

# PROJECT TRAFFIC TECHNICAL MEMORANDUM



For  
SR 29 PD&E Study  
From South of Oil Well Road to North of SR 82 in  
Collier County, Florida

Prepared for  
**Florida Department of Transportation - District 1**  
District Wide Systems Planning Contract C8Q75  
FM No. 202071-1-12-03 Task Work Order No. 09

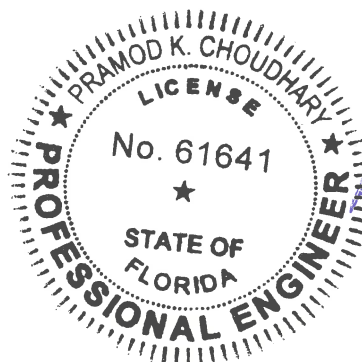
September 2011

Prepared by



**CH2MHILL**

Orlando, Florida



*Pramod K. Choudhary*  
9/13/2011

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**CERTIFICATION**

**By  
CH2M HILL**

Project Traffic Technical Memorandum for  
SR 29 PD&E Study  
in Collier County, Florida  
(FM No. 202071-1-12-03)

I, Pramod Choudhary, Florida P.E. Number 61641 have prepared the Project Traffic Analyses for the above referenced FLORIDA DEPARTMENT OF TRANSPORTATION project. Based on the traffic count information, traffic forecast prepared in accordance with the "Project Traffic Forecasting Procedure" as adopted by the Florida Department of Transportation, general data sources, and other pertinent information, the Project Traffic and Analyses have been prepared using current traffic engineering, transportation planning, and Florida Department of Transportation practices and procedures.

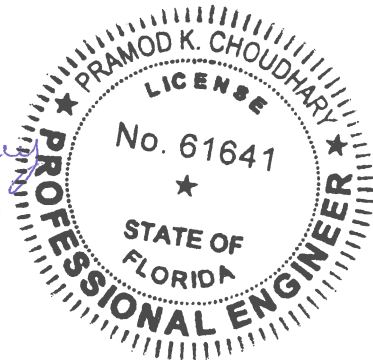
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**APPENDICES**

Appendix A Draft DDHV/AADT & Modeling Technical Memorandum  
 Appendix B Existing Conditions – Synchro Output Sheets  
 Appendix C Alternative 1 – Synchro Output Sheets  
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 Appendix F Alternative 4 – Synchro Output Sheets

## EXECUTIVE SUMMARY

CH2M HILL, Inc. has been retained by the Florida Department of Transportation District One to provide professional (transportation) engineering services associated with the District Wide Systems Planning Contract. This Project Traffic Technical Memorandum (PTTM) is being prepared for the PD&E Study for SR 29 from south of Oil Well Road to north of SR 82 in Collier County as part of the services covered under this contract pursuant to the Letter of Authorization for Task Work Order Number 9.

The purpose of this Task Work Order is to develop a PTTM for the PD&E Study for SR 29 from south of Oil Well Road to north of SR 82 in Collier County. Traffic analyses have been performed for the following alternatives:

1. Alternative 1: Evaluation of the No-Build conditions which will include the Cost Feasible Long Range Transportation Plan (LRTP) improvements.
2. Alternative 2: Evaluation of SR 29 with improvements on its existing alignment without the Immokalee Community Redevelopment Agency (CRA) SR 29 traffic calming improvements.
3. Alternative 3: Evaluation of SR 29 with the Immokalee CRA SR 29 traffic calming improvements and the 4-lane Eastern Loop.
4. Alternative 4: Evaluation of SR 29 with the Immokalee CRA SR 29 traffic calming improvements and the 4-lane Central Loop.

The above alternatives were evaluated for the following years:

- Opening Year 2020
- Interim Year 2030
- Design Year 2040

**Travel Demand Forecast:** Travel demand forecasts were prepared for the above alternatives utilizing the adopted Long Range Transportation Plan (LRTP) 2035 Lee Collier Cost Feasible model. Appropriate project specific adjustments were made to the model to obtain reasonable traffic forecast. A technical memorandum documenting the data collection, modeling including sub-area validation, design traffic factors (K, D and T), AADT, and DDHV development and methodology for the SR 29 corridor is provided in Appendix A of this document.

**Traffic Analysis:** Traffic analysis was conducted using Synchro 7 capacity analysis software. All attempts were made to achieve the adopted levels of service for the roadway segments and the intersections. The adopted LOS C for SR 29 was also assumed as the adopted LOS for the intersections along SR 29. However, it is important to understand that all movements at the intersections may not be able to achieve the adopted Level of Service due to the demand and capacity constraints at the intersections. Therefore, to the extent possible, the alternatives were analyzed and the improvements were identified to achieve adopted LOS for the through movements on all approaches. The failure of the turning movements to achieve the adopted LOS was acceptable as long as they did not fail (LOS F), v/c was not greater than 1.0 and the queues from the turn lanes did not affect the through movements.

**Conclusions:** The analysis of the existing condition shows that all intersections are operating at acceptable levels of service with the exception of the eastbound left turn movement at the intersection of SR 29 and SR 82. The travel demand forecasts for design year 2040 show a significant increase in traffic volumes within the study area. Compared to Alternative 1, the widening of SR 29 to a four lane facility under Alternative 2 results in higher volumes on SR 29 but it also improves the flow of traffic along SR 29 due to increased capacity and higher speeds. The lower speeds on SR 29 between Lake Trafford Road and CR 846 result in lower operating speeds under Alternatives 1, 3 and 4. Under Alternatives 3 and 4, the reduction in number of through lanes on SR 29 from 4 lanes to two lanes between North 1<sup>st</sup> Street and North 9<sup>th</sup> Street, creates a bottleneck and affects the flow of traffic in a significant way. Alternative 4 results in the least amount of traffic on SR 29 from North 1<sup>st</sup> Street to Westclox Road. However, it generates the maximum amount of traffic in the vicinity of CR 846 and has the potential to significantly affect the flow of traffic through this area. Also, Alternative 4 might dictate the need for dual westbound receiving lanes on SR 29 for the dual northbound left turn lanes at the intersection of SR 29 and North 1<sup>st</sup> Street.

**Recommendations:** Based on the results of the traffic analysis, the No-Build condition (Alternative 1) is the least desirable alternative. Between the remaining alternatives, there does not appear to be a clear winner. In terms of the operating speeds, Alternative 2 provides the best operating conditions but this alternative does not support the Public Realm Plan. Alternative 3 appears to be better than Alternative 4 in terms of supporting the Public Realm Plan and providing a reasonable reduction in traffic through the City. However, both of these alternatives have capacity constraints between North 1<sup>st</sup> Street and North 9<sup>th</sup> Street. Considering all aspects of traffic operations and compliance with the Public Realm Plan, Alternative 3 (Eastern Loop Alternative) is recommended as the preferred alternative from a traffic standpoint.

# 1 PROJECT INFORMATION

## 1.1 Introduction

CH2M HILL, Inc. has been retained by the Florida Department of Transportation District One to provide professional (transportation) engineering services associated with the District Wide Systems Planning Contract. This Project Traffic Technical Memorandum (PTTM) for the SR 29 PD&E Study from south of Oil Well Road to north of SR 82 in Collier County is being provided as part of the services covered under this contract pursuant to the Letter of Authorization for Task Work Order 9.

## 1.2 Study Objective

The purpose of this Task Work Order is to develop a PTTM for the SR 29 PD&E Study from south of Oil Well Road to north of SR 82 in Collier County, Florida. The objective of the study is to evaluate the project alternatives developed by the PD&E team and assist in the determination of a preferred alternative for the PD&E Study.

## 1.3 Study Methodology

The methodologies used in preparing this technical memorandum are consistent with:

- Project Traffic Forecasting Procedure (Topic No. 525-030-120-g)
- Project Traffic Forecasting Handbook (October 2002)
- Highway Capacity Manual 2000 (HCM 2000), Transportation Research Board, 2000.

## 1.4 Study Area

The SR 29 PD&E Study area is located within Collier County, Florida. The study area includes SR 29 from south of Oil Well Road to north of SR 82 as depicted on **Figure 1.1**. SR 29 is mostly a two-lane undivided facility with varying posted speed limits through the study area. A four-lane divided section currently exists between CR 846 and North 9<sup>th</sup> Street and a two-lane section with a center left-turn lane exists between North 9<sup>th</sup> Street and Westclox Road. The minimum level of service standard for SR 29 is LOS “C”.

## 1.5 Alternatives

Four alternatives were considered for this analysis. They are:

**Alternative 1:** This alternative is the No-Build alternative with cost feasible LRTP improvements.

**Alternative 2:** This alternative includes the SR 29 existing alignment with improvements but without the Immokalee CRA SR 29 traffic calming improvements.

**Alternative 3:** This alternative includes the Immokalee CRA traffic calming improvements along SR 29 and the 4-Lane Eastern Loop that will bypass the City of Immokalee. This alternative creates three new intersections along the Eastern Loop alignment.

**Alternative 4:** This alternative includes the Immokalee CRA traffic calming improvements along SR 29 and the 4-Lane Central Loop through New Market Road that will bypass the City of Immokalee.



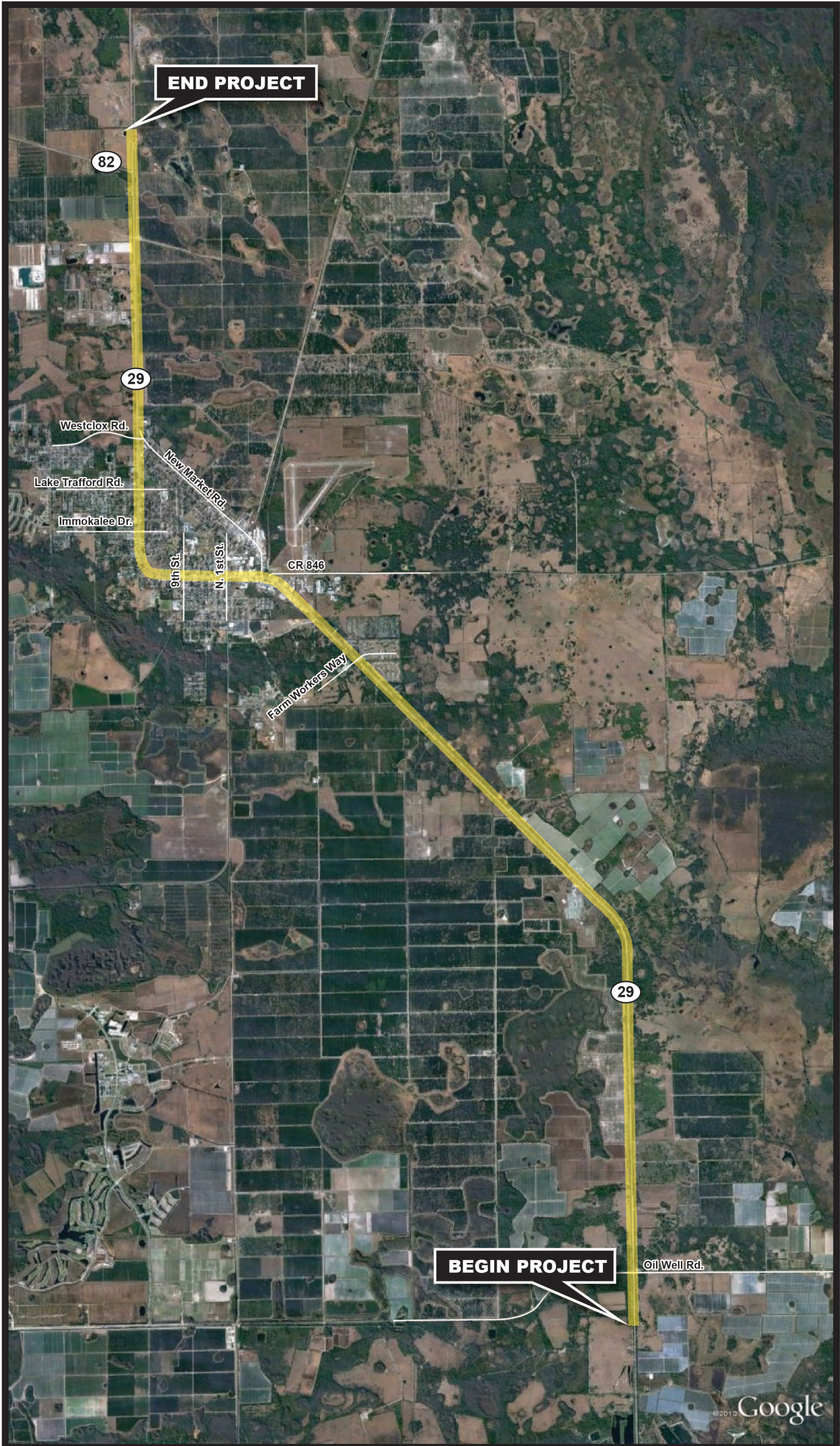


FIGURE 1.1  
Project Location Map



## 2 EXISTING TRAFFIC ANALYSIS

### 2.1 Data Collection

Traf-O-Data, Inc. collected 4-hour turning movement counts (TMCs) at 11 intersections, 24-hour bi-directional counts at 29 locations, and 48-hour class counts at 4 locations within the project limits. The locations of these counts are depicted on **Figure 2.1**. These counts were collected during the month of January 2011. The AM peak period counts were conducted from 7:00 AM to 9:00 AM and the PM peak period counts were conducted from 4:00 PM to 6:00 PM. The traffic count reports are provided in **Appendix A** as part of the DDHV/AADT and Modeling Technical Memorandum.

A field review was conducted in the study area. Information such as speed limits, roadway and intersection geometry, and storage lengths were verified with data retrieved from other sources including documents, phone conversations with County staff and over the internet. **Figure 2.2** shows the existing roadway geometry, turn lane storage lengths, posted speed limits and intersection traffic controls within the project limits.

### 2.2 Existing (2011) Traffic Volumes

**Figure 2.3** shows the existing (2011) AADTs, AM and PM intersections volumes, and the intersection lane configuration with traffic controls within the study limits. The AADTs for 2011 are based on the Average Daily Traffic (ADT) counts obtained from the bi-directional traffic counts collected by Traf-O-Data in January 2011. The AADTs were produced by adjusting 2010 ADTs using the most current FDOT seasonal adjustment and axle correction factors. The TMCs were adjusted based on the most recent FDOT seasonal adjustment factors.

### 2.3 Existing Traffic Factors

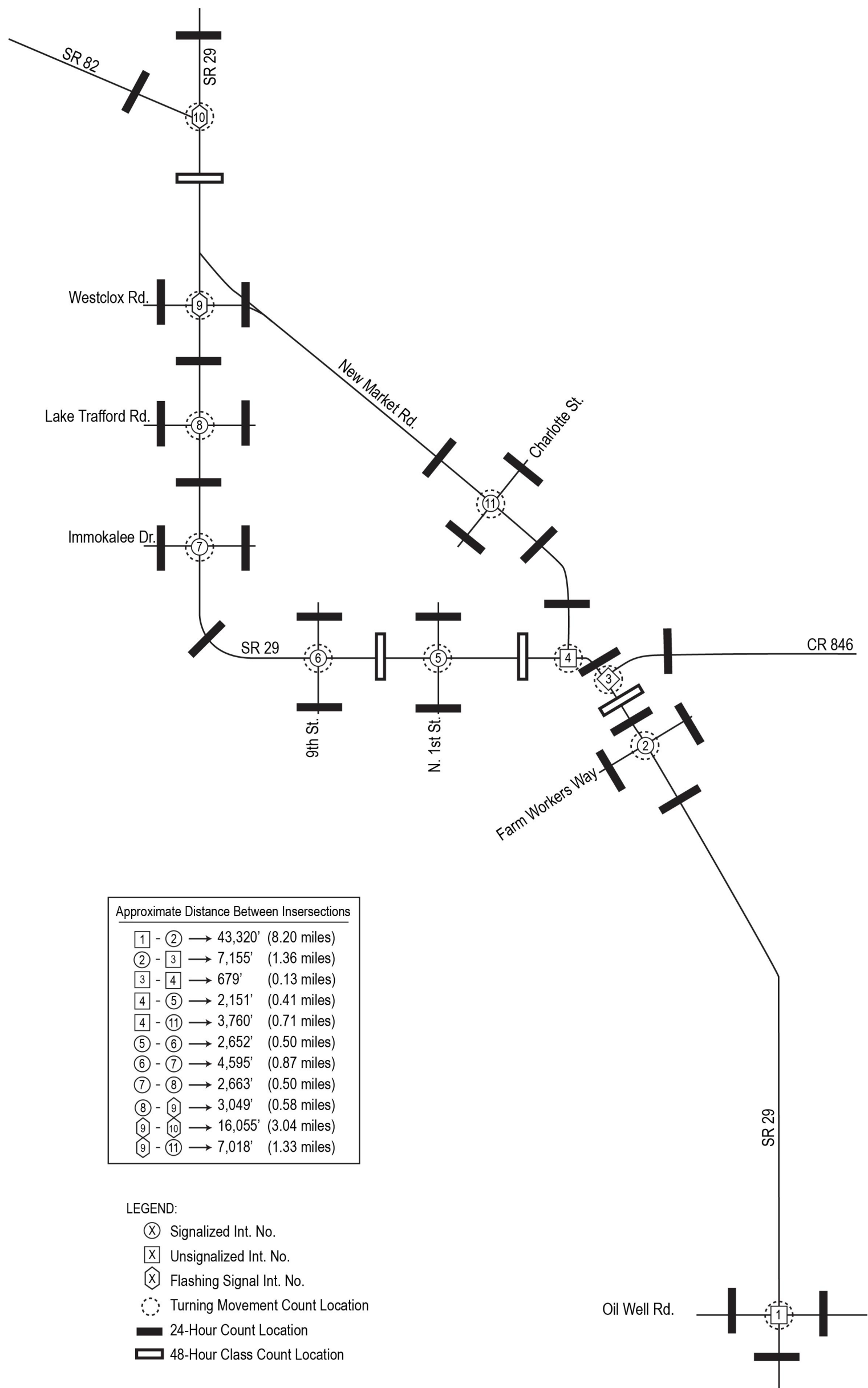
Based on the 24-hour bi-directional counts and the 48-hour classification counts, the measured peak to daily ratios (K measured) and the measured peak hour directional distribution factors (D measured) were estimated for SR 29 as well as the side streets. These measured factors are summarized in **Table 2.1**. This table also includes the adjusted AADTs that were obtained by applying the axle and seasonal adjustment factors to the measured ADTs. The seasonal and axle adjustment factors were obtained from the 2009 FDOT Count CD.

### 2.4 Existing Traffic Analysis

Intersection analyses were conducted to determine the existing operating conditions of the intersections within the study area. The intersection analyses were conducted using Synchro Version 7 capacity analysis software and the HCM output was used to summarize the results. The Synchro output sheets are provided in **Appendix B**. **Table 2.2** provides a summary of the existing (2011) AM and PM peak hour levels of service, delays, and v/c ratios for all movements at the intersections. Intersection levels of service are also depicted on **Figure 2.2**. The levels of service for unsignalized intersections depicted in **Figure 2.2** reflect the minor street worst level of service. The analysis shows that with the exception of the Westclox Road intersection with SR 29 (Intersection #9), all minor street movements at unsignalized intersections are operating at LOS D or better.



**Table 2.3** summarizes the arterial analysis summary as obtained from Synchro Version 7. The summary shows that all roadway segments along SR 29 are operating at LOS C or better. It is important to note that Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.

