

APPENDIX N

Opening Year (2019) Signalized Intersection HCS Analysis Summary Sheets

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	AM					Analysis Year	2019 NO-BUILD					
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)	802	190		122	243	364	161	2154	96	287	1678	1016
% 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	28	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	Thru & RT	Excl. Left	07	08				
Timing	G = 15.5	G = 26.0	G =	G =	G = 54.0	G = 14.5	G =	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 130.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	891	211		136	270	404	179	2393	76	319	1864	1129
Lane Group Capacity	964	373		410	423	426	376	2756	830	376	2067	1797
v/c Ratio	0.92	0.57		0.33	0.64	0.95	0.48	0.87	0.09	0.85	0.90	0.63
Green Ratio	0.20	0.20		0.12	0.12	0.27	0.11	0.42	0.53	0.11	0.42	0.65
Uniform Delay d ₁	51.0	46.9		52.5	54.6	46.6	54.2	34.7	14.8	56.7	35.5	13.2
Delay Factor k	0.44	0.16		0.11	0.22	0.46	0.11	0.40	0.11	0.38	0.42	0.21
Incremental Delay d ₂	14.2	2.0		0.5	3.2	30.7	1.0	3.2	0.0	11.9	4.2	0.5
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	65.2	48.9		53.0	57.8	77.3	55.1	38.0	14.9	68.6	39.7	13.7
Lane Group LOS	E	D		D	E	E	E	D	B	E	D	B
Approach Delay	62.1			66.7			38.5			33.6		
Approach LOS	E			E			D			C		
Intersection Delay	42.7			Intersection LOS						D		

SHORT REPORT

General Information	Site Information
Analyst <i>AL</i> Agency or Co. <i>AIM ENGINEERING</i> Date Performed <i>03/06/2012</i> Time Period <i>AM</i>	Intersection <i>CR 951 & CITYGATE</i> Area Type <i>CBD or Similar</i> Jurisdiction Analysis Year <i>2019 NO-BUILD</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	1	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)	168	18	151	607	14	296	192	1003	189	376	1384	107
% 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	45	0	0	45	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	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	WB Only	03	04	Thru & RT	Excl. Left	07	08				
Timing	G = 13.0	G = 23.0	G =	G =	G = 39.0	G = 16.0	G =	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 4	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 110.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	187	20	118	674	16	279	213	1114	160	418	1538	69
Lane Group Capacity	188	377	440	647	667	505	441	2117	852	441	1588	661
v/c Ratio	0.99	0.05	0.27	1.04	0.02	0.55	0.48	0.53	0.19	0.95	0.97	0.10
Green Ratio	0.12	0.12	0.31	0.21	0.21	0.35	0.15	0.35	0.61	0.15	0.35	0.47
Uniform Delay d ₁	48.5	43.0	28.6	43.5	34.6	28.5	43.2	28.2	9.5	46.6	34.9	16.1
Delay Factor k	0.50	0.11	0.11	0.50	0.11	0.15	0.11	0.13	0.11	0.46	0.48	0.11
Incremental Delay d ₂	64.0	0.1	0.3	46.7	0.0	1.3	0.8	0.2	0.1	29.9	15.7	0.1
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	112.5	43.1	29.0	90.2	34.6	29.8	44.0	28.4	9.6	76.5	50.6	16.2
Lane Group LOS	F	D	C	F	C	C	D	C	A	E	D	B
Approach Delay	77.9			71.9			28.6			54.8		
Approach LOS	E			E			C			D		
Intersection Delay	51.7			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst	GSR					Intersection	Golden Gate Pkwy & Collier Blvd					
Agency or Co.	AIM ENGINEERING					Area Type	2019 NO-BUILD					
Date Performed	03/28/2012					Jurisdiction	All other areas					
Time Period	AM					Analysis Year	2019 NO-BUILD					
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)	675		572				449	1054			1342	860
% 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	36				0	0		0	0	36
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0				0	0			0	0
Minimum Pedestrian Time		3.2						3.2			3.2	
Phasing	EB Only	02	03	04	NB Only	Thru & RT	07	08				
Timing	G = 24.0	G =	G =	G =	G = 29.5	G = 32.5	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		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	750		596				499	1171			1491	916
Lane Group Capacity	809		909				512	3285			1618	955
v/c Ratio	0.93		0.66				0.97	0.36			0.92	0.96
Green Ratio	0.24		0.58				0.29	0.66			0.32	0.62
Uniform Delay d ₁	37.1		14.0				34.9	7.6			32.5	18.1
Delay Factor k	0.44		0.23				0.48	0.11			0.44	0.47
Incremental Delay d ₂	16.6		1.7				33.2	0.1			9.1	19.9
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	53.8		15.7				68.1	7.6			41.6	38.0
Lane Group LOS	D		B				E	A			D	D
Approach Delay	36.9						25.7			40.2		
Approach LOS	D						C			D		
Intersection Delay	34.9			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst GSR Agency or Co. AIM ENGINEERING Date Performed 03/28/2012 Time Period AM						Intersection Green Blvd & Collier Blvd Area Type All other areas Jurisdiction Analysis Year 2019 NO-BUILD						
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		85				67	1684			2143	119
% 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	40				0	0		0	0	40
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0				0	0			0	0
Minimum Pedestrian Time		3.2						3.2			3.2	
Phasing	EB Only	02	03	04	NB Only	Thru & RT	07	08				
Timing	G = 20.0	G =	G =	G =	G = 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		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	168		50				74	1871			2381	88
Lane Group Capacity	393		616				193	3318			2544	1225
v/c Ratio	0.43		0.08				0.38	0.56			0.94	0.07
Green Ratio	0.22		0.39				0.11	0.67			0.51	0.79
Uniform Delay d ₁	30.1		17.4				37.1	8.0			20.6	2.1
Delay Factor k	0.11		0.11				0.11	0.16			0.45	0.11
Incremental Delay d ₂	0.8		0.1				1.3	0.2			7.4	0.0
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	30.8		17.4				38.4	8.2			28.0	2.2
Lane Group LOS	C		B				D	A			C	A
Approach Delay	27.8						9.4			27.1		
Approach LOS	C						A			C		
Intersection Delay	19.7			Intersection LOS						B		

