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	*03/28/2012*	Jurisdiction	
Time Period	*AM*	Analysis Year	*2019 EVERGLADES*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		3	1	2	3		2		2			
Lane Group		T	R	L	T		L		R			
Volume (vph)		1356	454	1077	1726		578		846			
% Heavy Vehicles		6	6	6	6		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		4		4			
Unit Extension		3.0	3.0	3.0	3.0		3.0		3.0			
Ped/Bike/RTOR Volume	0	0	31	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 = 42.0	G = 35.0	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 = 115.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		1427	445	1134	1817		608		891			
Lane Group Capacity		1486	848	1208	3439		703		1697			
v/c Ratio		0.96	0.52	0.94	0.53		0.86		0.53			
Green Ratio		0.30	0.56	0.37	0.70		0.21		0.62			
Uniform Delay d_1		39.3	16.0	35.3	8.0		43.9		12.5			
Delay Factor k		0.47	0.13	0.45	0.13		0.39		0.13			
Incremental Delay d_2		15.0	0.6	13.8	0.2		11.0		0.3			
PF Factor		1.000	1.000	1.000	1.000		1.000		0.531			
Control Delay		54.3	16.6	49.0	8.2		54.9		6.9			
Lane Group LOS		D	B	D	A		D		A			
Approach Delay	45.3			23.9			26.4					
Approach LOS	D			C			C					
Intersection Delay	30.8			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	AM PEAK HOUR	Analysis Year	2019 EVERGLADES-2

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)	56	1765	140	140	2246	25	178	6	179	32	7	72
% 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	60	0	0	0	0	0	60	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 = 10.0	G = 4.0	G = 54.5	G =	G = 19.5	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 = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	62	1961	89	156	2496	28		205	132		44	80
Lane Group Capacity	150	2218	1003	255	2543	962		278	476		137	323
v/c Ratio	0.41	0.88	0.09	0.61	0.98	0.03		0.74	0.28		0.32	0.25
Green Ratio	0.08	0.45	0.66	0.15	0.52	0.60		0.16	0.31		0.08	0.20
Uniform Delay d_1	52.2	29.9	7.4	47.7	28.2	10.0		47.8	31.1		52.6	40.4
Delay Factor k	0.11	0.41	0.11	0.20	0.49	0.11		0.30	0.11		0.11	0.11
Incremental Delay d_2	1.8	4.7	0.0	4.3	13.8	0.0		9.9	0.3		1.4	0.4
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000
Control Delay	54.1	34.5	7.5	52.0	41.9	10.0		57.7	31.4		54.0	40.8
Lane Group LOS	D	C	A	D	D	A		E	C		D	D
Approach Delay	34.0			42.2			47.4			45.5		
Approach LOS	C			D			D			D		
Intersection Delay	39.3			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	AL	Intersection	Immokalee Rd & Randall Rd
Agency or Co.	AIM ENGINEERING		
Date Performed	03/19/2012	Area Type	All other areas
Time Period	AM PEAK HOUR	Jurisdiction	COLLIER COUNTY
		Analysis Year	2019 EVERGLADES-2

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)				534		26		1511	420	33	1923	
% 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 = 20.0	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 = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				593		29		1679	378	37	2137	
Lane Group Capacity				764		616		2496	1202	189	3255	
v/c Ratio				0.78		0.05		0.67	0.31	0.20	0.66	
Green Ratio				0.22		0.39		0.51	0.79	0.11	0.67	
Uniform Delay d_1				32.9		17.1		16.4	2.7	36.3	8.9	
Delay Factor k				0.33		0.11		0.24	0.11	0.11	0.23	
Incremental Delay d_2				5.1		0.0		0.7	0.2	0.5	0.5	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				38.0		17.2		17.1	2.8	36.9	9.4	
Lane Group LOS				D		B		B	A	D	A	
Approach Delay				37.0			14.5			9.8		
Approach LOS				D			B			A		
Intersection Delay	15.3			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	AM PEAK HOUR	Analysis Year	2019 EVERGLADES-2

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)				1361		80		460	1069	102	586	
% 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 = 41.5	G =	G =	G =	G = 10.0	G = 24.5	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		
Adjusted Flow Rate				801	800			511	1188	113	651	
Lane Group Capacity				816	809			929	2128	189	2089	
v/c Ratio				0.98	0.99			0.55	0.56	0.60	0.31	
Green Ratio				0.46	0.46			0.27	0.79	0.11	0.43	
Uniform Delay d_1				23.9	24.0			28.0	3.6	38.1	17.0	
Delay Factor k				0.49	0.49			0.15	0.16	0.19	0.11	
Incremental Delay d_2				26.9	28.8			0.7	0.3	5.1	0.1	
PF Factor				1.000	1.000			1.000	1.000	1.000	1.000	
Control Delay				50.8	52.8			28.7	3.9	43.2	17.1	
Lane Group LOS				D	D			C	A	D	B	
Approach Delay				51.8			11.4			21.0		
Approach LOS				D			B			C		
Intersection Delay	29.1			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 EVERGLADES