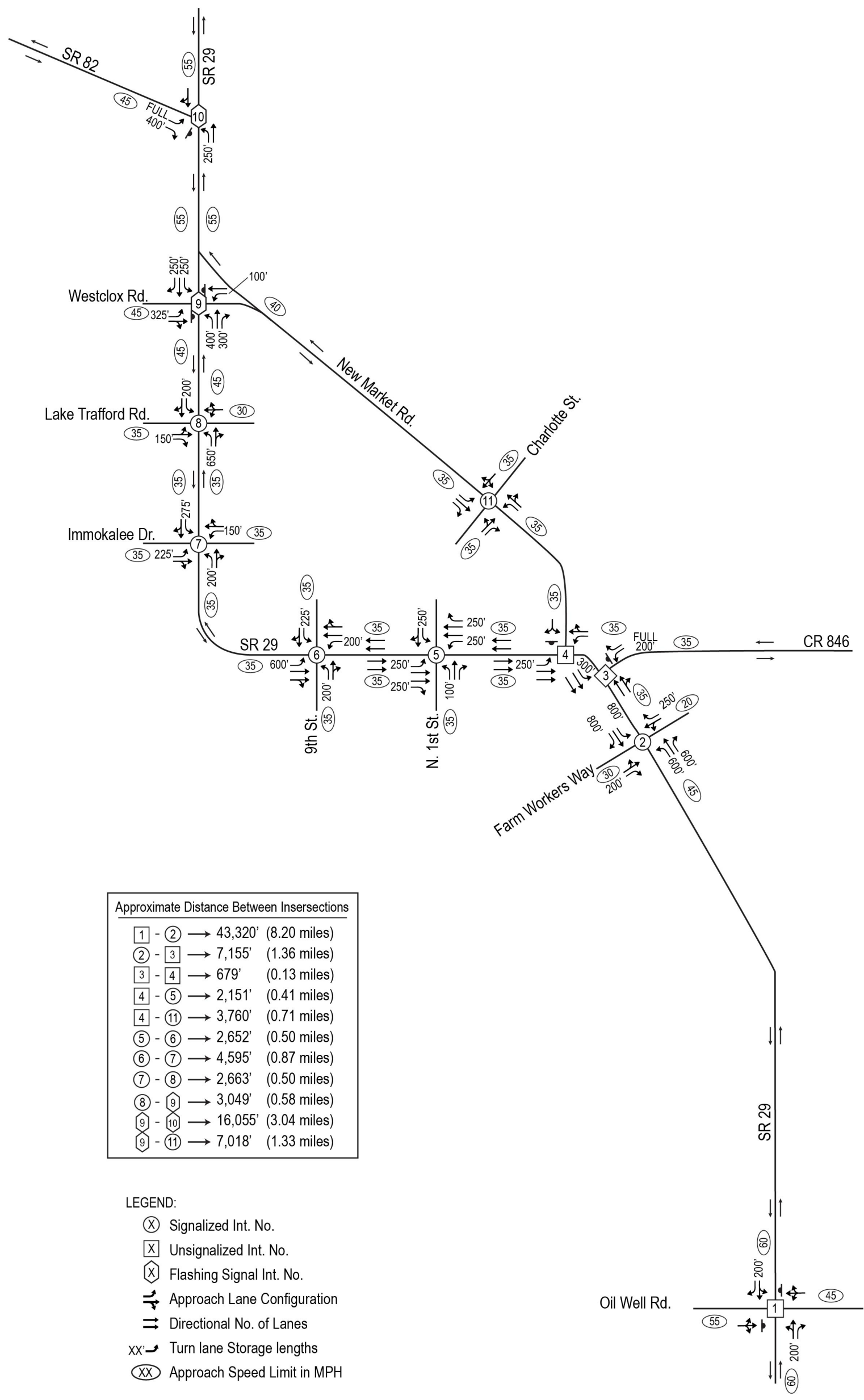


Approximate Distance Between Intersections

1 - 2	→	43,320'	(8.20 miles)
2 - 3	→	7,155'	(1.36 miles)
3 - 4	→	679'	(0.13 miles)
4 - 5	→	2,151'	(0.41 miles)
4 - 11	→	3,760'	(0.71 miles)
5 - 6	→	2,652'	(0.50 miles)
6 - 7	→	4,595'	(0.87 miles)
7 - 8	→	2,663'	(0.50 miles)
8 - 9	→	3,049'	(0.58 miles)
9 - 10	→	16,055'	(3.04 miles)
9 - 11	→	7,018'	(1.33 miles)

- LEGEND:
- ⊗ Signalized Int. No.
  - ⊠ Unsignalized Int. No.
  - ⊞ Flashing Signal Int. No.
  - ⊙ Turning Movement Count Location
  - ▬ 24-Hour Count Location
  - ▭ 48-Hour Class Count Location

FIGURE 2.1  
Existing Traffic Count Locations

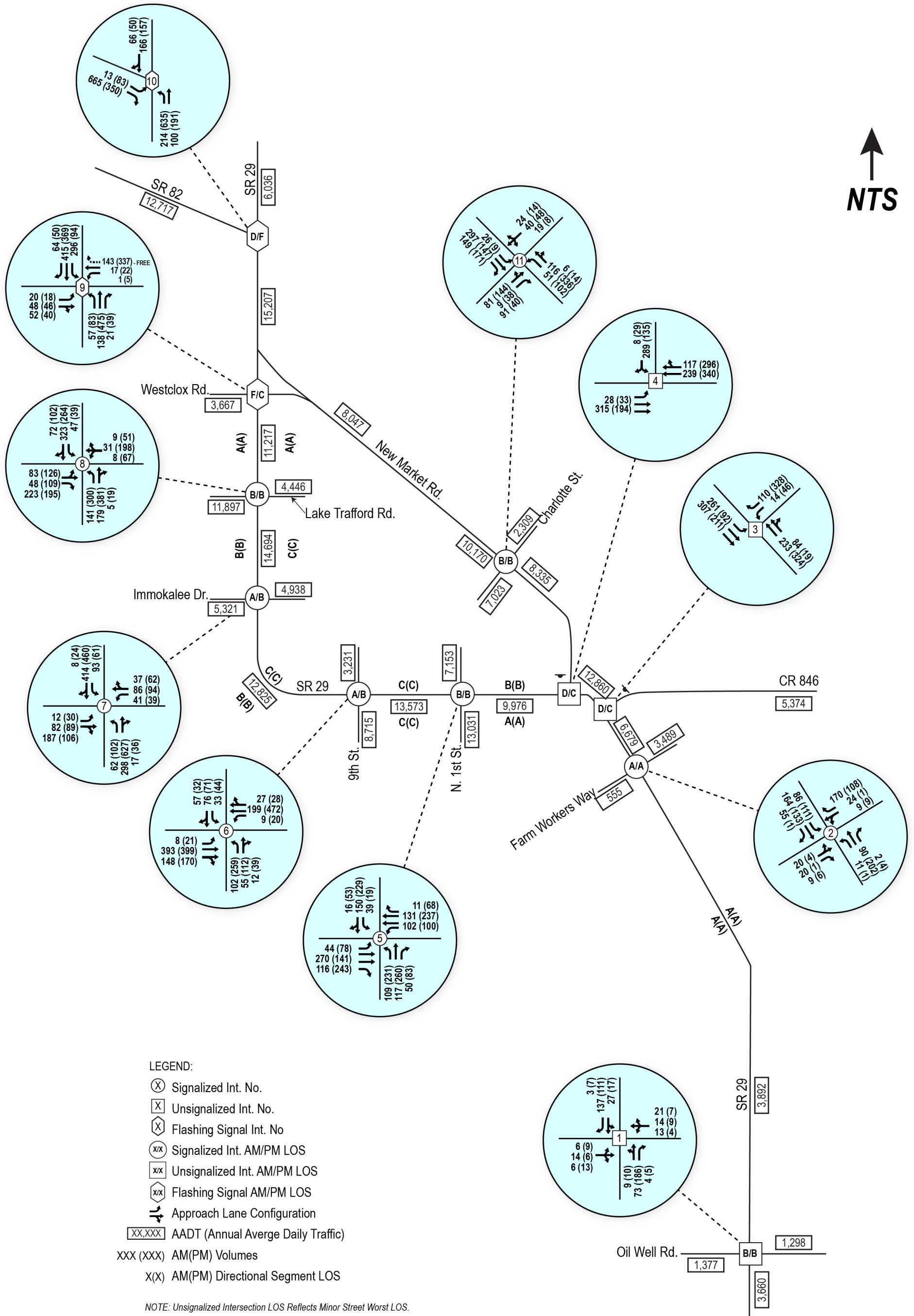


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8 - 9	→	3,049'	(0.58 miles)
9 - 10	→	16,055'	(3.04 miles)
9 - 11	→	7,018'	(1.33 miles)

- LEGEND:
- (X) Signalized Int. No.
  - [X] Unsignalized Int. No.
  - (X) Flashing Signal Int. No.
  - ↔ Approach Lane Configuration
  - ⇄ Directional No. of Lanes
  - xx' Turn lane Storage lengths
  - (XX) Approach Speed Limit in MPH

**FIGURE 2.2**  
 2011 Existing Conditions  
 Lane Configurations, Storage Lengths, Speed Limits & Traffic Controls



- LEGEND:
- ⊗ Signalized Int. No.
  - ⊠ Unsignalized Int. No.
  - ⊞ Flashing Signal Int. No.
  - ⊗ Signalized Int. AM/PM LOS
  - ⊠ Unsignalized Int. AM/PM LOS
  - ⊞ Flashing Signal AM/PM LOS
  - ↔ Approach Lane Configuration
  - ⊠ AADT (Annual Average Daily Traffic)
  - xxx (xxx) AM(PM) Volumes
  - x(x) AM(PM) Directional Segment LOS

NOTE: Unsignalized Intersection LOS Reflects Minor Street Worst LOS.

FIGURE 2.3  
2011 Existing Conditions  
AADTs, AM & PM Intersection Volumes and Levels of Service

**Table 2.1: Existing Traffic Factors**

Roadway / Segment	Type of Count	Measured Characteristics							Axle Adj. <sup>1</sup>	Seasonal Adj. <sup>1</sup>	Adjusted AADT
		Daily	Peak Hr.	NB/EB	SB/WB	Peak Time	"K"	"D"			
<b>Mainline Characteristics</b>											
<b>SR 29</b>											
South of Oil Well Road	24-Hour Bi Directional	4,187	406	243	163	PM Peak	9.70%	59.85%	0.90	0.94	3,500
South of Fam Worker Way	24-Hour Bi Directional	4,395	445	255	190	PM Peak	10.13%	57.30%	0.90	0.94	3,700
North of Fam Worker Way	24-Hour Bi Directional	7,640	692	384	308	PM Peak	9.06%	55.49%	0.90	0.94	6,500
South of CR 846	48-Hour Class Count	9,560	738	401	337	PM Peak	7.72%	54.34%	1.00	0.94	9,000
East of SR 29A South	24-Hour Bi Directional	14,711	1,198	793	405	PM Peak	8.14%	66.19%	0.90	0.94	12,400
East of 1st Street	48-Hour Class Count	10,613	937	516	421	PM Peak	8.83%	55.07%	1.00	0.94	10,000
East of 9th Street	48-Hour Class Count	14,439	1,175	616	559	PM Peak	8.14%	52.43%	1.00	0.94	13,600
South of Immokalee Drive	24-Hour Bi Directional	14,670	1,635	909	726	PM Peak	11.15%	55.60%	0.93	0.94	12,800
South of Lake Trafford Drive	24-Hour Bi Directional	16,808	1,478	843	635	PM Peak	8.79%	57.04%	0.93	0.94	14,700
South of SR 29A North	24-Hour Bi Directional	12,832	1,193	684	509	PM Peak	9.30%	57.33%	0.93	0.94	11,200
South of SR 82	48-Hour Class Count	16,178	1,393	801	592	PM Peak	8.61%	57.50%	1.00	0.94	15,200
North of SR 82	24-Hour Bi Directional	6,934	598	333	265	PM Peak	8.62%	55.69%	0.93	0.94	6,100
<b>CR 29A</b>											
South of Charlotte Street	24-Hour Bi Directional	9,535	800	531	269	PM Peak	8.39%	66.38%	0.93	0.94	8,300
North of Charlotte Street	24-Hour Bi Directional	11,634	973	588	385	PM Peak	8.36%	60.43%	0.93	0.94	10,200
<b>Side Street Characteristics</b>											
<b>Oil Well Road</b>											
West of SR 29	24-Hour Bi Directional	1,575	174	82	92	PM Peak	11.05%	52.87%	0.93	0.94	1,400
East of SR 29	24-Hour Bi Directional	1,485	155	82	73	PM Peak	10.44%	52.90%	0.93	0.94	1,300
<b>Fam Worker Way</b>											
West of SR 29	24-Hour Bi Directional	635	194	117	77	PM Peak	30.55%	60.31%	0.93	0.94	600
East of SR 29	24-Hour Bi Directional	1,485	389	207	182	PM Peak	26.20%	53.21%	0.93	0.94	1,300
<b>CR 846</b>											
North of SR 29	24-Hour Bi Directional	6,147	580	136	444	PM Peak	9.44%	76.55%	0.93	0.94	5,400
<b>CR 29A South</b>											
North of SR 29	24-Hour Bi Directional	7,716	817	387	430	PM Peak	10.59%	52.63%	0.93	0.94	6,700
<b>1st Street</b>											
North of SR 29	24-Hour Bi Directional	8,182	628	231	397	PM Peak	7.68%	63.22%	0.93	0.94	7,200
South of SR 29	24-Hour Bi Directional	14,906	1,388	691	697	PM Peak	9.31%	50.22%	0.93	0.94	13,000
<b>9th Street</b>											
North of SR 29	24-Hour Bi Directional	3,697	373	203	170	PM Peak	10.09%	54.42%	0.93	0.94	3,200
South of SR 29	24-Hour Bi Directional	9,969	823	514	309	PM Peak	8.26%	62.45%	0.93	0.94	8,700
<b>Immokalee Drive</b>											
West of SR 29	24-Hour Bi Directional	6,087	535	272	263	PM Peak	8.79%	50.84%	0.93	0.94	5,300
East of SR 29	24-Hour Bi Directional	5,649	458	215	243	PM Peak	8.11%	53.06%	0.93	0.94	4,900
<b>Lake Trafford Drive</b>											
West of SR 29	24-Hour Bi Directional	13,609	1,242	500	742	PM Peak	9.13%	59.74%	0.93	0.94	11,900
East of SR 29	24-Hour Bi Directional	5,086	573	217	356	PM Peak	11.27%	62.13%	0.93	0.94	4,400
<b>CR 29A North</b>											
West of SR 29	24-Hour Bi Directional	4,195	330	135	195	PM Peak	7.87%	59.09%	0.93	0.94	3,700
East of SR 29	24-Hour Bi Directional	9,205	705	234	471	PM Peak	7.66%	66.81%	0.93	0.94	8,000
<b>SR 82</b>											
West of SR 29	24-Hour Bi Directional	14,547	1,368	536	832	PM Peak	9.40%	60.82%	0.93	0.94	12,700
<b>Charlotte Street</b>											
West of SR 29A	24-Hour Bi Directional	8,034	655	271	384	PM Peak	8.15%	58.63%	0.93	0.94	7,000
East of SR 29A	24-Hour Bi Directional	2,641	212	103	109	PM Peak	8.03%	51.42%	0.93	0.94	2,300

1. Counts were conducted in January 2011.

**TABLE 2.2**  
**2011 Existing Conditions - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 1 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Unsignalized)</b>											
EB	EBL	0.04	11.2	11.2	B	B	0.05	10.9	10.9	B	B
	EBT	0.04	11.2		B		0.05	10.9		B	
	EBR	0.04	11.2		B		0.05	10.9		B	
WB	WBL	0.07	10.4	10.4	B	B	0.03	11.1	11.1	B	B
	WBT	0.07	10.4		B		0.03	11.1		B	
	WBR	0.07	10.4		B		0.03	11.1		B	
NB	NBL	0.01	0.9	0.8	A	A	0.01	0.4	0.4	A	A
	NBT	0.01	0.9		A		0.01	0.4		A	
	NBR	0.00	0.0		A		0.00	0.0		A	
SB	SBL	0.02	1.3	1.3	A	A	0.01	1.1	1.1	A	A
	SBT	0.02	1.3		A		0.01	1.1		A	
	SBR	0.00	0.0		A		0.00	0.0		A	
<b>Intersection</b>		<b>0.26</b>	<b>3.3</b>		<b>A</b>		<b>0.30</b>	<b>2.0</b>		<b>A</b>	
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>											
EB	EBL	0.15	8.0	7.9	A	A	0.02	7.4	7.4	A	A
	EBT	0.15	8.0		A		0.02	7.4		A	
	EBR	0.01	7.5		A		0.00	7.4		A	
WB	WBL	0.10	7.8	7.9	A	A	0.04	7.5	7.6	A	A
	WBT	0.10	7.8		A		0.04	7.5		A	
	WBR	0.12	7.9		A		0.07	7.6		A	
NB	NBL	0.04	6.6	7.1	A	A	0.00	6.0	8.6	A	A
	NBT	0.22	7.1		A		5.60	8.6		A	
	NBR	0.00	6.5		A		0.00	6.0		A	
SB	SBL	0.27	7.4	7.4	A	A	0.33	7.0	7.1	A	A
	SBT	0.38	7.7		A		0.37	7.2		A	
	SBR	0.04	6.6		A		0.00	6.0		A	
<b>Intersection</b>		<b>0.28</b>	<b>7.5</b>		<b>A</b>		<b>0.37</b>	<b>7.7</b>		<b>A</b>	
<b>03. SR 29 @ CR 846 (Unsignalized) - SR 29 assumed as an East-West Facility at this Intersection</b>											
EB	EBL	0.23	8.9	4.1	A	A	0.08	8.4	2.5	A	A
	EBT	0.10	0.0		A		0.07	0.0		A	
	EBR	-	-		-		-	-		-	
WB	WBL	-	-	0.0	-	A	-	-	0.0	-	A
	WBT	0.10	0.0		A		0.13	0.0		A	
	WBR	0.10	0.0		A		0.13	0.0		A	
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-	-		-	
	NBR	-	-		-		-	-		-	
SB	SBL	0.08	27.1	12.3	D	B	0.14	17.4	14.0	C	B
	SBT	-	-		-		-	-		-	
	SBR	0.15	10.4		B		0.45	13.5		B	
<b>Intersection</b>		<b>0.37</b>	<b>3.8</b>		<b>A</b>		<b>0.37</b>	<b>5.9</b>		<b>A</b>	
<b>04. SR 29 @ New Market Road E (Unsignalized)</b>											
EB	EBL	0.03	0.7	0.7	A	A	0.04	9.1	1.3	A	A
	EBT	0.10	0.0		A		0.06	0.0		A	
	EBR	-	-		-		-	-		-	
WB	WBL	-	-	0.0	-	A	-	-	0.0	-	A
	WBT	0.12	0.0		A		0.25	0.0		A	
	WBR	0.12	0.0		A		0.25	0.0		A	
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-	-		-	
	NBR	-	-		-		-	-		-	
SB	SBL	0.74	34.2	34.2	D	D	0.47	23.1	23.1	C	C
	SBT	-	-		-		-	-		-	
	SBR	0.74	34.2		D		0.47	23.1		C	
<b>Intersection</b>		<b>0.40</b>	<b>10.4</b>		<b>B</b>		<b>0.42</b>	<b>4.0</b>		<b>A</b>	

