SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	GGP & I-75 SB OFF
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/16/2012	Jurisdiction	
Time Period	AM	Analysis Year	2029 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	1	3					2		2
Lane Group		T	R	L	T					L		R
Volume (vph)		1427	583	16	2066					778		1269
% Heavy Vehicles		4	4	4	4					6		6
PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed/Actuated (P/A)		A	A	A	A					A		A
Startup Lost Time		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type		4	3	3	4					3		3
Unit Extension		3.0	3.0	3.0	3.0					3.0		3.0
Ped/Bike/RTOR Volume	0	0	583	0	0					0	0	60
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	SB Only	06	07	08
Timing	G = 10.0	G = 39.0	G =	G =	G = 57.0	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		1502	0	17	2175					819		1273
Lane Group Capacity		1618	505	145	2198					1571		1281
v/c Ratio		0.93	0.00	0.12	0.99					0.52		0.99
Green Ratio		0.32	0.32	0.08	0.44					0.47		0.47
Uniform Delay d_1		39.1	27.3	50.9	33.2					22.0		31.3
Delay Factor k		0.44	0.11	0.11	0.49					0.13		0.50
Incremental Delay d_2		9.8	0.0	0.4	16.7					0.3		23.6
PF Factor		0.965	1.000	1.000	0.847					1.000		1.000
Control Delay		47.6	27.3	51.3	44.9					22.3		54.9
Lane Group LOS		D	C	D	D					C		D
Approach Delay	47.6			44.9						42.1		
Approach LOS	D			D						D		
Intersection Delay	44.6			Intersection LOS						D		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	AJC
Agency/Co.	AIM ENGR
Date Performed	2/21/2012
Analysis Time Period	PM

Site Information

Intersection	I-75 WB OFF @ SR 29
Jurisdiction	
Analysis Year	2029 EVERGLADES

Project Description

East/West Street: I-75 WB OFF Ramp | North/South Street: SR 29

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	280	249			285	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	294	262	0	0	300	0
Percent Heavy Vehicles	22	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				29		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	30	0	0
Percent Heavy Vehicles	0	0	0	6	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	0
Configuration				L		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L		L					
v (veh/h)	294		30					
C (m) (veh/h)	1156		160					
v/c	0.25		0.19					
95% queue length	1.01		0.67					
Control Delay (s/veh)	9.2		32.6					
LOS	A		D					
Approach Delay (s/veh)	--	--	32.6					
Approach LOS	--	--	D					

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	AJC
Agency/Co.	AIM ENGR
Date Performed	3/22/2012
Analysis Time Period	PM

Site Information

Intersection	I-75 EB OFF@ SR 29
Jurisdiction	
Analysis Year	2029 EVERGLADES

Project Description

East/West Street: I-75 Ramps	North/South Street: SR 29
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		358		233	81	
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	376	0	245	85	0
Percent Heavy Vehicles	6	--	--	22	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		T		L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	171					
Peak-Hour Factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	180	0	0	0	0	0
Percent Heavy Vehicles	6	0	0	6	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	0	0	0	0
Configuration	L					

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L				L		
v (veh/h)		245				180		
C (m) (veh/h)		1081				219		
v/c		0.23				0.82		
95% queue length		0.87				6.13		
Control Delay (s/veh)		9.3				69.0		
LOS		A				F		
Approach Delay (s/veh)	--	--				69.0		
Approach LOS	--	--				F		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	GSR
Agency/Co.	AIM ENGR
Date Performed	3/31/2012
Analysis Time Period	PM

Site Information

Intersection	I-75 EB OFF@ EVERGLADES
Jurisdiction	
Analysis Year	2029 EVERGLADES

Project Description

East/West Street: I-75 Ramps	North/South Street: EVERGLADES BLVD
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				156		
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	164	0	0
Percent Heavy Vehicles	6	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	0	0	1	0	0
Configuration				L		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1379					
Peak-Hour Factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1451	0	0	0	0	0
Percent Heavy Vehicles	6	0	0	6	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	0	0	0	0
Configuration	L					