SHORT REPORT

General Information	Site Information
Analyst GSR Agency or Co. AIM ENGINEERING Date Performed 03/28/2012 Time Period AM	Intersection Pine Ridge Rd & Collier Blvd Area Type All other areas Jurisdiction Analysis Year 2019 NO-BUILD

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)	552	280	168	329	554	71	214	1359	259	56	1730	703
% 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			NB Only	Thru & RT	SB Only			08
Timing	G = 15.5	G = 3.5	G = 25.5	G =	G = 10.0			G = 36.5	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 = 125.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	613	311	154	366	695		238	1510	256	62	1922	749
Lane Group Capacity	620	482	596	418	697		270	2011	820	111	1931	950
v/c Ratio	0.99	0.65	0.26	0.88	1.00		0.88	0.75	0.31	0.56	1.00	0.79
Green Ratio	0.18	0.26	0.38	0.12	0.20		0.08	0.40	0.53	0.06	0.39	0.61
Uniform Delay d ₁	50.9	40.8	26.3	53.8	49.7		56.9	31.9	16.7	56.8	38.1	18.2
Delay Factor k	0.49	0.22	0.11	0.40	0.50		0.41	0.31	0.11	0.16	0.50	0.33
Incremental Delay d ₂	33.2	3.0	0.2	18.4	33.3		26.9	1.6	0.2	6.2	19.3	4.5
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	84.0	43.8	26.6	72.2	83.0		83.8	33.5	16.9	63.0	57.5	22.7
Lane Group LOS	F	D	C	E	F		F	C	B	E	E	C
Approach Delay	64.2			79.3			37.3			48.1		
Approach LOS	E			E			D			D		
Intersection Delay	52.3			Intersection LOS						D		

SHORT REPORT

General Information				Site Information			
Analyst	GSR			Intersection	Golden Gate Blvd & Collier Blvd 2019 NO-BUILD		
Agency or Co.	AIM ENGINEERING			Area Type	All other areas		
Date Performed	03/28/2012			Jurisdiction			
Time Period	AM			Analysis Year	2019 NO-BUILD		

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)				1234		608		964	969	478	1227	
% 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 = 42.0	G =	G =	G =	G = 18.0	G = 26.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate				1371		636		1071	1077	531	1363
Lane Group Capacity				1389		991		1294	2007	607	2389	
v/c Ratio				0.99		0.64		0.83	0.54	0.87	0.57	
Green Ratio				0.42		0.65		0.26	0.73	0.18	0.48	
Uniform Delay d ₁				28.7		10.5		34.9	6.0	39.9	18.6	
Delay Factor k				0.49		0.22		0.37	0.14	0.40	0.17	
Incremental Delay d ₂				21.0		1.4		4.6	0.3	13.5	0.3	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				49.7		11.9		39.5	6.3	53.4	18.9	
Lane Group LOS				D		B		D	A	D	B	
Approach Delay				37.8			22.8			28.6		
Approach LOS				D			C			C		
Intersection Delay	29.6			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst GSR Agency or Co. AIM ENGINEERING Date Performed 03/28/2012 Time Period AM						Intersection Vanderbilt Beach & Collier Area Type All other areas Jurisdiction Analysis Year 2019 NO-BUILD						
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)	675	67	496	7	86	49	631	943	6	38	1200	859
% 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	0	0	0	90
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 = 15.0	G = 10.0	G =	G = 10.0			G = 14.5	G = 34.5	G =		
	Y = 4	Y = 4	Y = 5	Y =	Y = 4			Y = 4	Y = 5	Y =		
Duration of Analysis (hrs) = 0.25							Cycle Length C = 120.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	750	74	518	8	96	21	701	1048	7	42	1333	854
Lane Group Capacity	831	857	824	286	423	330	800	2198	880	281	1431	887
v/c Ratio	0.90	0.09	0.63	0.03	0.23	0.06	0.88	0.48	0.01	0.15	0.93	0.96
Green Ratio	0.24	0.24	0.52	0.08	0.08	0.21	0.24	0.44	0.57	0.08	0.29	0.57
Uniform Delay d_1	44.1	35.2	20.5	50.5	51.4	38.1	44.1	23.7	11.3	51.1	41.6	24.5
Delay Factor k	0.42	0.11	0.21	0.11	0.11	0.11	0.40	0.11	0.11	0.11	0.45	0.47
Incremental Delay d_2	13.1	0.0	1.5	0.0	0.3	0.1	10.8	0.2	0.0	0.2	11.2	21.6
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	57.2	35.3	22.0	50.6	51.7	38.2	54.8	23.9	11.3	51.3	52.8	46.1
Lane Group LOS	E	D	C	D	D	D	D	C	B	D	D	D
Approach Delay	42.4			49.3			36.2			50.2		
Approach LOS	D			D			D			D		
Intersection Delay	43.8			Intersection LOS						D		