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)	109	160	175	199	204	84	137	263	156	66	335	139
% 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 = 29.0	G =	G =	G =	G = 9.0	G = 28.0	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	121	178	144	221	320		152	465		73	372	104
Lane Group Capacity	291	650	819	410	621		444	616		371	652	554
v/c Ratio	0.42	0.27	0.18	0.54	0.52		0.34	0.75		0.20	0.57	0.19
Green Ratio	0.36	0.36	0.54	0.36	0.36		0.52	0.35		0.52	0.35	0.35
Uniform Delay d_1	19.1	18.0	9.4	20.2	20.0		11.2	23.0		11.6	21.1	18.1
Delay Factor k	0.11	0.11	0.11	0.14	0.12		0.11	0.31		0.11	0.17	0.11
Incremental Delay d_2	1.0	0.2	0.1	1.4	0.7		0.5	5.3		0.3	1.2	0.2
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Control Delay	20.1	18.3	9.6	21.6	20.7		11.7	28.3		11.9	22.3	18.3
Lane Group LOS	C	B	A	C	C		B	C		B	C	B
Approach Delay	15.9			21.1			24.2			20.2		
Approach LOS	B			C			C			C		
Intersection Delay	20.7			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 EVERGLADES-2

Project ID EVERGLADES IJR - BUILD EVERGLADES

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)	119	16	247	3	22	6
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	314	85	2	5	67	151
%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)	423		33		444		246	
% 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		0.1		0.8		0.0	
Prop. Right-Turns	0.6		0.2		0.0		0.7	
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	-0.2		-0.1		0.2		-0.4	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.38		0.03		0.39		0.22	
hd, final value (s)	5.78		6.91		5.98		5.82	
x, final value	0.68		0.06		0.74		0.40	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.8		4.9		4.0		3.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	596		283		585		496	
Delay (s/veh)	20.12		10.38		23.89		12.61	
LOS	C		B		C		B	
Approach: Delay (s/veh)	20.12		10.38		23.89		12.61	
LOS	C		B		C		B	
Intersection Delay (s/veh)	19.69							
Intersection LOS	C							

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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	03/28/2012	Jurisdiction	
Time Period	PM	Analysis Year	2019 EVERGLADES

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3	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)	1042	243		96	190	287	316	1717	122	364	2168	812
% 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	1097	256		101	200	274	333	1807	100	383	2282	855
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	10.8
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	33.8	2.8		1.0	12.2	35.8	20.7	0.4	0.1	38.7	20.5	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	86.3	50.1		60.6	73.5	90.0	79.8	24.4	14.3	98.7	52.1	4.3
Lane Group LOS	F	D		E	E	F	E	C	B	F	D	A
Approach Delay	79.5			79.1			32.2			45.5		
Approach LOS	E			E			C			D		
Intersection Delay	50.1			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 EVERGLADES*

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)	*191*	*14*	*204*	*819*	*18*	*285*	*160*	*1162*	*294*	*223*	*988*	*75*
% 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 = *7.0*	G = *19.0*	G = *10.0*	G =	G = *11.5*	G = *18.5*	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 = *100.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*212*	*16*	*193*	*910*	*20*	*283*	*178*	*1291*	*293*	*248*	*1098*	*83*
Lane Group Capacity	*282*	*223*	*285*	*1021*	*958*	*591*	*245*	*1839*	*571*	*352*	*1537*	*691*
v/c Ratio	*0.75*	*0.07*	*0.68*	*0.89*	*0.02*	*0.48*	*0.73*	*0.70*	*0.51*	*0.70*	*0.71*	*0.12*
Green Ratio	*0.19*	*0.07*	*0.20*	*0.33*	*0.30*	*0.41*	*0.08*	*0.31*	*0.41*	*0.12*	*0.34*	*0.49*
Uniform Delay d_1	*38.8*	*43.5*	*37.0*	*31.8*	*24.7*	*21.4*	*44.9*	*30.7*	*22.3*	*42.6*	*28.8*	*13.8*
Delay Factor k	*0.31*	*0.11*	*0.25*	*0.42*	*0.11*	*0.11*	*0.29*	*0.27*	*0.12*	*0.27*	*0.28*	*0.11*
Incremental Delay d_2	*10.8*	*0.1*	*6.3*	*10.0*	*0.0*	*0.6*	*9.5*	*1.1*	*0.7*	*6.3*	*1.6*	*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	*49.6*	*43.6*	*43.3*	*41.8*	*24.7*	*22.0*	*54.4*	*31.9*	*23.1*	*48.9*	*30.4*	*13.9*
Lane Group LOS	*D*	*D*	*D*	*D*	*C*	*C*	*D*	*C*	*C*	*D*	*C*	*B*
Approach Delay	*46.5*			*36.9*			*32.7*			*32.6*		
Approach LOS	*D*			*D*			*C*			*C*		
Intersection Delay	*34.9*			Intersection LOS						*C*		