**TABLE 2.2**  
**2011 Existing Conditions - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>											
EB	EBL	0.12	13.3	15.2	B	B	0.29	18.8	20.6	B	C
	EBT	0.35	15.8		B		0.26	21.1		C	
	EBR	0.09	14.6		B		0.17	20.8		C	
WB	WBL	0.27	10.8	12.1	B	B	0.31	16.9	19.6	B	B
	WBT	0.14	13.1		B		0.40	20.9		C	
	WBR	0.01	12.5		B		0.05	19.1		B	
NB	NBL	0.31	13.2	15.0	B	B	0.52	11.0	12.2	B	B
	NBT	0.31	16.6		B		0.42	13.5		B	
	NBR	0.03	15.1		B		0.06	11.3		B	
SB	SBL	0.14	15.8	19.5	B	B	0.06	14.6	19.6	B	B
	SBT	0.54	20.4		C		0.59	19.9		B	
	SBR	0.54	20.4		C		0.59	19.9		B	
<b>Intersection</b>		<b>0.53</b>	<b>15.3</b>		<b>B</b>		<b>0.40</b>	<b>17.4</b>		<b>B</b>	
<b>06. SR 29 @ 9th Street (Signalized)</b>											
EB	EBL	0.02	5.9	7.4	A	A	0.08	7.2	8.4	A	A
	EBT	0.48	7.4		A		0.43	8.5		A	
	EBR	0.48	7.4		A		0.43	8.5		A	
WB	WBL	0.04	5.9	6.3	A	A	0.08	7.2	8.4	A	A
	WBT	0.20	6.4		A		0.42	8.4		A	
	WBR	0.20	6.4		A		0.42	8.4		A	
NB	NBL	0.46	11.7	11.0	B	B	0.78	21.8	17.4	C	B
	NBT	0.19	10.0		B		0.27	9.8		A	
	NBR	0.19	10.0		B		0.27	9.8		A	
SB	SBL	0.14	9.8	10.2	A	B	0.14	9.3	9.4	A	A
	SBT	0.28	10.3		B		0.17	9.4		A	
	SBR	0.28	10.3		B		0.17	9.4		A	
<b>Intersection</b>		<b>0.47</b>	<b>8.1</b>		<b>A</b>		<b>0.58</b>	<b>10.7</b>		<b>B</b>	
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>											
EB	EBL	0.06	10.8	12.3	B	B	0.18	16.2	17.7	B	B
	EBT	0.40	12.3		B		0.48	17.9		B	
	EBR	0.40	12.3		B		0.48	17.9		B	
WB	WBL	0.20	11.5	11.6	B	B	0.23	16.5	17.3	B	B
	WBT	0.29	11.7		B		0.44	17.5		B	
	WBR	0.29	11.7		B		0.44	17.5		B	
NB	NBL	0.17	5.8	6.8	A	A	0.25	5.2	9.1	A	A
	NBT	0.47	7.0		A		0.72	9.6		A	
	NBR	0.47	7.0		A		0.72	9.6		A	
SB	SBL	0.23	6.0	8.0	A	A	0.23	5.3	6.3	A	A
	SBT	0.61	8.5		A		0.52	6.5		A	
	SBR	0.61	8.5		A		0.52	6.5		A	
<b>Intersection</b>		<b>0.54</b>	<b>9.0</b>		<b>A</b>		<b>0.67</b>	<b>10.2</b>		<b>B</b>	
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>											
EB	EBL	0.48	17.4	16.0	B	B	0.79	29.2	22.3	C	C
	EBT	0.48	17.4		B		0.79	29.2		C	
	EBR	0.15	15.2		B		0.13	14.0		B	
WB	WBL	0.12	15.0	15.0	B	B	0.75	23.9	23.9	C	C
	WBT	0.12	15.0		B		0.75	23.9		C	
	WBR	0.12	15.0		B		0.75	23.9		C	
NB	NBL	0.36	7.1	6.6	A	A	0.75	16.1	12.2	B	B
	NBT	0.22	6.3		A		0.49	9.3		A	
	NBR	0.22	6.3		A		0.49	9.3		A	
SB	SBL	0.13	11.1	17.5	B	B	0.16	14.1	23.4	B	C
	SBT	0.72	18.3		B		0.77	24.3		C	
	SBR	0.72	18.3		B		0.77	24.3		C	
<b>Intersection</b>		<b>0.59</b>	<b>13.9</b>		<b>B</b>		<b>0.71</b>	<b>19.0</b>		<b>B</b>	

**TABLE 2.2**  
**2011 Existing Conditions - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Unsignalized)</b>											
EB	EBL	0.12	28.8	23.5	D	C	0.08	21.0	18.6	C	C
	EBT	0.34	22.4		C		0.25	18.1		C	
	EBR	0.34	22.4		C		0.25	18.1		C	
WB	WBL	0.01	56.2	34.1	F	D	0.02	21.9	19.9	C	C
	WBT	0.12	32.8		D		0.09	19.4		C	
	WBR	0.00	0.0		A		0.00	0.0		A	
NB	NBL	0.06	8.6	2.3	A	A	0.08	8.5	1.2	A	A
	NBT	0.09	0.0		A		0.30	0.0		A	
	NBR	0.01	0.0		A		0.02	0.0		A	
SB	SBL	0.23	8.5	3.2	A	A	0.11	9.5	1.7	A	A
	SBT	0.26	0.0		A		0.23	0.0		A	
	SBR	0.04	0.0		A		0.03	0.0		A	
<b>Intersection</b>		<b>0.43</b>	<b>5.7</b>		<b>A</b>		<b>0.48</b>	<b>3.3</b>		<b>A</b>	
<b>10. SR 29 @ SR 82 (Unsignalized)</b>											
EB	EBL	0.85	28.5	28.5	D	D	1.82	120.2	120.2	F	F
	EBT	-	-		-		-	-		-	
	EBR	0.00	0.0		A		0.00	0.0		A	
WB	WBL	-	-	-	-	-	-	-	-	-	-
	WBT	-	-		-		-	-		-	
	WBR	-	-		-		-	-		-	
NB	NBL	0.06	8.6	5.9	A	A	0.51	10.5	8.0	B	A
	NBT	0.00	0.0		A		0.12	0.0		A	
	NBR	-	-		-		-	-		-	
SB	SBL	-	-	0.0	-	A	-	-	0.0	-	A
	SBT	0.14	0.0		A		0.13	0.0		A	
	SBR	0.14	0.0		A		0.13	0.0		A	
<b>Intersection</b>		<b>0.61</b>	<b>17.3</b>		<b>C</b>		<b>0.61</b>	<b>40.0</b>		<b>E</b>	
<b>11. SR 29 @ Charlotte Street (Signalized)</b>											
EB	EBL	0.42	13.5	12.5	B	B	0.80	32.7	29.4	C	C
	EBT	0.42	13.5		B		0.80	32.7		C	
	EBR	0.08	11.5		B		0.03	14.5		B	
WB	WBL	0.22	12.1	12.1	B	B	0.20	15.2	15.2	B	B
	WBT	0.22	12.1		B		0.20	15.2		B	
	WBR	0.22	12.1		B		0.20	15.2		B	
NB	NBL	0.17	7.6	8.8	A	A	0.23	6.1	10.1	A	B
	NBT	0.26	9.2		A		0.58	11.2		B	
	NBR	0.26	9.2		A		0.58	11.2		B	
SB	SBL	0.07	8.5	11.9	A	B	0.03	9.2	10.6	A	B
	SBT	0.64	13.6		B		0.31	11.1		B	
	SBR	0.11	9.3		A		0.13	10.2		B	
<b>Intersection</b>		<b>0.51</b>	<b>11.5</b>		<b>B</b>		<b>0.61</b>	<b>14.6</b>		<b>B</b>	

(1) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.



**Table 2.3**  
**2011 Existing Conditions - Arterial Analysis Summary**  
**SR 29 PD&E Study**

Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
				AM	PM	AM	PM
From	To						
<b>SR 29 Northbound</b>							
South of Oil Well Road	Farm Workers Way	8.70	56	58.3	55.2	A	A
Farm Workers Way	N 1st Street	1.89	41	37.0	36.0	B	B
N 1st Street	9th Street	0.50	35	30.8	29.2	C	C
9th Street	Immokalee Drive	0.87	35	31.6	30.9	C	C
Immokalee Drive	Lake Trafford Road	0.50	35	30.7	28.6	C	C
<b>Total</b>		<b>12.47</b>	<b>-</b>	<b>47.8</b>	<b>45.7</b>	<b>A</b>	<b>A</b>
<b>SR 29 Southbound</b>							
North of SR 82	Lake Trafford Road	4.12	53	49.1	48.1	A	A
Lake Trafford Road	Immokalee Drive	0.50	35	28.6	30.0	B	B
Immokalee Drive	9th Street	0.87	35	32.3	32.0	B	B
9th Street	N 1st Street	0.50	35	25.2	24.6	C	C
N 1st Street	Farm Workers Way	1.89	41	38.4	38.9	A	A
<b>Total</b>		<b>7.89</b>	<b>-</b>	<b>39.9</b>	<b>39.7</b>	<b>A</b>	<b>A</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.

### **3 TRAVEL DEMAND MODEL FORECAST**

#### **3.1 Design Periods**

Based on the information provided by the Florida Department of Transportation District One, the traffic forecasts were prepared for the following design periods:

- Opening Year     2020
- Interim Year     2030
- Design Year     2040

#### **3.2 2007 Lee/Collier Model Sub-Area Validation**

A Sub-area validation was performed for the study area to establish that the base year model is performing with reasonable accuracy within the study area. The validation refinement resulted in a significant improvement to the level of validation within the study area. The overall study area volume to count ratio for roadway links with counts was improved from 0.813 to 0.910. For links with counts along SR 29 and SR 29A the volume to count ratio was improved from 0.845 to 0.944. The level of validation for SR 29 side street roadways was also significantly improved. The refined sub-area validation resulted in assigned volumes that were within the acceptable error ranges with the exception of one link on SR 29 south of Oil Well Road. As part of the sub-area validation process it was necessary to “sacrifice” the level of validation on this lower volume segment of SR 29 south of Oil Well Road in order to resolve more serious validation deficiencies for higher volume segments of SR 29, north of Oil Well Road, as well as to improve the overall level of validation for SR 29 throughout the study area.

The systemwide validation summaries for both the original Lee/Collier Long Range Transportation Plan (LRTP) 2007 validated model and the 2007 Lee/Collier validation refined for the SR 29 study area show a slight improvement in the overall Root Mean Square Error (RMSE) for the refined SR 29 validation. The summaries show that the model continues to meet systemwide validation criteria. The details of the sub-area model refinement summary are included in Appendix A as part of DDHV/AADT and Modeling Technical Memorandum.

#### **3.3 2035 Lee/Collier No-Build Model Development**

The adjustments made as part of the Sub-area validation refinement were incorporated, as appropriate, into the adopted LRTP 2035 Lee/Collier Cost Feasible model. In addition, socioeconomic model data adjustments were made to reflect planned development associated with the following DRIs and PUDs:

- Ave Maria DRI
- Big Cypress DRI
- Immokalee Airport PUD
- Kaicasa Residential Development

**Table 3.1** summarizes the adjustments to the model zonal data. The Kaicasa Residential development is planned for 400 residential dwelling units (DU) and the model was adjusted by adding these DUs. Ave Maria was adjusted by adding 4,481 DUs and Big Cypress was adjusted by adding 2,167 DUs to the model. No adjustments were made for the Immokalee Airport. The model shows an increase in employment from 482 employees in 2007 to 922 employees in 2035. The resulting model serves as a basis for the No-Build analysis. For this study, Alternative 1 is identified as the No-Build model with cost feasible LRTP improvements. The Alternative 1 model roadway network is shown in **Figure 3.1**.

**Table 3.1: 2035 Socioeconomic Data Adjustments**

Development	TAZ Numbers	Approved Dus	Approved Comm. Sf	Approved Office sf	Added To the Model
Ava Maria DRI	387, 669, 670, 671, 672, 673	11000 Dus 400 Hotel Rms	690,000	510,000	4481 Dus
Big Cypress DRI	72, 110, 316 341, 660	9,000 Dus	0	0	2167 Dus
Kaicasa Residential Development	410	400 Dus	0	0	400 Dus
Tradeport DRI	35	Withdrawn	Withdrawn	Withdrawn	Withdrawn
Immokalee Airport DRI	426	Runway Improvements	N/A	N/A	None

### 3.4 2035 Study Area Build Alternatives Network

The 2035 No-Build model developed above was used as a basis for the following three Build Alternatives:

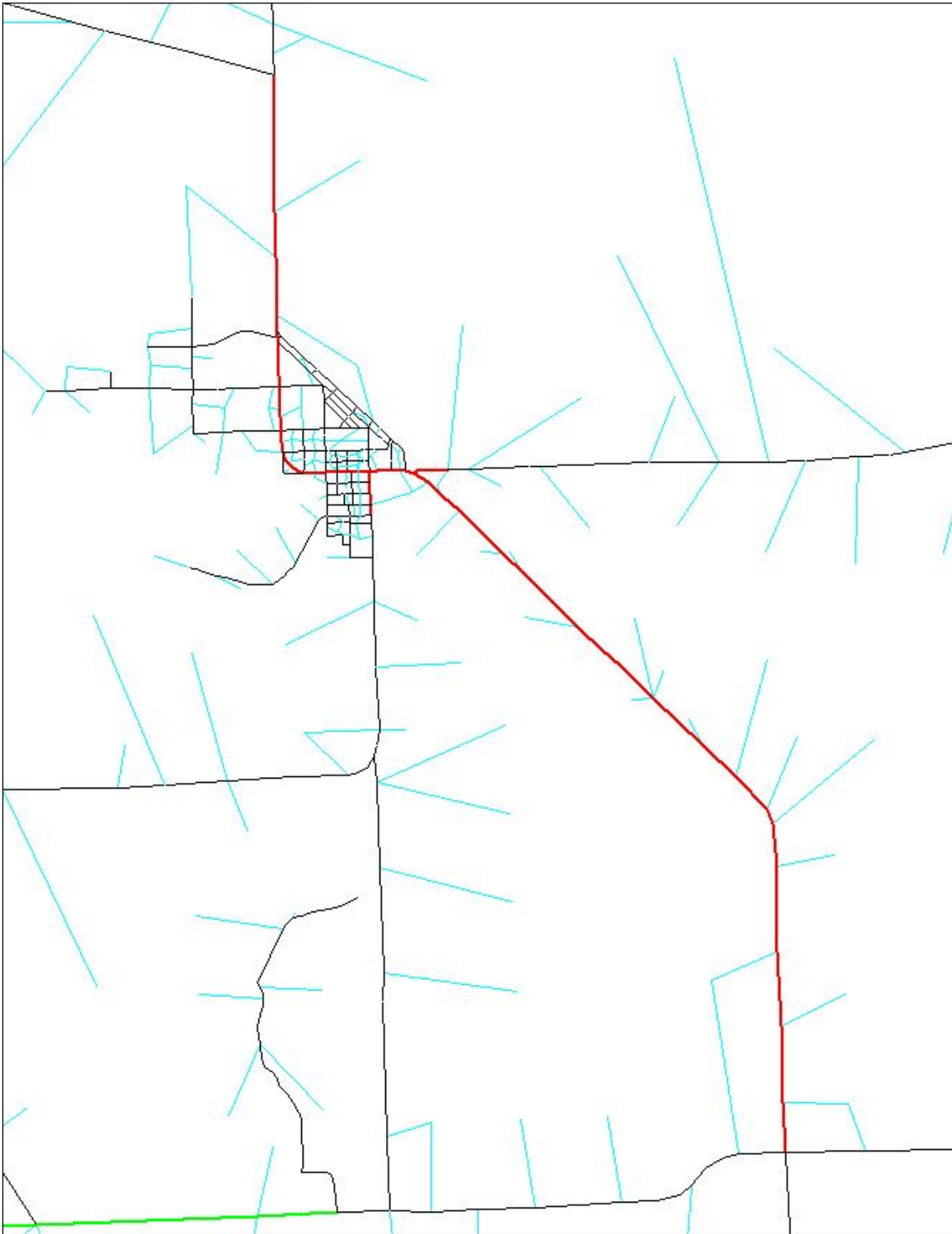
**Alternative 2 – SR 29 Existing Alignment With Improvements:** This alternative reflects SR 29 as a 4 lane facility throughout the study area, from Oil Well Road to SR 82, as shown in **Figure 3.2**.

**Alternative 3 - Eastern Loop:** This alternative includes improvements to SR 29 from Oil Well Road to the southern terminus of a new 4-lane Eastern Loop facility extending from SR 29 from south of Immokalee northward to SR 82 as depicted in **Figure 3.3**. This alternative also includes a new 2-lane east/west facility extending from SR 29A northeast to the Eastern Loop. Alternative 3 also includes a reduction in the geometry of SR 29 from 1<sup>st</sup> Street to 9<sup>th</sup> Street from a 4-lane divided facility to a 2-lane divided roadway, consistent with the Public Realm Plan for the Immokalee Central Business District.

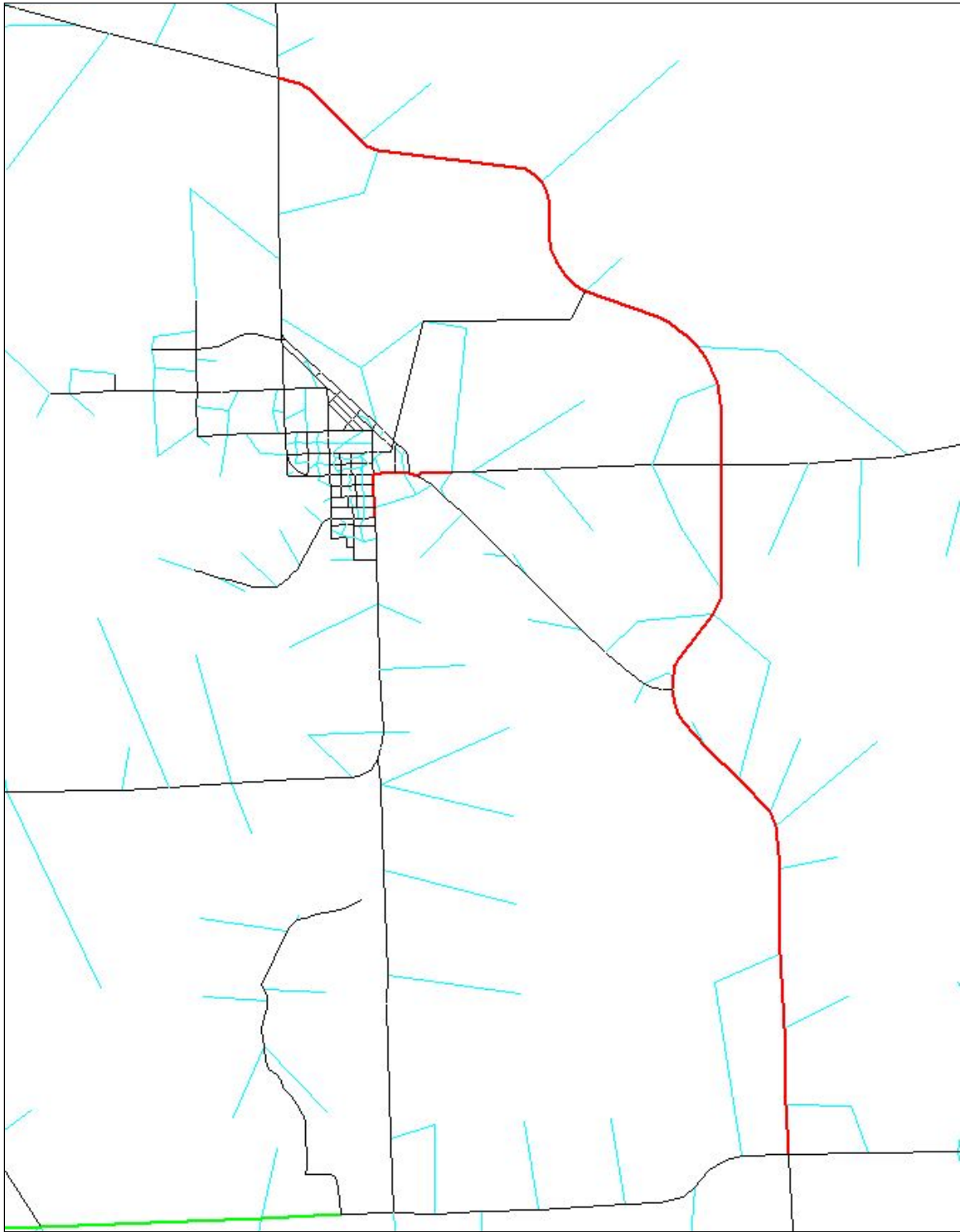
**Alternative 4 - Central Loop:** This alternative includes improvements to portions of SR 29 and SR 29A as well as construction of a new 4-lane facility extending from SR 29A northward to SR 29 north of Westclox Road as depicted on **Figure 3.4**. As with Alternative 3, this alternative also includes a reduction in the geometry of SR 29 from 1<sup>st</sup> Street to 9<sup>th</sup> Street from a 4-lane divided facility to a 2-lane divided roadway, consistent with the Public Realm Plan for the Immokalee Central Business District.



