## Appendix 1

**Existing Traffic Conditions Report** 

## WILSON BOULEVARD EXTENSION/ BENFIELD ROAD CORRIDOR STUDY

## **Existing Traffic Conditions Report**

Prepared For:

Collier County
Transportation Planning Department
2885 S. Horseshoe Drive
Naples, FL 34104

**Prepared By:** 



3816 West Linebaugh Avenue, Suite 400 Tampa, Florida 33618 Phone: 813-265-9800

#### **Table of Contents**

Secti	on		Page No.
1.0	Over	view	
	1.1	Purpose and Need Statement	1
	1.2	Project Description	1
	1.3	Existing Traffic Conditions Report Objective	1
2.0	Exist	ing Conditions	3
	2.1	Existing Traffic Conditions	3
	2.2	Existing Intersection Geometry	3
	2.3	Existing Roadway Data Collection	3
	2.4	Existing Intersection Data	4
	2.5	Traffic Characteristics	12
3.0	Level	l of Service Analysis	13
	3.1	Level of Service Analysis, Roadways	13
	3.2	Level of Service Analysis, Intersections	13
4.0	Sumr	mary	16

#### **List of Tables**

Table		Page No.
1.	Historical Count Data	6
2.	Design Characteristics	12
3.	Arterial Level of Service, Existing Conditions	14
4.	Intersection Level of Service, Existing Conditions	15
	List of Figures	
Figur	e	Page No.
1.	Traffic Conditions Study Location	2
2.	Existing Intersection Geometry	5
3.	Count Station Locations	7
4.	2006 Average Daily Traffic	8
5.	Existing 2007 Average Daily Traffic	9
6A.	Existing PM Peak Hour Turning Movements	10
6B.	Existing PM Peak Hour Turning Movements (Continued)	11
APPE	ENDICES	
A	Existing Traffic Data Collection	
Pg	g 1: Wilson Boulevard Extension Corridor Study (Wilson Miller, M	May 2005)
Pg	g 4: US 41 PD&E Final Project Traffic Report (GMB, January 200	06)
Pg	g 5: I-75/SR 951 Interchange Concept Re-Evaluation Technical M (FDOT District One, May 2006)	emorandum
Pg	g 6: Toll Rattlesnake DRI traffic monitoring report (Vanasse & Da 2006)	ylor, LLP, July
Pg	<ol> <li>Grand Lely Resort PUD traffic monitoring report (David Plum May 2007)</li> </ol>	nmer & Assoc.,

Pg 1: HCS Intersection Analysis Worksheets Pg 14: Signal Timings

Pg 24: Growth Rate Adjustment Worksheet Design Characteristics Worksheet

Pg 1: Design Characteristics Worksheet

2006)

В

ii

Pg 10: Collier County 2006 Average Daily Traffic (Traffic Operations Department,

Existing Intersection Analysis Worksheets and Signal Timings

#### 1.0 Overview

#### 1.1 Purpose and Need Statement

Dyer, Riddle, Mills and Precourt, Inc. has been contracted to provide services for a Planning Corridor Study to help examine the feasibility and potential impacts of developing a new North-South corridor located east of CR 951 in Collier County, FL. The focus of the overall study will accomplish the following:

- Define the optimum location of Benfield Road south of I-75 to connect to US 41
- Coordinate with stakeholders to determine the most feasible crossing of I-75 to connect Wilson Boulevard extension to Beck Boulevard and Benfield Road
- Finalize the Wilson Boulevard extension to Golden Gate Boulevard, Landfill Road and Collier Boulevard (CR 951) via Utilities Drive or City Gate Boulevard North
- Identify issues and/or concerns up front by working closely with affected neighborhoods, associations and agencies during the study process
- Minimize any environmental, natural and social impacts during the development of conceptual alignments
- Identify and present feasible alignment(s) and recommendations to the Board of County Commissioners

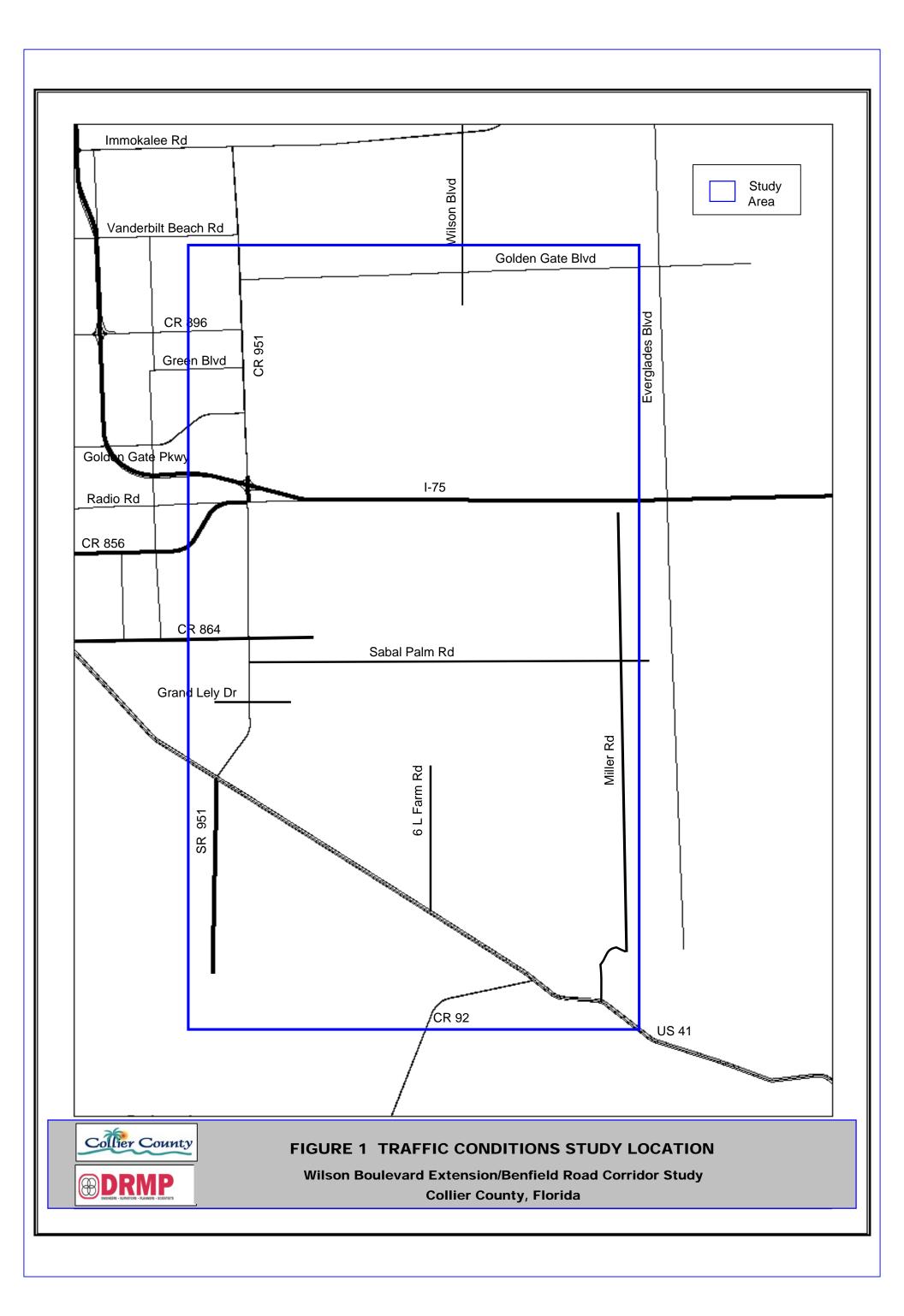
#### 1.2 Project Description

The area being studied is approximately 20 miles in length, bordered by US 41 to the south, CR 951 to the west, 18<sup>th</sup> Street SE / Miller Boulevard to the east, and Golden Gate Boulevard to the north. For the Existing Traffic Conditions Report, connecting roadways were considered. The corresponding traffic study area is shown in Figure 1.

For the purposes of brevity and clarity, the study area will be referred to as the Wilson Boulevard Extension in this report.

#### 1.3 Existing Traffic Conditions Report Objective

While the focus of the overall study is described above, the objective of this technical memorandum is to summarize and present existing year 2007 traffic conditions occurring within the study boundaries. Both roadway link and intersection operating conditions will be assessed. This analysis will utilize available traffic count information and will also consider historical count data.



#### 2.0 Existing Conditions

#### 2.1 Existing Traffic Conditions

This section describes the development of existing traffic flow characteristics within the study area. This includes the analysis of existing conditions at major intersections and roadway segments along the study corridor.

As the physical corridor does not exist, the analysis focuses on those functionally classified roadways that are within the study area.

The existing land use is primarily rural and agricultural.

As part of the analysis, existing traffic data was obtained, recommended design traffic characteristics were established, and the existing geometry of the intersections evaluated. These are described in the following sections.

#### 2.2 Existing Intersection Geometry

Figure 2 provides the existing geometry for all the intersections to be evaluated in the study. These are:

- CR 951 at US 41
- CR 951 at Grand Lely Drive
- CR 951 at CR 864
- CR 951 at CR 856
- CR 951 at I-75
- CR 951 at Green Boulevard
- CR 951 at CR 896
- CR 951 at Golden Gate Boulevard
- CR 951 at Golden Gate Parkway
- US 41 at Miller Boulevard\*
- US 41 at CR 92
- US 41 at 6L Farm Road
- Golden Gate Boulevard at Wilson Boulevard (\*Traffic count data not available)

The existing geometry is important as it will be considered as one of the factors in determining potential geometric enhancements to accommodate future travel demand.

#### 2.3 Existing Roadway Data Collection

Roadway data was derived from the Collier County Traffic Operations Department's 2006 Average Daily Traffic Report.

Traffic count data from this source is older than the existing year (2007). In order to adjust the volumes to existing year conditions, a growth rate was developed from existing historical count data within the study area. A trends analysis was run on each location with available historical data. The growth rate

was determined using only those locations where an R<sup>2</sup> value greater than 80% was calculated. Table 1 is a summary of the historical data used to determine this rate. A weighted linear growth rate of 5.46% per year was applied to these counts in order to estimate existing year (2007) conditions.

Figure 3 illustrates the locations of all the count stations. AADT volumes at the aforementioned stations for 2006 and 2007 are depicted in Figures 4 and 5, respectively.

#### 2.4 Existing Intersection Data

Intersection turning movement data was derived from several sources:

- Toll-Rattlesnake DRI traffic monitoring report (Vanasse & Daylor, LLP, July 2006)
- Grand Lely Resort PUD traffic monitoring report (David Plummer & Assoc., May 2007)
- Wilson Boulevard Extension Corridor Study (Wilson Miller, May 2005)
- US 41 PD&E Final Project Traffic Report (GMB, Jan. 2006)
- I-75/SR 951 Interchange Concept Re-Evaluation Technical Memorandum (FDOT District One, May 2006)

No count data older than year 2004 was used in assessing operating conditions. As with roadway data, turning movement counts were adjusted by the same weighted linear growth rate of 5.46% in order to estimate existing year traffic. Figures 6A and 6B summarize the existing turning movement data adjusted to existing year 2007.

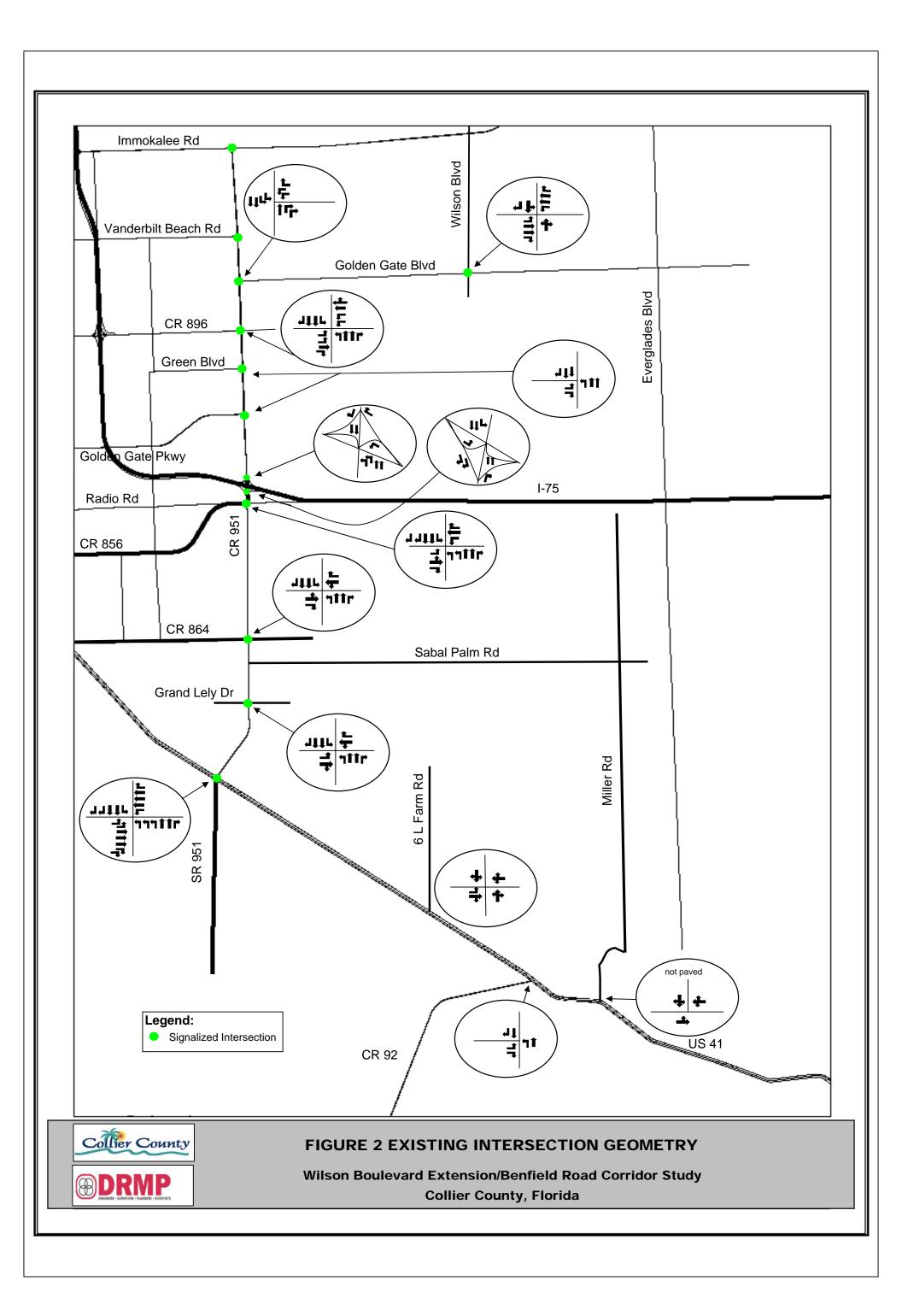


Table 1
Historical Count Data

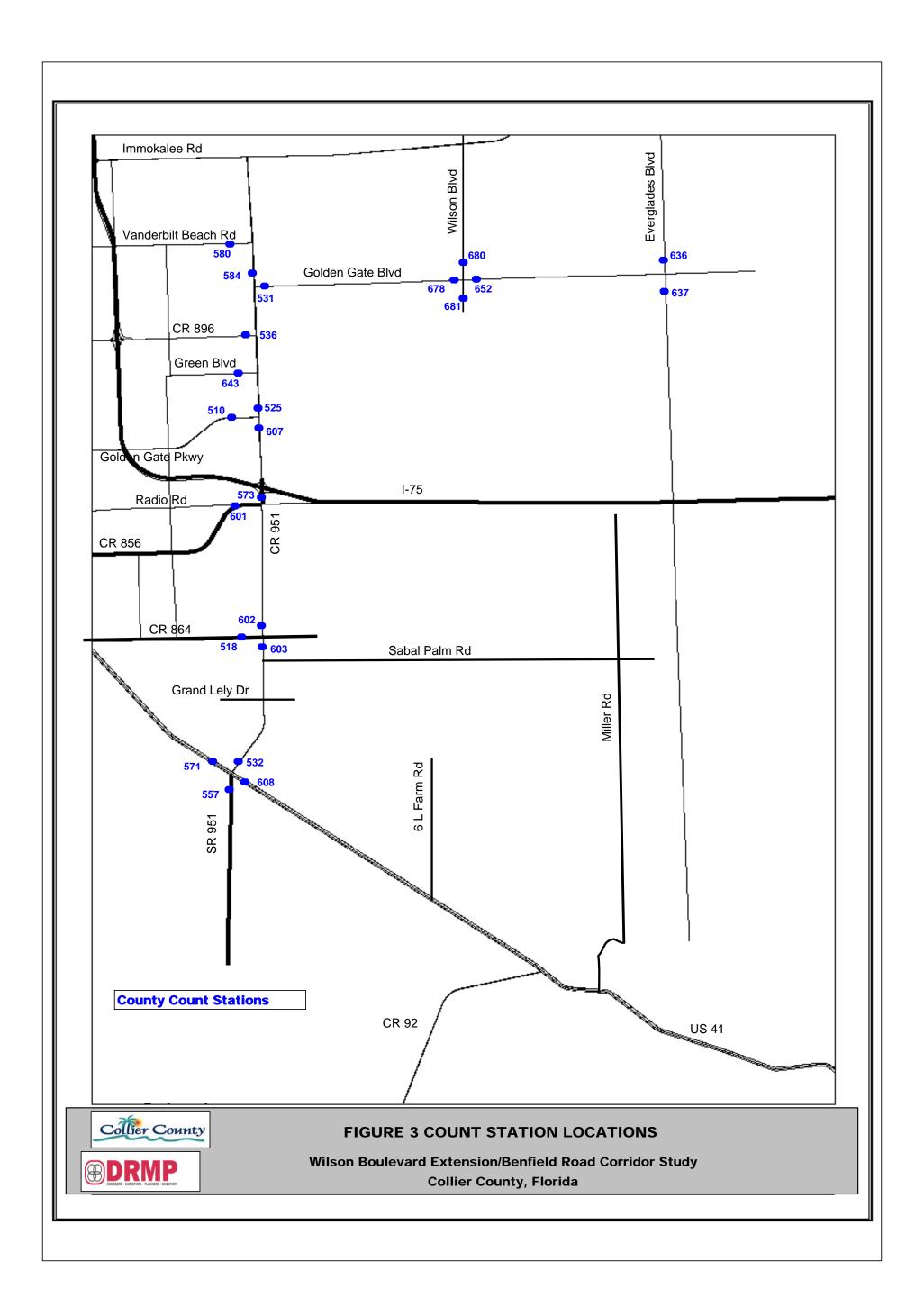
County Count Station	Location	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	Trend Growth Rate	R <sup>2</sup>
510 <b>(605)</b>	Golden Gate Pkwy (CR 866) - W of Collier Blvd (CR 951)	18,500	18,600	19,100	17,800	19,000	0.11%	0.4%
518	Rattlesnake Hammock Rd (CR 864) - W of Collier Blvd (CR 951)	9,100	10,100	10,900	10,100	0	3.58%	44.3%
525	Collier Blvd (CR 951) - N of Golden Gate Pkwy (CR 886)	26,500	27,400	29,600	31,900	32,000	4.31%	94.6%
531	Golden Gate Blvd - E of CR/SR 951	20,300	25,400	27,600	29,200	30,800	7.46%	94.6%
532	Collier Blvd (CR 951) - N of US 41	22,800	23,900	21,900	23,100	28,300	3.83%	54.1%
536	Collier Blvd (CR 951) - N of Pine Ridge Rd	31,000	33,500	35,400	37,000	36,900	4.82%	92.8%
557	Collier Blvd (CR 951) - S of US 41	34,300	34,100	35,600	37,400	39,200	2.95%	90.7%
571	US 41 (SR 90) - W of Collier Blvd (SR 951)	27,100	27,400	27,800	39,100	30,400	2.65%	94.3%
573	Collier Blvd (CR 951) - N of Davis Blvd (SR 84)	45,500	46,600	53,900	56,200	57,300	4.96%	90.4%
580	Vanderbilt Beach Rd (CR 862) - W of Collier Blvd (CR 951)	11,400	11,200	12,100	13,600	15,000	6.56%	88.7%
584 <b>(655)</b>	Collier Blvd (CR 951) - N of Golden Gate Blvd	18,000	18,500	18,500	19,300	20,100	2.51%	91.6%
601	Davis Blvd (SR 84) - W of Collier Blvd (CR 951)	22,700	22,900	26,000	26,200	26,400	3.97%	81.9%
602	Collier Blvd (CR 951) - N of Rattlesnake Hammock Rd (CR 864)	30,300	31,600	33,900	38,700	39,800	5.57%	92.1%
603	Collier Blvd (CR 951) - S of Rattlesnake Hammock Rd (CR 864)	27,700	27,900	31,500	34,000	34,200	5.00%	92.5%
607	Collier Blvd (CR 951) - S of Golden Gate Pkwy (CR 886)	22,400	23,200	25,800	29,200	30,000	3.28%	30.5%
608	US 41 (SR 90) - E of Collier Blvd (SR 951)	12,600	12,800	13,000	15,000	15,200	3.89%	79.3%
636	Everglades Blvd - N of Golden Gate Blvd	4,400	5,800	6,500	8,100	8,100	11.42%	94.2%
637	Everglades Blvd - S of Golden Gate Blvd	4,300	4,900	5,700	5,900	6,800	8.96%	97.6%
643 <b>(642)</b>	Green Blvd - W of Collier Blvd (CR951)	7,800	7,900	8,600	8,700	8,500	2.54%	69.1%
652	Golden Gate Blvd - E of Wilson Blvd	12,500	15,800	17,200	19,700	19,100	8.42%	87.7%
678	Golden Gate Blvd - W of Wilson Blvd	16,800	20,700	23,300				93.9%
680	Wilson Blvd - N of Golden Gate Blvd	5,400	7,400					
681	Wilson Blvd - S of Golden Gate Blvd	400	400	400				

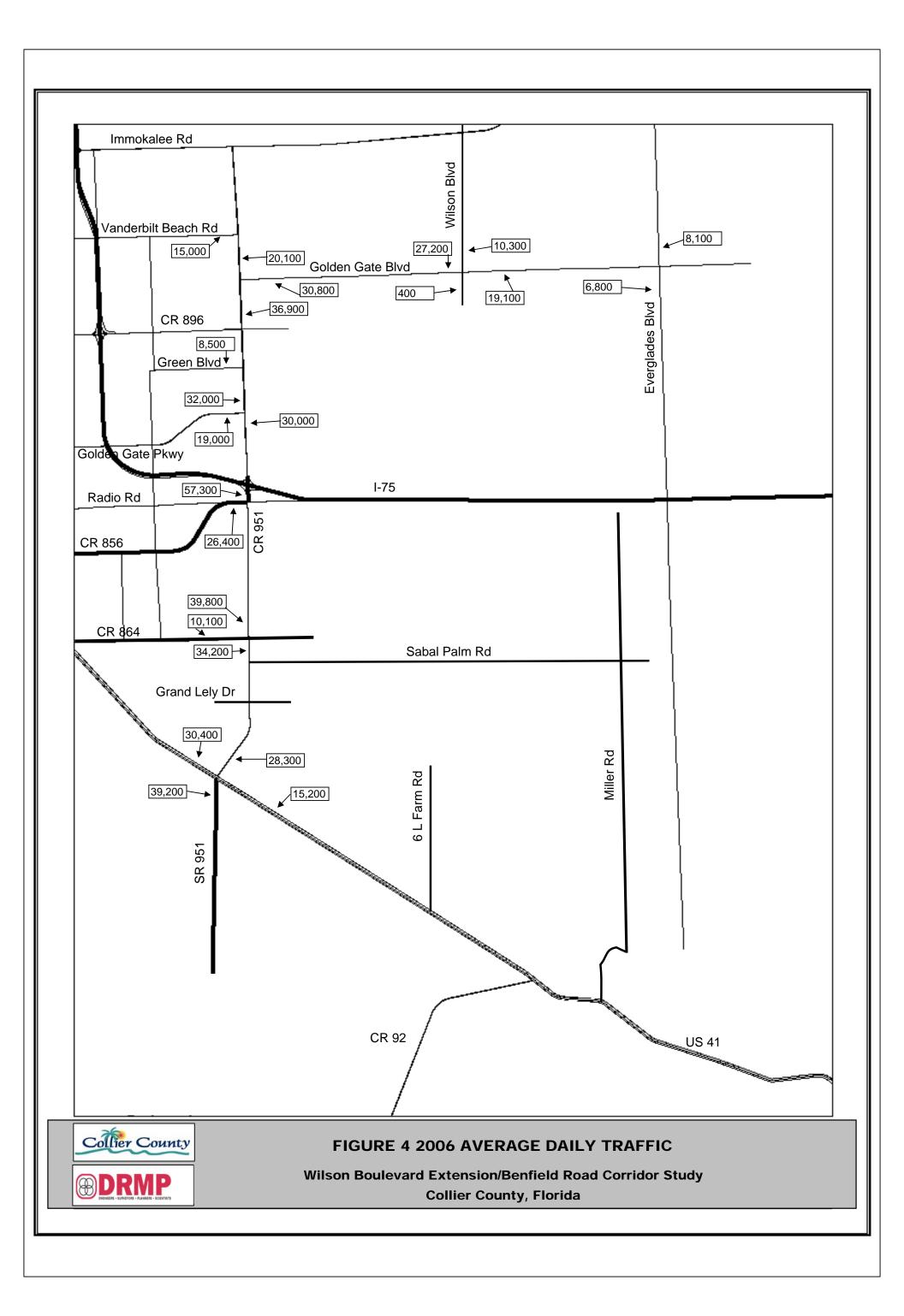
#### NOTES:

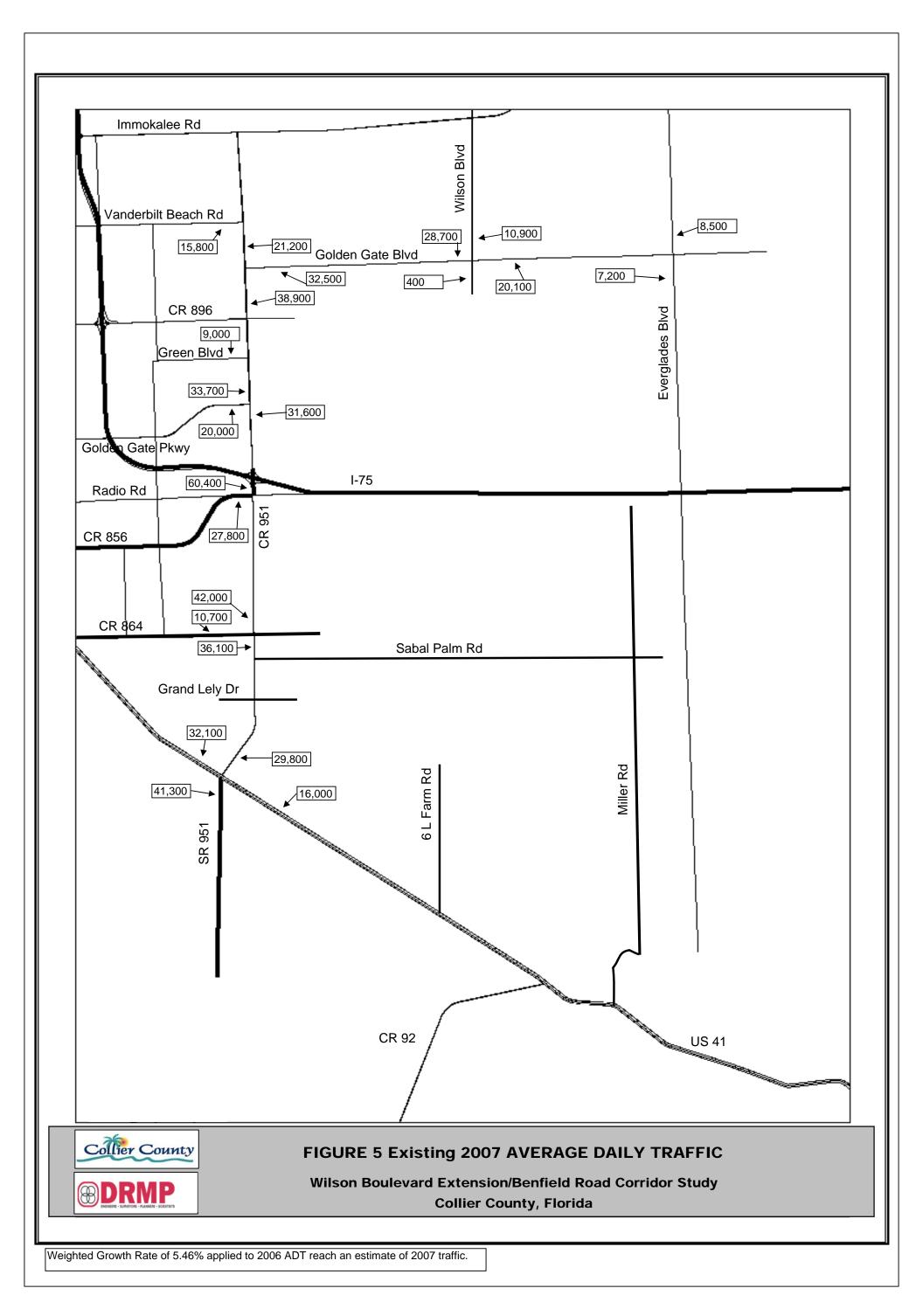
1. (XXX) County Count Station Duplicate

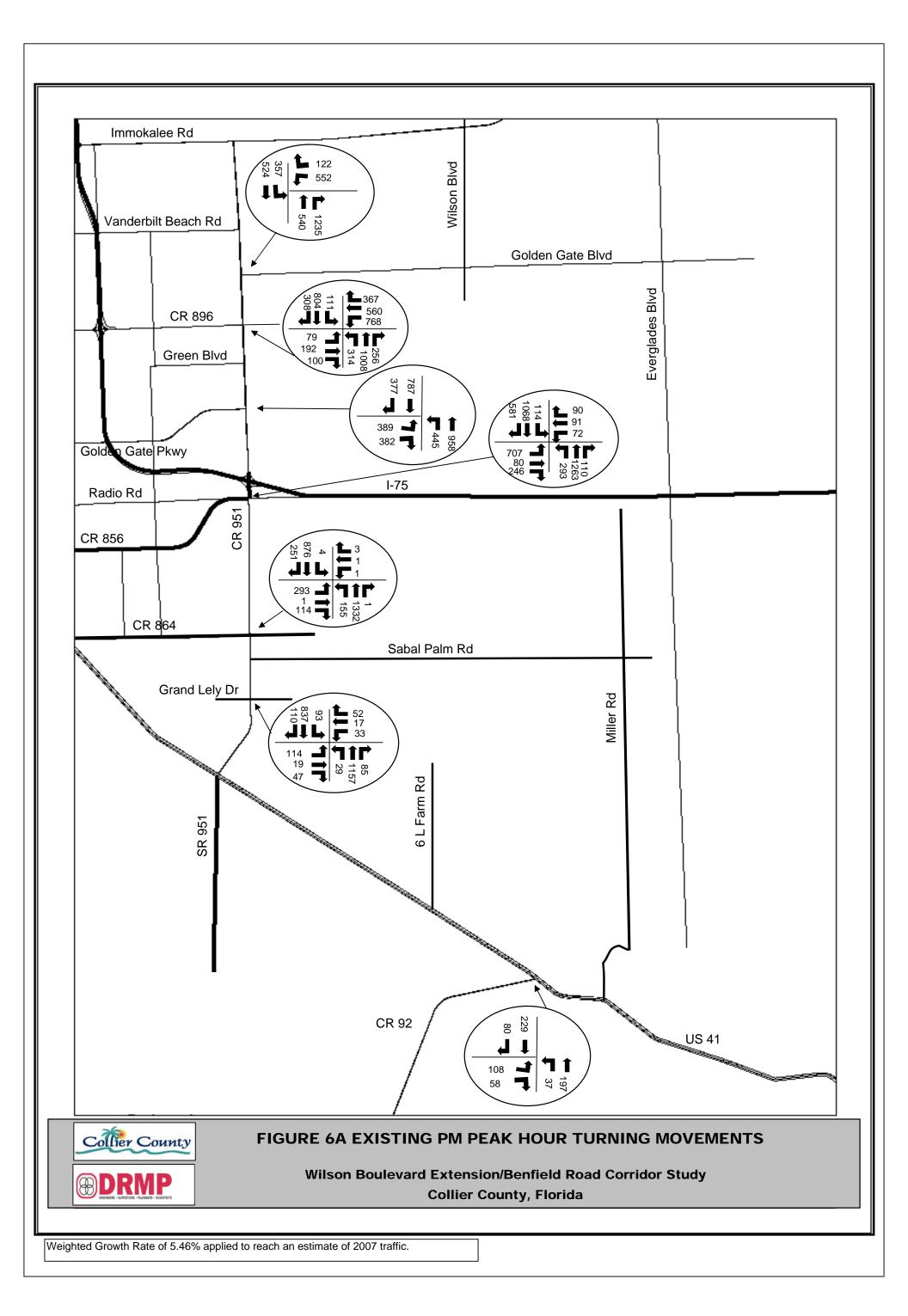
2. Only growth rates with  ${\ensuremath{\mathsf{R}}}^2$  greater than 80% were used in the Average Growth Rate calculation.