SHORT REPORT

General Information	Site Information
Analyst GSR Agency or Co. AIM ENGINEERING Date Performed 03/28/2012 Time Period AM	Intersection Immokalee Rd & Collier Blvd Area Type All other areas Jurisdiction Analysis Year 2019 NO-BUILD

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)		1461	401	1190	1860		511		935			
% 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	25	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 = 57.0	G = 48.5	G =	G =	G = 25.5	G =	G =	G =				
	Y = 4	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 145.0					

Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		1538	396	1253	1958		538		984				
Lane Group Capacity		1633	830	1300	3688		593		1659				
v/c Ratio		0.94	0.48	0.96	0.53		0.91		0.59				
Green Ratio		0.33	0.54	0.39	0.76		0.18		0.60				
Uniform Delay d ₁		46.9	20.3	43.0	7.3		58.6		17.8				
Delay Factor k		0.45	0.11	0.47	0.13		0.43		0.18				
Incremental Delay d ₂		11.3	0.4	17.0	0.1		17.8		0.6				
PF Factor		1.000	1.000	1.000	1.000		1.000		1.000				
Control Delay		58.2	20.7	60.0	7.4		76.4		18.3				
Lane Group LOS		E	C	E	A		E		B				
Approach Delay		50.5			27.9			38.9					
Approach LOS		D			C			D					
Intersection Delay		37.0			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					
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)	57	1946	155	200	2477	32	197	5	157	25	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	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
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 = 7.0	G = 58.5	G =	G = 17.5			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		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	63	2162	140	222	2752	36		225	142		36	48
Lane Group Capacity	144	2285	988	286	2715	1014		240	469		132	310
v/c Ratio	0.44	0.95	0.14	0.78	1.01	0.04		0.94	0.30		0.27	0.15
Green Ratio	0.08	0.47	0.65	0.17	0.56	0.63		0.14	0.31		0.07	0.19
Uniform Delay d ₁	54.8	31.7	8.5	49.8	27.8	8.8		53.2	33.0		54.9	42.1
Delay Factor k	0.11	0.46	0.11	0.33	0.50	0.11		0.45	0.11		0.11	0.11
Incremental Delay d ₂	2.1	9.2	0.1	12.6	20.7	0.0		41.2	0.4		1.1	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	56.9	40.9	8.6	62.4	48.5	8.9		94.4	33.4		56.0	42.3
Lane Group LOS	E	D	A	E	D	A		F	C		E	D
Approach Delay	39.5			49.0			70.8			48.2		
Approach LOS	D			D			E			D		
Intersection Delay	46.5			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst AL Agency or Co. AIM ENGINEERING Date Performed 03/19/2012 Time Period AM PEAK HOUR						Intersection Immokalee Rd & Randall Rd Area Type All other areas Jurisdiction COLLIER COUNTY Analysis Year 2019						
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)				682		37		1592	536	29	2026	
% 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	36	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 = 27.0	G =	G =	G =	G = 10.0	G = 49.0	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		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate				758		41		1769	556	32	2251	
Lane Group Capacity				928		665		2393	1234	170	3076	
v/c Ratio				0.82		0.06		0.74	0.45	0.19	0.73	
Green Ratio				0.27		0.42		0.49	0.81	0.10	0.63	
Uniform Delay d ₁				34.2		17.3		20.4	2.8	41.3	12.7	
Delay Factor k				0.36		0.11		0.30	0.11	0.11	0.29	
Incremental Delay d ₂				5.8		0.0		1.3	0.3	0.5	0.9	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				40.0		17.3		21.6	3.1	41.8	13.6	
Lane Group LOS				D		B		C	A	D	B	
Approach Delay				38.8			17.2			14.0		
Approach LOS				D			B			B		
Intersection Delay	19.1			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst AL Agency or Co. AIM ENGINEERING Date Performed 03/19/2012 Time Period AM PEAK HOUR						Intersection OIL WELL RD @ IMMOKALEE RD Area Type All other areas Jurisdiction COLLIER COUNTY Analysis Year 2019 NO-BUILD						
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)				1471		103		458	1156	81	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 = 56.0	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 = 110.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate				882	866			509	1284	90	648	
Lane Group Capacity				901	891			931	2231	155	1953	
v/c Ratio				0.98	0.97			0.55	0.58	0.58	0.33	
Green Ratio				0.51	0.51			0.27	0.83	0.09	0.40	
Uniform Delay d ₁				26.4	26.2			34.2	3.1	48.0	22.8	
Delay Factor k				0.48	0.48			0.15	0.17	0.17	0.11	
Incremental Delay d ₂				24.8	23.4			0.7	0.4	5.4	0.1	
PF Factor				1.000	1.000			1.000	1.000	1.000	1.000	
Control Delay				51.2	49.7			34.9	3.5	53.4	22.9	
Lane Group LOS				D	D			C	A	D	C	
Approach Delay				50.5			12.4			26.6		
Approach LOS				D			B			C		
Intersection Delay	30.4			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 NO-BUILD					
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)	105	176	392	57	223	132	499	289	72	104	227	134
% 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 = 20.0	G = 21.0	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		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	117	196	386	63	395		554	401		116	252	99
Lane Group Capacity	172	560	953	331	529		673	474		554	489	416
v/c Ratio	0.68	0.35	0.41	0.19	0.75		0.82	0.85		0.21	0.52	0.24
Green Ratio	0.31	0.31	0.63	0.31	0.31		0.57	0.26		0.57	0.26	0.26
Uniform Delay d ₁	24.0	21.2	7.5	20.1	24.7		11.7	28.0		9.8	25.2	23.2
Delay Factor k	0.25	0.11	0.11	0.11	0.30		0.36	0.38		0.11	0.12	0.11
Incremental Delay d ₂	10.4	0.4	0.3	0.3	5.8		8.2	13.3		0.2	1.0	0.3
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Control Delay	34.4	21.6	7.8	20.4	30.4		19.8	41.3		9.9	26.1	23.5
Lane Group LOS	C	C	A	C	C		B	D		A	C	C
Approach Delay	16.1			29.1			28.8			21.5		
Approach LOS	B			C			C			C		
Intersection Delay	24.1			Intersection LOS						C		