SHORT REPORT

General Information		Site Information	
Analyst	GSR	Intersection	Golden Gate Pkwy & Collier Blvd2019 EVERGLADES
Agency or Co.	AIM ENGINEERING	Area Type	All other areas
Date Performed	03/29/2012	Jurisdiction	
Time Period	PM	Analysis Year	2019 EVERGLADES

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2		1				1	3			3	1
Lane Group	L		R				L	T			T	R
Volume (vph)	772		453				576	1110			872	607
% 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 = 25.5	G =	G =	G =	G = 36.0	G = 19.5	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	858		461				640	1233			969	632
Lane Group Capacity	913		1098				664	3147			1031	825
v/c Ratio	0.94		0.42				0.96	0.39			0.94	0.77
Green Ratio	0.27		0.70				0.38	0.63			0.21	0.53
Uniform Delay d_1	34.0		6.1				28.9	8.8			37.2	17.9
Delay Factor k	0.45		0.11				0.47	0.11			0.45	0.32
Incremental Delay d_2	17.1		0.3				26.2	0.1			15.7	4.4
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	51.1		6.3				55.0	8.9			52.8	22.2
Lane Group LOS	D		A				E	A			D	C
Approach Delay	35.4						24.6			40.7		
Approach LOS	D						C			D		
Intersection Delay	33.0			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	03/28/2012	Jurisdiction	
Time Period	PM	Analysis Year	2019 EVERGLADES

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1		1				1	3			3	1
Lane Group	L		R				L	T			T	R
Volume (vph)	115		87				110	1785			1403	147
% 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	128		50				122	1983			1559	117
Lane Group Capacity	312		559				206	3547			2719	1218
v/c Ratio	0.41		0.09				0.59	0.56			0.57	0.10
Green Ratio	0.18		0.35				0.12	0.71			0.54	0.78
Uniform Delay d_1	31.1		18.4				35.6	6.1			13.0	2.3
Delay Factor k	0.11		0.11				0.18	0.16			0.17	0.11
Incremental Delay d_2	0.9		0.1				4.5	0.2			0.3	0.0
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	32.0		18.4				40.1	6.3			13.3	2.3
Lane Group LOS	C		B				D	A			B	A
Approach Delay	28.2						8.2			12.5		
Approach LOS	C						A			B		
Intersection Delay	10.9			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	*MMA*	Intersection	*Pine Ridge Rd & Collier Blvd*
Agency or Co.	*AIM ENGINEERING*	Area Type	*All other areas*
Date Performed	*03/06/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2019 EVERGLADES*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	1	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)	646	547	240	261	274	51	189	1320	332	65	1037	508
% 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	718	608	217	290	361		210	1467	319	72	1152	514
Lane Group Capacity	1049	646	751	354	500		298	1654	679	117	1549	1032
v/c Ratio	0.68	0.94	0.29	0.82	0.72		0.70	0.89	0.47	0.62	0.74	0.50
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	36.4	37.8	18.9	52.6	48.9		53.2	38.1	24.2	54.5	37.2	10.4
Delay Factor k	0.25	0.45	0.11	0.36	0.28		0.27	0.41	0.11	0.20	0.30	0.11
Incremental Delay d_2	1.9	22.1	0.2	14.1	5.1		7.4	6.3	0.5	9.3	2.0	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	38.2	59.9	19.1	66.7	54.0		60.6	44.4	24.7	63.8	39.2	10.8
Lane Group LOS	D	E	B	E	D		E	D	C	E	D	B
Approach Delay	44.1			59.7			43.0			31.8		
Approach LOS	D			E			D			C		
Intersection Delay	41.8			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	GSR	Intersection	Golden Gate Blvd & Collier Blvd2019 EVERGLADES
Agency or Co.	AIM ENGINEERING	Area Type	All other areas
Date Performed	03/29/2012	Jurisdiction	
Time Period	PM	Analysis Year	2019 EVERGLADES

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				2		1		3	2	2	3	
Lane Group				L		R		T	R	L	T	
Volume (vph)				631		521		1187	803	663	933	
% Heavy Vehicles				6		6		3	3	3	3	
PHF				0.90		0.90		0.90	0.90	0.90	0.90	
Pretimed/Actuated (P/A)				A		A		A	A	A	A	
Startup Lost Time				2.0		2.0		2.0	2.0	2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival Type				3		3		3	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 = 29.0	G =	G =	G =	G = 26.5	G = 30.5	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				701		539		1319	892	737	1037	
Lane Group Capacity				959		922		1533	1790	902	3065	
v/c Ratio				0.73		0.58		0.86	0.50	0.82	0.34	
Green Ratio				0.29		0.61		0.31	0.64	0.26	0.61	
Uniform Delay d_1				32.0		12.1		32.7	9.3	34.5	9.6	
Delay Factor k				0.29		0.18		0.39	0.11	0.36	0.11	
Incremental Delay d_2				2.9		1.0		5.2	0.2	5.9	0.1	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				34.9		13.0		38.0	9.5	40.4	9.6	
Lane Group LOS				C		B		D	A	D	A	
Approach Delay				25.4			26.5			22.4		
Approach LOS				C			C			C		
Intersection Delay	24.8			Intersection LOS						C		

