.0	G = 42.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 120.0						
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				1159		667		1655	1444	889	1159	
Lane Group Capacity				1249		884		1759	1827	907	3266	
v/c Ratio				0.93		0.75		0.94	0.79	0.98	0.35	
Green Ratio				0.27		0.57		0.35	0.66	0.27	0.65	
Uniform Delay d_1				42.9		19.1		37.8	14.6	43.7	9.6	
Delay Factor k				0.44		0.31		0.45	0.34	0.48	0.11	
Incremental Delay d_2				12.0		3.7		10.6	2.4	25.0	0.1	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				54.9		22.9		48.4	17.0	68.7	9.6	
Lane Group LOS				D		C		D	B	E	A	
Approach Delay				43.2			33.8			35.3		
Approach LOS				D			C			D		
Intersection Delay	36.7			Intersection LOS						D		

SHORT REPORT

General Information	Site Information
Analyst <i>AJC</i> Agency or Co. <i>AIM Engineering</i> Date Performed <i>03/15/2012</i> Time Period <i>PM</i>	Intersection <i>Vanderbilt & Collier Blvd</i> Area Type <i>All other areas</i> Jurisdiction Analysis Year <i>2039 Desoto</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3	2	1	2	3	1	2	3	1	2	3	2
Lane Group	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	1366	100	878	7	78	43	690	1581	8	55	1242	1074
% Heavy Vehicles	2	2	2	2	2	2	3	3	3	3	3	3
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	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	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	50	0	0	25	0	0	0	0	0	50
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	WB Only	03	04	Excl. Left	NB Only	Thru & RT	08				
Timing	G = 48.0	G = 10.0	G =	G =	G = 8.0	G = 18.0	G = 38.0	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 4	Y = 4	Y = 5	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 145.0					

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	1438	105	872	7	82	19	726	1664	8	58	1307	1078
Lane Group Capacity	1596	1174	852	237	350	251	704	2079	757	188	1317	1742
v/c Ratio	0.90	0.09	1.02	0.03	0.23	0.08	1.03	0.80	0.01	0.31	0.99	0.62
Green Ratio	0.33	0.33	0.54	0.07	0.07	0.16	0.21	0.41	0.48	0.06	0.26	0.63
Uniform Delay d ₁	46.2	33.4	33.5	63.0	63.9	51.9	57.5	37.3	19.5	65.8	53.4	16.4
Delay Factor k	0.42	0.11	0.50	0.11	0.11	0.11	0.50	0.34	0.11	0.11	0.49	0.20
Incremental Delay d ₂	7.4	0.0	36.9	0.1	0.3	0.1	42.2	2.3	0.0	0.9	22.9	0.7
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	53.7	33.5	70.4	63.0	64.2	52.1	99.7	39.6	19.5	66.8	76.3	17.1
Lane Group LOS	<i>D</i>	<i>C</i>	<i>E</i>	<i>E</i>	<i>E</i>	<i>D</i>	<i>F</i>	<i>D</i>	<i>B</i>	<i>E</i>	<i>E</i>	<i>B</i>
Approach Delay	58.8			62.0			57.7			49.9		
Approach LOS	<i>E</i>			<i>E</i>			<i>E</i>			<i>D</i>		
Intersection Delay	55.6			Intersection LOS						<i>E</i>		

SHORT REPORT

General Information	Site Information
Analyst <i>AJC</i>	Intersection <i>Immokalee Rd & Collier Blvd</i>
Agency or Co. <i>AIM Engineering</i>	Area Type <i>All other areas</i>
Date Performed <i>03/02/2012</i>	Jurisdiction
Time Period <i>PM</i>	Analysis Year <i>2039 Desoto</i>