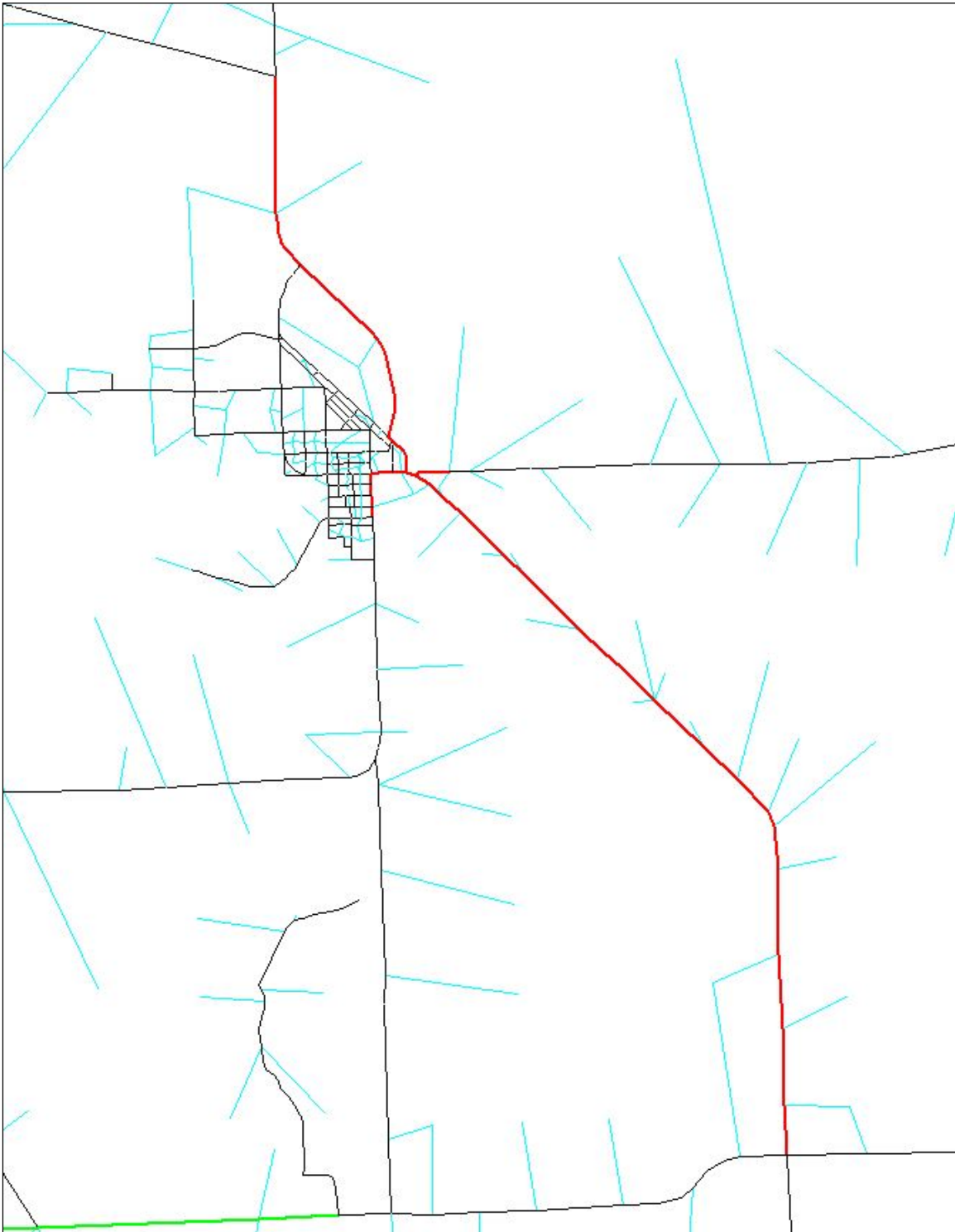
**Figure 3.1: Model Network for Alternative 1 – No-Build with Cost Feasible Improvements**



**Figure 3.2: Model Network for Alternative 2 – SR 29 Existing Alignment with Improvements**



**Figure 3.3: Model Network for Alternative 3 – Eastern Loop**



**Figure 3.4: Model Network for Alternative 4 – Central Loop**

### 3.5 Design Traffic Factors

The design traffic factors ( $K_{30}$ ,  $D_{30}$  and  $T_{24}$ ) were developed using the existing travel characteristics from the actual traffic counts, the FDOT Roadway Characteristics Inventory (RCI) database and the historic traffic data obtained from FDOT’s Florida Traffic Information CD for the SR 29 corridor. **Table 3.2** provides a comparison of the measured traffic factors (summarized earlier in Table 2.1) and the design traffic factors obtained from FDOT’s RCI database.

**Table 3.2: Comparison of Traffic Factors**

Roadway / Segment	Measured Characteristics			FDOT RCI Database Characteristics		
	"K" Factor	"D" Factor	"T <sub>daily</sub> " Factor	"K <sub>30</sub> " Factor	"D <sub>30</sub> " Factor	"T <sub>daily</sub> " Factor
<b>SR 29</b>						
South of Oil Well Road	9.70%	59.85%	n/a	9.93%	60.69%	22.13%
South of Farm Worker Way	10.13%	57.30%	n/a	9.93%	60.69%	n/a
North of Farm Worker Way	9.06%	55.49%	n/a	9.93%	60.69%	8.80%
South of CR 846	7.72%	54.34%	14.20%	9.93%	60.69%	10.50%
East of SR 29A South	8.14%	66.19%	n/a	9.93%	60.69%	n/a
East of 1st Street	8.83%	55.07%	13.40%	9.93%	60.69%	n/a
East of 9th Street	8.14%	52.43%	8.60%	9.93%	60.69%	6.60%
South of Immokalee Drive	11.15%	55.60%	n/a	9.93%	60.69%	n/a
South of Lake Trafford Drive	8.79%	57.04%	n/a	9.93%	60.69%	6.30%
South of SR 29A North	9.30%	57.33%	n/a	9.93%	60.69%	7.30%
South of SR 82	8.61%	57.50%	12.00%	9.93%	60.69%	11.80%
North of SR 82	8.62%	55.69%	n/a	9.99%	59.95%	18.20%
<b>AVERAGE</b>	9.01%	56.99%	12.05%	9.94%	60.63%	11.45%
1. Measured Characteristics are based on counts that were conducted in January 2011.						
2. n/a stands for not available data.						

Based on the information contained in Table 3.2, the average measured K value of 9.01 percent for SR 29 was compared with  $K_{30}$  value of 9.94 percent from the FDOT RCI database for SR 29 within Collier County. Similarly, the average measured D value of 56.99 percent for SR 29 was compared with  $D_{30}$  value of 60.63 percent from the FDOT RCI database. Based on the comparison,  $K_{30}$  value of 9.94 percent (from RCI database) and  $D_{30}$  value 60.63 percent are recommended as design characteristics for the SR 29 study corridor.

The  $T_{daily}$  values based on the measured 48-hour classification count was 14.2 percent south of CR 846, 13.4 percent east of 1<sup>st</sup> Street, 8.6 percent east of 9<sup>th</sup> Street, and 12.0 percent south of SR 82. The  $T_{daily}$  values from FDOT RCI database for these locations ranged from 6.30 percent to 22.13 percent. Based on the comparison,  $T_{daily}$  values of 22.13 percent are recommended for SR 29 south of Farm Workers Road, 14 percent from Farm Workers Road to 1st Street, 8.6 percent from 1st Street to CR 29A (New Market Road North), 12.0 percent from CR 29A (New Market Road North) to SR 82, and 18.0 percent north SR 82 within the study area.



FDOT recommends  $T_{peak}$  values to be one-half of the  $T_{daily}$  values. The existing traffic counts show the  $T_{peak}$  to be significantly higher than the recommended one-half of the  $T_{daily}$  values and therefore the existing  $T_{peak}$  values are recommended for analysis purposes. The design traffic factors recommended for this study are summarized in **Table 3.3**.

**Table 3.3: Recommended Design Traffic Factors**

		Recommended Design Traffic Factors			
		"K <sub>30</sub> " Factor	"D <sub>30</sub> " Factor	"T <sub>daily</sub> " Factor	"T <sub>peak</sub> " Factor
<b>Mainline Characteristics</b>					
<b>SR 29</b>					
	South of Oil Well Road	9.93%	60.69%	22.13%	17.70%
	South of Farm Worker Way	9.93%	60.69%	22.13%	17.70%
	North of Farm Worker Way	9.93%	60.69%	14.00%	11.20%
	South of CR 846	9.93%	60.69%	14.00%	11.20%
	East of SR 29A South	9.93%	60.69%	14.00%	11.20%
	East of 1st Street	9.93%	60.69%	14.00%	11.20%
	East of 9th Street	9.93%	60.69%	8.60%	6.88%
	South of Immokalee Drive	9.93%	60.69%	8.60%	6.88%
	South of Lake Trafford Drive	9.93%	60.69%	8.60%	6.88%
	South of SR 29A North	9.93%	60.69%	8.60%	6.88%
	South of SR 82	9.93%	60.69%	12.00%	9.60%
	North of SR 82	9.93%	60.69%	18.00%	14.40%

1. Recommended K, D and T values are from FDOT RCI database and the Tpeak values are from the traffic counts conducted in January 2011.

The above recommended design traffic factors were used to develop the Directional Design Hour Volumes (DDHVs) for 2020, 2030 and 2040 conditions. A detailed description of the DDHV development is included in Appendix A as part of the DDHV/AADT and Modeling Technical Memorandum..

## 4 FUTURE TRAFFIC ANALYSIS

### 4.1 Traffic Analysis Methodology

All traffic analyses (existing and future) have been conducted using the following methodology:

- a) All traffic analyses have been conducted for the AM and PM peak hours for all alternatives.
- b) Synchro Version 7.0 has been used to conduct traffic analysis both for the intersections and for the SR 29 roadway segments. The analysis results for the intersections have been summarized for v/c ratios, the delays in seconds/vehicle and the corresponding Levels of Service (A through F) for all movements, approaches and intersections. For the SR 29 roadway segment, the results have been summarized for average speeds and Levels of Service.
- c) The existing signal operating plans (signal phasing) have been used for existing signals but the signal cycle lengths and phase splits have been optimized using Synchro capacity analysis software. For future conditions analysis, the signal cycle lengths, phasing and splits have been optimized using the Synchro optimization tool. For reasonable comparison of the alternatives, no manual adjustments have been made to the Synchro optimized signal timing.
- d) The intersection Peak Hour Factors (PHF) as reflected in the existing turning movement counts have been used for existing conditions analyses. However, for Future Conditions, intersection PHF of 0.92 has been used for all analyses. This value is recommended by the Highway Capacity Manual (HCM) and is also the default PHF value in Synchro.
- e) The heavy vehicle factors obtained from the existing turning movement counts have been used for all analyses. Considering the recommended heavy vehicle factors along SR 29, a conservative peak hour truck percentage of 15% has been used along the Eastern Loop (Alternative 3) and Central Loop (Alternative 4) alignments.
- f) As applicable, the existing and proposed posted speed limits have been used for all analyses. The Immokalee CRA traffic calming speeds have also been used where applicable.
- g) The analysis results have been summarized in both tabular and graphical formats.
- h) The signalized and unsignalized intersection analysis summaries have been prepared using the Synchro's HCM output sheets provided in the Appendix.
- i) Level of Service (LOS): All attempts were made to achieve the adopted level of service for the roadway segments and the intersections. The adopted LOS C for SR 29 was also assumed as the adopted LOS for the intersections along SR 29. However, it is important to understand that all movements at the intersections may not be able to achieve the adopted Level of Service due to the demand and capacity constraints at the intersections. Therefore, to the extent possible, the alternatives were analyzed and the improvements were identified to achieve adopted LOS for the through movements on all approaches. The turning movements falling below the adopted LOS were acceptable as long as they did not fail (LOS F), the volume to capacity ratio (v/c) was not greater than 1.0, and the queues from the turn lanes did not affect the through movements.

## 4.2 Evaluation of Alternative 1

Alternative 1 is basically the No-Build condition that includes the Cost Feasible LRTP Improvements. However, no improvements are planned along SR 29 within the study limits and therefore the roadway network for Alternative 1 remained the same as the existing conditions. **Figures 4.1, 4.2 and 4.3** show the AADTs and the AM and PM peak hour intersection volumes for 2020, 2030 and 2040 traffic conditions, respectively.

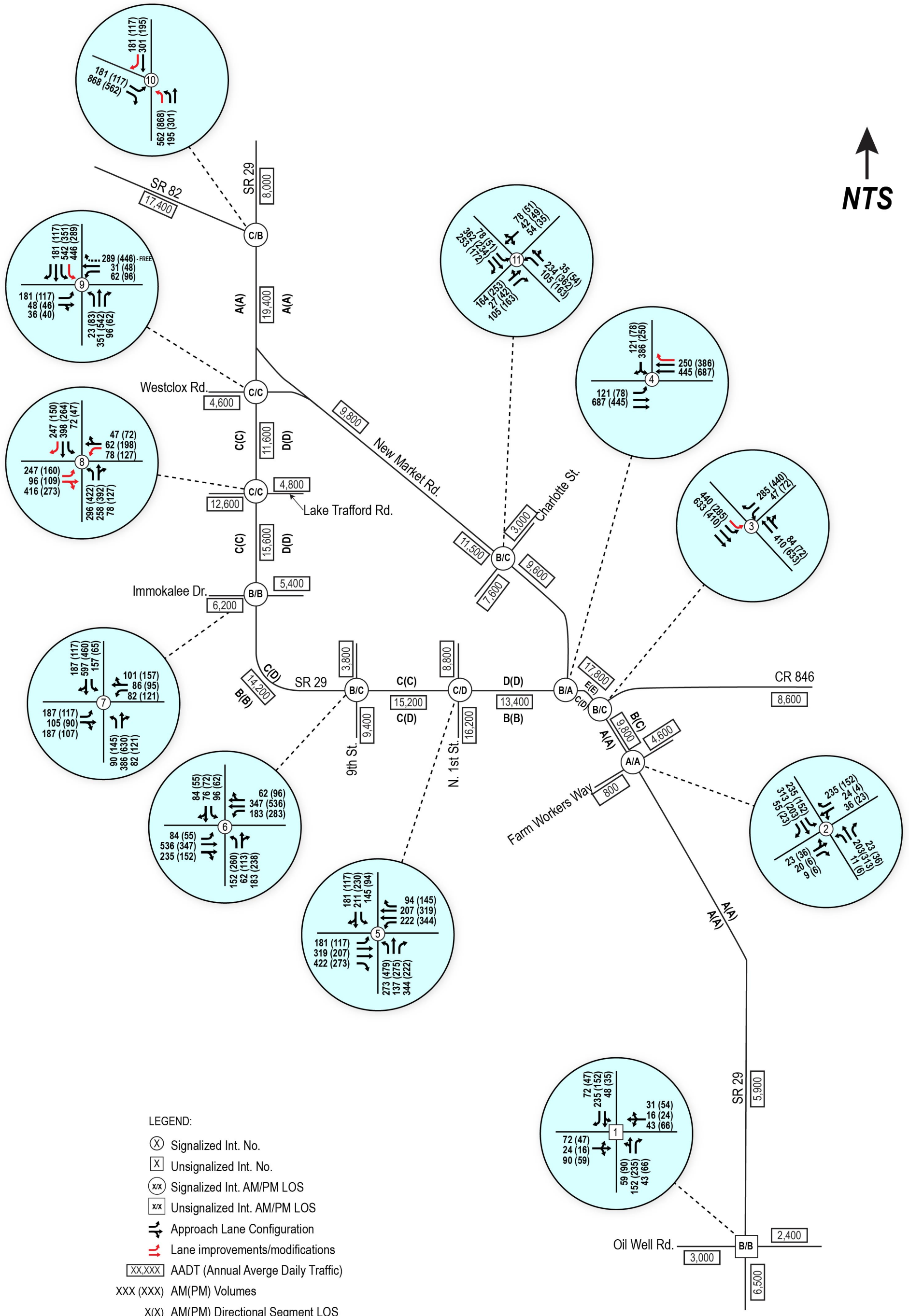
Alternative 1 was evaluated for 2020, 2030 and 2040 traffic conditions. The intersections were first analyzed with the existing geometry and traffic controls. If the existing geometry failed to provide acceptable levels of service as described in the traffic analysis methodology, reasonable and practical intersection improvements were identified to achieve the desired levels of service to the extent possible.

**Tables 4.1, 4.2 and 4.3** provide a summary of the intersection analysis results for year 2020, 2030 and 2040 traffic conditions, respectively. Table 4.3 also includes the 95<sup>th</sup> percentile queue lengths for all movements at the intersections. Figures 4.1, 4.2 and 4.3 also provide a graphical presentation of the analysis results for 2020, 2030 and 2040 traffic conditions, respectively. The improvements and/or modifications to the existing intersection geometries to achieve the desired levels of service are also identified on these exhibits. **Tables 4.4, 4.5 and 4.6** provide a summary of the arterial levels of service as obtained from Synchro for 2020, 2030 and 2040 traffic conditions. *It is important to understand that the LOSs from arterial analysis are based on segment speeds and should not be compared to the LOSs from intersection analyses that are based on control delays at the intersections.* The Synchro analysis output sheets for intersections and roadway segments analyses are included in **Appendix C**.

Following are the highlights of the evaluation of Alternative 1:

- 1) The intersection of Oil Well Road and SR 29 would require a signal between 2020 and 2030.
- 2) The existing unsignalized intersections along SR 29 at CR 846, New Market Road East, Westclox Road, and SR 82 would all require signalization by 2020.
- 3) The arterial analysis shows that certain sections of SR 29 will progressively experience congestion and would fail to provide the adopted LOS C. However, the through movements on SR 29 would operate at LOS D or better with the recommended improvements at the intersections.
- 4) Of the total eleven intersections within the study area, 5 would require intersection lane improvements by 2020, 7 would require improvements by 2030, and 9 would require improvements by 2040 to provide acceptable operations at the intersections.
- 5) In 2040, appropriate number of receiving lanes would be required for the triple northbound left turn lanes and the dual eastbound right turn lanes at SR 82 intersection and the dual southbound left turn lanes at Westclox Road intersection.

**Figure 4.4** depicts the recommended 2040 intersection geometries and traffic controls necessary to provide acceptable operations at the intersections. This exhibit also depicts the approach speed limits that were used for the traffic analysis. It should be noted that some intersections and the through movements on SR 29 would not be able to achieve the adopted LOS C with the recommended improvements. Any additional improvements would not be cost effective and therefore have not been recommended.

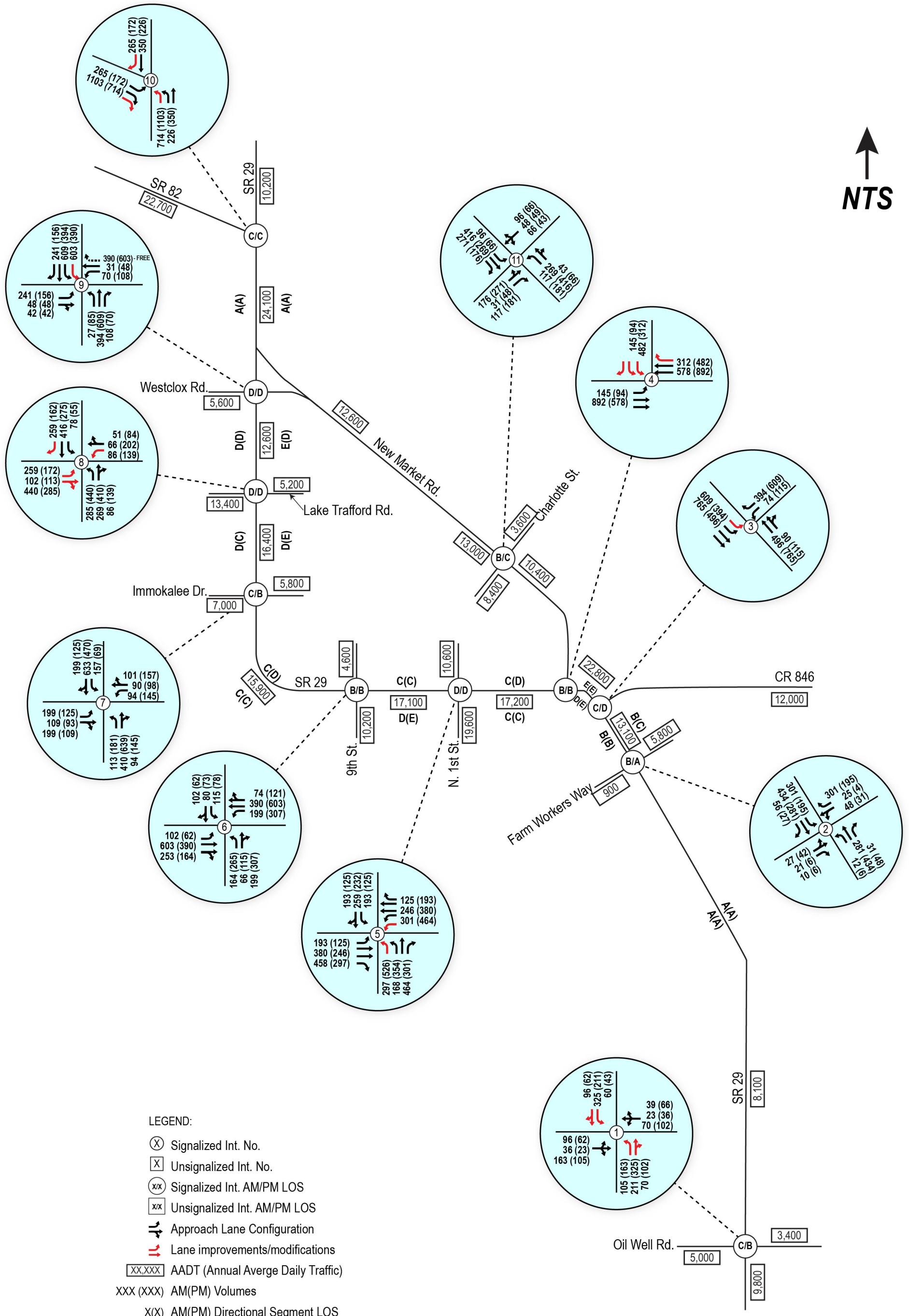


- LEGEND:
- (X) Signalized Int. No.
  - [X] Unsignalized Int. No.
  - (X/X) Signalized Int. AM/PM LOS
  - [XX] Unsignalized Int. AM/PM LOS
  - ↔ Approach Lane Configuration
  - ↔ Lane improvements/modifications
  - [XX.XXX] AADT (Annual Average Daily Traffic)
  - XXX (XXX) AM(PM) Volumes
  - X(X) AM(PM) Directional Segment LOS

NOTE: Unsignalized Intersection LOS Reflects Minor Street Worst LOS.

