

Appendix 1

Existing Traffic Conditions Report

WILSON BOULEVARD EXTENSION/ BENFIELD ROAD CORRIDOR STUDY

Existing Traffic Conditions Report

Prepared For:

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Table of Contents

Section	Page No.
1.0 Overview	
1.1 Purpose and Need Statement	1
1.2 Project Description	1
1.3 Existing Traffic Conditions Report Objective	1
2.0 Existing 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 of Service Analysis	13
3.1 Level of Service Analysis, Roadways	13
3.2 Level of Service Analysis, Intersections	13
4.0 Summary	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

Figure	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

APPENDICES

- A Existing Traffic Data Collection
 - Pg 1: Wilson Boulevard Extension Corridor Study (Wilson Miller, May 2005)
 - Pg 4: US 41 PD&E Final Project Traffic Report (GMB, January 2006)
 - Pg 5: I-75/SR 951 Interchange Concept Re-Evaluation Technical Memorandum (FDOT District One, May 2006)
 - Pg 6: Toll Rattlesnake DRI traffic monitoring report (Vanasse & Daylor, LLP, July 2006)
 - Pg 9: Grand Lely Resort PUD traffic monitoring report (David Plummer & Assoc., May 2007)
 - Pg 10: Collier County 2006 Average Daily Traffic (Traffic Operations Department, 2006)
 - Pg 24: Growth Rate Adjustment Worksheet
- B Design Characteristics Worksheet
 - Pg 1: Design Characteristics Worksheet
- C Existing Intersection Analysis Worksheets and Signal Timings
 - Pg 1: HCS Intersection Analysis Worksheets
 - Pg 14: 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, 18th 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.

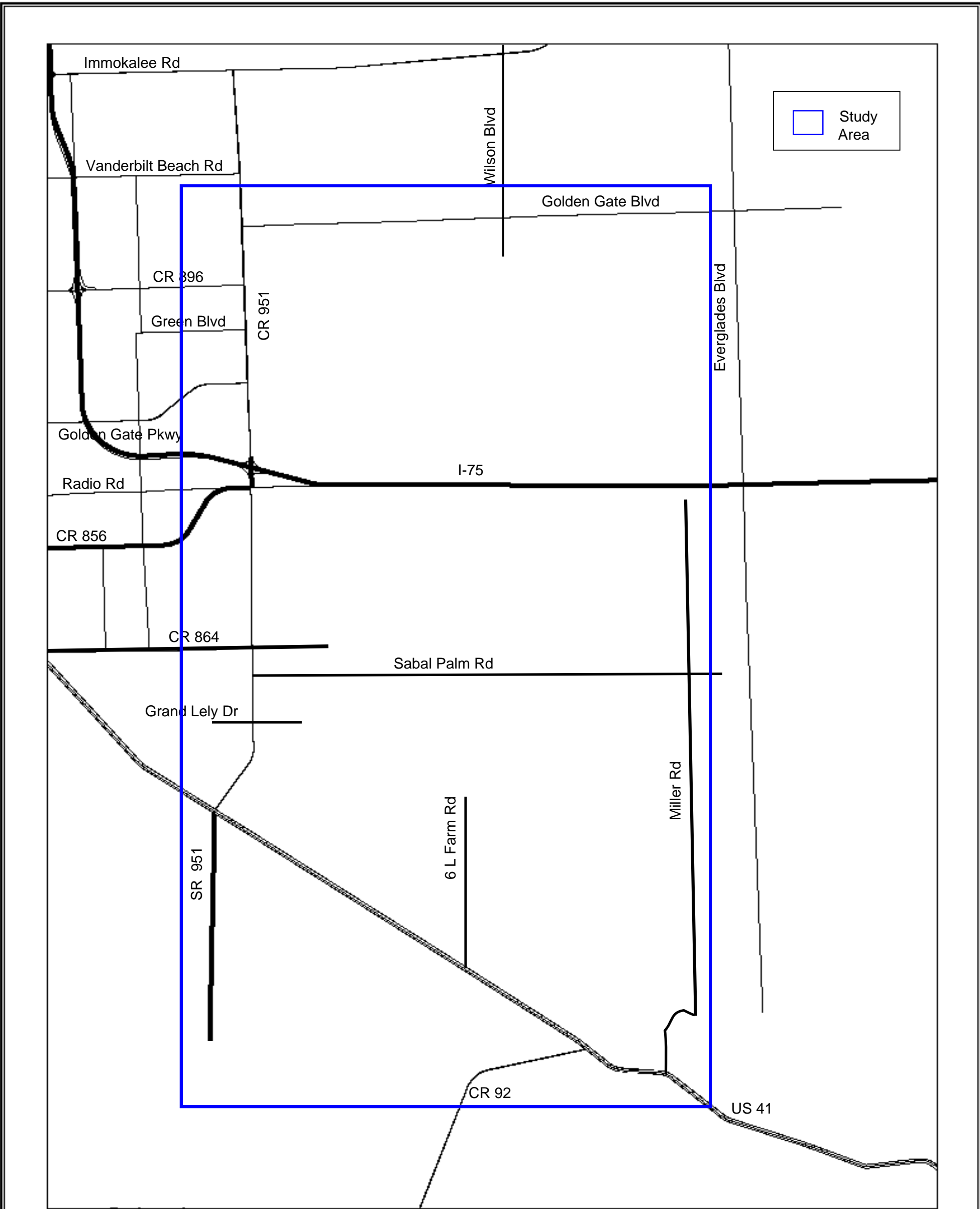


FIGURE 1 TRAFFIC CONDITIONS STUDY LOCATION

Wilson Boulevard Extension/Benfield Road Corridor Study
Collier County, Florida



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^2 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.

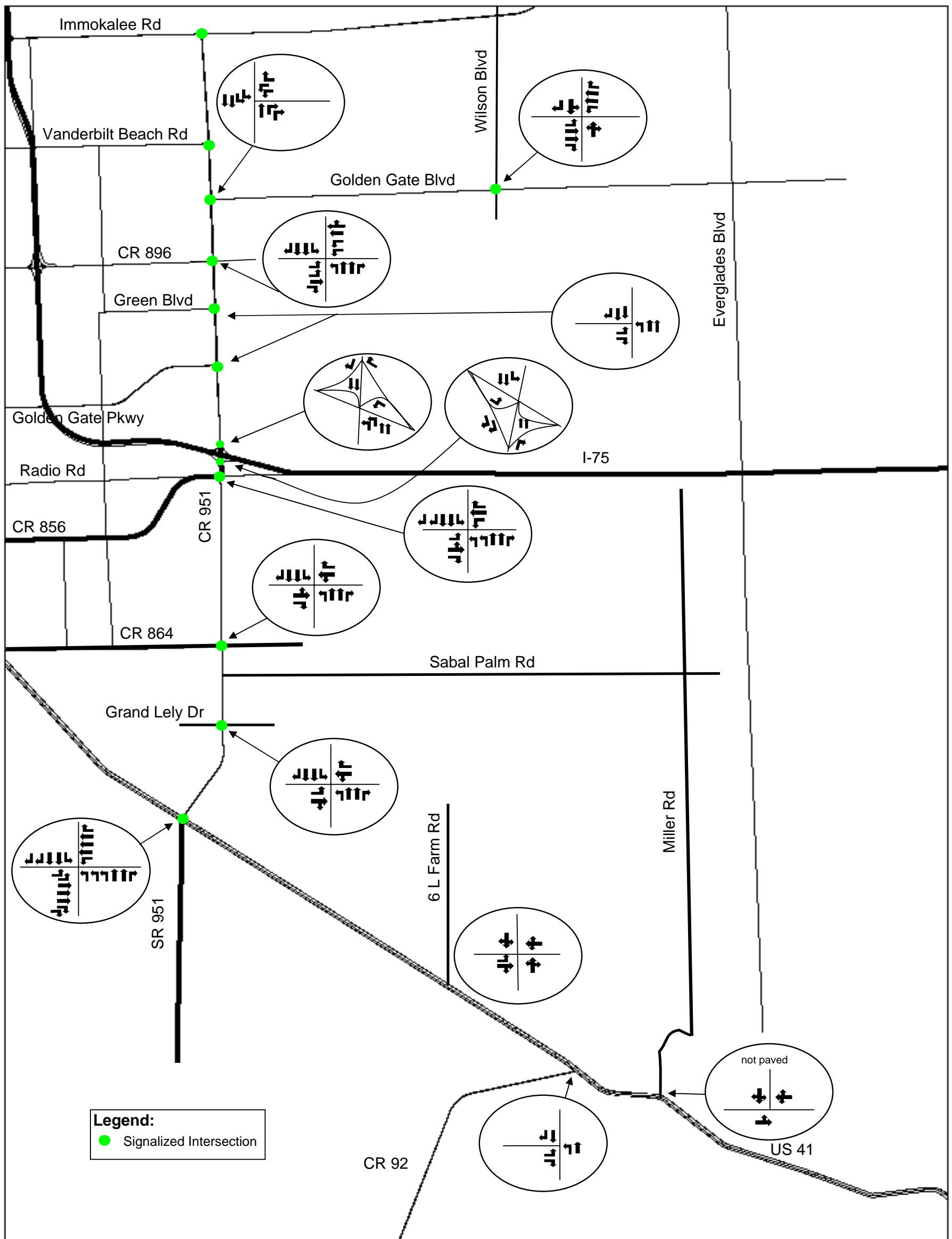


FIGURE 2 EXISTING INTERSECTION GEOMETRY

Wilson Boulevard Extension/Benfield Road Corridor Study
 Collier County, Florida



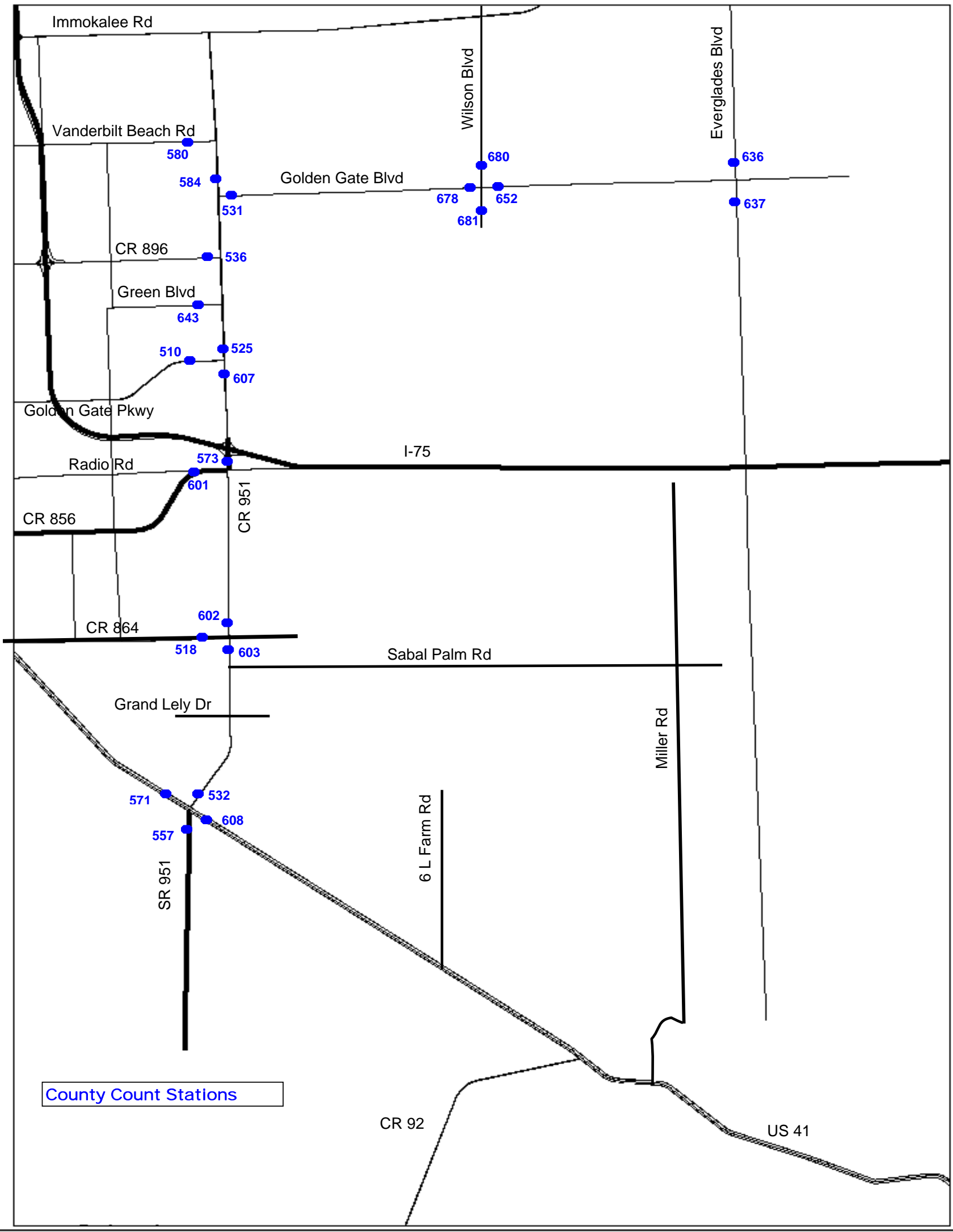
**Table 1
Historical Count Data**

County Count Station	Location	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	Trend Growth Rate	R ²
510 (605)	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 (655)	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 (642)	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	27,300	27,200	9.62%	93.9%
680	Wilson Blvd - N of Golden Gate Blvd	5,400	7,400	8,300	10,300	10,300	11.66%	93.7%
681	Wilson Blvd - S of Golden Gate Blvd	400	400	400	400	400	0.00%	0.0%

NOTES:

1. (XXX) County Count Station Duplicate
2. Only growth rates with R² greater than 80% were used in the Average Growth Rate calculation.

Average Growth Rate: CR 951 **4.30%**
Average Growth Rate: US 41 **2.65%**
Average Area Growth Rate **6.30%**
Weighted Avg Area Growth Rate **5.46%**



County Count Stations



FIGURE 3 COUNT STATION LOCATIONS

Wilson Boulevard Extension/Benfield Road Corridor Study
Collier County, Florida



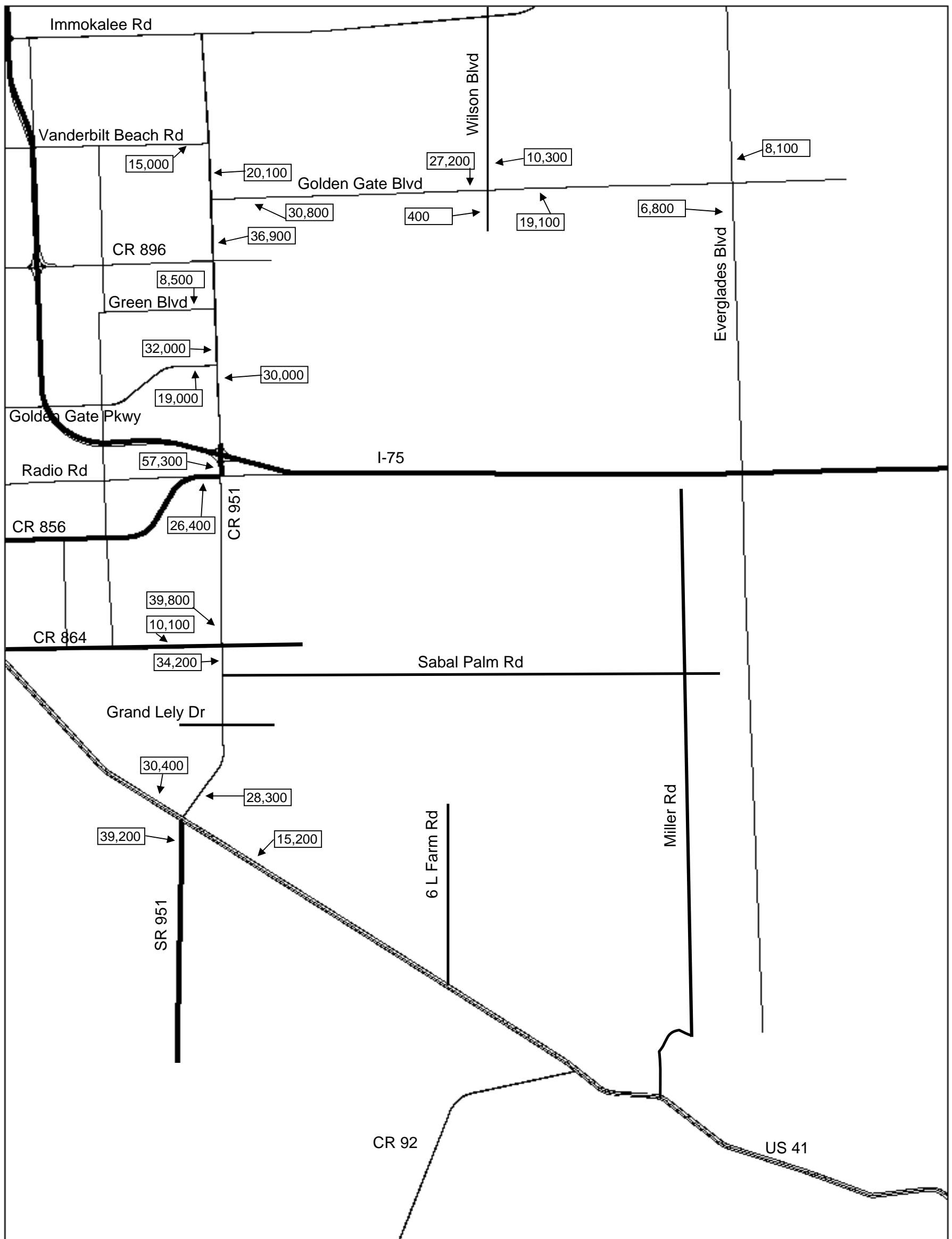


FIGURE 4 2006 AVERAGE DAILY TRAFFIC

Wilson Boulevard Extension/Benfield Road Corridor Study
Collier County, Florida

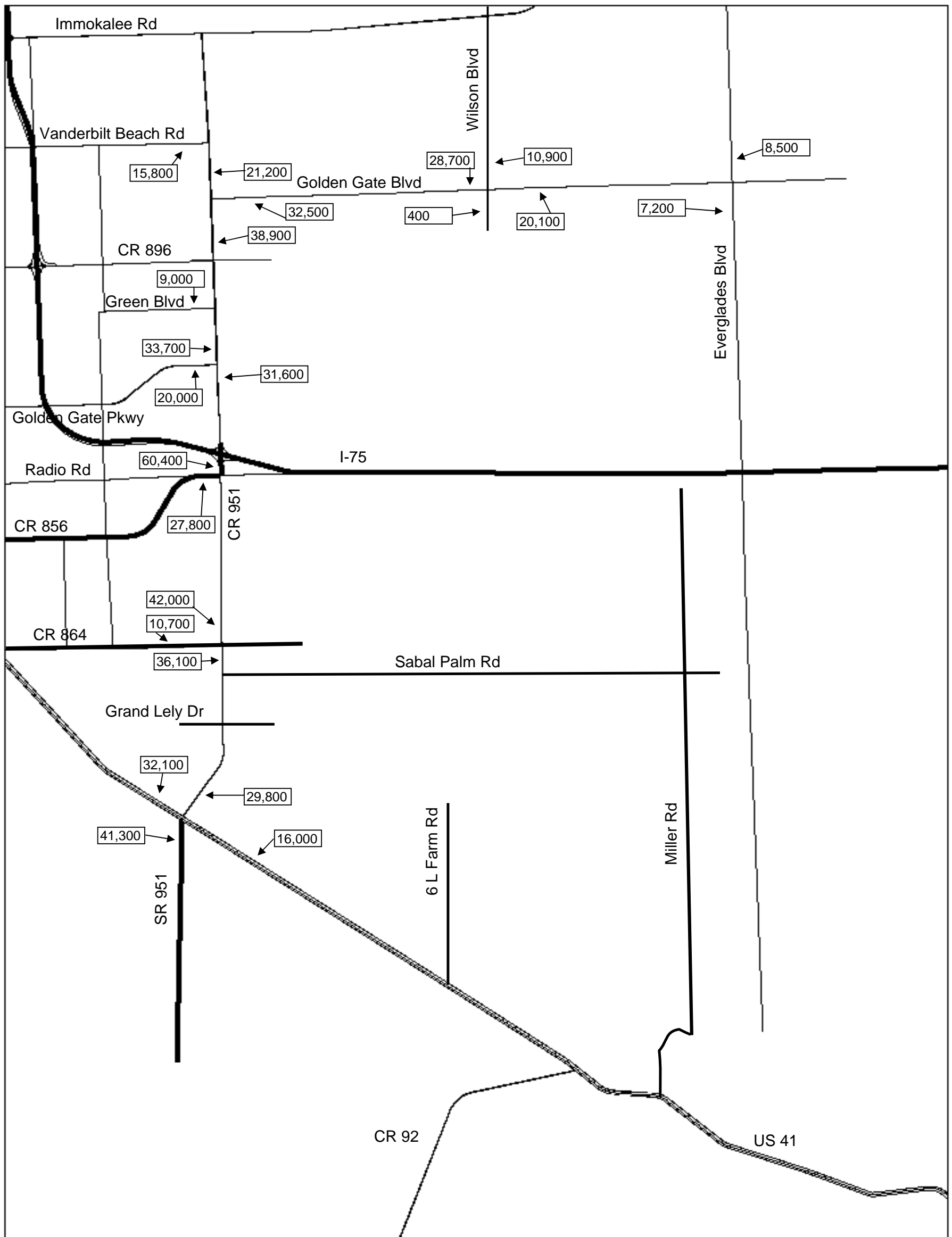


FIGURE 5 Existing 2007 AVERAGE DAILY TRAFFIC
 Wilson Boulevard Extension/Benfield Road Corridor Study
 Collier County, Florida



Weighted Growth Rate of 5.46% applied to 2006 ADT reach an estimate of 2007 traffic.