SHORT REPORT

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

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	2	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)	790	82	656	6	63	42	515	1188	7	53	934	620
% 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	0	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	878	91	694	7	70	12	572	1320	8	59	1038	586
Lane Group Capacity	1016	956	826	389	441	344	710	1879	832	296	1267	927
v/c Ratio	0.86	0.10	0.84	0.02	0.16	0.03	0.81	0.70	0.01	0.20	0.82	0.63
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	38.3	31.5	23.4	45.3	48.6	35.5	43.3	30.6	12.7	48.8	40.5	15.3
Delay Factor k	0.39	0.11	0.38	0.11	0.11	0.11	0.35	0.27	0.11	0.11	0.36	0.21
Incremental Delay d_2	7.9	0.0	7.8	0.0	0.2	0.0	6.8	1.2	0.0	0.3	4.4	1.4
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	46.2	31.5	31.2	45.3	48.8	35.5	50.1	31.8	12.7	49.1	44.9	16.7
Lane Group LOS	D	C	C	D	D	D	D	C	B	D	D	B
Approach Delay	39.1			46.7			37.2			35.3		
Approach LOS	D			D			D			D		
Intersection Delay	37.3			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 EVERGLADES

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		3	1	2	3		2		2			
Lane Group		T	R	L	T		L		R			
Volume (vph)		1726	578	846	1356		454		1077			
% Heavy Vehicles		6	6	6	6		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	30	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 = 36.0	G = 47.5	G =	G =	G = 22.5	G =	G =	G =
	Y = 4	Y = 5	Y =	Y =	Y = 5	Y =	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		
Adjusted Flow Rate		1817	577	891	1427		478		1134			
Lane Group Capacity		1933	953	992	3561		638		1468			
v/c Ratio		0.94	0.61	0.90	0.40		0.75		0.77			
Green Ratio		0.40	0.63	0.30	0.73		0.19		0.53			
Uniform Delay d_1		34.9	13.6	40.2	6.2		46.1		22.5			
Delay Factor k		0.45	0.19	0.42	0.11		0.30		0.32			
Incremental Delay d_2		9.7	1.1	10.9	0.1		4.9		2.6			
PF Factor		1.000	1.000	1.000	1.000		1.000		1.000			
Control Delay		44.6	14.7	51.1	6.3		51.0		25.1			
Lane Group LOS		D	B	D	A		D		C			
Approach Delay		37.4			23.5			32.8				
Approach LOS		D			C			C				
Intersection Delay		31.1			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 EVERGLADES-2

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	2246	178	179	1765	32	140	7	140	25	6	56
% Heavy Vehicles	0	6	6	6	6	0	0	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 = 12.5	G = 3.0	G = 64.5	G =	G = 13.0	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	2496	134	199	1961	36		164	92		35	62
Lane Group Capacity	181	2520	1006	266	2793	1040		189	311		132	342
v/c Ratio	0.44	0.99	0.13	0.75	0.70	0.03		0.87	0.30		0.27	0.18
Green Ratio	0.10	0.52	0.66	0.16	0.57	0.64		0.10	0.20		0.07	0.21
Uniform Delay d_1	53.0	29.9	7.9	50.4	19.1	8.1		55.2	42.1		54.9	40.4
Delay Factor k	0.11	0.49	0.11	0.30	0.27	0.11		0.40	0.11		0.11	0.11
Incremental Delay d_2	1.7	15.7	0.1	11.1	0.8	0.0		32.2	0.5		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	54.7	45.6	8.0	61.5	19.9	8.1		87.3	42.7		56.0	40.6
Lane Group LOS	D	D	A	E	B	A		F	D		E	D
Approach Delay	44.0			23.5			71.3			46.1		
Approach LOS	D			C			E			D		
Intersection Delay	36.8			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	AL	Intersection	Immokalee Rd & Randall Rd
Agency or Co.	AIM ENGINEERING		
Date Performed	03/19/2012	Area Type	All other areas
Time Period	PM PEAK HOUR	Jurisdiction	COLLIER COUNTY
		Analysis Year	2019 EVERGLADES-2

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)				420		33		1923	534	26	1511	
% 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				467		37		2137	504	29	1679	
Lane Group Capacity				726		334		2550	1202	189	3310	
v/c Ratio				0.64		0.11		0.84	0.42	0.15	0.51	
Green Ratio				0.21		0.21		0.52	0.79	0.11	0.68	
Uniform Delay d_1				32.4		28.7		18.3	3.0	36.2	7.1	
Delay Factor k				0.22		0.11		0.37	0.11	0.11	0.12	
Incremental Delay d_2				2.0		0.1		2.6	0.2	0.4	0.1	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				34.4		28.8		20.9	3.2	36.6	7.2	
Lane Group LOS				C		C		C	A	D	A	
Approach Delay				34.0			17.5			7.7		
Approach LOS				C			B			A		
Intersection Delay	15.8			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 EVERGLADES-2