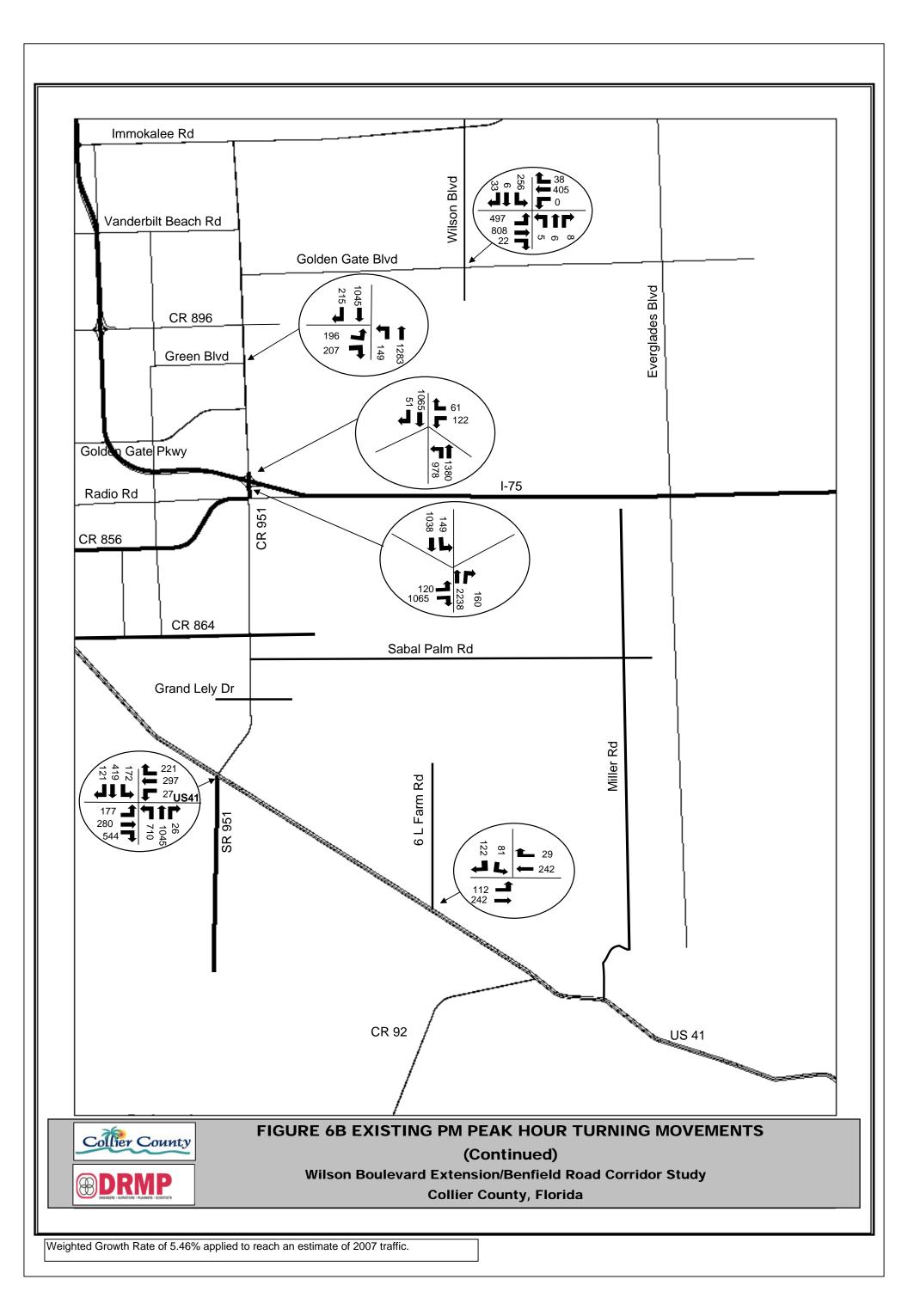
Average Growth Rate: CR 951
Average Growth Rate: US 41
Average Area Growth Rate
Weighted Avg Area Growth Rate
4.30%
6.30%
5.46%











#### 2.5 Traffic Characteristics

In order to develop future year design hour projections and operating conditions, traffic characteristics for the study area were developed. Specifically, these characteristics include the 30<sup>th</sup> highest hour percentage, or K factor (K30), directional distribution factor (D), and truck percentage (T). Each characteristic is described below.

The K30 factor was reviewed from the 2006 FDOT Traffic Information DVD on counted facilities within the study area. Information in the report included the following locations:

• Station 14: US 41 west of CR 951 (Collier Blvd)

• Station 157: SR 951 south of US 41

• Station 190: CR 951 north of Davis Blvd

Station 193: Davis Blvd west of CR 951

• Station 194: US 41 east of CR 951

The range of K30 from the state count stations was 8.64 to 11.27. As this area is primarily rural, recommended factors for the rural condition were initially considered. However, as the development density in this area increases, the K factor is likely to drop as high traffic volumes are spread out over longer time periods. An adjusted value of 10.5 falls within the acceptable ranges recommended by the Florida Department of Transportation (FDOT) for both urban and rural arterials and is more likely to reflect future conditions within the corridor. Therefore the K30 of 10.5 is recommended for projections and analysis.

Similarly, the directional distribution factor, D, was derived from the 2006 FDOT Traffic Information DVD. The calculated D of 57.1 falls within the FDOT acceptable ranges for both a rural and urban arterial, and reflects conditions on the corridor. Therefore the D of 57.1 was used for projections and analysis.

Truck data was also collected from the 2006 FDOT Traffic Information DVD. An average calculated truck factor (T24) of .10 was decreased by half to a (T) of .05 for projections and analysis. This reduction is based on the assumption that half as many trucks travel the roadways during the peak hour (Project Traffic Forecasting Handbook, 2002).

Table 2 provides the recommended design factors for the development of design traffic. Worksheets summarizing the calculation of the design characteristics are provided in Appendix B.

TABLE 2
Design Characteristics

Factor	Existing	Recommended						
	(Average)							
K30	10.83	10.5						
D Factor	57.1	57.1						
T24 Factor (Medium & Heavy)	10%	5%						

#### 3.0 Level of Service Analysis

Based on the existing (adjusted) traffic data provided above, an assessment of the level of service (LOS) of each roadway and intersection within the study area was conducted.

#### 3.1 Level of Service Analysis, Roadways

Using the existing AADT volumes summarized in Figure 5, an assessment of roadway level of service was performed. The FDOT Generalized Service Volume Tables were used to determine roadway level of service. Table 3 provides a summary of operating conditions of the roadways within the study area.

The LOS standard on the majority of the analysis roads is D. Exceptions include US 41-W of Collier Blvd. (LOS E) and US 41-E of Collier Blvd. (LOS C).

Based on this analysis, a number of roadway links are estimated to fall below the Level of Service Standard. These are:

- CR 951 North of Golden Gate Pkwy.
- CR 951 South of Golden Gate Pkwy.
- CR 951 North of CR 896
- CR 951 North of US 41
- CR 951 South of US 41
- CR 951 North of CR 856
- CR 951 North of CR 864
- CR 951 South of CR 864
- Everglades Blvd. North of Golden Gate Blvd.
- Golden Gate Blvd. East of CR 951
- Golden Gate Blvd. West of Wilson Blvd.
- Golden Gate Blvd. East of Wilson Blvd.
- US 41 East of CR 951
- Vanderbilt Beach Rd. West of CR 951
- Wilson Blvd. North of Golden Gate Blvd.

#### 3.2 Level of Service Analysis, Intersections

As with roadway data, intersection operating conditions were assessed. Existing signal timing information was provided by Collier County. The latest version of the Highway Capacity Software (HCS) was employed. Table 4 summarizes the operating conditions for each analyzed intersection.

Based on this analysis, a number of intersections are estimated to fall below the Level of Service Standard (LOS D). These are:

- CR 951 at CR 856
- CR 951 at CR 896
- CR 951 at I-75 South Ramps
- Golden Gate Blvd. at Wilson Blvd.

Table 3
Arterial Level of Service, Existing Conditions

County Count Station	Location	# of Lanes	Roadway Classification	2006 AADT	Growth Rate	2007 AADT	LOS at Standard	2006 LOS	2007 LOS
510 <b>(605)</b>	Golden Gate Pkwy (CR 866) - W of Collier Blvd (CR 951)	4D	Non-State - County	19,000	5.46%	20,000	D	D	D
518	Rattlesnake Hammock Rd (CR 864) - W of Collier Blvd (CR 951)	4D	Non-State - County	10,100 (1)	5.46%	10,700	D	С	С
525	Collier Blvd (CR 951) - N of Golden Gate Pkwy (CR 886)	4D	Non-State - County	32,000	5.46%	33,700	D	F	F
531	Golden Gate Blvd - E of CR/SR 951	4D	Non-State - County	30,800	5.46%	32,500	D	Е	F
532	Collier Blvd (CR 951) - N of US 41	4D	Non-State - County	28,300	5.46%	29,800	D	D	E
536	Collier Blvd (CR 951) - N of Pine Ridge Rd	4D	Non-State - County	36,900	5.46%	38,900	D	F	F
557	Collier Blvd (CR 951) - S of US 41	4D	Non-State - County	39,200	5.46%	41,300	D	F	F
571	US 41 (SR 90) - W of Collier Blvd (SR 951)	6D	State - Class 2	30,400	5.46%	32,100	E	С	С
573	Collier Blvd (CR 951) - N of Davis Blvd (SR 84)	4D	Non-State - County	57,300	5.46%	60,400	D	F	F
580	Vanderbilt Beach Rd (CR 862) - W of Collier Blvd (CR 951)	2U	Non-State - County	15,000	5.46%	15,800	D	F	F
584 <b>(655)</b>	Collier Blvd (CR 951) - N of Golden Gate Blvd	4D	Non-State - County	20,100	5.46%	21,200	D	D	D
601	Davis Blvd (SR 84) - W of Collier Blvd (CR 951)	4D	State - Class 2	26,400	5.46%	27,800	D	D	D
602	Collier Blvd (CR 951) - N of Rattlesnake Hammock Rd (CR 864)	4D	Non-State - County	39,800	5.46%	4,200	D	F	F
603	Collier Blvd (CR 951) - S of Rattlesnake Hammock Rd (CR 864)	4D	Non-State - County	34,200	5.46%	36,100	D	F	F
607	Collier Blvd (CR 951) - S of Golden Gate Pkwy (CR 886)	4D	Non-State - County	30,000	5.46%	31,600	D	Е	F
608	US 41 (SR 90) - E of Collier Blvd (SR 951)	2U	State - Class 1	15,200	5.46%	16,000	С	D	E
636	Everglades Blvd - N of Golden Gate Blvd	2U	Non-State - Other	8,100	5.46%	8,500	D	Е	Е
637	Everglades Blvd - S of Golden Gate Blvd	2U	Non-State - Other	6,800	5.46%	7,200	D	D	D
643 <b>(642)</b>	Green Blvd - W of Collier Blvd (CR951)	2U	Non-State - County	8,500	5.46%	9,000	D	D	D
652	Golden Gate Blvd - E of Wilson Blvd	2U	Non-State - Other	19,100	5.46%	20,100	D	F	F
678	Golden Gate Blvd - W of Wilson Blvd	2U	Non-State - Other	27,200	5.46%	28,700	D	F	F
680	Wilson Blvd - N of Golden Gate Blvd	2U	Non-State - Other	10,300	5.46%	10,900	D	D	Е
681	Wilson Blvd - S of Golden Gate Blvd	2U	Non-State - Other	400	5.46%	400	D	С	С

#### NOTES:

(1) AUIR Volume

LOS Volumes determined via FDOT Quality Level of Service Handbook, 2002; Table 4-2

Table 4 Intersection Level of Service, Existing Conditions

	Signalized Intersections											
	Approach	Delay	LOS		Approach	Delay	LOS					
	EB	30.4	С		EB	150.9	F					
CR 951 @ US41	WB	28.8	С	CR 951 @ Davis Blvd	WB	48.4	D					
CK 951 @ US41	NB	67.6	E	CR 951 @ Davis Bivd	NB	143.6	F					
	SB	29.3	С		SB	58.4	$\mathbf{E}$					
	Overall	46.7	D		Overall	108.6	F					
	Approach	Delay	LOS		Approach	Delay	LOS					
	EB	32.0	C		EB	64.3	E					
CR 951 @ Pine Ridge Rd	WB	234.0	F	CR 951 @ Rattlesnake	WB	22.8	C					
CK 751 @ 1 me Kluge Ku	NB	187.0	F	Hammock Rd	NB	33.2	C					
	SB	53.7	D		SB	18.1	В					
	Overall	158.8	F		Overall	31.7	С					
	Approach	Delay	LOS		Approach	Delay	LOS					
	EB	35.1	D		EB	99.5	F					
CR 951 @ Grand Lely Dr	WB	35.8	D	Golden Gate Blvd @	WB	20.6	C					
CK 931 @ Granu Lety Di	NB	19.5	В	Wilson Blvd	NB	45.5	D					
	SB	21.5	C		SB	40.4	D					
	Overall	22.0	C		Overall	74.0	E					
	Approach	Delay	LOS		Approach	Delay	LOS					
	EB	20.3	C	CR 951 @ Golden Gate Blvd	WB	37.1	D					
CR 951 @ Green Blvd	NB	24.8	C		NB	54.7	D					
CR 951 @ Green Blvd	SB	13.5	В		SB	22.8	С					
	Overall	19.6	В		Overall	42.3	D					
	Approach	Delay	LOS		Approach	Delay	LOS					
CR 951 @ I-75 North	WB	44.0	D	CR 951 @ Golden Gate	EB	35.3	D					
Ramps	NB	16.2	В	Pkwy	NB	25.4	C					
	SB	45.3	D	· •	SB	29.4	С					
	Overall	26.4	С		Overall	29.0	С					
	Approach	Delay	LOS									
CR 951 @ I-75 South	EB	422.5	F									
Ramps	NB	123.4	F									
<b>-</b>	SB	14.3	В									
	Overall	164.8	F									
				Intersections								
	Approach		LOS		Approach		LOS					
US 41 @ 6 L Farm Rd	EB	8.1	Α	US 41 @ CR 92	WB	8.1	Α					
	SB	17.1	C		NB	12.9	В					

#### 4.0 Summary

Based on the existing conditions analysis described above, a number of roadway links and intersections within the study area are estimated to operate below the level of service standard.

Specifically, the following roadways are estimated to operate below the Level of Service Standard under existing (2007) conditions:

- CR 951 North of Golden Gate Pkwy.
- CR 951 South of Golden Gate Pkwy.
- CR 951 North of CR 896
- CR 951 North of US 41
- CR 951 South of US 41
- CR 951 North of CR 856
- CR 951 North of CR 864
- CR 951 South of CR 864
- Everglades Blvd. North of Golden Gate Blvd.
- Golden Gate Blvd. East of CR 951
- Golden Gate Blvd. West of Wilson Blvd.
- Golden Gate Blvd. East of Wilson Blvd.
- US 41 East of CR 951
- Vanderbilt Beach Rd. West of CR 951
- Wilson Blvd. North of Golden Gate Blvd.

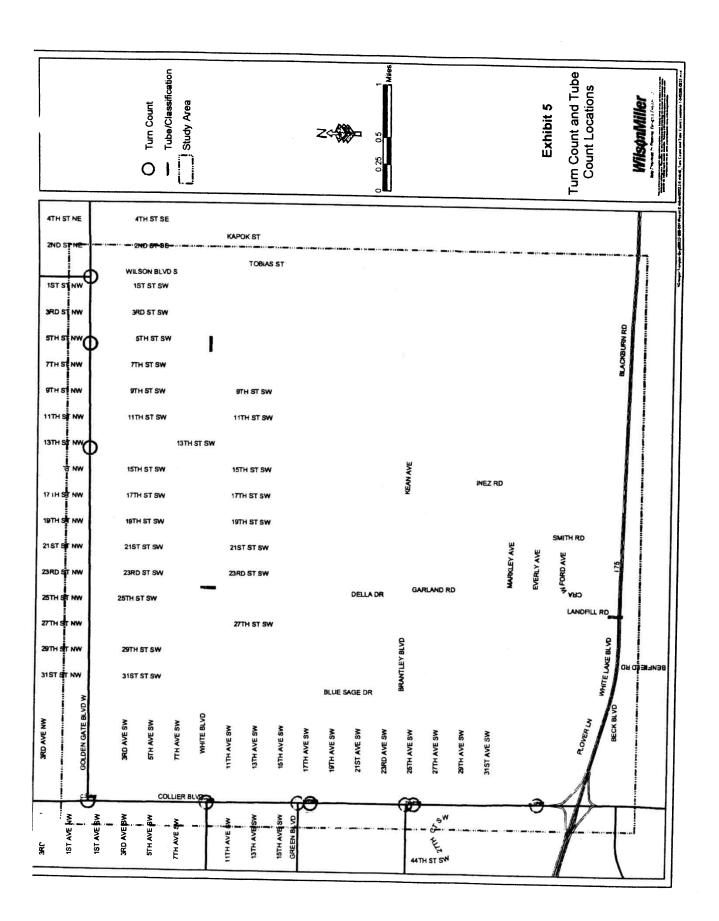
The following intersections are estimated to operate below the Level of Service Standard under existing (2007) conditions:

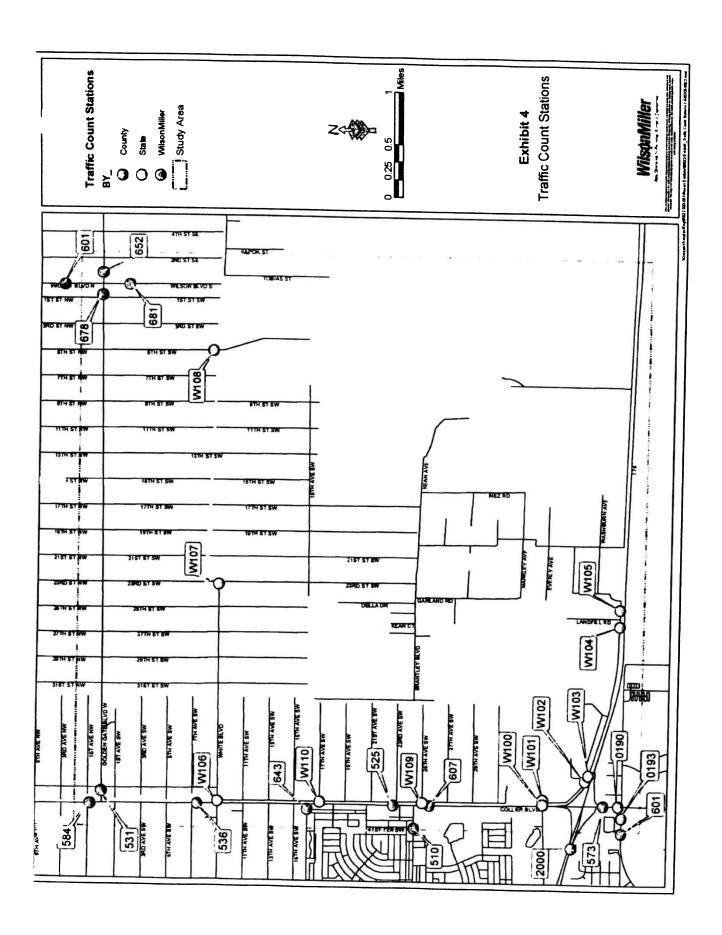
- CR 951 at CR 856
- CR 951 at CR 896
- CR 951 at I-75 South Ramps
- Golden Gate Blvd. at Wilson Blvd.

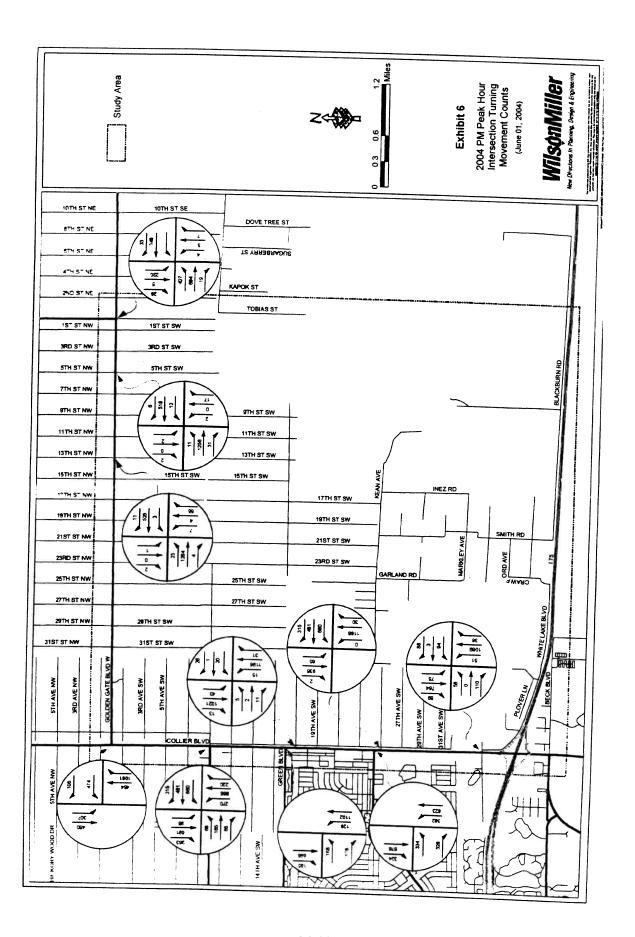
Two thirds of the evaluated roadway links currently fall below the LOS standard. As this area is expected to grow and travel demand to increase, operating conditions can only worsen without capacity improvements.

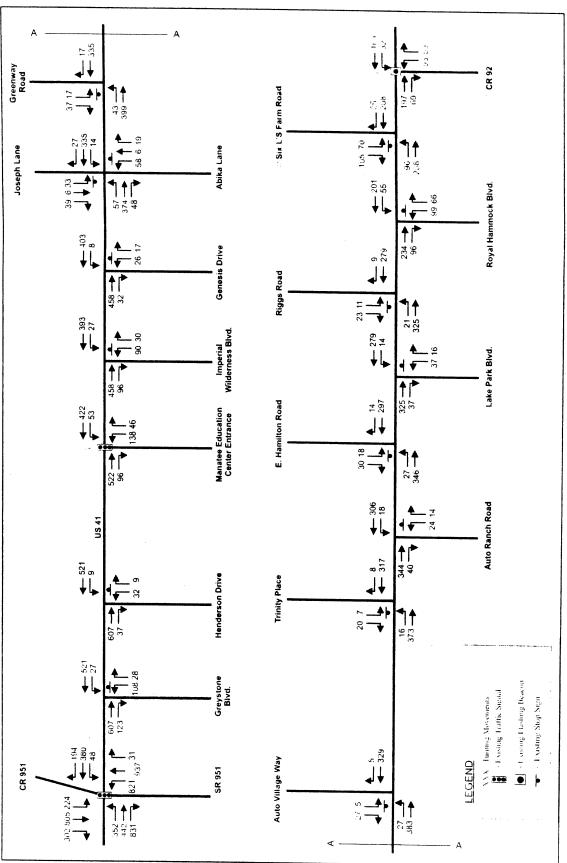
Construction of the Wilson Boulevard Extension may likely divert a significant portion of north/south traffic from these constrained areas, resulting in improved arterial speeds through the entire study area.

## APPENDIX A EXISTING TRAFFIC DATA COLLECTION









Existing Design Hour Turning Movement Volumes Figure 6	
US 41 Project Traffic Report	
Prepared by: GMB Engineers & Planners, Inc.	
2 00	

Page 20



## I-75 / SR 951 Interchange Concept Re-Evaluation Technical Memorandum

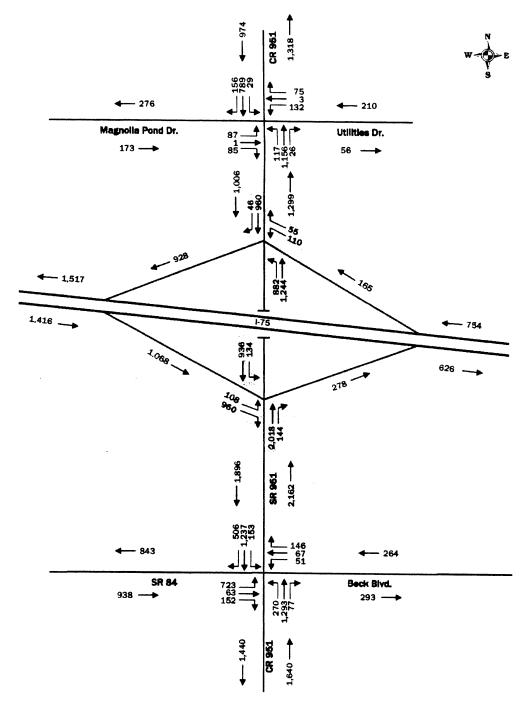


FIGURE 2-6: Existing (2005) PM Peak Hour Volumes

May 2006

Page 16

80935\_Att02\_Buildout\_DRI\_02.xts

Sur Time 700 Size Code 136 Survitine Right Time Left Night Time Left Right Time Left Right Time Left State College.  Sur Time All 136 Sur Time College.  Sur Time All 136 Sur Time College.  Sur Time All 136 Sur Time College.  Sur Time All 136 Sur Time All 137 S	2643 2774 2800 2545 2298 2298	2024 2069 2252 2598 2735 2735
#300/2005  2136  20136  COLLIER-Southbound RATTLE SNAKE HAMMOCK—Wc COLLIER-Northbound Wight Thru Left Right Thru Left In	KEastbound 581 595 732 732 712 621 477 488	615 455 434 520 660 638 780 657 2735
#300/2005  2136  20136  COLLIER-Southbound RATTLE SNAKE HAMMOCK—Wc COLLIER-Northbound Wight Thru Left Right Thru Left In	E HAMMOG 1	58 45 45 58 58 58 58 58 58 58 58 58 58 58 58 58
#300/2005  2136  20136  COLLIER-Southbound RATTLE SNAKE HAMMOCK—Wc COLLIER-Northbound Wight Thru Left Right Thru Left In	TLER SNAK	0000-00-8
#3007005 7:00 2136 COLLIER—Southbound RATTLE SNAKE HAMMOCK—W. COLLIER—Northbound Wart Thru Left Right Thru Left 130 0 0 0 115 17 3109 3 1 0 0 0 0 0 149 18 342 2 4 0 0 2 202 18 342 2 4 0 0 0 0 149 18 342 2 4 0 0 0 0 149 18 342 2 4 0 0 0 0 149 18 342 2 4 0 0 0 0 174 19 12 10 0 0 0 1 155 241 1 3 0 0 0 0 150 18 118 5 2 0 0 0 0 193 18 18 5 2 0 0 0 0 0 193 18 18 0 0 0 0 0 0 0 193 18 18 0 0 0 0 0 0 0 0 0 206 18 18 0 0 0 0 0 0 0 0 207 212 2 0 0 0 0 0 0 0 257 212 2 0 0 0 0 0 0 0 257 212 2 0 0 0 0 0 0 257 213 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	RAT 839 33 58 58 58 58 58 58 58 58 58 58 58 58 58	X 5 8 8 7 7 7 2 2 8
7:00 2136 204LIER—Southbound Nght Thru Left 7 309 3 7 317 2 12 376 1 8 362 2 0 370 3 7 303 6 6 1411 12 1 120 3 118 5 120 3 118 5 209 2 186 0 209 2 186 0 209 2 186 0 209 2 1870 4 3	bound Left 17 17 17 27 163 9%	% <b>2</b> 2 2 3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
7:00 2136 204LIER—Southbound Nght Thru Left 7 309 3 7 317 2 12 376 1 8 362 2 0 370 3 7 303 6 6 1411 12 1 120 3 118 5 120 3 118 5 209 2 186 0 209 2 186 0 209 2 186 0 209 2 1870 4 3	IERNorthi Thru 115 149 202 174 145 150 150 131 676	270 193 216 206 307 293 334 267 7%
7:00 2136 204LIER—Southbound Nght Thru Left 7 309 3 7 317 2 12 376 1 8 362 2 0 370 3 7 303 6 6 1411 12 1 120 3 118 5 120 3 118 5 209 2 186 0 209 2 186 0 209 2 186 0 209 2 1870 4 3	-W.COLL Right 0 0 0 1 1 1 1 2 2 2 4 4 4	00000X
7:00 2136 204LIER—Southbound Nght Thru Left 7 309 3 7 317 2 12 376 1 8 362 2 0 370 3 7 303 6 6 1411 12 1 120 3 118 5 120 3 118 5 209 2 186 0 209 2 186 0 209 2 186 0 209 2 1870 4 3	AMMOCK,	00000-0-8
7:00 2136 204LIER—Southbound Nght Thru Left 7 309 3 7 317 2 12 376 1 8 362 2 0 370 3 7 303 6 6 1411 12 1 120 3 118 5 120 3 118 5 209 2 186 0 209 2 186 0 209 2 186 0 209 2 1870 4 3	LE SNAKE H  Thru  0  0  0  0  0  0  0  0  0  0  0  0  0	000000 <u>-</u> %
8/30/2005 7:00 2136 2136 COLLIER—Southbound Nght Thru 17 309 17 317 12 376 18 362 10 370 17 303 17 1411 18 169 186 186 188 186 187 188 188 188 188 188 188 188 188 188	RATT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4-n-on-om8
Start Date 8/30/2005 Start Time 7:00 Sie Code 2136 Street Nam-COLLIER—Southboo Start Time Right Thru 7:00 47 309 7:15 47 317 7:30 42 376 7:45 38 362 8:00 40 370 8:15 47 303 8:30 35 241 8:45 47 303	und Left 3 2 2 2 4 6 6 75%	8 * * * * * * * * * * * * * * * * * * *
Start Date 8/30 Start Time Sice Code Street Name COLL Start Time Right 7:00 47 7:15 47 7:30 42 7:45 38 8:00 40 8:15 47 7:30 42 7:45 38 8:00 40 8:15 47 7:45 38 8:00 40 8:15 47 7:45 38 8:00 40 8:15 47 8:30 40 8:15 47 8:30 8:15 8:45 43 8:45 43 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:45 84 8:46 84 8:47 84 8:47 84 8:48 84 84 84 84 84 84 84 84	7:00 2136 2136 IER-Southboo 309 317 376 376 362 370 303 241 242 1411	169 120 131 183 186 209 212 770 5%
	Start Date 8/30 Start Time Site Code Street Nam COLL Start Time Right 7:00 47 7:15 47 7:30 42 7:45 38 8:00 40 8:15 47 8:15 47 8:15 47 8:15 47 8:15 47 8:15 47 8:15 47	<u> </u>