FIGURE 4.1  
2020 Alternative 1 - No Build with Cost Feasible Improvements  
AADTs, AM & PM Intersection Volumes and Levels of Service

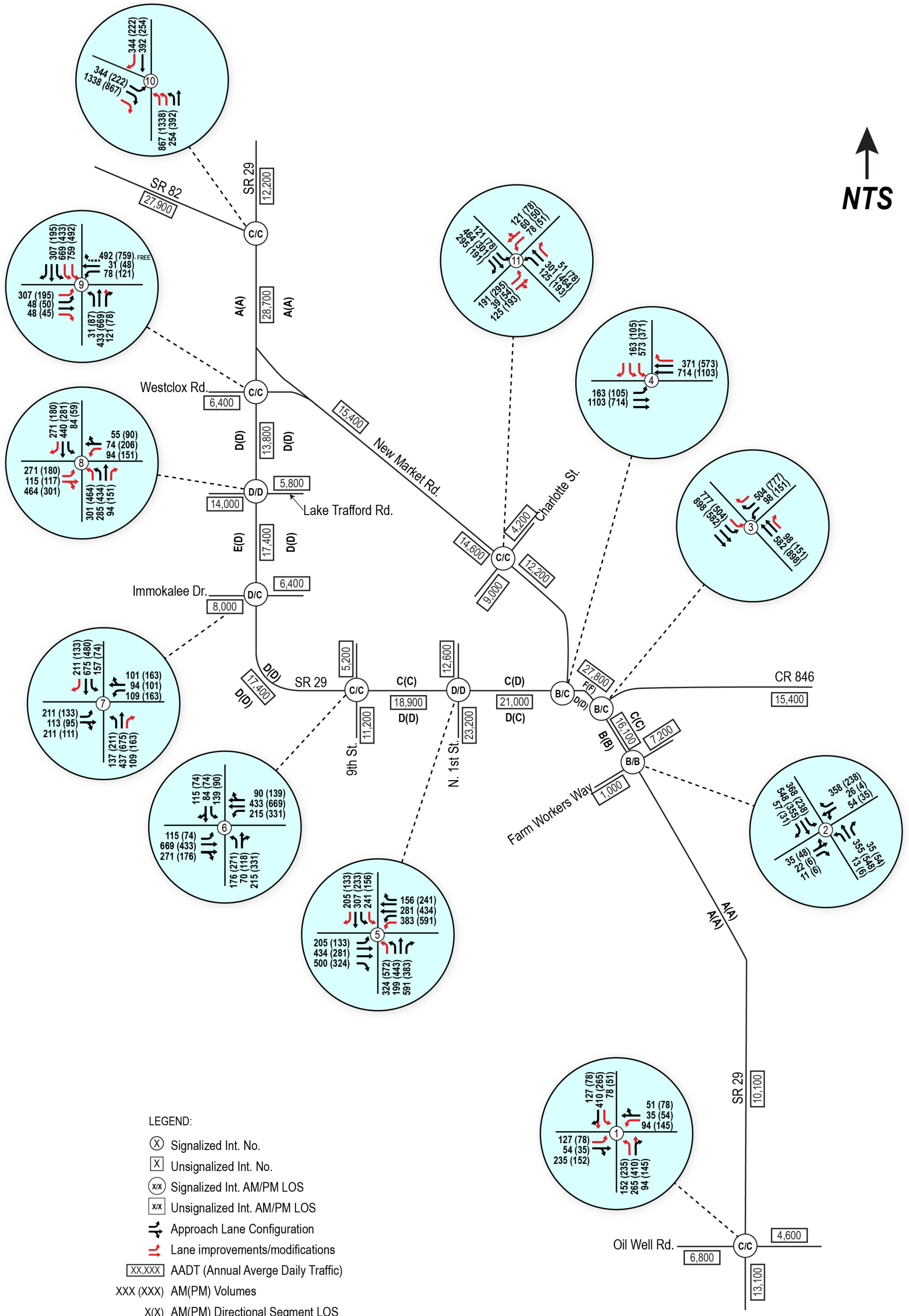




- LEGEND:
- ⊗ Signalized Int. No.
  - ⊠ Unsignalized Int. No.
  - ⊗x Signalized Int. AM/PM LOS
  - ⊠x Unsignalized Int. AM/PM LOS
  - ↔ Approach Lane Configuration
  - ↔ Lane improvements/modifications
  - xx.xxx AADT (Annual Average Daily Traffic)
  - xxx (xxx) AM(PM) Volumes
  - x(x) AM(PM) Directional Segment LOS

NOTE: Unsignalized Intersection LOS Reflects Minor Street Worst LOS.

FIGURE 4.2  
2030 Alternative 1 - No Build with Cost Feasible Improvements  
AADTs, AM & PM Intersection Volumes and Levels of Service



- LEGEND:
- ⊗ Signalized Int. No.
  - ⊠ Unsignalized Int. No.
  - ⊗(XX) Signalized Int. AM/PM LOS
  - ⊠(XX) Unsignalized Int. AM/PM LOS
  - ↔ Approach Lane Configuration
  - ↔ Lane improvements/modifications
  - XX,XXX AADT (Annual Average Daily Traffic)
  - XXX (XXX) AM(PM) Volumes
  - X(X) AM(PM) Directional Segment LOS

NOTE: Unsignalized Intersection LOS Reflects Minor Street Worst LOS.

FIGURE 4.3  
2040 Alternative 1 - No Build with Cost Feasible Improvements  
AADTs, AM & PM Intersection Volumes and Levels of Service

**TABLE 4.1**  
**2020 Alternative 1 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 1 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Unsignalized)</b>											
EB	EBL	0.51	23.1	23.1	C	C	0.36	20.3	20.3	C	C
	EBT	0.51	23.1		C		C				
	EBR	0.51	23.1		C		C				
WB	WBL	0.30	20.4	20.4	C	C	0.45	23.3	23.3	C	C
	WBT	0.30	20.4		C		C				
	WBR	0.30	20.4		C		C				
NB	NBL	0.05	2.7	2.2	A	A	0.08	2.7	2.3	A	A
	NBT	0.05	2.7		A		A				
	NBR	0.03	0.0		A		A				
SB	SBL	0.04	1.6	1.3	A	A	0.03	1.7	1.4	A	A
	SBT	0.04	1.6		A		A				
	SBR	0.05	0.0		A		A				
<b>Intersection</b>		<b>0.49</b>	<b>8.1</b>		<b>A</b>		<b>0.49</b>	<b>7.9</b>		<b>A</b>	
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>											
EB	EBL	0.19	11.4	11.2	B	B	0.20	9.3	9.2	A	A
	EBT	0.19	11.4		B		A				
	EBR	0.01	10.6		B		A				
WB	WBL	0.25	11.6	11.3	B	B	0.12	8.9	8.9	A	A
	WBT	0.25	11.6		B		A				
	WBR	0.17	11.2		B		A				
NB	NBL	0.03	5.4	6.3	A	A	0.02	6.0	9.3	A	A
	NBT	0.32	6.4		A		A				
	NBR	0.02	5.4		A		A				
SB	SBL	0.52	7.8	7.2	A	A	0.48	8.1	7.5	A	A
	SBT	0.46	7.1		A		A				
	SBR	0.04	5.5		A		A				
<b>Intersection</b>		<b>0.44</b>	<b>8.2</b>		<b>A</b>		<b>0.47</b>	<b>8.5</b>		<b>A</b>	
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>											
EB	EBL	0.73	21.2	11.2	C	B	0.71	28.3	15.1	C	B
	EBT	0.38	4.3		A		B				
	EBR	-	-		-		-				
WB	WBL	-	-	24.8	-	C	-	-	34.5	-	C
	WBT	0.61	24.8		C		C				
	WBR	0.61	24.8		C		C				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.12	20.5	22.1	C	C	0.16	16.9	23.7	B	C
	SBT	-	-		-		-				
	SBR	0.24	22.3		C		C				
<b>Intersection</b>		<b>0.51</b>			<b>A</b>		<b>0.73</b>	<b>24.6</b>		<b>C</b>	
<b>04. SR 29 @ New Market Road E (Signalized)</b>											
EB	EBL	0.24	7.4	7.9	A	A	0.22	10.2	8.0	B	A
	EBT	0.40	8.0		A		A				
	EBR	-	-		-		-				
WB	WBL	-	-	5.1	-	A	-	-	6.2	-	A
	WBT	0.34	6.3		A		A				
	WBR	0.22	2.9		A		A				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.57	25.8	24.5	C	C	0.36	19.1	18.5	B	B
	SBT	-	-		-		-				
	SBR	0.09	20.3		C		C				
<b>Intersection</b>		<b>0.45</b>	<b>11.1</b>		<b>B</b>		<b>0.44</b>	<b>8.8</b>		<b>A</b>	

**TABLE 4.1**  
**2020 Alternative 1 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>											
EB	EBL	0.44	16.1	15.1	B	B	0.41	32.7	42.6	C	D
	EBT	0.40	19.2		B		D				
	EBR	0.35	11.7		B		D				
WB	WBL	0.61	8.6	9.1	A	A	0.83	33.0	33.6	C	C
	WBT	0.27	11.8		B		C				
	WBR	0.07	4.4		A		D				
NB	NBL	0.95	56.1	33.0	E	C	0.96	59.5	40.2	E	D
	NBT	0.31	20.2		C		C				
	NBR	0.25	19.7		B		B				
SB	SBL	0.34	17.2	42.8	B	D	0.30	32.8	63.1	C	E
	SBT	0.93	52.3		D		E				
	SBR	0.93	52.3		D		E				
<b>Intersection</b>		<b>0.76</b>	<b>24.3</b>		<b>C</b>		<b>0.86</b>	<b>42.4</b>		<b>D</b>	
<b>06. SR 29 @ 9th Street (Signalized)</b>											
EB	EBL	0.16	5.7	6.7	A	A	0.16	8.5	8.5	A	A
	EBT	0.39	6.8		A		A				
	EBR	0.39	6.8		A		A				
WB	WBL	0.53	7.1	3.7	A	A	0.70	17.8	10.6	B	B
	WBT	0.21	2.1		A		A				
	WBR	0.21	2.1		A		A				
NB	NBL	0.73	37.5	29.9	D	C	0.83	36.2	27.8	D	C
	NBT	0.36	25.2		C		C				
	NBR	0.36	25.2		C		C				
SB	SBL	0.68	37.3	29.7	D	C	0.47	20.3	17.9	C	B
	SBT	0.35	25.1		C		B				
	SBR	0.35	25.1		C		B				
<b>Intersection</b>		<b>0.57</b>	<b>13.0</b>		<b>B</b>		<b>0.75</b>	<b>15.6</b>		<b>B</b>	
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>											
EB	EBL	0.80	37.1	27.5	D	C	0.66	27.6	21.9	C	C
	EBT	0.54	21.4		C		B				
	EBR	0.54	21.4		C		B				
WB	WBL	0.46	21.2	19.8	C	B	0.51	20.0	19.3	C	B
	WBT	0.33	19.2		B		B				
	WBR	0.33	19.2		B		B				
NB	NBL	0.59	14.0	10.1	B	B	0.47	8.3	20.0	A	C
	NBT	0.55	9.3		A		C				
	NBR	0.55	9.3		A		C				
SB	SBL	0.40	8.3	21.5	A	C	0.37	7.9	10.1	A	B
	SBT	0.90	24.1		C		B				
	SBR	0.90	24.1		C		B				
<b>Intersection</b>		<b>0.87</b>	<b>19.7</b>		<b>B</b>		<b>0.83</b>	<b>17.3</b>		<b>B</b>	
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>											
EB	EBL	0.64	21.1	38.7	C	D	0.69	31.4	49.3	C	D
	EBT	0.89	47.1		D		E				
	EBR	0.89	47.1		D		E				
WB	WBL	0.51	28.0	27.9	C	C	0.72	40.0	42.7	D	D
	WBT	0.28	27.9		C		D				
	WBR	0.28	27.9		C		D				
NB	NBL	0.86	37.7	29.1	D	C	0.80	22.7	25.9	C	C
	NBT	0.61	22.2		C		C				
	NBR	0.61	22.2		C		C				
SB	SBL	0.24	16.6	24.8	B	C	0.23	23.6	28.9	C	C
	SBT	0.78	30.1		C		C				
	SBR	0.18	18.5		B		C				
<b>Intersection</b>		<b>0.83</b>	<b>30.8</b>		<b>C</b>		<b>0.74</b>	<b>34.7</b>		<b>C</b>	



**TABLE 4.1**  
**2020 Alternative 1 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Signalized)</b>											
EB	EBL	0.82	43.4	36.4	D	D	0.80	54.8	43.5	D	D
	EBT	0.17	21.2		C		0.24	28.1		C	
	EBR	0.17	21.2		C		0.24	28.1		C	
WB	WBL	0.24	21.7	21.4	C	C	0.56	32.8	31.1	C	C
	WBT	0.09	20.7		C		0.20	27.8		C	
	WBR	-	-		-		-	-		-	
NB	NBL	0.61	54.7	25.0	D	C	0.58	37.3	25.5	D	C
	NBT	0.76	25.9		C		0.84	25.5		C	
	NBR	0.07	14.6		B		0.04	10.2		B	
SB	SBL	0.92	48.5	26.8	D	C	0.76	38.5	21.0	D	C
	SBT	0.67	14.8		B		0.41	10.8		B	
	SBR	0.12	9.2		A		0.08	8.7		A	
<b>Intersection</b>		<b>0.82</b>	<b>27.4</b>		<b>C</b>		<b>0.93</b>	<b>26.1</b>		<b>C</b>	
<b>10. SR 29 @ SR 82 (Signalized)</b>											
EB	EBL	0.74	44.1	30.5	D	C	0.59	30.6	14.0	C	B
	EBT	-	-		-		-	-		-	
	EBR	0.90	27.7		C		0.50	10.6		B	
WB	WBL	-	-	-	-	-	-	-	-	-	-
	WBT	-	-		-		-	-		-	
	WBR	-	-		-		-	-		-	
NB	NBL	0.54	20.7	16.6	C	B	0.84	24.1	19.0	C	B
	NBT	0.20	4.8		A		0.31	4.4		A	
	NBR	-	-		-		-	-		-	
SB	SBL	-	-	38.8	-	D	-	-	24.8	-	C
	SBT	0.85	46.7		D		0.63	27.2		C	
	SBR	0.14	25.6		C		0.09	20.9		C	
<b>Intersection</b>		<b>0.88</b>	<b>27.6</b>		<b>C</b>		<b>0.76</b>	<b>18.3</b>		<b>B</b>	
<b>11. SR 29 @ Charlotte Street (Signalized)</b>											
EB	EBL	0.69	23.5	20.2	C	C	0.85	35.4	28.0	D	C
	EBT	0.69	23.5		C		0.85	35.4		D	
	EBR	0.09	14.3		B		0.14	14.6		B	
WB	WBL	0.38	16.1	16.1	B	B	0.25	15.3	15.3	B	B
	WBT	0.38	16.1		B		0.25	15.3		B	
	WBR	0.38	16.1		B		0.25	15.3		B	
NB	NBL	0.34	9.6	12.7	A	B	0.43	11.5	23.0	B	C
	NBT	0.52	13.9		B		0.82	27.5		C	
	NBR	0.52	13.9		B		0.82	27.5		C	
SB	SBL	0.18	10.1	15.4	B	B	0.18	13.5	16.6	B	B
	SBT	0.70	18.6		B		0.49	18.1		B	
	SBR	0.19	12.4		B		0.13	15.5		B	
<b>Intersection</b>		<b>0.65</b>	<b>15.7</b>		<b>B</b>		<b>0.79</b>	<b>22.0</b>		<b>C</b>	

(1) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.

**TABLE 4.2**  
**2030 Alternative 1 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Signalized)</b>											
EB	EBL	0.85	40.4	40.4	D	D	0.71	32.9	32.9	C	C
	EBT	0.85	40.4		D		C				
	EBR	0.85	40.4		D		C				
WB	WBL	0.34	17.2	17.2	B	B	0.80	37.8	37.8	D	D
	WBT	0.34	17.2		B		D				
	WBR	0.34	17.2		B		D				
NB	NBL	0.41	12.7	14.9	B	B	0.34	7.2	12.3	A	B
	NBT	0.51	15.7		B		B				
	NBR	0.51	15.7		B		B				
SB	SBL	0.15	11.8	24.3	B	C	0.12	8.8	11.8	A	B
	SBT	0.81	26.1		C		B				
	SBR	0.81	26.1		C		B				
<b>Intersection</b>		<b>0.80</b>	<b>24.4</b>		<b>C</b>		<b>0.60</b>	<b>19.2</b>		<b>B</b>	
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>											
EB	EBL	0.17	12.3	12.1	B	B	0.28	13.4	13.2	B	B
	EBT	0.17	12.3		B		B				
	EBR	0.01	11.6		B		B				
WB	WBL	0.25	12.6	12.5	B	B	0.18	12.8	12.6	B	B
	WBT	0.25	12.6		B		B				
	WBR	0.21	12.4		B		B				
NB	NBL	0.03	6.1	7.5	A	A	0.01	4.9	7.8	A	A
	NBT	0.41	7.7		A		A				
	NBR	0.02	6.1		A		A				
SB	SBL	0.68	12.6	10.5	B	B	0.49	7.2	6.5	A	A
	SBT	0.61	9.7		A		A				
	SBR	0.04	6.1		A		A				
<b>Intersection</b>		<b>0.53</b>	<b>10.4</b>		<b>B</b>		<b>0.52</b>	<b>8.4</b>		<b>A</b>	
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>											
EB	EBL	0.83	26.5	14.6	C	B	0.96	69.2	35.3	E	D
	EBT	0.44	5.0		A		D				
	EBR	-	-		-		-				
WB	WBL	-	-	30.3	-	C	-	-	54.0	-	D
	WBT	0.77	30.3		C		D				
	WBR	0.77	30.3		C		D				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.21	23.1	25.2	C	C	0.20	24.8	59.2	C	E
	SBT	-	-		-		-				
	SBR	0.33	25.6		C		E				
<b>Intersection</b>		<b>0.65</b>	<b>20.4</b>		<b>C</b>		<b>0.95</b>	<b>48.8</b>		<b>D</b>	
<b>04. SR 29 @ New Market Road E (Signalized)</b>											
EB	EBL	0.34	8.0	7.6	A	A	0.26	7.2	4.2	A	A
	EBT	0.53	7.5		A		A				
	EBR	-	-		-		-				
WB	WBL	-	-	7.2	-	A	-	-	7.1	-	A
	WBT	0.49	9.0		A		A				
	WBR	0.27	3.8		A		A				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.67	27.3	25.6	C	C	0.54	41.5	39.9	D	D
	SBT	-	-		-		-				
	SBR	0.11	19.7		B		C				
<b>Intersection</b>		<b>0.58</b>	<b>11.9</b>		<b>B</b>		<b>0.49</b>	<b>11.7</b>		<b>B</b>	