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)				1069		102		585	1361	80	460	
% 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 = 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				653	648			650	1512	89	511	
Lane Group Capacity				708	697			1138	2128	189	2387	
v/c Ratio				0.92	0.93			0.57	0.71	0.47	0.21	
Green Ratio				0.40	0.40			0.33	0.79	0.11	0.49	
Uniform Delay d_1				25.7	25.8			24.7	4.6	37.5	13.1	
Delay Factor k				0.44	0.45			0.17	0.27	0.11	0.11	
Incremental Delay d_2				17.6	19.0			0.7	1.1	1.9	0.0	
PF Factor				1.000	1.000			1.000	1.000	1.000	1.000	
Control Delay				43.3	44.8			25.4	5.7	39.4	13.2	
Lane Group LOS				D	D			C	A	D	B	
Approach Delay				44.0			11.6			17.1		
Approach LOS				D			B			B		
Intersection Delay	22.8			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	*PM*	Analysis Year	*2019 EVERGLADES*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*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)	*139*	*204*	*137*	*156*	*160*	*66*	*175*	*335*	*199*	*84*	*263*	*109*
% Heavy Vehicles	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
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 = *25.5*	G =	G =	G =	G = *8.5*	G = *32.0*	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *4*	Y = *5*	Y =	Y =
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *80.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*154*	*227*	*102*	*173*	*251*		*194*	*593*		*93*	*292*	*71*
Lane Group Capacity	*299*	*582*	*757*	*319*	*557*		*552*	*690*		*319*	*731*	*621*
v/c Ratio	*0.52*	*0.39*	*0.13*	*0.54*	*0.45*		*0.35*	*0.86*		*0.29*	*0.40*	*0.11*
Green Ratio	*0.32*	*0.32*	*0.49*	*0.32*	*0.32*		*0.57*	*0.40*		*0.57*	*0.40*	*0.40*
Uniform Delay d_1	*22.2*	*21.2*	*11.2*	*22.4*	*21.7*		*9.0*	*21.9*		*11.8*	*17.1*	*15.1*
Delay Factor k	*0.12*	*0.11*	*0.11*	*0.14*	*0.11*		*0.11*	*0.39*		*0.11*	*0.11*	*0.11*
Incremental Delay d_2	*1.5*	*0.4*	*0.1*	*1.9*	*0.6*		*0.4*	*10.7*		*0.5*	*0.4*	*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	*23.8*	*21.6*	*11.3*	*24.3*	*22.3*		*9.4*	*32.6*		*12.3*	*17.5*	*15.2*
Lane Group LOS	*C*	*C*	*B*	*C*	*C*		*A*	*C*		*B*	*B*	*B*
Approach Delay	*20.1*			*23.1*			*26.9*			*16.1*		
Approach LOS	*C*			*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 EVERGLADES-2

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)	151	22	314	2	16	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	247	67	3	6	85	119
%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)	539		24		351		232	
% Heavy Vehicles	5		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		0.1		0.8		0.0	
Prop. Right-Turns	0.6		0.2		0.0		0.6	
Prop. Heavy Vehicle	0.0		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	-0.2		-0.1		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.48		0.02		0.31		0.21	
hd, final value (s)	5.50		6.80		6.23		6.01	
x, final value	0.82		0.05		0.61		0.39	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.5		4.8		4.2		4.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	642		274		550		482	
Delay (s/veh)	28.83		10.12		18.40		12.76	
LOS	D		B		C		B	
Approach: Delay (s/veh)	28.83		10.12		18.40		12.76	
LOS	D		B		C		B	
Intersection Delay (s/veh)	21.99							
Intersection LOS	C							

