

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	SR 84 & CR 951					
Agency or Co.	AIM Engineering					Area Type	All other areas					
Date Performed	03/14/2012					Jurisdiction						
Time Period	AM					Analysis Year	2039 Green					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3	1		2	2	1	2	5	0	2	3	2
Lane Group	L	T		L	T	R	L	TR		L	T	R
Volume (vph)	1275	315		216	403	633	182	2884	170	498	2155	1622
% Heavy Vehicles	2	2		2	2	2	4	4	4	4	4	4
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)	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
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	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
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	WB Only	03	04	NB Only	Thru & RT	SB Only	08				
Timing	G = 52.0	G = 13.0	G =	G =	G = 14.0	G = 54.0	G = 29.0	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 4	Y = 4	Y = 5	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 185.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	1314	325		223	415	611	188	3148		513	2222	1631
Lane Group Capacity	1355	524		242	249	359	255	3201		528	2341	2140
v/c Ratio	0.97	0.62		0.92	1.67	1.70	0.74	0.98		0.97	0.95	0.76
Green Ratio	0.28	0.28		0.07	0.07	0.23	0.08	0.39		0.16	0.47	0.78
Uniform Delay d ₁	65.7	57.9		85.5	86.0	71.5	83.7	55.9		77.6	46.9	11.2
Delay Factor k	0.48	0.20		0.44	0.50	0.50	0.30	0.49		0.48	0.46	0.31
Incremental Delay d ₂	17.7	2.3		37.3	317.1	327.6	10.7	12.3		15.5	3.5	0.5
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	0.906		1.000	0.810	0.259
Control Delay	83.4	60.2		122.8	403.1	399.1	94.4	62.9		93.1	41.5	3.4
Lane Group LOS	F	E		F	F	F	F	E		F	D	A
Approach Delay	78.8			351.1			64.7			33.3		
Approach LOS	E			F			E			C		
Intersection Delay	87.7			Intersection LOS						F		

SHORT REPORT

General Information	Site Information
Analyst <i>AJC</i>	Intersection <i>CR 951 & City Gate</i>
Agency or Co. <i>AIM Engineering</i>	Area Type <i>CBD or Similar</i>
Date Performed <i>03/04/2012</i>	Jurisdiction
Time Period <i>AM</i>	Analysis Year <i>2039 GREEN BLVD EXT</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	1	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)	336	35	287	1404	28	619	365	1363	382	788	1949	214
% Heavy Vehicles	2	2	2	2	2	2	4	4	4	4	4	4
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	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	48	0	0	48	0	0	48	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>	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	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	Thru & RT	04	SB Only	Thru & RT	NB Only	08				
Timing	G = 15.0	G = 26.0	G = 10.0	G =	G = 35.0	G = 14.0	G = 24.0	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	346	36	246	1447	29	589	376	1405	344	812	2009	171
Lane Group Capacity	309	213	323	1330	851	750	485	1254	857	708	2150	643
v/c Ratio	1.12	0.17	0.76	1.09	0.03	0.79	0.78	1.12	0.40	1.15	0.93	0.27
Green Ratio	0.10	0.07	0.23	0.31	0.27	0.53	0.16	0.28	0.61	0.23	0.36	0.46
Uniform Delay d_1	67.5	66.1	54.2	52.0	40.7	28.7	60.4	54.0	14.9	57.5	46.3	24.9
Delay Factor k	0.50	0.11	0.31	0.50	0.11	0.33	0.32	0.50	0.11	0.50	0.45	0.11
Incremental Delay d_2	87.4	0.4	10.2	52.3	0.0	5.5	7.7	65.3	0.3	82.1	8.3	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	1.000
Control Delay	154.9	66.5	64.4	104.3	40.7	34.2	68.1	119.3	15.2	139.6	54.6	25.1
Lane Group LOS	<i>F</i>	<i>E</i>	<i>E</i>	<i>F</i>	<i>D</i>	<i>C</i>	<i>E</i>	<i>F</i>	<i>B</i>	<i>F</i>	<i>D</i>	<i>C</i>
Approach Delay	114.4			83.4			93.4			76.0		
Approach LOS	<i>F</i>			<i>F</i>			<i>F</i>			<i>E</i>		
Intersection Delay	85.8			Intersection LOS						<i>F</i>		