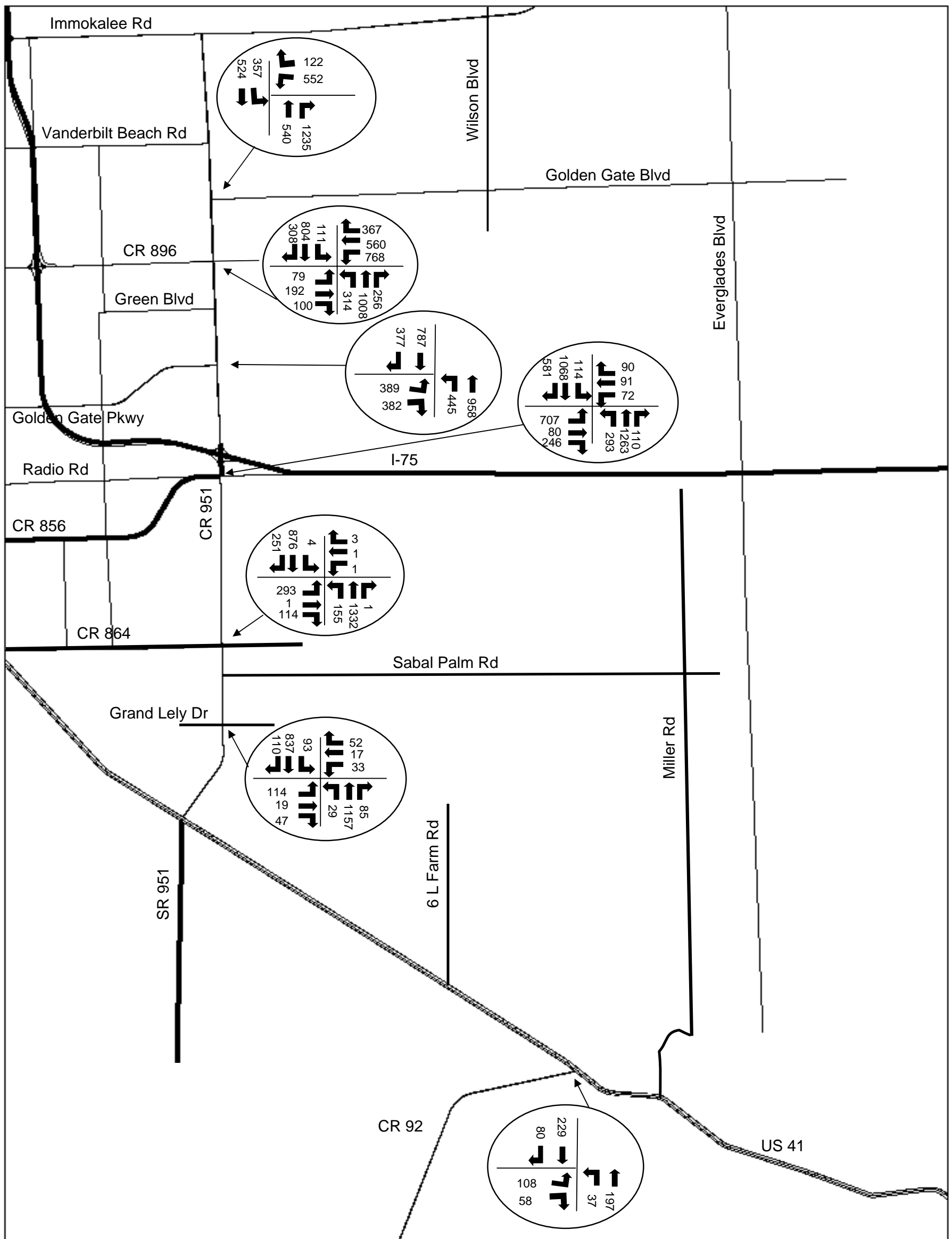


FIGURE 6A EXISTING PM PEAK HOUR TURNING MOVEMENTS

Wilson Boulevard Extension/Benfield Road Corridor Study
Collier County, Florida



Weighted Growth Rate of 5.46% applied to reach an estimate of 2007 traffic.

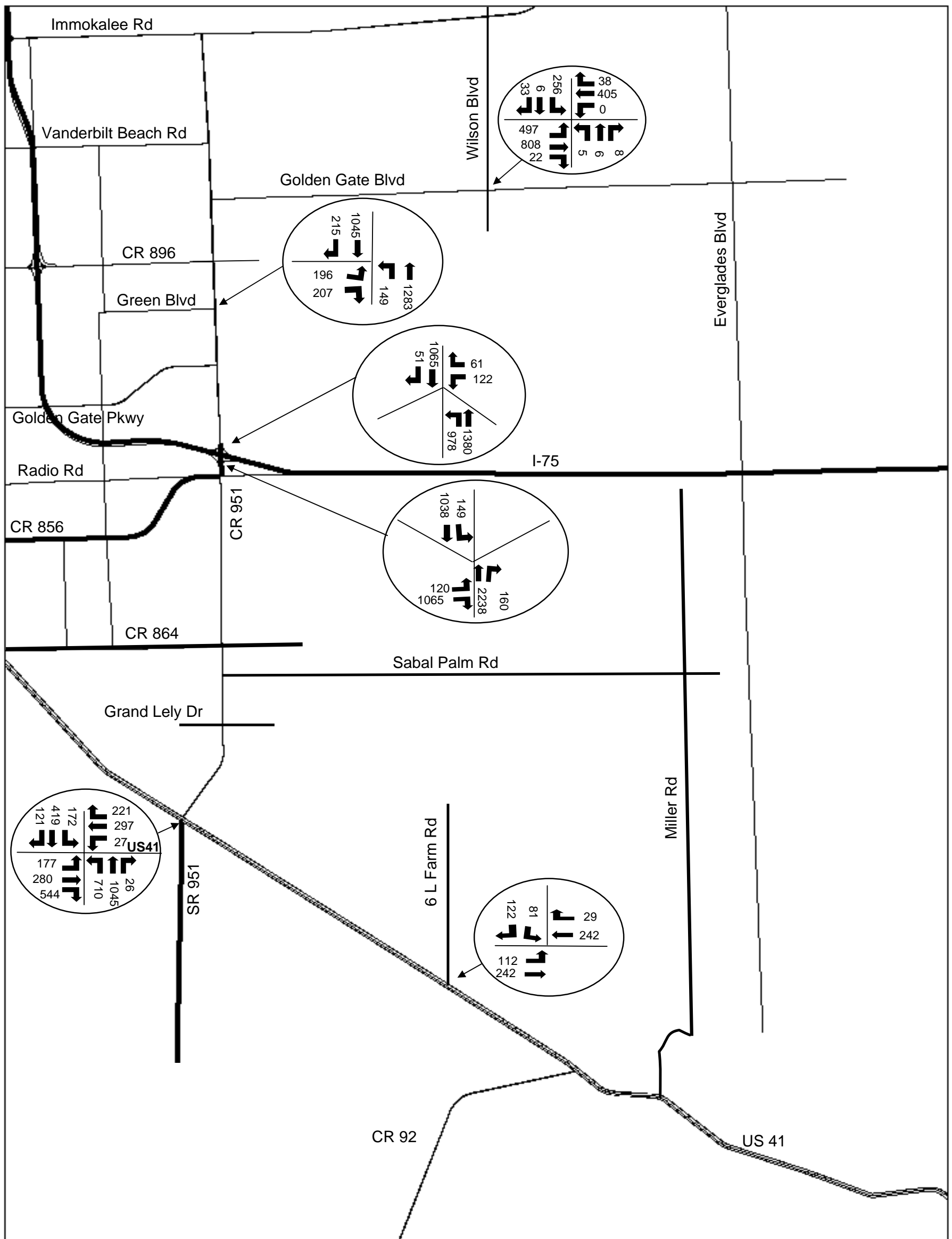


FIGURE 6B EXISTING PM PEAK HOUR TURNING MOVEMENTS
(Continued)

Wilson Boulevard Extension/Benfield Road Corridor Study
Collier County, Florida



Weighted Growth Rate of 5.46% applied to reach an estimate of 2007 traffic.

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 30th 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 (Average)	Recommended
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 (605)	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	C	C
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	E	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	C	C
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 (655)	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	E	F
608	US 41 (SR 90) - E of Collier Blvd (SR 951)	2U	State - Class 1	15,200	5.46%	16,000	C	D	E
636	Everglades Blvd - N of Golden Gate Blvd	2U	Non-State - Other	8,100	5.46%	8,500	D	E	E
637	Everglades Blvd - S of Golden Gate Blvd	2U	Non-State - Other	6,800	5.46%	7,200	D	D	D
643 (642)	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	E
681	Wilson Blvd - S of Golden Gate Blvd	2U	Non-State - Other	400	5.46%	400	D	C	C

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								
CR 951 @ US41	Approach	Delay	LOS	CR 951 @ Davis Blvd	Approach	Delay	LOS	
	EB	30.4	C		EB	150.9	F	
	WB	28.8	C		WB	48.4	D	
	NB	67.6	E		NB	143.6	F	
	SB	29.3	C		SB	58.4	E	
Overall	46.7	D	Overall	108.6	F			
CR 951 @ Pine Ridge Rd	Approach	Delay	LOS	CR 951 @ Rattlesnake Hammock Rd	Approach	Delay	LOS	
	EB	32.0	C		EB	64.3	E	
	WB	234.0	F		WB	22.8	C	
	NB	187.0	F		NB	33.2	C	
	SB	53.7	D		SB	18.1	B	
Overall	158.8	F	Overall	31.7	C			
CR 951 @ Grand Lely Dr	Approach	Delay	LOS	Golden Gate Blvd @ Wilson Blvd	Approach	Delay	LOS	
	EB	35.1	D		EB	99.5	F	
	WB	35.8	D		WB	20.6	C	
	NB	19.5	B		NB	45.5	D	
	SB	21.5	C		SB	40.4	D	
Overall	22.0	C	Overall	74.0	E			
CR 951 @ Green Blvd	Approach	Delay	LOS	CR 951 @ Golden Gate Blvd	Approach	Delay	LOS	
	EB	20.3	C		WB	37.1	D	
	NB	24.8	C		NB	54.7	D	
	SB	13.5	B		SB	22.8	C	
Overall	19.6	B	Overall	42.3	D			
CR 951 @ I-75 North Ramps	Approach	Delay	LOS	CR 951 @ Golden Gate Pkwy	Approach	Delay	LOS	
	WB	44.0	D		EB	35.3	D	
	NB	16.2	B		NB	25.4	C	
	SB	45.3	D		SB	29.4	C	
Overall	26.4	C	Overall	29.0	C			
CR 951 @ I-75 South Ramps	Approach	Delay	LOS					
	EB	422.5	F					
	NB	123.4	F					
	SB	14.3	B					
Overall	164.8	F						
Unsignalized Intersections								
US 41 @ 6 L Farm Rd	Approach	Delay	LOS	US 41 @ CR 92	Approach	Delay	LOS	
	EB	8.1	A		WB	8.1	A	
	SB	17.1	C		NB	12.9	B	

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

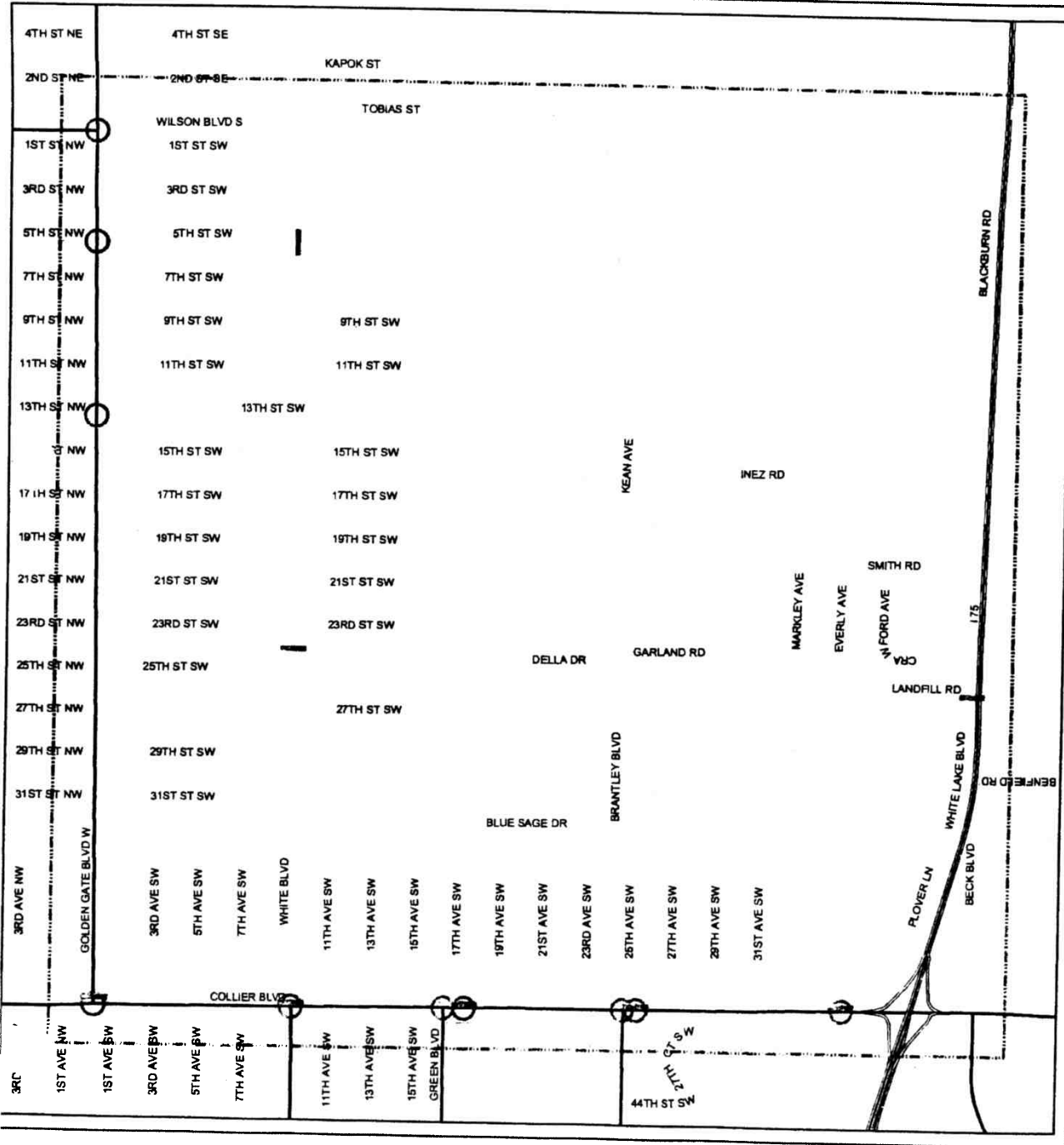
○ Turn Count
 — Tube/Classification
 □ Study Area

0 0.25 0.5 1 Miles

Exhibit 5

Turn Count and Tube Count Locations

Wilson Miller
Auto Transport & Safety, Inc. 11111 17th St SW, Suite 100, Overland Park, KS 66213
 Phone: (913) 646-1111 Fax: (913) 646-1112
 Email: info@wilsonmiller.com



