SHORT REPORT

General Information		Site Information	
Analyst	AL	Intersection	OIL WELL RD @ IMMOKALEE RD
Agency or Co.	AIM ENGINEERING	Area Type	All other areas
Date Performed	03/19/2012	Jurisdiction	COLLIER COUNTY
Time Period	AM PEAK HOUR	Analysis Year	2019 DESOTO 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		0		2	2	1	3	
Lane Group				L	LR			T	R	L	T	
Volume (vph)				1344		80		458	1056	102	583	
% Heavy Vehicles				2		2		6	6	6	6	
PHF				0.90		0.90		0.90	0.90	0.90	0.90	
Pretimed/Actuated (P/A)				A		A		A	A	A	A	
Startup Lost Time				2.0	2.0			2.0	2.0	2.0	2.0	
Extension of Effective Green				2.0	2.0			2.0	2.0	2.0	2.0	
Arrival Type				3	3			3	3	3	3	
Unit Extension				3.0	3.0			3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume				0	0	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 = 42.0	G =	G =	G =	G = 10.0	G = 24.0	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		
Adjusted Flow Rate				791	791			509	1173	113	648	
Lane Group Capacity				826	819			910	2128	189	2062	
v/c Ratio				0.96	0.97			0.56	0.55	0.60	0.31	
Green Ratio				0.47	0.47			0.27	0.79	0.11	0.42	
Uniform Delay d_1				23.1	23.3			28.4	3.5	38.1	17.3	
Delay Factor k				0.47	0.47			0.16	0.15	0.19	0.11	
Incremental Delay d_2				21.6	23.3			0.8	0.3	5.1	0.1	
PF Factor				1.000	1.000			1.000	1.000	1.000	1.000	
Control Delay				44.7	46.6			29.2	3.9	43.2	17.4	
Lane Group LOS				D	D			C	A	D	B	
Approach Delay				45.7			11.5			21.2		
Approach LOS				D			B			C		
Intersection Delay	26.8			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	GSR	Intersection	GGB & Everglades
Agency or Co.	AIM ENGINEERING	Area Type	All other areas
Date Performed	03/28/2012	Jurisdiction	
Time Period	AM	Analysis Year	2019 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	1	1	0	1	1	0	1	1	1
Lane Group	L	T	R	L	TR		L	TR		L	T	R
Volume (vph)	94	139	252	257	109	85	321	213	326	108	167	119
% Heavy Vehicles	6	6	6	6	6	6	2	2	2	2	2	2
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
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
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	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
Ped/Bike/RTOR Volume	0	0	45	0	0	0	0	0	0	0	0	45
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	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 25.0	G =	G =	G =	G = 10.0	G = 31.0	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	104	154	230	286	215		357	599		120	186	82
Lane Group Capacity	315	560	762	367	523		674	656		339	722	613
v/c Ratio	0.33	0.28	0.30	0.78	0.41		0.53	0.91		0.35	0.26	0.13
Green Ratio	0.31	0.31	0.50	0.31	0.31		0.57	0.39		0.57	0.39	0.39
Uniform Delay d_1	21.1	20.7	11.8	25.0	21.7		9.3	23.2		12.1	16.7	15.8
Delay Factor k	0.11	0.11	0.11	0.33	0.11		0.13	0.43		0.11	0.11	0.11
Incremental Delay d_2	0.6	0.3	0.2	10.3	0.5		0.8	17.3		0.6	0.2	0.1
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Control Delay	21.7	21.0	12.0	35.3	22.2		10.1	40.5		12.8	16.9	15.9
Lane Group LOS	C	C	B	D	C		B	D		B	B	B
Approach Delay	16.9			29.7			29.2			15.4		
Approach LOS	B			C			C			B		
Intersection Delay	24.4			Intersection LOS						C		

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AL
Agency/Co.	AIM ENGINEERING & SURVEYING
Date Performed	1/23/2012
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	GGB @ DESOTO BLVD
Jurisdiction	COLLIER COUNTY
Analysis Year	2019 DESOTO