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L				L		
v (veh/h)		164				1451		
C (m) (veh/h)		1623				592		
v/c		0.10				2.45		
95% queue length		0.34				112.22		
Control Delay (s/veh)		7.5				674.2		
LOS		A				F		
Approach Delay (s/veh)	--	--				674.2		
Approach LOS	--	--				F		

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SHORT REPORT

General Information		Site Information	
Analyst	GSR	Intersection	EB I-75 RAMPS/EVERGLADES
Agency or Co.	AIM ENGINEERING	Area Type	All other areas
Date Performed	3/29/2012	Jurisdiction	
Time Period	PM PEAK HOUR	Analysis Year	INTERIM YEAR 2029

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	1	
Lane Group	L							T		L	T	
Volume (vph)	1379							5		156	5	
% Heavy Vehicles	6							2		6	2	
PHF	0.95							0.95		0.95	0.95	
Pretimed/Actuated (P/A)	A							A		A	A	
Startup Lost Time	2.0							2.0		2.0	2.0	
Extension of Effective Green	2.0							2.0		2.0	2.0	
Arrival Type	3							3		3	3	
Unit Extension	3.0							3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0					0	0		0	0	
Lane Width	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	
Minimum Pedestrian Time		3.2						3.2			3.2	

Phasing	EB Only	02	03	04	NS Perm	06	07	08
Timing	G = 50.0	G =	G =	G =	G = 15.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	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		
Adjusted Flow Rate	1452							5		164	5	
Lane Group Capacity	2205							373		270	373	
v/c Ratio	0.66							0.01		0.61	0.01	
Green Ratio	0.67							0.20		0.20	0.20	
Uniform Delay d_1	7.4							24.1		27.3	24.1	
Delay Factor k	0.23							0.11		0.19	0.11	
Incremental Delay d_2	0.7							0.0		3.9	0.0	
PF Factor	1.000							1.000		1.000	1.000	
Control Delay	8.2							24.1		31.2	24.1	
Lane Group LOS	A							C		C	C	
Approach Delay	8.2						24.1			31.0		
Approach LOS	A						C			C		
Intersection Delay	10.6			Intersection LOS			B					

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	I-75 WB Off Ramp &CR 951
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/16/2012	Jurisdiction	
Time Period	PM	Analysis Year	2029 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		4			4	1
Lane Group				L		R		T			T	R
Volume (vph)				489		254		2531			2282	529
% Heavy Vehicles				6		6		3			3	3
PHF				0.95		0.95		0.95			0.95	0.95
Pretimed/Actuated (P/A)				A		A		A			A	A
Startup Lost Time				2.0		2.0		2.0			2.0	2.0
Extension of Effective Green				2.0		2.0		2.0			2.0	2.0
Arrival Type				3		3		4			4	3
Unit Extension				3.0		3.0		3.0			3.0	3.0
Ped/Bike/RTOR Volume				0	0	0	0	0		0	0	529
Lane Width				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
Minimum Pedestrian Time					3.2			3.2			3.2	

Phasing	WB Only	02	03	04	Thru & RT	06	07	08
Timing	G = 28.0	G =	G =	G =	G = 49.5	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 87.5