Traffic Movement Count

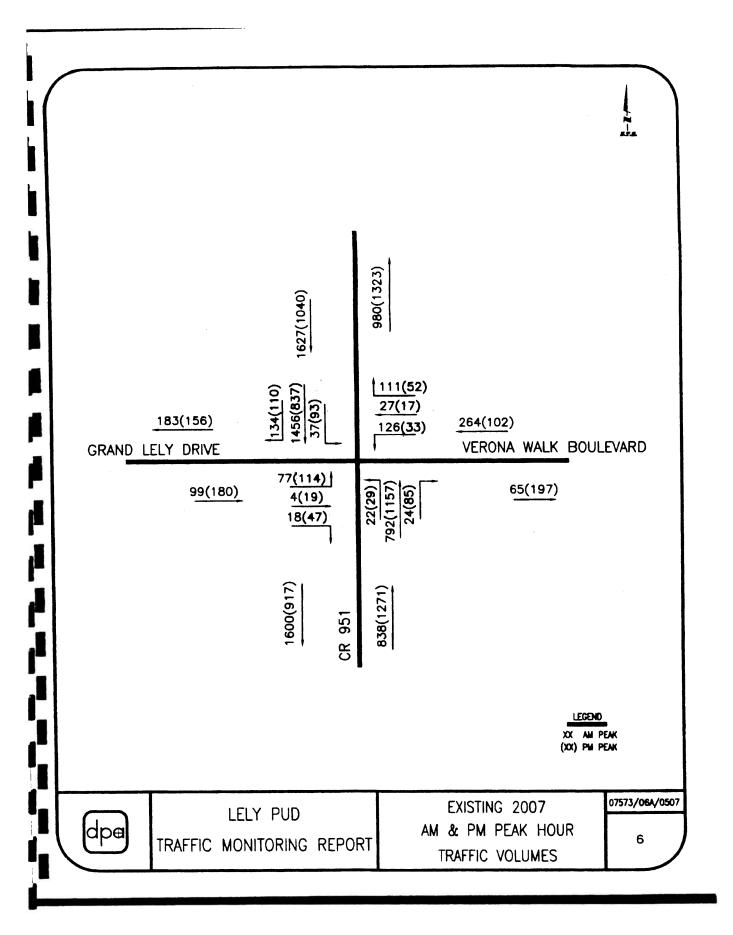
The training of the second of

3552 3429 3443 3463 3463 3411	4178 4205 4220 4251 4117
929 900 891 832 806 914 911 780	979 1063 1017 1119 1006 1078 1048 985
tbound Left 121 74 97 88 88 385 7%	111 143 162 120 172 179 189 637 8%
DAVIS BLVD—Eastbound Right Thru Light Thru Light Thru Light State	, 2 2 2 2 2 2 2 2 2 2 3 2 2 2 2 2 2 2 2
DAVIS Right 39 39 33 33 25 180 180	282122223
und Left 30 30 56 56 77 713 713 714 7200 48 58 50 50 50 50 50 50 50 50 50 50 50 50 50	86 57 57 57 57 57 57 57 57 57 57 57 57 57
SR 951—Northbound Right Thru 6 169 134 6 188 1 192 1 177 1 177 8 86 8 68 3 37 8 683	333 324 294 213 213 247 1139
S.R. S.	18 19 19 19 19 19 19 19 19 19 19 19 19 19
sibound Left 1 1 2 10 22 37 37 14%	3
DAVIS BLVDWestbound Right Thru Left 13 23 8 16 7 9 10 5 13 14 15 9 23 2 40 30 10 28 43 22 21 35 31 15 8% 14%	8 8 2 2 2 2 5 8 <b>2</b> 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
DAVIS Right 13 13 13 13 13 13 13 13 13 13	25 25 25 25 35 35 35 35 35 35 35 35 35 35 35 35 35
Left 20 25 25 25 21 17 17 17 17 18%	24 38 15 21 21 22 22 22 16%
510/2005 7:00 2084 R 951-Southbou joht Thru 53 326 95 240 97 212 97 212 97 212 97 212 97 212 97 212 97 212 97 212 97 212	181 247 189 113 113 124 224 6X
Start Date 5/10/2005 Start Time 7:00 Site Code 2084 Street Namin SR 951—Southbound Start Time Right Thru 7:00 AM 153 326 7:15 AM 195 391 7:30 AM 205 240 7:45 AM 139 212 8:00 AM 70 248 8:15 AM 106 264 8:30 AM 113 282 8:45 AM 99 274 AM Total 692 1079 % Heavy Veh 15% 16%	4:00 PM 85 4:15 PM 143 4:30 PM 134 4:45 PM 166 5:00 PM 105 5:15 PM 121 5:30 PM 120 5:45 PM 120 FM Texal 834. X Heavy Veh 8X

Traffic Movement Count

3200 3384 3352 3205 2978	3252 3341 3395 3640 3338
597 805 928 870 773 773 781 643	779 85 i 604 1018 905 905 716 3640
Left   118   133   159   143   146   92   5557   234   235	152 149 163 179 179 179 179
COLLIER-Eastboung Agric 70 105 113 113 117 117 117	178 203 132 279 187 256 220 152 65
COLLIE Reptr 10 10 14 14 14 18 18 18 18 18 18 18 18 18 18 18 18 18	8 8 4 5 6 4 6 7 M 5 7 7 8 7 7 8 7 7 7 7 7 7 7 7 7 7 7 7 7
Left 5 2 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	12 2 4 6 6 W 4 - 8 L.
US-41Northbound Right Thru 32 43 35 59 51 60 45 91 32 79 37 71 14 58 31 60 163 289 19% 7%	23 25 25 25 25 25 25 25 25 25 25 25 25 25
US-41- Right 33 32 32 37 37 163	2 4 5 2 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Left 46 46 46 46 40 190 190 18%	
COLLIER-Westbound light Thru 129 211 214 3 3 114 3 214 3 214 5 206 5 229 5 206 5 229 5 206 5 229 5 206 5 229 5 206 5 229 5 229 5 206 5 206 5 200 5 206	8
COULIE 23 23 23 23 24 25 25 25 25 25 25 25 25 25 25 25 25 25	* * * * * * * * * * * * * * * * * * *
3 8 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	35
9/1/2005 7:00 2083 2-41Southbound ght Thru 47 53 2 46 1 89 1 89 27 33 27 27 27 27 27 27 27 27 27 27 27 27 27	55 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Start Date 7/1/2005 Start Time 7:00 Size Code 2003 Street Nam US-41Southbound Start Time Right Thru 7:00 72 47 7:15 97 53 7:30 132 46 7:45 111 89 8:00 76 57 8:15 87 33 8:30 86 27 8:45 84 AM Total 416 245 X Heavy Ve 6X 12X	4:00 PM 91 4:15 PM 103 4:30 PM 109 4:45 PM 115 5:00 PM 133 5:15 PM 145 5:30 PM 97 5:45 PM 86 PM:Total 490 X Heavy Ve 2X

Traffic Movement Count



Collier County Transportation Services Division 2885 S. Horseshoe Drive, Naples, FL 34104 Phone (239) 774-8260 Fax (239) 213-5868

# TRAFFIC DPERATIONS DEPARTMENT



## 2006 AVERAGE DAILY TRAFFIC

Robert W. Tipton, Director Traffic Operations

Prepared by: Nancy Frye Engineering Technician nancyfryet@colliergov.net February, 2007

S t a t i o n	A n o m a l i e s	T y p e	Location	2002 ADT	2003 ADT	2004 ADT	2005 ADT	2006 ADT (Based on Available Counts)	Change 05-06
613		_	111th Ave North east of Vanderbilt Dr (CR 901)	8,493	8,383	9,292	0		
585		_	111th Ave North west of Vanderbilt Dr (CR 901)	4,593	4,774	5,500	0	4,402	
665			29 (SR) north of Farm Worker's Village 29 (SR) north of SR 82	9,919 7,601	9,940 7,540		9,875	9,915	0.41%
591 615			29 (SR) north of SR 62 29 (SR) north of US 41 (SR 90) (Tamiami Trail E.)	3,072	3,198	8,117 2,591	8,335 2,620	8,275 <b>0</b>	-0.72%
582			29 (SR) south of US 41 (SR 90)	3,940		3,419	3,177	3,316	4.38%
661		-	82 (SR) west of SR 29		11,144		11,531	13,846	20.08%
619			846 (Devil's Garden Rd) east of SR 29	4,242	3,317	3,269	2,853	3,114	9.15%
553			Airport Rd (CR 31) north of Davis Blvd (SR 84)		47,870		0		011010
	cccc		Airport Rd (CR 31) north of Golden Gate Pkwy. (CR 886)	50,748	43,412	42,784			
693	3		Airport Rd (CR 31) north of North Road	52,148	55,416	53,860	54,560	54,203	-0.65%
599	СС		Airport Rd (CR 31) north of Orange Blossom Dr		48,896		39,444	38,347	-2.78%
	cccc		Airport Rd (CR 31) north of Pine Ridge Rd (CR 896)		49,634		0		
543			Airport Rd (CR 31) north of US 41 (SR 45) (Tamiami Trail)		27,919		0		Castasan na
659		_	Airport Rd (CR 31) north of Vanderbilt Beach Ext (CR 862)		35,742		31,088		-5.11%
552			Airport Rd (CR 31) south of Davis Blvd (SR 84)		37,000				-1.38%
	C C/H C		Airport Rd (CR 31) south of Golden Gate Pkwy (CR 886)		50,809		0	The second secon	
554	HN	100	Airport Rd (CR 31) south of Immokalee Rd (CR 846) Airport Rd (CR 31) south of Pine Ridge Rd (CR 896)		32,518 46,331		0		
717			Bald Eagle Dr (CR 953) north of Heathwood Dr				Discont.	<b>57,481</b> Discont.	
700			Bald Eagle Dr (CR 953) North of Heathwood Dr		7,105		Discont.	Discont.	
539			Bald Eagle Dr (CR 953) north of Collier Blvd (SR 951)				Discont.	Discont.	
540			Bald Eagle Dr (CR 953) south of Collier Blvd (SR 951)		10,978		Discont.	Discont.	
622			Barfield Dr south of Collier Blvd (SR 951)	8,578			Discont.	Discont.	
701		_	Barfield Dr east of Bald Eagle Dr (CR 953)	4,950			Discont.	Discont.	
621		Q	Barfield Dr north of Collier Blvd (SR 951)	3,546	3,405	3,601	Discont.	Discont.	
718	3	S	Barfield Dr north of San Marco Rd (CR 92)	9,166	9,122	8,480	Discont.	Discont.	
711			Barfield Dr north of Winterberry Dr	6,619		6,081	Discont.	Discont.	
713			Barfield Dr south of Winterberry Dr	3,802	3,941		Discont.	Discont.	
521			Bayshore Dr north of Week Ave		15,377	14,636		14,012	-1.82%
626			Camp Keais Rd south of Immokalee Rd (CR 846)	3,089		3,027	3,854		-1.84%
660			Capri Blvd west of Collier Blvd (SR 951)	5,135		4,276			-4.08%
610		-	Carson Rd north of Lake Trafford Rd (CR 890)  Chokoloskee Causeway south of Plantation Parkway	5,656 2,173		5,927 2,172			5.93%
573			Collier Blvd (CR 951) north of Davis Blvd (SR 84)		46,582	53,866			-11.61% 2.02%
	4 HC	ā			18,538				2.02/0
525		ā			27,409				0.30%
536		Q	Collier Blvd (CR 951) north of Pine Ridge Rd (CR 896)		33,549			0.000	-0.98%
602		Q	Collier Blvd (CR 951) north of Rattlesnake Ham Rd (CR 864)		31,626				2.73%
532	2	Q	Collier Blvd (CR 951) north of US 41 (SR 90) (Tamiami Trail)	22,828	23,920	21,918	23,061	28,323	
60	7	Q	Collier Blvd (CR 951) south of Golden Gate Pkwy (CR 886)			25,815	29,160	30,060	3.09%
	5 CC		Collier Blvd (CR 951) south of Immokalee Rd (CR 846)		19,484				
65		_	Collier Blvd (CR 951) south of Lely Cultural Blvd		26,284				
	3 C	Q	Collier Blvd (CR 951) south of Rattlesnake Ham Rd (CR 864)			31,462			0.46%
	7 CC	Q	Collier Blvd (CR 951) south of US 41 (SR 90) (Tamiami Trail)		34,132			The second second	
55		Q	Collier Blvd (SR 951) east of Bald Eagle Dr (CR 953)			20,627	Discont.	Discont.	
624			Collier Blvd (SR 951) north of San Marco Rd (CR 92) Collier Blvd (SR 951) north of Winterberry Dr		16,656		Discont.	Discont.	
70		_	Collier Blvd (SR 951) north of Winterberry Dr  Collier Blvd (SR 951) south of Capri Blvd (CR 952)		12,627 26,178		Discont.	Discont.	4 900/
62°			Collier Blvd (SR 951) south of Capri Blvd (CR 952)  Collier Blvd (SR 951) south of Marco Bridge (Jolley Bridge)		26,178		28,598 Discont.	27,198 Discont.	-4.89%
71		S	Collier Blvd (SR 951) south of Marco Bridge (Jolley Bridge)  Collier Blvd (SR 951) south of San Marco Rd (CR 92)		17,951		Discont.	Discont.	<b></b>
71		S	Collier Blvd (SR 951) south of San Marco Rd (CR 92)		11,160		Discont.	Discont.	
62		a	Collier Blvd (SR 951) sodit of Winterberry Br  Collier Blvd (SR 951) west of Bald Eagle Dr (CR 953)		21,281		Discont.	Discont.	

S t a t i o n	A n o m a l i e s	y p e	Location	2002 ADT	2003 ADT	2004 ADT	2005 ADT	2006 ADT (Based on Available Counts)	Change 05-06
679	N C/H C	Q	Immokalee Road (CR 846) west of I-75 (SR 93)	New Count 2003	39,775	45,345	0	46,274	
674			Immokalee Road (CR 846) west of Wilson Blvd		21,380	21,277	0	27,776	
677			Immokalee Road East of Everglades Blvd	5,086	5,224	5,205	0	5,408	
671		õ	Immokalee Road south of Corkscrew Sanctuary Road	5,492	6,033	5,348	7,193	7,546	4.91%
631			J & C Blvd west of Airport Rd (CR 31)	12,040	11,946	12,131	12,110	11,686	-3.51%
614			Jane's Scenic Dr west of SR 29	1,011	998	705	655	705	7.63%
707			Kendall Dr west of Collier Blvd (SR 951)	3,135	3,470		Discont.	Discont.	
609	С	Q	Lake Trafford Rd (CR 890) west of Carson Rd	6,547	6,679	6,320	6,769		24.99%
551		Q	Lake Trafford Rd (CR 890) west of North 15th St (SR 29)			12,337	12,435		9.79%
690	С	Q	Livingston Rd (CR 881) 1.5 m north of Golden Gate Pkwy (CR 886)	5,192	20,947	29,759	34,858		6.24%
574		Q	Livingston Rd (CR 881) north of Mediterra			11,281	15,086		14.84%
575		Q	Livingston Rd (CR 881) north of Pine Ridge Rd (CR 896)			16,409	26,207		0.19%
597		Q	Livingston Rd (CR 881) south of Immokalee Rd (CR 846)				0		
576		Q	Livingston Rd (CR 881) south of Vanderbilt Beach Rd (CR 862)			13,935	0		00.000/
	3 CC		Livingston Road (CR 881) north of Immokalee Road (CR 846)	3,230			19,090		20.88%
686			Livingston Road (CR 881) north of Radio Road (CR 856)		16,466		22,934		6.08%
687			Livingston Road (CR 881) south of Golden Gate Pkwy (CR 886)		23,314		33,209		9.13%
587			Logan Blvd north of Pine Ridge Rd (CR 896)		11,683		29,925		1.94%
588			Logan Blvd south of Pine Ridge Rd (CR 896)		29,278				3.65%
654	_	_	Logan Blvd south of Vanderbilt Beach Ext.(CR 862)	10,984	9,682 13,451		8,037 14,327		
664		Q	Main St (SR 29) west of South 1st St (CR 846)	4.802			4,661		
723			Manatee Rd east of Collier Blvd (CR 951)	7,763		8,633	8,384		
612		10	New Market Rd (SR 29A) east of North 15th St (SR 29) New Market Rd (SR 29A) south of Broward St	7,763			6,993		
550			North 15th St (SR 29) north of Lake Trafford Rd (CR 890)	The state of the s	11,085		12,265		
_		Q	North 15th St (SR 29) North of Lake Trafford Rd (CR 890)		17,574		0		10.7070
590	3 H	Q	North 1st St north of Main St (SR 29)	7,408			8,551		14.26%
69		d		2,857	+				
64		lä	Oakes Blvd north of Vanderbilt Beach Rd (CR 862)	11,822					
68		ã			11,598				
72		ŝ	Oil Well Rd (CR 858) east of Big Cypress Elem Sch	5,340				7,289	7.39%
72		s	Oil Well Rd (CR 858) east of Immokalee Rd (CR 846) See 64	6,667	8,124	9,096	Discont.	Discont.	
	9 C/H	Q	Oil Well Rd (CR 8585) east of Immokalee Rd (CR 846)					11,629	
54		Q		14,750	14,933	16,312	16,490		
64		Q	Orange Blossom Dr east of Timberline Dr	9,348	9,074	9,646	10,876	12,210	
52	6 c	Q			51,986		55,097		
	4 NCC	Q		50,035	50,867	0	STATE OF THE PARTY		
62	8 cc	Q				47,494			10.7512
53	5		Pine Ridge Rd (CR 896) east of Logan Blvd (Santa Barbara)		21,625				
51	2 NN		Pine Ridge Rd (CR 896) east of US 41 (SR 45) (Tamiami Tr)			37,603		-	
51	5	Q	Pine Ridge Rd (CR 896) west of Airport Rd (CR 31)		45,664				
60	0	Q	Pine Ridge Rd (CR 896) west of Logan Blvd	_	39,563				
63		Α		596					
54		Q			23,677				
	9 c	Q			15,443				
	5 C	Q			10,008				
	7 н	Q			23,858				
68		Q		_	28,593				
68		Q			22,754				
65		_	Randall Blvd east of Immokalee Rd (CR 846)	6,07	7,135 7,14,537				
53		10			14,537			_	
	ini.	10.	Rattlesnake Ham Rd (CR 864) east of US 41 (SR 90/Tamiami Tr)	10,00	-10,100	11,008	10,00	10,100	20.01/

S t a t i o n	A n o m a l i e s	T y p e	Location	2002 ADT	2003 ADT	2004 ADT	2005 ADT	2006 ADT (Based on Available Counts)	Change 05-06
520		Q	County Barn Rd north of Rattlesnake Ham Rd (CR 864 ) (County Facility Road Maintenance Facility moved to Davis Blvd. 2005)	11,266	11,354	11,474	8,552	12,078	41.23%
641	С	Α	County Barn Rd south of CC R&B Facility	14,954	15,005	0	13,777	17,426	
519		Q	County Barn Rd south of Davis Blvd (SR 84)	13,863	14,124	13,837	11,406	14,461	26.78%
559			Davis Blvd (SR 84) east of Airport Rd (CR 31)	31,084	30,183		32,083	30,985	-3.42%
558	3		Davis Blvd (SR 84) west of Airport Rd (CR 31)		32,686		36,444		-4.82%
601		Q	Davis Blvd (SR 84) west of Collier Blvd (CR 951)		22,920		0	26,441	
560		Q	Davis Blvd (SR 84) west of Radio Rd (CR 856)		14,200		16,475		3.46%
538			Davis Blvd (SR 84) west of Santa Barbara Blvd		30,789		34,781		-4.29%
638			Desoto Blvd north of Golden Gate Blvd (CR 876)		1,365				-2.09%
639		_	Desoto Blvd south of Golden Gate Blvd (CR 876)		1,522	2,039			14.50%
704		_	Elkcam Circle east of Bald Eagle Dr (CR 953)	8,375			Discont.	Discont.	
705		S	Elkcam Circle west of Bald Eagle Dr (CR 953)	4,313			Discont.	Discont.	
636			Everglades Blvd north of Golden Gate Blvd (CR 876)	4,448		6,520			-0.22%
635			Everglades Blvd north of Oil Well Rd (CR 858)	3,105					10.35%
637		_	Everglades Blvd south of Golden Gate Blvd (CR 876)	4,294			5,878		15.09%
549		-	First St south (CR 846) south of Main St (SR 29)		12,945			THE RESERVE OF THE PARTY OF THE	5.68%
_	1 CH	Q	Golden Gate Blvd (CR 876) east of Collier Blvd (CR 951) Golden Gate Blvd (CR 876) east of Wilson Blvd		25,368	_	Commence of the second second		2.020/
652		Q			15,801				-2.93%
678		Q	Golden Gate Blvd (CR 876) west of Wilson Blvd Golden Gate Pkwy (CR 886) east of Airport Rd (CR 31)		20,667 28,877	23,255 29,836			-0.35%
_	3 CC	Q	Golden Gate Pkwy (CR 886) east of Airport Rd (CR 31)  Golden Gate Pkwy (CR 886) east of Livingston Road (CR 881)		28,860				
60	1 C C/H	Q	Golden Gate Pkwy (CR 886) east of Elvingston Road (CR 881)  Golden Gate Pkwy (CR 886) east of Santa Barbara Blvd		31,042				-3.73%
_	7 C	Q	Golden Gate Pkwy (CR 886) west of Airport Rd (CR 31)		44,592				-3.7370
-	O CC		Golden Gate Pkwy (CR 886) west of Collier Blvd (CR 951)			19,145		C MARKET THE PLANT OF THE PARTY	6.61%
	ON		Golden Gate Pkwy (CR 886) west of Goodlette Rd (CR 851)	_	23,119		21,942		
$\overline{}$	9 cc		Golden Gate Pkwy (CR 886) west of Santa Barbara Blvd		29,194				
	5 HC	a	Goodlette Rd (CR 851) north of 22nd Ave north		33,093		The second secon		
	5 cc	Q	Goodlette Rd (CR 851) north of Orange Blossom Dr	20,522		0		THE RESIDENCE OF THE PARTY OF T	17.15%
	1 ccc	Q	Goodlette Rd (CR 851) north of Pine Ridge Rd (CR 896)	22,055	0	0			
56		Q	Goodlette Rd (CR 851) south of First Ave south	27,776	28,824	29,084	29,288	29,304	0.06%
50		Q	Goodlette Rd (CR 851) south of Golden Gate Pkwy (CR 886)	37,364	37,720				14.94%
59	4	Q	Goodlette Rd (CR 851) south of Immokalee Rd (CR 846)	15,348	12,311	11,806	12,987	14,266	9.85%
59	6 cc	Q	Goodlette Rd (CR 851) south of Orange Blossom Dr	20,193	0	0	21,284	23,150	8.77%
50	6 C	Q	Goodlette Rd (CR 851) south of Pine Ridge Rd (CR 896)	33,746	31,450	29,681	27,287	33,532	22.89%
64	2	Q	Green Blvd east of Santa Barbara Blvd		13,862	14,261	14,214	13,213	-7.05%
64		Q	Green Blvd west of Collier Blvd (CR 951)	7,833	7,893			8,519	
58	3	Α	Gulfshore Dr south of Bayview Dr	5,961					-31.15%
71		S	Heathwood Dr north of San Marco Dr (CR 92)	8,344			Discont.		
71			Heathwood Dr south of San Marco Dr (CR 92)		5,459		Discont.		
	5 cc		Immokalee Rd (846) east of Wilson Blvd	21,482	23,577	25,970			
62		_	Immokalee Rd (CR 846) east of Goodlette Rd (CR 851)			45,385		The same of the sa	
	7 HC	Q				46,051		_	
	3 c		Immokalee Rd (CR 846) east of Collier Blvd (CR 951)		24,231				
_	8 cc	10				42,933			
	6 H	-	Immokalee Rd (CR 846) east of US 41 (SR 45) (Tamiami Trail)		38,985				
62		Q		-	8,685				
$\overline{}$	6 CH N/C	_	Immokalee Rd (CR 846) south of Oil Well Rd (CR 858)		16,537			-	
56		-	Immokalee Rd (CR 846) west of US 41 (CR 45) (Tamiami Trail)		17,481				-13.06%
$\overline{}$	6 cc	Q			25,787			The same and the same and the same	7 500/
67		Q	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5,125 New Count			THE RESERVE OF THE PARTY OF THE		
I 68	4 H	Q	Immokalee Road (CR 846 East) 3 miles east of 29 South	2003	1,382	1,434	0	1,488	

		_							
S	Α	T							
t	n o	У						2000	
a	m	p						2006	
t	a	e	Location	2002	2003	2004	2005	ADT	Change
l i l	ī		Location	ADT	ADT	ADT	ADT	(Based on	05-06
0	i				i		***************************************	Available	
n	е							Counts)	
1 "	s								(4
517		Q	Rattlesnake Ham Rd (CR 864) west of County Barn Rd	14,078	14,852	15,062	13,712	16,275	18.69%
719			San Marco Dr (CR 92) east of Floral St	4,608			Discont.	Discont.	
541			San Marco Rd (CR 92) east of Collier Blvd (SR 951)	6,234	7,537	7.152	Discont.	Discont.	***************************************
542			San Marco Rd (CR 92) west of Barfield Dr	10,167			Discont.	Discont.	
648	N		Sanctuary Rd north of Immokalee Rd (CR 846)	644	721	745			1.63%
537	-		Santa Barbara Blvd north of Davis Blvd (CR 84)		20,111	19,821			8.49%
529			Santa Barbara Blvd north of Golden Gate Pkwy (CR 886)	100000000000000000000000000000000000000	25,749				2.40%
606			Santa Barbara Blvd north of Radio Rd (CR 856)		27,194				3.42%
528			Santa Barbara Blvd south of Golden Gate Pkwy (CR 886)		28,914				3.84%
511		_	Seagate Dr west of US 41 (SR 45) (Tamiami Trail)		16,930				28.71%
720			Shadowlawn Dr north of Davis Blvd (SR 84)	4,859		4,005	3,911		0.06%
523			Shadowlawn Dr north of Davis Blvd (SR 84)	7,676		6,854			
706			Tigertail Ct west of Collier Blvd (SR 951)	2,473			Discont.		-7.01%
		_	US 41 (SR 45) at Lee County Line		38,280				
_	ccc	_			53,988			The second second second	
564			US 41 (SR 45) north of Immokalee Rd (CR 846)						
562		-	US 41 (SR 45) north of Pine Ridge Rd (CR 896)		49,715		CONTRACT RESIDENCE		0.000/
577			US 41 (SR 45) south of 99th Ave North		49,071	53,423			2.28%
561			US 41 (SR 45) south of Pine Ridge Rd ( CR 896)		56,497				
563		-	US 41 (SR 45) south of Vanderbilt Beach Rd (CR 862)		46,390				
604		Q			46,908				
608			US 41 (SR 90) east of Collier Blvd (CR 951)	12,570		12,977		15,183	1.15%
	C/H	_	US 41 (SR 90) east of Davis Blvd (SR 84)		33,594				
572			US 41 (SR 90) east of Rattlesnake Ham Rd (CR 864)		36,199				8.56%
616		-	US 41 (SR 90) east of SR 29/CR 29	4,661		4,113			-9.40%
571	CHC	Q	US 41 (SR 90) west of Collier Blvd (SR 951)	27,069		27,758			
570	HC	Q	US 41 (SR 90) west of San Marco Rd (CR 92)	4,952	5,585	5,022	0	5,682	
617		Α	US 41 (SR 90) west of SR 29/CR 29	5,692	6,215	5,049	5,026	4,971	-1.09%
646			Vanderbilt Beach Ext. (CR 862) east of Pelican Ridge	23,203	24,032	25,554	0	25,302	
579	C/H C	Q	Vanderbilt Beach Rd (CR 862) east of Airport Rd (CR 31)	26,478	27,734	24,599	0	0	
666	C C/H C		Vanderbilt Beach Rd (CR 862) east of Goodlette Rd (CR 851)	24,995	25,761	26,640	0	25,322	
630	СС	Q	Vanderbilt Beach Rd (CR 862) East of Livingston Rd (CR 881)			0	26,756	26,199	-2.08%
668	С		Vanderbilt Beach Rd (CR 862) east of Vineyards Blvd	18,440	18,203	18,155	18,732	18,055	-3.61%
580	С	Q	Vanderbilt Beach Rd (CR 862) west of Collier Blvd (CR 951)	11,421	11,247	12,099	13,638	14,995	9.95%
629	ССС	Q	Vanderbilt Beach Rd (CR 862) West of Livingston Rd (CR 881)			0	0	O Last O	
	HC		Vanderbilt Beach Rd (CR 862) west of Oakes Blvd	21.923	23,072	ACTION AND ADDRESS OF THE PARTY	THE PLANT STREET		
524			Vanderbilt Beach Rd (CR 862) west of US 41 (SR 45/Tamiami Tr)		20,036		The state of the s		-2.50%
633			Vanderbilt Dr (CR 901) north of Vanderbilt Bch Rd (CR 862)	7,670		7,223			-18.48%
578		Q	Vanderbilt Dr (CR 901) north of 111th Ave North		10.863				-22.18%
	СН	-	Vanderbilt Dr (CR 901) north of Wiggins Pass Rd (CR 888)		9,591	10,685			
632			Vanderbilt Dr (CR 901) south of 111th Ave N		5,862		And in contrast of the last		-18.13%
640		A	Vineyards Blvd south of Vanderbilt Beach Rd (CR 862)	7,711					-10.1070
611		a		3,391					-8.00%
670		a		4,768					-17.07%
669		Q		7,132					
		Q	<u> </u>	5,352					
	CC	-							
676		Q		1,500					11.22%
681		Q		406		419			7.82%
650		Q		5,158		8,877			-7.10%
709		S	Winterberry Dr east of Collier Blvd (SR 951)	4,506			Discont.	Discont.	
712		S	Winterberry Dr west of Barfield Dr	4,743			Discont.	Discont.	
703		S	Yellowbird St east of Bald Eagle Dr (CR 953)	1,694			Discont.	Discont.	
702	2	S	Yellowbird St south of Collier Blvd (SR 951)	2,343	2,261	2,496	Discont.	Discont.	- X

Largest Decrease in 2006 traffic

-31.15%

S t a t i o	A n o m a l i e s	y p e	Location	2002 ADT	2003 ADT	2004 ADT	2005 ADT	2006 ADT (Based on Available Counts)	Change 05-06	
----------------------------	-------------------	-------------	----------	-------------	-------------	-------------	-------------	--	-----------------	--

Average Change in 2006 traffic

3.33%

Largest Increase in 2006 traffic

41.23%

## Legend for Average Daily Traffic and Quarterly Report

## \*T: Type of Count

A = Annual Count Stations

Q = Quarterly Count Stations

S = Semi-Annual Count Stations

\*A: Anomalies: C - Construction, H - Hurricane, C/H - Construction and Hurricane, N - No Count due to Equipment Failure (Listed in Order of Occurrence)

### 2002

501 - Average for the 2nd, 3rd, & 4th Quarters only

503 - Average for the 2nd, 3rd, & 4th Quarters only

510 - Average for the 2nd, 3rd, & 4th Quarters only

533 - Average for the 1st, 3rd, & 4th Quarters only

548 - Average for the 1st, 2nd, & 4th Quarters only

559 - Average for the 1st, & 2nd Quarters only

560 - Average for the 1st, 3rd, & 4th Quarters only

568 - Average for the 1st, 2nd and 3rd Quarters only

572 - 4th Quarter Only

589 - Average for the 1st, 3rd, & 4th Quarters only

599 - Average for 2nd, 3rd, & 4th Quarters only

652 - Average for the 2nd, 3rd, & 4th Quarters only

655 - Average for the 2nd, 3rd, & 4th Quarters only

670 - Average for the 1st, 2nd, & 4th Quarters only

678 - Average for the 3rd, & 4th Quarters only

685 - Average for the 1st, 3rd, & 4th Quarters only

509 - No counts (Construction)

510 - 3rd Quarter (Count taken under construction)

512 - 3rd Quarter (Count averaged - equipment Failure)

514 - No counts (Construction)

526 - 2 Quarter (Count taken under construction)

531- 3rd Quarter (Count taken under construction)

546 - Average for 1st, 2nd, & 3rd Quarters

574 - Average for 3rd & 4th Quarters (Construction)

581- No counts (Construction)

586 - 1st Quarter (Under Construction)

595 - No Counts (Construction)

596 - No Counts (Construction)

599 - 3rd Quarter (Under Construction)

606 - 3rd Quarter (Under Construction)

628 - 3 Quarter (Under Construction)

629 - No Counts (Under Construction)

630 - No Counts (Under Construction)

641 - 1st Quarter (Under Construction)

666 - 3rd Quarter (Under Construction)

673 - 3rd Quarter (Under Construction)

676 - 2nd Quarter (Under Construction) 691 - No Counts (Construction)

501 - No Counts (Construction)

502 - Average for 1st, 2nd, & 3rd Qtrs (Equipment failure

505 - No Counts (Construction)

## 2003

501 - Average for the 1st, 2nd, & 3rd Quarters only

512 - Average for the 1st, 3rd, & 4th Quarters only

514 - Average for the 1st, 2nd and 3rd Quarters only

568 - Average for the 2nd, 3rd, & 4th Quarters only

571 - No Counts due to construction

581 - No Counts due to construction

595 - No Counts due to construction

596 - No Counts due to construction

608 - No Counts due to construction

650 - Average for the 1st, & 2nd Quarters only

673 - Average for the 1st & 2nd Quarters only

679 - Average for the 2nd, & 3rd Quarters only

680 - Average for the 1st, & 2nd Quarters only

## 2005

## **Anomalies due to Construction**

501 - 2nd Qtr Only

508 - No Counts Available

509 - 2nd Qtr Only

514 - Average for the 2nd, 3rd, 4th Quarters: Const. 1 & 4

533 - Average for 1st, 2nd, and 3rd Qtrs

545 - Average for 1st, 2nd, and 3rd Qtrs

546 - Average for 2nd & 4th Qtrs

567 - Average for 1st and 2nd Qtrs

575 - Average for 2nd, 3rd, and 4th Qtrs 576 - Average for 2nd, 3rd, and 4th Qtrs

579 - Average for 1st, 2nd, and 3rd Qtrs

581 - Average for 2nd, 3rd, and 4th Qtrs

593 - Average for 2nd, 3rd, and 4th Qtrs

597 - Average for 1st and 2nd Qtrs

601 - Average for 2nd, 3rd, and 4th Qtrs

629 - 1st Quarter only

649 - Average for 2nd and 3rd Qtrs: Const. 1, Hurricane 4

656 - Average for 2nd, 3rd, and 4th Qtrs

666 - Average for 2nd and 3rd Qtrs: Const. 1, Hurricane 4

674 - Average for 2nd, 3rd, and 4th Qtrs

675 - Average for 2nd, 3rd, and 4th Qtrs

677 - Average for 1st, 3rd, and 4th Qtrs

679 - Average for 1st and 2nd Qtrs

680 - Average of all 4 qtrs, affected by Const at Immokalee Rd

690 - Average for 2nd, 3rd, and 4th Qtrs

691 - Average for 2nd and rd Qtrs: Const. 1, Hurricane 4.