Project ID *EVERGLADES IJR - BUILD DESOTO*

East/West Street: *EVERGLADES BLVD* | North/South Street: *DESOTO BLVD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	97	10	436	10	14	7
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	343	217	8	5	277	124
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	602		33		630		449	
% Heavy Vehicles	6		0		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.3		0.6		0.0	
Prop. Right-Turns	0.8		0.2		0.0		0.3	
Prop. Heavy Vehicle	0.1		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.3		-0.1		0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.54		0.03		0.56		0.40	
hd, final value (s)	6.85		9.48		7.36		7.20	
x, final value	1.15		0.09		1.29		0.90	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	4.9		7.5		5.4		5.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	602		283		630		500	
Delay (s/veh)	110.74		13.37		167.41		45.94	
LOS	F		B		F		E	
Approach: Delay (s/veh)	110.74		13.37		167.41		45.94	
LOS	F		B		F		E	
Intersection Delay (s/veh)	112.72							
Intersection LOS	F							

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SHORT REPORT

General Information		Site Information	
Analyst	GSR	Intersection	SR 84 & CR 951
Agency or Co.	AIM ENGINEERING	Area Type	All other areas
Date Performed	03/29/2012	Jurisdiction	
Time Period	PM	Analysis Year	2019 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		2	2	1	2	4	1	2	3	2
Lane Group	L	T		L	T	R	L	T	R	L	T	R
Volume (vph)	1040	243		96	190	287	316	1713	122	364	2173	814
% Heavy Vehicles	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
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	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	4	3	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	3.0
Ped/Bike/RTOR Volume	0	0		0	0	27	0	0	27	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	WB Only	EB Only	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 10.0	G = 30.0	G =	G =	G = 15.0	G = 60.0	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 135.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	1095	256		101	200	274	333	1803	100	383	2287	857
Lane Group Capacity	1071	414		255	263	293	378	2978	871	378	2233	1850
v/c Ratio	1.02	0.62		0.40	0.76	0.94	0.88	0.61	0.11	1.01	1.02	0.46
Green Ratio	0.22	0.22		0.07	0.07	0.19	0.11	0.44	0.56	0.11	0.44	0.67
Uniform Delay d_1	52.5	47.3		59.6	61.3	54.2	59.1	28.5	14.2	60.0	37.5	10.9
Delay Factor k	0.50	0.20		0.11	0.31	0.45	0.41	0.19	0.11	0.50	0.50	0.11
Incremental Delay d_2	33.3	2.8		1.0	12.2	35.8	20.7	0.4	0.1	39.1	21.3	0.1
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	0.843	1.000	1.000	0.843	0.383
Control Delay	85.8	50.1		60.6	73.5	90.0	79.8	24.4	14.3	99.1	52.9	4.3
Lane Group LOS	F	D		E	E	F	E	C	B	F	D	A
Approach Delay	79.0			79.1			32.2			46.1		
Approach LOS	E			E			C			D		
Intersection Delay	50.3			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*MMA*	Intersection	*CR 951 & CITY GATE*
Agency or Co.	*AIM ENGINEERING*	Area Type	*CBD or Similar*
Date Performed	*03/06/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2019 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*	*2*	*2*	*1*	*2*	*4*	*1*	*2*	*3*	*1*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*T*	*R*
Volume (vph)	*201*	*14*	*198*	*803*	*18*	*336*	*156*	*1096*	*251*	*263*	*941*	*79*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*3*	*3*	*3*	*3*	*3*	*3*
PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
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*	*30*	*0*	*0*	*30*	*0*	*0*	*30*	*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*	*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	EW Perm	WB Only	Excl. Left	04	SB Only	Thru & RT	NB Only	08
Timing	G = *9.0*	G = *8.0*	G = *17.0*	G =	G = *11.0*	G = *10.0*	G = *9.0*	G =
	Y = *4*	Y = *4*	Y = *5*	Y =	Y = *4*	Y = *4*	Y = *5*	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *90.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*223*	*16*	*187*	*892*	*20*	*340*	*173*	*1218*	*246*	*292*	*1046*	*88*
Lane Group Capacity	*430*	*319*	*364*	*997*	*745*	*507*	*306*	*1541*	*815*	*374*	*1256*	*737*
v/c Ratio	*0.52*	*0.05*	*0.51*	*0.89*	*0.03*	*0.67*	*0.57*	*0.79*	*0.30*	*0.78*	*0.83*	*0.12*