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				515		267		2664			2402	0
Lane Group Capacity				1058		863		3790			3790	887
v/c Ratio				0.49		0.31		0.70			0.63	0.00
Green Ratio				0.32		0.32		0.57			0.57	0.57
Uniform Delay d_1				24.0		22.5		13.7			12.9	8.3
Delay Factor k				0.11		0.11		0.27			0.21	0.11
Incremental Delay d_2				0.4		0.2		0.1			0.4	0.0
PF Factor				1.000		1.000		0.651			0.651	1.000
Control Delay				24.3		22.7		9.0			8.7	8.3
Lane Group LOS				C		C		A			A	A
Approach Delay				23.8			9.0			8.7		
Approach LOS				C			A			A		
Intersection Delay	10.8			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	EB I-75 OFF & CR 951
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/16/2012	Jurisdiction	
Time Period	PM	Analysis Year	2029 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		3					4	1	2	4	
Lane Group	L		R					T	R	L	T	
Volume (vph)	674		1706					3198	623	323	2448	
% Heavy Vehicles	6		6					3	3	3	3	
PHF	0.95		0.95					0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)	A		A					A	A	A	A	
Startup Lost Time	2.0		2.0					2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0		2.0					2.0	2.0	2.0	2.0	
Arrival Type	4		4					4	4	4	4	
Unit Extension	3.0		3.0					3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0				0	0	21	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	EB Only	02	03	04	NB Only	Thru & RT	SB Only	08
Timing	G = 44.0	G =	G =	G =	G = 23.0	G = 66.0	G = 24.0	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 4	Y = 5	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 175.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	709		1796					3366	634	340	2577	
Lane Group Capacity	831		1909					3561	1272	467	3599	
v/c Ratio	0.85		0.94					0.95	0.50	0.73	0.72	
Green Ratio	0.25		0.41					0.53	0.81	0.14	0.54	
Uniform Delay d_1	62.4		49.5					38.6	5.2	72.4	30.5	
Delay Factor k	0.39		0.45					0.46	0.11	0.29	0.28	
Incremental Delay d_2	8.6		9.9					6.3	0.3	5.1	0.6	
PF Factor	1.000		0.882					0.715	0.305	1.000	0.705	
Control Delay	71.0		53.5					34.0	1.9	77.5	22.1	
Lane Group LOS	E		D					C	A	E	C	
Approach Delay	58.5						28.9			28.6		
Approach LOS	E						C			C		
Intersection Delay	36.6			Intersection LOS						D		

SHORT REPORT

General Information		Site Information	
Analyst	*AJC*	Intersection	*GGP & I-75 NB OFF*
Agency or Co.	*AIM Engineering*	Area Type	*All other areas*
Date Performed	*03/16/2012*	Jurisdiction	
Time Period	*PM*	Analysis Year	*2029 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*			*3*		*2*		*1*			
Lane Group		*T*			*T*		*L*		*R*			
Volume (vph)		*2315*			*877*		*583*		*16*			
% Heavy Vehicles		*3*			*3*		*6*		*6*			
PHF		*0.95*			*0.95*		*0.95*		*0.95*			
Pretimed/Actuated (P/A)		*A*			*A*		*A*		*A*			
Startup Lost Time		*2.0*			*2.0*		*2.0*		*2.0*			
Extension of Effective Green		*2.0*			*2.0*		*2.0*		*2.0*			
Arrival Type		*4*			*4*		*3*		*3*			
Unit Extension		*3.0*			*3.0*		*3.0*		*3.0*			
Ped/Bike/RTOR Volume	*0*	*0*		*0*	*0*		*0*	*0*	*0*			
Lane Width		*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*			
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*				

Phasing	Thru Only	02	03	04	NB Only	06	07	08
Timing	G = *76.0*	G =	G =	G =	G = *34.0*	G =	G =	G =
	Y = *5*	Y =	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		*2437*			*923*		*614*		*17*			
Lane Group Capacity		*3182*			*3182*		*937*		*432*			
v/c Ratio		*0.77*			*0.29*		*0.66*		*0.04*			
Green Ratio		*0.63*			*0.63*		*0.28*		*0.28*			
Uniform Delay d_1		*15.7*			*9.9*		*37.8*		*31.2*			
Delay Factor k		*0.32*			*0.11*		*0.23*		*0.11*			
Incremental Delay d_2		*1.2*			*0.1*		*1.7*		*0.0*			
PF Factor		*0.488*			*0.488*		*1.000*		*1.000*			
Control Delay		*8.8*			*4.9*		*39.5*		*31.2*			
Lane Group LOS		*A*			*A*		*D*		*C*			
Approach Delay	*8.8*			*4.9*			*39.3*					
Approach LOS	*A*			*A*			*D*					
Intersection Delay	*12.7*			Intersection LOS			*B*					