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	AL	Intersection	GGB @ DESOTO BLVD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	COLLIER COUNTY
Date Performed	1/23/2012	Analysis Year	2019 NO-BUILD
Analysis Time Period	AM PEAK HOUR		

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	83	16	237	3	21	7
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	301	98	2	5	77	106
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	372		33		444		207	
% 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		0.1		0.8		0.0	
Prop. Right-Turns	0.7		0.2		0.0		0.6	
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		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.33		0.03		0.39		0.18	
hd, final value (s)	5.54		6.48		5.65		5.59	
x, final value	0.57		0.06		0.70		0.32	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _g (s)	3.5		4.5		3.7		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	614		283		618		457	
Delay (s/veh)	15.68		9.88		20.62		11.22	
LOS	C		A		C		B	
Approach: Delay (s/veh)	15.68		9.88		20.62		11.22	
LOS	C		A		C		B	
Intersection Delay (s/veh)	16.70							
Intersection LOS	C							

SHORT REPORT												
General Information						Site Information						
Analyst GSR Agency or Co. AIM ENGINEERING Date Performed 03/29/2012 Time Period PM						Intersection SR 84 & CR 951 Area Type All other areas Jurisdiction Analysis Year 2019 NO-BUILD						
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)	1016	243		96	190	287	316	1678	122	364	2154	802
% 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		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	1069	256		101	200	274	333	1766	100	383	2267	844
Lane Group Capacity	1071	414		255	263	293	378	2978	871	378	2233	1850
v/c Ratio	1.00	0.62		0.40	0.76	0.94	0.88	0.59	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	28.3	14.2	60.0	37.5	10.8
Delay Factor k	0.50	0.20		0.11	0.31	0.45	0.41	0.18	0.11	0.50	0.50	0.11
Incremental Delay d ₂	27.0	2.8		1.0	12.2	35.8	20.7	0.3	0.1	38.8	18.5	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	79.5	50.1		60.6	73.5	90.0	79.8	24.2	14.3	98.8	50.1	4.2
Lane Group LOS	E	D		E	E	F	E	C	B	F	D	A
Approach Delay	73.8			79.1			32.2			44.4		
Approach LOS	E			E			C			D		
Intersection Delay	48.6			Intersection LOS						D		