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	Golden Gate Pkwy & Collier Blvd2039 Green					
Agency or Co.	AIM Engineering					Area Type	All other areas					
Date Performed	03/14/2012					Jurisdiction						
Time Period	AM					Analysis Year	2039 Green					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2		1				2	3			3	1
Lane Group	L		R				L	T			T	R
Volume (vph)	662		714				561	1709			2175	843
% 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 = 20.0	G =	G =	G =	G = 15.5	G = 40.5	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	697		709				591	1799			2289	845
Lane Group Capacity	749		699				580	3318			2240	1130
v/c Ratio	0.93		1.01				1.02	0.54			1.02	0.75
Green Ratio	0.22		0.45				0.17	0.67			0.45	0.73
Uniform Delay d ₁	34.3		24.8				37.3	7.8			24.8	7.3
Delay Factor k	0.45		0.50				0.50	0.14			0.50	0.30
Incremental Delay d ₂	18.2		37.7				42.2	0.2			24.8	2.8
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	52.5		62.4				79.5	8.0			49.5	10.1
Lane Group LOS	D		E				E	A			D	B
Approach Delay	57.5						25.7			38.9		
Approach LOS	E						C			D		
Intersection Delay	38.1			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst AJC Agency or Co. AIM Engineering Date Performed 03/14/2012 Time Period AM						Intersection Green Blvd & Collier Blvd Area Type All other areas Jurisdiction Analysis Year 2039 Green						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	2	2	1	1	3	1	2	3	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume (vph)	283	164	95	958	208	386	75	1526	752	303	1943	223
% Heavy Vehicles	2	2	2	6	6	6	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	0	0	0	24	0	0	24	0	0	24
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	WB Only	EW Perm	04	Excl. Left	SB Only	Thru & RT	08				
Timing	G = 15.0	G = 26.5	G = 15.5	G =	G = 10.0	G = 6.5	G = 50.5	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	298	273		1008	219	381	79	1606	766	319	2045	209
Lane Group Capacity	295	346		1003	1047	726	116	1676	1046	461	2024	839
v/c Ratio	1.01	0.79		1.00	0.21	0.52	0.68	0.96	0.73	0.69	1.01	0.25
Green Ratio	0.20	0.10		0.30	0.31	0.48	0.07	0.34	0.67	0.14	0.41	0.54
Uniform Delay d ₁	62.5	65.7		52.3	38.5	27.4	68.4	48.7	15.8	61.7	44.5	18.3
Delay Factor k	0.50	0.34		0.50	0.11	0.13	0.25	0.47	0.29	0.26	0.50	0.11
Incremental Delay d ₂	55.0	11.6		29.6	0.1	0.7	15.1	13.4	2.7	4.4	22.6	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	117.5	77.3		81.9	38.6	28.1	83.5	62.2	18.5	66.2	67.1	18.5
Lane Group LOS	F	E		F	D	C	F	E	B	E	E	B
Approach Delay	98.3			63.2			49.2			63.0		
Approach LOS	F			E			D			E		
Intersection Delay	61.2			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst AJC Agency or Co. AIM Engineering Date Performed 03/14/2012 Time Period AM						Intersection Pine Ridge Rd & Collier Blvd Area Type All other areas Jurisdiction Analysis Year 2039 Green						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3	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)	889	269	429	148	342	54	547	1505	116	42	1915	1132
% 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	20	0	0	0	0	0	20	0	0	20
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 = 13.0	G = 17.0	G = 23.0	G =	G = 8.0			G = 18.0	G = 70.0	G =		
	Y = 4	Y = 4	Y = 5	Y =	Y = 4			Y = 4	Y = 5	Y =		
Duration of Analysis (hrs) = 0.25							Cycle Length C = 175.0					
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	936	283	431	156	417		576	1584	101	44	2016	1171
Lane Group Capacity	919	459	701	250	448		578	2616	976	79	1991	1712
v/c Ratio	1.02	0.62	0.61	0.62	0.93		1.00	0.61	0.10	0.56	1.01	0.68
Green Ratio	0.19	0.25	0.45	0.07	0.13		0.17	0.53	0.63	0.05	0.40	0.62
Uniform Delay d ₁	70.5	58.0	36.4	78.6	75.2		72.4	28.9	12.9	81.8	52.5	21.7
Delay Factor k	0.50	0.20	0.20	0.21	0.45		0.50	0.19	0.11	0.15	0.50	0.25
Incremental Delay d ₂	34.4	2.5	1.6	4.8	26.2		36.5	0.4	0.0	8.5	23.3	1.1
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	104.9	60.5	38.1	83.4	101.4		108.9	29.3	13.0	90.3	75.8	22.8
Lane Group LOS	F	E	D	F	F		F	C	B	F	E	C
Approach Delay	79.8			96.5			48.8			56.8		
Approach LOS	E			F			D			E		
Intersection Delay	62.3			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	Golden Gate Blvd & Collier Blvd2039 Green					
Agency or Co.	AIM Engineering					Area Type	All other areas					
Date Performed	03/14/2012					Jurisdiction						
Time Period	AM					Analysis Year	2039 Green					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				3		1		3	2	2	3	
Lane Group				L		R		T	R	L	T	
Volume (vph)				1282		796		1385	1007	625	1764	
% 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	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 = 40.0	G =	G =	G =	G = 27.0	G = 39.0	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				1322		790		1428	1007	644	1819	
Lane Group Capacity				1546		914		1618	1924	758	2903	
v/c Ratio				0.86		0.86		0.88	0.52	0.85	0.63	
Green Ratio				0.33		0.60		0.32	0.70	0.22	0.58	
Uniform Delay d ₁				37.3		19.9		38.3	8.5	44.6	16.4	
Delay Factor k				0.39		0.39		0.41	0.13	0.38	0.21	
Incremental Delay d ₂				4.9		8.7		6.1	0.3	9.1	0.4	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				42.2		28.6		44.5	8.8	53.6	16.9	
Lane Group LOS				D		C		D	A	D	B	
Approach Delay				37.1			29.7			26.5		
Approach LOS				D			C			C		
Intersection Delay	30.8			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	Vanderbilt Beach Rd & Collier B2039 Green					
Agency or Co.	AIM Engineering					Area Type	All other areas					
Date Performed	03/14/2012					Jurisdiction						
Time Period	AM					Analysis Year	2039 Green					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3	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)	1087	78	713	8	99	55	907	1293	6	43	1646	1383
% 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	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	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	EB Only	WB Only	03	04	Excl. Left	NB Only	Thru & RT	08				
Timing	G = 32.0	G = 10.0	G =	G =	G = 9.0	G = 24.0	G = 47.0	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	1144	82	698	8	104	32	955	1361	6	45	1733	1403
Lane Group Capacity	1064	783	753	237	350	109	860	2574	910	209	1613	1593
v/c Ratio	1.08	0.10	0.93	0.03	0.30	0.29	1.11	0.53	0.01	0.22	1.07	0.88
Green Ratio	0.22	0.22	0.48	0.07	0.07	0.07	0.26	0.52	0.59	0.06	0.32	0.58
Uniform Delay d ₁	56.5	45.1	35.6	63.0	64.2	64.1	54.0	23.3	12.5	64.6	49.0	26.2
Delay Factor k	0.50	0.11	0.44	0.11	0.11	0.11	0.50	0.13	0.11	0.11	0.50	0.41
Incremental Delay d ₂	50.2	0.1	17.5	0.1	0.5	1.5	65.6	0.2	0.0	0.5	45.4	6.1
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	106.7	45.1	53.2	63.0	64.6	65.6	119.6	23.5	12.5	65.2	94.4	32.3
Lane Group LOS	F	D	D	E	E	E	F	C	B	E	F	C
Approach Delay	84.6			64.8			63.0			66.6		
Approach LOS	F			E			E			E		
Intersection Delay	70.0			Intersection LOS						E		