Green Ratio	*0.29*	*0.10*	*0.26*	*0.32*	*0.23*	*0.36*	*0.10*	*0.26*	*0.58*	*0.12*	*0.28*	*0.52*
Uniform Delay d_1	*27.5*	*36.6*	*28.7*	*29.0*	*26.6*	*24.5*	*38.6*	*31.3*	*9.7*	*38.3*	*30.5*	*11.0*
Delay Factor k	*0.12*	*0.11*	*0.12*	*0.42*	*0.11*	*0.24*	*0.16*	*0.34*	*0.11*	*0.33*	*0.37*	*0.11*
Incremental Delay d_2	*1.1*	*0.1*	*1.3*	*10.5*	*0.0*	*3.4*	*2.2*	*2.6*	*0.2*	*10.2*	*5.0*	*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*	*1.000*
Control Delay	*28.6*	*36.7*	*30.0*	*39.5*	*26.6*	*28.0*	*40.9*	*33.9*	*9.9*	*48.5*	*35.5*	*11.0*
Lane Group LOS	*C*	*D*	*C*	*D*	*C*	*C*	*D*	*C*	*A*	*D*	*D*	*B*
Approach Delay	*29.5*			*36.2*			*31.0*			*36.7*		
Approach LOS	*C*			*D*			*C*			*D*		
Intersection Delay	*33.9*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*GSR*	Intersection	*Golden Gate Pkwy & Collier Blvd2019 DESOTO*
Agency or Co.	*AIM ENGINEERING*	Area Type	*All other areas*
Date Performed	*03/28/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2019 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*				*1*	*3*			*3*	*1*
Lane Group	*L*		*R*				*L*	*T*			*T*	*R*
Volume (vph)	*797*		*436*				*555*	*1123*			*882*	*626*
% Heavy Vehicles	*3*		*3*				*3*	*3*			*3*	*3*
PHF	*0.90*		*0.90*				*0.90*	*0.90*			*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*		*A*				*A*	*A*			*A*	*A*
Startup Lost Time	*2.0*		*2.0*				*2.0*	*2.0*			*2.0*	*2.0*
Extension of Effective Green	*2.0*		*2.0*				*2.0*	*2.0*			*2.0*	*2.0*
Arrival Type	*3*		*3*				*3*	*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 = *26.0*	G =	G =	G =	G = *35.0*	G = *20.0*	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		
Adjusted Flow Rate	*886*		*442*				*617*	*1248*			*980*	*653*
Lane Group Capacity	*931*		*1089*				*645*	*3121*			*1058*	*842*
v/c Ratio	*0.95*		*0.41*				*0.96*	*0.40*			*0.93*	*0.78*
Green Ratio	*0.27*		*0.69*				*0.37*	*0.62*			*0.21*	*0.54*
Uniform Delay d_1	*33.9*		*6.2*				*29.3*	*9.1*			*36.8*	*17.5*
Delay Factor k	*0.46*		*0.11*				*0.47*	*0.11*			*0.44*	*0.32*
Incremental Delay d_2	*18.9*		*0.2*				*25.1*	*0.1*			*13.5*	*4.6*
PF Factor	*1.000*		*1.000*				*1.000*	*1.000*			*1.000*	*1.000*
Control Delay	*52.7*		*6.4*				*54.4*	*9.2*			*50.2*	*22.0*
Lane Group LOS	*D*		*A*				*D*	*A*			*D*	*C*
Approach Delay	*37.3*						*24.1*			*39.0*		
Approach LOS	*D*						*C*			*D*		
Intersection Delay	*32.8*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*GSR*	Intersection	*Green Blvd & Collier Blvd*
Agency or Co.	*AIM ENGINEERING*	Area Type	*All other areas*
Date Performed	*03/29/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2019 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)	*118*		*86*				*109*	*1822*			*1432*	*151*
% Heavy Vehicles	*2*		*2*				*3*	*3*			*3*	*3*
PHF	*0.90*		*0.90*				*0.90*	*0.90*			*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*		*A*				*A*	*A*			*A*	*A*
Startup Lost Time	*2.0*		*2.0*				*2.0*	*2.0*			*2.0*	*2.0*
Extension of Effective Green	*2.0*		*2.0*				*2.0*	*2.0*			*2.0*	*2.0*
Arrival Type	*3*		*3*				*3*	*3*			*3*	*3*
Unit Extension	*3.0*		*3.0*				*3.0*	*3.0*			*3.0*	*3.0*
Ped/Bike/RTOR Volume	*0*	*0*	*42*				*0*	*0*		*0*	*0*	*42*
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 = *15.0*	G =	G =	G =	G = *10.0*	G = *46.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *4*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *85.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*131*		*49*				*121*	*2024*			*1591*	*121*
Lane Group Capacity	*312*		*279*				*206*	*3547*			*2719*	*1218*
v/c Ratio	*0.42*		*0.18*				*0.59*	*0.57*			*0.59*	*0.10*
Green Ratio	*0.18*		*0.18*				*0.12*	*0.71*			*0.54*	*0.78*
Uniform Delay d_1	*31.1*		*29.7*				*35.5*	*6.2*			*13.1*	*2.3*
Delay Factor k	*0.11*		*0.11*				*0.18*	*0.17*			*0.18*	*0.11*
Incremental Delay d_2	*0.9*		*0.3*				*4.3*	*0.2*			*0.3*	*0.0*
PF Factor	*1.000*		*1.000*				*1.000*	*1.000*			*1.000*	*1.000*
Control Delay	*32.0*		*30.0*				*39.9*	*6.4*			*13.4*	*2.3*
Lane Group LOS	*C*		*C*				*D*	*A*			*B*	*A*
Approach Delay	*31.5*						*8.3*			*12.6*		
Approach LOS	*C*						*A*			*B*		
Intersection Delay	*11.2*			Intersection LOS						*B*		