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	GGP & I-75 SB OFF
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/16/2012	Jurisdiction	
Time Period	PM	Analysis Year	2029 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	1	3					2		2
Lane Group		T	R	L	T					L		R
Volume (vph)		2593	742	20	1440					991		570
% Heavy Vehicles		3	3	3	3					6		6
PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed/Actuated (P/A)		A	A	A	A					A		A
Startup Lost Time		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type		4	3	3	4					3		3
Unit Extension		3.0	3.0	3.0	3.0					3.0		3.0
Ped/Bike/RTOR Volume	0	0	742	0	0					0	0	60
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	SB Only	06	07	08
Timing	G = 8.0	G = 61.0	G =	G =	G = 37.0	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		2729	0	21	1516					1043		537
Lane Group Capacity		2554	797	117	3057					1020		832
v/c Ratio		1.07	0.00	0.18	0.50					1.02		0.65
Green Ratio		0.51	0.51	0.07	0.61					0.31		0.31
Uniform Delay d_1		29.5	14.5	52.9	13.2					41.5		35.8
Delay Factor k		0.50	0.11	0.11	0.11					0.50		0.22
Incremental Delay d_2		39.4	0.0	0.7	0.1					34.0		1.7
PF Factor		0.754	1.000	1.000	0.555					1.000		1.000
Control Delay		61.7	14.5	53.6	7.4					75.5		37.6
Lane Group LOS		E	B	D	A					E		D
Approach Delay	61.7			8.1						62.6		
Approach LOS	E			A						E		
Intersection Delay	47.8			Intersection LOS						D		

ALTERNATIVE 5

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AJC	Intersection	WB OFF @ SR 29
Agency/Co.	AIM ENGR	Jurisdiction	
Date Performed	3/21/2012	Analysis Year	2029 DESOTO
Analysis Time Period	AM		

Project Description

East/West Street: I-75 WB OFF Ramp	North/South Street: SR 29
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	367	172			230	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	386	181	0	0	242	0
Percent Heavy Vehicles	22	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				37		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	38	0	0
Percent Heavy Vehicles	0	0	0	6	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	0
Configuration				L		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L		L					
v (veh/h)	386		38					
C (m) (veh/h)	1216		138					
v/c	0.32		0.28					
95% queue length	1.38		1.05					
Control Delay (s/veh)	9.3		40.7					
LOS	A		E					
Approach Delay (s/veh)	--	--	40.7					
Approach LOS	--	--	E					

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	AJC
Agency/Co.	AIM ENGR
Date Performed	3/22/2012
Analysis Time Period	AM

Site Information

Intersection	I-75 EB OFF@ SR 29
Jurisdiction	
Analysis Year	2029 DESOTO

Project Description

East/West Street: I-75 Ramps	North/South Street: SR 29
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		408		160	107	
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	429	0	168	112	0
Percent Heavy Vehicles	6	--	--	22	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		T		L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	131					
Peak-Hour Factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	137	0	0	0	0	0
Percent Heavy Vehicles	6	0	0	6	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	0	0	0	0
Configuration	L					

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L				L		
v (veh/h)		168				137		
C (m) (veh/h)		1031				263		
v/c		0.16				0.52		
95% queue length		0.58				2.77		
Control Delay (s/veh)		9.2				32.7		
LOS		A				D		
Approach Delay (s/veh)	--	--				32.7		
Approach LOS	--	--				D		