Averages are available upon request.

Anomalies due to Hurricane: All 4th Quarter counts affected by the Hurricane list the 1st, 2nd, & 3rd Qtrs only

## Legend for Average Daily Traffic and Quarterly Report

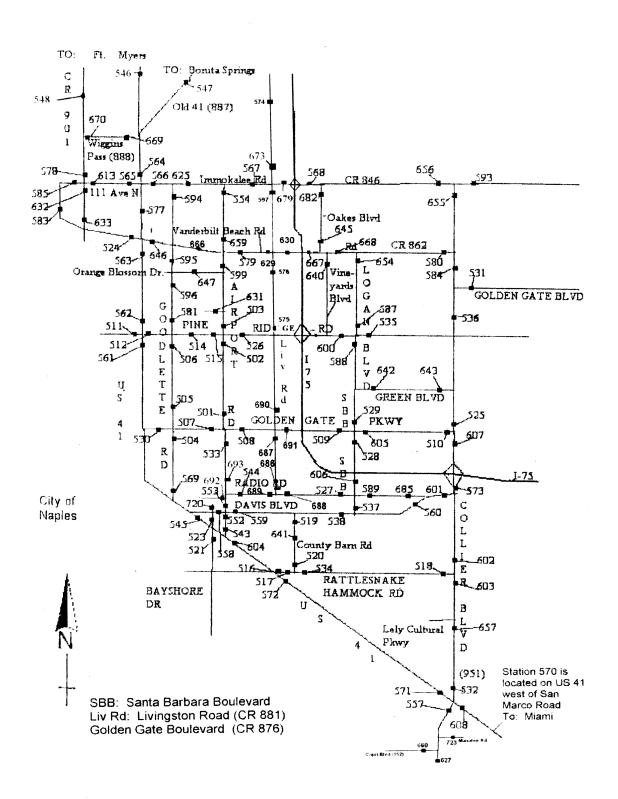
2006 Co	ntinued
506 - Ave	rage for 1st and 2nd Qtrs (Construction)
507 - 3rd	Qtr Only (due to Construction)
508 - No	Counts (Construction)
518 - No	Counts (Construction)
530 - Ave	rage for 1st, 3rd, & 4th Otrs (Equipment Failure
533 - No	Counts (Construction)
546 - Ave	rage for 2nd, & 4th Qtrs (Construction)
549 - Ave	rage for 1st and 2nd Qtrs (Construction)
557 - Ave	rage for 1st, 2nd, & 4th Otrs (Construction)
567 - No	Counts (Construction)
570 - Ave	erage for 1st, 2nd, & 4th Qtrs (Construction)
571 - Ave	erage for 1st, 2nd, & 4th Qtrs (Construction)
572 - Ave	erage for 1st, & 4th Qtrs (Construction)
579 - Na	Counts (Construction)
580 - Ave	erage of 1st * 3rd Quarters (Construction)
584 - Ave	erage of 1st, 2nd, & 3rd Quarters (Construction)
586 - 1st	Quarter Only (due to Equipment Failure & Construction)
603 - Ave	erage for 1st, 2nd, & 3rd Qtrs (Construction)
604 - Av	erage for 1st, 2nd, & 4th Qtrs (Construction)
608 - Av	erage for 1st, 2nd, & 4th Qtrs (Construction)
609 - Av	erage for 1st, 2nd, & 4th Qtrs (Construction)
615 - No	Counts (Construction)
628 - 4th	Qtr Only (due to Construction)
629 - No	Counts (Construction)
630 - Av	erage for 1st, 2nd, & 3rd Qtrs (Construction)
633 - Av	erage for 1st, 2nd, & 3rd Qtrs (Construction)
648 - 1st	Qtr Only (due to Construction)
655 - Av	erage for 1st & 2nd Qtrs (Construction)
656 - Av	erage for 1st, 2nd, & 3rd Qtrs (Construction)
664 - Av	erage for 1st, 2nd, & 4th Qtrs (Construction)
667 - Av	erage for 1st, 2nd, & 3rd Otrs (Construction)
668 - Av	erage for 1st, 2nd, & 3rd Qtrs (Construction)
674 - Av	erage for 1st & 2nd Otrs (Construction)
C21(01)2244602	erage for 1st & 2nd Qtrs (Construction)
679 - 4th	Qtr Only (due to Construction)

All 2005 zero entries are due to construction or humcane. All 2006 zero entries are due to construction.

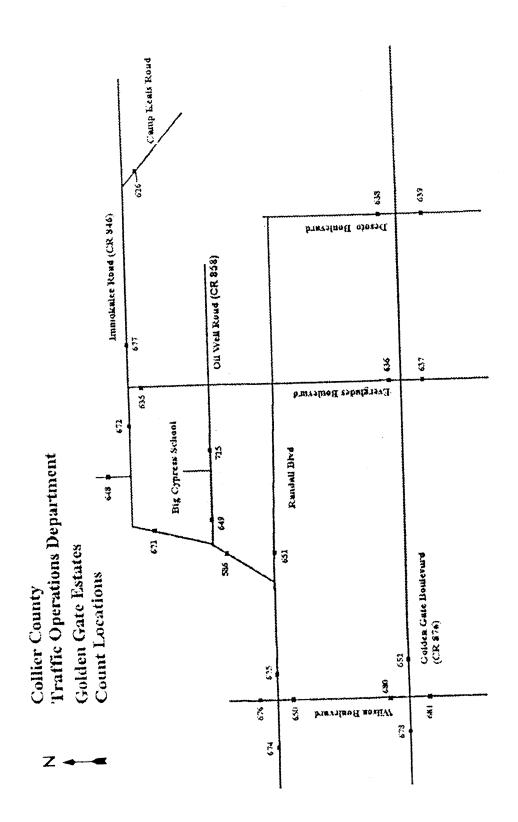
2006 1st Qtr/ADT	1 506	1.589	1.187		1.140	1.146	1.136	1.139	1.126	1.130	1	1.114	120	1000		1.136		1.187	1.049	1.074	1.070	1.151	1.186	1063	1 088	1 202	1 224	1 151	1251		1.197		0.967	1.169	1.136	1 1024	1 145	2		1.006	1.002	1.005	1 043	0.871		1.117	1.076		1.069	1.067	1.129	1.149	1.171	1.249	1.205	1.148	1.070	1.180	
Based on Avail.	7 7 7 4	4.402	49,519	0	54,203	38,347	40,698	28,494	29,500	36,432	0	26,829	Street,			5.797					36,939			27,198	200		24 488	See								26,441			2,661					30.818	Selles.			33,622	1	1	17000	STR IN	24,892		П			13,213	
2005 ADT		0	0	0	54,560	39,444	0	0	31,088	36,943	0	0	0	14,271	780	5 472	2.075	56,180	0	31,943	37,304				29,160	20,132	32,417	04,010	9	13 777	11,406	3,177	2,853			0			2,324	6,491	8,108	5,878				0		38,779			0 0	17 302	1				21,284		1
05-06% Diff.					-16.29%	-5.65%			-9.10%	-8.53%			, Cumar .	14.77%		13 80%		-11.49%		-2.50%	-4.88%		22.00%			1020	-1.67%		7000 00		97.60%		42.96%			4.00%	1	١					0.30%				-6.85%		27.36%			6 320/	1		69.40%		-6.18%	-19.85%	
Q4-2006		4,402	3,031	0		L	41,886	28,714	30,199	37,657	3	28,381	3	14,212		2 426		55.816	1		36,273		28,425	_1			32,287	3	36,990		14 883	L				28,663	1	1						26,121	2000		28.417	腸							П		22,873		1
04-2005		0 0				41 941	19	0	ı					12,383		5003	coc'c	63 060			38,135								0		7 532		1	1		27,561	1						19,057				1	23,574		24.1	0					П		17,843	
05-06% Diff.	_	-32.24%			6.66%	4 13%	-10 54%	-2.85%	-10.62%	-2.10%			3 28.30%			700 450/		1 68%	1	-8 15%		4 -3,19%	5 -15.44%	3 -10.45%	4 -0.58%		1	_		3 3.71%	3 11%	1	1		1	1 5.84%	_ 1	- 1		1		2 33.47%	ш	_ L	_1	70200	1	١,	ш	4 -6.17%	-	- 1	3 15.07%			5.14%		18 03%	
Q3-2006			3,253		8	ı	1	26.412			3			12,882		0,50		1	ı	1	34,369					E.	2 27,320	-	7	9,483	11 785	1				9 24,341				1		4 6,732	П		2 32.138	Si.		5 33,622			22,121	ě	1			4 13,000	1	4	016,11
Q3-2005		7,389		44,633				27 187		L	L	1		, 15,050			3,190				36,618						6 29,322		П	9,144	44 430		1			6 22,999				7.04	8 12	5,044	Ц		į.	8		39,885	L								22,945		
05-06% Diff.		2 -17.06%			- 1	1	4.30%		2000	1	1		7 63.64%			_	8 35.25%	1	1	1	7 131%	1						2 2.04%	-1	8 100.90%	40.000/	_	1		1	.3.16%					1		11 -12.44%		12.01%		10.9176		19.23%		55 -12.27%		_ I	- 1					
Q2-2006		9 6,502		1	3		38 701			33 06R	100		3 51,207				6,958	1	1		37.597						32,006			11,568		200,51	ı	1	ı	7 23,840		Н							1		5 27,275		1				1			11	6 21,524		
Q2-2005		7,839			42,671				1	33 236	L		31,293			1	5,114	1			37 110		1					31,704				600,11				24,617								, 25,608	29.76	0 00	1		L					1					13,480
05-06% Diff.		-16.86%	-29.47%	12.34%	7000	5.20%	2.53%	4.14%	0.4170	0.1378	0.0370	1	1	-1.89%			- 1	- 1	1	1	5 79%	1	1	1	1	ı		ш	ш	30.70%	- 1	-		1	П	1	4.07%		-2.09%		21.31%	1	3.52%				1 240/		1	-10.40%			38.45%		$\perp$		37.92%		1
Q1-2006		11,626	6,994	58,798	0 700		1	46,250		1	3	ě		15,688			1	1,834	1	1	ı	1	33.577	ı		ı			П		-	1	1				Ш	38,103		1	1			П	26,839		27,682	100	1		27.568		23,289		36,609		27,437		1
Q1-2005		13,983	9,917	52,340	0	28,667	42,852	48.245	30,790	33,179	30,007	30.564	48.314	15,991	3,854	4,780	6,196	2,075	59,762	19,028	37,712	45 565	22 457	34.486	30,616	21,986	37,690	41,665	45,624	11,559	13,777	15,104	3,1//	36,032	41.817	0	18,053	40,727	2,254	2,324	5,937	6.712	18,409	26,426	0	0	04 4 4 4 5	50.535	21 081	24,906	0	35,420	16,825	0 000	33,201	12,636	19,894	32,615	13,170
Location		111th Avenue North east of Vanderbilt Dr (CR 901)	111th Avenue North west of Vanderbilt Dr (CR 901)	11) north of Davis Blvd (SR 84)	Airport Rd (CR 31) north of Golden Gate Parkway (CR 886)	Airport Rd (CR 31) north of North Road	31) north of Orange Blossor		Airport Rd (CR 31) north of Tamiami Trail (US 41/SR 90)	Airport Rd (CR 31) north of Vanderbilt Beach Ext (862)	Airport Rd (CR 31) south of Davis Blvd (SR 84)		Airport Rd (CR 31) South of Pine Ridge Rd (CR 896)	Rayshore Dringth of Week Avenue	Camp Keais Rd south of Immokalee Rd (CR 846)	Capri Blvd (CR 952) west of Collier Blvd (SR 951)	Carson Rd north of Lake Trafford Rd (CR 890)	Chokoloskee Causeway south of Plantation Parkway	Collier Blvd (CR 951) north of Davis Blvd (SR 84)	Collier Blvd (CR 951) north of Golden Gate Blvd	Collier Blvd (CR 951) north of Golden Gate PKWy (CR 860)	Collier Blvd (CR 931) north of Prine Ridge rd (CR 930)	Collier Blvd (CR 951) north of Tamiami Trail (11S 41/SR 90)	Collier Bird (CP 951) Houth of Capri Rivd (CR 952)	Collier Blvd (CR 951) south of Golden Gate Pkwy (CR 886)	Collier Blvd (CR 951) south of Immokalee Rd (CR 84	Collier Blvd (CR 951) south of Lely Cultural Blvd	Collier Blvd (CR 951) south of Rattlesnake Ham Rd (CR 864)	Collier Blvd (SR 951) south of Tamiami Trail (US 41)	County Barn Rd north of Rattlesnake Ham Rd (CR 8	П	County Barn Rd south of Davis Blvd (SR 84)	CR 29 south of Tamiami Trait (US 41/SR 90)	Т	T	Davis Blvd (SR 84) west of Collier Blvd (CR 951)	Т	Т	f	Desoto Bivd south of Gol	- 1	Everglades Blvd north of Golden Gate Blvd (CR 876)	1	1	Golden Gate Blvd east of Collier Blvd (CR 951)	Golden Gate Pkwy (CR 886) east of Airport Rd (CR	Golden Gate Pkwy (CR 886) east of Livingston Rd (	Golden Gate Pkwy (CR 886) east of Santa Barbara Blvd	Golden Gate Pkwy (CR 886) west of Collier Blvd (CF	Golden Gale Pkwy (CR 886) west of Goodlette Rd (4	Golden Gate Pkwy (CR 886) west of Santa Barbara	Goodlette Rd (CR 851) north of 22nd Avenue North	Goodlette Rd (CR 851) north of Orange Blossom Dr	П	Goodlette Rd (CR 851) south of First Avenue South		Goodlette Rd (CR 851) south of Orange Blossom Di	Goodlette Rd (CR 851) south of Pine Ridge Rd (CR 896)	_
Type Cnt		С	0	o	ø	o	σ	ø	a	a	0	a	3 0		4	4	σ	٨	0	o		7	2		3 0	,	c	0	o	O	∢	o	∢	0	3	3 0	10	0	⋖	٨	S	S o	<sup>ဂ</sup> ါဝ	a	σ	0	0	0 0	3 0	2 0	70	ø	o	o	0	20	90	О	0
Station		613	585	553	501	693	599	503	543	629	552	533	254	202	929	099	610	618	573	584	525	236	200	232	770	55.5	657	603	557	520	641	519	582	619	500	929	199	538	638	639	635	636	652	678	531	508	691	902	à	2 2	200	505	595	581	269	500	596	909	642

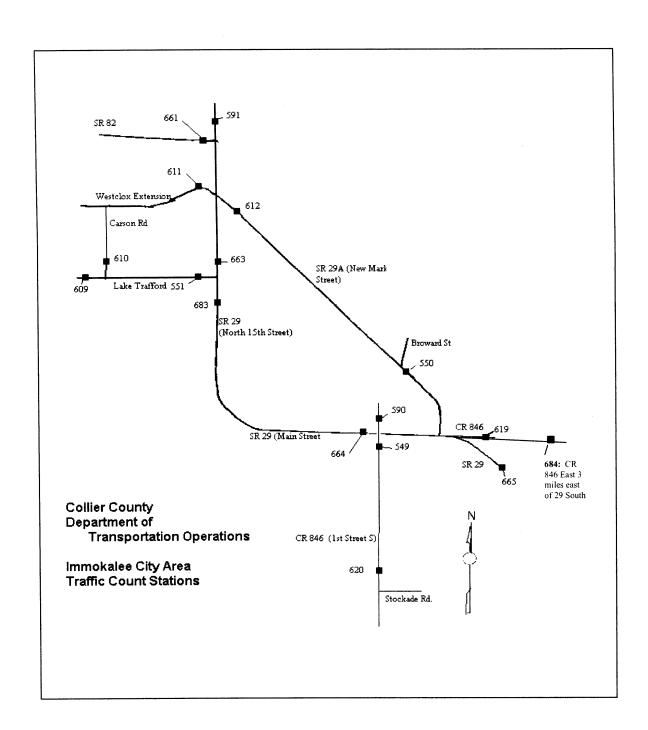
2006 1st Qtr/ADT	1.063	1 260	2	1.068	1.081	1.106	1.057	1.018	1310	0.947	1 060		1.328	1.004	0.573	0.830	20.	1.030	1.114	1.118	1.124	1.133	1.094	1.084	0.900	1.189	000	100.	070	1 105	1 231	0.992	1.081	1.214	0.993	1.008	1.381	104	1.102	708.0	1.098	1.149	1.177	1.018	1.048		1.055	1032	1 155	2	1.108	1.124	1.057	1.075	1.130	0.942	1 218	
2006 ADT Based on 20 Avail. Ql	8,519	4,988	1			40,288	28,318	10,285	0.545	23,298	6.089	46.274	16,664	1,488	5,408		705	100	l	1	17,324		36,241	25,729			24,327	P62,01	8,331	SALED	No.							11,672	10,388	000	11.629		12,210		-	3	24,984		47,002		26				32,510			
2005 ADT	8,749	7,245	40,040	0	45,488	0	0	8,422	7.193	0	5 BB1	0.00	19,168	0	0	0	12,110	692 9	١	34.858	15,086	26,207	33,209			19,090	1	0 100	8,037	705,82	4 661				12,265				9,765	6,788	0 000		10,876			64,248	24,892	1	43,332	670	26,989		12,750		32,996			1
05-06% Diff.	-10.26%	1000	-23.33%	12.33%	4.16%			2.62%	-36.17%		/003 0		40.07%	l	14.31%		-1.86%	7 29%			%09'9					5.35%		- 1	-5.49%	-1	1	7 92%	83.16%									-12 89%	2.76%			4.52%			95.06%		-0.08%	L	ľ		-1.04%			
Q4-2006	7,988		43,043	26.805	48.491	40,752	0	10,744	6,309	0		45 274	13.261			10			12 555		17,192							10,160	8,176				8 790								12 630	16.336		60,792				44,330		44,080					32,821	1	212,11	_
Q4-2005	8,901		56.140	73.863	50,595	0	26,307	10,470	9.884			6,456	22 129	3		22,977	11,682	0 743		30,023			39,639			21,202	- 1	25,000		31,029		8 020					3,163				•	1	12.482				25,789		30,386	1			12,632		33,167		1	con's
05-06% Diff.	-0.30%	Ш	-5.51%	28 00%	L			92.84%			24.91%	- 1		17.06%			-1.50%		7050 9	1	19.58%	1	10.03%			35.04%				1.58%		15.86%					4.32%			- 1	_	3 20%			4.87%			8.21%	- 1		1	1	9999	-13.08%	3.34%	3 -2.98%		2.07%
Q3-2006	8,302		40,185	97 258	1	41 088	130	10,080			31,186	- 1	47 453		6,025			Colonia Colonia	8			1		L	1	21,931				30,112	83				12.534						8		10.986		50,825	O CONTRACTOR		38,442						П	28,723	-1	- 1	15,604
Q3-2005	8.327		42,527	2			24,935						16.053	1 055	6,416	Ì		0.00			12 984	1		3		16,240			7,363		$\perp$				11.391					6,230	See 649	45,076			48,463		25,082		47,859				12.064				Ц	
05-06% Diff.	1.64%		-9.84%	- 1	- 1	-	4.42%			-		5.44%	44 300/	-	1	52.31%	0.14%		-1	16.20%	-1-	23.76%			110.15%	_			7.21%		24.33%	_	4 70%	. (			14.11%				- 1			_	26.27%			19.72%	- 1	- 1	1	1 20%	1	L	H		8.13%	- 1
02-2006	8 730		37,569	1	1		26.692		7,389	丽	30,989			1 310	L			-	1		17 107										14.744		6,43	1	17.340							9,188				9	ı	42,565	H	-		18 891			Ш	28,336		19,311
Q2-2005	8 589	2000	41,667	50,704	568,12	43,537	25.561	7.509	5,665	15,193	27,647	5,477	46,512	10,460	0	20,146	11,800		3,526	11,898	30,922	10,520	28 750	19.953	25.951	15,287	20,646	9,894	7,540	Ц			0,940		1	7 009		10,191				6,9/4	7 651	55,639	52,627	57,924	23,100	35,553	44,856	42,857	26.704	10 121	12 387		31,107		9,040	
05-06% Diff.	1 36%	-31.15%	21.66%		70.040	16.84%	0.00%	-0.11%	52.91%	28.05%		23.47%	1000	4.85%	47 16%		-10.03%	7.63%	12.01%	4.49%	0.750	6.7378	11.83%	10.88%		16.15%	-2.69%	2.06%	4.29%	2.47%	4.09%	-8.87%	-9.24%	-2.97%	11 14%	0.86%	-3.34%	9.59%	16.02%	-5.02%		,00L 0	40 BOW	0.10%			2.94%	13.26%	9.88%	14.35%	-8.51%	3.11.76	3 26%	-8.53%	-3.34%	10.11%	9.49%	8.15%
Q1-2006	0.054	4.988	56,140	0	28,713	50,595	20 044	10.470	9.884	23,268	28,687	6,456	0	4 403	3.097	24.867	11,859	705	8,713	15,212	41,404	19,4/0	30,630	27,882	33.677	27.448	25,731	10.841	8,964	31,549	16,587	5,067	8,929	8,333	14 103	9 850	4.201	12,882	11,452	6,976	See 649	12,770	18,753	57.670	62.037	O STATE	26,348	49,762	56,120	54.372	50 021	28,031	14 374	26.961	36,725	30,629	9.808	23,319
Q1-2005	0.170	7.245	46,144	50.704	0	43,303	44,534	10.482	6.464	18.171	0	5,229	49,728	21,103	5 861	0	13,181	655	7,779	14,559	0 00	- 8	8	25 145	10	3	1	1	1			н		8,588	12,532	9 766	4.346	11,755	9,871	2		0.00	11,576	57 562	0	66.159	25,595	43,936	51,025	47,547	0/9	20,931	13 017	29.474	37,994	27,817	8,958	21,561
Location	A 10 00 1 10 11 0 1	Green Blvd west of Collier Blvd (CR 951)	Immokalee Rd (CR 846) east of Goodlette Rd (CR 851)		Immokalee Rd (CR 846) east of Collier Blvd (CR 951)	Immokalee Rd (CR 846) east of I-75 (SR 93)	Immokalee Rd (CR 846) east of Tamiami Tr (US 41/SR 45)	Immokalee Kd (CK 646) Bast of Wilson Blyd	Immokalee Rd (CR 646) Huith of Stockage Nd	Immokalee Rd (CR 846) south of Oil Well Rd (CR 858)	Immokalee Rd (CR 846) west of Collier Blvd (CR 951)	Immokalee Rd (CR 846) west of Everglades Blvd.	Immokalee Rd (CR 846) west of I-75 (SR 93)	Immokalee Rd (CR 846) west of Tamiami Tr (US 41/SR 45)	Immokalee Road (CK 846 East) 3 miles east of 29 South	Immobiles Road (CR 846) west of Wilson Blvd	1.8 C Blvd west of Airport Rd (CR 31)	Jane's Scenic Dr west of SR 29	- 1	Lake Traffod Rd (CR 890) west of North 15th St (SR 29)	Livingston Rd (CR 881) 1.5 M north of Golden Gate Pkwy (CR 88	Livingston Rd (CR 881) north of Mediterra	Livingston Rd (CK 881) north of Pine Ridge Rd (CK 896)	Livingston Rd (CR 881) south of bonden date PkW (CR 880)	Livingston Rd (CR 861) South of Manded Rd (CR 842)	Livinoston Road (CR 881) north of Immokalee Road (CR 846)	Livingston Road (CR 881) north of Radio Road (CR 856)	Locan Blvd north of Pine Ridge Rd (CR 896)	Logan Blvd south of Vanderbilt Beach Ext (CR 862)	Logan Blvd/Santa Barbara Blvd south of Pine Ridge Rd (CR 896)	Main St (SR 29) west of South 1st St (CR 846)	Manatee Rd east of Collier Blvd (CR 951)	New Market Rd (CR 29 A) east of Main St (SR 29)	New Market Rd (CR 29A) west of Broward St	North 15th St (SR 29) south of Lake Trafford Rd (CR 890)		North Road wast of Aircort Road (CR 31)	Oakes Blvd north of Vanderbill Beach Rd (CR 862)	Oakes Blvd south of Immokalee Rd (CR 846)	m Sch	d (CR 846)	Oil Well Rd (CR 8585) east of Immokalee Rd (CR 846)	Old US 41 (CR 887) at Lee County Line	Crange Blossom Ur east of Timberline Ur	Pine Ridge Rd (CR 896) east of Goodlette Rd (CR 851)	Pine Ridge Rd (CR 896) east of Livingston Rd (CR 881)	Pine Ridge Rd (CR 896) east of Logan Blvd/Santa Barbara Blvd	Pine Ridge Rd (CR 896) east of Tamiami Trail (US 41/SR 45)	Pine Ridge Rd (CR 896) west of Airport Rd (CR 31)	Pine Ridge Rd (CR 896) west of Logan Blvd/Santa Barbara Blvd	Plantation Parkway east of CR 29	Radio Rd (CR 856) east of Airport Rd (CR 31)	Radio Rd (CR 856) east of Santa Barbara Blvd	Radio Rd (CR 856) west of Santa Barbara Blvd	Radio Road (CR 856) east of Livingston Road (CR 881)	Radio Road (CR 856) west of Livingston Road (CR 881)	Randall Blvd east of Immokalee Rd (CR 846)	Rattlesnake Ham Rd (CR 864) east of Tamiami Tr (US 41/SR 90
Type Cnt		0 <	c	0	o	Ø	a	9 (	3 0	3 0	, 0	0			T	3 0	9 0	4	o	σ	0	o	a	9	9	9 0	3 0	3 0	, 0	0	σ	S	o	ø	0	3 0	3 0	90	, 0	S	s	o	o	3 (	3 0	3 0	, 0	0	σ	ō	4	0	9 0	2 0	90	a	ø	o
noitstS		643	625	299	593	568	999	675	070	1/0	900	672	629	265	684	//9	631	614	609	551	069	574	575	/89	760	0/0	686	5,87	654	588	999	723	612	550	683	663	290	645	683	725	724	649	247	46	511	809	535	512	515	009	634	244	583	500	889	689	651	516