SHORT REPORT													
General Information						Site Information							
Analyst AJC Agency or Co. AIM Engineering Date Performed 03/14/2012 Time Period AM						Intersection Immokalee Rd & Collier Blvd Area Type All other areas Jurisdiction Analysis Year 2039 Green							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes		3	1	3	3		2		3				
Lane Group		T	R	L	T		L		R				
Volume (vph)		2315	399	2064	2947		508		1622				
% 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 = 58.0	G = 64.0	G =	G =	G = 19.0	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		2387	387	2128	3038		524		1672				
Lane Group Capacity		2016	865	1736	3969		413		2238				
v/c Ratio		1.18	0.45	1.23	0.77		1.27		0.75				
Green Ratio		0.41	0.57	0.37	0.81		0.12		0.53				
Uniform Delay d ₁		45.5	19.4	48.5	7.2		68.0		28.4				
Delay Factor k		0.50	0.11	0.50	0.32		0.50		0.30				
Incremental Delay d ₂		88.2	0.4	107.0	0.9		138.9		1.4				
PF Factor		1.000	1.000	1.000	1.000		1.000		1.000				
Control Delay		133.7	19.8	155.5	8.1		206.9		29.8				
Lane Group LOS		F	B	F	A		F		C				
Approach Delay		117.8			68.8			72.1					
Approach LOS		F			E			E					
Intersection Delay		82.9			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	3/18/2012					Jurisdiction	COLLIER COUNTY					
Time Period	AM PEAK HOUR					Analysis Year	2039 GREEN 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	3187	270	202	4056	54	344	24	256	69	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 = 15.0	G = 97.0	G =	G =	G = 24.0	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	183	3355	232	213	4269	4	362	25	217	73	32	180
Lane Group Capacity	181	3158	986	170	3158	1044	211	304	447	225	304	474
v/c Ratio	1.01	1.06	0.24	1.25	1.35	0.00	1.72	0.08	0.49	0.32	0.11	0.38
Green Ratio	0.10	0.65	0.65	0.10	0.65	0.65	0.16	0.16	0.29	0.16	0.16	0.29
Uniform Delay d ₁	67.5	26.5	11.0	67.5	26.5	9.4	63.0	53.6	43.7	55.8	53.8	42.1
Delay Factor k	0.50	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	69.8	35.7	0.1	152.9	160.5	0.0	341.3	0.1	0.8	0.8	0.2	0.5
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	137.3	62.2	11.2	220.4	187.0	9.4	404.3	53.7	44.5	56.7	54.0	42.7
Lane Group LOS	F	E	B	F	F	A	F	D	D	E	D	D
Approach Delay	62.7			188.4			260.5			47.5		
Approach LOS	E			F			F			D		
Intersection Delay	137.0			Intersection LOS						F		