SHORT REPORT

General Information		Site Information	
Analyst	*GSR*	Intersection	*Pine Ridge Rd & Collier Blvd*
Agency or Co.	*AIM ENGINEERING*	Area Type	*All other areas*
Date Performed	*03/28/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2019 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	1	2	2	0	2	3	1	1	3	1
Lane Group	L	T	R	L	TR		L	T	R	L	T	R
Volume (vph)	718	548	236	260	275	51	185	1367	331	65	1074	516
% Heavy Vehicles	3	3	3	3	3	3	3	3	3	3	3	3
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
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	45	0	0	0	0	0	45	0	0	45
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	NB Only	Thru & RT	SB Only	08
Timing	G = 12.5	G = 20.5	G = 17.5	G =	G = 10.5	G = 25.0	G = 8.0	G =
	Y = 4	Y = 4	Y = 5	Y =	Y = 4	Y = 4	Y = 5	Y =

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *120.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	798	609	212	289	363		206	1519	318	72	1193	523
Lane Group Capacity	1049	646	751	354	500		298	1654	679	117	1549	1032
v/c Ratio	0.76	0.94	0.28	0.82	0.73		0.69	0.92	0.47	0.62	0.77	0.51
Green Ratio	0.31	0.35	0.48	0.10	0.15		0.09	0.33	0.43	0.07	0.31	0.66
Uniform Delay d_1	37.5	37.8	18.8	52.6	49.0		53.2	38.7	24.2	54.5	37.6	10.5
Delay Factor k	0.31	0.46	0.11	0.36	0.29		0.26	0.44	0.11	0.20	0.32	0.12
Incremental Delay d_2	3.3	22.4	0.2	13.8	5.2		6.7	8.6	0.5	9.3	2.4	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	40.8	60.2	19.0	66.4	54.2		59.9	47.3	24.7	63.8	40.1	10.9
Lane Group LOS	D	E	B	E	D		E	D	C	E	D	B
Approach Delay	45.3			59.6			45.1			32.5		
Approach LOS	D			E			D			C		
Intersection Delay	43.0			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*GSR*	Intersection	*Golden Gate Blvd & Collier Blvd2019 DESOTO*
Agency or Co.	*AIM ENGINEERING*	Area Type	*All other areas*
Date Performed	*03/9/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2019 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*		*3*	*2*	*2*	*3*	
Lane Group				*L*		*R*		*T*	*R*	*L*	*T*	
Volume (vph)				*701*		*503*		*1210*	*900*	*641*	*903*	
% Heavy Vehicles				*5*		*5*		*3*	*3*	*3*	*3*	
PHF				*0.90*		*0.90*		*0.90*	*0.90*	*0.90*	*0.90*	
Pretimed/Actuated (P/A)				*A*		*A*		*A*	*A*	*A*	*A*	
Startup Lost Time				*2.0*		*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*	*2.0*	*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*	*3*	*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*	*3.0*	*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*36*	*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 = *30.0*	G =	G =	G =	G = *26.0*	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 = *100.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*779*		*519*		*1344*	*1000*	*712*	*1003*	
Lane Group Capacity				*1001*		*938*		*1508*	*1804*	*885*	*3015*	
v/c Ratio				*0.78*		*0.55*		*0.89*	*0.55*	*0.80*	*0.33*	
Green Ratio				*0.30*		*0.61*		*0.30*	*0.65*	*0.26*	*0.60*	
Uniform Delay d_1				*32.0*		*11.5*		*33.4*	*9.6*	*34.6*	*10.0*	
Delay Factor k				*0.33*		*0.15*		*0.42*	*0.15*	*0.35*	*0.11*	
Incremental Delay d_2				*4.0*		*0.7*		*7.1*	*0.4*	*5.5*	*0.1*	
PF Factor				*1.000*		*1.000*		*1.000*	*1.000*	*1.000*	*1.000*	
Control Delay				*35.9*		*12.2*		*40.5*	*10.0*	*40.1*	*10.1*	
Lane Group LOS				*D*		*B*		*D*	*A*	*D*	*B*	
Approach Delay				*26.4*			*27.5*			*22.5*		
Approach LOS				*C*			*C*			*C*		
Intersection Delay	*25.6*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	*GSR*	Intersection	*Vanderbilt Beach Rd & Collier B2019 DESOTO*