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ALTERNATIVE 5

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	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	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)	814	190		122	243	364	161	2173	96	287	1713	1040
% Heavy Vehicles	2	2		2	2	2	4	4	4	4	4	4
PHF	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
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	0	0	33	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	EB Only	WB Only	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 22.5	G = 11.5	G =	G =	G = 13.5	G = 42.5	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		
Adjusted Flow Rate	904	211		136	270	404	179	2414	70	319	1903	1156
Lane Group Capacity	986	381		359	371	432	414	2564	762	414	1923	1749
v/c Ratio	0.92	0.55		0.38	0.73	0.94	0.43	0.94	0.09	0.77	0.99	0.66
Green Ratio	0.20	0.20		0.10	0.10	0.27	0.12	0.39	0.49	0.12	0.39	0.64
Uniform Delay d_1	42.8	39.2		45.9	47.7	39.1	44.7	32.6	14.9	46.7	33.5	12.6
Delay Factor k	0.44	0.15		0.11	0.29	0.45	0.11	0.45	0.11	0.32	0.49	0.24
Incremental Delay d_2	13.0	1.8		0.7	7.1	27.7	0.7	7.9	0.1	6.2	14.7	0.7
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	55.8	41.0		46.6	54.8	66.8	45.4	40.4	15.0	52.9	48.3	13.2
Lane Group LOS	E	D		D	D	E	D	D	B	D	D	B
Approach Delay	53.0			59.4			40.1			36.7		
Approach LOS	D			E			D			D		
Intersection Delay	42.4			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*MMA*	Intersection	*SR 951 & CITY GATE*
Agency or Co.	*AIM ENGINEERING*	Area Type	*CBD or Similar*
Date Performed	*03/06/2012*	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*	*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)	*158*	*18*	*156*	*631*	*14*	*263*	*198*	*862*	*233*	*336*	*1196*	*101*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*4*	*4*	*4*	*4*	*4*	*4*
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*	*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*	*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	EW Perm	04	SB Only	Thru & RT	NB Only	08
Timing	G = *9.0*	G = *10.0*	G = *8.0*	G =	G = *17.0*	G = *10.0*	G = *10.0*	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	*176*	*20*	*140*	*701*	*16*	*259*	*220*	*958*	*226*	*373*	*1329*	*79*
Lane Group Capacity	*270*	*284*	*285*	*790*	*780*	*697*	*337*	*1593*	*808*	*573*	*1543*	*621*
v/c Ratio	*0.65*	*0.07*	*0.49*	*0.89*	*0.02*	*0.37*	*0.65*	*0.60*	*0.28*	*0.65*	*0.86*	*0.13*
Green Ratio	*0.19*	*0.09*	*0.20*	*0.26*	*0.24*	*0.49*	*0.11*	*0.27*	*0.58*	*0.19*	*0.34*	*0.44*
Uniform Delay d_1	*33.6*	*37.6*	*31.9*	*32.3*	*25.8*	*14.4*	*38.3*	*28.8*	*9.6*	*33.8*	*27.5*	*14.7*
Delay Factor k	*0.23*	*0.11*	*0.11*	*0.41*	*0.11*	*0.11*	*0.23*	*0.19*	*0.11*	*0.23*	*0.39*	*0.11*
Incremental Delay d_2	*5.5*	*0.1*	*1.3*	*12.0*	*0.0*	*0.3*	*4.0*	*0.6*	*0.2*	*2.6*	*5.2*	*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*	*1.000*
Control Delay	*39.1*	*37.7*	*33.3*	*44.2*	*25.8*	*14.7*	*42.3*	*29.4*	*9.7*	*36.4*	*32.7*	*14.8*
Lane Group LOS	*D*	*D*	*C*	*D*	*C*	*B*	*D*	*C*	*A*	*D*	*C*	*B*
Approach Delay	*36.6*			*36.1*			*28.3*			*32.7*		
Approach LOS	*D*			*D*			*C*			*C*		
Intersection Delay	*32.3*			Intersection LOS						*C*		