SHORT REPORT												
General Information						Site Information						
Analyst AL Agency or Co. AIM ENGINEERING Date Performed 3/18/2012 Time Period AM PEAK HOUR						Intersection IMMOKALEE@RANDALL Area Type All other areas Jurisdiction COLLIER COUNTY Analysis Year 2039 GREEN 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)				876		34		2754	689	43	3506	
% 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 = 38.0	G =	G =	G =	G = 8.0	G = 90.0	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				922		6		2899	666	45	3691	
Lane Group Capacity				871		538		2930	1351	91	3320	
v/c Ratio				1.06		0.01		0.99	0.49	0.49	1.11	
Green Ratio				0.25		0.34		0.60	0.89	0.05	0.68	
Uniform Delay d ₁				56.0		32.8		29.5	1.7	69.0	24.0	
Delay Factor k				0.50		0.11		0.49	0.11	0.11	0.50	
Incremental Delay d ₂				47.2		0.0		14.2	0.3	4.2	55.2	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				103.2		32.8		43.7	2.0	73.2	79.2	
Lane Group LOS				F		C		D	A	E	E	
Approach Delay				102.7			35.9			79.1		
Approach LOS				F			D			E		
Intersection Delay	63.1			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst AL Agency or Co. AIM ENGINEERING Date Performed 3/18/2012 Time Period AM PEAK HOUR						Intersection IMMOKALEE@OIL WELL Area Type All other areas Jurisdiction COLLIER COUNTY Analysis Year 2039 GREEN 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)				2352		177		924	1848	226	1176	
% 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 = 80.0	G =	G =	G =	G = 19.0	G = 37.0	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				1783	879			973	1945	238	1238	
Lane Group Capacity				1833	925			1204	2194	419	1953	
v/c Ratio				0.97	0.95			0.81	0.89	0.57	0.63	
Green Ratio				0.53	0.53			0.25	0.81	0.13	0.40	
Uniform Delay d ₁				33.9	33.1			53.2	9.4	61.6	36.2	
Delay Factor k				0.48	0.46			0.35	0.41	0.16	0.21	
Incremental Delay d ₂				15.1	18.7			4.2	4.8	1.8	0.7	
PF Factor				1.000	1.000			1.000	1.000	1.000	1.000	
Control Delay				49.0	51.8			57.4	14.2	63.5	36.9	
Lane Group LOS				D	D			E	B	E	D	
Approach Delay				49.9			28.6			41.1		
Approach LOS				D			C			D		
Intersection Delay	39.3			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	03/14/2012					Jurisdiction							
Time Period	AM					Analysis Year	2039 Green						
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes	1	2	1	1	2	0	1	1	1	1	1	1	
Lane Group	L	T	R	L	TR		L	TR	R	L	T	R	
Volume (vph)	387	562	192	337	715	66	151	343	265	52	437	492	
% 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	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	30	0	0		0	0	30	0	0	30	
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	NS Perm	07		08	
Timing	G = 23.5	G = 26.5	G =	G =		G = 10.0		G = 30.0	G =		G =		
	Y = 5	Y = 5	Y =	Y =		Y = 5		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	407	592	171	355	753		159	361	247	55	460	486	
Lane Group Capacity	429	822	575	462	822		229	508	842	299	508	842	
v/c Ratio	0.95	0.72	0.30	0.77	0.92		0.69	0.71	0.29	0.18	0.91	0.58	
Green Ratio	0.50	0.24	0.38	0.50	0.24		0.41	0.27	0.53	0.41	0.27	0.53	
Uniform Delay d ₁	31.3	38.3	24.0	20.6	40.7		25.2	36.1	14.3	21.8	38.6	17.4	
Delay Factor k	0.46	0.28	0.11	0.32	0.43		0.26	0.27	0.11	0.11	0.43	0.17	
Incremental Delay d ₂	30.7	3.1	0.3	7.7	14.9		8.8	4.6	0.2	0.3	19.8	1.0	
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	62.0	41.4	24.3	28.3	55.6		34.0	40.7	14.5	22.1	58.4	18.4	
Lane Group LOS	E	D	C	C	E		C	D	B	C	E	B	
Approach Delay	46.1			46.8			30.9			37.0			
Approach LOS	D			D			C			D			
Intersection Delay	41.1			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 Green
Analysis Time Period	AM PEAK HOUR		

Project ID EVERGLADES IJR - BUILD GREEN

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)	375	64	440	14	81	29
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	560	199	11	22	156	477
%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)	394	504	129		589	210	23	633
% Heavy Vehicles	6	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	0.1		1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.9	0.2		0.0	0.1	0.0	0.8
Prop. Heavy Vehicle	0.1	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
hadj, computed	0.6	-0.6	-0.1		0.5	-0.0	0.5	-0.5

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	0.35	0.45	0.11		0.52	0.19	0.02	0.56
hd, final value (s)	9.05	7.81	9.61		9.13	8.54	9.51	8.42
x, final value	0.99	1.09	0.34		1.49	0.50	0.06	1.48
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.7	5.5	7.3		6.8	6.2	7.2	6.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	398	504	375		589	422	273	633
Delay (s/veh)	73.07	96.79	17.26		258.74	19.41	12.83	250.46
LOS	F	F	C		F	C	B	F
Approach: Delay (s/veh)	86.38		17.26		195.84		242.13	
LOS	F		C		F		F	
Intersection Delay (s/veh)	159.19							
Intersection LOS	F							