Agency or Co.	*AIM ENGINEERING*	Area Type	*All other areas*
Date Performed	*03/29/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2019 DESOTO*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	2	1	2	3	1	2	3	1	2	3	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume (vph)	742	84	646	6	66	39	508	1199	7	57	894	631
% Heavy Vehicles	2	2	2	2	2	2	3	3	3	3	3	3
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
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	31	0	0	31	0	0	3	0	0	93
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 = 13.0	G = 17.0	G = 10.0	G =	G = 10.0	G = 10.0	G = 29.0	G =
	Y = 4	Y = 4	Y = 5	Y =	Y = 4	Y = 4	Y = 5	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 115.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	824	93	683	7	73	9	564	1332	4	63	993	598
Lane Group Capacity	1016	956	826	389	441	344	710	1879	832	296	1267	927
v/c Ratio	0.81	0.10	0.83	0.02	0.17	0.03	0.79	0.71	0.00	0.21	0.78	0.65
Green Ratio	0.30	0.27	0.52	0.11	0.09	0.22	0.21	0.37	0.53	0.09	0.25	0.59
Uniform Delay d_1	37.5	31.5	23.1	45.3	48.6	35.4	43.2	30.7	12.7	48.8	40.1	15.5
Delay Factor k	0.35	0.11	0.36	0.11	0.11	0.11	0.34	0.27	0.11	0.11	0.33	0.22
Incremental Delay d_2	5.1	0.0	7.0	0.0	0.2	0.0	6.2	1.3	0.0	0.4	3.3	1.6
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	42.6	31.5	30.1	45.3	48.8	35.4	49.4	31.9	12.7	49.2	43.4	17.1
Lane Group LOS	D	C	C	D	D	D	D	C	B	D	D	B
Approach Delay	36.6			47.2			37.1			34.1		
Approach LOS	D			D			D			C		
Intersection Delay	36.2			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*GSR*	Intersection	*Immokalee Rd & Collier Blvd*
Agency or Co.	*AIM ENGINEERING*	Area Type	*All other areas*
Date Performed	*03/29/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2019 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*	*2*	*3*		*2*		*2*			
Lane Group		*T*	*R*	*L*	*T*		*L*		*R*			
Volume (vph)		*1403*	*561*	*1106*	*1102*		*441*		*1407*			
% 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*	*33*	*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 = *40.0*	G = *35.0*	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 = *110.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		*1477*	*556*	*1164*	*1160*		*464*		*1481*			
Lane Group Capacity		*1584*	*861*	*1225*	*3574*		*643*		*1649*			
v/c Ratio		*0.93*	*0.65*	*0.95*	*0.32*		*0.72*		*0.90*			
Green Ratio		*0.32*	*0.55*	*0.36*	*0.72*		*0.19*		*0.60*			
Uniform Delay d_1		*36.4*	*17.0*	*34.0*	*5.7*		*41.8*		*19.1*			
Delay Factor k		*0.45*	*0.22*	*0.46*	*0.11*		*0.28*		*0.42*			
Incremental Delay d_2		*10.4*	*1.7*	*15.3*	*0.1*		*4.0*		*7.0*			
PF Factor		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*		*1.000*			
Control Delay		*46.8*	*18.7*	*49.4*	*5.7*		*45.7*		*26.1*			
Lane Group LOS		*D*	*B*	*D*	*A*		*D*		*C*			
Approach Delay	*39.1*			*27.6*			*30.8*					
Approach LOS	*D*			*C*			*C*					
Intersection Delay	*32.3*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	GSR	Intersection	Immokalee Rd & Wilson Rd
Agency or Co.	AIM ENGINEERING	Area Type	All other areas
Date Performed	03/30/2012	Jurisdiction	COLLIER COUNTY
Time Period	PM PEAK HOUR	Analysis Year	2019 DESOTO 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	0	1	1	0	1	1
Lane Group	L	T	R	L	T	R		LT	R		LT	R
Volume (vph)	72	2253	179	178	1770	32	141	7	140	25	6	56
% Heavy Vehicles	0	6	6	6	6	0	6	0	6	0	0	0
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
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