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	3	3		2		3			
Lane Group		<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>		<i>L</i>		<i>R</i>			
Volume (vph)		2994	497	1563	2353		390		1989			
% Heavy Vehicles		6	6	6	6		3		3			
PHF		0.97	0.97	0.97	0.97		0.97		0.97			
Pretimed/Actuated (P/A)		<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>		<i>A</i>		<i>A</i>			
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	<i>0</i>	<i>0</i>	<i>24</i>	<i>0</i>	<i>0</i>		<i>0</i>	<i>0</i>	<i>0</i>			
Lane Width		12.0	12.0	12.0	12.0		12.0		12.0			
Parking/Grade/Parking	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>			
Parking/Hour												
Bus Stops/Hour		<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>		<i>0</i>		<i>0</i>			
Minimum Pedestrian Time		3.2			3.2				3.2			
Phasing	WB Only	Thru & RT	03	04	NB Only	06	07	08				
Timing	G = 42.0	G = 78.0	G =	G =	G = 15.0	G =	G =	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						

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		3087	488	1611	2426		402		2051			
Lane Group Capacity		2539	996	1299	4069		340		1765			
v/c Ratio		1.22	0.49	1.24	0.60		1.18		1.16			
Green Ratio		0.52	0.65	0.28	0.83		0.10		0.41			
Uniform Delay d_1		36.0	13.3	54.0	4.1		67.5		44.0			
Delay Factor k		0.50	0.11	0.50	0.19		0.50		0.50			
Incremental Delay d_2		101.0	0.4	114.8	0.2		108.1		79.6			
PF Factor		1.000	1.000	1.000	1.000		1.000		1.000			
Control Delay		137.0	13.6	168.8	4.4		175.6		123.6			
Lane Group LOS		<i>F</i>	<i>B</i>	<i>F</i>	<i>A</i>		<i>F</i>		<i>F</i>			
Approach Delay		120.1			70.0			132.1				
Approach LOS		<i>F</i>			<i>E</i>			<i>F</i>				
Intersection Delay		103.0			Intersection LOS						<i>F</i>	

SHORT REPORT												
General Information						Site Information						
Analyst	AL					Intersection	IMMOKALEE@WILSON					
Agency or Co.	AIM ENGINEERING					Area Type	All other areas					
Date Performed	3/17/2012					Jurisdiction	COLLIER COUNTY					
Time Period	PM PEAK HOUR					Analysis Year	2039 DESOTO-4 ALT					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	3	1	1	3	1	1	1	1	1	1	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	221	4012	371	214	3152	55	292	30	273	70	23	174
% Heavy Vehicles	0	6	6	6	6	0	6	0	6	0	0	0
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	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	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	50	0	0	50	0	0	50	0	0	50
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08				
Timing	G = 20.0	G = 95.0	G =	G =	G = 21.0	G =	G =	G =				
	Y = 4	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						
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	233	4223	338	225	3318	5	307	32	235	74	24	131
Lane Group Capacity	241	3093	965	227	3093	1023	186	266	467	196	266	495
v/c Ratio	0.97	1.37	0.35	0.99	1.07	0.00	1.65	0.12	0.50	0.38	0.09	0.26
Green Ratio	0.13	0.63	0.63	0.13	0.63	0.63	0.14	0.14	0.31	0.14	0.14	0.31
Uniform Delay d ₁	64.7	27.5	13.0	64.9	27.5	10.1	64.5	56.4	42.6	58.6	56.2	39.2
Delay Factor k	0.47	0.50	0.11	0.49	0.50	0.11	0.50	0.11	0.11	0.11	0.11	0.11
Incremental Delay d ₂	48.5	166.6	0.2	57.1	39.8	0.0	315.5	0.2	0.9	1.2	0.1	0.3
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	113.2	194.1	13.2	122.0	67.3	10.1	380.0	56.6	43.5	59.8	56.3	39.5
Lane Group LOS	F	F	B	F	E	B	F	E	D	E	E	D
Approach Delay	177.4			70.7			224.2			47.8		
Approach LOS	F			E			F			D		
Intersection Delay	135.7			Intersection LOS						F		