SHORT REPORT												
General Information						Site Information						
Analyst	AL					Intersection	GGB @ DESOTO					
Agency or Co.	AIM ENGR					Area Type	All other areas					
Date Performed	3/27/2012					Jurisdiction						
Time Period	AM					Analysis Year	2039 GREEN					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	0	1	0	2	1	0	1	1	1
Lane Group	L	T	R		LTR		L	TR		L	T	R
Volume (vph)	375	64	440	14	81	29	560	199	11	22	156	477
% Heavy Vehicles	6	0	6	0	0	0	2	2	0	0	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
Extension of Effective Green	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
Unit Extension	3.0	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	40
Lane Width	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
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NB Only	NS Perm	07	08				
Timing	G = 19.0	G = 10.0	G =	G =	G = 19.5	G = 23.5	G =	G =				
	Y = 4	Y = 5	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	395	67	421		131		589	221		23	164	460
Lane Group Capacity	468	697	974		195		745	966		308	486	835
v/c Ratio	0.84	0.10	0.43		0.67		0.79	0.23		0.07	0.34	0.55
Green Ratio	0.38	0.37	0.64		0.11		0.22	0.52		0.26	0.26	0.53
Uniform Delay d ₁	23.5	18.7	8.1		38.4		33.3	11.7		25.1	26.9	14.1
Delay Factor k	0.38	0.11	0.11		0.24		0.34	0.11		0.11	0.11	0.15
Incremental Delay d ₂	13.2	0.1	0.3		8.7		5.8	0.1		0.1	0.4	0.8
PF Factor	1.000	1.000	1.000		1.000		1.000	1.000		1.000	1.000	1.000
Control Delay	36.7	18.8	8.4		47.1		39.1	11.8		25.2	27.4	14.9
Lane Group LOS	D	B	A		D		D	B		C	C	B
Approach Delay	21.9			47.1			31.7			18.4		
Approach LOS	C			D			C			B		
Intersection Delay	25.5			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst <i>AJC</i> Agency or Co. <i>AIM Engineering</i> Date Performed <i>03/14/2012</i> Time Period <i>PM</i>						Intersection <i>SR 84 & CR 951</i> Area Type <i>All other areas</i> Jurisdiction Analysis Year <i>2039 Green</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)	1622	403		170	315	498	231	2155	216	633	2884	1275
% 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	WB Only	EB Only	03	04	SB Only	Thru & RT	NB Only	08				
Timing	G = 12.5	G = 56.0	G =	G =	G = 37.5	G = 45.5	G = 10.5	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 4	Y = 4	Y = 5	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 185.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	1672	415		175	325	472	238	2445		653	2973	1273
Lane Group Capacity	1459	564		232	240	428	193	2679		690	2363	2220
v/c Ratio	1.15	0.74		0.75	1.35	1.10	1.23	0.91		0.95	1.26	0.57
Green Ratio	0.30	0.30		0.07	0.07	0.27	0.06	0.32		0.20	0.47	0.80
Uniform Delay d_1	64.5	57.9		84.7	86.3	67.5	87.3	60.0		72.8	49.0	6.8
Delay Factor k	0.50	0.29		0.31	0.50	0.50	0.50	0.43		0.46	0.50	0.17
Incremental Delay d_2	74.3	5.0		13.1	184.2	74.3	141.5	5.3		3.3	116.5	0.0
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	0.966		1.000	0.810	0.288
Control Delay	138.8	62.9		97.9	270.4	141.8	228.7	63.3		76.1	156.2	2.0
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	123.7			176.9			78.0			105.4		
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 AJC Agency or Co. AIM Engineering Date Performed 03/05/2012 Time Period PM						Intersection City Gate & CR 951 Area Type CBD or Similar Jurisdiction Analysis Year 2039 GREEN BLVD EXT						
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	1	2	4	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	428	28	365	1551	35	788	287	1735	486	619	1532	168
% 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)	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	4	3	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	48	0	0	72
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	WB Only	Thru & RT	04	NB Only	Thru & RT	SB Only	08				
Timing	G = 18.0	G = 24.0	G = 10.0	G =	G = 17.0	G = 29.0	G = 26.0	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	441	29	327	1599	36	738	296	1789	452	638	1579	99
Lane Group Capacity	371	213	294	1359	809	608	347	1537	922	531	2372	762
v/c Ratio	1.19	0.14	1.11	1.18	0.04	1.21	0.85	1.16	0.49	1.20	0.67	0.13
Green Ratio	0.12	0.07	0.21	0.31	0.25	0.43	0.11	0.34	0.65	0.17	0.39	0.54
Uniform Delay d ₁	66.0	65.9	59.5	51.5	42.3	43.0	65.3	49.5	13.3	62.0	37.4	17.1
Delay Factor k	0.50	0.11	0.50	0.50	0.11	0.50	0.39	0.50	0.11	0.50	0.24	0.11
Incremental Delay d ₂	108.8	0.3	86.1	87.5	0.0	110.8	17.9	81.2	0.4	107.7	0.7	0.1
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.514	1.000	1.000	1.000
Control Delay	174.8	66.2	145.6	139.0	42.3	153.8	83.2	130.7	20.5	169.7	38.1	17.1
Lane Group LOS	F	E	F	F	D	F	F	F	C	F	D	B
Approach Delay	158.9			142.1			105.5			73.5		
Approach LOS	F			F			F			E		
Intersection Delay	112.4			Intersection LOS						F		