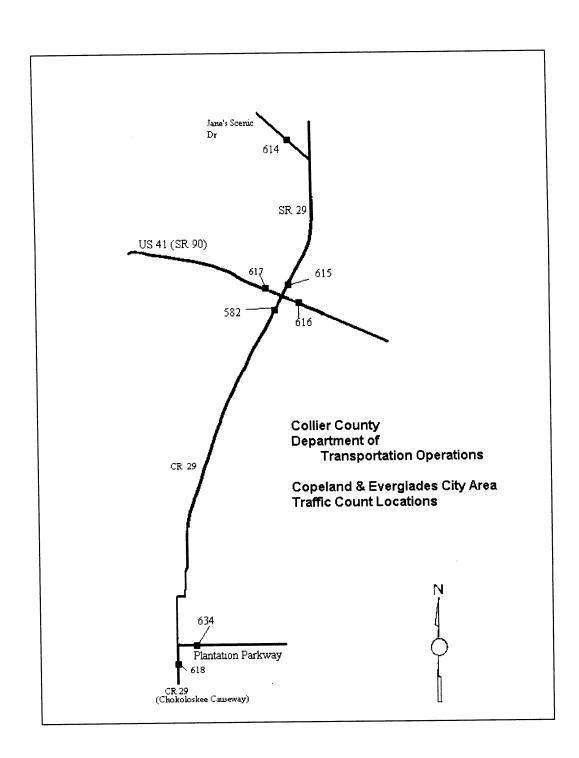
2006 1st Qtr/ADT		1.176		l				1.064				5	.5	a		1 161				1,199			1.167	9	1.056		1.1		1.212	1,185			1.004	Ĺ			35 1.578			1.426			4	1 187	1	1	1			
2006 ADT Based on Avail. Counts	SERVICE SERVICE	No. of the		804					17,108		Pentruit			9000	13,846		100	42.826		49,636	П	题	15,183	100000		5,682			25,302	25.32				22,484		6,135			3,126					9 064	1,0	1				
2005 ADT	10,001	13 712	14 921	890			28,001		13,292		13 782	9.875	8,335	2,620	11,531		AD 048	0		0	51,118	0	15,010	0 36.0	4.350	0	5,026	20,080		0	26,756	18,732	13.638	0	12,368	7,526	0	196,0			69'6	20		997	200					
05-06% Diff.		04 4 46/	D4 1470	0.10.0	3.45%	-2.52%	0.56%	-0.61%	120.84%	70000	-8.85%						42 070	2 06%	2.30.0		-1.07%		-11.44%					-11.33%							-33.06%			-22.78%	49.10%		-30.41%		3.01%	46.07%	-13.24%	22.52%				
Q4-2006			16,191		1	24,436			П		2000	Total Section					46,943	41,295	50,534	53 890	57,860			┙	$\perp$	6.050	L	21,340		DOB 3C		0	0	0	9.5		8,156		1		7,843			520	9,336	3,255,186				
Q4-2005			8,340									15,135				0	S	47,615	44.091		58,488	3	17,717	0		3 6		24,066			29 773		15,9	0 0	14			7,260	1		11,270	11,515	1,759	356	10,761	2,656,767				
05-06% Diff.		_1	3 -3.02%	_	8 9 56%	L		1	ш		-3.69%	-					-2.63%	010		2 60%	1		0	0		0 6		13.94%		_		13 -9.33%	H	70 33%	1.	19 -6.32%		5 -12.39%	1	1	8 -8.01%			32 23.59%	_	19 -13.74%		-		
03-2006		3	1	11,994	A 18 568			3 28,533	П		6 5,852	2		-		7 53,836		0			47.087	133		7 65 65	2000	Name of Street	7, 100, 100, 100		78 21,457	福	1	16,083		5		5 4,979	Ш				88 6,428			30 482		39 2,843,309				
Q3-2005		8,595			16 948			% 26,513		Ш		13,652		-				36,390		23,400	┸	1	% 15,233	Ш			% 4,122	1				17.737		21 008		% 5,315	П	% 4.868			% 6,988		1,627			% 3,296,339	passa	n energy		
05-06% DIff.			3 19.63%	-1	43 836/		4 38%	1			7 -7.63%						5 -4.89%			42 6467			0 22.86%	ш			0 1.1%		3.18%			0.39%				1 -12.04%					8 -16.82%			2 -10.20%		7 -5.36%	4	are noted on the Legend		-
02-2006			16,793				28.569				5,317						40,095		38,993	1	1	41 994				25,951				隧	1	17.579			7 576			3 4,356						352		3,224,127	-	es are not		
02-2005		9.768	14,038	13,986		1	L	28.448			5,756					49,940			33,113			44.699		31,515	Ш	24,214		16,814		15,267	$\perp$	17,510		3		5,697				4 872	7.400			392	-	3,406,700		nd numcan		
05-06% Diff.			0.27%	2.58%	-17.97%	8.05%	2 60%	1 98%	24.08%	7.01%	П		0.41%	-0.7270	20.08%					1			2.96%		П		-14.06%	1	Ш			1	22.88%	-1	10.05%			ш	7.89%			t	-0.23%	П		8.21%		struction ar		
Q1-2006		0 - 12 - 2		18		757.57	-	32,130		4,701	П		9,915	NO.				47,615	44,091		59,497			福		32,069	1			3		20.504		疆	24,542	1			8,331	1	1		1,759	П		4,003,693		Anomalies due to construction and numcanes		
Q1-2005		16,156	19,083	18,186	1,102	21,525	24,962	31 384	18.911	4,393	7,351	15,044	9,875	0,335	11 531	59,589			0	58,597	52,030	53,233	17,208	35,675	4,360	35,463	7,757	21 216	26,671	22,649	0 00	19 177	12,987	24,861	47 696	10.675	15,748	9,184	7,722	3,494	12.974	10,145	1,763	448	10,249	3,699,809		Anomalies		
Location		Rattlesnake Harn Rd (CR 864) west of Collier Blvd (CR 951)	Rattlesnake Ham Rd (CR 864) west of County Bam Rd	Rattlesnake Hammock Rd (CR 864) east of County Bam Rd	Sanctuary Rd north of Immokalee Rd (CR 846)	Santa Barbara Blvd north of Davis Blvd (SR 84)	Santa Barbara Blvd north of Golden Gate Pkwy (CR 886)	Santa Barbara Blvd north of Radio Rd (CR 856)		Shadowlawn Drinoth of Davis Blvd (SR 84)	Shadowlawn Dr south of Davis Blvd (SR 84)	South First St (CR 846) south of Main St (SR 29)	SR 29 north of Farm Worker's Village	SR 29 north of SR 82	SR 29 north of Tamiami Irali (US 41/SR 90)	Tamiami Tr (LIS 41/SR 45) south of Pine Ridge Rd (CR 896)	Tamiami Tr (US 41/SR 45) south of Vanderbilt Bch Rd (CR 862)	Tamiami Tr (US 41/SR 90) east of Rattlesnake Ham Rd (CR 864	Tamiami Trail (US 41/SR 45) at Lee County Line	Tamiami Trail (US 41/SR 45) north of Immokalee Rd (CR 864)	Tamiami Trail (US 41/SR 45) north of Pine Ridge Rd (CR 896)	Tamiami Iraii (US 41/SK 45) south of 99th Avenue Norti	Tamiami Trail (US 41/SR 90) east of Aliport Rive (CR 951)	Tamiami Trail (US 41/SR 90) east of Davis Blvd (SR 84)	Tamiami Trail (US 41/SR 90) east of SR29/CR 29	Tamiami Trail (US 41/SR 90) west of Collier Blvd (SR 951)	Tamiami Trail (US 41/SR 90) west of San Marco Rd (CR 92)	Tamiami Irail (US 41/SK 90) west of SK29/CK 29		331		Vanderbill Beach Rd (CR 862) east of Livingston Rd (CR 881)	Vanderbill Beach Rd (CR 862) west of Collier Blvd (CR 951)	Vanderbilt Beach Rd (CR 862) west of Livingston Rd (CR 881)	Vanderbill Beach Rd (CR 862) west of Oakes Blvd		Varidefull Dr (CR 901) horth of Wiggins Pass Rd (CR 888)		Vineyards Blvd south of Vanderbilt Beach Rd (CR 862)	Westclock Rd west of North 15th St (SR 29)	Wiggins Pass Rd (CR 888) east of vanderbill Dr (CR 901)	Gate Blvd (CR 876)	Wilson Blvd north of Immokalee Rd (CR 846)	Wilson Blvd south of Golden Gate Blvd (CR 876)	Wilson Blvd south of Immokalee Rd (CR 846)	Total		0	A = Annual Count Stations	-
ype Cnt	T	1	0	Т			П	1	Т	2 0	T	1		7	Т	€ 0	Т	Т	σ	o	o	Т	3 0	Т	Т	П	П	T	0		П	Т	0	П	Т	T	90	a	П	o	3	9 0	, 0	o	o			'T: Ty		
noitstS		518	517	534	648	537	529	909	528	720	523	549	999	591	615	9 6	263	572	246	564	299	2/2	909	545	616	571	929	617	974	579	999	630	280	629	299	578	548	632	640	611	029	689	929	681	920					











data yr growth rate adj vol data yr growth rate adj vol Collier (951) @ Grand Lely Collier (951) @ Rattlesnake Hammock 2007 2007 2007 2005 1.1092 103 1.1092 114 **EBR** 47 1 47 **EBR EBT** 19 19 **EBT** 1.1092 1.1092 293 **EBL** 114 1 114 **EBL** 264 52 WBR 52 **WBR** 1.1092 1 **WBT** 17 17 WBT 1 1.1092 33 1.1092 WBL 33 WBL 85 1.1092 **NBR** 85 1 **NBR** 1 1,332 1157 1 1,157 **NBT** 1201 1.1092 **NBT** 29 **NBL** 29 1 **NBL** 140 1.1092 155 226 1.1092 251 **SBR** 110 110 **SBR** 876 **SBT** 837 1 837 790 1.1092 **SBT SBL** 93 93 **SBL** 1.1092 Collier (951) @ Davis Golden Gate Blvd @ Wilson 1.1092 2004 1.1638 2007 2005 2007 19 1.1638 22 1.1092 246 **EBR EBR** 222 **EBT** 72 1.1092 80 **EBT** 694 1.1638 808 1.1092 707 EBL 427 1.1638 497 637 **EBL** 90 **WBR** 81 1.1092 **WBR** 33 1.1638 38 91 WBT 348 1.1638 405 82 1.1092 **WBT** 72 1.1092 **WBL** 0 1.1638 0 **WBL** 65 1.1638 8 **NBR NBR** 99 1.1092 110 5 6 1139 1.1092 1,263 **NBT** 1.1638 **NBT** 5 4 1.1638 1.1092 293 **NBL NBL** 264 581 **SBR** 28 1.1638 33 **SBR** 524 1.1092 1.1638 1.1092 1.068 **SBT SBT** 963 220 256 SBL 103 1.1092 114 **SBL** 1.1638 Collier (951) @ US 41 Collier (951) @ 1-75 Ramps North 1.1092 2007 2005 1.1092 2007 2005 1.1092 1.1092 26 **EBR** 23 0 **EBR** 0 **EBT** 942 1.1092 1,045 **EBT** 1.1092 0 1.1092 **EBL** 1.1092 640 710 **EBL** 1.1092 61 109 1.1092 121 **WBR** 55 **WBR** WBT 1.1092 0 WBT 1.1092 419 378 172 122 155 1.1092 **WBL** 110 1.1092 WBL 199 **NBR** 1.1092 0 **NBR** 1.1092 221 297 **NBT** 1244 1.1092 1,380 **NBT** 268 1.1092 978 27 882 1.1092 **NBL** 24 1.1092 **NBL** 46 1.1092 51 490 1.1092 544 **SBR SBR** SBT 960 1.1092 1,065 252 1.1092 280 **SBT** 1.1092 160 1.1092 177 **SBL SBL** 

data yr growth rate adj vol data yr growth rate adj vol Collier (951) @ I-75 Ramps South Collier (951) @ Golden Gate Blvd 1.1092 2007 2005 2007 2004 1.1638 1.1092 **EBR** 960 1,065 1.1638 0 **EBR** 1.1092 **EBT** 1.1638 0 **EBT** 0 108 1.1092 120 **EBL** 1.1638 **EBL** 1.1092 0 122 WBR 105 1.1638 **WBR** 1.1092 0 **WBT** WBT 1.1638 0 1.1092 0 WBL 552 474 1.1638 **WBL** 160 1.1092 **NBR** 144 1061 NBR 1.1638 1,235 2018 1.1092 2,238 540 NBT 1.1638 **NBT** 464 1.1092 0 **NBL NBL** 1.1638 0 **SBR** 1.1092 0 1.1638 0 **SBR** 1.1092 1,038 936 **SBT SBT** 450 1.1638 524 149 134 1.1092 **SBL** 307 1.1638 357 **SBL** US 41 @ 6L Farm Road Collier (951) @ Pine Ridge (896) 2007 2004 1.1638 2004 1.1638 2007 1.1638 0 **EBR** 100 1.1638 **EBR** 86 242 1.1638 1.1638 192 **EBT** 208 **EBT** 165 **EBL** 96 1.1638 112 79 1.1638 **EBL** 68 29 25 1.1638 367 **WBR** WBR 1.1638 315 242 WBT 208 1.1638 1.1638 560 WBT 481 1.1638 0 WBL 1.1638 768 WBL 660 0 1.1638 **NBR** 1.1638 256 **NBR** 220 0 **NBT** 1.1638 1.1638 1,008 NBT 866 0 1.1638 **NBL NBL** 270 1.1638 314 122 **SBR** 105 1.1638 1.1638 306 SBR 263 1.1638 0 **SBT** 691 1.1638 804 **SBT** 70 1.1638 81 111 **SBL** SBL 95 1.1638 US 41 @ CR 92 Collier (951) @ Green 2007 2004 1.1638 1.1638 2007 2004 1.1638 80 69 **EBR** 1.1638 207 **EBR** 178 229 197 1.1638 1.1638 0 **EBT EBT** 0 1.1638 196 **EBL** 1.1638 **EBL** 168 0 1.1638 **WBR** 1.1638 0 **WBR** 197 WBT 169 1.1638 0 1.1638 WBT 37 0 WBL 32 1.1638 1.1638 **WBL** 58 **NBR** 50 1.1638 0 **NBR** 1.1638 1.1638 0 **NBT** 1,283 1.1638 **NBT** 1102 108 93 1.1638 **NBL** NBL 128 1.1638 149 1.1638 0 215 **SBR** 1.1638 **SBR** 185 0 1.1638 898 1.1638 1,045 **SBT SBT** 1.1638 0 **SBL** 0 1.1638 **SBL** 

data yr growth rate adj vol

	Colli	ier (951) @ Gol	den Gate P	kwy
	2004	1.1638	2007	
EBR	328	1.1638	382	
EBT		1.1638	0	
EBL	334	1.1638	389	
WBR		1.1638	0	
WBT		1.1638	0	
WBL		1.1638	0	
NBR		1.1638	0	
NBT	823	1.1638	958	
NBL	382	1.1638	445	
SBR	324	1.1638	377	

1.1638

1.1638

787

0

676

SBR SBT

SBL

data yr growth rate adj vol

# APPENDIX B DESIGN CHARACTERISTICS WORKSHEET

Appendix B
Design Characteristics Worksheet

		o Workshiee	L		
State Count Station	Location	2006 AADT	2006 K	2006 D	2006 T
14	US 41 w of CR 951	1 07000			
157	SR 951 s of US 41	27000	10.22	56	6.06
190	CR 951 n of Davis	33000	10.14	55.49	9.9
193		47500	11.27	57.97	11.98
194	Davis w of SR 951	24000	11.27	57.97	8.89
	US 41 E of CR 951	11200	11.27	57.97	11.73
2000	I-75 w of CR 951	28500	8.64	51.95	17.17
	AVERAGE (Minus I-75)		10.83	57.08	9.71

## NOTES:

All information obtained from the 2006 FDOT Traffic Information DVD.

# APPENDIX C EXISITING INTERSECTION ANALYSIS WORKSHEETS AND SIGNAL TIMINGS

	TW	O-WAY STOP	CONTRO	DL SU	ММ	ARY			
General Information			Site Ir						
Analyst	AL		Interse				US41@6L	Farms	
Agency/Co.	DRMP		Jurisdi	1 11			Collier Co		
Date Performed	12/27/200	7		is Year		<del></del>	2007		
Analysis Time Period	PM Peak	Hour Existing		***************************************					
	son Blvd Extensi								
East/West Street: US41			North/S	outh St	treet:	6 L Farm	Rd		
Intersection Orientation:	East-West		Study F	Period (	hrs):	0.25			
Vehicle Volumes an	d Adjustmen	fe							
Major Street	u / tujuotinon	Eastbound	••••				Westbou	nd	
Movement	1	2	3			4	5	<u> </u>	6
	L	Т	R			L	Т		R
Volume (veh/h)	112	242					242		29
Peak-Hour Factor, PHF	0.95	0.95	0.95			0.95	0.95		0.95
Hourly Flow Rate, HFR (veh/h)	117	254	0			0	254		30
Percent Heavy Vehicles	5					5	-		
Median Type				Undiv	⁄ided				
RT Channelized			0						0
Lanes	1	1	0			0	1		0
Configuration	L	T							TR
Upstream Signal		0					0		
Minor Street		Northbound					Southbou	nd	
Movement	7	8	9			10	11		12
	L	Т	R			L	Т		R
Volume (veh/h)						81			122
Peak-Hour Factor, PHF	0.95	0.95	0.95			0.95	0.95	(	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	0			85	0		128
Percent Heavy Vehicles	5	5	0			5	5		5
Percent Grade (%)		0					0		
Flared Approach		N					N		
Storage		0					0		
RT Channelized			0						0
Lanes	0	0	0			0	0		0
Configuration							LR		
Delay, Queue Length, a	nd Level of Serv	/ice							
Approach	Eastbound	Westbound		Northbo	ound		S	outhbound	
Movement	1	4	7	8		9	10	11	12
Lane Configuration	L							LR	
v (veh/h)	117	<b>†</b>		<b>†</b>				213	
C (m) (veh/h)	1261	<b> </b>						507	
v/c	0.09			<del>                                     </del>				0.42	
95% queue length	0.09			<b> </b>				2.06	
Control Delay (s/veh)	8.1							17.1	
LOS	A		1					С	
Approach Delay (s/veh)			<u> </u>	L		I		17.1	L
Approach LOS			<del> </del>					C C	
Approach LOS		<u> -                                   </u>	L				L	U	

Si.

HCS+TM Version 5.21

	TW	O-WAY STOP	CONTRO	OL SUM	MARY			
General Information			Site Ir	formati	on			
Analyst	AL		Interse			US41@C	R92	
Agency/Co.	DRMP		Jurisdi			Collier Co		· · · · · · · · · · · · · · · · · · ·
Date Performed	12/27/200	7	Analys			2007		
Analysis Time Period	PM Peak	Hour Existing			****			
Project Description Wils	on Blvd Extensi	on						
East/West Street: US41			North/S	outh Stree	et: CR 92			
Intersection Orientation:	East-West			eriod (hrs				***************************************
Vehicle Volumes and	d Adiustmen	ts						
Major Street	1	Eastbound	7			Westbou	nd	
Movement	1	2	3		4	5	··· <u>·</u>	6
<u> </u>	L	Т	R		Ĺ	<del>†                                    </del>		R
Volume (veh/h)		229	80		37	197		
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		0.95
Hourly Flow Rate, HFR (veh/h)	0	241	84		38	207		0
Percent Heavy Vehicles	5				5			
Median Type				Undivide	ed			
RT Channelized			0					0
Lanes	0	1	1		1	1		0
Configuration		$\tau$	R		L	T		
Upstream Signal		Ö				0		
Minor Street		Northbound				Southbou	ınd	
Movement	7	8	9		10	11	1	12
	L	Т	R		L	Т		R
Volume (veh/h)	108		58					
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95		0.95
Hourly Flow Rate, HFR (veh/h)	113	0	61		0	0		0
Percent Heavy Vehicles	5	5	5		5	5		5
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
Lanes	1	0	1		0	0		0
Configuration	ì		R			1		
Delay, Queue Length, ar	nd Level of Sen	/ice						
Approach	Eastbound	Westbound	İ	Northbour	nd		Southbour	nd .
Movement	1	4	7	8	9	10	11	12
Lane Configuration	•	L	<del>  '</del>		$\frac{1}{R}$	1 10	<del>  ''</del>	<u> '</u>
v (veh/h)		38	113		61			-
						<del> </del>		
C (m) (veh/h)		1218	492		791	1		
v/c		0.03	0.23		0.08			
95% queue length		0.10	0.88		0.25	ļ		
Control Delay (s/veh)		8.1	14.5		9.9			
LOS		Α	В		Α			
Approach Delay (s/veh)				12.9				
Approach LOS				В		T		

HCS+<sup>TM</sup> Version 5.21

				SI	HORT	REPO	रा			·			
General Info	rmation					Site In	formati	on					
Analyst Agency or Co Date Perform Time Period	AL b. DRMP ed 12/19/2007 PM Peak Hou	r-Existin	g			Interse Area T Jurisdi Analys	уре	All oth	1@Davis ner areas r County	;			
Volume and	Timing Input												
			EB			WB			NB			SB	
Number of La		LT 1	TH 1	RT 1	LT 1	TH 1	RT 1	LT 2	TH 2	RT 1	LT 1	TH 2	RT 2
Lane Group	illes	Ĺ	LT	R R	L	T	R	L	T	R	<u> </u>	T	R
Volume (vph)		707	80	246	72	91	90	293	1263	110	114	1068	581
% Heavy Veh		2	5	2	2	5	2	2	5	2	2	5	2
PHF	noics	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Acti	uated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost	· · · · · · · · · · · · · · · · · · ·	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	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 Extensio	on .	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/RT0	OR Volume	0	0	25	0	0	9	0	0	11	0	0	58
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/Grad	le/Parking	Ν	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour													
Bus Stops/Ho		0	0	0	0	0	0	0	0	0	0	0	0
Minimum Ped			3.2			3.2			3.2	<u> </u>		3.2	<u> L</u>
Phasing		VB Only $S = 15.0$		03	G =	4	Excl. L G = 10		Thru & R		07	G =	08
Timing		f = 5		, <del>-</del>	Y =		Y = 5		6 = 40.0 $6 = 6.5$	Y =		Y =	<u>,</u>
Duration of A	nalysis (hrs) = 0.	25							Cycle Ler				
Lane Grou	ıp Capacity, C	Contro	Dela	y, and l	OS D	etermi	nation						
		<u></u>	EB			WB			NB			SB	
Adjusted Flov	w Rate	744	84	233	76	96	85	308	1329	104	120	1124	551
Lane Group (	Capacity	560	572	626	210	215	375	272	1089	688	140	1089	1917
v/c Ratio		1.33	0.15	0.37	0.36	0.45	0.23	1.13	1.22	0.15	0.86	1.03	0.29
Green Ratio		0.32	0.32	0.40	0.12	0.12	0.24	0.08	0.32	0.43	0.08	0.32	0.68
Uniform Dela	y d <sub>1</sub>	43.3	31.0	27.1	51.3	51.9	38.9	58.3	43.3	21.6	57.5	43.3	7.9
Delay Factor	k	0.50	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.39	0.50	0.11
Incremental [	Delay d <sub>2</sub>	159.9	0.1	0.4	1.1	1.5	0.3	95.0	107.6	0.1	37.8	35.9	0.1
PF Factor		1.000	1.000	<del></del>	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	/	203.1	31.1	27.5	52.4	53.4	39.2	153.3	150.9	21.7	95.3	79.1	8.0
Lane Group l	LOS	F	С	С	D	D	D	F	F	С	F	Ε	Α
Approach De	lay		150.9	)		48.4			143.6			58.4	
Approach LO	S		F			D			F			Ε	
Intersection [	Delay		108.6	3			Intersec	tion LO	s			F	

HCS+TM Version 5.21

					SI	HORT	REPO	RT					······································	······································	
General Info	rmation						Site I	nformati	on						
Analyst Agency or Co Date Perform Time Period	AL b. DRMP ed 12/19/2007 PM Peak H		ng				Area Jurisd		All of	51@Gold her areas er County	3	ate	Blvd		
Volume and	Timing Input														
			E				WB			NB				SB	,
Ni wahan afil a		LT	T	<del>H</del>	RT	LT	TH	RT	LT	TH	R	_	LT	TH	RT
Number of La	nes		╂	$\dashv$		2		1		1	2		2	2	
Lane Group			+-			L		R 400		T	R		L 257	T	
Volume (vph)	·		┼	$\dashv$		552 2		122		540 5	123		357	524	
% Heavy Veh	licies		╫	$\dashv$		0.95		2 0.95		5	2		2	5	
	untod (D(A)		+	$\dashv$						0.95	0.9		0.95	0.95	
Pretimed/Acti			+			A 2.0		A 2.0		A 2.0	A 2.0		A 2.0	A 2.0	
Startup Lost	Effective Gree		+-	$\dashv$		2.0		2.0		2.0	2.0	_	2.0	2.0	
	Ellective Gree	<u> </u>	┿	$\dashv$		3								ļ	
Arrival Type Unit Extensio	ın		╁			3.0		3.0		3 3.0	3.0		3 3.0	3.0	<b> </b>
Ped/Bike/RT0			╁			0		12	_				<del> </del>	<del> </del>	
Lane Width	OR volume		╀			12.0	0	12.0	0	0 12.0	12. 12.		0 12.0	12.0	
Parking/Grad	le/Parking		╁			N	0	N N	N	0	12. N		12.0 N	0	N
Parking/Hour			╁	$\dashv$		/ •			,,,	Ů				<u> </u>	'`
Bus Stops/Ho						0		0		0	0		0	0	<u> </u>
Minimum Ped	destrian Time						3.2			3.2				3.2	
Phasing	WB Only	02			03		4	SB Or		Thru & R			07	0	8
Timing	G = 30.0 Y = 6	G = Y =		G = Y =		G = Y =		G = 25		G = <i>50.0</i> Y = 6	)	G = Y =		G = Y =	
Duration of A	nalysis (hrs) =	1 -		Υ =				Y = 4		Y = 0 Cycle Lei	nath			Y =	**************
	ıp Capacity		l De	lav	. and I	LOS D	etermi	nation		- 1	.3		<del>-</del>		
				В			WB			NB				SB	
Adjusted Flov	w Rate					581		116		568	110	59	376	552	
Lane Group (	Capacity					852		1125		748	11:	58	710	2249	
v/c Ratio						0.68		0.10		0.76	1.0	1	0.53	0.25	
Green Ratio						0.25		0.71		0.41	0.4	1	0.21	0.65	
Uniform Dela	y d <sub>1</sub>					41.2		5.5		30.4	35.	5	42.8	8.7	
Delay Factor	k					0.25		0.11		0.31	0.5	0	0.13	0.11	
Incremental [	Delay d <sub>2</sub>					2.2		0.0		4.6	28	.8	0.8	0.1	
PF Factor						1.000		1.000		1.000	1.0	00	1.000	1.000	
Control Delay	/					43.4		5.5		34.9	64	.3	43.5	8.7	
Lane Group L	LOS					D		Α		С	Ε		D	Α	
Approach De	lay						37.1			54.7				22.8	
Approach LO	S						D			D				С	
Intersection D	Delay		42.	.3				Intersec	tion LC	S				D	***************************************

HCS+TM Version 5.21

### SHORT REPORT Site Information **General Information** Analyst ALIntersection CR951@G.GatePkwy Agency or Co. DRMP All other areas Area Type Date Performed 12/19/2007 Jurisdiction Collier County Analysis Year 2007 Time Period PM Peak Hour-Existing Volume and Timing Input EB WB NB SB LT TH RT LT TH RT TH RT TH RT Number of Lanes 2 2 1 1 1 R T T R L L Lane Group 389 377 382 958 787 Volume (vph) 445 2 2 2 5 2 % Heavy Vehicles 5 0.95 0.95 0.95 0.95 0.95 0.95 Pretimed/Actuated (P/A) Α Α Α Α Α Α 2.0 2.0 2.0 2.0 2.0 2.0 Startup Lost Time 2.0 2.0 Extension of Effective Green 2.0 2.0 2.0 2.0 Arrival Type 3 3 3 3 3 3 3.0 3.0 3.0 3.0 3.0 3.0 Unit Extension Ped/Bike/RTOR Volume 0 38 0 0 38 Lane Width 12.0 12.0 12.0 12.0 12.0 12.0 Parking/Grade/Parking N 0 Ν Ν 0 Ν N 0 N Parking/Hour 0 0 0 0 0 Bus Stops/Hour Minimum Pedestrian Time 3.2 3.2 3.2 Phasing EB Only 02 03 04 NB Only Thru & RT 07 80 G = 22.5G = G = G = G = 25.1 G = 25.4G = G = Timing Y = 6Y = Y = Y = 5Y = 6Y = Y = Duration of Analysis (hrs) = 0.25 Cycle Length C = 90.0 Lane Group Capacity, Control Delay, and LOS Determination NB SB 1008 409 362 468 828 357 Adjusted Flow Rate 2124 494 443 943 972 948 Lane Group Capacity v/c Ratio 0.92 0.38 0.95 0.47 0.85 0.38 0.25 0.60 0.28 0.62 Green Ratio 0.28 0.60 32.9 Uniform Delay d, 9.5 31.8 9.3 30.5 9.3 Delay Factor k 0.44 0.11 0.46 0.11 0.38 0.11 Incremental Delay da 25.0 0.3 27.7 0.2 7.4 0.3 1.000 1.000 1.000 PF Factor 1.000 1.000 1.000 Control Delay 57.9 9.8 59.5 9.5 37.9 9.6 Ε Е Α Α D Lane Group LOS Α Approach Delay 35.3 25.4 29.4 Approach LOS D С С Intersection Delay 29.0 Intersection LOS С

Copyright © 2005 University of Florida, All Rights Reserved

HCS+<sup>™</sup> Version 5.21

### SHORT REPORT **General Information** Site Information Analyst ALIntersection CR951@GrandLely Agency or Co. DRMP Area Type All other areas Date Performed 12/20/2007 Collier County Jurisdiction Time Period PM Peak Hour Existing Analysis Year 2007 Volume and Timing Input EB WB NB SB LT ΤH RT LT TH RT TH RT LT LT TH RT Number of Lanes 1 1 0 0 1 1 1 2 1 1 2 1 Lane Group L TR R Т R Т LTL L R Volume (vph) 114 19 47 33 17 52 29 1157 85 93 837 110 2 5 2 2 % Heavy Vehicles 5 2 2 5 2 2 2 5 PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 Pretimed/Actuated (P/A) Α Α Α Α Α Ā Α Α Α Α Α Α 2.0 2.0 2.0 Startup Lost Time 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 3 Arrival Type 3 3 3 3 3 3 3 3 3 Unit Extension 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 Ped/Bike/RTOR Volume 0 0 0 0 5 0 0 9 0 0 0 11 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 Ν Ν Ν 0 0 Ν Ν 0 Ν Ν 0 Ν Parking/Hour Bus Stops/Hour 0 0 0 0 0 0 0 0 Minimum Pedestrian Time 3.2 3.2 3.2 3.2 Phasing EB Only EW Perm 03 04 Excl. Left Thru & RT 07 08 G = 7.0G = 14.1G = G = G = 7.0G = 54.4G = G = Timing Y = 4Y = 6Y = Y = Y = 5Y = 7Y = Y = Duration of Analysis (hrs) = 0.25Cycle Length C = 104.5 Lane Group Capacity, Control Delay, and LOS Determination ΕB WB NB SB 1218 Adjusted Flow Rate 120 69 53 49 31 80 98 881 104 1793 1036 1793 1036 Lane Group Capacity 343 223 119 189 411 119 v/c Ratio 0.35 0.31 0.28 0.12 0.26 0.68 0.08 0.82 0.49 0.10 0.26 0.13 Green Ratio 0.13 0.26 0.07 0.52 0.65 0.07 0.52 0.65 Uniform Delay d, 30.8 40.8 46.3 40.6 29.6 18.6 6.6 48.1 16.1 6.7 Delay Factor k 0.11 0.11 0.11 0.11 0.25 0.11 0.11 0.11 0.36 0.11 Incremental Delay da 0.6 0.8 0.8 0.1 1.2 1.1 0.0 35.4 0.2 0.0 PF Factor 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 1.000 Control Delay 31.4 41.6 41.5 29.7 47.5 19.6 6.6 83.5 16.4 6.7 Lane Group LOS С D С D D В Α F В Α Approach Delay 35.1 35.8 19.5 21.5 Approach LOS D D С Intersection Delay Intersection LOS С

Copyright © 2005 University of Florida, All Rights Reserved

HCS+TM Version 5.21

### SHORT REPORT General Information Site Information Analyst ALIntersection CR951@Green Agency or Co. DRMP Area Type All other areas Date Performed 12/20/2007 Jurisdiction Collier County Time Period PM Peak Hour Existing Analysis Year 2007 Volume and Timing Input ΕB WB NB SB LT TH RT LT TH RT TH RT LT LT TH RT Number of Lanes 1 1 1 2 2 Lane Group L R L T Τ R Volume (vph) 196 207 149 1283 1045 215 % Heavy Vehicles 2 2 2 5 5 2 PHF 0.95 0.95 0.95 0.95 0.95 0.95 Pretimed/Actuated (P/A) Α Α Α Α Α Α 2.0 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 3 Arrival Type 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 21 0 0 0 0 22 Lane Width 12.0 12.0 12.0 12.0 12.0 12.0 Parking/Grade/Parking N 0 Ν Ν 0 Ν Ν 0 Ν Parking/Hour Bus Stops/Hour 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 G = 10.0G = G = G = G = 7.0G = 24.8G = G= Timing Y = 5Y = Y = Y = Y = 4.5Y = 6Y = Y = Duration of Analysis (hrs) = 0.25Cycle Length C = 57.3 Lane Group Capacity, Control Delay, and LOS Determination EΒ WB NB SB 1351 1100 Adjusted Flow Rate 206 196 157 203 1491 1491 1127 Lane Group Capacity 309 608 216 v/c Ratio 0.67 0.32 0.73 0.91 0.74 0.18 Green Ratio 0.17 0.38 0.12 0.43 0.43 0.71 Uniform Delay d, 22.1 12.4 24.2 15.2 13.5 2.7 Delay Factor k 0.24 0.11 0.29 0.43 0.30 0.11 Incremental Delay d<sub>2</sub> 5.4 0.3 11.6 8.3 2.0 0.1 PF Factor 1.000 1.000 1.000 1.000 1.000 1.000 Control Delay 27.5 12.7 35.9 23.5 15.5 2.8 Lane Group LOS С В D С В Α Approach Delay 20.3 24.8 13.5 С Approach LOS В Intersection Delay Intersection LOS В