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		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
Ped/Bike/RTOR Volume	0	0	57	0	0	0	0	0	57	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
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	Excl. Left	WB Only	Thru & RT	04	NB Only	SB Only	07	08
Timing	G = 11.0	G = 2.5	G = 64.0	G =	G = 15.5	G = 9.0	G =	G =
	Y = 4	Y = 4	Y = 5	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 125.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	80	2503	136	198	1967	36		165	92		35	62
Lane Group Capacity	159	2500	1030	238	2754	1027		213	402		132	323
v/c Ratio	0.50	1.00	0.13	0.83	0.71	0.04		0.77	0.23		0.27	0.19
Green Ratio	0.09	0.51	0.68	0.14	0.56	0.64		0.12	0.26		0.07	0.20
Uniform Delay d_1	54.4	30.5	7.2	52.3	19.9	8.5		53.1	36.0		54.9	41.6
Delay Factor k	0.11	0.50	0.11	0.37	0.28	0.11		0.32	0.11		0.11	0.11
Incremental Delay d_2	2.5	18.3	0.1	21.5	0.9	0.0		16.2	0.3		1.1	0.3
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000
Control Delay	56.9	48.8	7.3	73.8	20.8	8.5		69.3	36.3		56.0	41.9
Lane Group LOS	E	D	A	E	C	A		E	D		E	D
Approach Delay	46.9			25.4			57.5			47.0		
Approach LOS	D			C			E			D		
Intersection Delay	38.5			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	AL	Intersection	Immokalee Rd & Randall Rd
Agency or Co.	AIM ENGINEERING	Area Type	All other areas
Date Performed	03/19/2012	Jurisdiction	COLLIER COUNTY
Time Period	PM PEAK HOUR	Analysis Year	2019 DESOTO 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)				439		31		1905	558	24	1497	
% Heavy Vehicles				2		2		6	6	6	6	
PHF				0.90		0.90		0.90	0.90	0.90	0.90	
Pretimed/Actuated (P/A)				A		A		A	A	A	A	
Startup Lost Time				2.0		2.0		2.0	2.0	2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival Type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume				0	0	0	0	0	80	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 = 19.0	G =	G =	G =	G = 10.0	G = 47.0	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		
Adjusted Flow Rate				488		34		2117	531	27	1663	
Lane Group Capacity				726		598		2550	1202	189	3310	
v/c Ratio				0.67		0.06		0.83	0.44	0.14	0.50	
Green Ratio				0.21		0.38		0.52	0.79	0.11	0.68	
Uniform Delay d_1				32.6		17.8		18.1	3.1	36.1	7.1	
Delay Factor k				0.24		0.11		0.37	0.11	0.11	0.11	
Incremental Delay d_2				2.4		0.0		2.5	0.3	0.3	0.1	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				35.1		17.8		20.6	3.3	36.5	7.2	
Lane Group LOS				D		B		C	A	D	A	
Approach Delay				34.0			17.1			7.7		
Approach LOS				C			B			A		
Intersection Delay	15.7			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	AL	Intersection	OIL WELL RD @ IMMOKALEE RD
Agency or Co.	AIM ENGINEERING	Area Type	All other areas
Date Performed	03/19/2012	Jurisdiction	COLLIER COUNTY
Time Period	PM PEAK HOUR	Analysis Year	2019 DESOTO 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		0		2	2	1	3	
Lane Group				L	LR			T	R	L	T	
Volume (vph)				1056		102		583	1344	80	458	
% Heavy Vehicles				2		2		6	6	6	6	
PHF				0.90		0.90		0.90	0.90	0.90	0.90	
Pretimed/Actuated (P/A)				A		A		A	A	A	A	
Startup Lost Time				2.0	2.0			2.0	2.0	2.0	2.0	
Extension of Effective Green				2.0	2.0			2.0	2.0	2.0	2.0	
Arrival Type				3	3			3	3	3	3	
Unit Extension				3.0	3.0			3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume				0	0	0	0	0	45	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 = 36.0	G =	G =	G =	G = 10.0	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		
Adjusted Flow Rate				645	641			648	1443	89	509	