SHORT REPORT

General Information		Site Information	
Analyst	*AJC*	Intersection	*I-75 WB Off Ramp & CR 951*
Agency or Co.	*AIM Engineering*	Area Type	*All other areas*
Date Performed	*03/20/2012*	Jurisdiction	
Time Period	*AM*	Analysis Year	*2029 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*		*4*			*4*	*1*
Lane Group				*L*		*R*		*T*			*T*	*R*
Volume (vph)				*577*		*286*		*2536*			*2109*	*688*
% Heavy Vehicles				*6*		*6*		*3*			*3*	*3*
PHF				*0.95*		*0.95*		*0.95*			*0.95*	*0.95*
Pretimed/Actuated (P/A)				*A*		*A*		*A*			*A*	*A*
Startup Lost Time				*2.0*		*2.0*		*2.0*			*2.0*	*2.0*
Extension of Effective Green				*2.0*		*2.0*		*2.0*			*2.0*	*2.0*
Arrival Type				*3*		*3*		*4*			*4*	*4*
Unit Extension				*3.0*		*3.0*		*3.0*			*3.0*	*3.0*
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*		*0*	*0*	*688*
Lane Width				*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*
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	Thru & RT	06	07	08
Timing	G = *20.0*	G =	G =	G =	G = *45.0*	G =	G =	G =
	Y = *5*	Y =	Y =	Y =	Y = *5*	Y =	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		
Adjusted Flow Rate				*607*		*301*		*2669*			*2220*	*0*
Lane Group Capacity				*882*		*719*		*4020*			*4020*	*941*
v/c Ratio				*0.69*		*0.42*		*0.66*			*0.55*	*0.00*
Green Ratio				*0.27*		*0.27*		*0.60*			*0.60*	*0.60*
Uniform Delay d_1				*24.7*		*22.7*		*10.0*			*9.0*	*6.0*
Delay Factor k				*0.26*		*0.11*		*0.24*			*0.15*	*0.11*
Incremental Delay d_2				*2.3*		*0.4*		*0.0*			*0.2*	*0.0*
PF Factor				*1.000*		*1.000*		*0.575*			*0.575*	*1.000*
Control Delay				*27.0*		*23.1*		*5.8*			*5.3*	*6.0*
Lane Group LOS				*C*		*C*		*A*			*A*	*A*
Approach Delay				*25.7*			*5.8*			*5.3*		
Approach LOS				*C*			*A*			*A*		
Intersection Delay	*8.7*			Intersection LOS						*A*		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	I-75 EB OFF & CR 951
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/05/2012	Jurisdiction	
Time Period	AM	Analysis Year	2029 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		3					4	1	2	4	
Lane Group	L		R					T	R	L	T	
Volume (vph)	541		1342					3703	453	225	2461	
% Heavy Vehicles	6		6					4	4	4	4	
PHF	0.95		0.95					0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)	A		A					A	A	A	A	
Startup Lost Time	2.0		2.0					2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0		2.0					2.0	2.0	2.0	2.0	
Arrival Type	4		4					4	4	4	4	
Unit Extension	3.0		3.0					3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0				0	0	40	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	EB Only	02	03	04	NB Only	Thru & RT	SB Only	08
Timing	G = 31.0	G =	G =	G =	G = 13.0	G = 71.0	G = 17.0	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 4	Y = 5	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	569		1413					3898	435	237	2591	
Lane Group Capacity	683		1515					3893	1284	382	4069	
v/c Ratio	0.83		0.93					1.00	0.34	0.62	0.64	
Green Ratio	0.21		0.33					0.59	0.83	0.11	0.61	
Uniform Delay d_1	57.0		48.9					31.0	3.1	63.4	18.4	
Delay Factor k	0.37		0.45					0.50	0.11	0.20	0.22	
Incremental Delay d_2	8.7		10.8					4.6	0.0	2.5	0.3	
PF Factor	1.000		0.964					0.606	0.332	1.000	0.542	
Control Delay	65.7		58.0					23.4	1.1	66.0	10.2	
Lane Group LOS	E		E					C	A	E	B	
Approach Delay	60.2						21.2			14.9		
Approach LOS	E						C			B		
Intersection Delay	27.7			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	GGP & I-75 NB OFF
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/20/2012	Jurisdiction	
Time Period	AM	Analysis Year	2029 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			3		2		1			
Lane Group		T			T		L		R			
Volume (vph)		1630			1345		714		20			
% Heavy Vehicles		4			4		6		6			
PHF		0.95			0.95		0.95		0.95			
Pretimed/Actuated (P/A)		A			A		A		A			
Startup Lost Time		2.0			2.0		2.0		2.0			
Extension of Effective Green		2.0			2.0		2.0		2.0			
Arrival Type		4			4		3		3			
Unit Extension		3.0			3.0		3.0		3.0			
Ped/Bike/RTOR Volume	0	0		0	0		0	0	0			
Lane Width		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			
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	Thru Only	02	03	04	NB Only	06	07	08
Timing	G = 67.0	G =	G =	G =	G = 33.0	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 110.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		1716			1416		752		21			
Lane Group Capacity		3031			3031		992		457			
v/c Ratio		0.57			0.47		0.76		0.05			
Green Ratio		0.61			0.61		0.30		0.30			
Uniform Delay d_1		12.8			11.7		34.9		27.3			
Delay Factor k		0.16			0.11		0.31		0.11			
Incremental Delay d_2		0.2			0.1		3.4		0.0			
PF Factor		0.553			0.553		1.000		1.000			
Control Delay		7.2			6.6		38.3		27.4			
Lane Group LOS		A			A		D		C			
Approach Delay	7.2			6.6			38.0					
Approach LOS	A			A			D					
Intersection Delay	13.1			Intersection LOS						B		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	GGP & I-75 SB OFF
Agency or Co.		Area Type	All other areas
Date Performed	03/20/2012	Jurisdiction	
Time Period	AM	Analysis Year	2029 Desoto