Copyright © 2005 University of Florida, All Rights Reserved

HCS+TM Version 5.21

			-	SI	HORT	REPOI	RT						
General Info	rmation						formati	on					
Analyst Agency or Co Date Perform Time Period	AL D. DRMP ned 12/19/2007 PM Peak Hou	r-Existin	g			Interse Area T Jurisdi Analys	ype	All oth	1@Pinel er areas County				
Volume and	Timing Input												***************************************
			EB			WB	T		NB			SB	
Number of La	200	LT 2	TH 1	RT 1	LT 2	TH 2	RT 0	LT 1	TH 2	RT	LT	TH	RT
Lane Group	aries	L	<u>'</u>	$\frac{1}{R}$	L	TR	0	<u>'</u>	T	1 R	1	2 T	1 R
Volume (vph)	\	79	192	100	768	560	367	314	1008	256	111	804	306
% Heavy Veh		2	5	2	2	5	2	2	5	250	2	5	2
PHF	licies	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Act	ruated (P/A)	A	A	A	A	A	A	0.95 A	0.95 A	A	0.93 A	A	A A
Startup Lost		2.0	2.0	2.0	2.0	2.0	<del>  ^</del> -	2.0	2.0	2.0	2.0	2.0	2.0
<u> </u>	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 Extensio	on	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RT0		0	0	10	0	0	0	0	0	26	0	0	31
Lane Width		12.0	12.0	12.0	12.0	12.0	<u> </u>	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grad	de/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour	Γ												
Bus Stops/Ho	our	0	0	0	0	0		0	0	0	0	0	0
Minimum Ped	destrian Time		3.2			3.2			3.2			3.2	
Phasing		hru & R		03		4	Excl. L		hru & R		07		)8
Timing		i = 35.0 i = 7		) = ' =	G = Y =		G = 12 $Y = 6$		6 = 30.0 $6 = 6$	G =		G = Y =	,
Duration of A	nalysis (hrs) = 0		T						ycle Ler				
Lane Grou	up Capacity, C	ontro	Dela	y, and l	OS D	etermi	nation						
			EB			WB			NB			SB	
Adjusted Flov	w Rate	83	202	95	808	975		331	1061	242	117	846	289
Lane Group (	Capacity	441	541	731	441	981		182	883	690	182	883	690
v/c Ratio		0.19	0.37	0.13	1.83	0.99		1.82	1.20	0.35	0.64	0.96	0.42
Green Ratio		0.13	0.30	0.46	0.13	0.30		0.10	0.26	0.44	0.10	0.26	0.44
Uniform Dela	ay d <sub>1</sub>	45.6	32.3	18.0	51.0	40.9		52.5	43.5	22.0	50.4	42.9	22.8
Delay Factor	k	0.11	0.11	0.11	0.50	0.50		0.50	0.50	0.11	0.22	0.47	0.11
Incremental [	Delay d <sub>2</sub>	0.2	0.4	0.1	383.3	27.2		389.2	101.6	0.3	7.5	20.7	0.4
PF Factor		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	у	45.8	32.8	18.1	434.3	68.1		441.7	145.1	22.3	58.0	63.6	23.2
Lane Group I	LOS	D	С	В	F	Ε		F	F	С	Ε	Ε	С
Approach De	elay		32.0			234.0			187.0			53.8	
Approach LO	os,		С			F			F			D	
Intersection [	Delay		158.9	)			Intersec	tion LOS	3			F	

Copyright © 2005 University of Florida, All Rights Reserved

HCS+<sup>TM</sup> Version 5.21

			SI	HORT	REPOI	₹T			***************************************			
General Information						formati	on					
Analyst AL Agency or Co. DRMP Date Performed 12/19/2007 Time Period PM Peak Hou	ır Existir	ng			Interse Area T Jurisdi Analys	ype	All oth	1@Rattle ner areas r County	snake			
Volume and Timing Input												
		EB			WB			NB			SB	
NI alamati and the second	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1 1 T	1	0	1	1	1	2	1	1	2	1
Lane Group	000	LT	R		LT	R	L 455	T	R	L	T 076	R 054
Volume (vph)	293	1	114	1	1	3	155	1332	1	4	876 5	251
% Heavy Vehicles	2	5	2	2	5	2	2	5	2	2	5	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	Α	A	A	Α	A	A	A	A	A	A	A	A
Startup Lost Time	<u> </u>	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	<u> </u>	3	3		3	3	3	3	3	3	3	3
Unit Extension	<u> </u>	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	11	0	0	0	0	0	0	0	0	25
Lane Width	<del>                                     </del>	12.0	12.0	A.	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	10		0	0	0	0	0	10	0	0
Minimum Pedestrian Time		3.2	$+\check{\hspace{0.1cm}}$		3.2	Ů	<del>ا</del>	3.2	ľ	+ -	3.2	
Phasing EW Perm	02		03	1	04	Excl. L	.eft	Thru & R	<del></del>	07		08
G = 23.7  G	G =		) =	G =		G = 10	0.0	G = 48.7	G		G =	
Y = 6	<u> </u>	Y	´ =	Y =		Y = 5		Y = 7	Y		Y =	
Duration of Analysis (hrs) = 0		l Dole	w and l	08 D	otormi	notion		Cycle Lei	ngth C =	= 100.4		
Lane Group Capacity,	T	EB	iy, and i	103 D	WB	nauon	1	NB			SB	
		T	T		1			1402	Τ	+	T	T
Adjusted Flow Rate		309	108		2	3	163		1	4	922	238
Lane Group Capacity		319	626		390	626	176	1671	768	176	1671	768
v/c Ratio		0.97	0.17		0.01	0.00	0.93	0.84	0.00	0.02	0.55	0.31
Green Ratio		0.24	0.40		0.24	0.40	0.10	0.49	0.49	0.10	0.49	0.49
Uniform Delay d₁		38.0	19.7		29.3	18.4	44.8	22.4	13.3	40.8	18.2	15.7
Delay Factor k		0.48	0.11		0.11	0.11	0.44	0.37	0.11	0.11	0.15	0.11
Incremental Delay d <sub>2</sub>		41.8	0.1		0.0	0.0	47.0	4.0	0.0	0.1	0.4	0.2
PF Factor	1	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay		79.8	19.8		29.3	18.4	91.8	26.4	13.3	40.8	18.6	15.9
Lane Group LOS		E	В		С	В	F	С	В	D	В	В
Approach Delay		64.3			22.8			33.2			18.1	
Approach LOS	1	E			С		T	С		1	В	
Intersection Delay	†	31.7				Intersec	tion LC			†	С	

HCS+<sup>™</sup> Version 5.21

		St	iort I	REPOF	₹T						
						on					
ır Existin	g			Area T Jurisdi	ype ction	All o Colli	ther areas er County	3			
	EB			WB			NB			SB	
								<del>                                       </del>			RT
ļ								<del> </del>		<b>.</b>	2 R
	<u> </u>							<del> </del>			121
					ļ						2
<u> </u>				<u> </u>	ļ			<b>└</b>		<del> </del>	0.95
				ļ				+			A A
<u> </u>				<b></b>				<u> </u>		<del> </del>	2.0
<del> </del>							_				2.0
ļ											3
<del> </del>						<del></del>		<u> </u>			3.0
0	0	54	0	0	22	0	0	3	0	0	12
	12.0	12.0	12.0	12.0	12.0	12.0	12.0			12.0	12.0
N	0	N	N	0	N	N	0	Ν	N	0	N
0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>	3.2			3.2						3.2	<u> </u>
		03		4					07		08
						1.0					
					L'v						
Contro	l Dela	ay, and L	OS D	etermi	nation						
	EB			WB			NB			SB	
186	295	516	28	313	209	747	1100	24	181	441	115
258	986	1233	133	986	697	868	1034	697	319	1034	1233
0.72	0.30	0.42	0.21	0.32	0.30	0.86	1.06	0.03	0.57	0.43	0.09
0.08	0.20	0.44	0.08	0.20	0.44	0.18	0.30	0.44	0.18	0.30	0.44
45.2	34.0	19.2	43.5	34.2	18.1	39.8	35.0	15.9	37.4	28.1	16.4
0.28	0.11	0.11	0.11	0.11	0.11	0.39	0.50	0.11	0.16	0.11	0.11
9.5	0.2	0.2	0.8	0.2	0.2	8.8	46.6	0.0	2.4	0.3	0.0
1.000			1.000	1.000	1.000	1.000	1.000	1.00	0 1.000	1.000	1.000
54.7	<del> </del>	19.4	44.3	34.4	18.3	48.6	81.6	15.9	39.8	28.4	16.4
D	С	В	D	С	В	D	F	В	D	С	В
	30.4			28.8 67.6				29.3			
	С			С			Е			С	
	46.7				Intersec	tion L	os			D	
	LT 2 L 177 2 0.95 A 2.0 2.0 3 3.0 0 12.0 N 0 12.0 N 186 225 Contro 186 258 0.72 0.08 45.2 0.28 9.5 1.000 54.7	LT TH  2 3  L T  177 280  2 5  0.95 0.95  A A  2.0 2.0  2.0 2.0  3 3  3.0 3.0  0 0  12.0 12.0  N 0  12.0 12.0  N 0  12.0 12.0  Secontrol Dela  Control Dela  186 295  258 986  0.72 0.30  0.08 0.20  45.2 34.0  0.28 0.11  9.5 0.2  1.000 1.000  54.7 34.2  D C  30.4	EB	EB	Texisting	Thru & RT	Area Type Jurisdiction Analysis Year   Colling Colli	Intersection Area Type Jurisdiction Analysis Year	Intersection Area Type Jurisdiction Analysis Year	Intersection Area Type Jurisdiction Area Type Jurisdiction Analysis Year    Feb	Intersection Area Type Jurisdiction Analysis Year    WB

HCS+TM Version 5.21

					SH	IORT I	REPOF	₹T							
General Info	rmation							formation	on						
Analyst Agency or Co Date Perform Time Period	AL b. DRMP ed 12/19/2007 PM Peak Hou	r-Existin	g				Interse Area T Jurisdi Analys	ype	All oth	e@Wilso er areas County	n				
Volume and	Timing Input														
			EE				WB	r-==-		NB			SB		
<u> </u>		LT	Th	1	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of La	anes	1	2		1	1	2	1	0	1	0	0	1	1	
Lane Group		L	T	_	R	L	T	R		LTR		-	LT	R	
Volume (vph)		497	808	<u>'</u>	22	0	405	38	5	6	8	256	6	33	
% Heavy Veh	nicles	2	5	_	2	2	5	2	2	5	2	2	5	2	
PHF		0.95	0.95	5	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	
Pretimed/Act		Α	Α	_	Α	Α	Α	Α	Α	A	A	A	Α	A	
Startup Lost	Time	2.0	2.0	_	2.0	2.0	2.0	2.0		2.0	<u> </u>		2.0	2.0	
	Effective Green	2.0	2.0		2.0	2.0	2.0	2.0	ļ	2.0			2.0	2.0	
Arrival Type		3	3		3	3	3	3		3			3	3	
Unit Extensio	on	3.0	3.0	<u> </u>	3.0	3.0	3.0	3.0		3.0			3.0	3.0	
Ped/Bike/RT0	OR Volume	0	0		2	0	0	4	0	0	0	0	0	3	
Lane Width		12.0	12.	0	12.0	12.0	12.0	12.0		12.0			12.0	12.0	
Parking/Grad		N	0		N	N	0	N	N	0	Ν	N	0	N	
Parking/Hour				_					ļ						
Bus Stops/Ho		0	0		0	0	0	0	ļ	0	├		0	0	
Minimum Ped		1 0.5	3.2		00	<u> </u>	3.2	00.0	<u> </u>	3.2	<u> </u>		3.2	<u> </u>	
Phasing		hru & R $6 = 35.3$		G =	03	G =	4	SB On G = 13		NS Perm 6 = 4.3		07 S =	G =	)8	
Timing		= 6.5		<u> </u>		Y =		Y = 4		' = 6			Y =		
Duration of A	nalysis (hrs) = 0	25							0	ycle Ler	ngth C	= 93.5		•	
Lane Grou	up Capacity, C	ontro	Del	lay,	and L	OS De	etermi	nation							
		<u> </u>	E	В			WB			NB			SB		
Adjusted Flov	w Rate	523	851		21	0	426	36		19			275	32	
Lane Group (	Capacity	379	130	1	598	379	1301	598		66			366	367	
v/c Ratio		1.38	0.65	5	0.04	0.00	0.33	0.06		0.29			0.75	0.09	
Green Ratio		0.21	0.38	}	0.38	0.21	0.38	0.38		0.05			0.23	0.23	
Uniform Dela	ay d <sub>1</sub>	36.8	24.1	'	18.4	28.9	20.7	18.5		43.1			33.4	28.1	
Delay Factor	k	0.50	0.23	3	0.11	0.11	0.11	0.11		0.11			0.31	0.11	
Incremental I	Delay d <sub>2</sub>	186.8	1.2	?	0.0	0.0	0.1	0.0		2.4			8.5	0.1	
PF Factor		1.000	1.00	_	1.000	1.000	1.000	1.000		1.000			1.000	1.000	
Control Delay	y	223.5	25.2	2	18.4	28.9	20.8	18.6		45.5			41.8	28.2	
Lane Group I	<u> </u>	F	С		В	С	С	В		D			D	С	
Approach De			99.	<b>5</b>	L		20.6	<u> </u>	<u> </u>	45.5	L		40.4	.1	
Approach LC		1	F				С		D			D			
								Intersec				_	E		
Intersection I	Intersection Delay 74.0					<u> </u>	Intersection LOS						- 1:22 DB		

HCS+TM Version 5.21

Generated: 4/14/2008 1:23 PM

### SHORT REPORT **General Information** Site Information Analyst ALIntersection I-75 NRamps@CR951 Agency or Co. DRMP Area Type All other areas Date Performed 12/28/2007 Jurisdiction Collier County 2007 Time Period PM Peak Hour Existing Analysis Year Volume and Timing Input EB WB NB SB RT LT TH LT TH RT LT TH RT LT TH RT Number of Lanes 1 1 2 2 2 1 Lane Group L R L Т Т R 122 61 978 Volume (vph) 1380 1065 51 2 5 % Heavy Vehicles 2 2 5 2 0.95 PHF 0.95 0.95 0.95 0.95 0.95 Pretimed/Actuated (P/A) Α Α Α Α Α Α 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 3 3 3 3 Arrival Type 3 3 Unit Extension 3.0 3.0 3.0 3.0 3.0 3.0 Ped/Bike/RTOR Volume 0 0 6 0 0 0 0 6 Lane Width 12.0 12.0 12.0 12.0 12.0 12.0 Parking/Grade/Parking Ν 0 Ν Ν 0 Ν Ν 0 Ν Parking/Hour Bus Stops/Hour 0 0 0 0 0 0 Minimum Pedestrian Time 3.2 3.2 3.2 04 Phasing WB Only 02 03 Thru & RT NB Only 07 80 G = 11.2G = 32.9G = G = G = G = 34.9G = G = Timing Y = 6Y = 5 Y = 6Y = Y = Y = Y = Y = Duration of Analysis (hrs) = 0.25Cycle Length C = 96.0 Lane Group Capacity, Control Delay, and LOS Determination ΕB WB NB SB 1029 1453 1121 Adjusted Flow Rate 128 58 47 1249 2648 1181 207 185 543 Lane Group Capacity v/c Ratio 0.62 0.31 0.82 0.55 0.95 0.09 Green Ratio 0.12 0.12 0.36 0.77 0.34 0.34 Uniform Delay d, 40.4 38.9 27.8 4.4 21.4 30.7 Delay Factor k 0.20 0.15 0.11 0.36 0.46 0.11 Incremental Delay da 5.5 1.0 4.6 0.2 15.6 0.1 PF Factor 1.000 1.000 1.000 1.000 1.000 1.000 Control Delay 45.9 39.8 32.4 4.7 46.3 21.4 Lane Group LOS D D С Α D С Approach Delay 44.0 16.2 45.3 Approach LOS D В D Intersection LOS Intersection Delay С

Copyright © 2005 University of Florida, All Rights Reserved

HCS+TM Version 5.21

### SHORT REPORT General Information Site Information Analyst ALIntersection I-75 SRamps@CR951 Agency or Co. DRMP Area Type All other areas Date Performed 12/28/2007 Jurisdiction Collier County Time Period PM Peak Hour Existing Analysis Year 2007 Volume and Timing Input EΒ WB NB SB LT TH RT LT TH RT LT TH RT LT TH RT Number of Lanes 1 2 2 1 1 2 Lane Group L R T R Т L Volume (vph) 120 1065 2238 160 149 1038 % Heavy Vehicles 2 2 5 2 2 5 PHF 0.95 0.95 0.95 0.95 0.95 0.95 Pretimed/Actuated (P/A) Α Α Α Α Α Α 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 3 Arrival Type 3 3 3 3 3 Unit Extension 3.0 3.0 3.0 3.0 3.0 3.0 Ped/Bike/RTOR Volume 0 0 107 0 0 16 0 0 Lane Width 12.0 12.0 12.0 12.0 12.0 12.0 Parking/Grade/Parking Ν 0 Ν Ν 0 Ν Ν 0 Ν Parking/Hour Bus Stops/Hour 0 0 0 0 0 Minimum Pedestrian Time 3.2 3.2 3.2 EB Only Phasing 02 03 04 Thru & RT SB Only 07 08 G = 20.3G = G = G = G = 60.8G = 11.9G = G = Timing Y = 5Y = Y = Y = Y = 6Y = 5Y = Y = Duration of Analysis (hrs) = 0.25 Cycle Length C = 109.0 Lane Group Capacity, Control Delay, and LOS Determination ΕB WB NB SB 1008 2356 1093 Adjusted Flow Rate 126 152 157 1922 2487 Lane Group Capacity 330 522 883 193 v/c Ratio 0.38 1.93 1.23 0.17 0.81 0.44 0.19 0.19 Green Ratio 0.56 0.56 0.11 0.72 Uniform Delay d. 38.9 44.3 24.1 11.8 47.5 6.2 Delay Factor k 0.11 0.50 0.50 0.35 0.11 0.11 426.0 Incremental Delay do 0.7 106.5 0.1 22.7 0.1 PF Factor 1.000 1.000 1.000 1.000 1.000 1.000 470.3 Control Delay 39.6 130.6 11.9 70.2 6.3 Lane Group LOS D F F В Ε Α Approach Delay 422.5 123.4 14.3 F Approach LOS F В 164.8 Intersection Delay Intersection LOS F

Copyright © 2005 University of Florida, All Rights Reserved

HCS+TM Version 5.21

Date 12/18/2007

Time 10:09:41

Intersection Name

US41 @ Collier Blvd

Source

1	2	3	4	5	6	7	8
7	20	7	15	7	20	7	15
3.0	5.0	3.0	4.0	3.0	5.0	3.0	4.0
10	40	25	30	10	40	25	30
0	0	0	0	0	0	0	0 .
4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
1.5	1.5	1.5	2.0	1.5	1.5	1.5	2.0
	3.0 10 0 4.5	7 20 3.0 5.0 10 40 0 0 4.5 4.5	7 20 7 3.0 5.0 3.0 10 40 25 0 0 0 4.5 4.5 4.5	7 20 7 15 3.0 5.0 3.0 4.0 10 40 25 30 0 0 0 0 4.5 4.5 4.5 4.5	7 20 7 15 7 3.0 5.0 3.0 4.0 3.0 10 40 25 30 10 0 0 0 0 0 4.5 4.5 4.5 4.5 4.5	7 20 7 15 7 20 3.0 5.0 3.0 4.0 3.0 5.0 10 40 25 30 10 40 0 0 0 0 0 0 4.5 4.5 4.5 4.5 4.5 4.5	7 20 7 15 7 20 7  3.0 5.0 3.0 4.0 3.0 5.0 3.0  10 40 25 30 10 40 25  0 0 0 0 0 0 0 0  4.5 4.5 4.5 4.5 4.5 4.5 4.5

9	10	11	12	13	14	15	16	
0	0	0	0	0	0	0	0	
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	
3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	0 0.0 0 0 3.0	0 0 0.0 0.0 0 0 0 0 3.0 3.0	0     0       0.0     0.0       0     0       0     0       0     0       3.0     3.0       3.0     3.0	0     0     0     0       0.0     0.0     0.0     0.0       0     0     0     0       0     0     0     0       3.0     3.0     3.0     3.0	0     0     0     0     0       0.0     0.0     0.0     0.0     0.0       0     0     0     0     0       0     0     0     0     0       3.0     3.0     3.0     3.0     3.0	0     0     0     0     0     0       0.0     0.0     0.0     0.0     0.0       0     0     0     0     0     0       0     0     0     0     0     0       3.0     3.0     3.0     3.0     3.0     3.0	0     0     0     0     0     0     0       0.0     0.0     0.0     0.0     0.0     0.0     0.0       0     0     0     0     0     0     0       0     0     0     0     0     0     0       3.0     3.0     3.0     3.0     3.0     3.0	0     0     0     0     0     0     0       0.0     0.0     0.0     0.0     0.0     0.0     0.0       0     0     0     0     0     0     0     0       0     0     0     0     0     0     0     0       3.0     3.0     3.0     3.0     3.0     3.0     3.0

Date

12/18/2007

Time 10:05:04

Intersection Name

Collier @ Davis Blvd

Source

Phase	1	2	3	4	5	6	7	8	
Minimum Green	7	20	7	7	7	20	7	7	
Passage	6.0	3.0	6.0	3.0	6.0	3.0	3.0	3.0	
Maximum I	20	45	50	20	20	45	25	50	
Maximum 2	30	50	30	30	30	50	30	30	
Yellow Change	4.0	4.5	4.0	4.0	4.0	4.5	4.0	4.0	
Red Clearance	1.0	2.0	1.0	1.0	1.0	2.0	1.0	1.0	

Phase	9	10	11	12	13	14	15	16	
Minimum Green	0	0	0	0	0	0	0	0	
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Maximum I	0	0	0	0	0	0	0	0	
Maximum 2	0	0	0	0	0	0	0	0	
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Date

12/18/2007

Time 10:07:58

Intersection Name

Pine Ridge @ Collier Blvd

Source

								·
Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20	12	8	7	20	12	8
Passage	3.0	5.0	3.0	5.0	3.0	5.0	5.0	3.0
Maximum I	25	50	25	30	20	50	20	30
Maximum 2	0	0	0	0	0	0	0	0
Yellow Change	4.0	5.0	4.0	4.0	4.0	5.0	4.0	4.0
Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phase	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum 1	0	0	0	0 .	0	0	0	0
Maximum 2	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Date 12/18/2007

Time 10:02:28

Intersection Name

Collier @ Golden Gate Blvd

Source

Phase	1	2	3	4	5	6	7	8	
Minimum Green	6	20	0	0	0	20	0	6	
Passage	5.0	6.0	0.0	0.0	0.0	6.0	0.0	4.0	
Maximum 1	25	50	0	0	0	50	0	30	
Maximum 2	45	40	0	0	0	40	0	30	
Yellow Change	4.0	4.0	3.0	3.0	3.0	4.0	3.0	4.0	
Red Clearance	1.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0	

Phase	9	10	11	12	13	14	15	16	
Minimum Green	0	0	0	0	0	0	0	0	
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Maximum 1	0	0	0	0	0	0	0	0	
Maximum 2	0	0	0	0	0	0	0	0	
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Date 12/18/2007

Time 10:04:03

Intersection Name

Collier @ Green Blvd

Source

1	2	3	4	5	6	7	8
7	20	0	0	0	20	0	10
4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
12	60	25	35	25	60	25	30
25	50	30	50	30	50	30	50
3.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0
1.0	1.5	1.0	1.0	1.0	1.5	1.0	1.0
	4.0 12 25 3.5	7 20 4.0 4.0 12 60 25 50 3.5 4.5	7 20 0 4.0 4.0 4.0 12 60 25 25 50 30 3.5 4.5 4.0	7 20 0 0 4.0 4.0 4.0 4.0 12 60 25 35 25 50 30 50 3.5 4.5 4.0 4.0	7 20 0 0 0 0 4.0 4.0 4.0 12 60 25 35 25 25 25 50 30 50 30 30 3.5 4.5 4.0 4.0 4.0 4.0	7 20 0 0 0 20 4.0 4.0 4.0 4.0 4.0 4.0 12 60 25 35 25 60 25 50 30 50 30 50 3.5 4.5 4.0 4.0 4.0 4.5	7 20 0 0 0 20 0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 12 60 25 35 25 60 25 25 50 30 50 30 50 30 3.5 4.5 4.0 4.0 4.0 4.5 4.0

Phase	9	10	11	12	13	14	15	16	
Minimum Green	0	0	0	0	0	0	0	0	
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Maximum I	0	0	0	0	0	0	0	0	
Maximum 2	0	0	0	0	0	0	0	0	
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Date

12/18/2007

Time 10:05:57

Intersection Name

Collier @ Lely Cultural Pkwy

Source

Phase	1	2	3	4	5	6	7	8	
Minimum Green	7	20	7	7	7	20	0	7	
Passage	2.0	4.0	2.0	3.0	2.0	4.0	0.0	3.0	
Maximum 1	20	60	20	25	20	60	0	25	
Maximum 2	0	0	0	0	0	0	0	0	
Yellow Change	4.0	5.0	4.0	4.0	4.0	5.0	3.0	4.0	
Red Clearance	1.0	2.0	1.0	2.0	1.0	2.0	0.0	2.0	

Phase	9	10	11	12	13	14	15	16	
Minimum Green	0	0	0	0	0	0	0	0	
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Maximum I	0 .	0	0	0	0	0	0	0	
Maximum 2	0	0	0	0	0	0	0	0	
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
·									

12/27/200 2:41:37PM

## **Programmed EPAC Data**

Intersection Alias: 951@175N Intersection Name: Collier @ Interstate 75 North Access Code: 9999 Channel: 46 Address: Revision: 3.33b Access Data Port 2 Comm: 19200 Baud 105 Port 3 Comm:19200 Baud Phase Data Vehical Basic Timings Vehical Density Timings Time B4 Cars Time To Min Gm All Red Added Initial Max Initial Phase Passage Max1 Max2 Yellow Reduction Before Reduce Min Gap 15 8.0 60 83 4.0 1.0 0.00.0 2 20 4.0 45 83 4.0 2.0 0.00 0 0 0.0 Q 25 4 4.0 47 4.0 2.0 0.00 0 0 0 0.0 20 45 2.0 6 83 40 0.0 0 0 0 0 0.0 Extended Actuated Pedestrian Timing General Control Miscellaneous No Ped Recall Ped Rest Non-Act Ped Flashing Non Dual Last Car Conditional Simultaneous Initialize Response Phase Walk Clear Clear in Walk Recall Recall Delay Walk Lock Entry Service Gap Out 0 No Inactive 0 No None None None 0 Yes No No No No 2 0 0 No 0 No Green NonActI 0 Min Yes No No No No 4 0 0 No 0 No Inactive None 0 No None Yes No No No 0 0 No 0 No Green NonActI Min None 0 No No No Special Sequence Vehical Detector Phase Assignment **Default Data** Switched Assigned Mode Phase Delay Phase Extend 0.00 Vehical Detector Channel:2 1 Veh 0 0.00 2 Veh Vehical Detector Channel:3 **Default Data** Pedestrian Detector Special Detector Phase Assignment Assign Switched Switched Phase Mode Extend Delay Phase Mode Phase Extend Delay Phase **Default Data Default Data Unit Data** General Control Flash Flash Remote Flash Channel Color Alternat Startup Time: 5sec Startup State: Flash Red Revert: 4sec Test A = Flash Yes Red No Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0 Flash Flash Yellow No Entry Exit ABC connector Input Modes: 0 Red Input Output Yes Phase Phase Ring Respons Selection Yellow No ABC connector Output Modes: 0 No Yes Ring 1 Ring 1 4 No Yes D connector Input Modes: 0 Ring 2 2 Ring 2 Yes No 3 None None D connector Output Modes: 0 None None Overlaps Overlaps C В D E Н K L O P A G M Phase(s) R C D E F G н 1 K p Α L N O Μ 0 0 0 Trail Green 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 Trail Yellow 4.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Trail Red 0 0 0 0 0 0 0 0 Plus Green 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Minus Green 0 0 0 0 0 0

Ring												Pha	se(s)						
		Next		1	2	3	4	5	6	7	8	9	10	11	12	13	1.4	15	16
Phase	Ring	Phase	_	ı	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
1	1	2	oncurrent Phases	5	5	7	7	2	2	4	4								
2	l	3	ncui has	6	6	8	8	5	6	7	8								
4	t	1	Co P																
6	2	7																	

Alternate Sequences	Port 1 Data					
Alternate Sequences	BIU Port Message					
Attenute sequences	Addr Status 40					
	0 Used No					
	1 Used No					
Phase	8 Used No					
Pair(s)	16 Used No					
	18 Used No					

No Alternate Sequences Programmed

Channel	l Assigni	ment									
Control	Channel	Hardware Pin S	set	Control	Channel	Hardware Pin !	Set	Control	Channel	Hardware Pin	Set
Ph.1 Veh	1	1 - Ph.1 RYG	1	Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3
Ph.4 Veh	4	4 - Ph.4 RYG	4	Ph.5 Veh	5	5 - Ph.5 RYG	5	Ph.6 Veh	6	6 - Ph.6 RYG	6
Ph.7 Veh	7	7 - Ph.7 RYG	7	Ph.8 Veh	8	8 - Ph.8 RYG	8	Ph.2 Ped	9	10 - Ph.2 DPW	10
Ph.4 Ped	10	12 - Ph.4 DPW	12	Ph.6 Ped	11	14 - Ph.6 DPW	14	Ph.8 Ped	12	16 - Ph.8 DPW	16
Ph.I OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19
Ph.4 OLP	16	20 - Ph.4 RYG	20	Ph.1 Ped	17	9 - Ph.1 DPW	9	Ph.3 Ped	18	11 - Ph.3 DPW	11
Ph.5 Ped	19	13 - Ph.5 DPW	13	Ph.7 Ped	20	15 - Ph.7 DPW	15				

Coordination Data			Dial/Split	Cycle
General Coordination Data			1/1	85
Operation Mode: I=Auto	Offset Mode: 0=Beg Grn	Manual Dial: 1	2/1	130
Coordination Mode: 0=Permissive	Force Mode: 1=Cycle	Manual Split: 1	3/1	150
Maximun Mode: 0=Inhibit	Max Dwell Time: 0	Manual Offset: 1	3/3	160
Correction Mode: 2=Short Way	Yield Period: 0		3/4	180
			4/1	170
			4/2	170