SHORT REPORT

General Information	Site Information
Analyst <i>AL</i> Agency or Co. <i>AIM ENGINEERING</i> Date Performed <i>03/06/2012</i> Time Period <i>PM</i>	Intersection <i>CR 951 & CITYGATE</i> Area Type <i>CBD or Similar</i> Jurisdiction Analysis Year <i>2019 NO-BUILD</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	1	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)	214	14	192	773	18	376	151	1277	208	296	1087	84
% 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	4	4	4	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	45	0	0	45	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	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	WB Only	Thru & RT	04	SB Only	Thru & RT	NB Only	08				
Timing	G = 24.0	G = 18.0	G = 17.0	G =	G = 17.0	G = 23.0	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 = 135.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	238	16	163	859	20	368	168	1419	181	329	1208	43
Lane Group Capacity	283	402	285	1054	922	644	227	1653	920	386	1474	711
v/c Ratio	0.84	0.04	0.57	0.81	0.02	0.57	0.74	0.86	0.20	0.85	0.82	0.06
Green Ratio	0.18	0.13	0.20	0.34	0.29	0.45	0.07	0.27	0.65	0.13	0.33	0.50
Uniform Delay d ₁	53.7	51.8	48.8	40.6	34.3	27.3	61.2	46.5	9.4	57.8	41.8	17.1
Delay Factor k	0.38	0.11	0.17	0.36	0.11	0.17	0.30	0.39	0.11	0.38	0.36	0.11
Incremental Delay d ₂	19.8	0.0	2.8	5.0	0.0	1.2	11.3	4.4	0.1	16.6	3.8	0.0
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.432	1.000	1.000	1.000
Control Delay	73.5	51.9	51.5	45.7	34.4	28.6	72.5	51.0	4.2	74.3	45.7	17.2
Lane Group LOS	E	D	D	D	C	C	E	D	A	E	D	B
Approach Delay	64.1			40.4			48.2			50.9		
Approach LOS	E			D			D			D		
Intersection Delay	48.4			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst <i>GSR</i> Agency or Co. <i>AIM ENGINEERING</i> Date Performed <i>03/29/2012</i> Time Period <i>PM</i>						Intersection <i>Golden Gate Pkwy & Collier</i> Area Type <i>All other areas</i> Jurisdiction Analysis Year <i>2019 NO-BUILD</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2		1				1	3			3	1
Lane Group	<i>L</i>		<i>R</i>				<i>L</i>	<i>T</i>			<i>T</i>	<i>R</i>
Volume (vph)	860		449				572	1342			1054	675
% 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)	<i>A</i>		<i>A</i>				<i>A</i>	<i>A</i>			<i>A</i>	<i>A</i>
Startup Lost Time	2.0		2.0				2.0	2.0			2.0	2.0
Extension of Effective Green	2.0		2.0				2.0	2.0			2.0	2.0
Arrival Type	3		3				3	3			3	3
Unit Extension	3.0		3.0				3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	0	0	36				0	0		0	0	36
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
Parking/Grade/Parking	<i>N</i>	0	<i>N</i>				<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>
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 = 27.5	G =	G =	G =	G = 35.5	G = 23.0	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		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	956		459				636	1491			1171	710
Lane Group Capacity	936		1066				622	3141			1156	870
v/c Ratio	1.02		0.43				1.02	0.47			1.01	0.82
Green Ratio	0.28		0.68				0.35	0.63			0.23	0.56
Uniform Delay d ₁	36.3		7.2				32.3	10.0			38.5	18.1
Delay Factor k	0.50		0.11				0.50	0.11			0.50	0.36
Incremental Delay d ₂	34.9		0.3				41.9	0.1			29.7	6.1
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	71.2		7.5				74.2	10.1			68.2	24.2
Lane Group LOS	<i>E</i>		<i>A</i>				<i>E</i>	<i>B</i>			<i>E</i>	<i>C</i>
Approach Delay	50.5						29.3			51.6		
Approach LOS	<i>D</i>						<i>C</i>			<i>D</i>		
Intersection Delay	42.6			Intersection LOS						<i>D</i>		

SHORT REPORT												
General Information						Site Information						
Analyst <i>GSR</i> Agency or Co. <i>AIM ENGINEERING</i> Date Performed <i>03/29/2012</i> Time Period <i>PM</i>						Intersection <i>Green Blvd & Collier Blvd</i> Area Type <i>All other areas</i> Jurisdiction Analysis Year <i>2019 NO-BUILD</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1		1				1	3			3	1
Lane Group	L		R				L	T			T	R
Volume (vph)	119		67				85	2143			1684	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	48				0	0		0	0	48
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 = 36.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 75.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	132		21				94	2381			1871	114
Lane Group Capacity	354		633				234	3350			2412	1171
v/c Ratio	0.37		0.03				0.40	0.71			0.78	0.10
Green Ratio	0.20		0.40				0.13	0.67			0.48	0.75
Uniform Delay d ₁	25.9		13.7				29.8	7.9			16.2	2.6
Delay Factor k	0.11		0.11				0.11	0.27			0.33	0.11
Incremental Delay d ₂	0.7		0.0				1.1	0.7			1.7	0.0
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	26.6		13.7				30.9	8.6			17.8	2.6
Lane Group LOS	C		B				C	A			B	A
Approach Delay	24.8						9.5			16.9		
Approach LOS	C						A			B		
Intersection Delay	13.2			Intersection LOS						B		

SHORT REPORT												
General Information						Site Information						
Analyst <i>GSR</i> Agency or Co. <i>AIM ENGINEERING</i> Date Performed <i>03/28/2012</i> Time Period <i>PM</i>						Intersection <i>Pine Ridge Rd & Collier Blvd</i> Area Type <i>All other areas</i> Jurisdiction Analysis Year <i>2019 NO-BUILD</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	1	1	2	2	0	2	3	1	1	3	1
Lane Group	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	703	554	214	259	280	56	168	1730	329	71	1359	552
% 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)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	30	0	0	0	0	0	30	0	0	30
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	EB Only	Thru & RT	04	NB Only	Thru & RT	SB Only	08				
Timing	G = 10.0	G = 20.0	G = 15.0	G =	G = 10.0	G = 31.0	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		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	781	616	204	288	373		187	1922	332	79	1510	580
Lane Group Capacity	964	600	706	284	428		284	1884	719	117	1801	1071
v/c Ratio	0.81	1.03	0.29	1.01	0.87		0.66	1.02	0.46	0.68	0.84	0.54
Green Ratio	0.28	0.32	0.45	0.08	0.13		0.08	0.38	0.46	0.07	0.36	0.68
Uniform Delay d ₁	40.0	40.5	20.9	55.0	51.6		53.3	37.5	22.3	54.7	35.3	9.6
Delay Factor k	0.35	0.50	0.11	0.50	0.40		0.23	0.50	0.11	0.25	0.37	0.14
Incremental Delay d ₂	5.3	43.7	0.2	57.0	17.5		5.5	26.0	0.5	14.4	3.7	0.6
PF Factor	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	45.3	84.2	21.1	112.0	69.1		58.9	63.5	22.8	69.1	39.0	10.1
Lane Group LOS	<i>D</i>	<i>F</i>	<i>C</i>	<i>F</i>	<i>E</i>		<i>E</i>	<i>E</i>	<i>C</i>	<i>E</i>	<i>D</i>	<i>B</i>
Approach Delay	57.2			87.8			57.6			32.4		
Approach LOS	<i>E</i>			<i>F</i>			<i>E</i>			<i>C</i>		
Intersection Delay	52.4			Intersection LOS						<i>D</i>		