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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	*03/29/2012*	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	*2*		*1*				*1*	*3*			*3*	*1*
Lane Group	*L*		*R*				*L*	*T*			*T*	*R*
Volume (vph)	*626*		*555*				*436*	*882*			*1123*	*797*
% Heavy Vehicles	*4*		*4*				*4*	*4*			*4*	*4*
PHF	*0.90*		*0.90*				*0.90*	*0.90*			*0.90*	*0.90*
Pretimed/Actuated (P/A)	*A*		*A*				*A*	*A*			*A*	*A*
Startup Lost Time	*2.0*		*2.0*				*2.0*	*2.0*			*2.0*	*2.0*
Extension of Effective Green	*2.0*		*2.0*				*2.0*	*2.0*			*2.0*	*2.0*
Arrival Type	*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 = *23.0*	G =	G =	G =	G = *31.0*	G = *27.0*	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	*696*		*574*				*484*	*980*			*1248*	*843*
Lane Group Capacity	*816*		*964*				*566*	*3248*			*1415*	*899*
v/c Ratio	*0.85*		*0.60*				*0.86*	*0.30*			*0.88*	*0.94*
Green Ratio	*0.24*		*0.62*				*0.33*	*0.65*			*0.28*	*0.58*
Uniform Delay d_1	*34.4*		*10.8*				*29.9*	*7.1*			*32.5*	*18.4*
Delay Factor k	*0.39*		*0.18*				*0.39*	*0.11*			*0.41*	*0.45*
Incremental Delay d_2	*8.7*		*1.0*				*12.2*	*0.1*			*6.9*	*17.0*
PF Factor	*1.000*		*1.000*				*1.000*	*1.000*			*1.000*	*1.000*
Control Delay	*43.1*		*11.8*				*42.1*	*7.2*			*39.3*	*35.4*
Lane Group LOS	*D*		*B*				*D*	*A*			*D*	*D*
Approach Delay	*29.0*						*18.7*			*37.7*		
Approach LOS	*C*						*B*			*D*		
Intersection Delay	*29.7*			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	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	3			3	1
Lane Group	L		R				L	T			T	R
Volume (vph)	151		109				86	1432			1822	118
% Heavy Vehicles	2		2				4	4			4	4
PHF	0.90		0.90				0.90	0.90			0.90	0.90
Pretimed/Actuated (P/A)	A		A				A	A			A	A
Startup Lost Time	2.0		2.0				2.0	2.0			2.0	2.0
Extension of Effective Green	2.0		2.0				2.0	2.0			2.0	2.0
Arrival Type	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	168		74				96	1591			2024	84
Lane Group Capacity	312		559				204	3513			2693	1206
v/c Ratio	0.54		0.13				0.47	0.45			0.75	0.07
Green Ratio	0.18		0.35				0.12	0.71			0.54	0.78
Uniform Delay d_1	31.9		18.7				35.0	5.4			15.1	2.2
Delay Factor k	0.14		0.11				0.11	0.11			0.31	0.11
Incremental Delay d_2	1.9		0.1				1.7	0.1			1.2	0.0
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	33.7		18.8				36.7	5.5			16.3	2.3
Lane Group LOS	C		B				D	A			B	A
Approach Delay	29.1						7.3			15.7		
Approach LOS	C						A			B		
Intersection Delay	13.0			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	03/29/2012	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	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)	516	275	185	331	548	65	236	1074	260	51	1367	718
% Heavy Vehicles	4	4	4	4	4	4	4	4	4	4	4	4
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	29	0	0	0	0	0	29	0	0	29
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	Thru & RT	SB Only	08
Timing	G = 15.0	G = 3.5	G = 25.5	G =	G = 12.0	G = 35.0	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 = 125.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	573	306	173	368	681		262	1193	257	57	1519	766
Lane Group Capacity	607	482	621	404	698		324	1394	621	278	1871	926
v/c Ratio	0.94	0.63	0.28	0.91	0.98		0.81	0.86	0.41	0.21	0.81	0.83
Green Ratio	0.18	0.26	0.40	0.12	0.20		0.10	0.28	0.40	0.16	0.38	0.60
Uniform Delay d_1	50.6	40.7	25.3	54.3	49.4		55.4	42.6	27.0	45.6	35.0	20.1
Delay Factor k	0.46	0.22	0.11	0.43	0.48		0.35	0.39	0.11	0.11	0.35	0.37
Incremental Delay d_2	23.6	2.7	0.2	24.4	28.0		14.1	5.5	0.4	0.4	2.8	6.3
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	74.2	43.4	25.6	78.7	77.4		69.5	48.1	27.4	46.0	37.9	26.4
Lane Group LOS	E	D	C	E	E		E	D	C	D	D	C
Approach Delay	57.2			77.9			48.3			34.3		
Approach LOS	E			E			D			C		
Intersection Delay	49.5			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	*03/29/2012*	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				2		1		3	2	2	3	
Lane Group				L		R		T	R	L	T	
Volume (vph)				900		641		903	707	503	1210	
% Heavy Vehicles				6		6		4	4	4	4	
PHF				0.90		0.90		0.90	0.90	0.90	0.90	
Pretimed/Actuated (P/A)				A		A		A	A	A	A	
Startup Lost Time				2.0		2.0		2.0	2.0	2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival Type				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 = *38.0*	G =	G =	G =	G = *21.0*	G = *27.0*	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				1000		672		1003	786	559	1344	
Lane Group Capacity				1257		975		1344	1924	708	2588	
v/c Ratio				0.80		0.69		0.75	0.41	0.79	0.52	
Green Ratio				0.38		0.64		0.27	0.70	0.21	0.52	
Uniform Delay d_1				27.5		11.6		33.4	6.3	37.4	15.8	
Delay Factor k				0.34		0.26		0.30	0.11	0.34	0.13	
Incremental Delay d_2				3.6		2.1		2.3	0.1	6.0	0.2	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				31.2		13.7		35.7	6.4	43.4	16.0	
Lane Group LOS				C		B		D	A	D	B	
Approach Delay				24.2			22.8			24.0		
Approach LOS				C			C			C		
Intersection Delay	23.7			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	*GSR*	Intersection	*Vanderbilt Beach Rd & Collier*
Agency or Co.	*AIM ENGINEERING*	Area Type	*All other areas*
Date Performed	*03/29/2012*	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	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)	631	66	508	7	84	51	646	894	6	39	1199	742
% Heavy Vehicles	2	2	2	2	2	2	4	4	4	4	4	4
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 = 10.0	G = 12.5	G = 10.0	G =	G = 10.0	G = 14.0	G = 32.5	G =
	Y = 4	Y = 4	Y = 5	Y =	Y = 4	Y = 4	Y = 5	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 115.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	701	73	530	8	93	22	718	993	3	43	1332	721
Lane Group Capacity	792	817	819	299	441	344	821	2186	885	293	1407	864
v/c Ratio	0.89	0.09	0.65	0.03	0.21	0.06	0.87	0.45	0.00	0.15	0.95	0.83
Green Ratio	0.23	0.23	0.52	0.09	0.09	0.22	0.24	0.44	0.57	0.09	0.28	0.56
Uniform Delay d_1	42.8	34.8	20.1	48.0	48.8	35.7	41.8	22.6	10.7	48.6	40.4	21.1
Delay Factor k	0.41	0.11	0.22	0.11	0.11	0.11	0.40	0.11	0.11	0.11	0.46	0.37
Incremental Delay d_2	11.7	0.0	1.8	0.0	0.2	0.1	10.4	0.2	0.0	0.2	13.4	7.1
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	54.5	34.8	21.9	48.1	49.1	35.8	52.2	22.7	10.7	48.8	53.8	28.2
Lane Group LOS	D	C	C	D	D	D	D	C	B	D	D	C
Approach Delay	40.2			46.6			35.1			44.9		
Approach LOS	D			D			D			D		
Intersection Delay	40.5			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	*03/28/2012*	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		*3*	*1*	*2*	*3*		*2*		*2*			
Lane Group		*T*	*R*	*L*	*T*		*L*		*R*			
Volume (vph)		*1102*	*441*	*1407*	*1403*		*561*		*1106*			
% Heavy Vehicles		*6*	*6*	*6*	*6*		*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*	*30*	*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 = *54.5*	G = *29.5*	G =	G =	G = *22.0*	G =	G =	G =
	Y = *4*	Y = *5*	Y =	Y =	Y = *5*	Y =	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		
Adjusted Flow Rate		*1160*	*433*	*1481*	*1477*		*591*		*1164*			
Lane Group Capacity		*1200*	*718*	*1502*	*3581*		*618*		*1867*			
v/c Ratio		*0.97*	*0.60*	*0.99*	*0.41*		*0.96*		*0.62*			
Green Ratio		*0.25*	*0.47*	*0.45*	*0.73*		*0.18*		*0.68*			
Uniform Delay d_1		*44.8*	*23.5*	*32.4*	*6.1*		*48.5*		*10.7*			
Delay Factor k		*0.47*	*0.19*	*0.49*	*0.11*		*0.47*		*0.21*			
Incremental Delay d_2		*18.5*	*1.4*	*19.9*	*0.1*		*25.7*		*0.7*			
PF Factor		*1.000*	*1.000*	*1.000*	*1.000*		*1.000*		*1.000*			
Control Delay		*63.2*	*24.9*	*52.3*	*6.2*		*74.3*		*11.4*			
Lane Group LOS		*E*	*C*	*D*	*A*		*E*		*B*			
Approach Delay	*52.8*			*29.3*			*32.5*					
Approach LOS	*D*			*C*			*C*					
Intersection Delay	*36.1*			Intersection LOS			*D*					