SHORT REPORT												
General Information						Site Information						
Analyst AL Agency or Co. AIM ENGINEERING Date Performed 3/17/2012 Time Period PM PEAK HOUR						Intersection IMMOKALEE@RANDALL Area Type All other areas Jurisdiction COLLIER COUNTY Analysis Year 2039 DESOTO-4 ALT						
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		3	1	1	3	
Lane Group				L		R		T	R	L	T	
Volume (vph)				701		34		3462	893	44	2720	
% Heavy Vehicles				2		2		6	6	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	28	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	WB Only	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 31.0	G =	G =	G =	G = 8.0	G = 97.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						
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				738		6		3644	881	46	2863	
Lane Group Capacity				710		464		3158	1351	91	3548	
v/c Ratio				1.04		0.01		1.15	0.65	0.51	0.81	
Green Ratio				0.21		0.29		0.65	0.89	0.05	0.73	
Uniform Delay d ₁				59.5		37.6		26.5	2.3	69.1	13.5	
Delay Factor k				0.50		0.11		0.50	0.23	0.11	0.35	
Incremental Delay d ₂				44.4		0.0		73.3	1.1	4.5	1.5	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				103.9		37.6		99.8	3.4	73.6	15.0	
Lane Group LOS				F		D		F	A	E	B	
Approach Delay				103.4			81.0			15.9		
Approach LOS				F			F			B		
Intersection Delay	59.9			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst AL Agency or Co. AIM ENGINEERING Date Performed 3/17/2012 Time Period PM PEAK HOUR						Intersection IMMOKALEE@OIL WELL Area Type All other areas Jurisdiction COLLIER COUNTY Analysis Year 2039 DESOTO-4 ALT						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				2		0		3	2	2	3	
Lane Group				L	LR			T	R	L	T	
Volume (vph)				1824		182		1164	2321	231	915	
% Heavy Vehicles				2		2		6	6	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	0	0	0	0	0	0	
Lane Width				12.0	12.0			12.0	12.0	12.0	12.0	
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0	0			0	0	0	0	
Minimum Pedestrian Time					3.2			3.2			3.2	
Phasing	WB Only	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 62.0	G =	G =	G =	G = 12.0	G = 62.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						
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				1402	710			1225	2443	243	963	
Lane Group Capacity				1421	713			2018	2319	265	2539	
v/c Ratio				0.99	1.00			0.61	1.05	0.92	0.38	
Green Ratio				0.41	0.41			0.41	0.86	0.08	0.52	
Uniform Delay d ₁				43.6	43.9			34.5	10.5	68.5	21.5	
Delay Factor k				0.49	0.50			0.19	0.50	0.44	0.11	
Incremental Delay d ₂				20.6	32.6			0.5	34.7	34.1	0.1	
PF Factor				1.000	1.000			1.000	1.000	1.000	1.000	
Control Delay				64.2	76.5			35.0	45.2	102.6	21.6	
Lane Group LOS				E	E			C	D	F	C	
Approach Delay				68.3			41.8			37.9		
Approach LOS				E			D			D		
Intersection Delay	49.1			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	GGB & Everglades					
Agency or Co.	AIM Engineering					Area Type	All other areas					
Date Performed	03/16/2012					Jurisdiction						
Time Period	PM					Analysis Year	2039 Desoto					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	1	1	2	0	2	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	TR	R	L	T	R
Volume (vph)	400	326	615	515	256	161	482	263	405	205	335	314
% Heavy Vehicles	5	5	5	5	5	5	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		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	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	34	0	0	0	0	0	34	0	0	34
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	EW Perm	03			04		Excl. Left	NB Only	NS Perm	08	
Timing	G = 28.0	G = 20.0	G =	G =		G = 10.0		G = 8.0	G = 22.0		G =	
	Y = 4	Y = 5	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	421	343	612	542	438		507	277	391	216	353	295
Lane Group Capacity	535	626	657	573	590		687	576	964	381	373	792
v/c Ratio	0.79	0.55	0.93	0.95	0.74		0.74	0.48	0.41	0.57	0.95	0.37
Green Ratio	0.48	0.18	0.43	0.48	0.18		0.20	0.31	0.61	0.29	0.20	0.50
Uniform Delay d ₁	21.0	40.9	30.0	22.6	42.6		41.3	30.8	11.2	33.0	43.4	16.9
Delay Factor k	0.33	0.15	0.45	0.46	0.30		0.30	0.11	0.11	0.16	0.46	0.11
Incremental Delay d ₂	7.7	1.0	20.1	24.9	5.0		4.2	0.6	0.3	2.0	33.0	0.3
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	28.7	41.9	50.1	47.5	47.6		45.5	31.5	11.4	35.0	76.4	17.2
Lane Group LOS	C	D	D	D	D		D	C	B	C	E	B
Approach Delay	41.5			47.5			30.9			45.8		
Approach LOS	D			D			C			D		
Intersection Delay	40.9			Intersection LOS						D		