SHORT REPORT												
General Information						Site Information						
Analyst <i>GSR</i> Agency or Co. <i>AIM ENGINEERING</i> Date Performed <i>03/28/2012</i> Time Period <i>PM</i>						Intersection <i>Golden Gate Blvd & Collier Blvd</i> <i>2019 NO-BUILD</i> Area Type <i>All other areas</i> Jurisdiction Analysis Year <i>2019 NO-BUILD</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				2		1		3	2	2	3	
Lane Group				L		R		T	R	L	T	
Volume (vph)				969		478		1227	1234	608	964	
% 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	38	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 = 34.5	G =	G =	G =	G = 20.0	G = 26.5	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		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate				1077		489		1363	1371	676	1071	
Lane Group Capacity				1212		963		1402	1928	716	2671	
v/c Ratio				0.89		0.51		0.97	0.71	0.94	0.40	
Green Ratio				0.36		0.63		0.28	0.69	0.21	0.53	
Uniform Delay d_1				28.4		9.7		33.9	8.7	36.9	13.2	
Delay Factor k				0.41		0.12		0.48	0.27	0.46	0.11	
Incremental Delay d_2				8.4		0.4		17.8	1.3	21.1	0.1	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				36.8		10.2		51.6	10.0	58.0	13.3	
Lane Group LOS				D		B		D	A	E	B	
Approach Delay				28.5			30.8			30.6		
Approach LOS				C			C			C		
Intersection Delay	30.1			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst GSR Agency or Co. AIM ENGINEERING Date Performed 03/28/2012 Time Period PM						Intersection Vanderbilt Beach Rd & Collier Area Type All other areas Jurisdiction Analysis Year 2019 NO-BUILD						
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)	859	86	631	6	67	38	496	1200	7	49	943	675
% 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 = 15.0	G = 16.0	G = 10.0	G =			G = 10.0	G = 8.0	G = 30.0	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		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	954	96	667	7	74	8	551	1333	8	54	1048	647
Lane Group Capacity	1046	925	785	448	441	344	651	1835	845	296	1311	954
v/c Ratio	0.91	0.10	0.85	0.02	0.17	0.02	0.85	0.73	0.01	0.18	0.80	0.68
Green Ratio	0.30	0.26	0.50	0.13	0.09	0.22	0.19	0.37	0.54	0.09	0.26	0.61
Uniform Delay d_1	38.5	32.3	25.3	43.6	48.6	35.4	44.9	31.5	12.3	48.7	39.7	15.0
Delay Factor k	0.43	0.11	0.38	0.11	0.11	0.11	0.38	0.29	0.11	0.11	0.34	0.25
Incremental Delay d_2	11.8	0.0	8.8	0.0	0.2	0.0	10.1	1.5	0.0	0.3	3.6	2.0
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	50.4	32.3	34.0	43.6	48.8	35.4	55.0	33.0	12.3	49.0	43.3	16.9
Lane Group LOS	D	C	C	D	D	D	D	C	B	D	D	B
Approach Delay	43.0			47.2			39.3			33.7		
Approach LOS	D			D			D			C		
Intersection Delay	38.8			Intersection LOS						D		

SHORT REPORT													
General Information						Site Information							
Analyst GSR Agency or Co. AIM ENGINEERING Date Performed 03/28/2012 Time Period PM						Intersection Immokalee Rd & Collier Blvd Area Type All other areas Jurisdiction Analysis Year 2019 NO-BUILD							
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)		1860	511	401	1190		935		1461				
% 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	25	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 = 29.0	G = 57.0	G =	G =	G = 45.0	G =	G =	G =					
	Y = 4	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =					
Duration of Analysis (hrs) = 0.25						Cycle Length C = 145.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate		1958	512	422	1253		984		1538				
Lane Group Capacity		1920	1125	661	3031		1056		1512				
v/c Ratio		1.02	0.46	0.64	0.41		0.93		1.02				
Green Ratio		0.39	0.74	0.20	0.62		0.31		0.54				
Uniform Delay d ₁		44.0	7.5	53.2	14.0		48.5		33.0				
Delay Factor k		0.50	0.11	0.22	0.11		0.45		0.50				
Incremental Delay d ₂		25.7	0.3	2.1	0.1		14.2		27.5				
PF Factor		1.000	1.000	1.000	1.000		1.000		1.000				
Control Delay		69.7	7.8	55.3	14.1		62.7		60.5				
Lane Group LOS		E	A	E	B		E		E				
Approach Delay		56.8			24.5			61.4					
Approach LOS		E			C			E					
Intersection Delay		50.4			Intersection LOS						D		