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	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	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)	56	1770	141	140	2253	25	179	6	178	32	7	72
% 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	60	0	0	0	0	0	60	0	0	60
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 = 10.0	G = 3.5	G = 56.0	G =	G = 18.5	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 = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	62	1967	90	156	2503	28		206	131		44	13
Lane Group Capacity	150	2279	1010	248	2584	855		264	457		137	323
v/c Ratio	0.41	0.86	0.09	0.63	0.97	0.03		0.78	0.29		0.32	0.04
Green Ratio	0.08	0.47	0.66	0.15	0.53	0.53		0.15	0.30		0.08	0.20
Uniform Delay d_1	52.2	28.6	7.3	48.2	27.3	13.5		48.8	32.2		52.6	38.7
Delay Factor k	0.11	0.39	0.11	0.21	0.48	0.11		0.33	0.11		0.11	0.11
Incremental Delay d_2	1.8	3.7	0.0	5.0	11.3	0.0		13.9	0.3		1.4	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	54.1	32.3	7.3	53.2	38.6	13.6		62.7	32.5		54.0	38.8
Lane Group LOS	D	C	A	D	D	B		E	C		D	D
Approach Delay	31.8			39.2			51.0			50.5		
Approach LOS	C			D			D			D		
Intersection Delay	37.1			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	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				2		1		3	1	1	3	
Lane Group				L		R		T	R	L	T	
Volume (vph)				558		24		1497	439	31	1905	
% 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 = 20.0	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 = 90.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				620		27		1663	399	34	2117	
Lane Group Capacity				764		616		2496	1202	189	3255	
v/c Ratio				0.81		0.04		0.67	0.33	0.18	0.65	
Green Ratio				0.22		0.39		0.51	0.79	0.11	0.67	
Uniform Delay d_1				33.2		17.1		16.3	2.7	36.3	8.8	
Delay Factor k				0.35		0.11		0.24	0.11	0.11	0.23	
Incremental Delay d_2				6.6		0.0		0.7	0.2	0.5	0.5	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				39.9		17.1		17.0	2.9	36.7	9.3	
Lane Group LOS				D		B		B	A	D	A	
Approach Delay				38.9			14.3			9.7		
Approach LOS				D			B			A		
Intersection Delay	15.5			Intersection LOS						B		