**TABLE 4.2**  
**2030 Alternative 1 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>											
EB	EBL	0.92	63.8	29.5	E	C	0.64	53.5	51.6	D	D
	EBT	0.49	21.3		C		0.40	40.1		D	
	EBR	0.55	21.9		C		0.24	60.3		E	
WB	WBL	0.99	62.9	32.3	E	C	0.86	48.9	35.0	D	D
	WBT	0.36	8.8		A		0.49	17.3		B	
	WBR	0.09	4.8		A		0.14	36.3		D	
NB	NBL	0.94	64.9	42.1	E	D	0.86	54.3	42.1	D	D
	NBT	0.58	28.7		C		0.70	36.6		D	
	NBR	0.66	32.3		C		0.21	27.3		C	
SB	SBL	0.69	34.0	75.3	C	E	0.66	54.2	61.0	D	E
	SBT	1.08	92.9		F		0.91	63.4		E	
	SBR	1.08	92.9		F		0.91	63.4		E	
<b>Intersection</b>		<b>1.00</b>	<b>42.6</b>		<b>D</b>		<b>0.75</b>	<b>44.5</b>		<b>D</b>	
<b>06. SR 29 @ 9th Street (Signalized)</b>											
EB	EBL	0.20	6.5	7.5	A	A	0.22	9.2	8.7	A	A
	EBT	0.45	7.6		A		0.33	8.6		A	
	EBR	0.45	7.6		A		0.33	8.6		A	
WB	WBL	0.66	11.1	4.8	B	A	0.84	22.7	9.6	C	A
	WBT	0.24	2.1		A		0.46	4.0		A	
	WBR	0.24	2.1		A		0.46	4.0		A	
NB	NBL	0.80	45.0	32.7	D	C	0.86	38.1	27.7	D	C
	NBT	0.41	25.0		C		0.66	21.2		C	
	NBR	0.41	25.0		C		0.66	21.2		C	
SB	SBL	0.83	57.6	37.4	E	D	0.63	26.3	19.5	C	B
	SBT	0.37	24.7		C		0.20	15.5		B	
	SBR	0.37	24.7		C		0.20	15.5		B	
<b>Intersection</b>		<b>7.00</b>	<b>15.1</b>		<b>B</b>		<b>0.84</b>	<b>15.1</b>		<b>B</b>	
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>											
EB	EBL	0.87	51.4	35.1	D	D	0.75	38.7	28.1	D	C
	EBT	0.60	24.6		C		0.41	21.5		C	
	EBR	0.60	24.6		C		0.41	21.5		C	
WB	WBL	0.59	27.6	23.4	C	C	0.62	26.6	23.8	C	C
	WBT	0.36	21.3		C		0.50	22.3		C	
	WBR	0.36	21.3		C		0.50	22.3		C	
NB	NBL	0.86	49.6	17.2	D	B	0.58	10.8	21.0	B	C
	NBT	0.58	10.0		B		0.90	23.3		C	
	NBR	0.58	10.0		B		0.90	23.3		C	
SB	SBL	0.42	8.7	25.5	A	C	0.40	8.7	10.5	A	B
	SBT	0.93	28.7		C		0.66	10.7		B	
	SBR	0.93	28.7		C		0.66	10.7		B	
<b>Intersection</b>		<b>0.92</b>	<b>25.2</b>		<b>C</b>		<b>0.86</b>	<b>19.5</b>		<b>B</b>	
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>											
EB	EBL	0.61	22.2	44.8	C	D	0.76	37.5	53.0	D	D
	EBT	0.93	55.6		E		0.91	59.6		E	
	EBR	0.93	55.6		E		0.91	59.6		E	
WB	WBL	0.63	40.1	36.1	D	D	0.81	50.8	47.1	D	D
	WBT	0.35	33.1		C		0.81	45.3		D	
	WBR	0.35	33.1		C		0.81	45.3		D	
NB	NBL	0.90	42.2	32.0	D	C	0.86	27.8	32.3	C	C
	NBT	0.61	23.8		C		0.87	36.0		D	
	NBR	0.61	23.8		C		0.87	36.0		D	
SB	SBL	0.26	19.8	30.6	B	C	0.30	24.1	30.2	C	C
	SBT	0.83	38.1		D		0.69	34.3		C	
	SBR	0.19	21.8		C		0.12	25.4		C	
<b>Intersection</b>		<b>0.89</b>	<b>36.2</b>		<b>D</b>		<b>0.79</b>	<b>39.2</b>		<b>D</b>	

**TABLE 4.2**  
**2030 Alternative 1 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Signalized)</b>											
EB	EBL	0.96	78.0	64.1	E	E	0.89	72.2	57.5	E	E
	EBT	0.16	27.1		C		0.22	32.1		C	
	EBR	0.16	27.1		C		0.22	32.1		C	
WB	WBL	0.24	27.9	27.5	C	C	0.52	35.7	34.4	D	C
	WBT	0.08	26.5		C		0.17	31.6		C	
	WBR	-	-		-		-	-		-	
NB	NBL	0.64	71.0	39.1	E	D	0.62	46.7	39.9	D	D
	NBT	0.86	42.1		D		0.94	42.1		D	
	NBR	0.07	20.3		C		0.05	12.4		B	
SB	SBL	0.96	58.8	33.7	E	C	0.93	63.8	33.4	E	C
	SBT	0.69	17.8		B		0.44	12.6		B	
	SBR	0.17	10.9		B		0.11	10.0		B	
<b>Intersection</b>		<b>0.92</b>	<b>38.8</b>		<b>D</b>		<b>1.01</b>	<b>38.7</b>		<b>D</b>	
<b>10. SR 29 @ SR 82 (Signalized)</b>											
EB	EBL	0.90	55.9	23.4	E	C	0.72	43.5	15.4	D	B
	EBT	-	-		-		-	-		-	
	EBR	0.66	15.6		B		0.35	8.6		A	
WB	WBL	-	-	-	-	-	-	-	-	-	-
	WBT	-	-		-		-	-		-	
	WBR	-	-		-		-	-		-	
NB	NBL	0.90	37.8	30.2	D	C	0.93	33.8	27.0	C	C
	NBT	0.24	6.0		A		0.35	5.4		A	
	NBR	-	-		-		-	-		-	
SB	SBL	-	-	33.5	-	C	-	-	39.8	-	D
	SBT	0.86	42.1		D		0.81	47.9		D	
	SBR	0.20	22.0		C		0.13	29.2		C	
<b>Intersection</b>		<b>0.88</b>	<b>27.7</b>		<b>C</b>		<b>0.86</b>	<b>25.1</b>		<b>C</b>	
<b>11. SR 29 @ Charlotte Street (Signalized)</b>											
EB	EBL	0.77	29.2	23.8	C	C	0.89	46.3	35.9	D	D
	EBT	0.77	29.2		C		0.89	46.3		D	
	EBR	0.10	14.4		B		0.15	17.6		B	
WB	WBL	0.47	17.0	17.0	B	B	0.29	18.7	18.7	B	B
	WBT	0.47	17.0		B		0.29	18.7		B	
	WBR	0.47	17.0		B		0.29	18.7		B	
NB	NBL	0.43	11.4	16.1	B	B	0.48	14.2	32.4	B	C
	NBT	0.64	17.9		B		0.89	39.2		D	
	NBR	0.64	17.9		B		0.89	39.2		D	
SB	SBL	0.23	10.0	18.6	B	B	0.26	18.7	23.2	B	C
	SBT	0.80	24.2		C		0.57	25.7		C	
	SBR	0.20	13.0		B		0.13	20.9		C	
<b>Intersection</b>		<b>0.74</b>	<b>18.8</b>		<b>B</b>		<b>0.87</b>	<b>29.6</b>		<b>C</b>	

(1) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.

**TABLE 4.3**  
**2040 Alternative 1 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 1 of 3

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Signalized)</b>													
EB	EBL	98	0.58	24.2	23.7	C	C	64	0.38	21.1	21.0	C	C
	EBT	#135	0.54	23.4		C		69	0.35	21.0		C	
	EBR		0.54	23.4		C			0.35	21.0		C	
WB	WBL	#99	0.68	33.6	26.6	C	C	#115	0.67	28.9	24.5	C	C
	WBT	44	0.14	19.0		B		59	0.22	19.7		B	
	WBR		0.14	19.0		B			0.22	19.7		B	
NB	NBL	54	0.59	14.1	13.8	B	B	83	0.54	8.5	20.0	A	C
	NBT	188	0.57	13.6		B		#411	0.86	24.9		C	
	NBR		0.57	13.6		B			0.86	24.9		C	
SB	SBL	30	0.18	8.6	23.6	A	C	22	0.19	11.6	17.1	B	B
	SBT	#392	0.86	25.8		C		196	0.64	18.0		B	
	SBR		0.86	25.8		C			0.64	18.0		B	
<b>Intersection</b>			<b>0.79</b>		<b>21.0</b>		<b>C</b>		<b>0.83</b>		<b>20.2</b>		<b>C</b>
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>													
EB	EBL		0.24	16.2	16.0	B	B		0.28	16.4	16.2	B	B
	EBT	44	0.24	16.2		B		43	0.28	16.4		B	
	EBR	10	0.01	14.9		B		8	0.00	14.9		B	
WB	WBL		0.32	16.6	16.2	B	B		0.18	15.8	15.8	B	B
	WBT	57	0.32	16.6		B		33	0.18	15.8		B	
	WBR	56	0.25	16.1		B		51	0.20	15.8		B	
NB	NBL	10	0.04	5.4	6.9	A	A	6	0.01	5.0	9.3	A	A
	NBT	137	0.44	7.2		A		239	0.67	9.7		A	
	NBR	11	0.02	5.3		A		13	0.04	5.0		A	
SB	SBL	#256	0.76	15.1	11.5	B	B	#179	0.71	14.0	9.4	B	A
	SBT	242	0.65	9.6		A		127	0.42	6.6		A	
	SBR	14	0.04	5.4		A		10	0.02	5.0		A	
<b>Intersection</b>			<b>0.64</b>		<b>11.8</b>		<b>B</b>		<b>0.59</b>		<b>10.7</b>		<b>B</b>
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>													
EB	EBL	#261	0.83	25.6	15.0	C	B	157	0.72	25.7	12.9	C	B
	EBT	123	0.47	5.8		A		15	0.29	1.8		A	
	EBR	-	-	-		-		-	-	-		-	
WB	WBL	-	-	-	34.4	-	C	-	-	-	30.3	-	C
	WBT	#238	0.81	36.4		D		#351	0.84	32.4		C	
	WBR	36	0.07	22.5		C		38	0.11	17.9		B	
NB	NBL	-	-	-	-	-	-	-	-	-	-	-	-
	NBT	-	-	-		-		-	-	-		-	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	91	0.32	29.8	14.9	C	B	150	0.55	40.7	27.9	D	C
	SBT	-	-	-		-		-	-	-		-	
	SBR	99	0.39	12.0		B		285	0.75	25.4		C	
<b>Intersection</b>			<b>0.66</b>		<b>19.5</b>		<b>B</b>		<b>0.79</b>		<b>23.4</b>		<b>C</b>
<b>04. SR 29 @ New Market Road E (Signalized)</b>													
EB	EBL	m49	0.44	14.5	12.0	B	B	m28	0.41	11.6	5.2	B	A
	EBT	m254	0.68	11.6		B		79	0.37	4.2		A	
	EBR	-	-	-		-		-	-	-		-	
WB	WBL	-	-	-	16.9	-	B	-	-	-	23.3	-	C
	WBT	m242	0.67	17.0		B		353	0.70	16.5		B	
	WBR	m10	0.32	16.7		B		m167	0.50	36.4		D	
NB	NBL	-	-	-	-	-	-	-	-	-	-	-	-
	NBT	-	-	-		-		-	-	-		-	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	197	0.69	28.6	26.7	C	C	156	0.63	36.4	34.6	D	C
	SBT	-	-	-		-		-	-	-		-	
	SBR	43	0.12	20.2		C		42	0.08	28.2		C	
<b>Intersection</b>			<b>0.69</b>		<b>17.2</b>		<b>B</b>		<b>0.62</b>		<b>20.1</b>		<b>C</b>

**TABLE 4.3**  
**2040 Alternative 1 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 3

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>													
EB	EBL	m131	0.72	29.4	20.3	C	C	m77	0.53	28.9	25.9	C	C
	EBT	m90	0.50	17.6		B		m75	0.48	28.1		C	
	EBR	m#58	0.73	18.9		B		m42	0.34	22.8		C	
WB	WBL	#181	0.91	36.4	24.3	D	C	#288	0.93	34.4	30.7	C	C
	WBT	74	0.38	11.0		B		168	0.59	18.1		B	
	WBR	m37	0.11	18.5		B		m116	0.18	44.2		D	
NB	NBL	#168	0.91	60.4	53.3	E	D	#288	0.92	53.5	45.8	D	D
	NBT	162	0.58	29.9		C		#448	0.93	54.6		D	
	NBR	#333	0.91	57.4		E		65	0.27	24.1		C	
SB	SBL	#134	0.74	43.2	45.1	D	D	#98	0.71	50.1	46.6	D	D
	SBT	#317	0.92	59.4		E		#256	0.83	53.1		D	
	SBR	54	0.15	25.9		C		49	0.10	31.1		C	
<b>Intersection</b>			<b>0.90</b>		<b>35.6</b>		<b>D</b>		<b>0.92</b>		<b>37.3</b>		<b>D</b>
<b>06. SR 29 @ 9th Street (Signalized)</b>													
EB	EBL	57	0.29	13.5	27.1	B	C	75	0.42	30.7	38.6	C	D
	EBT	#365	0.82	28.8		C		#267	0.79	39.6		D	
	EBR		0.82	28.8		C			0.79	39.6		D	
WB	WBL	m#152	0.77	24.5	14.8	C	B	m#255	0.93	36.9	16.4	D	B
	WBT	m116	0.40	10.9		B		m195	0.69	7.9		A	
	WBR		0.40	10.9		B			0.69	7.9		A	
NB	NBL	#159	0.88	62.5	48.8	E	D	193	0.69	26.0	41.0	C	D
	NBT	#157	0.69	40.4		D		#381	0.88	50.1		D	
	NBR		0.69	40.4		D			0.88	50.1		D	
SB	SBL	#129	0.83	56.2	43.4	E	D	#78	0.67	43.4	37.3	D	D
	SBT	128	0.58	34.5		C		115	0.39	33.5		C	
	SBR		0.58	34.5		C			0.39	33.5		C	
<b>Intersection</b>			<b>0.84</b>		<b>29.6</b>		<b>C</b>		<b>0.84</b>		<b>30.0</b>		<b>C</b>
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>													
EB	EBL	#237	0.92	66.9	58.9	E	E	#137	0.85	60.5	46.8	E	D
	EBT	#293	0.86	53.6		D		#167	0.64	38.0		D	
	EBR		0.86	53.6		D			0.64	38.0		D	
WB	WBL	#114	0.72	45.6	40.7	D	D	#161	0.73	40.6	45.4	D	D
	WBT	158	0.60	38.0		D		#243	0.79	48.4		D	
	WBR		0.60	38.0		D			0.79	48.4		D	
NB	NBL	#121	0.88	57.8	29.1	E	C	#100	0.64	17.1	33.9	B	C
	NBT	331	0.68	23.5		C		#635	0.95	44.1		D	
	NBR	32	0.09	15.6		B		35	0.13	13.5		B	
SB	SBL	80	0.46	14.2	36.3	B	D	39	0.47	19.0	22.8	B	C
	SBT	#645	0.96	48.1		D		362	0.74	25.4		C	
	SBR	40	0.16	15.0		B		34	0.10	15.6		B	
<b>Intersection</b>			<b>0.91</b>		<b>39.6</b>		<b>D</b>		<b>0.94</b>		<b>34.6</b>		<b>C</b>
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>													
EB	EBL	191	0.64	22.9	57.5	C	E	#163	0.83	44.5	53.9	D	D
	EBT	#492	1.00	74.0		E		#320	0.93	57.9		E	
	EBR		1.00	74.0		E			0.93	57.9		E	
WB	WBL	#84	0.70	45.7	37.6	D	D	#141	0.83	49.2	42.6	D	D
	WBT	106	0.33	31.7		C		#261	0.80	39.2		D	
	WBR		0.33	31.7		C			0.80	39.2		D	
NB	NBL	#179	0.93	70.5	44.4	E	D	#208	0.90	47.7	35.3	D	D
	NBT	231	0.54	24.8		C		#352	0.80	28.8		C	
	NBR	34	0.06	19.9		B		37	0.10	16.1		B	
SB	SBL	#122	0.84	83.1	40.6	F	D	#92	0.85	91.9	34.1	F	C
	SBT	#432	0.88	43.7		D		#215	0.17	30.0		C	
	SBR	56	0.20	22.4		C		47	0.13	21.4		C	
<b>Intersection</b>			<b>0.96</b>		<b>47.1</b>		<b>D</b>		<b>0.75</b>		<b>40.6</b>		<b>D</b>

**TABLE 4.3**  
**2040 Alternative 1 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 3

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Signalized)</b>													
EB	EBL	#165	0.73	38.2	36.5	D	D	#104	0.58	32.1	31.6	C	C
	EBT	57	0.21	31.5		C		54	0.29	31.4		C	
	EBR	31	0.04	30.5		C		28	0.04	29.8		C	
WB	WBL	87	0.60	42.6	41.6	D	D	#150	0.77	50.5	46.2	D	D
	WBT	43	0.35	39.1		D		53	0.43	35.3		D	
	WBR	-	-	-		-		-	-	-		-	
NB	NBL	#48	0.71	77.2	33.1	E	C	#111	0.86	77.6	34.5	E	C
	NBT	#229	0.74	30.6		C		#296	0.85	29.5		C	
	NBR		0.74	30.6		C			0.85	29.5		C	
SB	SBL	#208	0.86	38.3	30.9	D	C	#143	0.86	42.5	28.3	D	C
	SBT	#593	0.88	30.7		C		290	0.64	19.0		B	
	SBR	48	0.21	13.2		B		40	0.13	13.5		B	
<b>Intersection</b>			<b>0.86</b>		<b>32.6</b>		<b>C</b>		<b>0.87</b>		<b>32.1</b>		<b>C</b>
<b>10. SR 29 @ SR 82 (Signalized)</b>													
EB	EBL	#349	0.94	60.2	30.4	E	C	#225	0.80	44.4	17.1	D	B
	EBT	-	-	-		-		-	-	-		-	
	EBR	#483	0.86	22.7		C		112	0.45	10.1		B	
WB	WBL	-	-	-	-	-	-	-	-	-	-	-	-
	WBT	-	-	-		-		-	-	-		-	
	WBR	-	-	-		-		-	-	-		-	
NB	NBL	#241	0.92	41.7	34.1	D	C	#341	0.91	30.9	25.4	C	C
	NBT	101	0.29	7.9		A		144	0.41	6.6		A	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	-	-	-	37.8	-	D	-	-	-	35.9	-	D
	SBT	#373	0.92	51.5		D		#252	0.83	44.8		D	
	SBR	61	0.26	22.3		C		57	0.17	25.7		C	
<b>Intersection</b>			<b>0.88</b>		<b>33.1</b>		<b>C</b>		<b>0.86</b>		<b>24.2</b>		<b>C</b>
<b>11. SR 29 @ Charlotte Street (Signalized)</b>													
EB	EBL	#156	0.82	39.4	31.6	D	C	#347	0.96	61.3	45.2	E	D
	EBT	64	0.26	22.4		C		111	0.38	26.0		C	
	EBR		0.26	22.4		C			0.38	26.0		C	
WB	WBL	52	0.30	20.8	23.0	C	C	46	0.32	31.1	33.3	C	C
	WBT	77	0.35	23.9		C		85	0.42	34.1		C	
	WBR		0.35	23.9		C			0.42	34.1		C	
NB	NBL	60	0.57	15.8	18.0	B	B	105	0.51	12.8	23.8	B	C
	NBT	#207	0.63	19.7		B		434	0.83	30.0		C	
	NBR	22	0.03	13.6		B		28	0.05	14.3		B	
SB	SBL	56	0.30	12.0	24.3	B	C	45	0.26	16.1	20.8	B	C
	SBT	#384	0.88	33.6		C		232	0.59	23.4		C	
	SBR	51	0.22	14.8		B		45	0.14	18.5		B	
<b>Intersection</b>			<b>0.73</b>		<b>23.9</b>		<b>C</b>		<b>0.84</b>		<b>29.5</b>		<b>C</b>

(1) 95th Percentile queue obtained from Synchro output for Signalized intersections and from Synchro's HCM output for Unsignalized intersections. For two or more lanes, the highest 95th percentile queue is reported.

# = 95th Percentile volume exceeds capacity, queue may be longer. Queue shown is max after two cycles.

m = Volume of 95th percentile queue is metered by the upstream signal.

(2) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.