Traffic Count Stations

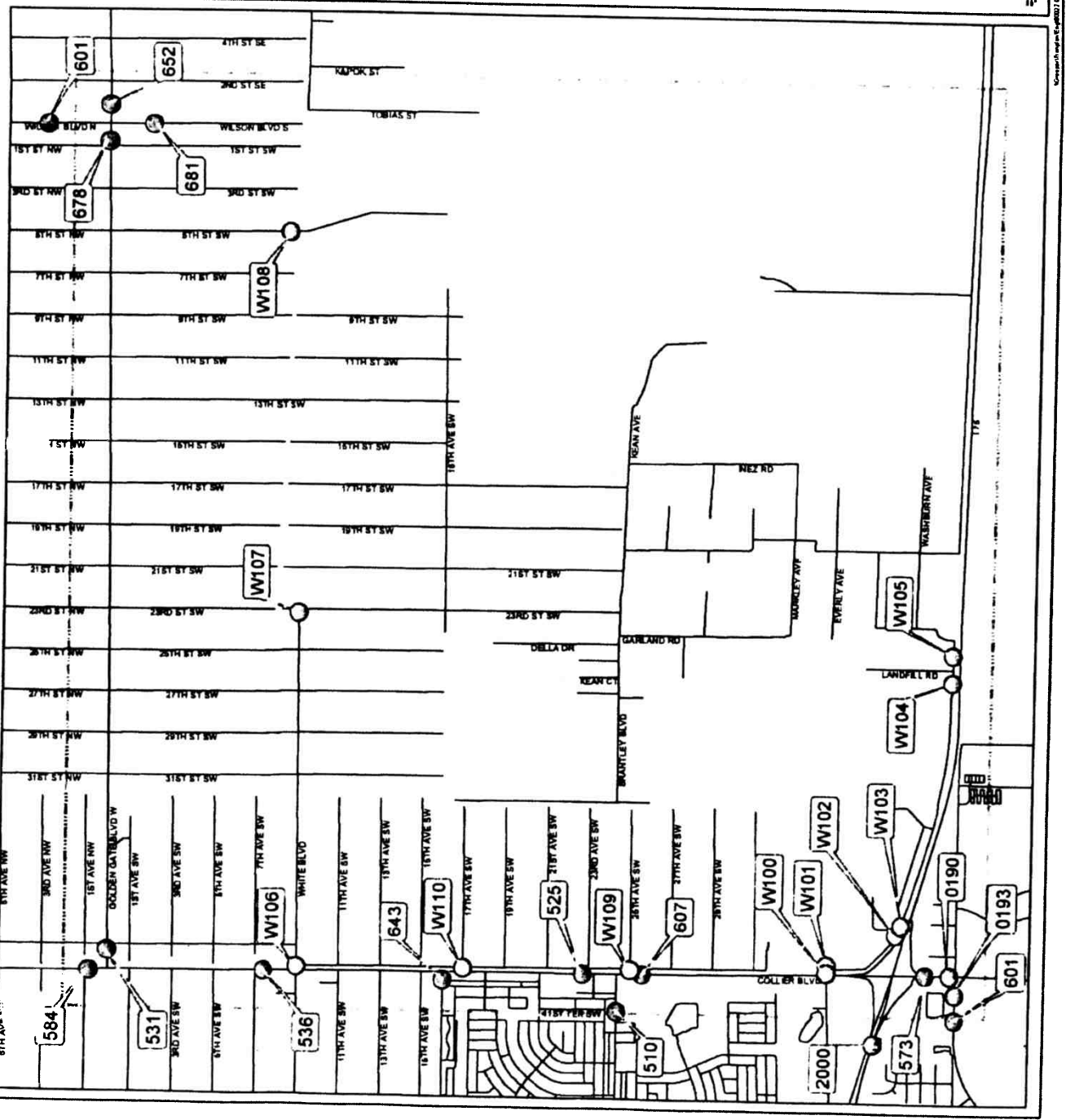
BY

- County
- State
- ◐ Wilson/Miller
- ◑ Study Area

0 0.25 0.5 1 Miles

Exhibit 4
Traffic Count Stations

Wilson/Miller
Wilson Miller and Associates, Inc. 8000 S. Highways 48 & 60, Oklahoma City, Oklahoma 73119

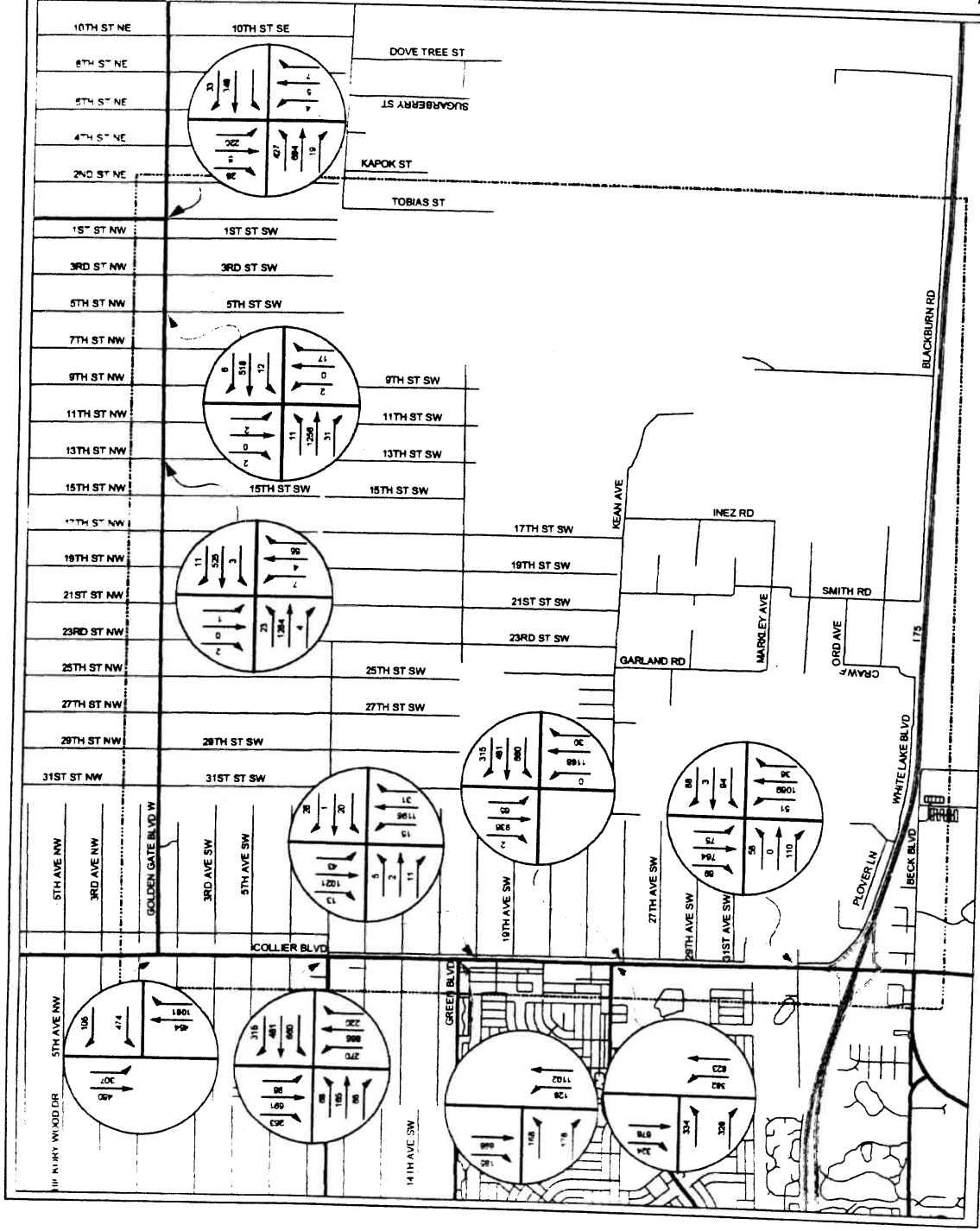


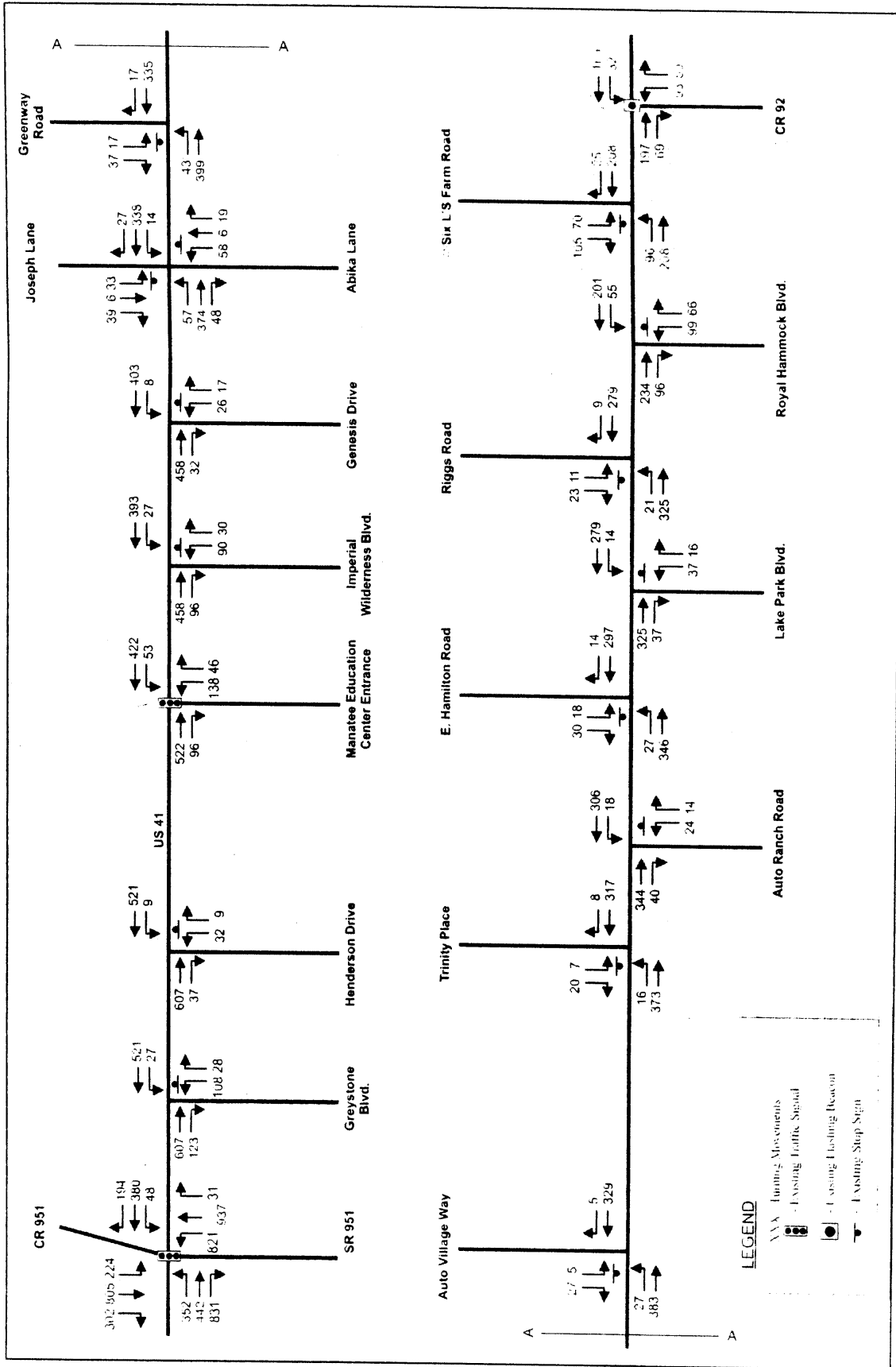
Study Area



Exhibit 6

2004 PM Peak Hour
Intersection Turning
Movement Counts
(June 01, 2004)







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

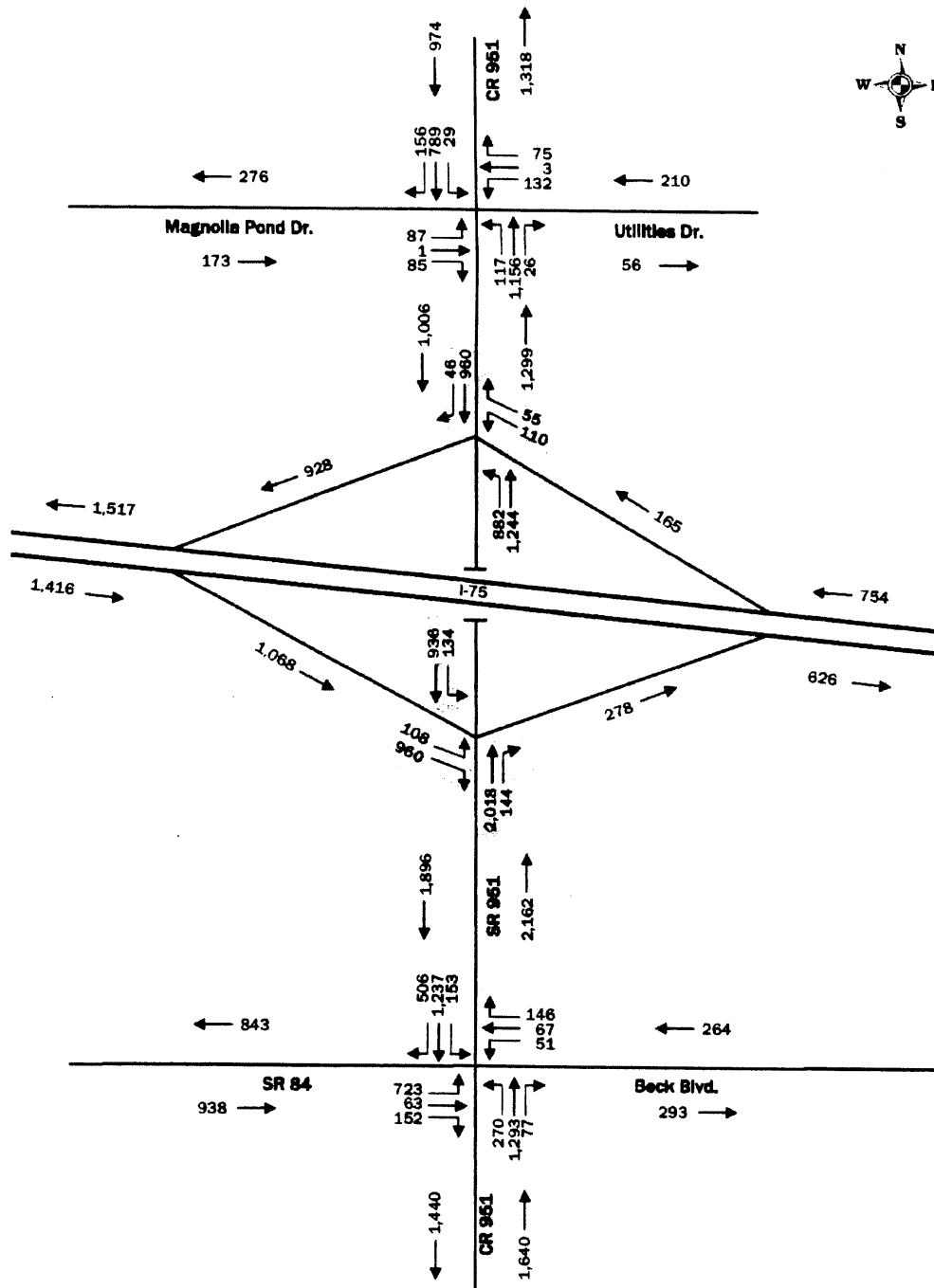


FIGURE 2-6: Existing (2005) PM Peak Hour Volumes

Traffic Movement Count

80935_Alt02_Buildout_DRI_02.xls

4/12/2006

Start Date	8/30/2005	RATTLE SNAKE HAMMOCK--W/ COLLIER--Northbound						RATTLE SNAKE HAMMOCK--Eastbound					
Start Time	7:00	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Site Code	2136	RATTLE SNAKE HAMMOCK--W/ COLLIER--Southbound						RATTLE SNAKE HAMMOCK--Westbound					
Street Name	COLLIER--Southbound	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
7:00		47	309	3	1	0	0	0	115	17	39	1	49
7:15		47	317	2	0	0	0	0	149	11	18	0	51
7:30		42	376	1	0	0	0	2	202	17	42	0	50
7:45		38	362	2	4	0	2	0	174	45	58	0	732
8:00		40	370	3	0	0	1	1	145	60	51	0	50
8:15		47	303	6	6	0	0	1	155	41	28	0	41
8:30		35	241	1	3	0	0	0	150	17	20	0	34
8:45		43	242	0	0	0	1	1	131	27	20	0	10
AM Total		167	1411	12	10	0	3	4	676	163	179	0	175
% Heavy Ve		11%	10%	75%	60%	0%	0%	25%	12%	9%	6%	0%	7%
4:00 PM		53	169	2	4	0	0	0	270	39	20	0	58
4:15 PM		55	120	3	1	0	0	0	193	22	19	0	42
4:30 PM		22	118	5	2	0	0	0	216	12	14	0	45
4:45 PM		68	131	0	1	0	0	0	206	47	21	0	46
5:00 PM		52	183	0	0	0	0	0	307	32	14	1	71
5:15 PM		52	186	0	2	0	0	0	293	33	17	0	55
5:30 PM		72	209	2	1	0	1	1	334	43	33	0	84
5:45 PM		50	212	2	0	1	0	0	267	32	39	0	54
PM Total		226	790	4	3	1	1	1	1201	140	103	1	264
% Heavy Ve		1%	5%	0%	0%	0%	0%	0%	7%	2%	1%	0%	5%

Traffic Movement Count

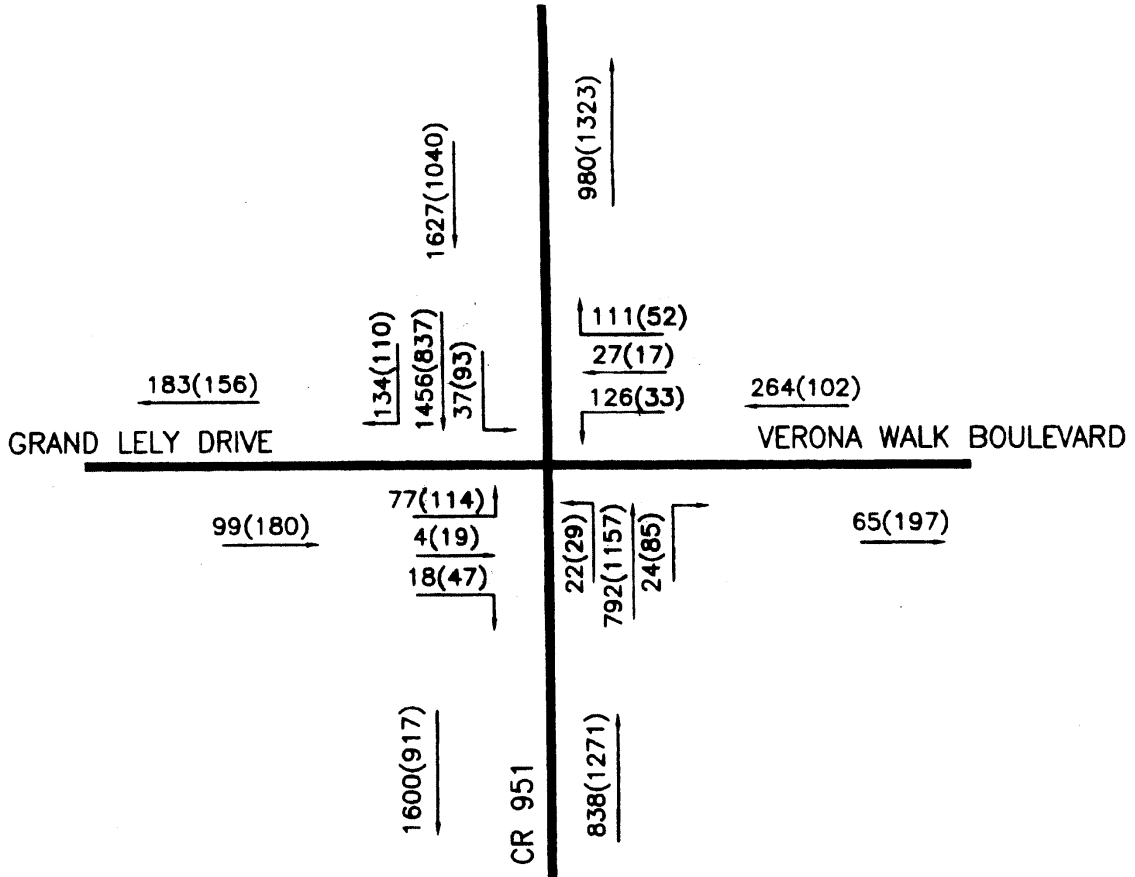
1_COLLIER BLVD & RATTLESNAKE

Start Date	Start Time	Site Code	Street Name	SR 951--Southbound			DAVIS BLVD--Westbound			SR 951--Northbound			DAVIS BLVD--Eastbound		
				Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5/10/2005	7:00	2084	SR 951--Southbound	153	326	20	13	23	5	169	30	51	10	121	
	7:15 AM			195	301	25	18	16	9	134	56	39	7	93	
	7:30 AM			205	240	41	9	10	16	188	58	39	6	74	
	7:45 AM			139	212	31	13	14	8	192	56	51	4	97	
	8:00 AM			70	248	17	9	23	7	219	46	58	13	832	
	8:15 AM			106	264	40	40	30	11	177	77	33	30	94	
	8:30 AM			113	282	67	28	43	16	86	103	25	45	81	
	8:45 AM			99	274	42	21	35	13	37	71	42	21	88	
	AM Total			692	1079	117	53	63	38	683	200	180	27	780	
	% Heavy Veh			15%	16%	18%	11%	8%	8%	7%	4%	16%	0%	7%	
														3552	
	4:00 PM			95	181	24	33	30	18	333	84	43	13	111	
	4:15 PM			143	247	38	25	18	17	324	57	23	18	143	
	4:30 PM			134	189	15	37	24	24	294	66	41	22	162	
	4:45 PM			166	235	21	26	27	19	328	102	44	15	120	
	5:00 PM			105	239	23	14	15	25	278	59	59	16	172	
	5:15 PM			121	237	27	21	21	28	275	54	64	18	179	
	5:30 PM			132	252	32	20	19	27	258	49	55	23	166	
	5:45 PM			120	224	22	7	35	16	247	43	55	22	189	
	PM Total			584	943	183	81	82	99	1139	364	222	72	637	
	% Heavy Veh			8%	6%	16%	7%	10%	37%	4%	5%	6%	33%	8%	