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	AL	Intersection	GGB @ DESOTO BLVD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	COLLIER COUNTY
Date Performed	1/23/2012	Analysis Year	2039 Desoto
Analysis Time Period	PM PEAK HOUR		

Project ID	EVERGLADES IJR
East/West Street:	EVERGLADES BLVD
North/South Street:	DESOTO BLVD

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	214	53	611	33	42	22
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	778	641	43	28	504	168
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	TR	LTR		L	TR	L	TR
PHF	0.95	1.00	0.95		0.95	1.00	0.95	1.00
Flow Rate (veh/h)	225	664	101		818	684	29	672
% Heavy Vehicles	5	0	0		2	0	2	0
No. Lanes	2		1		2		2	
Geometry Group	5		4b		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	1.0	0.0	0.3		1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.9	0.2		0.0	0.1	0.0	0.3
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
nadj, computed	0.6	-0.6	-0.1		0.5	-0.0	0.5	-0.2

Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20		3.20	3.20	3.20	3.20
x, initial	0.20	0.59	0.09		0.73	0.61	0.03	0.60
hd, final value (s)	8.99	7.73	9.65		8.91	8.31	9.46	8.73
x, final value	0.56	1.43	0.27		2.02	1.58	0.08	1.63
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.7	5.4	7.4		6.6	6.0	7.2	6.4

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	401	664	351		818	684	279	672
Delay (s/veh)	22.61	225.47	15.90		489.45	292.63	12.94	315.94
LOS	C	F	C		F	F	B	F
Approach: Delay (s/veh)	174.13		15.90		399.82		303.40	
LOS	F		C		F		F	
Intersection Delay (s/veh)	303.67							
Intersection LOS	F							

SHORT REPORT

General Information	Site Information
Analyst <i>GSR</i>	Intersection <i>GG BLVD & DESOTO BLVD</i>
Agency or Co. <i>AIM ENGINEERING</i>	Area Type <i>All other areas</i>
Date Performed <i>3/27/2012</i>	Jurisdiction
Time Period <i>PM PEAK HOUR</i>	Analysis Year <i>2039 - DESOTO INT ALT</i>

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	1	0	1	0	2	1	0	1	2	0
Lane Group	L	T	R		LTR		L	TR		L	TR	
Volume (vph)	214	53	611	33	42	22	778	641	43	28	504	168
% Heavy Vehicles	5	5	5	5	5	5	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	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		2.0	2.0	
Arrival Type	3	3	3		3		3	3		3	3	
Unit Extension	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	40	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0		0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NB Only	NS Perm	07	08				
Timing	G = 25.0	G =	G =	G =	G = 25.0	G = 26.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	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	225	56	601		102		819	720		29	708	
Lane Group Capacity	358	503	940		438		955	1127		211	986	
v/c Ratio	0.63	0.11	0.64		0.23		0.86	0.64		0.14	0.72	
Green Ratio	0.28	0.28	0.61		0.28		0.28	0.61		0.29	0.29	
Uniform Delay d ₁	28.4	24.2	11.2		25.1		30.8	11.2		23.7	28.7	
Delay Factor k	0.21	0.11	0.22		0.11		0.39	0.22		0.11	0.28	
Incremental Delay d ₂	3.5	0.1	1.5		0.3		7.9	1.2		0.3	2.6	
PF Factor	1.000	1.000	1.000		1.000		1.000	1.000		1.000	1.000	
Control Delay	31.9	24.3	12.6		25.4		38.7	12.4		24.0	31.3	
Lane Group LOS	C	C	B		C		D	B		C	C	
Approach Delay	18.3			25.4			26.4			31.0		
Approach LOS	B			C			C			C		
Intersection Delay	25.2			Intersection LOS						C		