**Table 4.4**  
**2020 Alternative 1 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Farm Workers Way	8.70	59	58.2	58.2	A	A
Farm Workers Way	CR 846	1.36	43	35.7	32.8	B	C
CR 846	New Market Rd E	0.13	35	20.6	20.0	E	E
New Market Rd E	N 1st Street	0.41	35	26.8	21.3	D	D
N 1st Street	9th Street	0.50	35	33.6	30.8	C	C
9th Street	Immokalee Drive	0.87	35	31.1	26.6	C	D
Immokalee Drive	Lake Trafford Road	0.50	35	23.5	22.0	D	D
Lake Trafford Road	Westclox Rpad	0.58	45	23.4	26.3	D	D
Westclox Rpad	SR 82	3.04	55	53.2	53.1	A	A
<b>Total</b>		<b>16.09</b>	<b>-</b>	<b>45.3</b>	<b>43.8</b>	<b>A</b>	<b>A</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	19.9	25.2	D	C
SR 82	Westclox Road	3.04	55	50.2	50.9	A	A
Westclox Road	Lake Trafford Road	0.58	45	24.9	23.7	C	C
Lake Trafford Road	Immokalee Drive	0.50	35	22.7	27.8	C	C
Immokalee Drive	9th Street	0.87	35	32.8	32.6	B	B
9th Street	N 1st Street	0.50	35	25.4	19.2	C	D
N 1st Street	New Market Road E	0.41	35	28.8	29.1	B	B
New Market Road E	CR 846	0.13	35	22.6	20.9	C	D
CR 846	Farm Workers Way	1.36	43	39.8	40.3	A	A
<b>Total</b>		<b>7.89</b>	<b>-</b>	<b>34.1</b>	<b>34.5</b>	<b>B</b>	<b>B</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.



**Table 4.5**  
**2030 Alternative 1 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

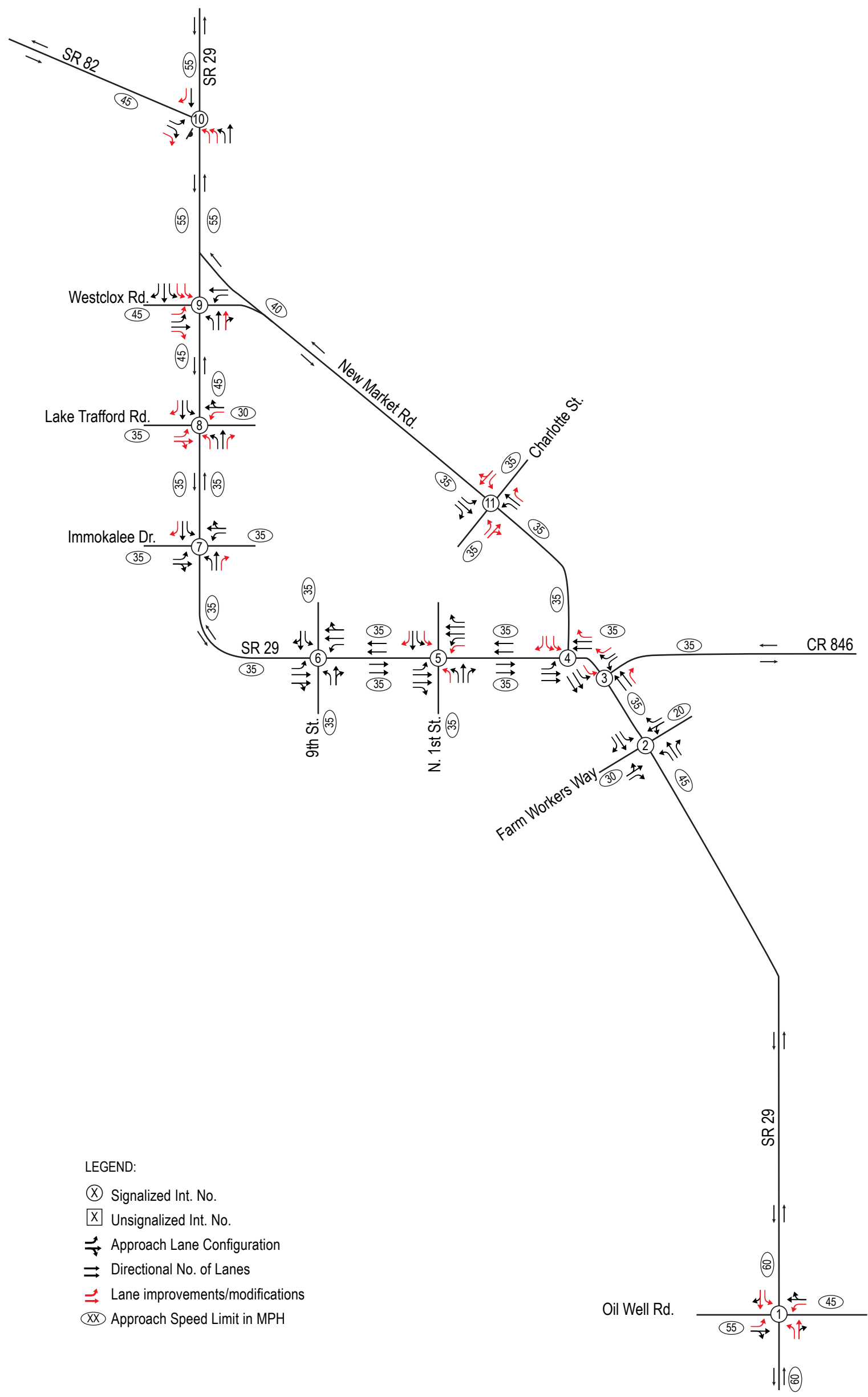
Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Oil Well Road	0.50	60	32.8	32.7	C	C
Oil Well Road	Farm Workers Way	8.20	59	58.0	58.0	A	A
Farm Workers Way	CR 846	1.36	43	34.2	29.3	B	C
CR 846	New Market Rd E	0.13	35	18.3	18.3	E	E
New Market Rd E	N 1st Street	0.41	35	28.3	24.0	C	D
N 1st Street	9th Street	0.50	35	33.7	32.5	C	C
9th Street	Immokalee Drive	0.87	35	30.9	26.8	C	D
Immokalee Drive	Lake Trafford Road	0.50	35	23.2	20.2	D	E
Lake Trafford Road	Westclox Rpad	0.58	45	20.6	21.7	E	D
Westclox Rpad	SR 82	3.04	55	52.9	52.9	A	A
<b>Total</b>		<b>16.09</b>	<b>-</b>	<b>43.7</b>	<b>41.9</b>	<b>A</b>	<b>B</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	21.4	19.3	D	E
SR 82	Westclox Road	3.04	55	49.8	50.9	A	A
Westclox Road	Lake Trafford Road	0.58	45	22.6	23.8	D	D
Lake Trafford Road	Immokalee Drive	0.50	35	21.6	28.1	D	C
Immokalee Drive	9th Street	0.87	35	32.5	32.5	C	C
9th Street	N 1st Street	0.50	35	24.7	19.3	D	E
N 1st Street	New Market Road E	0.41	35	29.0	31.5	C	C
New Market Road E	CR 846	0.13	35	21.8	18.9	D	E
CR 846	Farm Workers Way	1.36	43	38.8	40.6	B	B
Farm Workers Way	Oil Well Road	8.20	59	55.4	57.3	A	A
<b>Total</b>		<b>16.09</b>	<b>-</b>	<b>42.0</b>	<b>42.7</b>	<b>B</b>	<b>A</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.

**Table 4.6**  
**2040 Alternative 1 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Oil Well Road	0.50	60	34.0	27.9	C	C
Oil Well Road	Farm Workers Way	8.20	59	58.1	57.7	A	A
Farm Workers Way	CR 846	1.36	43	32.5	33.5	C	C
CR 846	New Market Rd E	0.13	35	13.9	14.1	F	F
New Market Rd E	N 1st Street	0.41	35	27.2	24.0	C	D
N 1st Street	9th Street	0.50	35	28.9	30.7	C	C
9th Street	Immokalee Drive	0.87	35	26.8	23.2	D	D
Immokalee Drive	Lake Trafford Road	0.50	35	22.6	21.4	D	D
Lake Trafford Road	Westclox Rpad	0.58	45	25.5	26.2	D	D
Westclox Rpad	SR 82	3.04	55	52.3	52.5	A	A
<b>Total</b>		<b>16.09</b>	<b>-</b>	<b>42.9</b>	<b>41.9</b>	<b>A</b>	<b>B</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	19.4	20.3	E	E
SR 82	Westclox Road	3.04	55	47.5	49.2	A	A
Westclox Road	Lake Trafford Road	0.58	45	21.4	24.7	D	D
Lake Trafford Road	Immokalee Drive	0.50	35	17.6	22.1	E	D
Immokalee Drive	9th Street	0.87	35	26.5	25.0	D	D
9th Street	N 1st Street	0.50	35	26.0	22.5	D	D
N 1st Street	New Market Road E	0.41	35	26.8	31.1	D	C
New Market Road E	CR 846	0.13	35	21.0	25.9	D	D
CR 846	Farm Workers Way	1.36	43	38.9	40.3	B	B
Farm Workers Way	Oil Well Road	8.20	59	55.7	56.4	A	A
<b>Total</b>		<b>16.09</b>	<b>-</b>	<b>40.1</b>	<b>41.6</b>	<b>B</b>	<b>B</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.



**FIGURE 4.4**  
 2040 Alternative 1 - No-Build with Cost Feasible Improvements  
 Speed Limits, Traffic Controls, and Recommended Lane Configurations

### 4.3 Evaluation of Alternative 2

Alternative 2 provides for a four-lane SR 29 from Oil Well Road to SR 82 with a posted speed limit of 45 mph between Farm Workers Way in the south to Westclox Road in the north. The posted speed limits on the remaining segments of SR 29 would remain unchanged. This alternative also provides for a four-lane roadway segment on CR 846 immediately east of SR 29. **Figures 4.5, 4.6 and 4.7** show the AADTs and the AM and PM peak hour intersection volumes for 2020, 2030 and 2040 traffic conditions, respectively.

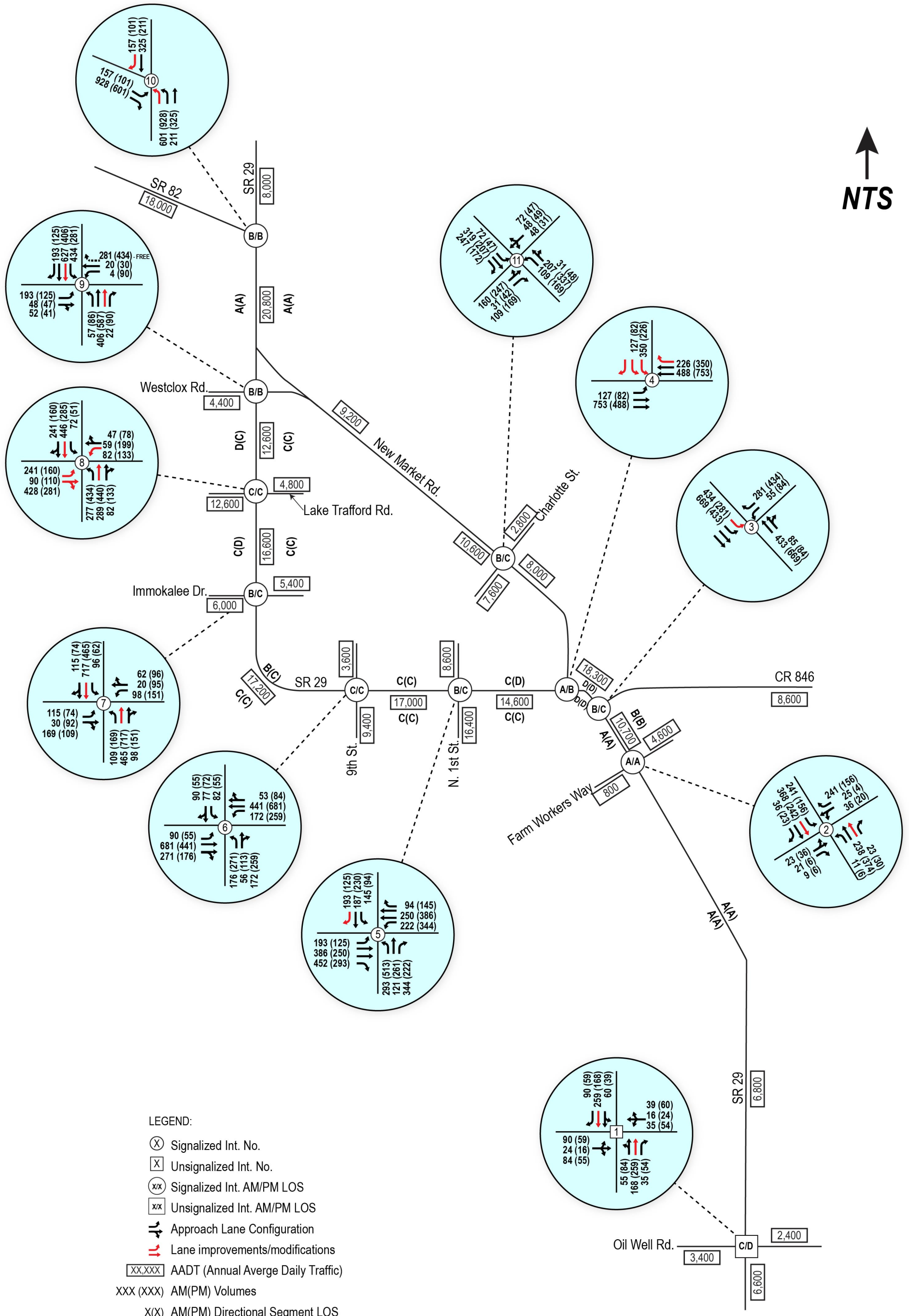
Alternative 2 was evaluated for 2020, 2030 and 2040 traffic conditions. Similar to Alternative 1, the intersections were first analyzed with the existing geometry and traffic controls and intersection improvements were identified to achieve the desired levels of service to the extent possible.

**Tables 4.7, 4.8 and 4.9** provide a summary of the intersection analysis results for year 2020, 2030 and 2040 traffic conditions, respectively. These results are also depicted on Figures 4.5, 4.6 and 4.7 for 2020, 2030 and 2040 traffic conditions, respectively. The improvements and/or modifications to the existing intersection geometries to achieve the desired levels of service are also identified on these exhibits. It is important to note that the lane improvements and/or modifications shown on these figures in red arrows are in reference to the existing conditions. **Tables 4.10, 4.11 and 4.12** provide a summary of the arterial levels of service as obtained from Synchro for 2020, 2030 and 2040 traffic conditions. *Once again, the LOSs from arterial analysis that are based on segment speeds should not be compared to the LOSs from intersection analyses that are based on control delays at the intersections.* The Synchro analysis output sheets for intersections and roadway segments analyses are included in **Appendix D**.

Following are the highlights of the evaluation of Alternative 2:

- 1) The intersection of Oil Well Road and SR 29 would require a signal between 2020 and 2030.
- 2) The existing unsignalized intersections along SR 29 at CR 846, New Market Road East, Westclox Road, and SR 82 would all require signalization by 2020.
- 3) The arterial analysis shows that certain sections of SR 29 will progressively experience congestion and would fail to provide the adopted LOS C. However, the through movements on SR 29 would operate at LOS D or better with the recommended improvements at the intersections.
- 4) Of the total eleven intersections within the study area, 5 would require intersection improvements by 2020, 8 would require improvements by 2030, and 9 would require improvements by 2040 to provide acceptable operations at the intersections.
- 5) In 2040, appropriate number of receiving lanes would be required for the triple northbound left turn lanes and the dual eastbound right turn lanes at SR 82 intersection and the dual southbound left turn lanes at Westclox Road intersection.

**Figure 4.8** depicts the recommended 2040 intersection geometries and traffic controls necessary to provide acceptable operations at the intersections. This exhibit also depicts the approach speed limits that were used for the traffic analysis. It should be noted that some intersections and the through movements on SR 29 would not be able to achieve the adopted LOS C with the recommended improvements. Any additional improvements would not be cost effective and therefore have not been recommended.

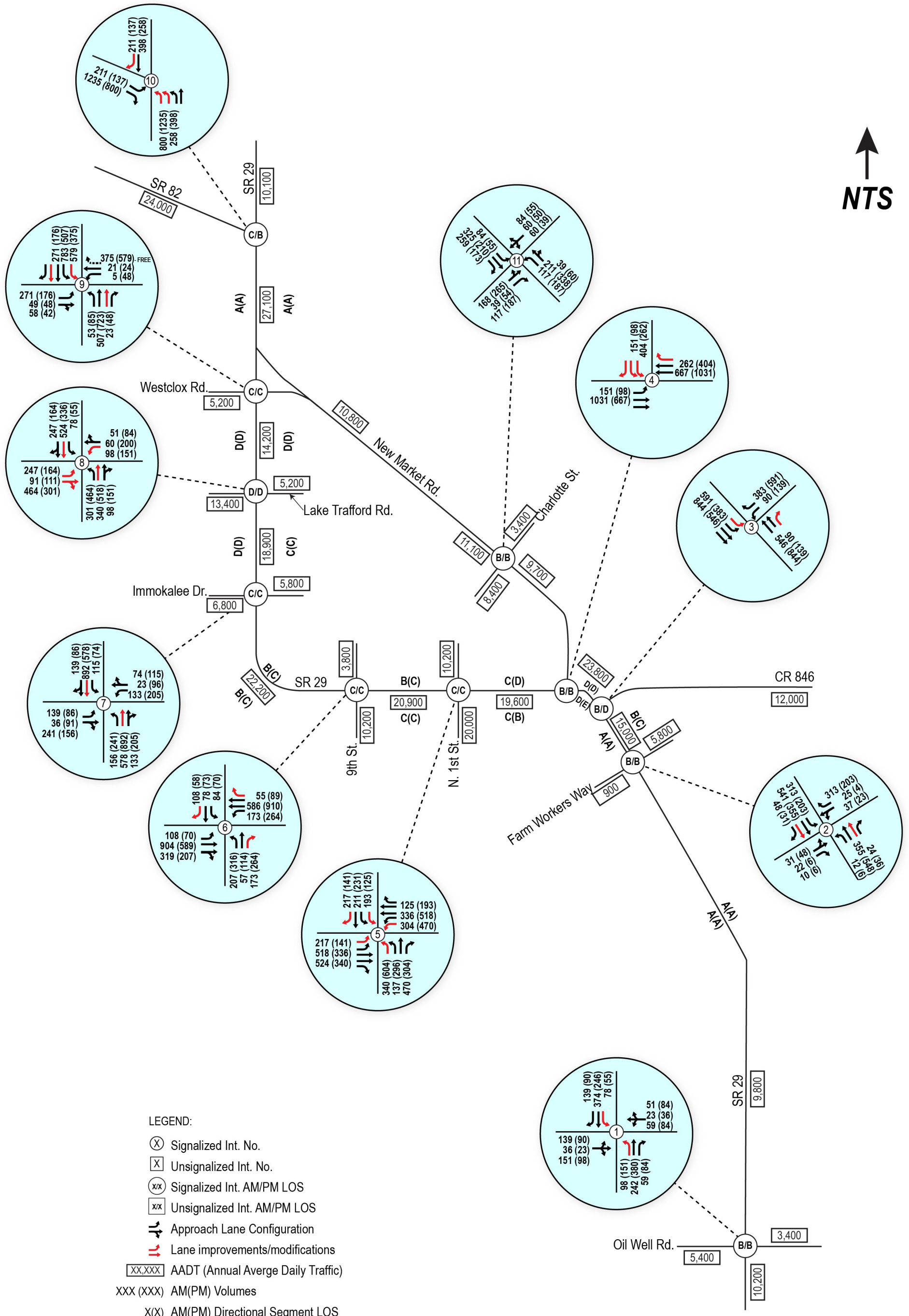


- LEGEND:
- (X) Signalized Int. No.
  - [X] Unsignalized Int. No.
  - (XX) Signalized Int. AM/PM LOS
  - [XX] Unsignalized Int. AM/PM LOS
  - ↔ Approach Lane Configuration
  - ↔ Lane improvements/modifications
  - [XX.XXX] AADT (Annual Average Daily Traffic)
  - XXX (XXX) AM(PM) Volumes
  - X(X) AM(PM) Directional Segment LOS

NOTE: Unsignalized Intersection LOS Reflects Minor Street Worst LOS.