Traffic Movement Count

Start Date	9/1/2005												
Start Time	7:00												
Site Code	2083												
Street Nam	US-41--Southbound												
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00	72	47	28	20	129	32	32	43	4	2	70	118	
7:15	97	53	14	22	211	58	35	59	8	10	105	133	
7:30	132	46	38	23	214	46	51	60	10	7	142	159	
7:45	111	89	24	23	191	46	45	91	13	2	113	122	
8:00	76	57	23	22	176	40	32	79	2	7	124	143	
8:15	87	33	19	29	206	53	37	71	5	4	117	112	
8:30	86	27	31	35	229	42	14	58	9	3	101	146	
8:45	86	30	28	29	165	39	31	60	5	3	75	92	
AM Total	416	245	99	90	792	190	163	289	33	26	484	557	
% Heavy Ve	6%	12%	13%	8%	10%	18%	19%	7%	21%	8%	11%	2%	
4:00 PM	91	60	29	23	93	28	56	63	3	3	178	152	
4:15 PM	103	70	36	27	111	40	46	55	8	3	203	149	
4:30 PM	109	55	33	26	80	37	15	28	1	4	132	84	
4:45 PM	115	61	38	32	118	39	52	101	7	13	279	163	
5:00 PM	133	75	46	34	74	58	47	55	3	0	187	156	
5:15 PM	145	70	35	22	99	42	43	39	8	4	256	142	
5:30 PM	97	46	41	21	87	16	57	73	6	6	220	179	
5:45 PM	86	70	27	26	67	34	50	80	4	2	152	118	
PM Total	496	252	166	169	378	185	199	268	24	23	942	640	
% Heavy Ve	2%	3%	3%	3%	8%	12%	24%	3%	21%	13%	6%	5%	

Traffic Movement Count



LEGEND

XX AM PEAK
(XX) PM PEAK



LELY PUD
TRAFFIC MONITORING REPORT

EXISTING 2007
AM & PM PEAK HOUR
TRAFFIC VOLUMES

07573/06A/0507

6

Collier County Transportation Services Division
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TRAFFIC OPERATIONS DEPARTMENT



2006 AVERAGE DAILY TRAFFIC

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Traffic Operations

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February, 2007

Collier County
Average Daily Traffic (ADT) Counts
(Five Year History Listed Alphabetically)

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	H	Q	111th Ave North east of Vanderbilt Dr (CR 901)	8,493	8,383	9,292	0	7,721	
585	H	Q	111th Ave North west of Vanderbilt Dr (CR 901)	4,593	4,774	5,500	0	4,402	
665		A	29 (SR) north of Farm Worker's Village	9,919	9,940	10,131	9,875	9,915	0.41%
591		A	29 (SR) north of SR 82	7,601	7,540	8,117	8,335	8,275	-0.72%
615	C	A	29 (SR) north of US 41 (SR 90) (Tamiami Trail E.)	3,072	3,198	2,591	2,620	0	
582		A	29 (SR) south of US 41 (SR 90)	3,940	3,679	3,419	3,177	3,316	4.38%
661		A	82 (SR) west of SR 29	11,624	11,144	11,225	11,531	13,846	20.08%
619		Q	846 (Devil's Garden Rd) east of SR 29	4,242	3,317	3,269	2,853	3,114	9.15%
553	H	Q	Airport Rd (CR 31) north of Davis Blvd (SR 84)	45,883	47,870	50,029	0	49,519	
501	CCCC	Q	Airport Rd (CR 31) north of Golden Gate Pkwy. (CR 886)	50,748	43,412	42,784	0	0	
693		Q	Airport Rd (CR 31) north of North Road	52,148	55,416	53,860	54,560	54,203	-0.65%
599	CC	Q	Airport Rd (CR 31) north of Orange Blossom Dr	45,664	48,896	46,144	39,444	38,347	-2.78%
503	CCCC	Q	Airport Rd (CR 31) north of Pine Ridge Rd (CR 896)	44,288	49,634	46,179	0	40,698	
543	H	Q	Airport Rd (CR 31) north of US 41 (SR 45) (Tamiami Trail)	27,572	27,919	29,607	0	28,494	
659		Q	Airport Rd (CR 31) north of Vanderbilt Beach Ext (CR 862)	34,986	35,742	36,331	31,088	29,500	-5.11%
552		Q	Airport Rd (CR 31) south of Davis Blvd (SR 84)	36,031	37,000	37,895	36,943	36,432	-1.38%
533	C/C/H/C	Q	Airport Rd (CR 31) south of Golden Gate Pkwy (CR 886)	55,412	50,809	53,637	0	0	
554	H	Q	Airport Rd (CR 31) south of Immokalee Rd (CR 846)	31,899	32,518	33,601	0	26,829	
502	HN	Q	Airport Rd (CR 31) south of Pine Ridge Rd (CR 896)	49,877	46,331	46,970	0	57,481	
717		S	Bald Eagle Dr (CR 953) north of Heathwood Dr	13,354	12,915	13,370	Discont.	Discont.	
700		S	Bald Eagle Dr (CR 953) north of Barfield Dr	9,250	7,105	8,505	Discont.	Discont.	
539		Q	Bald Eagle Dr (CR 953) north of Collier Blvd (SR 951)	11,173	11,388	13,233	Discont.	Discont.	
540		Q	Bald Eagle Dr (CR 953) south of Collier Blvd (SR 951)	11,314	10,978	11,805	Discont.	Discont.	
622		Q	Barfield Dr south of Collier Blvd (SR 951)	8,578	8,349	8,938	Discont.	Discont.	
701		S	Barfield Dr east of Bald Eagle Dr (CR 953)	4,950	4,548	5,196	Discont.	Discont.	
621		Q	Barfield Dr north of Collier Blvd (SR 951)	3,546	3,405	3,601	Discont.	Discont.	
718		S	Barfield Dr north of San Marco Rd (CR 92)	9,166	9,122	8,480	Discont.	Discont.	
711		S	Barfield Dr north of Winterberry Dr	6,619	6,384	6,081	Discont.	Discont.	
713		S	Barfield Dr south of Winterberry Dr	3,802	3,941	4,267	Discont.	Discont.	
521		Q	Bayshore Dr north of Week Ave	16,352	15,377	14,636	14,271	14,012	-1.82%
626		A	Camp Keais Rd south of Immokalee Rd (CR 846)	3,089	3,267	3,027	3,854	3,783	-1.84%
660		A	Capri Blvd west of Collier Blvd (SR 951)	5,135	4,250	4,276	4,780	4,585	-4.08%
610		Q	Carson Rd north of Lake Trafford Rd (CR 890)	5,656	5,703	5,927	5,472	5,797	5.93%
618		A	Chokoloskee Causeway south of Plantation Parkway	2,173	2,209	2,172	2,075	1,834	-11.61%
573		Q	Collier Blvd (CR 951) north of Davis Blvd (SR 84)	45,475	46,582	53,866	56,180	57,314	2.02%
584	HC	Q	Collier Blvd (CR 951) north of Golden Gate Blvd	18,042	18,538	18,518	0	20,066	
525		Q	Collier Blvd (CR 951) north of Golden Gate Pkwy (CR 886)	26,518	27,409	29,570	31,943	32,040	0.30%
536		Q	Collier Blvd (CR 951) north of Pine Ridge Rd (CR 896)	31,031	33,549	35,421	37,304	36,939	-0.98%
602		Q	Collier Blvd (CR 951) north of Rattlesnake Ham Rd (CR 864)	30,288	31,626	33,926	38,709	39,767	2.73%
532		Q	Collier Blvd (CR 951) north of US 41 (SR 90) (Tamiami Trail)	22,828	23,920	21,918	23,061	28,323	
607		Q	Collier Blvd (CR 951) south of Golden Gate Pkwy (CR 886)	22,415	23,232	25,815	29,160	30,060	3.09%
655	CC	Q	Collier Blvd (CR 951) south of Immokalee Rd (CR 846)	19,125	19,484	21,796	21,792	22,160	1.69%
657		Q	Collier Blvd (CR 951) south of Lely Cultural Blvd	25,016	26,284	29,365	32,477	32,739	0.81%
603	C	Q	Collier Blvd (CR 951) south of Rattlesnake Ham Rd (CR 864)	27,713	27,928	31,462	34,013	34,168	0.46%
557	CC	Q	Collier Blvd (CR 951) south of US 41 (SR 90) (Tamiami Trail)	34,288	34,132	35,556	0	39,198	
555		Q	Collier Blvd (SR 951) east of Bald Eagle Dr (CR 953)	18,995	18,914	20,627	Discont.	Discont.	
624		Q	Collier Blvd (SR 951) north of San Marco Rd (CR 92)	17,721	16,656	18,348	Discont.	Discont.	
708		S	Collier Blvd (SR 951) north of Winterberry Dr	12,464	12,627	13,056	Discont.	Discont.	
627		Q	Collier Blvd (SR 951) south of Capri Blvd (CR 952)	26,386	26,178	27,814	28,598	27,198	-4.89%
556		Q	Collier Blvd (SR 951) south of Marco Bridge (Jolley Bridge)	26,493	26,271	27,743	Discont.	Discont.	
716		S	Collier Blvd (SR 951) south of San Marco Rd (CR 92)	17,335	17,951	18,885	Discont.	Discont.	
710		S	Collier Blvd (SR 951) south of Winterberry Dr	10,818	11,160	11,035	Discont.	Discont.	
623		Q	Collier Blvd (SR 951) west of Bald Eagle Dr (CR 953)	22,664	21,281	23,519	Discont.	Discont.	

Note: All 2005 zero entries are either construction or hurricane related anomalies.
All 2006 anomalies are due to construction.

**Collier County
Average Daily Traffic (ADT) Counts
(Five Year History Listed Alphabetically)**

Station	Anomalies	Type	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	CC	Q	Immokalee Road (CR 846) west of Wilson Blvd	20,460	21,380	21,277	0	27,776	
677	C/H	Q	Immokalee Road East of Everglades Blvd	5,086	5,224	5,205	0	5,408	
671		Q	Immokalee Road south of Corkscrew Sanctuary Road	5,492	6,033	5,348	7,193	7,546	4.91%
631		Q	J & C Blvd west of Airport Rd (CR 31)	12,040	11,946	12,131	12,110	11,686	-3.51%
614	A	A	Jane's Scenic Dr west of SR 29	1,011	998	705	655	705	7.63%
707		S	Kendall Dr west of Collier Blvd (SR 951)	3,135	3,470	3,454	Discont.	Discont.	
609	C	Q	Lake Trafford Rd (CR 890) west of Carson Rd	6,547	6,679	6,320	6,769	8,460	24.99%
551		Q	Lake Trafford Rd (CR 890) west of North 15th St (SR 29)	12,004	12,280	12,337	12,435	13,653	9.79%
690	C	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	C	Q	Livingston Rd (CR 881) north of Mediterra			11,281	15,086	17,324	14.84%
575	C	Q	Livingston Rd (CR 881) north of Pine Ridge Rd (CR 896)			16,409	26,207	26,258	0.19%
597	H	Q	Livingston Rd (CR 881) south of Immokalee Rd (CR 846)				0	25,729	
576	C	Q	Livingston Rd (CR 881) south of Vanderbilt Beach Rd (CR 862)			13,935	0	37,412	
673	CC	Q	Livingston Road (CR 881) north of Immokalee Road (CR 846)	3,230	2,840	16,344	19,090	23,077	20.88%
686		Q	Livingston Road (CR 881) north of Radio Road (CR 856)	12,136	16,466	19,083	22,934	24,327	6.08%
687		Q	Livingston Road (CR 881) south of Golden Gate Pkwy (CR 886)	14,578	23,314	27,696	33,209	36,241	9.13%
587	H	Q	Logan Blvd north of Pine Ridge Rd (CR 896)	13,147	11,683	10,094	0	10,254	
588		Q	Logan Blvd south of Pine Ridge Rd (CR 896)	34,207	29,278	29,523	29,925	30,507	1.94%
654		Q	Logan Blvd south of Vanderbilt Beach Ext.(CR 862)	10,984	9,682	8,147	8,037	8,331	3.65%
664	C	Q	Main St (SR 29) west of South 1st St (CR 846)	12,944	13,451	13,627	14,327	15,014	4.79%
723		S	Manatee Rd east of Collier Blvd (CR 951)	4,802	4,310	4,786	4,661	4,116	-11.69%
612		Q	New Market Rd (SR 29A) east of North 15th St (SR 29)	7,763	8,137	8,633	8,384	9,006	7.42%
550		Q	New Market Rd (SR 29A) south of Broward St	7,968	7,576	8,405	6,993	7,710	10.26%
663		Q	North 15th St (SR 29) north of Lake Trafford Rd (CR 890)	10,087	11,085	11,565	12,265	14,199	15.76%
683	H	Q	North 15th St (SR 29) south of Lake Trafford Rd (CR 890)	16,969	17,574	16,525	0	20,984	
590		Q	North 1st St north of Main St (SR 29)	7,408	7,304	7,977	8,551	9,771	14.26%
692		Q	North Road west of Airport Road (CR 31)	2,857	2,474	2,916	3,056	3,043	-0.42%
645		Q	Oakes Blvd north of Vanderbilt Beach Rd (CR 862)	11,822	12,803	13,920	11,401	11,672	2.38%
682		Q	Oakes Blvd south of Immokalee Rd (CR 846)	11,241	11,598	11,953	9,765	10,388	6.38%
725		S	Oil Well Rd (CR 858) east of Big Cypress Elem Sch	5,340	6,692	6,119	6,788	7,289	7.39%
724		S	Oil Well Rd (CR 858) east of Immokalee Rd (CR 846) See 64	6,667	8,124	9,096	Discont.	Discont.	
649	C/H	Q	Oil Well Rd (CR 858) east of Immokalee Rd (CR 846)				0	11,629	
547		Q	Old US 41 (CR 887) at Lee County Line	14,750	14,933	16,312	16,490	16,317	-1.04%
647		Q	Orange Blossom Dr east of Timberline Dr	9,348	9,074	9,646	10,876	12,210	12.27%
526	C	Q	Pine Ridge Rd (CR 896) east of Airport Rd (CR 31)	51,966	51,986	53,913	55,097	56,659	2.84%
514	NCC	Q	Pine Ridge Rd (CR 896) east of Goodlette Rd (CR 851)	50,035	50,867		0	59,193	
628	CC	Q	Pine Ridge Rd (CR 896) east of Livingston Rd (CR 881)			47,494	64,248	68,366	6.41%
535		Q	Pine Ridge Rd (CR 896) east of Logan Blvd (Santa Barbara)	19,517	21,625	23,481	24,892	24,984	0.37%
512	NN	Q	Pine Ridge Rd (CR 896) east of US 41 (SR 45) (Tamiami Tr)	35,446	43,429	37,603	39,369	43,775	
515		Q	Pine Ridge Rd (CR 896) west of Airport Rd (CR 31)	44,655	45,664	48,034	43,532	54,400	24.97%
600		Q	Pine Ridge Rd (CR 896) west of Logan Blvd	37,164	39,563	41,965	44,995	47,092	4.66%
634	A	A	Plantation Parkway east of CR 29	596	642	730	670	613	-8.51%
544		Q	Radio Rd (CR 856) east of Airport Rd (CR 31)	22,527	23,677	25,538	26,989	26,914	-0.28%
589	C	Q	Radio Rd (CR 856) east of Santa Barbara Blvd	15,851	15,443	17,599	19,456	19,623	0.85%
685	C	Q	Radio Rd (CR 856) west of Davis Blvd (SR 84)	9,976	10,008	11,435	12,750	13,601	6.67%
527	H	Q	Radio Rd (CR 856) west of Santa Barbara Blvd	24,261	23,858	25,619	0	25,091	
688		Q	Radio Road (CR 856) east of Livingston Road (CR 881)	26,163	28,593	32,238	32,996	32,510	-1.47%
689		Q	Radio Road (CR 856) west of Livingston Road (CR 881)	21,809	22,754	25,778	24,455	28,079	14.82%
651		Q	Randall Blvd east of Immokalee Rd (CR 846)	6,077	7,135	7,882	9,139	10,417	13.98%
534		Q	Rattlesnake Ham Rd (CR 864) east of County Barn Rd	15,717	14,537	15,586	14,921	15,478	3.73%
516		Q	Rattlesnake Ham Rd (CR 864) east of US 41 (SR 90/Tamiami Tr)	15,682	16,703	17,509	15,303	19,139	25.07%
518	C	Q	Rattlesnake Ham Rd (CR 864) west of Collier Blvd (CR 951)	9,087	10,051	10,876	10,091	0	

Note: All 2005 zero entries are either construction or hurricane related anomalies.
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Collier County
Average Daily Traffic (ADT) Counts
(Five Year History Listed Alphabetically)