SHORT REPORT												
General Information						Site Information						
Analyst GSR Agency or Co. AIM ENGINEERING Date Performed 03/30/2012 Time Period PM PEAK HOUR						Intersection Immokalee Rd & Wilson Rd Area Type All other areas Jurisdiction COLLIER COUNTY Analysis Year 2019						
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	2477	197	157	1946	25	155	7	200	32	5	57
% 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	26	0	0	0	0	0	26	0	0	26
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	WB Only	Thru & RT	EB Only	04			NB Only	SB Only	07			08
Timing	G = 16.5	G = 65.0	G = 10.0	G =	G = 16.5			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 = 140.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	80	2752	190	174	2162	28		180	193		42	34
Lane Group Capacity	129	2755	1094	201	2982	1148		202	359		117	219
v/c Ratio	0.62	1.00	0.17	0.87	0.73	0.02		0.89	0.54		0.36	0.16
Green Ratio	0.07	0.56	0.72	0.12	0.61	0.71		0.12	0.24		0.06	0.14
Uniform Delay d ₁	63.2	30.5	6.4	60.7	19.0	6.0		60.9	46.8		62.7	53.4
Delay Factor k	0.20	0.50	0.11	0.40	0.29	0.11		0.42	0.14		0.11	0.11
Incremental Delay d ₂	8.8	16.9	0.1	30.4	0.9	0.0		35.2	1.6		1.9	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	72.0	47.3	6.4	91.0	19.9	6.0		96.1	48.4		64.6	53.7
Lane Group LOS	E	D	A	F	B	A		F	D		E	D
Approach Delay	45.4			25.0			71.4			59.8		
Approach LOS	D			C			E			E		
Intersection Delay	39.0			Intersection LOS						D		

SHORT REPORT

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

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				2		1		3	1	1	3	
Lane Group				L		R		T	R	L	T	
Volume (vph)				536		29		2026	682	37	1592	
% 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	33	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 = 26.0	G =	G =	G =	G = 10.0	G = 60.0	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 110.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate				596		32		2251	721	41	1769
Lane Group Capacity				812		590		2663	1261	155	3285	
v/c Ratio				0.73		0.05		0.85	0.57	0.26	0.54	
Green Ratio				0.24		0.37		0.55	0.83	0.09	0.67	
Uniform Delay d ₁				38.8		22.1		21.1	3.1	46.6	9.2	
Delay Factor k				0.29		0.11		0.38	0.17	0.11	0.14	
Incremental Delay d ₂				3.5		0.0		2.7	0.6	0.9	0.2	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				42.3		22.1		23.8	3.7	47.5	9.4	
Lane Group LOS				D		C		C	A	D	A	
Approach Delay				41.3			18.9			10.3		
Approach LOS				D			B			B		
Intersection Delay	18.6			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 NO-BUILD					
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)				1156		81		583	1471	103	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	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 = 41.0	G =	G =	G =	G = 10.0	G = 35.0	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		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate				693	681			648	1634	114	509	
Lane Group Capacity				726	717			1195	2185	170	2393	
v/c Ratio				0.95	0.95			0.54	0.75	0.67	0.21	
Green Ratio				0.41	0.41			0.35	0.81	0.10	0.49	
Uniform Delay d ₁				28.6	28.5			26.1	4.6	43.4	14.5	
Delay Factor k				0.46	0.46			0.14	0.30	0.24	0.11	
Incremental Delay d ₂				22.8	22.1			0.5	1.5	9.8	0.0	
PF Factor				1.000	1.000			1.000	1.000	1.000	1.000	
Control Delay				51.4	50.6			26.6	6.0	53.2	14.6	
Lane Group LOS				D	D			C	A	D	B	
Approach Delay				51.0			11.9			21.6		
Approach LOS				D			B			C		
Intersection Delay	25.9			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst GSR Agency or Co. AIM Engineering Date Performed 03/28/2012 Time Period PM						Intersection GGB & Everglades Area Type All other areas Jurisdiction Analysis Year 2019 No-Build						
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)	134	223	499	72	176	104	392	227	57	132	289	105
% 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 = 25.0	G =	G =	G =	G = 17.0	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 = 80.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	149	248	504	80	312		436	315		147	321	67
Lane Group Capacity	238	566	904	290	534		598	542		603	559	475
v/c Ratio	0.63	0.44	0.56	0.28	0.58		0.73	0.58		0.24	0.57	0.14
Green Ratio	0.31	0.31	0.59	0.31	0.31		0.58	0.30		0.58	0.30	0.30
Uniform Delay d ₁	23.5	21.9	10.1	20.7	23.1		11.2	23.7		8.9	23.7	20.5
Delay Factor k	0.21	0.11	0.15	0.11	0.18		0.29	0.17		0.11	0.17	0.11
Incremental Delay d ₂	5.1	0.5	0.8	0.5	1.7		4.5	1.6		0.2	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	28.6	22.5	10.9	21.2	24.8		15.7	25.3		9.1	25.1	20.6
Lane Group LOS	C	C	B	C	C		B	C		A	C	C
Approach Delay	17.0			24.1			19.7			20.2		
Approach LOS	B			C			B			C		
Intersection Delay	19.5			Intersection LOS						B		