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	Golden Gate Pkwy & Collier Blvd					
Agency or Co.	AIM Engineering						2039 Green					
Date Performed	03/14/2012					Area Type	All other areas					
Time Period	PM					Jurisdiction						
						Analysis Year	2039 Green					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2		1				2	3			3	1
Lane Group	L		R				L	T			T	R
Volume (vph)	843		561				714	2175			1709	662
% 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	38				0	0		0	0	38
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 = 24.5	G =	G =	G =	G = 22.5	G = 34.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 95.0						
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	887		551				752	2289			1799	657
Lane Group Capacity	878		858				806	3200			1798	1048
v/c Ratio	1.01		0.64				0.93	0.72			1.00	0.63
Green Ratio	0.26		0.55				0.24	0.64			0.36	0.67
Uniform Delay d ₁	35.3		15.0				35.5	11.5			30.5	9.0
Delay Factor k	0.50		0.22				0.45	0.28			0.50	0.21
Incremental Delay d ₂	32.9		1.6				17.6	0.8			21.4	1.2
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	68.2		16.7				53.1	12.3			51.9	10.2
Lane Group LOS	E		B				D	B			D	B
Approach Delay	48.4						22.4			40.7		
Approach LOS	D						C			D		
Intersection Delay	34.3			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	03/14/2012					Jurisdiction						
Time Period	PM					Analysis Year	2039 Green					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	0	2	2	1	1	3	1	2	3	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume (vph)	223	208	75	752	164	303	95	1943	958	386	1526	283
% Heavy Vehicles	2	2	0	5	5	5	3	3	3	3	3	3
PHF	0.95	0.95	0.90	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	0	0	0	24	0	0	24	0	0	24
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	WB Only	Thru & RT	04			Excl. Left	SB Only	Thru & RT	08		
Timing	G = 21.0	G = 11.0	G = 14.5	G =	G = 10.0			G = 6.5	G = 61.0	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	235	302		792	173	294	100	2045	983	406	1606	273
Lane Group Capacity	248	331		801	678	564	117	2043	1066	465	2395	1019
v/c Ratio	0.95	0.91		0.99	0.26	0.52	0.85	1.00	0.92	0.87	0.67	0.27
Green Ratio	0.14	0.10		0.24	0.20	0.37	0.07	0.41	0.68	0.14	0.48	0.65
Uniform Delay d ₁	64.0	67.1		56.8	51.0	37.2	69.3	44.5	20.6	63.5	30.2	11.1
Delay Factor k	0.46	0.43		0.49	0.11	0.13	0.39	0.50	0.44	0.40	0.24	0.11
Incremental Delay d ₂	42.8	28.4		28.9	0.2	0.9	42.4	20.1	12.9	16.6	0.7	0.1
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	106.8	95.5		85.7	51.2	38.1	111.7	64.6	33.4	80.0	30.9	11.3
Lane Group LOS	F	F		F	D	D	F	E	C	F	C	B
Approach Delay	100.4			69.8			56.3			37.3		
Approach LOS	F			E			E			D		
Intersection Delay	56.0			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	Pine Ridge Rd & Collier Blvd					
Agency or Co.	AIM Engineering					Area Type	All other areas					
Date Performed	03/14/2012					Jurisdiction						
Time Period	PM					Analysis Year	2039 Green					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3	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)	1132	342	547	116	269	42	429	1915	148	54	1505	889
% Heavy Vehicles	3	3	3	3	3	3	3	3	3	3	3	3
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
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	20	0	0	0	0	0	20	0	0	20
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 = 20.5	G = 21.5	G = 20.0	G =	G = 8.0	G = 16.0	G = 63.0	G =				
	Y = 4	Y = 4	Y = 5	Y =	Y = 4	Y = 4	Y = 5	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 175.0						
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	1217	368	567	125	334		461	2059	138	58	1618	934
Lane Group Capacity	1255	480	703	399	393		544	2383	1151	80	1809	2188
v/c Ratio	0.97	0.77	0.81	0.31	0.85		0.85	0.86	0.12	0.73	0.89	0.43
Green Ratio	0.26	0.26	0.45	0.12	0.11		0.16	0.47	0.73	0.05	0.36	0.79
Uniform Delay d_1	63.8	59.8	41.7	70.8	76.0		71.4	41.0	6.8	82.4	52.9	5.9
Delay Factor k	0.48	0.32	0.35	0.11	0.38		0.38	0.39	0.11	0.29	0.42	0.11
Incremental Delay d_2	18.5	7.3	6.9	0.5	16.0		11.9	3.6	0.0	27.7	6.2	0.1
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	82.4	67.2	48.6	71.3	92.1		83.4	44.5	6.8	110.1	59.1	6.0
Lane Group LOS	F	E	D	E	F		F	D	A	F	E	A
Approach Delay	70.9			86.4			49.3			41.2		
Approach LOS	E			F			D			D		
Intersection Delay	54.7			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	Golden Gate Blvd & Collier Blvd2039 Green					
Agency or Co.	AIM Engineering					Area Type	All other areas					
Date Performed	03/14/2012					Jurisdiction						
Time Period	PM					Analysis Year	2039 Green					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				3		1		3	2	2	3	
Lane Group				L		R		T	R	L	T	
Volume (vph)				1007		625		1764	1282	796	1385	
% 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 = 31.0	G =	G =	G =	G = 30.5	G = 44.5	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				1038		613		1819	1291	821	1428	
Lane Group Capacity				1210		852		1863	1862	865	3308	
v/c Ratio				0.86		0.72		0.98	0.69	0.95	0.43	
Green Ratio				0.26		0.55		0.37	0.67	0.25	0.66	
Uniform Delay d_1				42.4		19.8		37.2	12.2	44.0	9.8	
Delay Factor k				0.39		0.28		0.48	0.26	0.46	0.11	
Incremental Delay d_2				6.4		3.0		15.6	1.1	19.4	0.1	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				48.8		22.8		52.8	13.3	63.4	9.9	
Lane Group LOS				D		C		D	B	E	A	
Approach Delay				39.1			36.4			29.4		
Approach LOS				D			D			C		
Intersection Delay	34.8			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst	AJC					Intersection	Vanderbilt Beach Rd & Collier B2039 Green					
Agency or Co.	AIM Engineering					Area Type	All other areas					
Date Performed	03/14/2012					Jurisdiction						
Time Period	PM					Analysis Year	2039 Green					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3	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)	1383	99	907	6	78	43	713	1646	8	55	1293	1087
% 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)	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	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	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	EB Only	WB Only	03		04		Excl. Left	NB Only	Thru & RT		08	
Timing	G = 46.0	G = 10.0	G =		G =		G = 9.0	G = 19.0	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	1456	104	902	6	82	19	751	1733	8	58	1361	1092
Lane Group Capacity	1529	1125	852	237	350	109	751	2114	768	211	1317	1703
v/c Ratio	0.95	0.09	1.06	0.03	0.23	0.17	1.00	0.82	0.01	0.27	1.03	0.64
Green Ratio	0.32	0.32	0.54	0.07	0.07	0.07	0.22	0.42	0.49	0.06	0.26	0.61
Uniform Delay d_1	48.4	34.8	33.5	63.0	63.9	63.6	56.5	37.1	19.0	64.9	53.5	17.8
Delay Factor k	0.46	0.11	0.50	0.11	0.11	0.11	0.50	0.36	0.11	0.11	0.50	0.22
Incremental Delay d_2	13.4	0.0	47.6	0.0	0.3	0.8	32.8	2.7	0.0	0.7	33.8	0.8
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	61.8	34.9	81.1	63.0	64.2	64.4	89.3	39.8	19.0	65.6	87.3	18.7
Lane Group LOS	E	C	F	E	E	E	F	D	B	E	F	B
Approach Delay	67.7			64.2			54.7			57.0		
Approach LOS	E			E			D			E		
Intersection Delay	59.8			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst AJC Agency or Co. AIM Engineering Date Performed 03/14/2012 Time Period PM						Intersection Immokalee Rd & Collier Blvd Area Type All other areas Jurisdiction Analysis Year 2039 Green						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		3	1	3	3		2		3			
Lane Group		T	R	L	T		L		R			
Volume (vph)		2947	508	1622	2315		399		2064			
% 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)		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 = 44.0	G = 77.0	G =	G =	G = 15.0	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		3038	499	1672	2387		411		2128			
Lane Group Capacity		2507	986	1361	4069		340		1822			
v/c Ratio		1.21	0.51	1.23	0.59		1.21		1.17			
Green Ratio		0.51	0.65	0.29	0.83		0.10		0.43			
Uniform Delay d ₁		36.5	13.9	53.0	4.1		67.5		43.0			
Delay Factor k		0.50	0.11	0.50	0.18		0.50		0.50			
Incremental Delay d ₂		99.3	0.4	109.5	0.2		118.3		81.9			
PF Factor		1.000	1.000	1.000	1.000		1.000		1.000			
Control Delay		135.8	14.3	162.5	4.3		185.8		124.9			
Lane Group LOS		F	B	F	A		F		F			
Approach Delay		118.6			69.5			134.8				
Approach LOS		F			E			F				
Intersection Delay		103.0			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	3/18/2012					Jurisdiction	COLLIER COUNTY					
Time Period	PM PEAK HOUR					Analysis Year	2039 GREEN 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	4056	344	256	3187	69	270	30	202	54	24	174
% Heavy Vehicles	0	6	6	6	6	0	2	0	2	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 = 18.0	G = 97.0	G =	G =	G = 20.0	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	233	4269	309	269	3355	20	284	32	160	57	25	131
Lane Group Capacity	217	3158	986	204	3158	1044	184	253	454	187	253	463
v/c Ratio	1.07	1.35	0.31	1.32	1.06	0.02	1.54	0.13	0.35	0.30	0.10	0.28
Green Ratio	0.12	0.65	0.65	0.12	0.65	0.65	0.13	0.13	0.29	0.13	0.13	0.29
Uniform Delay d ₁	66.0	26.5	11.7	66.0	26.5	9.5	65.0	57.3	42.5	58.7	57.1	41.5
Delay Factor k	0.50	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	82.0	160.5	0.2	173.6	35.7	0.0	269.8	0.2	0.5	0.9	0.2	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	148.0	187.0	11.9	239.6	62.2	9.5	334.8	57.5	42.9	59.6	57.3	41.9
Lane Group LOS	F	F	B	F	E	A	F	E	D	E	E	D
Approach Delay	173.8			75.0			218.0			48.4		
Approach LOS	F			E			F			D		
Intersection Delay	133.8			Intersection LOS						F		