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	C	A	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	C	Q	Davis Blvd (SR 84) east of Airport Rd (CR 31)	31,084	30,183	30,798	32,083	30,985	-3.42%
558		Q	Davis Blvd (SR 84) west of Airport Rd (CR 31)	33,104	32,686	33,942	36,444	34,686	-4.82%
601	C	Q	Davis Blvd (SR 84) west of Collier Blvd (CR 951)	22,726	22,920	25,969	0	26,441	
560	C	Q	Davis Blvd (SR 84) west of Radio Rd (CR 856)	14,122	14,200	14,965	16,475	17,045	3.46%
538		Q	Davis Blvd (SR 84) west of Santa Barbara Blvd	31,000	30,789	32,561	34,781	33,289	-4.29%
638		A	Desoto Blvd north of Golden Gate Blvd (CR 876)	1,180	1,365	1,585	2,254	2,207	-2.09%
639		A	Desoto Blvd south of Golden Gate Blvd (CR 876)	1,139	1,522	2,039	2,324	2,661	14.50%
704		S	Elkcam Circle east of Bald Eagle Dr (CR 953)	8,375	7,756	6,940	Discont.	Discont.	
705		S	Elkcam Circle west of Bald Eagle Dr (CR 953)	4,313	4,346	4,686	Discont.	Discont.	
636		S	Everglades Blvd north of Golden Gate Blvd (CR 876)	4,448	5,817	6,520	8,108	8,090	-0.22%
635		S	Everglades Blvd north of Oil Well Rd (CR 858)	3,105	3,974	5,328	6,491	7,163	10.35%
637		S	Everglades Blvd south of Golden Gate Blvd (CR 876)	4,294	4,946	5,672	5,878	6,765	15.09%
549	C	Q	First St south (CR 846) south of Main St (SR 29)	12,855	12,945	12,866	13,782	14,565	5.68%
531	CH	Q	Golden Gate Blvd (CR 876) east of Collier Blvd (CR 951)	20,307	25,368	27,606	0	30,818	
652	C	Q	Golden Gate Blvd (CR 876) east of Wilson Blvd	12,474	15,801	17,190	19,665	19,089	-2.93%
678	C	Q	Golden Gate Blvd (CR 876) west of Wilson Blvd	16,805	20,667	23,255	27,340	27,244	-0.35%
508	CC	Q	Golden Gate Pkwy (CR 886) east of Airport Rd (CR 31)	30,335	28,877	29,836	0	0	
691	C C/H	Q	Golden Gate Pkwy (CR 886) east of Livingston Road (CR 881)	31,140	28,860	0	0	24,970	
605		Q	Golden Gate Pkwy (CR 886) east of Santa Barbara Blvd	30,785	31,042	29,124	29,669	28,562	-3.73%
507	C	Q	Golden Gate Pkwy (CR 886) west of Airport Rd (CR 31)	44,288	44,592	45,594	38,779	0	
510	CC	Q	Golden Gate Pkwy (CR 886) west of Collier Blvd (CR 951)	18,467	18,640	19,145	17,783	18,959	6.61%
530	N	Q	Golden Gate Pkwy (CR 886) west of Goodlette Rd (CR 851)	22,112	23,119	21,677	21,942	20,906	-4.72%
509	CC	Q	Golden Gate Pkwy (CR 886) west of Santa Barbara Blvd	31,604	29,194	0	0	24,413	
505	HC	Q	Goodlette Rd (CR 851) north of 22nd Ave north	35,368	33,093	31,414	0	0	
595	CC	Q	Goodlette Rd (CR 851) north of Orange Blossom Dr	20,522	0	0	17,302	20,269	17.15%
581	CCC	Q	Goodlette Rd (CR 851) north of Pine Ridge Rd (CR 896)	22,055	0	0	0	24,892	
569		Q	Goodlette Rd (CR 851) south of First Ave south	27,776	28,824	29,084	29,288	29,304	0.06%
504		Q	Goodlette Rd (CR 851) south of Golden Gate Pkwy (CR 886)	37,364	37,720	38,243	30,771	35,368	14.94%
594		Q	Goodlette Rd (CR 851) south of Immokalee Rd (CR 846)	15,348	12,311	11,806	12,987	14,266	9.85%
596	CC	Q	Goodlette Rd (CR 851) south of Orange Blossom Dr	20,193	0	0	21,284	23,150	8.77%
506	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%
642		Q	Green Blvd east of Santa Barbara Blvd	13,100	13,862	14,261	14,214	13,213	-7.05%
643		Q	Green Blvd west of Collier Blvd (CR 951)	7,833	7,893	8,582	8,749	8,519	-2.63%
583		A	Gulfshore Dr south of Bayview Dr	5,961	5,545	5,723	7,245	4,988	-31.15%
714		S	Heathwood Dr north of San Marco Dr (CR 92)	8,344	6,918	6,711	Discont.	Discont.	
715		S	Heathwood Dr south of San Marco Dr (CR 92)	6,093	5,459	5,515	Discont.	Discont.	
675	CC	Q	Immokalee Rd (846) east of Wilson Blvd	21,482	23,577	25,970	0	28,318	
625		Q	Immokalee Rd (CR 846) east of Goodlette Rd (CR 851)	38,702	40,590	45,385	46,620	44,234	-5.12%
567	HC	Q	Immokalee Rd (CR 846) east of Airport Rd (CR 31)	39,031	44,916	46,051	0	0	
593	C	Q	Immokalee Rd (CR 846) east of Collier Blvd (CR 951)	22,138	24,231	23,363	0	26,895	
568	CC	Q	Immokalee Rd (CR 846) east of I-75 (SR 93)	34,565	38,579	42,933	45,488	46,794	2.87%
566	H	Q	Immokalee Rd (CR 846) east of US 41 (SR 45) (Tamiami Trail)	37,742	38,985	42,086	0	40,288	
620		Q	Immokalee Rd (CR 846) north of Stockade Rd	8,848	8,685	8,217	8,422	10,285	22.12%
586	CH N/C	Q	Immokalee Rd (CR 846) south of Oil Well Rd (CR 858)	14,950	16,537	16,485	0	23,268	
565		Q	Immokalee Rd (CR 846) west of US 41 (CR 45) (Tamiami Trail)	17,305	17,481	18,991	19,168	16,664	-13.06%
656	CC	Q	Immokalee Rd (CR 846) west of Collier Blvd (CR 951)	21,489	25,787	27,431	0	30,287	
672		Q	Immokalee Road (846) 2 miles east of Everglades Blvd.	5,125	4,733	4,806	5,661	6,089	7.56%
684	H	Q	Immokalee Road (CR 846 East) 3 miles east of 29 South	New Count 2003	1,382	1,434	0	1,488	

Note: All 2005 zero entries are either construction or hurricane related anomalies.
All 2006 anomalies are due to construction.

**Collier County
Average Daily Traffic (ADT) Counts
(Five Year History Listed Alphabetically)**

S	A	T	Location	2002	2003	2004	2005	2006	Change
t	n	y		ADT	ADT	ADT	ADT	ADT	05-06
a	m	p						(Based on	
t	a	e						Available	
i	n	s						Counts)	
o									
n									
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		S	San Marco Dr (CR 92) east of Floral St	4,608	4,140	4,506	Discont.	Discont.	
541		Q	San Marco Rd (CR 92) east of Collier Blvd (SR 951)	6,234	7,537	7,152	Discont.	Discont.	
542		Q	San Marco Rd (CR 92) west of Barfield Dr	10,167	9,752	12,080	Discont.	Discont.	
648	N	S	Sanctuary Rd north of Immokalee Rd (CR 846)	644	721	745	890	904	1.63%
537		Q	Santa Barbara Blvd north of Davis Blvd (CR 84)	20,531	20,111	19,821	19,270	20,906	8.49%
529		Q	Santa Barbara Blvd north of Golden Gate Pkwy (CR 886)	28,692	25,749	24,146	24,030	24,607	2.40%
606	C	Q	Santa Barbara Blvd north of Radio Rd (CR 856)	27,605	27,194	27,692	28,001	28,959	3.42%
528		Q	Santa Barbara Blvd south of Golden Gate Pkwy (CR 886)	30,260	28,914	28,471	28,967	30,079	3.84%
511		Q	Seagate Dr west of US 41 (SR 45) (Tamiami Trail)	16,848	16,930	16,200	13,292	17,108	28.71%
720		S	Shadowlawn Dr north of Davis Blvd (SR 84)	4,859	4,472	4,005	3,911	3,913	0.06%
523		Q	Shadowlawn Dr south of Davis Blvd (SR 84)	7,676	6,866	6,854	6,432	5,982	-7.01%
706		S	Tigertail Ct west of Collier Blvd (SR 951)	2,473	2,587	2,756	Discont.	Discont.	
546	CCC	Q	US 41 (SR 45) at Lee County Line	37,790	38,280	38,251	0	42,828	
564	H	Q	US 41 (SR 45) north of Immokalee Rd (CR 846)	53,446	53,988	54,468	0	56,773	
562	H	Q	US 41 (SR 45) north of Pine Ridge Rd (CR 896)	48,686	49,715	53,026	0	49,636	
577		Q	US 41 (SR 45) south of 99th Ave North	47,581	49,071	53,423	51,118	52,282	2.28%
561	H	Q	US 41 (SR 45) south of Pine Ridge Rd (CR 896)	54,635	56,497	57,838	0	58,081	
563	H	Q	US 41 (SR 45) south of Vanderbilt Beach Rd (CR 862)	44,546	46,390	49,739	0	45,504	
604	C	Q	US 41 (SR 90) east of Airport Rd (CR 31)	45,164	46,908	49,091	0	49,642	
608	CC	Q	US 41 (SR 90) east of Collier Blvd (CR 951)	12,570	0	12,977	15,010	15,183	1.15%
545	C/H	Q	US 41 (SR 90) east of Davis Blvd (SR 84)	33,089	33,594	35,118	0	35,832	
572	CC	Q	US 41 (SR 90) east of Rattlesnake Ham Rd (CR 864)	36,301	36,199	37,973	40,948	44,455	8.56%
616		A	US 41 (SR 90) east of SR 29/CR 29	4,661	5,098	4,113	4,360	3,950	-9.40%
571	CHC	Q	US 41 (SR 90) west of Collier Blvd (SR 951)	27,069	0	27,758	0	30,379	
570	HC	Q	US 41 (SR 90) west of San Marco Rd (CR 92)	4,952	5,585	5,022	0	5,682	
617		A	US 41 (SR 90) west of SR 29/CR 29	5,692	6,215	5,049	5,026	4,971	-1.09%
646	H	Q	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	Q	Vanderbilt Beach Rd (CR 862) east of Goodlette Rd (CR 851)	24,995	25,761	26,640	0	25,322	
630	CC	Q	Vanderbilt Beach Rd (CR 862) East of Livingston Rd (CR 881)			0	26,756	26,199	-2.08%
668	C	Q	Vanderbilt Beach Rd (CR 862) east of Vineyards Blvd	18,440	18,203	18,155	18,732	18,056	-3.61%
580	C	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	CCC	Q	Vanderbilt Beach Rd (CR 862) West of Livingston Rd (CR 881)			0	0	0	
667	HC	Q	Vanderbilt Beach Rd (CR 862) west of Oakes Blvd	21,923	23,072	26,351	0	22,484	
524		Q	Vanderbilt Beach Rd (CR 862) west of US 41 (SR 45/Tamiami Tr)	19,171	20,036	20,680	20,080	19,579	-2.50%
633	C	Q	Vanderbilt Dr (CR 901) north of Vanderbilt Bch Rd (CR 862)	7,670	6,958	7,223	7,526	6,135	-18.48%
578		Q	Vanderbilt Dr (CR 901) north of 111th Ave North	10,826	10,863	11,476	12,368	9,624	-22.18%
548	CH	Q	Vanderbilt Dr (CR 901) north of Wiggins Pass Rd (CR 888)	11,547	9,591	10,685	0	8,435	
632		Q	Vanderbilt Dr (CR 901) south of 111th Ave N	6,334	5,862	6,049	6,561	5,372	-18.13%
640		A	Vineyards Blvd south of Vanderbilt Beach Rd (CR 862)	7,711	8,420	7,891	7,722	8,331	
611		Q	Westclox Rd west of North 15th St (SR 29)	3,391	3,300	3,481	3,398	3,126	-8.00%
670	C	Q	Wiggins Pass Rd (CR 888) east of Vanderbilt Dr (CR 901)	4,768	4,836	5,611	6,513	5,401	-17.07%
669		Q	Wiggins Pass Rd (CR 888) west of US 41 (SR 45)	7,132	7,413	8,104	9,659	7,925	-17.95%
680	CC	Q	Wilson Blvd north of Golden Gate Blvd (CR 876)	5,352	7,390	8,259	10,288	10,348	0.58%
676	C	Q	Wilson Blvd north of Immokalee Rd (CR 846)	1,500	1,578	1,528	1,648	1,833	11.22%
681		Q	Wilson Blvd south of Golden Gate Blvd	406	411	419	397	428	7.82%
650	C	Q	Wilson Blvd south of Immokalee Rd (CR 846)	5,158	6,852	8,877	9,757	9,064	-7.10%
709		S	Winterberry Dr east of Collier Blvd (SR 951)	4,506	4,297	4,769	Discont.	Discont.	
712		S	Winterberry Dr west of Barfield Dr	4,743	4,427	4,961	Discont.	Discont.	
703		S	Yellowbird St east of Bald Eagle Dr (CR 953)	1,694	1,636	1,772	Discont.	Discont.	
702		S	Yellowbird St south of Collier Blvd (SR 951)	2,343	2,261	2,496	Discont.	Discont.	

Largest Decrease in 2006 traffic -31.15%

Note: All 2005 zero entries are either construction or hurricane related anomalies.
All 2006 anomalies are due to construction.

**Collier County
Average Daily Traffic (ADT) Counts
(Five Year History Listed Alphabetically)**

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
				Average Change in 2006 traffic					3.33%
				Largest Increase in 2006 traffic					41.23%

Note: All 2005 zero entries are either construction or hurricane related anomalies.
All 2006 anomalies are due to construction.

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

2004

- 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)

2006

- 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

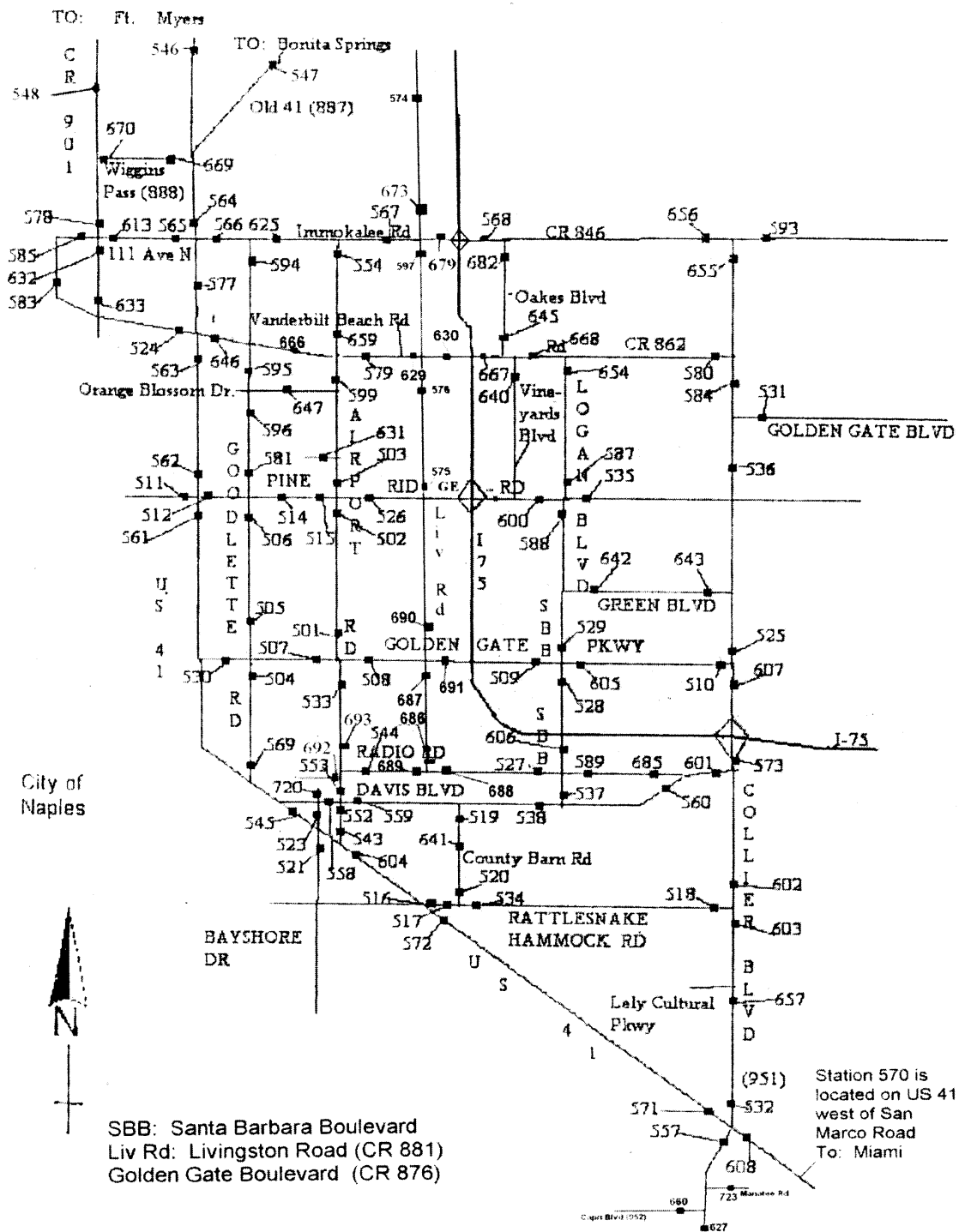
- 501 - 2nd Qtr Only
 - 508 - No Counts Available
 - 509 - 2nd Qtr Only
 - 514 - Average for the 2nd, 3rd, 4th Quarters: Const. 1 & 4
 - 533 - Average for 1st, 2nd, and 3rd Qtrs
 - 545 - Average for 1st, 2nd, and 3rd Qtrs
 - 546 - Average for 2nd & 4th Qtrs
 - 567 - Average for 1st and 2nd Qtrs
 - 575 - 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**