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		3	1	1	3					2		2
Lane Group		T	R	L	T					L		R
Volume (vph)		1444	561	16	2043					772		1305
% Heavy Vehicles		4	4	4	4					6		6
PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed/Actuated (P/A)		A	A	A	A					A		A
Startup Lost Time		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type		4	3	3	4					3		3
Unit Extension		3.0	3.0	3.0	3.0					3.0		3.0
Ped/Bike/RTOR Volume	0	0	561	0	0					0	0	66
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	SB Only	06	07	08
Timing	G = 10.0	G = 48.0	G =	G =	G = 38.0	G =	G =	G =
	Y = 4	Y = 5	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 110.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		1520	0	17	2151					813		1304
Lane Group Capacity		2172	678	158	2172					1142		1299
v/c Ratio		0.70	0.00	0.11	0.99					0.71		1.00
Green Ratio		0.44	0.44	0.09	0.44					0.35		0.48
Uniform Delay d_1		25.2	17.5	45.9	30.8					31.2		28.5
Delay Factor k		0.27	0.11	0.11	0.49					0.28		0.50
Incremental Delay d_2		1.0	0.0	0.3	15.4					2.1		25.9
PF Factor		0.853	1.000	1.000	0.853					1.000		1.000
Control Delay		22.5	17.5	46.2	41.7					33.4		54.4
Lane Group LOS		C	B	D	D					C		D
Approach Delay	22.5			41.7						46.3		
Approach LOS	C			D						D		
Intersection Delay	38.4			Intersection LOS						D		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AJC	Intersection	I-75 WB OFF @ SR 29
Agency/Co.	AIM ENGR	Jurisdiction	
Date Performed	2/21/2012	Analysis Year	2029 DESOTO
Analysis Time Period	PM		

Project Description

East/West Street: I-75 WB OFF Ramp	North/South Street: SR 29
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	288	237			245	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	303	249	0	0	257	0
Percent Heavy Vehicles	22	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				29		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	30	0	0
Percent Heavy Vehicles	0	0	0	6	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	0
Configuration				L		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L		L					
v (veh/h)	303		30					
C (m) (veh/h)	1200		170					
v/c	0.25		0.18					
95% queue length	1.00		0.62					
Control Delay (s/veh)	9.0		30.7					
LOS	A		D					
Approach Delay (s/veh)	--	--	30.7					
Approach LOS	--	--	D					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	AJC	Intersection	I-75 EB OFF@ SR 29
Agency/Co.	AIM ENGR	Jurisdiction	
Date Performed	3/22/2012	Analysis Year	2029 DESOTO
Analysis Time Period	PM		