SHORT REPORT												
General Information						Site Information						
Analyst AL Agency or Co. AIM ENGINEERING Date Performed 3/18/2012 Time Period PM PEAK HOUR						Intersection IMMOKALEE@RANDALL Area Type All other areas Jurisdiction COLLIER COUNTY Analysis Year 2039 GREEN 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)				689		43		3506	876	34	2754	
% 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 = 34.0	G =	G =	G =	G = 8.0	G = 94.0	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				725		16		3691	863	36	2899	
Lane Group Capacity				779		496		3060	1351	91	3451	
v/c Ratio				0.93		0.03		1.21	0.64	0.40	0.84	
Green Ratio				0.23		0.31		0.63	0.89	0.05	0.71	
Uniform Delay d ₁				56.8		35.7		28.0	2.2	68.7	15.9	
Delay Factor k				0.45		0.11		0.50	0.22	0.11	0.38	
Incremental Delay d ₂				17.7		0.0		96.1	1.0	2.8	2.0	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				74.5		35.8		124.1	3.2	71.5	17.9	
Lane Group LOS				E		D		F	A	E	B	
Approach Delay				73.7			101.2			18.5		
Approach LOS				E			F			B		
Intersection Delay	69.2			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst <i>AL</i> Agency or Co. <i>AIM ENGINEERING</i> Date Performed <i>3/18/2012</i> Time Period <i>PM PEAK HOUR</i>						Intersection <i>IMMOKALEE@OIL WELL</i> Area Type <i>All other areas</i> Jurisdiction <i>COLLIER COUNTY</i> Analysis Year <i>2039 GREEN 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)				1848		226		1176	2352	177	924	
% 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 = 67.0	G =	G =	G =	G = 11.0	G = 58.0	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				1459	724			1238	2476	186	973	
Lane Group Capacity				1535	765			1888	2337	243	2376	
v/c Ratio				0.95	0.95			0.66	1.06	0.77	0.41	
Green Ratio				0.45	0.45			0.39	0.87	0.07	0.49	
Uniform Delay d_1				39.9	39.8			37.8	10.0	68.2	24.7	
Delay Factor k				0.46	0.46			0.23	0.50	0.32	0.11	
Incremental Delay d_2				13.1	20.6			0.8	36.8	13.6	0.1	
PF Factor				1.000	1.000			1.000	1.000	1.000	1.000	
Control Delay				53.0	60.3			38.6	46.8	81.8	24.8	
Lane Group LOS				D	E			D	D	F	C	
Approach Delay				55.4			44.0			33.9		
Approach LOS				E			D			C		
Intersection Delay	45.9			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	03/14/2012					Jurisdiction						
Time Period	PM					Analysis Year	2039 Green					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	1	1	2	0	1	1	1	1	1	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume (vph)	492	715	151	265	562	52	192	437	337	66	343	387
% 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	30	0	0	0	0	0	30	0	0	30
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	EW Perm	04	Excl. Left	NB Only	NS Perm	08				
Timing	G = 17.0	G = 10.0	G = 22.0	G =	G = 10.0	G = 2.0	G = 23.0	G =				
	Y = 4	Y = 4	Y = 5	Y =	Y = 4	Y = 4	Y = 5	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 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	518	753	127	279	647		202	460	323	69	361	376
Lane Group Capacity	550	1127	797	388	680		325	491	734	229	390	849
v/c Ratio	0.94	0.67	0.16	0.72	0.95		0.62	0.94	0.44	0.30	0.93	0.44
Green Ratio	0.53	0.33	0.52	0.35	0.20		0.40	0.26	0.46	0.30	0.21	0.54
Uniform Delay d ₁	29.6	31.9	13.9	27.4	43.5		25.0	39.6	19.9	29.4	42.7	15.5
Delay Factor k	0.45	0.24	0.11	0.28	0.46		0.20	0.45	0.11	0.11	0.44	0.11
Incremental Delay d ₂	24.8	1.5	0.1	6.4	23.2		3.6	25.7	0.4	0.7	27.8	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
Control Delay	54.4	33.4	14.0	33.7	66.7		28.6	65.3	20.3	30.1	70.4	15.9
Lane Group LOS	D	C	B	C	E		C	E	C	C	E	B
Approach Delay	39.4			56.8			43.0			41.5		
Approach LOS	D			E			D			D		
Intersection Delay	44.6			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 Green
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)	477	81	560	11	64	22
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	440	156	14	29	199	375
%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)	502	641	101		463	170	30	574
% 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	0.1		1.0	0.0	1.0	0.0
Prop. Right-Turns	0.0	0.9	0.2		0.0	0.1	0.0	0.7
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
hadj, computed	0.6	-0.6	-0.1		0.5	-0.1	0.5	-0.5