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	AL	Intersection	GGB @ DESOTO BLVD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	COLLIER COUNTY
Date Performed	1/23/2012	Analysis Year	2019 NO-BUILD
Analysis Time Period	PM PEAK HOUR		

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

Volume Adjustments and Site Characteristics						
Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	106	21	301	2	16	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	237	77	3	7	98	83
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
PHF	<i>0.90</i>		<i>0.90</i>		<i>0.90</i>		<i>0.90</i>	
Flow Rate (veh/h)	<i>474</i>		<i>24</i>		<i>351</i>		<i>207</i>	
% Heavy Vehicles	<i>5</i>		<i>0</i>		<i>2</i>		<i>2</i>	
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>	
Duration, T	<i>0.25</i>							

Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	<i>0.2</i>		<i>0.1</i>		<i>0.7</i>		<i>0.0</i>	
Prop. Right-Turns	<i>0.7</i>		<i>0.2</i>		<i>0.0</i>		<i>0.4</i>	
Prop. Heavy Vehicle	<i>0.0</i>		<i>0.0</i>		<i>0.0</i>		<i>0.0</i>	
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>-0.3</i>		<i>-0.1</i>		<i>0.2</i>		<i>-0.2</i>	

Departure Headway and Service Time								
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	
x, initial	<i>0.42</i>		<i>0.02</i>		<i>0.31</i>		<i>0.18</i>	
hd, final value (s)	<i>5.30</i>		<i>6.41</i>		<i>5.89</i>		<i>5.77</i>	
x, final value	<i>0.70</i>		<i>0.04</i>		<i>0.57</i>		<i>0.33</i>	
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Service Time, t _s (s)	<i>3.3</i>		<i>4.4</i>		<i>3.9</i>		<i>3.8</i>	

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	<i>656</i>		<i>274</i>		<i>582</i>		<i>457</i>	
Delay (s/veh)	<i>19.58</i>		<i>9.70</i>		<i>16.53</i>		<i>11.60</i>	
LOS	<i>C</i>		<i>A</i>		<i>C</i>		<i>B</i>	
Approach: Delay (s/veh)	<i>19.58</i>		<i>9.70</i>		<i>16.53</i>		<i>11.60</i>	
LOS	<i>C</i>		<i>A</i>		<i>C</i>		<i>B</i>	
Intersection Delay (s/veh)	<i>16.78</i>							
Intersection LOS	<i>C</i>							

SHORT REPORT

General Information	Site Information
Analyst <i>GSR</i>	Intersection <i>SR 84 & SR 951</i>
Agency or Co. <i>AIM ENGINEERING</i>	Area Type <i>All other areas</i>
Date Performed <i>03/30/2012</i>	Jurisdiction
Time Period <i>AM</i>	Analysis Year <i>2019 GREEN</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	3	1		2	2	1	2	4	1	2	3	2
Lane Group	<i>L</i>	<i>T</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	806	190		122	243	364	161	2414	96	287	1686	1026
% 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)	<i>A</i>	<i>A</i>		<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3		3	3	3	3	3	3	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	0	0	0	28	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	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>	<i>N</i>	0	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0		0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only	EB Only	03	04	Thru & RT	Excl. Left	07	08				
Timing	G = 15.0	G = 25.5	G =	G =	G = 54.5	G = 15.0	G =	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 130.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	896	211		136	270	404	179	2682	76	319	1873	1140
Lane Group Capacity	945	365		397	409	426	389	2782	830	389	2087	1797
v/c Ratio	0.95	0.58		0.34	0.66	0.95	0.46	0.96	0.09	0.82	0.90	0.63
Green Ratio	0.20	0.20		0.12	0.12	0.27	0.12	0.42	0.53	0.12	0.42	0.65
Uniform Delay d_1	51.6	47.4		53.0	55.1	46.6	53.7	36.8	14.8	56.2	35.1	13.3
Delay Factor k	0.46	0.17		0.11	0.23	0.46	0.11	0.47	0.11	0.36	0.42	0.21
Incremental Delay d_2	18.0	2.3		0.5	3.9	30.7	0.9	10.1	0.0	9.3	4.0	0.5
PF Factor	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.873	0.426
Control Delay	69.6	49.7		53.5	59.0	77.3	54.6	46.9	14.9	65.5	34.7	6.2
Lane Group LOS	<i>E</i>	<i>D</i>		<i>D</i>	<i>E</i>	<i>E</i>	<i>D</i>	<i>D</i>	<i>B</i>	<i>E</i>	<i>C</i>	<i>A</i>
Approach Delay	65.8			67.2			46.5			27.9		
Approach LOS	<i>E</i>			<i>E</i>			<i>D</i>			<i>C</i>		
Intersection Delay	43.6			Intersection LOS						<i>D</i>		