Project Description

East/West Street: I-75 Ramps	North/South Street: SR 29
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		358		204	70	
Peak-Hour Factor, PHF	0.95	0.95	1.00	0.95	0.95	1.00
Hourly Flow Rate, HFR (veh/h)	0	376	0	214	73	0
Percent Heavy Vehicles	6	--	--	22	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		T		L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	167					
Peak-Hour Factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	175	0	0	0	0	0
Percent Heavy Vehicles	6	0	0	6	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	0	0	0	0
Configuration	L					

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L				L		
v (veh/h)		214				175		
C (m) (veh/h)		1081				252		
v/c		0.20				0.69		
95% queue length		0.74				4.61		
Control Delay (s/veh)		9.2				46.4		
LOS		A				E		
Approach Delay (s/veh)	--	--				46.4		
Approach LOS	--	--				E		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	I-75 WB Off Ramp & CR 951
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/20/2012	Jurisdiction	
Time Period	PM	Analysis Year	2029 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		4			4	1
Lane Group				L		R		T			T	R
Volume (vph)				453		225		2572			2281	541
% Heavy Vehicles				6		6		3			3	3
PHF				0.95		0.95		0.95			0.95	0.95
Pretimed/Actuated (P/A)				A		A		A			A	A
Startup Lost Time				2.0		2.0		2.0			2.0	2.0
Extension of Effective Green				2.0		2.0		2.0			2.0	2.0
Arrival Type				3		3		4			4	3
Unit Extension				3.0		3.0		3.0			3.0	3.0
Ped/Bike/RTOR Volume				0	0	0	0	0		0	0	541
Lane Width				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
Minimum Pedestrian Time					3.2			3.2			3.2	

Phasing	WB Only	02	03	04	Thru & RT	06	07	08
Timing	G = 26.0	G =	G =	G =	G = 51.5	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 87.5

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				477		237		2707			2401	0
Lane Group Capacity				983		801		3943			3943	923
v/c Ratio				0.49		0.30		0.69			0.61	0.00
Green Ratio				0.30		0.30		0.59			0.59	0.59
Uniform Delay d_1				25.3		23.7		12.4			11.5	7.4
Delay Factor k				0.11		0.11		0.26			0.19	0.11
Incremental Delay d_2				0.4		0.2		0.5			0.3	0.0
PF Factor				1.000		1.000		0.602			0.602	1.000
Control Delay				25.6		23.9		8.0			7.2	7.4
Lane Group LOS				C		C		A			A	A
Approach Delay				25.1			8.0			7.2		
Approach LOS				C			A			A		
Intersection Delay	9.8			Intersection LOS						A		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	I-75 EB OFF & CR 951
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/20/2012	Jurisdiction	
Time Period	PM	Analysis Year	2029 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		3					4	1	2	4	
Lane Group	L		R					T	R	L	T	
Volume (vph)	688		1708					3226	577	286	2448	
% Heavy Vehicles	6		6					3	3	3	3	
PHF	0.95		0.95					0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)	A		A					A	A	A	A	
Startup Lost Time	2.0		2.0					2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0		2.0					2.0	2.0	2.0	2.0	
Arrival Type	4		4					4	4	4	4	
Unit Extension	3.0		3.0					3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0				0	0	21	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	EB Only	02	03	04	NB Only	Thru & RT	SB Only	08
Timing	G = 44.0	G =	G =	G =	G = 22.0	G = 68.0	G = 22.0	G =
	Y = 5	Y =	Y =	Y =	Y = 4	Y = 5	Y = 5	Y =
Duration of Analysis (hrs) = 0.25						Cycle Length C = 175.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	724		1798					3396	585	301	2577	
Lane Group Capacity	831		1882					3599	1281	428	3637	
v/c Ratio	0.87		0.96					0.94	0.46	0.70	0.71	
Green Ratio	0.25		0.41					0.54	0.82	0.13	0.54	
Uniform Delay d_1	62.8		50.5					38.0	4.7	73.4	29.7	
Delay Factor k	0.40		0.47					0.46	0.11	0.27	0.27	
Incremental Delay d_2	10.0		11.9					0.7	0.0	5.2	0.7	
PF Factor	1.000		0.888					0.705	0.314	1.000	0.695	
Control Delay	72.8		56.8					27.5	1.5	78.5	21.3	
Lane Group LOS	E		E					C	A	E	C	
Approach Delay	61.4						23.7			27.3		
Approach LOS	E						C			C		
Intersection Delay	34.9			Intersection LOS						C		