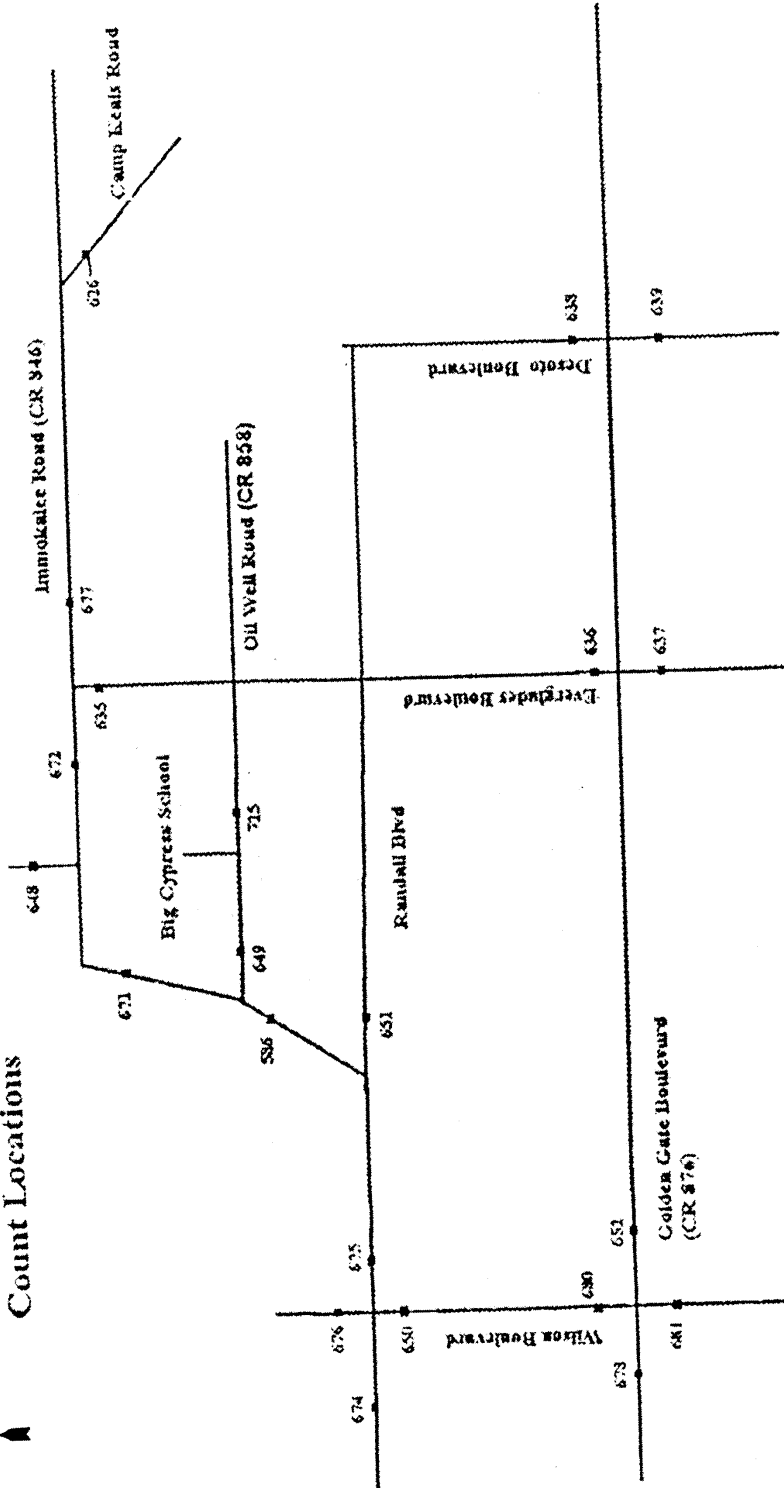
2006 Continued
506 - Average for 1st and 2nd Qtrs (Construction)
507 - 3rd Qtr Only (due to Construction)
508 - No Counts (Construction)
518 - No Counts (Construction)
530 - Average for 1st, 3rd, & 4th Qtrs (Equipment Failure
533 - No Counts (Construction)
546 - Average for 2nd, & 4th Qtrs (Construction)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

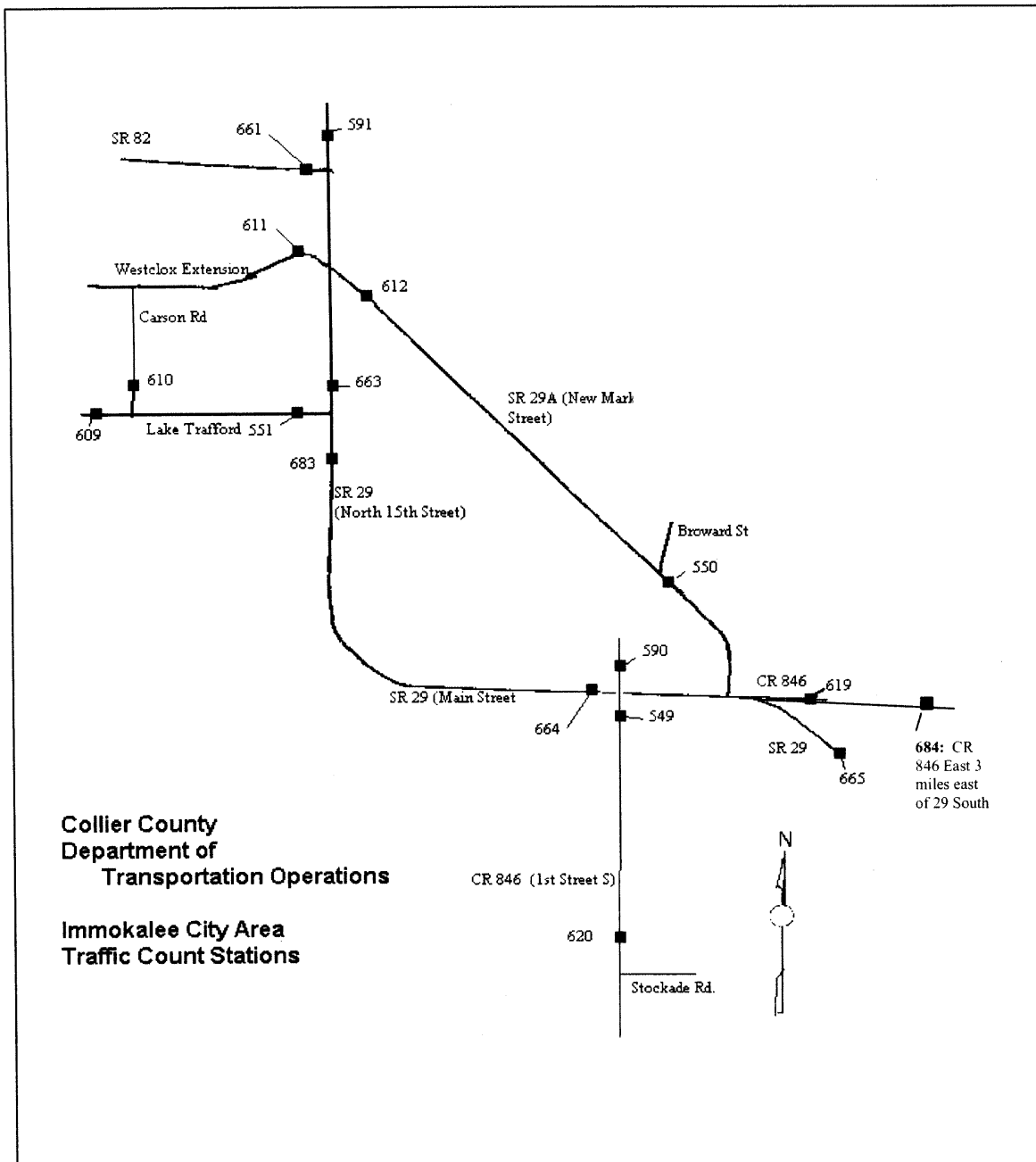
Collier County Quarterly Traffic Count Report (2005/2006)

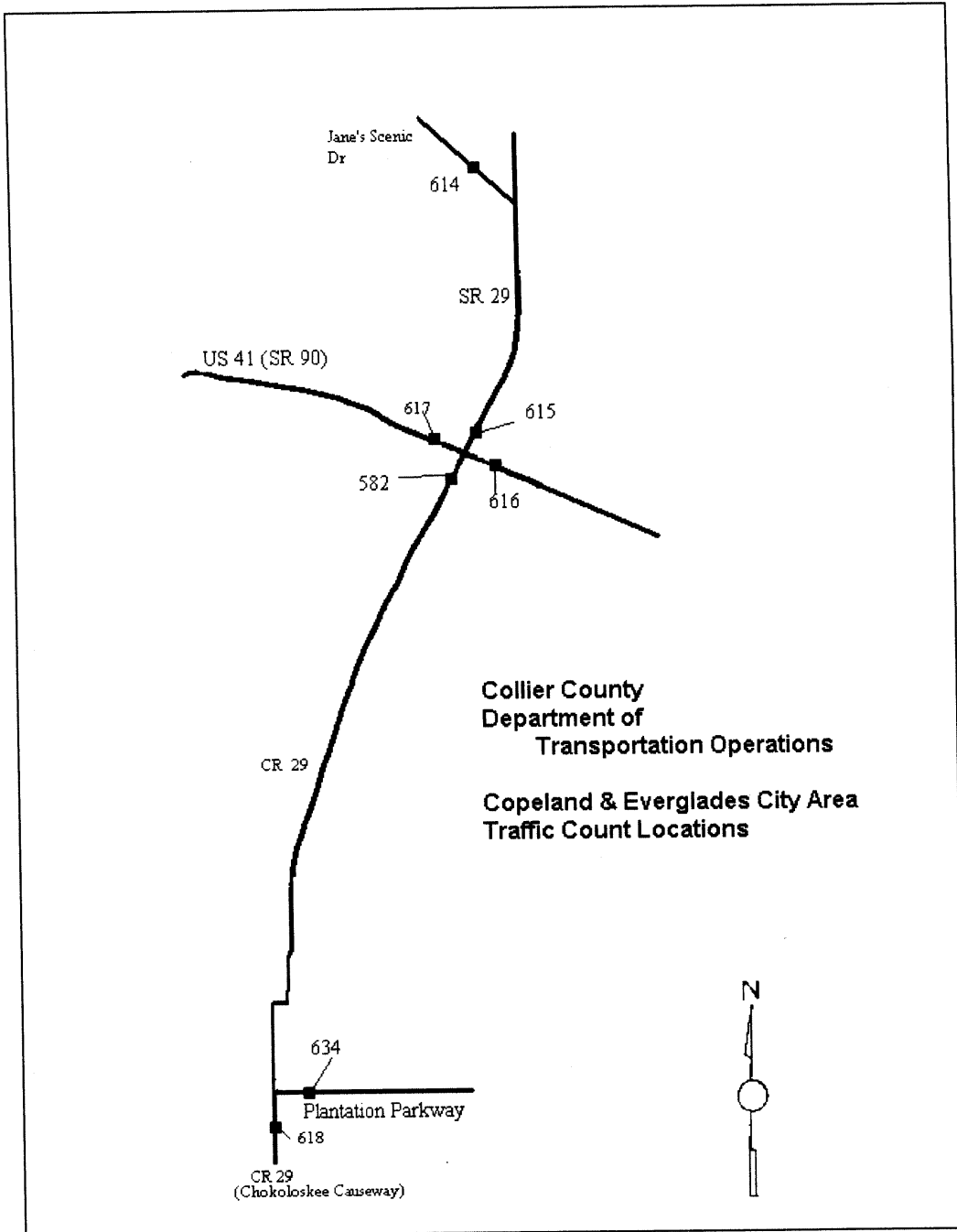
Table with columns: Station, Type Cnt, Location, Q1-2005, Q1-2006, 05-06% Diff., Q2-2005, Q2-2006, 05-06% Diff., Q3-2005, Q3-2006, 05-06% Diff., Q4-2005, Q4-2006, 05-06% Diff., 2005 ADT, 2006 ADT Based on Avail. Counts, 2006 1st Qtr/ADT. Rows include locations like Green Blvd, Gulfshore Dr, and Immokalee Rd.



Collier County
 Traffic Operations Department
 Golden Gate Estates
 Count Locations







Existing Turning Movement Counts Adjustment to 2007 Using Growth Rate

1

data yr growth rate adj vol				data yr growth rate adj vol			
Collier (951) @ Rattlesnake Hammock				Collier (951) @ Grand Lely			
	2005	1.1092	2007		2007	1	2007
EBR	103	1.1092	114	EBR	47	1	47
EBT	1	1.1092	1	EBT	19	1	19
EBL	264	1.1092	293	EBL	114	1	114
WBR	3	1.1092	3	WBR	52	1	52
WBT	1	1.1092	1	WBT	17	1	17
WBL	1	1.1092	1	WBL	33	1	33
NBR	1	1.1092	1	NBR	85	1	85
NBT	1201	1.1092	1,332	NBT	1157	1	1,157
NBL	140	1.1092	155	NBL	29	1	29
SBR	226	1.1092	251	SBR	110	1	110
SBT	790	1.1092	876	SBT	837	1	837
SBL	4	1.1092	4	SBL	93	1	93
Collier (951) @ Davis				Golden Gate Blvd @ Wilson			
	2005	1.1092	2007		2004	1.1638	2007
EBR	222	1.1092	246	EBR	19	1.1638	22
EBT	72	1.1092	80	EBT	694	1.1638	808
EBL	637	1.1092	707	EBL	427	1.1638	497
WBR	81	1.1092	90	WBR	33	1.1638	38
WBT	82	1.1092	91	WBT	348	1.1638	405
WBL	65	1.1092	72	WBL	0	1.1638	0
NBR	99	1.1092	110	NBR	7	1.1638	8
NBT	1139	1.1092	1,263	NBT	5	1.1638	6
NBL	264	1.1092	293	NBL	4	1.1638	5
SBR	524	1.1092	581	SBR	28	1.1638	33
SBT	963	1.1092	1,068	SBT	5	1.1638	6
SBL	103	1.1092	114	SBL	220	1.1638	256
Collier (951) @ US 41				Collier (951) @ I-75 Ramps North			
	2005	1.1092	2007		2005	1.1092	2007
EBR	23	1.1092	26	EBR		1.1092	0
EBT	942	1.1092	1,045	EBT		1.1092	0
EBL	640	1.1092	710	EBL		1.1092	0
WBR	109	1.1092	121	WBR	55	1.1092	61
WBT	378	1.1092	419	WBT		1.1092	0
WBL	155	1.1092	172	WBL	110	1.1092	122
NBR	199	1.1092	221	NBR		1.1092	0
NBT	268	1.1092	297	NBT	1244	1.1092	1,380
NBL	24	1.1092	27	NBL	882	1.1092	978
SBR	490	1.1092	544	SBR	46	1.1092	51
SBT	252	1.1092	280	SBT	960	1.1092	1,065
SBL	160	1.1092	177	SBL		1.1092	0

Existing Turning Movement Counts Adjustment to 2007 Using Growth Rate

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

	data yr	growth rate	adj vol		data yr	growth rate	adj vol
	Collier (951) @ Golden Gate Pkwy						
	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			
SBT	676	1.1638		787			
SBL		1.1638		0			

APPENDIX B
DESIGN CHARACTERISTICS WORKSHEET

**Appendix B
Design Characteristics Worksheet**

State Count Station	Location	2006 AADT	2006 K	2006 D	2006 T
14	US 41 w of CR 951	27000	10.22	56	6.06
157	SR 951 s of US 41	33000	10.14	55.49	9.9
190	CR 951 n of Davis	47500	11.27	57.97	11.98
193	Davis w of SR 951	24000	11.27	57.97	8.89
194	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
EXISTING INTERSECTION ANALYSIS WORKSHEETS AND
SIGNAL TIMINGS

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information						
Analyst	AL	Intersection	US41@6LFarms					
Agency/Co.	DRMP	Jurisdiction	Collier County					
Date Performed	12/27/2007	Analysis Year	2007					
Analysis Time Period	PM Peak Hour Existing							
Project Description <i>Wilson Blvd Extension</i>								
East/West Street: <i>US41</i>			North/South Street: <i>6 L Fam Rd</i>					
Intersection Orientation: <i>East-West</i>			Study Period (hrs): <i>0.25</i>					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	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	<i>Undivided</i>							
RT Channelized			0			0		
Lanes	1	1	0	0	1	0		
Configuration	L	T				TR		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	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, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (veh/h)	117						213	
C (m) (veh/h)	1261						507	
v/c	0.09						0.42	
95% queue length	0.31						2.06	
Control Delay (s/veh)	8.1						17.1	
LOS	A						C	
Approach Delay (s/veh)	--	--					17.1	
Approach LOS	--	--					C	

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information						
Analyst	AL	Intersection	US41@CR92					
Agency/Co.	DRMP	Jurisdiction	Collier County					
Date Performed	12/27/2007	Analysis Year	2007					
Analysis Time Period	PM Peak Hour Existing							
Project Description <i>Wilson Blvd Extension</i>								
East/West Street: <i>US41</i>		North/South Street: <i>CR 92</i>						
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>						
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	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	<i>Undivided</i>							
RT Channelized			0			0		
Lanes	0	1	1	1	1	0		
Configuration		T	R	L	T			
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	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	L		R					
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		38	113		61			
C (m) (veh/h)		1218	492		791			
v/c		0.03	0.23		0.08			
95% queue length		0.10	0.88		0.25			
Control Delay (s/veh)		8.1	14.5		9.9			
LOS		A	B		A			
Approach Delay (s/veh)	--	--	12.9					
Approach LOS	--	--	B					

SHORT REPORT

General Information	Site Information
Analyst <i>AL</i>	Intersection <i>CR951@Davis Blvd</i>
Agency or Co. <i>DRMP</i>	Area Type <i>All other areas</i>
Date Performed <i>12/19/2007</i>	Jurisdiction <i>Collier County</i>
Time Period <i>PM Peak Hour-Existing</i>	Analysis Year <i>2007</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	2	2	1	1	2	2
Lane Group	L	LT	R	L	T	R	L	T	R	L	T	R
Volume (vph)	707	80	246	72	91	90	293	1263	110	114	1068	581
% 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)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	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/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	WB Only	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 40.0	G = 15.0	G =	G =	G = 10.0	G = 40.0	G =	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y = 6.5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 126.5						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	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 Delay d ₁	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 ₂	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	1.000	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 LOS	F	C	C	D	D	D	F	F	C	F	E	A
Approach Delay	150.9			48.4			143.6			58.4		
Approach LOS	F			D			F			E		
Intersection Delay	108.6			Intersection LOS						F		

SHORT REPORT

General Information	Site Information
Analyst <i>AL</i>	Intersection <i>CR951@Golden Gate Blvd</i>
Agency or Co. <i>DRMP</i>	Area Type <i>All other areas</i>
Date Performed <i>12/19/2007</i>	Jurisdiction <i>Collier County</i>
Time Period <i>PM Peak Hour-Existing</i>	Analysis Year <i>2007</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				2		1		1	2	2	2	
Lane Group				L		R		T	R	L	T	
Volume (vph)				552		122		540	1235	357	524	
% 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)				A		A		A	A	A	A	
Startup Lost Time				2.0		2.0		2.0	2.0	2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0	2.0	2.0	2.0	
Arrival Type				3		3		3	3	3	3	
Unit Extension				3.0		3.0		3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume				0	0	12	0	0	124	0	0	
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0		0		0	0	0	0	
Minimum Pedestrian Time					3.2			3.2			3.2	
Phasing	WB Only	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 30.0	G =	G =	G =	G = 25.0	G = 50.0	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 4	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 121.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate				581		116		568	1169	376	552
Lane Group Capacity				852		1125		748	1158	710	2249	
v/c Ratio				0.68		0.10		0.76	1.01	0.53	0.25	
Green Ratio				0.25		0.71		0.41	0.41	0.21	0.65	
Uniform Delay d ₁				41.2		5.5		30.4	35.5	42.8	8.7	
Delay Factor k				0.25		0.11		0.31	0.50	0.13	0.11	
Incremental Delay d ₂				2.2		0.0		4.6	28.8	0.8	0.1	
PF Factor				1.000		1.000		1.000	1.000	1.000	1.000	
Control Delay				43.4		5.5		34.9	64.3	43.5	8.7	
Lane Group LOS				D		A		C	E	D	A	
Approach Delay				37.1			54.7			22.8		
Approach LOS				D			D			C		
Intersection Delay	42.3			Intersection LOS						D		