		(0)										
Split Dial L		and Phase Mo	de									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	
1	31	0=Actuated	2	36	1=Coordinate	4	18	0=Actuated	6	67	1=Coordinate	
Dial 2	Spli	1.1	-									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	
1	45	0=Actuated	2	53	1=Coordinate	4	32	0=Actuated	6	98	1=Coordinate	
Dial 3	: Spli	t †										
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	
1	55	0=Actuated	2	55	1=Coordinate	4	40	0=Actuated	6	121	1=Coordinate	
Dial .	S Spli	t 3										
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	
1	48	0=Actuated	2	75	1=Coordinate	4	37	0=Actuated	6	123	1=Coordinate	
Dial .	3   Spl											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	
1	70	0=Actuated	2	73	1=Coordinate	4	37	0=Actuated	6	143	1=Coordinate	
Dial :	•											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits 31	Ph. Mode	Ph.	Splits	Ph. Mode	
1	78	0=Actuated	2	61	1=Coordinate	4	31	0=Actuated	6	139	1=Coordinate	
	4 / Spl Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	
Ph.	3pms 49	0=Actuated	2	3pms 80	1=Coordinate	4	3pms 41	0=Actuated	6	129	l=Coordinate	
											T Coordinate	
	fic Pla			•				P 31 T' 0			0 0 41 70	0
1	1/1/1	Offset Time: 44		uence: 0				Rg 2 Lag Time: 0	_	Lag Tin		
	2/1/1	Offset Time: 51	•	uence: 0				Rg 2 Lag Time: 0	_	Lag Tin	0 0	
	3/1/1	Offset Time: 50		uence: 0				Rg 2 Lag Time: 0	_	Lag Tin	• •	
Plan:	3/3/1	Offset Time: 47		uence: 0				Rg 2 Lag Time: 0	•	Lag Tin		
Plan:	3/4/1	Offset Time: 47	•	uence: 0				Rg 2 Lag Time: 0	-	Lag Tin		
Plan:	4/1/1	Offset Time: 60	Alt. Seq	uence: 0	Mode: 0=Normal			Rg 2 Lag Time: 0	-	Lag Tin		
Plan:	4/2/1	Offset Time: 80	Alt. Seq	uence: 0	Mode: 0=Normal			Rg 2 Lag Time: 0	Rg 3	Lag Tin	ne: 0 Rg 4 Lag Tim	e: 0
Loc	al TE	BC Data							T <sub>0</sub>	ource	Equate Days	
Star	t of Da	ylight Saving	Month: 3	Week	: 2 Cycle Zero R	eferen	ice Hoi	urs: 24 Min: 0		Day I	• •	7
End	of Day	light Saving	Month: 11	Week	: 1					2 3	4 5 6 0 0	0

Traffic	Data*				PHASE FUNCTION
Event 1	<u>Day</u> I	Time 0:1	<u>D/S/O</u> 0/0/4	flash	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
2	1	8:0	1/1/1		
3	1	10:0	2/1/1		
4	1	22:30	0/0/4		
5	2	0:1	0/0/4		
6	2	6:0	3/3/1		
7	2	7:30	3/4/1		
8	2	9:15	3/1/1		
9	2	15:0	4/1/1		
10	2	17:0	4/2/1		
11	2	18:0	2/1/1		
12	2	19:0	1/1/1		
13	2	22:0	0/0/4		
14	7	0:1	0/0/4		
15	7	6:30	1/1/1		
16	7	9:30	2/1/1		
17	7	19:0	1/1/1		
18	7	23:0	0/0/4		
AUX	. Events				D. D. D.
Event	Progra Day		Au Min. 1	Ouputs	Det.         Det.           Diag.         Rpt.         Mult100         Special Function Outputs           D1         D2         D3         Dimming 1 2 3 4 5 6 7 8           Image: Diagram of the properties of
Defaul	Data - N	o Special I	Day(s) or W	eek(s) Pro	trammed
	l Functi		Day(s) or w	eek(S) P10	ranned
Functio				SFI	SF2 SF3 SF4 SF5 SF6 SF7 SF8
Special	Function	1		X	
Special	Function	2			
Special	Function	3			
Special	Function	4			
Special	Function	15			
Special	Function	6			
Special	Function	7			
Specia	Function	18			

Phase	Functio	n															
Phase	Function !	Мар	PF	PF2	PF3 P	F4 PF5	PF6 PF7	PF8	PF9 F	F10 P	F11 1	PF12	PF13	PF14	PF15	PF	16
Phase	1 Max2		X														] .
Phase	2 Max2			x												Ē	Ī
Phase	3 Max2				X												
Phase	4 Max2								$\square$ [		$\Box$						
Phase	5 Max2					X			$\square$ [								
Phase	6 Max2						Х		$ \rfloor [$								
Phase	7 Max2			]			X										
Phase	8 Max2			]				x									
Overla	ap A Omit								x [							$\_ \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \! \!$	
Chai Defa	nming Dannel Red	Yellow     No Dimir			]												
			~				· · · · · · · · · · · · · · · · · · ·		7								
	eral Prec g Min G																
1	5 MIN O	10															
2		10 10															
3 4		10															
	h > Preepn			•	Preempt		omt 4 = Pred	•									
Pree	pmt I > Pr	reempt 2	Pree	pmt 3 =	Preempt 4	+ Pree	omt 5 = Pre	empt 6	<u></u>								
<u>ا</u> ج	Preemi	ot Timers	š					Se	lect —			,		Г	Re	turn '	
Preempt	Non-	Link to						Ped			Tra			Dwell	Ped		1
1	-					MaxCall				Red (					Clear		
1 1	No No	0 0	0 0	0	0 0	0	0 0	8 8	4.0 4.0		10 8 10 8			10 10	8 8	4.0 4.0	
2 3	No No	0	0	0	0	0	0	8	4.0		10 8			10	8	4.0	
4	No	0	0	0	0	0	0	8	4.0		10 8			10	8	4.0	
5	No	0	0	0	0	0	0	8	4.0		10 8			10	8	4.0	
6	No	0	0	0	0	0	0	8	4.0		10 8			10	8	4.0	
	Preemi	pt 1		Preempt	2	Preem	pt 3	Pree	mpt 4		Pr	eempt :		ş	Preempt (	<u> </u>	•
	Exit			Exit	Exit	Exit				xit		Exit	Exit		Exit	Exit	
Ph	ase Phase		Phase	Phase	Calls	Phase Phase		Phase Ph			Phase F			Phase	Phase		

Page 5 of 7

		<del> </del>										
Priority Ti	mers											
•	Non-Locking	Delay	Extend		Dwell	Max_Ca	ill Loc	k-Out	Skip Phases			
1	No No	0	0	0	0	0		0	0=Do not Sk	-		
2	No No	0	0	0	0	0		0	0=Do not Sl 0=Do not Sl	-		
3 4	No	0	0	0	0	0		0	0=Do not Si	•		
5	No	0	0	0	0	0		0	0=Do not Si	•		
6	No	0	0	0	0	0		0	0=Do not SI	•		
Priori	ıy I	Priority	2	Priority	/ 3	Pr	iority 4		Priority 5		Priority	6
Exit Phase Phas		Exit ase Phase	Exit Calls	Exit Phase Phase	Exit Calls	Phase p	Exit Ex hase Cal		Exit Phase Phase	Exit Calls Phas	Exit e Phase	Exit Calls
Preempt 1					Pedestrian	Obarras				Orandor		
h. Track	/ehical Phases Dwell	Cycle		Ph Track	Pedesirian Dwo		Cycle		Ovlp Track	Overlap Dwell		'yele
Default Da	ta			Default Data	1				Default Dat	a		
Preempt 2				Pedest	rian Phase	s		·	(	Overlaps		
h. Track	/ehical Phases Dwell	Cycle		Ph. Track	Dwell	Cycle			Ovlp. Track	Dwell	Cycle	
		ĺ		Default Data	1				Default Dat	a		
Default Da	ita											
reempt 3	Vehical Phases				rian Phase					Overlaps		
h. Track	Dwell	Cycle		Ph. Track	Dwell	Cycle			Ovlp, Track	Dwell	Cycle	
Default Da	ita			Default Data	<b>a</b>				Default Dat	а		
reempt 4										· .		
h. Track	Vehical Phases Dwell	Cycle		Ph. Track	rian Phase Dwell	S Cycle			Ovlo. Track	Overlaps Dwell	Cycle	
Default Da	ıta			Default Data	a				Default Dat	a		
Preempt 5	Vehical Phases			Pedest	rian Phase	:s			,	Overlaps		
Ph. Track	Dwell	Cycle		Ph. Track	Dwell	Cycle			Ovlp. Track	Dwell	Cycle	
Default Da	ıta			Default Data	a.				Default Dat	a		
Preempt 6	Vehical Phases			Pedest	trian Phase	:s				Overlaps		
Ph. Track	Dwell	Cycle		Ph. Track	Dwell	Cycle			Ovlp. Track	Dwell	Cycle	
Default D				Default Data	a				Default Dat	ta		
•	Detectors I	vata										
	tical Alarms						evert to Ba	•	-	Phone:		
Local Free: !	No Cycle Fa	ailure: No	Coord	l Failure: No	Conflict	t Flash: No	o Remo	ote Flasi	h: No 2no	d Phone:		
Local Fash:	No Cycle Fa	ault: No	Coord	i Fault: No	Prempti	on: No	Volta	ge Mon	nitor: No			
Special Statu	is I: No Spe	ecial Statu	s 2: No	Special Stati	us 3: <b>No</b>	Special	Status 4: N	o s	ipecial Status 5:	No Spec	cial Status	6: <b>No</b>
Traffic Ro System Detector	Detector		verage ne(mins)	Occupancy Correction/10	Mi Volun		Queue 1 Detectors	Syste Detect	_	Queue 2 Detectors	System Detectors	Weigl Facto
Default Da	ta					U	efault Dat	a		Default Dat	a	

Sample Interval:

Queue: 1 Input Selection: 0=Average

Oueue:

Level Enter Leave Dial Split Offset

Queue: 2

Detector Failed Level: 0 Input Selection: 0=Average

17

Vehical Detector

Detector Failed Level: 0

**Default Data** 

Vehical Detector

Diagnostic Value 0

Max No Erratic Detector Presence Activity Count

Max No Erratic Detector Presence Activity Count Special Detector

Diagnostic Value 0

Max No Erratic Detector Presence Activity Count

Default Data - Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Max No Erratic Detector Presence Activity Count Default Data - No Diag 1 Values

Pedestrian Detector

Diagnostic Value 1

Diagnostic Value 1

Max No Erratic Detector Presence Activity Count

Default Data - No Diag 0 Values

Special Detector

Diagnostic Value I

Max No Erratic Detector Presence Activity Count

Default Data - No Diag 0 Values

Speed Trap Data Speed Trap:

Measurement:

Detector 1 Detector 2 Distance:

Default Data - No Diag 1 Values

Dial/Split/Offset

**Default Data** 

Default Data - No Diag 1 Values

Speed Trap Speed Trap Low Treshold High Treshold

**Default Data** 

Volume Detector Data

Report Interval

Volume Controller Detector Detector Number Channel

Default Data

12/27/200 2:43:22PM

lnter	sectio	on Nam	ie: Colli	er @ I	ntersta	te 75 S	outh			Inters	ection	Alias:	951@1	/55				
		: 9999	Channe	el: 46	Addres	s: F	levisio	n: 3.33b				Acce	s Data	1		omm :1920		
Phas	se D	ata												Pon	3 (0	omm :1920	ло ва	ua
Vehic	al Bas	sic Timin	R2						<u>Vehic</u>	d Density	Timing	<u>18</u>	Time I	34 (	ars	Time '	To	
Ph	ase	Min Gn	n Passag	ge Ma	xt Ma	x2 Y	ellow	All Red	Add	ed Initial	Max_h	nitial	Reduct	ion B	efore	Redu	e N	tin Gap
2		20	6.0	8	0	0	4.5	1.5		0.0	0		0		0	0		0.0
3		10	4.0	2		0	4.0	1.0		0.0	0		0		0	0		0.0
4		10	4.0	3	0	0	4.0	1.0		0.0	0		0		0	0		0.0
Pedes	trian ]	Timing		Extended			eral C						<u>laneous</u>					No
			Flashing	Ped	Res		tializa	Non-Act Response		Ped Recall	Recall Delay	Non	Dual			onditional		ultaneous
		Clear	Walk	Clear 0	in W No	- 1	reen	None	Min	None	0	Lock Yes	Entry No	Passage No		Service No	(	iap Out No
2	0	0	No No	0	No No	- 1	ictive	None	None		0	Yes	No	No		No		No
4	0	0	No	0	No	1	ctive	None	None		0	No	No	No		No		No
				1								1						
		Sequence Data		į	venic	n Detect	orna	se Assignr					Sault 1					
Dela	aunt	Data							Assig Pha		Mode		vitched Phase	Exter	vd.	Delay		
					.,	10.	CI	1 . 6	rna 2		Veh		0	0.0		0		
					i	l Detecto			2		Veh		0	0.0		0		
					1	l Detect			4		Veh		0	0.0		0		
					Venica	l Detect	or C nai	nnei :9	-									
i		Delector t Data								Special :	Defecto	n i nasc	A	ssign hase Mo		Switched Phase	Exte	nd Delay
De	efault	t Data									ilt Dat		A	ssign			Exte	nd Delay
Uni	efault	t Data								Defau	ılt Dat	a	A	ssign		Phase	Exte	
Uni	efault	ata Control	a. Stand	un Stata	Elach	Rec	i Rever	nt Asec		Defau	ult Data	a h	A	ssign hase Mo		Phase Flash		nd Delay Flash Alternat
Uni Ge Sta	efault it Da	ata Control Fime: 5se		up State				rt: 4sec		Defau	ote Flas	h Yes	A P	ssign thase Mo	annel	Phase Flash Color Yellow		Flash Alternat No
Uni Ge Sta	efault  it Da  neral G  artup T  ato Pec	ata Control Fime: 5sed Clear: N	No Sto	p Time				rt: 4sec : Sequence	: 0	Defau	ote Flas = Flash Flas	h Yes h Flas	A P	ssign Phase Mo	annel 2	Flash Color Yellow Red		Flash Alternat No Yes
Uni Ge Sta	efault  it Da  neral G  artup T  ato Pec	ata Control Fime: 5sed Clear: N		p Time		o Λl	ternate Inp	: Sequence	tput	Defau	ote Flas = Flash Flas Entr	h Yes h Flas	A P	ssign Phase Mo	annel	Phase Flash Color Yellow		Flash Alternat No
Uni Ge Sta Au	it Da	ata Control Fime: 5se d Clear: N	No Sto	op Time		o Al Ring	ternate Inp Resp	: Sequence out Ou oons Sele	tput ction	Remo	ote Flas = Flash Flas Entr	h Yes h Flas y Exi e Phas	A P	ssign Phase Mo	annel 2	Flash Color Yellow Red		Flash Alternat No Yes
Uni Ge Sta Au AE	it Daneral Cartup Tato Peo	ata Control Fime: 5se d Clear: N nnector Ir	No Sto	op Time es: 0 des: 0		o Al Ring 1	ternate Inp Resp Rin	: Sequence out Ou oons Sele g 1 Rir	tput ction ng 1	Remo Test A	ote Flas = Flash Flas Entr	h Yes h Flas y Exi e Phas Yes	A P	ssign Phase Mo	annel 2	Flash Color Yellow Red		Flash Alternat No Yes
Uni Ge Sta Au AE D c	it Da	ata Control Fime: 5se d Clear: N nnector Ir nnector O ctor Input	No Stone oput Mode output Modes: O	op Time es: 0 des: 0		o Al Ring	ternate Inp Resp	e Sequence out Ou bons Sele g 1 Rir g 2 Rir	tput ction	Remo Test A	ote Flash Flas Entre Phase No	h Yes h Flas y Exi e Phas Yes	A P	ssign Phase Mo	annel 2	Flash Color Yellow Red		Flash Alternat No Yes
Uni Ge Sta Au AE D c	it Da	ata Control Fime: 5se d Clear: N nnector Ir nnector O ctor Input	No Sto nput Mode Dutput Mod	op Time es: 0 des: 0		Ring 1 2	ternate Inp Resp Ring Ring	e Sequence out Ou oons Sele g 1 Rir g 2 Rir ne No	tput ction ng 1 ng 2	Remo Test A	ote Flash Flas Entre Phase No	h Yes h Flas y Exi e Phas Yes	A P	ssign Phase Mo	annel 2	Flash Color Yellow Red		Flash Alternat No Yes
Uni Ge Sta Au AE D G	efault  Da  neral (  Toto Pec  BC corr  BC corn  BC corn  Connec	ata Control Fime: 5se d Clear: N nnector Ir nnector Octor Input	No Stone oput Mode output Modes: O	op Time es: 0 des: 0		Ring 1 2 3	Inp Resp Ring Ring No	e Sequence out Ou oons Sele g 1 Rir g 2 Rir ne No	tput ction ng 1 ng 2 one	Remo Test A	ote Flash Flas Entre Phase No	h Yes h Flas y Exi e Phas Yes	A P	ssign Phase Mo	annel 2	Flash Color Yellow Red		Flash Alternat No Yes
Uni Ge Sta Au AE D G	it Da	ata Control Fime: 5se d Clear: N nnector Ir nnector Octor Input	No Stone oput Mode output Modes: O	op Time es: 0 des: 0	Reset: N	Ring 1 2 3 4	Inp Resp Rin <sub>l</sub> Rin <sub>l</sub> No	Sequence out Ou oons Sele g l Rir g 2 Rir ne No ne No	tput ction ng 1 ng 2 one one	Remo Test A	ote Flas = Flash Flas Entr e Phas 2 No 3 Yes	h Yes h Flas y Exi e Phas Yes	A P	ssign Thase Me	annel 2 3 4	Flash Color Yellow Red Red		Flash Alternat No Yes
Uni Gee Sta Au AE AE Dee Dee	efault  Da  neral (  Toto Pec  BC corr  BC corn  BC corn  Connec	ata Control Fime: 5se d Clear: N nnector Ir nnector O ctor Input ctor Outp	No Stone Pout Modes: Output Modes: Out Modes:	op Time es: 0 des: 0  A	Reset: N	Ring 1 2 3 4	Inp Resp Rin <sub>l</sub> Rin <sub>l</sub> No	e Sequence out Ou oons Sele g 1 Rir g 2 Rir ne No	tput ction ng 1 ng 2 one one	Remo Test A	ote Flas = Flash Flas Entr e Phas 2 No 3 Yes	h Yes h Flas y Exi e Phas Yes	A P	ssign Thase Me	annel 2 3 4	Flash Color Yellow Red Red		Flash Alternat No Yes
Uni Ge Sta Au AE D G	efault  Da  neral (  Toto Pec  BC corr  BC corn  BC corn  Connec	ata Control Fime: 5se d Clear: N nnector Ir nnector O ctor Input ctor Outp	No Stone oput Mode output Modes: O	pp Time es: 0 des: 0 A	Reset: N	Ring 1 2 3 4	Inp Resp Rin <sub>l</sub> Rin <sub>l</sub> No	Sequence out Ou oons Sele g l Rir g 2 Rir ne No ne No	tput ction ng 1 ng 2 one one	Remo Test A	ote Flas = Flash Flas Entr e Phas 2 No 3 Yes	h Yes h Flas y Exi e Phas Yes	A P	ssign Thase Me	annel 2 3 4	Flash Color Yellow Red Red		Flash Alternat No Yes
Uni Ge Sta Au AE D G	efault  Da  neral (  Toto Pec  BC corr  BC corn  BC corn  Connec	ata Control Fime: 5se d Clear: N nnector Ir nnector O ctor Input ctor Outp	No Stormput Modes t Modes: 0 tut Modes: 0 thase(s)	pp Time es: 0 des: 0 A 2 4	B (	Ring 1 2 3 4	Inp Resp Ring Ring No No	e Sequence out Ou oons Sele g 1 Rir g 2 Rir ne No ne No	tput ction ng 1 ng 2 one one	Remo Test A  Phase	ote Flash Flas Entr Phase No No Yes	h Yes h Flas y Exi e Phas Yes s No	h i e	ssign  Ch	annel 2 3 4	Flash Color Yellow Red Red	P	Flash Alternat No Yes
Uni Ge Sta Au AE D G	efault  Da  neral (  Toto Pec  BC corr  BC corn  BC corn  Connec	ata Control Fime: 5se d Clear: N nnector Ir nnector Octor Input ctor Outp	No Stormput Modes the Modes: County Modes: C	Pp Time es: 0 des: 0 )	B (3	Ring 1 2 3 4 D	Inp Resp Ring Ring No No	e Sequence out Ou oons Sele g 1 Rir g 2 Rir ne No ne No	tput ction ng 1 ng 2 one one G	Remo Test A  Phase	ote Flas = Flash Flas Entr e Phas 2 No 3 Yes	h Yes h Flas y Exi ee Phas Yes s No	h L	ssign  Ch  M	annel 2 3 4	Flash Color Yellow Red Red	P	Flash Alternat No Yes
Uni Ge Sta Au AE D G	efault  Da  neral (  Toto Pec  BC corr  BC corn  BC corn  Connec	ata Control Fime: 5se d Clear: N nnector Ir nnector O ctor Input ctor Outp	No Stormput Modes the Modes: County Modes: C	Pp Time es: 0 des: 0 )	B (3 4 B) (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0 (0	Ring 1 2 3 4 D	Inp Resp Ring Ring No No	Sequence out Ou Ou Ones Selection Se	tput ction og 1 og 2 one one G	Remo Test A Phase	ote Flas = Flash Flas Entre Phase 2 No 3 Yes	h Yes h Flass y Exi e Phas Yes s No	h i e L L 0	Ssign Ch  M  M  M  O	annel 2 3 4	Flash Color Yellow Red Red	P	Flash Alternat No Yes
Uni Ge Sta Au AE D G	efault  Da  neral (  Toto Pec  BC corr  BC corn  BC corn  Connec	ata Control Fime: 5se d Clear: N nnector Ir nnector Octor Input ctor Outp	No Stormput Modes: Output Modes: Cut Modes: Cut Modes: Characteristics (S)	P Time es: 0 des: 0 des	B (3 4 4 6 4 4 0 4 4 0 4 4 0 4 4 6 4 6 4 6 6 6 6	Ring 1 2 3 4 4 D D O O O O O O O O O O O O O O O O	Inp Resp Ring Ring No No	Sequence out Outons Selection Selection Selection Normal N	tput ction og 1 og 2 one one G	Remo Test A  Phass  Ove  H  H  0  4.0	ote Flas  = Flash Flas Entr e Phase 2 No 3 Yes  rrlaps 1 J 0 ( 4.0 4	h Yes h Flas y Exi e Phas Yes No	A P	Ch  M  M  0  4.0	N N O 4.6	Flash Color Yellow Red Red O O 0 0 0 4.0	P P 0 4.0	Flash Alternat No Yes
Uni Ge Sta Au AE D G	efault  Da  neral (  Toto Pec  BC corr  BC corn  BC corn  Connec	ata Control Fime: 5se d Clear: N nnector Input ctor Outp  Trail C Trail Y	No Stormput Modes: Output Modes: Cut Modes: Cut Modes: Characteristics (S)	P Time es: 0 des: 0 des	B (3 4 4 6 4 4 0 4 4 0 4 4 0 4 4 6 4 6 4 6 6 6 6	Ring 1 2 3 4 D	Inp Resp Ring Ring No No	Sequence out Ou Ou Ones Selection Se	tput ction og 1 og 2 one one G	Remo Test A Phase	ote Flas  = Flash Flas Entr e Phase 2 No 3 Yes  rrlaps 1 J 0 ( 4.0 4	h Yes h Flas y Exi e Phas Yes No	h i e L L 0	Ch  M  M  0  4.0	N N 0 4.6 2.6	Phase  Flash Color Yellow Red Red  O  O  0  0  2.0	P P 0 4.0 2.0	Flash Alternat No Yes
Uni Ge Sta Au AE D G	efault  Da  neral (  Toto Pec  BC corr  BC corn  BC corn  Connec	ata Control Fime: 5sed Clear: Nonnector Ironnector Output ctor Outp Trail C Trail Y Tra	No Stormput Modes: Output Mode	A 1 0 4.0 2.0	B (3 4 8 0 (4.0 4 2.0 )	Ring 1 2 3 4 4 D D O O O O O O O O O O O O O O O O	Inp Resp Ring Ring No No	e Sequence ent Ou oons Sele g 1 Rir g 2 Rir ne No ne No  F	tput ction og 1 og 2 one one G	Remo Test A  Phass  Ove  H  H  0  4.0	ote Flas = Flash Flas Entr e Phase 2 No 3 Yes  rrlaps 1 J 0 ( 4.0 4 2.0 5	h Yes h Flas y Exi e Phas Yes No	A P	Ch  M  M  0  4.0	N N O 4.6	Flash Color Yellow Red Red O O 0 0 0 4.0	P P 0 4.0	Flash Alternat No Yes

Ring												Pha	se(s)						
		Next	_	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase 2 3 4	Ring 1 1 1	Phase 3 4 2	Concurrent	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Alternate Sequences	Port 1	Data	
Alternate Sequences	BIL	Port	Message
	Addr	Status	40
	0	Used	No
Okaza	ì	Used	No
Phase Pair(s)	8	Used	No
1 411(3)	16	Used	No
	18	Used	No

No Alternate Sequences Programmed

Channel	Channel Assignment														
Control	Channel	Hardware Pin S	Set	Control	Channel	Hardware Pin	Set	Control	Channel	Hardware Pin	Set				
Ph.2 Veh	2	2 - Ph.2 RYG	2	Ph.3 Veh	3	3 - Ph.3 RYG	3	Ph.4 Veh	4	4 - Ph.4 RYG	4				
Ph.1 OLP	13	17 - Ph.1 RYG	17	Ph.2 OLP	14	18 - Ph.2 RYG	18	Ph.3 OLP	15	19 - Ph.3 RYG	19				
Ph.4 OLP	16	20 - Ph.4 RYG	20					•							

Coordination Data			Dial/Split	Cycle
General Coordination Data			1/1	85
Operation Mode: 1=Auto	Offset Mode: 0=Beg Gm	Manual Dial: 1	2/1	130
Coordination Mode: 0=Permissive Force Mode: 0=Plan		Manual Split: 1	3/1	150
Maximun Mode: 0=Inhibit	Max Dwell Time: 0	Manual Offset: 1	3/3	160
Correction Mode: 2=Short Way	Yield Period: 0		3/4	180
			4/1	170
			4/2	170

		*									
		and Phase Mod	le								***************************************
Dial 1	> Spli	it I									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	39	1=Coordinate	3	16	0=Actuated	4	30	0=Actuated			
Dial 2	. Spl	it I									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	63	1=Coordinate	3	29	0=Actuated	4	38	0=Actuated			
Dial 3	V Spl	it 1									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	86	1=Coordinate	3	26	0=Actuated	4	38	0=Actuated		•	
Dial .	S / Spl	it 3									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	3	35	0=Actuated	4	55	0=Actuated			
Dial .	3.1 Spl	it 4									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	77	1=Coordinate	3	25	0=Actuated	4	78	0=Actuated		•	
Dial 4	47 Spl	it 1									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	`Ph.	Splits	Ph. Mode
2	93	1=Coordinate	3	31	0=Actuated	4	46	0=Actuated		·	
Dial 4	4/ Spl	it 2									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	85	1=Coordinate	3	26	0=Actuated	4	59	0=Actuated		•	
Traf	fic Pla	n Data									
Plan:	1/1/1	Offset Time: 48	Alt. Seq	uence: 0	Mode: 0=Normal			Rg 2 Lag Time: 0	Rg 3	Lag Tim	e: 0 Rg 4 Lag Time: 0
Plan:	2/1/1	Offset Time: 70	Alt. Seq	uence: 0	Mode: 0=Normal			Rg 2 Lag Time: 0	Rg 3	Lag Tim	e: 0 Rg 4 Lag Time: 0
Plan:	3/1/1	Offset Time: 146	Alt. Seq	uence: 0	Mode: 0=Normal			Rg 2 Lag Time: 0	Rg 3	Lag Tim	e: 0 Rg 4 Lag Time: 0
Plan:	3/3/1	Offset Time: 109	Alt. Seq	uence: 0	Mode: 0=Normal			Rg 2 Lag Time: 0	•	Lag Tim	
Plan:	3/4/1	Offset Time: 109	Alt. Seq	uence: 0	Mode: 0=Normal			Rg 2 Lag Time: 0	_	Lag Tim	, ,
ŀ	4/1/1	Offset Time: 45	Alt. Seq	uence: 0	Mode: 0=Normal			Rg 2 Lag Time: 0	_	Lag Tim	
	4/2/1	Offset Time: 66	Alt. Seq	uence: 0	Mode: 0=Normal			Rg 2 Lag Time: 0	-	Lag Tim	5 5
Loc	al TI	BC Data		<del></del>							
			1onth: 3	Week:	2 Cuala Zara D	· Fara	. U.	24 Min. 0	- 1	urce	Equate Days
						rieren	ce Hot	ırs: 24 Min: 0		Day I	2 3 4 5 6 7
End	or Day	light Saving N	fonth: 11	Week	1					2 3	4 5 6 0 0 0

Traffic	Data				DUASE ELINICTION
Event 1	<u>Day</u> I	<u>Time</u> 0:1	D/S/O 0/0/4	flash	PHASE FUNCTION  1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
2	1	8:0	1/1/1		
3	1	10:0	2/1/1		
4	1	22:30	0/0/4		
5	2	0:1	0/0/4		
6	2	6:0	3/3/1		
7	2	7:30	3/4/1		
8	2	9:15	3/1/1		
19	2	15:0	4/1/1		
10	2	17:0	4/2/1		
11	2	18:0	2/1/1		
12	2	19:0	1/1/1		
13	2	22:0	0/0/4		
14	7	0:1	0/0/4		
1'5	7	6:30	1/1/1		
16	7	9:30	2/1/1		
17	7	19:0	1/1/1		
18	7	23:0	0/0/4		
AUX	. Events				
Event	Progra Day		Au Min. 1	Ouputs 2 3	Det. Det. Diag. Rpt. Mult100 Special Function Outputs  D1 D2 D3 Dinuming 1 2 3 4 5 6 7 8
Defaul	t Data - N	o Special I	Day(s) or W	eek(s) Pro	grammed
	al Functi				
Functio				SFI	SF2 SF3 SF4 SF5 SF6 SF7 SF8
Special	Function	1		Х	
Special	Function	2			
Special	Function	13		П	
Special	Function	4			
Special	I Function	1 5			
Specia	l Function	6			
Specia	l Function	n 7			
Specia	l Function	n 8			

Phase	e Function	1																
Phase	Function N	Лар	PF	PF2	PF3 P	F4 PF5	PF6 PF7	PF8	PF9 I	PF10	PF11	PF!	12	PF13	PF14	PF15	PF	16
Phase	1 Max2		X	]					$\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ $									7
Phase	2 Max2			$\left[ \begin{array}{c} x \end{array} \right]$													Ē	Ī
Phase	3 Max2				x													Ī
Phase	4 Max2					$\mathbf{x}$												]
Phase	5 Max2			]		X												
Phase	6 Max2						x											
Phase	7 Max2						X											
Phase	8 Max2			]				X										
Overl	ap A Omit								x [									
Cha Def	nming Da	Yellow No Dimm  Data  mption f	ing Prog		]													
1		7																
3		7																
4		7			_	_												
	h > Preepm pmt l > Pre			-	Preempt :		epmt 4 = Pree epmt 5 = Pree	-										
	F			r					<u>.</u>						17000			
- Preempt	Non- Locking	t Timers Link to Preempt 0		Extend 0	Duration 0		l Lock-Out	Ped Clear		Red					Dwell Green	Ped Clear		
			U		U	180	0	26	4.5	2.0	0	0	4.5			0	4.5	2.0
1	No No					180	0	26	4.5	2.0	0	0		2.0	30 30			
2 3	No No No	0	0	0	0	180 180	0	26 26	4.5 4.5	2.0 2.0	0 0	0 0	4.5	2.0	30 30 30	0	4.5	2.0
2	No No No	0	0 0 0	0 0 0	0 0 0	180 180			4.5 4.5	2.0 2.0			4.5 4.5 4.5	2.0 2.0 2.0	30	0	4.5 4.5 4.5	2.0 2.0 2.0
2 3 4 5	No No No No	0 0 0	0 0 0	0 0 0	0 0 0	180 180 0	0 0 0	26 26 8	4.5 4.5 4.0	2.0 2.0 2.0	0 0 10	0 0 8	4.5 4.5 4.5 4.0	2.0 2.0 2.0 2.0	30 30 30 10	0 0 0 8	4.5 4.5 4.5 4.0	2.0 2.0 2.0 2.0
2 3 4	No No No	0 0 0	0 0 0	0 0 0	0 0 0	180 180	0 0	26 26	4.5 4.5	2.0 2.0	0	0 0	4.5 4.5 4.5	2.0 2.0 2.0	30 30 30	0 0 0	4.5 4.5 4.5	2.0 2.0 2.0 2.0