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	GGP & I-75 NB OFF
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/20/2012	Jurisdiction	
Time Period	PM	Analysis Year	2029 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			3		2		1			
Lane Group		T			T		L		R			
Volume (vph)		2311			878		561		16			
% Heavy Vehicles		3			3		6		6			
PHF		0.95			0.95		0.95		0.95			
Pretimed/Actuated (P/A)		A			A		A		A			
Startup Lost Time		2.0			2.0		2.0		2.0			
Extension of Effective Green		2.0			2.0		2.0		2.0			
Arrival Type		4			4		3		3			
Unit Extension		3.0			3.0		3.0		3.0			
Ped/Bike/RTOR Volume	0	0		0	0		0	0	0			
Lane Width		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			
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	Thru Only	02	03	04	NB Only	06	07	08
Timing	G = 76.0	G =	G =	G =	G = 34.0	G =	G =	G =
	Y = 5	Y =	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		2433			924		591		17			
Lane Group Capacity		3182			3182		937		432			
v/c Ratio		0.76			0.29		0.63		0.04			
Green Ratio		0.63			0.63		0.28		0.28			
Uniform Delay d_1		15.6			9.9		37.5		31.2			
Delay Factor k		0.32			0.11		0.21		0.11			
Incremental Delay d_2		0.5			0.1		1.4		0.0			
PF Factor		0.488			0.488		1.000		1.000			
Control Delay		8.1			4.9		38.9		31.2			
Lane Group LOS		A			A		D		C			
Approach Delay	8.1			4.9			38.7					
Approach LOS	A			A			D					
Intersection Delay	12.0			Intersection LOS			B					

SHORT REPORT

General Information		Site Information	
Analyst	AJC	Intersection	GGP & I-75 SB OFF
Agency or Co.	AIM Engineering	Area Type	All other areas
Date Performed	03/20/2012	Jurisdiction	
Time Period	PM	Analysis Year	2029 Desoto

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		3	1	1	3					2		2
Lane Group		T	R	L	T					L		R
Volume (vph)		2634	714	20	1419					982		586
% Heavy Vehicles		3	3	3	3					6		6
PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed/Actuated (P/A)		A	A	A	A					A		A
Startup Lost Time		2.0	2.0	2.0	2.0					2.0		2.0
Extension of Effective Green		2.0	2.0	2.0	2.0					2.0		2.0
Arrival Type		4	3	3	4					3		3
Unit Extension		3.0	3.0	3.0	3.0					3.0		3.0
Ped/Bike/RTOR Volume	0	0	714	0	0					0	0	60
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	SB Only	06	07	08
Timing	G = 8.0	G = 61.5	G =	G =	G = 36.5	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		2773	0	21	1494					1034		554
Lane Group Capacity		2575	804	117	3078					1006		820
v/c Ratio		1.08	0.00	0.18	0.49					1.03		0.68
Green Ratio		0.51	0.51	0.07	0.61					0.30		0.30
Uniform Delay d_1		29.3	14.3	52.9	12.8					41.8		36.6
Delay Factor k		0.50	0.11	0.11	0.11					0.50		0.25
Incremental Delay d_2		42.6	0.0	0.7	0.1					35.7		2.2
PF Factor		0.747	1.000	1.000	0.544					1.000		1.000
Control Delay		64.4	14.3	53.6	7.1					77.5		38.8
Lane Group LOS		E	B	D	A					E		D
Approach Delay	64.4			7.7						64.0		
Approach LOS	E			A						E		
Intersection Delay	49.7			Intersection LOS						D		