Lane Group Capacity				708	697			1138	2128	189	2387	
v/c Ratio				0.91	0.92			0.57	0.68	0.47	0.21	
Green Ratio				0.40	0.40			0.33	0.79	0.11	0.49	
Uniform Delay d_1				25.5	25.6			24.7	4.3	37.5	13.1	
Delay Factor k				0.43	0.44			0.16	0.25	0.11	0.11	
Incremental Delay d_2				16.0	17.4			0.7	0.9	1.9	0.0	
PF Factor				1.000	1.000			1.000	1.000	1.000	1.000	
Control Delay				41.5	43.1			25.4	5.2	39.4	13.2	
Lane Group LOS				D	D			C	A	D	B	
Approach Delay				42.3			11.4			17.1		
Approach LOS				D			B			B		
Intersection Delay	22.3			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	GSR	Intersection	GGB & Everglades
Agency or Co.	AIM ENGINEERING	Area Type	All other areas
Date Performed	03/29/2012	Jurisdiction	
Time Period	PM	Analysis Year	2019 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	1	1	0	1	1	0	1	1	1
Lane Group	L	T	R	L	TR		L	TR		L	T	R
Volume (vph)	119	109	321	326	139	108	252	167	257	85	213	94
% Heavy Vehicles	5	5	5	5	5	5	2	2	2	2	2	2
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
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
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	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
Ped/Bike/RTOR Volume	0	0	45	0	0	0	0	0	0	0	0	45
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	EW Perm	02	03	04	Excl. Left	NS Perm	07	08
Timing	G = 27.0	G =	G =	G =	G = 9.0	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 = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	132	121	307	362	274		280	472		94	237	54
Lane Group Capacity	300	611	788	415	571		589	635		397	699	594
v/c Ratio	0.44	0.20	0.39	0.87	0.48		0.48	0.74		0.24	0.34	0.09
Green Ratio	0.34	0.34	0.51	0.34	0.34		0.55	0.38		0.55	0.38	0.38
Uniform Delay d_1	20.6	18.8	11.9	24.9	20.9		10.1	21.7		10.8	17.9	16.2
Delay Factor k	0.11	0.11	0.11	0.40	0.11		0.11	0.30		0.11	0.11	0.11
Incremental Delay d_2	1.0	0.2	0.3	18.1	0.6		0.6	4.7		0.3	0.3	0.1
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Control Delay	21.7	19.0	12.2	42.9	21.6		10.7	26.4		11.1	18.2	16.2
Lane Group LOS	C	B	B	D	C		B	C		B	B	B
Approach Delay	15.9			33.7			20.6			16.2		
Approach LOS	B			C			C			B		
Intersection Delay	22.3			Intersection LOS						C		

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	AL
Agency/Co.	AIM ENGINEERING & SURVEYING
Date Performed	1/23/2012
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	GGB @ DESOTO BLVD
Jurisdiction	COLLIER COUNTY
Analysis Year	2019 DESOTO

Project ID *EVERGLADES IJR*

East/West Street: *EVERGLADES BLVD*

North/South Street: *DESOTO BLVD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	124	14	343	8	10	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	436	277	10	7	217	97
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	533		24		802		355	
% Heavy Vehicles	6		0		2		2	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.3		0.6		0.0	
Prop. Right-Turns	0.7		0.2		0.0		0.3	
Prop. Heavy Vehicle	0.1		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.3		-0.1		0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.47		0.02		0.71		0.32	
hd, final value (s)	6.58		8.88		6.96		7.07	
x, final value	0.97		0.06		1.55		0.70	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	4.6		6.9		5.0		5.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	547		274		802		504	
Delay (s/veh)	57.86		12.43		275.63		24.76	
LOS	F		B		F		C	
Approach: Delay (s/veh)	57.86		12.43		275.63		24.76	
LOS	F		B		F		C	
Intersection Delay (s/veh)	152.27							
Intersection LOS	F							