Page 5 of 7

	reempt	1		Preempt.	2	!	reempt	3	ł	reempt	4	j	reempt	5	i	Proempt	6
	Exit	Exit		Exit	Exit		Exit	Exit		Exit	Exit		Exit	Exit		Exit	Exit
hase	Phase	Calls	Phase	Phase	Calls	Phase	Phase	Calls	Phase	Phase	Calls	Phase	Phase	Calls	Phase	Phase	Calls
1	No	Yes	1	No	Yes	1	No	Yes	i	No	Yes	1	No	Yes	1	No	Yes
2	Yes	Yes	2	No	Yes	2	Yes	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	Yes	Yes	4	No	Yes	4	Yes	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	Yes	Yes	6	No	Yes	6	Yes	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	Yes	Yes	8	No	Yes	8	Yes	Yes	8	No	Yes	8	No	Yes
		<del></del>															
	ity Ti			Dalas	Extend	Dor	ation	Dwell	Max	Call	Lock-O	SI	cip Phase	oc.			
Priori	ty is	lon-Locki	ng	Delay 0	Extend 0		ation 0	0	wiax (		0			es Skip Pha	0.00		
1		No					0	0	(		0			•			
2		No		0	0		-	-						Skip Pha			
3		No		0	0		0	0	(		0			Skip Pha			
4		No		0	0		0	0	(		0			Skip Pha			
5		No		0	0		0	0	(		0			Skip Pha			
6		No		0	0		0	0	(	)	0	0=	Do not	Skip Pha	ses		
	Priority	y 1		Priority	2		Priority	3		Priority	4		Priority	5		Priority	6
	Exit	Exit		Exit	Exit		Exit	Exit		Exit	Exit		Exit	Exit		Exit	Exit
Phase	Phase		Phas	e Phase	Calls	Phase	Phase		Phase	Phase	Calls	Phase	Phase	Calls	Phase	Phase	Calls
reen	ipt I							Pedestrian	Phases						Overlap:		
_		ehical Ph		<i>c</i> 7 1		Ph Tr		Dwe		Cy	cle	Ovl	D Trac		Dwell		'yele
h. Tr F	rack Red	Dwo Gree		Cycle No						-							
	Red	Gree		No		Defau	lt Data	1				Def	ault D	ata			
reem	•						Pedest	rian Phase	S					Overlag	ns		
		ehical Ph				Ph. Tr	ack	Dwell	Cycl	e		Ovl	p. Track	c Dv	vell	Cycle	
	rack	Dw		Cycle													
	Red	Gree		No		Defau	lt Data	1				Def	ault D	ata			
	Red	Gree	n	No													
reem	•						Pedest	rian Phase	s					Overla	ps		
		ehical Ph				Ph. Tr	ack	Dwell	Cycl	e		Ovl	p. Trac	k D	well	Cycle	
h. T	rack	Dw		Cycle	*				-								
	Red	Gree		No		Defau	lt Data	a				Def	ault D	ata			
2 1	Red	Gree	n	No													
2 1 5 1							Dodost	trian Phase	• •					Overla			
2 1 5 1		, ,															
2 1 5 I Preen	\	ehical Ph		<i>.</i>		DL T				e		$\Delta \omega$	n Trac		•	Cycle	
2 1 5 l Preen Ph. T	rack	Dw	ell	Cycle		Ph. Tr			Cycl	e .		Ovl	n. Trac		ps Owell	Cycle	
2 1 5 1 Preen Ph. T 4	rack Red	Dw Gree	ell en	No			ack	Dwell		e				ck E	•	Cycle	
2 1 5 1 Preem Ph. T 4	rack	Dw	ell en					Dwell		e			n. Trac	ck E	•	Cycle	
2 1 5 1 Preem Ph. T 4	rack Red Red	Dw Gree	ell en	No			ack It Data	Dwell	Cycl	e				ata	) Dwell	Cycle	
2 1 5 1 Preem Ph. T 4 1 7	rack Red Red npt 5	Dw Gree	ell en en	No		Defau	ack  It Data  Pedesi	Dwell  a  trian Phase	Cycl	-		Def	ault D	ek E ata Overla	ps		
2   1 5   1 7 reem 7   4 7   7	rack Red Red npt 5	Dw Gree Gree	ell en en	No			ack  It Data  Pedesi	Dwell	Cycl	-		Def		ek E ata Overla	) Dwell		
2 1 7 reem 7 h. T 7 1 7 reen	rack Red Red npt 5	Dw Gree Gree /ehical Ph	ell en en	No No		Defau	elt Data Pedesi ack	Dwell  trian Phase  Dwell	Cycl	-		<b>Def</b>	ault D	ata Overla	ps		
2 1 5 1 Preem Ph. T 4 1 7 1 Preem	rack Red Red npt 5	Dw Gree Gree /ehical Ph Dw	ell en en	No No		Defau	ack  It Data  Pedesi	Dwell  trian Phase  Dwell	Cycl	-		<b>Def</b>	ault D	ata Overla	ps		
2 1 5 1 Preen Ph. T 4 1 7 Preen Ph. T	rack Red Red npt 5	Dw Gree Gree /ehical Ph Dw	ell en en	No No		Defau	Pedesi ack	Dwell  trian Phase Dwell	Cycl	-		<b>Def</b>	ault D	overla Overla ck E	ps Dwell		
2 1 5 1 Preen Ph. T 4 1 7 Preen Ph. T	rack Red Red npt 5 rack rack ult Da npt 6	Dw Gree Gree /ehical Ph Dw	etl en en asses ell	No No		Defau Ph. Ti Defau	Pedesi ack  Pedesi ack  Pedes	Dwell trian Phase Dwell a	Cycles Cycles	e		Ovl Def	ault D	Overla Overla Overla Overla	ps ps pwell	Cycle	
2 1 5 1 Preen Ph. T 4 1 7 Preen Ph. T	rack Red npt 5 rack uit Da	Dw Gree Gree /ehical Ph Dw	etl en en asses ell	No No		Defau	Pedesi ack  Pedesi ack  Pedes	Dwell  trian Phase Dwell	Cycl	e		Ovl Def	ault D	Overla Overla Overla Overla	ps Dwell		
2 1 5 1 7 reen 7 7 Preen Ph. T A Preen	rack Red npt 5 rack uit Da	Dw Gree Gree /ehical Ph Dw	ell en ases rell	No No Cycle		Ph. To Defau	Pedesi ack  Pedesi ack  Pedes	Dwell  trian Phase Dwell  trian Phase Dwell	Cycles Cycles	e		Ovi Def	ault D	Overla Chata  Overla Overla Overla Chata	ps ps pwell	Cycle	

Page 6 of 7

## System/Detectors Data

**Local Critical Alarms** 

Revert to Backup: 15

1st Phone: 2395135428

Default Data

Local Free: No

Cycle Failure: No

Coord Failure: No

Contlict Flash: Yes Remote Flash: No 2nd Phone:

Local Fash: No

Cycle Fault: No

Coord Fault: No

Premption: No

Voltage Monitor:

Special Status 1: No

System Detector

Average

Special Status 2: No

Special Status 3: No Special Status 4: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

Detector Channel

Veh/IIr Time(mins)

Occupancy Min Correction/10 Volume %

Oucue 1 System Detectors Detectors

Weight Factor

Queue 2 System Detectors Detectors

Weight Factor

**Default Data** 

Sample Interval:

Input Selection: 0=Average Queue: 1

Detector Failed Level: 0

Queue: Level Enter

Leave

Dial / Split / Offset

11

Queue: 2 Input Selection: 0=Average

Detector Failed Level: 0

Max

**Default Data** 

Vehical Detector

Diagnostic Value 0 Max

No Erratic Detector Presence Activity Count

Vehical Detector

Diagnostic Value I No Erratic Detector Presence Activity Count

Default Data

Special Detector

Diagnostic Value 0 No Erratic Detector Presence Activity Count

Default Data - Diag 0 Values

Pedestrian Detector

Diagnostic Value 0

Max No Erratic Detector Presence Activity Count Default Data - No Diag 1 Values

Pedestrian Detector Diagnostic Value 1

Max No Erratic Detector Presence Activity Count

Default Data - No Diag 1 Values

Default Data - No Diag 0 Values

Special Detector

Diagnostic Value 1

Max No Erratic Detector Presence Activity Count

Default Data - No Diag 0 Values

Speed Trap Data Speed Trap:

Measurement: Detector 1 Detector 2 Distance: Dial/Split/Offset

**Default Data** 

Default Data - No Diag 1 Values

Speed Trap Speed Trap Low Treshold High Treshold

**Default Data** 

Volume Detector Data

Report Interval

Volume Controller Detector Detector Number Channel

**Default Data** 

## Phase Vehicle Basic Timing Data

Date

12/18/2007

Time 10:08:52

Intersection Name

Rattlesnake @ Collier Blvd

Source

Database

Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20	0	7	7	20	0	7
Passage	3.0	5.0	0.0	4.0	3.0	5.0	0.0	4.0
Maximum 1	10	60	0	25	25	60	0	10
Maximum 2	0	0	0	0	0	0	0	0
Yellow Change	4.0	5.0	3.0	4.0	4.0	5.0	3.0	4.0
Red Clearance	1.0	2.0	0.0	2.0	1.0	2.0	0.0	2.0

Phase	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum I	0	0	0	0	0	0	0	0
Maximum 2	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## **Programmed EPAC Data**

1/29/2008 3:43:38PM

						iden Ga					Inter	section	Alias:	951@0	GGPI	кwy			
	s Code se Da	: 9999 ata	Chan	nel: 4	6 Λ	ddress: 9	5 Re	vision:	3.32i		,		Acco	ess Data	-		Comm :1		
Vehic	al Bas	ic Timir	igs							Vahi	al Densi	Timin			<u>_</u>				
		Min Gr		sage	Max I	Max2	Yell	ow A	dl Red	1	led Initia		-	Time Reduct		Cai Bef		ne To educe	Min Gap
i		6	5	.0	25	45	4.	0	1.0		0.0	0		0			)	0	0.0
2	!	20	6	.0	50	40	4.	0	2.0		0.0	0		0			)	Ü	0.0
6	•	20	6	.0	50	40	4.	0	2.0	1	0.0	0		0		(	o	0	0.0
8		18	4	.0	35	35	4.	.0	2.0		0.0	0		0		(	0	0	0.0
edes	strian T	ining				Actuated	Ciener	al Con	- Controller					Haneous					No
		Ped	Flashin	g	ed	Rest in Walk	Initio		Non-Act		Ped	Recal	Non	Dual	Last	Car	Condition	nal S	imultaneou
hase 1	Walk 0	Clear 0	Walk		ear 0		1		esponse			•	LOCK		Pass	_	Service	:	Gap Out
2	7	27	No No		0	No No	Inact		None NonActI	None Min		0	Yes	No	N		No		No
6	0	0	No		0	No	Gre		vonActi VonActi			0	Yes Yes	Yes Yes	N		No		No
8	0	0	No		0	No	Inact		None	None		0	Yes	No	N		No No		No No
Sn.	wial S.	equence									- None		1 1 03	110	14		140		140
	ault [	-			`	ehical D	etector	rnase .	Assignn										
DCI	uuit L	7414			ᅴ					Assi	•	Mode	_	witched					
					- 1.,	1: 15		<b>631</b>		Ph				Phase		ktend 0.0	Delay 0		
					- 1	ehical De				2		Veh		0		0.0	0		
						ehical De				8		Veh		0		0.0	0		
					ı	ehical Do				(		Veh		0		0.0	0		
					ľ	chical De Defau			21:7	8	5	Veh		0		0.0	U		
D . J .		Octector				DCIAU	III DA	LA			T								
		Data									Specia	Detecte	or Phase	Assignin					
	Iauit	Data									ļ				ssign hase	Mode	Switche Phase		tend Dela
											1:			•			, mase		
Uni	t Da	ta									Defa	ılt Dat	<b>a</b>						
	neral C										<u> </u>						F1 1		
			- 64-	C	tate: Fla		D . d D	evert: 4	1	1	1	te Flas				Chann	Flasi el Colo		Flash Alternat
	•	me: 5se								.	1 est A	= Flash				l	Red		No
		Clear: N		•	me Res	et: No	Aller	nate Se	quence:	"	l	Flas				2	Yello	w	No
AB	C con	nector Ir	put Mod	des: 0				Input	Out		Phas	Entr Phas	•			6	Yello		No
ΛВ	C con	nector O	utput M	odes: (	0	ŀ		Respons		- 1	•	No	Yes			8	Red		Yes
Dе	onnect	or Input	Modes:	0				Ring 1 Ring 2	Ring Ring		(	No	Yes			14	Red	j	Yes
D.o			u Mada	0			3	None	No		1 :	Yes	No						
DC	onnect	or Outp	ii iviode	s. U			4	None	No	- 1									
OV	erlaps										Ove	rlaps ·							
				Α	В	C	D	Ε	F	G	H	l J	K	L	M	N	1 O	P	·
		P	nase(s)		1														
					8														
				Α	В	C	D	Е	F	G	Н	J	K	L	М	N	О	P	
		Trail G	reen	0	0	0	0	0	0	0		0 0		0	0	0		0	
		i i an Ci						4.0	4.0	4.0	4.0		.0 4.				.0 4.0		
			llow	4.0	4.0	4.0	4.0	4.0	7.0		7.0	4.0 4							)
		Trail Y		4.0 2.0															
		Trail Yo	l Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0 2	.0 2.	0 2.0	2.0	) 2	.0 2.0	2.0	
		Trail Y	l Red ireen								2.0 0		.0 2.				0 2.0		

Page 1 of 5

Proce   Proce   Process   Programme   Process																			
Phose   Pairs   Phose   Phose   Phose   Pairs   Phose   Phos	Ring											Phase	e(s)						
1	Dhans	Dim.			1				6	7	8	9	10	11	12	13	14	15	16
Alternate Sequences	1 2 6	1 1 2	2 8 6	Concurrent			3 4	5	2	7	8	9	10	11	12	13	14	15	16
Phase	Alterna	ate Seq	uences													E	Port 1	Data	
Phase			Altema	ate Sequences															
Phase   Pairs																			
No Alternate   Sequences   Programmed	Phase																		
Channel Assignment	Pair(s)																		
Sequences																	10	0300	110
Sequences	•																		
Control   Channel   Hardware Pin Set   Ph. I Veh   1 - Ph. 1 RYG   1   Ph. 2 Veh   2   2 - Ph. 2 RYG   2   Ph. 3 Veh   3   3 - Ph. 3 RYG   6   Ph. 3 Veh   3   3 - Ph. 3 RYG   6   Ph. 5 Veh   5   5 - Ph. 5 RYG   5   Ph. 6 Veh   6   6 - Ph. 6 RYG   6   Ph. 7 Veh   7   7 - Ph. 7 RYG   7   Ph. 8 Veh   8   8 - Ph. 8 RYG   8   Ph. 2 Ped   9   10 - Ph. 2 DPW   10   Ph. 4 DPW   12   Ph. 4 DPW   12   16 - Ph. 8 DPW   10   Ph. 4 DPW   14   Ph. 8 Ped   12   16 - Ph. 8 DPW   16   Ph. 1 DUP   16   20 - Ph. 4 RYG   20   Ph. 2 DLP   14   18 - Ph. 2 RYG   18   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 4 OLP   16   20 - Ph. 4 RYG   20   Ph. 2 OLP   14   18 - Ph. 2 RYG   18   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 4 OLP   16   20 - Ph. 4 RYG   20   Ph. 2 OLP   14   18 - Ph. 2 RYG   18   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 4 OLP   10   20 - Ph. 4 RYG   20   Ph. 2 OLP   14   18 - Ph. 2 RYG   18   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 4 OLP   10   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 4 OLP   10   Ph. 3 PW   10	S	equence	es																
Control   Channel   Hardware Pin Set   Ph. I Veh   1 - Ph. 1 RYG   1   Ph. 2 Veh   2   2 - Ph. 2 RYG   2   Ph. 3 Veh   3   3 - Ph. 3 RYG   6   Ph. 3 Veh   3   3 - Ph. 3 RYG   6   Ph. 5 Veh   5   5 - Ph. 5 RYG   5   Ph. 6 Veh   6   6 - Ph. 6 RYG   6   Ph. 7 Veh   7   7 - Ph. 7 RYG   7   Ph. 8 Veh   8   8 - Ph. 8 RYG   8   Ph. 2 Ped   9   10 - Ph. 2 DPW   10   Ph. 4 DPW   12   Ph. 4 DPW   12   16 - Ph. 8 DPW   10   Ph. 4 DPW   14   Ph. 8 Ped   12   16 - Ph. 8 DPW   16   Ph. 1 DUP   16   20 - Ph. 4 RYG   20   Ph. 2 DLP   14   18 - Ph. 2 RYG   18   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 4 OLP   16   20 - Ph. 4 RYG   20   Ph. 2 OLP   14   18 - Ph. 2 RYG   18   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 4 OLP   16   20 - Ph. 4 RYG   20   Ph. 2 OLP   14   18 - Ph. 2 RYG   18   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 4 OLP   10   20 - Ph. 4 RYG   20   Ph. 2 OLP   14   18 - Ph. 2 RYG   18   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 4 OLP   10   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 3 OLP   19 - Ph. 3 RYG   19   Ph. 4 OLP   10   Ph. 3 PW   10	Cha	nnol	A ssign	mont			·												
Ph.1 Veh	1				Pin Set		Control		'hannel	Har	dware i	Pin Set		Cont	ral	Chanr	nel .	Hardwa	ra Pin Sat
Ph.7 Veh	Ph.1	Veh	1	1 - Ph.1 RY	'G		Ph.2 Ve	h	2	2 - P	h.2 RY	G 2		Ph.3	Veh	3	3	3 - Ph.3 F	RYG 3
Ph.4 Ped   10   12 - Ph.4 DPW   12   Ph.6 Ped   11   14 - Ph.6 DPW   14   Ph.8 Ped   12   16 - Ph.8 DPW   16   Ph.1 OLP   13   17 - Ph.1 RYG   17   Ph.2 OLP   14   18 - Ph.2 RYG   18   Ph.3 OLP   15   19 - Ph.3 RYG   19	1																		
Ph.4 OLP   16   20 - Ph.4 RYG   20	Ph.4	Ped	10	12 - Ph.4 DI	PW I	2	Ph.6 Pe	:d	11	14 - I	h.6 DP	W 14							
Dial/Split   Cycle	i					1	Ph.2 OL	_P	14	18 - 1	h.2 RY	'G 18	•	Ph.3 (	OLP	15	ì	9 - Ph.3	RYG 19
Deparation Mode: 0=Free	L					<u> </u>		******								Dia	l/Spli	it C	vcle
Manual Dial: 1   Manual Split: 1   Manual Split: 1   Manual Split: 1   Manual Split: 1   Manual Offset: 1																	иори		, c.ic
Maximum Mode: 0=Permissive   Force Mode: 0=Plan   Manual Split: 1	Operation	Mode:	0=Free			Offset	t Mode: 0	=Beg	Gm	M	anual D	Nial- 1							
Maximun Mode: 2=Max 2   Max Dwell Time: 0   Manual Offset: 1	Coordina	tion Mo	de: 0=Per	missive		Force	Mode: 0=	-Plan											
Split Times and Phase Mode   Dial   Split Times and Phase Mode   Dial   Split Times and Phase Mode   Ph. Splits   Ph. Mode	Maximun	Mode:	2=Max 2			Max I	Dwell Tin	ne: 0				•							
Dial / Split   Ph. Splits   Ph. Mode   Ph. Splits	Correctio	n Mode:	0=Dwel	1		Yield	Period: 0												
Ph. Splits   Ph. Mode   Ph.	1 *		ind Pha	se Mode															
Plan: // Offset Time:	1		Ph. Mod	e l	Ph. Sp	olits	Ph. Mode		Ph	. Spl	ts Ph	n. Mode		Ph	. Sp	lits I	h. Me	ode	
Plan: // Offset Time:	T - 627	. Di	D.:																
Start of Daylight Saving   Month: 3   Week: 2   Cycle Zero Reference   Hours: 24   Min: 0     Source   Day   1   2   3   4   5   6   7	· ·			ne: Alt.	Sequen	e:	Mode:				Rg	2 Lag T	ime:	Rg	3 Lag	Time:	1	Rg 4 Lag	Time:
Start of Daylight Saving   Month: 3   Week: 2   Cycle Zero Reference   Hours: 24   Min: 0   Day   1   2   3   4   5   6   7	Loca	1 TBC	Data											T.					
End of Daylight Saving Month: 11 Week: 1    1	Start o	of Dayli	ght Savin	g Month:	3 V	/eck: 2	Сус	le Zer	o Refere	ence I	lours: 2	4 Min	: 0	1			-		
PHASE FUNCTION           Event Day         Time 0/S/Q flash         D/S/Q flash         1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16           1 1 0:1 0/0/4         0:1 0/0/4         0 0 0/0/4         0 0 0 0/0/4         0 0 0 0/0/4         0 0 0 0/0/4         0 0 0 0/0/4         0 0 0 0/0/4         0 0 0 0/0/4         0 0 0 0/0/4         0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0/0/4         0 0 0 0 0 0 0/0/4         0 0 0 0 0 0 0/0/4         0 0 0 0 0 0 0 0 0/0/4         0 0 0 0 0 0 0 0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0         0 0 0 0 0 0 0 0         0 0 0 0 0 0 0         0 0 0 0 0 0 0         0 0 0 0 0 0 0         0 0 0 0 0 0 0         0 0 0 0 0 0 0         0 0 0 0 0 0 0         0 0 0	End o	f Daylig	ght Saving	g Month:	II V	/eek: 1									ı		0 0	0 0	0 0
Event         Day         Time         D/S/Q         flash         1         2         3         4         5         6         7         8         9         10         11         12         13         14         15         16           1         2         2         0:1         0/0/4         0/0/4         0	Traffi	e Data												<u>-</u>					
1 1 0:1 0/0/4	Event	Dav	Time	e D/S/O	flash		1 3	2	3 4	5	F	HASE I	FUNC	TION ) in	11	12	1:	3 14	15 16
3 2 14:15 1/0/1								ר [	רֹׁ (		Ď٢	וֹ רֹ	] [	֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓	וֽוֹן	一一	٣	<u>ה</u> ול	一一
	2	2	0:	0/0/4									֓֞֞֞֓֞֞֞֓֞֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֡֓֡֓֡֓֓֡֓֓֡						
4 2 18:0 0/0/0	3			5 1/0/1				][					] [						
	4	2	18:0	0/0/0				<u>]</u> [				JC	][						

Page 2 of 5

AUX.	Events Program		Au:	Ouputs	Dei Dia						Spec	ial Func	tion Outp	nits			
Event	Day	Hour	Min.	$\frac{2}{2}$					Dimmin	g 1	2	3 4	5 6	7	8		
Default l	Data - No Sj	pecial Da	ay(s) or W	cek(s) Pro	gramme	·d											
1 '	Functions	s															
Function	Function 1			SFI	SF2	SF3	SF4	SF	5 SF	6 S	F7 SI	78					
Special	unction			X				<u> </u>	<u> </u>	<u> </u>							
Phase F	unction																
Phase F	unction Maj	р	PF1	PF2 PF:	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1	Max2		X														
Phase 2	Max2		X				$\Box$										
Phase 6	Max2		X														
Phase 8	Max2		x														
Phase 1	Phase Omit									X							
Phase 2	Phase Omit										Х						
Phase 3	Phase Omit	:										X					
Phase 4	Phase Omit	:				$\Box$			$\sqcap$	$\Box$	$\sqcap$		X				
Phase 5	Phase Omit	:		$\exists \Box$					同	П				X	M	同	同
Phase 6	Phase Omit	į		Ī										靣	X		
Phase 7	Phase Omit	l		$\neg \sqcap$												X	
Phase 8	Phase Omit	t															X
Dimn	ning Data																
	lt Data - No	$\square$ (															
Preen	nption E	Data															
Gener	ral Preemp	otion D	ata														
	Min Grn/V		10														
1 2		0								1							
3		0															
4	1	0															
	> Preepmt I nt 1 > Preen			2 = Preer 3 = Preer			:pmt 4 = :pmt 5 =										

=		pt Timer	3							Selection	:1 -						r	R	eturn	_
	Non-	Link to							١,	Ped			1	rack			Dwell	Ped		
E Lo	ocking	Preempt	Delay	Extend	Duratio	n Ma	xCall	Lock-Out	1	'lear	Yel	Red	Gm I	Ped	Yel	Red	1 1	Clear	Yel	н
1	No	0	0	0	0	0		0		8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	٠
2	No	0	0	0	0	0		0		8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	
3	No	0	0	0	0	0		0		8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	
4	No	0	0	0	0	0		0			4.0	2.0	10	8	4.0	2.0	10	8	4.0	
5	No	0	0	0	0	0		0			4.0	2.0	10	8	4.0	2.0	10	8	4.0	
6	No	0	0	0	0	0		0		8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	
***************************************	Preen	unt l		Preempt	· · · · · · · · · · · · · · · · · · ·		Preemp	. :		Decomo	1		******	0		·····		·-		
	Exi	•		Exit	Exit		•			Preemi				Preen	•			Preempt		
Phase			Phase		Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase		xit	Phase	Exi		Exit	DL	Exit	Exi	
1	No	Yes	1	No	Yes	1	No	Yes	l l	Phase No	-	alls es	l	Phas No		Calls Yes	Phase	Phase	Call	
2	No	Yes	2	No	Yes	2	No	Yes	2	No		es	2	No		Yes	1	No No	Yes	
3	No	Yes	3	No	Yes	3	No	Yes	3	No		es	3	No		Yes	2	No No	Yes	
4	No	Yes	4	No	Yes	4	No	Yes	4	No		es (es	3 4	No		Yes Yes	3	No	Yes	
5	No	Yes	5	No	Yes	5	No	Yes	5	No		es	5	No		Yes	4	No No	Yes	
6	No	Yes	6	No	Yes	6	No	Yes	6	No		es es	6	No		Yes	5	No No	Yes	
7	No	Yes	7	No	Yes	7	No	Yes	7	No		es es	7	No No		Yes Yes	6	No No	Yes	
8	No	Yes	8	No	Yes	8	No	Yes	8	No		es es	8	No		Yes Yes	7 8	No No	Yes Yes	
1 2 3 4 5 6	Priori Exi(	Exit	Phase	0 0 0 0 0 0 Priority :	Exit	() () () () () ()	) ) ) ) Priority Exit	Exit	0 0 0 0 0 0	Priorit	E	0 0 0 0 0 0	0= 0= 0= 0=	Do no Do no Do no Do no Priori	ot Sk ot Sk ot Sk ot Sk ot Sk ty 5	ip Phasip	ses ses ses ses	Priority Exit	Exit	
reen	apt I	/ehical Pha						Pedestrian I		- nase		uns		1 1145		-	Overlaps	rnase	Calls	_
h. Ti		Dwe		Cycle		h Trac		Dwe	11	C	ycle			) Tra			Dwell	C	ycle	
<b>efau</b> reem	i <b>lt Da</b> ipt 2	ta						rian Phases					Defa	ult I						
h. Ti		ehical Pha/ Dwe		Lycle		h. Trac	:k	Dwell	Cycle				Ovlo		:k	verlap: Dwi		'yele		
<b>Pefau</b> Treem	ilt Da	ta	****		<u>u</u>	efault							Defa	ult E	)ata					_
h. Ti	` \	ehical Pha		l'yele	P	h. Trac		rian Phases Dwell	Cycle				Ovlo	. Tra		verlaps Dv		Cycle		
	ılt Da			- , <b></b>	D	efault	Data	ı					Defa	ult [	)ata	l				
	iit Da ipt 4	L id																		_
h. Ti	٠ ،	ehical Pha		Cycle	P	h. Trac		rian Phases Dwell	Cycle				Ovlp	. Tra		verlaps Dw		Cycle		

A1-88

Preempt 5 Vehical Phases Ph. Track Dwell Cycle Ph.	Pedestrian Phases Track Dwell Cycle	Overlaps Ovlp. Track Dwell Cycle
Default Data Preempt 6	fault Data	Default Data
Vehical Phases	Pedestrian Phases	Overlaps
Ph. Track Dwell Cycle Ph.	Track Dwell Cycle	Ovlp. Track Dwell Cycle
Default Data De	fault Data	Default Data
System/Detectors Data		
Local Critical Alarms		
Local Free: No Cycle Failure: No Coord Fai	Revert to Backu lure: No Conflict Flash: Yes Remote F	·
Local Fash: No Cycle Fault: No Coord Fac	llt: No Premption: No Voltage !	Monitor:
Special Status 1: No Special Status 2: No S	Special Status 3: No Special Status 4: No	Special Status 5: No Special Status 6: No
	Occupancy Min Queue 1 S	ystem Weight Queue 2 System Weight tectors Factor Detectors Detectors Factor
Default Data	Default Data	Default Data
Sample Interval: Queu-	1	delaur Data
	Detector Failed Level: 0	evel Enter Leave Dial / Split / Offset
Queu	e: 2 Input Selection: 0=Average	/ /
	Detector Failed Level: 0 De	efault Data
Vehical Detector	Vehical Detector	Special Detector
Diagnostic Value 0	Diagnostic Value I	Diagnostic Value ()  Max No Erratic
Max No Erratic  Detector Presence Activity Count	Max No Erratic Detector Presence Activity Count	Detector Presence Activity Count
Default Data - Diag 0 Values	Default Data - No Diag 1 Values	Default Data - No Diag 0 Values
Pedestrian Detector Diagnostic Value 0	Pedestrian Detector Diagnostic Value †	Special Detector Diagnostic Value 1
Max No Erratic Detector Presence Activity Count	Max No Erratic Detector Presence Activity Count	Max No Erratic Detector Presence Activity Count
Default Data - No Diag 0 Values	Default Data - No Diag 1 Values	Default Data - No Diag 1 Values
Speed Trap Data Speed Trap:	Dial/Split/Offset	Speed Trap Speed Trap Low Treshold High Treshold
Measurement:	//	•
Detector 1 Detector_2 Distance:	Default Data	
Default Data Volume Detector Data Report Interval Volume Controller Detector Detector		
Number Channel		

**Default Data** 

## Phase Vehicle Basic Timing Data

12/18/2007 Time 10:06:51

Intersection Name

GG Boulevard @ Wilson Blvd

Source

Database

Phase	1	2	3	4	5	6	7	8
Minimum Green	5	15	0	15	5	15	0	10
Passage	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0
Maximum 1	15	45	0	35	15	45	0	30
Maximum 2	20	50	0	50	20	50	0	50
Yellow Change	3.0	4.5	4.0	4.0	3.0	4.5	4.0	3.0
Red Clearance	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0
Yellow Change	3.0	4.5	4.0	4.0	3.0	4.5	4.0	3.0

Phase	9	10	11	12	13	14	15	16	
Minimum Green	0	0	0	0	0	0	0	0	
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Maximum I	0	0	0	0	0	0	0	0	
Maximum 2	0	0	0	0	0	0	0	0	
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	