SHORT REPORT

General Information	Site Information
Analyst <i>AL</i>	Intersection <i>CR951@G.GatePkwy</i>
Agency or Co. <i>DRMP</i>	Area Type <i>All other areas</i>
Date Performed <i>12/19/2007</i>	Jurisdiction <i>Collier County</i>
Time Period <i>PM Peak Hour-Existing</i>	Analysis Year <i>2007</i>

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1		1				1	2			2	1
Lane Group	L		R				L	T			T	R
Volume (vph)	389		382				445	958			787	377
% 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)	A		A				A	A			A	A
Startup Lost Time	2.0		2.0				2.0	2.0			2.0	2.0
Extension of Effective Green	2.0		2.0				2.0	2.0			2.0	2.0
Arrival Type	3		3				3	3			3	3
Unit Extension	3.0		3.0				3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	0	0	38				0	0		0	0	38
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0				0	0			0	0
Minimum Pedestrian Time		3.2						3.2			3.2	
Phasing	EB Only	02	03	04	NB Only	Thru & RT	07	08				
Timing	G = 22.5	G =	G =	G =	G = 25.1	G = 25.4	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 5	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 90.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	409		362				468	1008			828	357
Lane Group Capacity	443		943				494	2124			972	948
v/c Ratio	0.92		0.38				0.95	0.47			0.85	0.38
Green Ratio	0.25		0.60				0.28	0.62			0.28	0.60
Uniform Delay d ₁	32.9		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 d ₂	25.0		0.3				27.7	0.2			7.4	0.3
PF Factor	1.000		1.000				1.000	1.000			1.000	1.000
Control Delay	57.9		9.8				59.5	9.5			37.9	9.6
Lane Group LOS	E		A				E	A			D	A
Approach Delay	35.3						25.4			29.4		
Approach LOS	D						C			C		
Intersection Delay	29.0			Intersection LOS						C		

SHORT REPORT

General Information	Site Information
Analyst <i>AL</i>	Intersection <i>CR951@GrandLely</i>
Agency or Co. <i>DRMP</i>	Area Type <i>All other areas</i>
Date Performed <i>12/20/2007</i>	Jurisdiction <i>Collier County</i>
Time Period <i>PM Peak Hour Existing</i>	Analysis Year <i>2007</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	1	1	2	1	1	2	1
Lane Group	L	TR			LT	R	L	T	R	L	T	R
Volume (vph)	114	19	47	33	17	52	29	1157	85	93	837	110
% 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)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3			3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	5	0	0	9	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	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	EW Perm	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 7.0	G = 14.1	G =	G =	G = 7.0	G = 54.4	G =	G =				
	Y = 4	Y = 6	Y =	Y =	Y = 5	Y = 7	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 104.5						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	Adjusted Flow Rate	120	69			53	49	31	1218	80	98	881
Lane Group Capacity	343	223			189	411	119	1793	1036	119	1793	1036
v/c Ratio	0.35	0.31			0.28	0.12	0.26	0.68	0.08	0.82	0.49	0.10
Green Ratio	0.26	0.13			0.13	0.26	0.07	0.52	0.65	0.07	0.52	0.65
Uniform Delay d ₁	30.8	40.8			40.6	29.6	46.3	18.6	6.6	48.1	16.1	6.7
Delay Factor k	0.11	0.11			0.11	0.11	0.11	0.25	0.11	0.36	0.11	0.11
Incremental Delay d ₂	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	C	D			D	C	D	B	A	F	B	A
Approach Delay	35.1			35.8			19.5			21.5		
Approach LOS	D			D			B			C		
Intersection Delay	22.0			Intersection LOS						C		

SHORT REPORT

General Information				Site Information			
Analyst	AL	Intersection	CR951@Green	Area Type	All other areas		
Agency or Co.	DRMP	Jurisdiction	Collier County	Analysis Year	2007		
Date Performed	12/20/2007						
Time Period	PM Peak Hour Existing						

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1		1				1	2			2	1
Lane Group	L		R				L	T			T	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)	A		A				A	A			A	A
Startup Lost Time	2.0		2.0				2.0	2.0			2.0	2.0
Extension of Effective Green	2.0		2.0				2.0	2.0			2.0	2.0
Arrival Type	3		3				3	3			3	3
Unit Extension	3.0		3.0				3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	0	0	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	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0				0	0			0	0
Minimum Pedestrian Time		3.2						3.2			3.2	
Phasing	EB Only	02	03	04	NB Only	Thru & RT	07	08				
Timing	G = 10.0	G =	G =	G =	G = 7.0	G = 24.8	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 4.5	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 57.3					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	206		196				157	1351			1100	203
Lane Group Capacity	309		608				216	1491			1491	1127
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 ₁	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 ₂	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	C		B				D	C			B	A
Approach Delay	20.3						24.8			13.5		
Approach LOS	C						C			B		
Intersection Delay	19.6			Intersection LOS						B		

SHORT REPORT

General Information	Site Information
Analyst <i>AL</i>	Intersection <i>CR951@PineRidge</i>
Agency or Co. <i>DRMP</i>	Area Type <i>All other areas</i>
Date Performed <i>12/19/2007</i>	Jurisdiction <i>Collier County</i>
Time Period <i>PM Peak Hour-Existing</i>	Analysis Year <i>2007</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	2	1	1	2	2	0	1	2	1	1	2	1
Lane Group	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>TR</i>		<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Volume (vph)	79	192	100	768	560	367	314	1008	256	111	804	306
% 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)	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>	<i>A</i>
Startup Lost Time	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3	3	3	3		3	3	3	3	3	3
Unit Extension	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	10	0	0	0	0	0	26	0	0	31
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>	<i>N</i>	<i>0</i>	<i>N</i>
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0		0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 15.0	G = 35.0	G =	G =	G = 12.0	G = 30.0	G =	G =				
	Y = 6	Y = 7	Y =	Y =	Y = 6	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 117.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	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 Delay d ₁	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 ₂	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	45.8	32.8	18.1	434.3	68.1		441.7	145.1	22.3	58.0	63.6	23.2
Lane Group LOS	<i>D</i>	<i>C</i>	<i>B</i>	<i>F</i>	<i>E</i>		<i>F</i>	<i>F</i>	<i>C</i>	<i>E</i>	<i>E</i>	<i>C</i>
Approach Delay	32.0			234.0			187.0			53.8		
Approach LOS	<i>C</i>			<i>F</i>			<i>F</i>			<i>D</i>		
Intersection Delay	158.9			Intersection LOS						<i>F</i>		

SHORT REPORT												
General Information						Site Information						
Analyst AL Agency or Co. DRMP Date Performed 12/19/2007 Time Period PM Peak Hour Existing						Intersection CR951@Rattlesnake Area Type All other areas Jurisdiction Collier County Analysis Year 2007						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	0	1	1	0	1	1	1	2	1	1	2	1
Lane Group		LT	R		LT	R	L	T	R	L	T	R
Volume (vph)	293	1	114	1	1	3	155	1332	1	4	876	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)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type		3	3		3	3	3	3	3	3	3	3
Unit Extension		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	11	0	0	0	0	0	0	0	0	25
Lane Width		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0		0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 23.7	G =	G =	G =	G = 10.0	G = 48.7	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 5	Y = 7	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 100.4						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate		309	108		2	3	163	1402	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 d ₁		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 ₂		41.8	0.1		0.0	0.0	47.0	4.0	0.0	0.1	0.4	0.2
PF Factor		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay		79.8	19.8		29.3	18.4	91.8	26.4	13.3	40.8	18.6	15.9
Lane Group LOS		E	B		C	B	F	C	B	D	B	B
Approach Delay		64.3			22.8			33.2			18.1	
Approach LOS		E			C			C			B	
Intersection Delay		31.7			Intersection LOS						C	

SHORT REPORT													
General Information							Site Information						
Analyst	AL						Intersection	CR951@US41					
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													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes	2	3	2	1	3	1	3	2	1	1	2	2	
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R	
Volume (vph)	177	280	544	27	297	221	710	1045	26	172	419	121	
% 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)	A	A	A	A	A	A	A	A	A	A	A	A	
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3	3	3	3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	54	0	0	22	0	0	3	0	0	12	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour	0	0	0	0	0	0	0	0	0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	Excl. Left	Thru & RT	03			04			Excl. Left	Thru & RT	07		08
Timing	G = 7.5	G = 20.0	G =	G =	G = 18.0	G = 30.0	G =	G =					
	Y = 6	Y = 6	Y =	Y =	Y = 6	Y = 6.5	Y =	Y =					
Duration of Analysis (hrs) = 0.25							Cycle Length C = 100.0						
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate	186	295	516	28	313	209	747	1100	24	181	441	115	
Lane Group Capacity	258	986	1233	133	986	697	868	1034	697	319	1034	1233	
v/c Ratio	0.72	0.30	0.42	0.21	0.32	0.30	0.86	1.06	0.03	0.57	0.43	0.09	
Green Ratio	0.08	0.20	0.44	0.08	0.20	0.44	0.18	0.30	0.44	0.18	0.30	0.44	
Uniform Delay d ₁	45.2	34.0	19.2	43.5	34.2	18.1	39.8	35.0	15.9	37.4	28.1	16.4	
Delay Factor k	0.28	0.11	0.11	0.11	0.11	0.11	0.39	0.50	0.11	0.16	0.11	0.11	
Incremental Delay d ₂	9.5	0.2	0.2	0.8	0.2	0.2	8.8	46.6	0.0	2.4	0.3	0.0	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Control Delay	54.7	34.2	19.4	44.3	34.4	18.3	48.6	81.6	15.9	39.8	28.4	16.4	
Lane Group LOS	D	C	B	D	C	B	D	F	B	D	C	B	
Approach Delay	30.4			28.8			67.6			29.3			
Approach LOS	C			C			E			C			
Intersection Delay	46.7			Intersection LOS						D			

SHORT REPORT												
General Information							Site Information					
Analyst AL Agency or Co. DRMP Date Performed 12/19/2007 Time Period PM Peak Hour-Existing							Intersection G.Gate@Wilson Area Type All other areas Jurisdiction Collier County Analysis Year 2007					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	2	1	1	2	1	0	1	0	0	1	1
Lane Group	L	T	R	L	T	R		LTR			LT	R
Volume (vph)	497	808	22	0	405	38	5	6	8	256	6	33
% 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)	A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0		2.0			2.0	2.0
Extension of Effective Green	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
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	3.0
Ped/Bike/RTOR 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/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0		0			0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	Excl. Left	Thru & RT	03	04	SB Only	NS Perm	07	08				
Timing	G = 20.0	G = 35.3	G =	G =	G = 13.4	G = 4.3	G =	G =				
	Y = 4	Y = 6.5	Y =	Y =	Y = 4	Y = 6	Y =	Y =				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 93.5					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	523	851	21	0	426	36		19			275	32
Lane Group Capacity	379	1301	598	379	1301	598		66			366	367
v/c Ratio	1.38	0.65	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 Delay d ₁	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	0.11	0.11	0.11	0.11		0.11			0.31	0.11
Incremental Delay d ₂	186.8	1.2	0.0	0.0	0.1	0.0		2.4			8.5	0.1
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000		1.000			1.000	1.000
Control Delay	223.5	25.2	18.4	28.9	20.8	18.6		45.5			41.8	28.2
Lane Group LOS	F	C	B	C	C	B		D			D	C
Approach Delay	99.5			20.6			45.5			40.4		
Approach LOS	F			C			D			D		
Intersection Delay	74.0			Intersection LOS						E		

SHORT REPORT												
General Information						Site Information						
Analyst AL Agency or Co. DRMP Date Performed 12/28/2007 Time Period PM Peak Hour Existing						Intersection I-75 NRamps@CR951 Area Type All other areas Jurisdiction Collier County Analysis Year 2007						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				1		1	2	2			2	1
Lane Group				L		R	L	T			T	R
Volume (vph)				122		61	978	1380			1065	51
% 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)				A		A	A	A			A	A
Startup Lost Time				2.0		2.0	2.0	2.0			2.0	2.0
Extension of Effective Green				2.0		2.0	2.0	2.0			2.0	2.0
Arrival Type				3		3	3	3			3	3
Unit Extension				3.0		3.0	3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume				0	0	6	0	0		0	0	6
Lane Width				12.0		12.0	12.0	12.0			12.0	12.0
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0		0	0	0			0	0
Minimum Pedestrian Time					3.2			3.2			3.2	
Phasing	WB Only	02	03	04	Thru & RT	NB Only	07	08				
Timing	G = 11.2	G =	G =	G =	G = 32.9	G = 34.9	G =	G =				
	Y = 6	Y =	Y =	Y =	Y = 6	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 96.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate				128		58	1029	1453			1121	47
Lane Group Capacity				207		185	1249	2648			1181	543
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 ₁				40.4		38.9	27.8	4.4			30.7	21.4
Delay Factor k				0.20		0.11	0.36	0.15			0.46	0.11
Incremental Delay d ₂				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	C	A			D	C
Approach Delay				44.0			16.2			45.3		
Approach LOS				D			B			D		
Intersection Delay	26.4			Intersection LOS						C		

SHORT REPORT

General Information	Site Information
Analyst <i>AL</i>	Intersection <i>I-75 SRamps@CR951</i>
Agency or Co. <i>DRMP</i>	Area Type <i>All other areas</i>
Date Performed <i>12/28/2007</i>	Jurisdiction <i>Collier County</i>
Time Period <i>PM Peak Hour Existing</i>	Analysis Year <i>2007</i>

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1		2					2	1	1	2	
Lane Group	L		R					T	R	L	T	
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)	A		A					A	A	A	A	
Startup Lost Time	2.0		2.0					2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0		2.0					2.0	2.0	2.0	2.0	
Arrival Type	3		3					3	3	3	3	
Unit Extension	3.0		3.0					3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	107				0	0	16	0	0	
Lane Width	12.0		12.0					12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N				N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0		0					0	0	0	0	
Minimum Pedestrian Time		3.2						3.2			3.2	
Phasing	EB Only	02	03	04	Thru & RT	SB Only	07	08				
Timing	G = 20.3	G =	G =	G =	G = 60.8	G = 11.9	G =	G =				
	Y = 5	Y =	Y =	Y =	Y = 6	Y = 5	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 109.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	126		1008					2356	152	157	1093	
Lane Group Capacity	330		522					1922	883	193	2487	
v/c Ratio	0.38		1.93					1.23	0.17	0.81	0.44	
Green Ratio	0.19		0.19					0.56	0.56	0.11	0.72	
Uniform Delay d ₁	38.9		44.3					24.1	11.8	47.5	6.2	
Delay Factor k	0.11		0.50					0.50	0.11	0.35	0.11	
Incremental Delay d ₂	0.7		426.0					106.5	0.1	22.7	0.1	
PF Factor	1.000		1.000					1.000	1.000	1.000	1.000	
Control Delay	39.6		470.3					130.6	11.9	70.2	6.3	
Lane Group LOS	D		F					F	B	E	A	
Approach Delay	422.5						123.4			14.3		
Approach LOS	F						F			B		
Intersection Delay	164.8			Intersection LOS						F		

Phase Vehicle Basic Timing Data

Date 12/18/2007 Time 10:09:41

Intersection Name US41 @ Collier Blvd

Source Database

Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20	7	15	7	20	7	15
Passage	3.0	5.0	3.0	4.0	3.0	5.0	3.0	4.0
Maximum 1	10	40	25	30	10	40	25	30
Maximum 2	0	0	0	0	0	0	0	0
Yellow Change	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Red Clearance	1.5	1.5	1.5	2.0	1.5	1.5	1.5	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

Phase Vehicle Basic Timing Data

Date 12/18/2007 Time 10:05:04

Intersection Name Collier @ Davis Blvd

Source Database

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 1	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 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

Phase Vehicle Basic Timing Data

Date 12/18/2007 Time 10:07:58

Intersection Name Pine Ridge @ Collier Blvd

Source Database

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 1	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

Phase Vehicle Basic Timing Data

Date 12/18/2007 Time 10:02:28

Intersection Name Collier @ Golden Gate Blvd

Source Database

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

Phase Vehicle Basic Timing Data

Date 12/18/2007 Time 10:04:03

Intersection Name Collier @ Green Blvd

Source Database

Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20	0	0	0	20	0	10
Passage	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Maximum 1	12	60	25	35	25	60	25	30
Maximum 2	25	50	30	50	30	50	30	50
Yellow Change	3.5	4.5	4.0	4.0	4.0	4.5	4.0	4.0
Red Clearance	1.0	1.5	1.0	1.0	1.0	1.5	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 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

Phase Vehicle Basic Timing Data

Date 12/18/2007 Time 10:05:57

Intersection Name Collier @ Lely Cultural Pkwy
 Source Database

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 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

Programmed EPAC Data

12/27/200
2:41:37PM

Intersection Name: Collier @ Interstate 75 North
Access Code: 9999 Channel: 46 Address: 105 Revision: 3.33b

Intersection Alias: 951@175N

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings							Vehical Density Timings			Time B4	Cars	Time To
Phase	Min Grn	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min_Gap
1	15	8.0	60	83	4.0	1.0	0.0	0	0	0	0	0.0
2	20	4.0	45	83	4.0	2.0	0.0	0	0	0	0	0.0
4	9	4.0	25	47	4.0	2.0	0.0	0	0	0	0	0.0
6	20	4.0	45	83	4.0	2.0	0.0	0	0	0	0	0.0

Pedestrian Timing			Extended	Actuated	General Control					Miscellaneous				
Phase	Ped Walk	Flashing Clear	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
1	0	0	No	0	No	Inactive	None	None	0	Yes	No	No	No	No
2	0	0	No	0	No	Green	NonActl	Min	None	0	Yes	No	No	No
4	0	0	No	0	No	Inactive	None	None	0	Yes	No	No	No	No
6	0	0	No	0	No	Green	NonActl	Min	None	0	Yes	No	No	No

Special Sequence	Vehical Detector Phase Assignment				
Default Data	Assigned Phase	Mode	Switched Phase	Extend	Delay
	Vehical Detector Channel :2	1	Veh	0	0.0
	Vehical Detector Channel :3	2	Veh	0	0.0
	Default Data				

Pedestrian Detector	Special Detector Phase Assignment				
Default Data	Assign Phase	Switched Phase	Extend	Delay	Default Data

Unit Data

General Control			Remote Flash			
Startup Time: 5sec	Startup State: Flash	Red Revert: 4sec	Test A = Flash Yes	Channel	Flash Color	Flash Alternat
Auto Ped Clear: No	Stop Time Reset: No	Alternate Sequence: 0	Flash Entry	1	Red	No
ABC connector Input Modes: 0			Flash Exit	2	Yellow	No
ABC connector Output Modes: 0	Input Ring	Output Respons	Phase Selection	4	Red	Yes
D connector Input Modes: 0	1 Ring 1	1 Ring 1	2 No Yes	6	Yellow	No
D connector Output Modes: 0	2 Ring 2	2 Ring 2	4 Yes No			
	3 None	3 None	6 No Yes			
	4 None	4 None				

Overlaps	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	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	4.0	4.0
Trail 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
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Alternate Sequences