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	0.45	0.57	0.09		0.41	0.15	0.03	0.51
hd, final value (s)	8.86	7.64	9.61		9.00	8.39	9.30	8.28
x, final value	1.24	1.36	0.27		1.16	0.40	0.08	1.32
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	6.6	5.3	7.3		6.7	6.1	7.0	6.0

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	502	641	351		463	420	280	574
Delay (s/veh)	152.60	197.50	15.82		124.13	16.48	12.78	183.56
LOS	F	F	C		F	C	B	F
Approach: Delay (s/veh)	177.78		15.82		95.22		175.08	
LOS	F		C		F		F	
Intersection Delay (s/veh)	149.47							
Intersection LOS	F							

SHORT REPORT												
General Information						Site Information						
Analyst	AL					Intersection	GGB @ DESOTO					
Agency or Co.	AIM ENGR					Area Type	All other areas					
Date Performed	3/27/2012					Jurisdiction						
Time Period	PM					Analysis Year	2039 GREEN					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	0	1	0	2	1	0	1	1	1
Lane Group	L	T	R		LTR		L	TR		L	T	R
Volume (vph)	477	81	560	11	64	22	440	156	14	29	199	375
% Heavy Vehicles	5	0	5	0	0	0	2	2	0	0	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
Extension of Effective Green	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
Unit Extension	3.0	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	40
Lane Width	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
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	NB Only	NS Perm	07	08				
Timing	G = 25.0	G = 10.0	G =	G =	G = 18.0	G = 19.0	G =	G =				
	Y = 4	Y = 5	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	502	85	547		102		463	179		31	209	353
Lane Group Capacity	612	823	1060		195		687	839		258	393	862
v/c Ratio	0.82	0.10	0.52		0.52		0.67	0.21		0.12	0.53	0.41
Green Ratio	0.44	0.43	0.69		0.11		0.20	0.46		0.21	0.21	0.54
Uniform Delay d ₁	20.2	15.1	6.8		37.7		33.3	14.8		28.7	31.5	12.0
Delay Factor k	0.36	0.11	0.12		0.13		0.25	0.11		0.11	0.13	0.11
Incremental Delay d ₂	8.7	0.1	0.4		2.6		2.6	0.1		0.2	1.4	0.3
PF Factor	1.000	1.000	1.000		1.000		1.000	1.000		1.000	1.000	1.000
Control Delay	28.9	15.2	7.2		40.3		35.9	14.9		28.9	32.9	12.3
Lane Group LOS	C	B	A		D		D	B		C	C	B
Approach Delay	17.4			40.3			30.0			20.5		
Approach LOS	B			D			C			C		
Intersection Delay	22.4			Intersection LOS						C		