Alternate Sequences

Port I Data

BIU Addr	Port Status	Message
0	Used	No
1	Used	No
8	Used	No
16	Used	No
18	Used	No

Phase Pairs)

No Alternate Sequences Programmed

Channel Assignment											
Control	Channel	Hardware Pin Set	Control	Channel	Hardware Pin 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.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	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

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split Cycle

1/1	85
2/1	130
3/1	150
3/3	160
3/4	180
4/1	170
4/2	170

Split Times and Phase Mode											
Dial 1 / Split 1											
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 / Split 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 / Split 1											
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 3 / Split 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 / Split 4											
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 4 / Split 1											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	78	0=Actuated	2	61	1=Coordinate	4	31	0=Actuated	6	139	1=Coordinate
Dial 4 / Split 2											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	49	0=Actuated	2	80	1=Coordinate	4	41	0=Actuated	6	129	1=Coordinate

Traffic Plan Data							
Plan: 1/1/1	Offset Time: 44	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	
Plan: 2/1/1	Offset Time: 51	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	
Plan: 3/1/1	Offset Time: 50	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	
Plan: 3/3/1	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	
Plan: 3/4/1	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	
Plan: 4/1/1	Offset Time: 60	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	
Plan: 4/2/1	Offset Time: 80	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	

Local TBC Data						Equate Days							
Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0	Day	1	2	3	4	5	6	7
End of Daylight Saving	Month: 11	Week: 1				2	3	4	5	6	0	0	0

Traffic Data					PHASE FUNCTION																
Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1	1	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	1	8:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	1	10:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	1	22:30	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	2	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	2	6:0	3/3/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	2	7:30	3/4/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	2	9:15	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	2	15:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	2	17:0	4/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	2	18:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	2	19:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	2	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	7	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	7	6:30	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16	7	9:30	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17	7	19:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18	7	23:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUX. Events																				
Event	Program Day	Hour	Min.	Aux Outputs			Det. Diag.	Det. Rpt.	Det. Mult100	Dimming	Special Function Outputs									
				1	2	3	D1	D2	D3		1	2	3	4	5	6	7	8		
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function																
Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Overlap A Omit									X							

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Grn/Walk Time
1	10
2	10
3	10
4	10

Flash > Preempt 1 Preempt 2 = Preempt 3 Preempt 4 = Preempt 5
 Preempt 1 > Preempt 2 Preempt 3 = Preempt 4 Preempt 5 = Preempt 6

Preempt	Preempt Timers								Select			Track				Dwell	Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out		Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red
	1	No	0	0	0	0	0	0		8	4.0	2.0	10	8	4.0	2.0	10	8	4.0
2	No	0	0	0	0	0	0		8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
3	No	0	0	0	0	0	0		8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
4	No	0	0	0	0	0	0		8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
5	No	0	0	0	0	0	0		8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
6	No	0	0	0	0	0	0		8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0

Preempt 1 Preempt 2 Preempt 3 Preempt 4 Preempt 5 Preempt 6

Exit Phase Exit Phase Exit Phase Exit Phase Exit Phase Exit Phase

Phase Phase Calls Phase Phase Calls Phase Phase Calls Phase Phase Calls Phase Phase Calls Phase Phase Calls Phase Phase Calls

Priority Timers								
Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1		Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	Exit Phase	

Preempt 1	Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	

Default Data **Default Data** **Default Data**

Preempt 2	Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	

Default Data **Default Data** **Default Data**

Preempt 3	Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	

Default Data **Default Data** **Default Data**

Preempt 4	Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	

Default Data **Default Data** **Default Data**

Preempt 5	Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	

Default Data **Default Data** **Default Data**

Preempt 6	Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms Revert to Backup: 15 1st Phone:
 Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No 2nd Phone:
 Local Fash: No Cycle Fault: No Coord Fault: No Preemption: No Voltage Monitor: No
 Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector Channel	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors	Factor

Default Data **Default Data** **Default Data**

Sample Interval:

Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0
Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Queue:
Level Enter Leave Dial Split Offset
//

Default Data

Vehical 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 0 Values

Speed Trap Data
Speed Trap:
Measurement:
Detector 1 Detector 2 Distance :

Default Data

Volume Detector Data

Report Interval
Volume Controller
Detector Detector
Number Channel

Default Data

Vehical Detector
Diagnostic Value 1
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

Dial/Split/Offset
//

Default Data

Special Detector
Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 0 Values

Special Detector
Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 1 Values

Speed Trap Speed Trap
Low Treshold High Treshold

Programmed EPAC Data

12/27/200
2:43:22PM

Intersection Name: Collier @ Interstate 75 South

Intersection Alias: 951@175S

Access Code: 9999 Channel: 46 Address: 110 Revision: 3.33b

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings							Vehical Density Timings			Time B4	Cars	Time To	
Phase	Min Gm	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min Gap	
2	20	6.0	80	0	4.5	1.5	0.0	0	0	0	0	0.0	
3	10	4.0	25	0	4.0	1.0	0.0	0	0	0	0	0.0	
4	10	4.0	30	0	4.0	1.0	0.0	0	0	0	0	0.0	

Pedestrian Timing			Extended	Actuated	General Control					Miscellaneous					
Phase	Walk	Ped Clear	Flashing Walk	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
2	0	0	No	0	No	Green	None	Min	None	0	Yes	No	No	No	No
3	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
4	0	0	No	0	No	Inactive	None	None	None	0	No	No	No	No	No

Special Sequence	Vehical Detector Phase Assignment					
Default Data	Assigned Phase	Mode	Switched Phase	Extend	Delay	
	Vehical Detector Channel :5	2	Veh	0	0.0	0
	Vehical Detector Channel :6	2	Veh	0	0.0	0
	Vehical Detector Channel :9	4	Veh	0	0.0	0

Pedestrian Detector	Special Detector Phase Assignment				
Default Data	Assign Phase	Mode	Switched Phase	Extend	Delay

Unit Data

General Control		
Startup Time: 5sec	Startup State: Flash	Red Revert: 4sec
Auto Ped Clear: No	Stop Time Reset: No	Alternate Sequence: 0
ABC connector Input Modes: 0	Input Ring	Output Rcspons Selection
ABC connector Output Modes: 0	1 Ring 1	Ring 1
D connector Input Modes: 0	2 Ring 2	Ring 2
D connector Output Modes: 0	3 None	None
	4 None	None

Remote Flash			Channel	Flash Color	Flash Alternat
Test A = Flash	Yes		2	Yellow	No
Flash Entry	Flash Exit		3	Red	Yes
Phase 2	No Yes		4	Red	Yes
Phase 3	Yes No				

Overlaps	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	2	3														
	4	4														
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	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	4.0	4.0
Trail 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
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	Phases)																	
Phase	Ring	Next Phase																
2	1	3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3	1	4																
4	1	2																

Concurrent Phases

Alternate Sequences

Alternate Sequences

Port 1 Data

BIU Addr	Port Status	Message
0	Used	No
1	Used	No
8	Used	No
16	Used	No
18	Used	No

Phase Pair(s)

No Alternate Sequences Programmed

Channel Assignment

Control	Channel	Hardware Pin 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

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 0=Plan

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split

Cycle

1/1	85
2/1	130
3/1	150
3/3	160
3/4	180
4/1	170
4/2	170

Split Times and Phase Mode

Dial 1 / Split 1											
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 / Split 1											
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 / Split 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 3 / Split 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 / Split 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 / Split 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 / Split 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			

Traffic Plan Data											
Plan: 1/1/1	Offset Time: 48	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0					
Plan: 2/1/1	Offset Time: 70	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0					
Plan: 3/1/1	Offset Time: 146	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0					
Plan: 3/3/1	Offset Time: 109	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0					
Plan: 3/4/1	Offset Time: 109	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0					
Plan: 4/1/1	Offset Time: 45	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0					
Plan: 4/2/1	Offset Time: 66	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0					

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data					PHASE FUNCTION																
Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1	1	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	1	8:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	1	10:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	1	22:30	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	2	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	2	6:0	3/3/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	2	7:30	3/4/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	2	9:15	3/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	2	15:0	4/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	2	17:0	4/2/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	2	18:0	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	2	19:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	2	22:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	7	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	7	6:30	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16	7	9:30	2/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17	7	19:0	1/1/1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18	7	23:0	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUX. Events																				
Event	Program Day	Hour	Min.	Aux Ouputs			Det. Diag.			Det. Rpt.			Special Function Outputs							
				1	2	3	D1	D2	D3	Dimming	1	2	3	4	5	6	7	8		
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function																
Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Overlap A Omit									X							

Dimming Data

Channel Red Yellow Green Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Ring	Min Gm/Walk Time
1	7
2	7
3	7
4	7

Flash > Preempt 1 Preempt 2 = Preempt 3 Preempt 4 = Preempt 5
 Preempt 1 > Preempt 2 Preempt 3 = Preempt 4 Preempt 5 = Preempt 6

Preempt	Preempt Timers								Select			Track				Dwell			Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped			Grn	Ped	Yel	Red	Green	Ped					
								Clear	Yel	Red						Clear	Yel	Red			
1	No	0	0	0	0	180	0	26	4.5	2.0	0	0	4.5	2.0	30	0	4.5	2.0			
2	No	0	0	0	0	180	0	26	4.5	2.0	0	0	4.5	2.0	30	0	4.5	2.0			
3	No	0	0	0	0	180	0	26	4.5	2.0	0	0	4.5	2.0	30	0	4.5	2.0			
4	No	0	0	0	0	180	0	26	4.5	2.0	0	0	4.5	2.0	30	0	4.5	2.0			
5	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0			
6	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0			

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	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

Priority Timers									
Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max Call	Lock-Out	Skip Phases	
1	No	0	0	0	0	0	0	0=Do not Skip Phases	
2	No	0	0	0	0	0	0	0=Do not Skip Phases	
3	No	0	0	0	0	0	0	0=Do not Skip Phases	
4	No	0	0	0	0	0	0	0=Do not Skip Phases	
5	No	0	0	0	0	0	0	0=Do not Skip Phases	
6	No	0	0	0	0	0	0	0=Do not Skip Phases	

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls

Preempt 1			Pedestrian Phases			Overlaps		
Ph. Track	Vehical Phases		Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle
1	Red	Green	Default Data			Default Data		
6	Red	Green	Default Data			Default Data		

Preempt 2			Pedestrian Phases			Overlaps		
Ph. Track	Vehical Phases		Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle
3	Red	Green	Default Data			Default Data		
8	Red	Green	Default Data			Default Data		

Preempt 3			Pedestrian Phases			Overlaps		
Ph. Track	Vehical Phases		Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle
2	Red	Green	Default Data			Default Data		
5	Red	Green	Default Data			Default Data		

Preempt 4			Pedestrian Phases			Overlaps		
Ph. Track	Vehical Phases		Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle
4	Red	Green	Default Data			Default Data		
7	Red	Green	Default Data			Default Data		

Preempt 5			Pedestrian Phases			Overlaps		
Ph. Track	Vehical Phases		Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle
Default Data			Default Data			Default Data		

Preempt 6			Pedestrian Phases			Overlaps		
Ph. Track	Vehical Phases		Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle
Default Data			Default Data			Default Data		

System/Detectors Data

Local Critical Alarms
Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: Yes Revert to Backup: 15 Remote Flash: No 1st Phone: 2395135428
Local Flash: No Cycle Fault: No Coord Fault: No Preemption: No Voltage Monitor:
Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive
System Detector Average Occupancy Min Queue 1 System Weight Queue 2 System Weight
Detector Channel Veh/Hr Time(mins) Correction/10 Volume % Detectors Detectors Factor Detectors Detectors Factor

Default Data
Sample Interval: Queue: 1 Input Selection: 0=Average Queue: **Default Data**
Detector Failed Level : 0 Level Enter Leave Dial / Split / Offset
Queue: 2 Input Selection: 0=Average // **Default Data**
Detector Failed Level : 0

Vehical Detector
Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Vehical Detector
Diagnostic Value 1
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
Max No Erratic
Detector Presence Activity Count

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 :

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

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 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

Programmed EPAC Data

1/29/2008
3:43:38PM

Intersection Name: Collier @ Golden Gate Pkwy
Access Code: 9999 Channel: 46 Address: 95 Revision: 3.32i

Intersection Alias: 951@GGPkwy

Access Data

Port 2 Comm :19200 Baud
Port 3 Comm :19200 Baud

Phase Data

Vehical Basic Timings							Vehical Density Timings		Time B4	Cars	Time To	
Phase	Min Grm	Passage	Max1	Max2	Yellow	All Red	Added Initial	Max_Initial	Reduction	Before	Reduce	Min Gap
1	6	5.0	25	45	4.0	1.0	0.0	0	0	0	0	0.0
2	20	6.0	50	40	4.0	2.0	0.0	0	0	0	0	0.0
6	20	6.0	50	40	4.0	2.0	0.0	0	0	0	0	0.0
8	18	4.0	35	35	4.0	2.0	0.0	0	0	0	0	0.0

Pedestrian Timing			Extended		Actuated		General Control				Miscellaneous				
Phase	Walk	Ped Clear	Flashing Walk	Ped Clear	Rest in Walk	Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
1	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No
2	7	27	No	0	No	Green	NonActl	Min	None	0	Yes	Yes	No	No	No
6	0	0	No	0	No	Green	NonActl	Min	None	0	Yes	Yes	No	No	No
8	0	0	No	0	No	Inactive	None	None	None	0	Yes	No	No	No	No

Special Sequence
Default Data

Vehical Detector Phase Assignment

	Assigned		Switched		
	Phase	Mode	Phase	Extend	Delay
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	8	Veh	0	0.0	0
Vehical Detector Channel :5	6	Veh	0	0.0	0
Vehical Detector Channel :7	8	Veh	0	0.0	0

Default Data

Pedestrian Detector
Default Data

Special Detector Phase Assignment

	Assign		Switched		
	Phase	Mode	Phase	Extend	Delay
:					

Default Data

Unit Data

General Control

Startup Time: 5sec Startup State: Flash Red Revert: 4sec

Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Remote Flash

Test A = Flash Yes	Flash Flash	Channel	Flash Color	Flash Alternat
	Entry Exit	1	Red	No
	Phase Phase	2	Yellow	No
2	No Yes	6	Yellow	No
6	No Yes	8	Red	Yes
8	Yes No	14	Red	Yes

Overlaps

Phase(s)	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	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	4.0	4.0
Trail 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
Plus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minus Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Alternate Sequences

Alternate Sequences

Port 1 Data

BIU	Port	Message
Addr	Status	40
0	Used	No
1	Used	No
8	Used	No
16	Used	No

Phase
Pair(s)

No Alternate
Sequences
Programmed

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

Coordination Data

Dial/Split Cycle

General Coordination Data

Operation Mode: 0=Free

Offset Mode: 0=Beg Grm

Manual Dial: 1

Coordination Mode: 0=Permissive

Force Mode: 0=Plan

Manual Split: 1

Maximum Mode: 2=Max 2

Max Dwell Time: 0

Manual Offset: 1

Correction Mode: 0=Dwell

Yield Period: 0

Split Times and Phase Mode

Dial / Split

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode

Traffic Plan Data

Plan: //	Offset Time:	Alt. Sequence:	Mode:	Rg 2 Lag Time:	Rg 3 Lag Time:	Rg 4 Lag Time:
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Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source	Equate Days							
	Day	1	2	3	4	5	6	7
1	7	0	0	0	0	0	0	0
2	3	4	5	6	0	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
2	2	0:1	0/0/4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
3	2	14:15	1/0/1		X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4	2	18:0	0/0/0		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

AUX. Events																		
Event	Program Day	Hour	Min.	Aux Outputs			Det. Diag.	Det. Rpt.	Det. Mult100	Special Function Outputs								
				1	2	3	D1	D2	D3	Dimming	1	2	3	4	5	6	7	8
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions								
Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Phase Function																
Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 2 Max2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 6 Max2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 8 Max2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 1 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 2 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 3 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 4 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 5 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 6 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Phase 7 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Phase 8 Phase Omit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Dimming Data				
Channel	Red	Yellow	Green	Alternate
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data	
Ring	Min Grn/Walk Time
1	10
2	10
3	10
4	10

Flash > Preempt 1 Preempt 2 = Preempt 3 Preempt 4 = Preempt 5
 Preempt 1 > Preempt 2 Preempt 3 = Preempt 4 Preempt 5 = Preempt 6

Preempt	Preempt Timers								Select			Track				Return		
	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Ped			Gm	Ped	Yel	Red	Dwell Green	Ped		
								Clear	Yel	Red						Clear	Yel	Red
1	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
2	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
3	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
4	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
5	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0
6	No	0	0	0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	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	No	Yes	4	No	Yes	4	No	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	No	Yes	6	No	Yes	6	No	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	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers										
Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max	Call	Lock-Out	Skip Phases	
1	No	0	0	0	0	0	0	0	0=Do not Skip Phases	
2	No	0	0	0	0	0	0	0	0=Do not Skip Phases	
3	No	0	0	0	0	0	0	0	0=Do not Skip Phases	
4	No	0	0	0	0	0	0	0	0=Do not Skip Phases	
5	No	0	0	0	0	0	0	0	0=Do not Skip Phases	
6	No	0	0	0	0	0	0	0	0=Do not Skip Phases	

Priority 1			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls

Preempt 1										
Ph.	Vehical Phases			Pedestrian Phases			Ovlp	Overlaps		
	Track	Dwell	Cycle	Ph	Track	Dwell		Cycle	Track	Dwell

Default Data **Default Data** **Default Data**

Preempt 2										
Ph.	Vehical Phases			Pedestrian Phases			Ovlp	Overlaps		
	Track	Dwell	Cycle	Ph	Track	Dwell		Cycle	Track	Dwell

Default Data **Default Data** **Default Data**

Preempt 3										
Ph.	Vehical Phases			Pedestrian Phases			Ovlp	Overlaps		
	Track	Dwell	Cycle	Ph	Track	Dwell		Cycle	Track	Dwell

Default Data **Default Data** **Default Data**

Preempt 4										
Ph.	Vehical Phases			Pedestrian Phases			Ovlp	Overlaps		
	Track	Dwell	Cycle	Ph	Track	Dwell		Cycle	Track	Dwell

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle

Default Data

Default Data

Default Data

Preempt 6

Vehical Phases			Pedestrian Phases			Overlaps		
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle

Default Data

Default Data

Default Data

System/Detectors Data

Local Critical Alarms

Local Free: No	Cycle Failure: No	Coord Failure: No	Conflict Flash: Yes	Remote Flash: No	Revert to Backup: 15	1st Phone: 2395135428
Local Flash: No	Cycle Fault: No	Coord Fault: No	Premption: No	Voltage Monitor:	2nd Phone:	
Special Status 1: No	Special Status 2: No	Special Status 3: No	Special Status 4: No	Special Status 5: No	Special Status 6: No	Special Status 6: No

Traffic Responsive

System	Detector	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Vch/Hr	Time(mins)	Correction/10	Volume %	Detectors	Factor	Detectors	Detectors	Factor

Default Data

Sample Interval:

Queue: 1	Input Selection: 0=Average	Queue:	Level	Enter	Leave	Dial / Split / Offset
	Detector Failed Level : 0					/ /
Queue: 2	Input Selection: 0=Average					
	Detector Failed Level : 0					

Default Data

Vehical Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 0
Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1
Max No Erratic
Detector Presence Activity Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:	Measurement:	Dial/Split/Offset
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

Date 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

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