FIGURE 4.5  
2020 Alternative 2 - SR 29 Existing Alignment with Improvements  
AADTs, AM & PM Intersection Volumes and Levels of Service

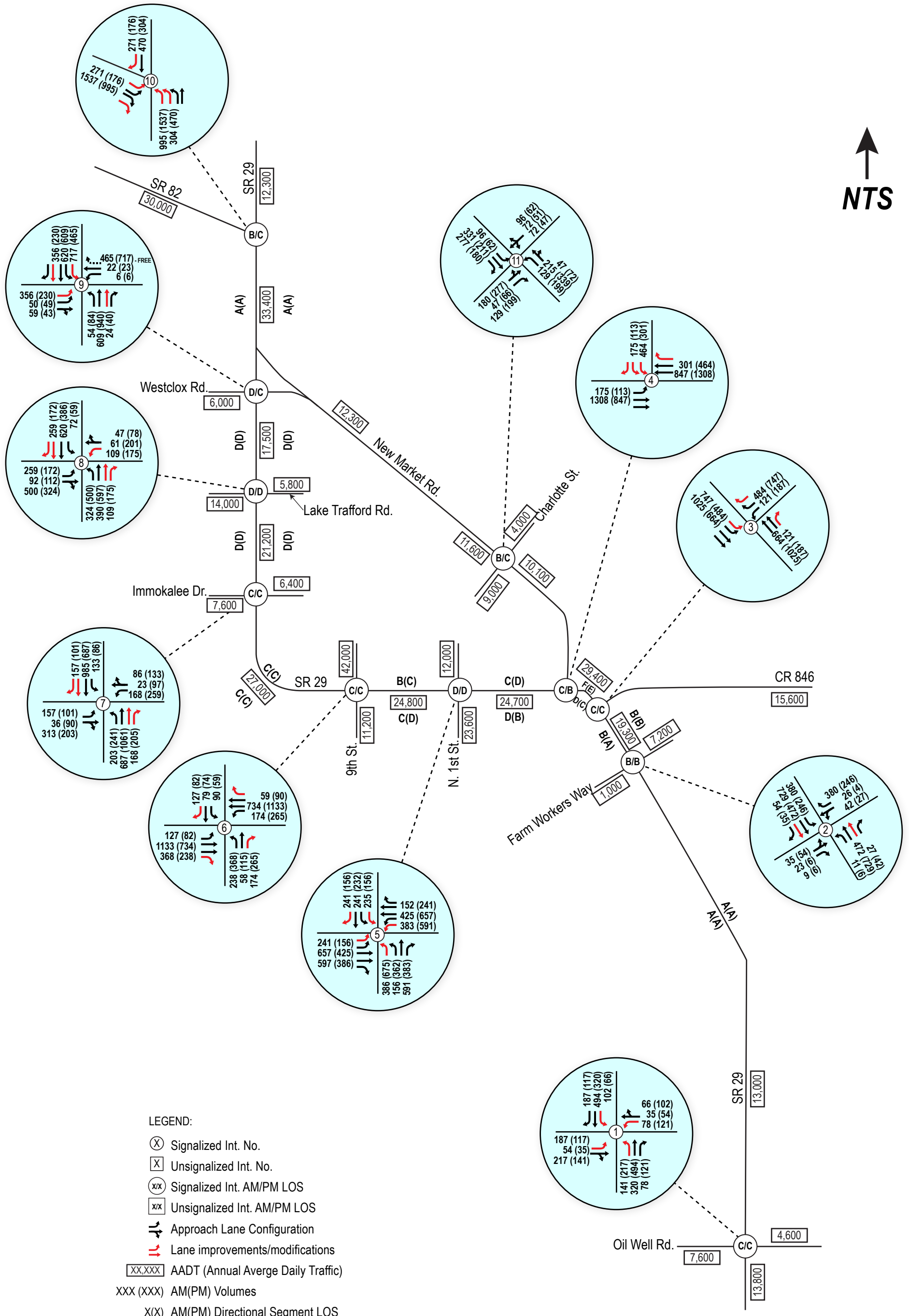




- LEGEND:
- ⊗ Signalized Int. No.
  - ⊠ Unsignalized Int. No.
  - ⊗/x Signalized Int. AM/PM LOS
  - ⊠/x Unsignalized Int. AM/PM LOS
  - ↔ Approach Lane Configuration
  - ↔ Lane improvements/modifications
  - ⊠/xxx AADT (Annual Average Daily Traffic)
  - xxx (xxx) AM(PM) Volumes
  - x(x) AM(PM) Directional Segment LOS

NOTE: Unsignalized Intersection LOS Reflects Minor Street Worst LOS.

FIGURE 4.6  
2030 Alternative 2 - SR 29 Existing Alignment with Improvements  
AADTs, AM & PM Intersection Volumes and Levels of Service



- LEGEND:
- ⊗ Signalized Int. No.
  - ⊠ Unsignalized Int. No.
  - ⊗x Signalized Int. AM/PM LOS
  - ⊠x Unsignalized Int. AM/PM LOS
  - ↔ Approach Lane Configuration
  - ↔ Lane improvements/modifications
  - ⓧ.ⓧ.ⓧ.ⓧ AADT (Annual Average Daily Traffic)
  - XXX (XXX) AM(PM) Volumes
  - X(X) AM(PM) Directional Segment LOS

NOTE: Unsignalized Intersection LOS Reflects Minor Street Worst LOS.

FIGURE 4.7  
2040 Alternative 2 - SR 29 Existing Alignment with Improvements  
AADTs, AM & PM Intersection Volumes and Levels of Service

**TABLE 4.7**  
**2020 Alternative 2 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Unsignalized)</b>											
EB	EBL	0.60	28.7	28.7	D	D	0.40	21.9	21.9	C	C
	EBT	0.60	28.7		D		C				
	EBR	0.60	28.7		D		C				
WB	WBL	0.26	18.1	18.1	C	C	0.40	21.0	21.0	C	C
	WBT	0.26	18.1		C		C				
	WBR	0.26	18.1		C		C				
NB	NBL	0.07	4.4	1.9	A	A	0.11	4.3	1.8	A	A
	NBT	0.07	4.4		A		A				
	NBR	0.02	0.0		A		A				
SB	SBL	0.11	3.4	1.2	A	A	0.07	3.5	1.2	A	A
	SBT	0.11	3.4		A		A				
	SBR	0.06	0.0		A		A				
<b>Intersection</b>		<b>0.41</b>	<b>8.7</b>		<b>A</b>		<b>0.36</b>	<b>7.3</b>		<b>A</b>	
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>											
EB	EBL	0.20	11.7	11.6	B	B	0.20	9.1	9.0	A	A
	EBT	0.20	11.7		B		A				
	EBR	0.01	10.9		B		A				
WB	WBL	0.26	12.0	11.6	B	B	0.10	8.7	8.7	A	A
	WBT	0.26	12.0		B		A				
	WBR	0.17	11.5		B		A				
NB	NBL	0.03	5.3	5.7	A	A	0.02	6.1	7.1	A	A
	NBT	0.19	5.8		A		A				
	NBR	0.02	5.3		A		A				
SB	SBL	0.55	8.1	6.8	A	A	0.56	9.5	7.7	A	A
	SBT	0.28	6.1		A		A				
	SBR	0.03	5.3		A		A				
<b>Intersection</b>		<b>0.46</b>	<b>7.9</b>		<b>A</b>		<b>0.42</b>	<b>7.7</b>		<b>A</b>	
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>											
EB	EBL	0.63	25.7	14.4	C	B	0.75	41.7	19.1	D	B
	EBT	0.39	7.0		A		B				
	EBR	-	-		-		-				
WB	WBL	-	-	27.2	-	C	-	-	28.7	-	C
	WBT	0.67	27.2		C		C				
	WBR	0.67	27.2		C		C				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.15	21.6	22.8	C	C	0.18	21.5	29.6	C	C
	SBT	-	-		-		-				
	SBR	0.24	23.1		C		C				
<b>Intersection</b>		<b>0.52</b>	<b>19.2</b>		<b>B</b>		<b>0.71</b>	<b>25.5</b>		<b>C</b>	
<b>04. SR 29 @ New Market Road E (Signalized)</b>											
EB	EBL	0.31	6.3	6.5	A	A	0.21	12.8	9.3	B	A
	EBT	0.46	6.6		A		A				
	EBR	-	-		-		-				
WB	WBL	-	-	5.9	-	A	-	-	6.2	-	A
	WBT	0.44	7.5		A		A				
	WBR	0.20	2.5		A		A				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.46	22.5	21.5	C	C	0.38	28.0	27.1	C	C
	SBT	-	-		-		-				
	SBR	0.10	18.8		B		C				
<b>Intersection</b>		<b>0.46</b>	<b>9.8</b>		<b>A</b>		<b>0.43</b>	<b>10.4</b>		<b>B</b>	



**TABLE 4.7**  
**2020 Alternative 2 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>											
EB	EBL	0.41	6.0	10.2	A	B	0.46	23.2	18.8	C	B
	EBT	0.41	10.5		B		0.40	20.5		C	
	EBR	0.37	11.7		B		0.24	15.5		B	
WB	WBL	0.55	9.4	7.3	A	A	0.84	20.3	18.0	C	B
	WBT	0.27	7.5		A		0.53	18.4		B	
	WBR	0.07	1.8		A		0.11	11.7		B	
NB	NBL	0.84	38.4	31.1	D	C	0.96	44.8	31.9	D	C
	NBT	0.48	27.9		C		0.45	19.4		B	
	NBR	0.25	26.1		C		0.16	16.9		B	
SB	SBL	0.33	18.5	24.8	B	C	0.32	24.2	32.8	C	C
	SBT	0.64	30.5		C		0.75	39.7		D	
	SBR	0.14	24.0		C		0.09	26.6		C	
<b>Intersection</b>		<b>0.56</b>	<b>17.8</b>		<b>B</b>		<b>0.89</b>	<b>25.1</b>		<b>C</b>	
<b>06. SR 29 @ 9th Street (Signalized)</b>											
EB	EBL	0.26	15.8	32.1	B	C	0.27	20.4	30.4	C	C
	EBT	0.90	33.6		C		0.72	31.3		C	
	EBR	0.90	33.6		C		0.72	31.3		C	
WB	WBL	0.71	32.9	21.4	C	C	0.75	23.3	18.4	C	B
	WBT	0.43	17.4		B		0.66	16.7		B	
	WBR	0.43	17.4		B		0.66	16.7		B	
NB	NBL	0.68	30.7	28.2	C	C	0.73	27.4	34.2	C	C
	NBT	0.35	26.2		C		0.79	39.1		D	
	NBR	0.35	26.2		C		0.79	39.1		D	
SB	SBL	0.40	24.3	26.3	C	C	0.36	27.3	29.1	C	C
	SBT	0.42	27.3		C		0.34	29.9		C	
	SBR	0.42	27.3		C		0.34	29.9		C	
<b>Intersection</b>		<b>0.65</b>	<b>27.8</b>		<b>C</b>		<b>0.77</b>	<b>26.4</b>		<b>C</b>	
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>											
EB	EBL	0.61	26.6	24.8	C	C	0.35	21.8	25.6	C	C
	EBT	0.31	23.7		C		0.56	27.0		C	
	EBR	0.31	23.7		C		0.56	27.0		C	
WB	WBL	0.47	22.4	22.5	C	C	0.66	28.8	27.4	C	C
	WBT	0.17	22.8		C		0.54	26.4		C	
	WBR	0.17	22.8		C		0.54	26.4		C	
NB	NBL	0.52	13.1	14.5	B	B	0.46	10.7	19.6	B	B
	NBT	0.54	14.7		B		0.79	21.3		C	
	NBR	0.54	14.7		B		0.79	21.3		C	
SB	SBL	0.31	10.9	18.5	B	B	0.35	16.1	19.6	B	B
	SBT	0.78	19.4		B		0.59	20.0		C	
	SBR	0.78	19.4		B		0.59	20.0		C	
<b>Intersection</b>		<b>0.71</b>	<b>18.5</b>		<b>B</b>		<b>0.77</b>	<b>21.5</b>		<b>C</b>	
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>											
EB	EBL	0.65	22.0	39.0	C	D	0.69	28.6	41.1	C	D
	EBT	0.88	46.9		D		0.86	46.1		D	
	EBR	0.88	46.9		D		0.86	46.1		D	
WB	WBL	0.53	29.7	29.1	C	C	0.71	34.2	35.3	C	D
	WBT	0.28	28.7		C		0.77	35.8		D	
	WBR	0.28	28.7		C		0.77	35.8		D	
NB	NBL	0.81	26.5	21.8	C	C	0.95	42.4	28.9	D	C
	NBT	0.34	18.4		B		0.52	18.7		B	
	NBR	0.34	18.4		B		0.52	18.7		B	
SB	SBL	0.23	18.9	29.5	B	C	0.24	20.9	24.8	C	C
	SBT	0.79	30.6		C		0.54	25.3		C	
	SBR	0.79	30.6		C		0.54	25.3		C	
<b>Intersection</b>		<b>0.81</b>	<b>30.4</b>		<b>C</b>		<b>0.78</b>	<b>31.9</b>		<b>C</b>	

**TABLE 4.7**  
**2020 Alternative 2 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Signalized)</b>											
EB	EBL	0.82	41.1	33.8	D	C	0.70	32.6	27.4	C	C
	EBT	0.18	20.0		C		0.21	20.0		C	
	EBR	0.18	20.0		C		0.21	20.0		C	
WB	WBL	0.01	19.0	19.2	B	B	0.44	21.9	21.3	C	C
	WBT	0.05	19.2		B		0.11	19.4		B	
	WBR	-	-		-		-	-		-	
NB	NBL	0.25	16.7	21.1	B	C	0.21	10.3	15.7	B	B
	NBT	0.61	21.9		C		0.66	17.1		B	
	NBR	0.02	17.3		B		0.06	12.2		B	
SB	SBL	0.83	18.2	13.8	B	B	0.66	10.1	10.0	B	B
	SBT	0.44	11.9		B		0.30	10.2		B	
	SBR	0.13	10.1		B		0.09	9.2		A	
<b>Intersection</b>		<b>0.79</b>	<b>18.5</b>		<b>B</b>		<b>0.73</b>	<b>15.0</b>		<b>B</b>	
<b>10. SR 29 @ SR 82 (Signalized)</b>											
EB	EBL	0.67	29.4	6.1	C	A	0.57	31.9	5.3	C	A
	EBT	-	-		-		-	-		-	
	EBR	0.66	2.2		A		0.42	0.9		A	
WB	WBL	-	-	-	-	-	-	-	-	-	-
	WBT	-	-		-		-	-		-	
	WBR	-	-		-		-	-		-	
NB	NBL	0.85	29.1	22.8	C	C	0.86	25.1	19.6	C	B
	NBT	0.23	4.7		A		0.32	4.1		A	
	NBR	-	-		-		-	-		-	
SB	SBL	-	-	25.6	-	C	-	-	26.4	-	C
	SBT	0.80	30.1		C		0.65	28.8		C	
	SBR	0.12	16.2		B		0.08	21.4		C	
<b>Intersection</b>		<b>0.66</b>	<b>15.8</b>		<b>B</b>		<b>0.69</b>	<b>16.1</b>		<b>B</b>	
<b>11. SR 29 @ Charlotte Street (Signalized)</b>											
EB	EBL	0.82	37.1	29.2	D	C	0.89	40.5	30.5	D	C
	EBT	0.82	37.1		D		0.89	40.5		D	
	EBR	0.09	15.3		B		0.14	13.3		B	
WB	WBL	0.45	17.6	17.6	B	B	0.22	13.8	13.8	B	B
	WBT	0.45	17.6		B		0.22	13.8		B	
	WBR	0.45	17.6		B		0.22	13.8		B	
NB	NBL	0.29	7.7	10.1	A	B	0.44	11.3	23.8	B	C
	NBT	0.42	11.2		B		0.83	29.3		C	
	NBR	0.42	11.2		B		0.83	29.3		C	
SB	SBL	0.15	8.5	11.8	A	B	0.16	13.1	16.4	B	B
	SBT	0.56	13.5		B		0.49	17.9		B	
	SBR	0.19	10.6		B		0.13	15.4		B	
<b>Intersection</b>		<b>0.61</b>	<b>15.7</b>		<b>B</b>		<b>0.81</b>	<b>22.9</b>		<b>C</b>	

(1) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.

**TABLE 4.8**  
**2030 Alternative 2 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 1 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Signalized)</b>											
EB	EBL	0.81	25.0	25.0	C	C	0.70	23.5	23.5	C	C
	EBT	0.81	25.0		C		C				
	EBR	0.81	25.0		C		C				
WB	WBL	0.23	9.9	9.9	A	A	0.51	15.2	15.2	B	B
	WBT	0.23	9.9		A		B				
	WBR	0.23	9.9		A		B				
NB	NBL	0.39	11.5	11.3	B	B	0.34	7.1	8.0	A	A
	NBT	0.49	11.7		B		A				
	NBR	0.04	9.2		A		A				
SB	SBL	0.21	10.1	13.4	B	B	0.13	6.1	6.6	A	A
	SBT	0.69	15.5		B		A				
	SBR	0.12	9.6		A		A				
<b>Intersection</b>		<b>0.75</b>	<b>15.1</b>		<b>B</b>		<b>0.62</b>	<b>11.0</b>		<b>B</b>	
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>											
EB	EBL	0.24	16.9	16.7	B	B	0.31	18.4	18.2	B	B
	EBT	0.24	16.9		B		B				
	EBR	0.01	15.7		B		B				
WB	WBL	0.26	16.9	16.7	B	B	0.14	17.3	17.3	B	B
	WBT	0.26	16.9		B		B				
	WBR	0.22	16.7		B		B				
NB	NBL	0.07	14.1	16.1	B	B	0.02	11.8	15.5	B	B
	NBT	0.52	16.3		B		B				
	NBR	0.02	13.8		B		B				
SB	SBL	0.61	8.5	6.8	A	A	0.46	6.4	5.5	A	A
	SBT	0.33	6.0		A		A				
	SBR	0.04	4.5		A		A				
<b>Intersection</b>		<b>0.47</b>	<b>11.4</b>		<b>B</b>		<b>0.52</b>	<b>11.9</b>		<b>B</b>	
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>											
EB	EBL	0.81	23.3	12.6	C	B	0.93	63.8	32.0	E	C
	EBT	0.48	5.1		A		C				
	EBR	-	-		-		-				
WB	WBL	-	-	27.6	-	C	-	-	42.6	-	D
	WBT	0.73	29.0		C		D				
	WBR	0.07	19.2		B		C				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.25	23.7	25.1	C	C	0.25	26.2	57.2	C	E
	SBT	-	-		-		-				
	SBR	0.32	25.4		C		E				
<b>Intersection</b>		<b>0.63</b>	<b>18.7</b>		<b>B</b>		<b>0.92</b>	<b>42.9</b>		<b>D</b>	
<b>04. SR 29 @ New Market Road E (Signalized)</b>											
EB	EBL	0.37	10.8	9.7	B	A	0.33	15.3	6.1	B	A
	EBT	0.60	9.6		A		A				
	EBR	-	-		-		-				
WB	WBL	-	-	6.4	-	A	-	-	6.2	-	A
	WBT	0.57	8.2		A		A				
	WBR	0.23	2.0		A		A				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.59	26.3	24.7	C	C	0.52	43.5	41.7	D	D
	SBT	-	-		-		-				
	SBR	0.11	20.5		C		D				
<b>Intersection</b>		<b>0.60</b>	<b>11.7</b>		<b>B</b>		<b>0.56</b>	<b>11.2</b>		<b>B</b>	

**TABLE 4.8**  
**2030 Alternative 2 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>											
EB	EBL	0.54	22.4	22.4	C	C	0.56	44.6	26.8	D	C
	EBT	0.64	17.3		B		C				
	EBR	0.79	27.4		C		C				
WB	WBL	0.88	41.8	20.3	D	C	0.81	31.5	20.6	C	C
	WBT	0.45	7.6		A		C				
	WBR	0.09	2.1		A		A				
NB	NBL	0.78	36.9	31.7	D	C	0.88	52.9	41.5	D	D
	NBT	0.36	22.4		C		C				
	NBR	0.72	30.7		C		C				
SB	SBL	0.71	39.1	31.5	D	C	0.56	52.2	52.7	D	D
	SBT	0.69	32.5		C		C				
	SBR	0.15	23.8		C		C				
<b>Intersection</b>		<b>0.90</b>	<b>26.0</b>		<b>C</b>		<b>0.78</b>	<b>33.1</b>		<b>C</b>	
<b>06. SR 29 @ 9th Street (Signalized)</b>											
EB	EBL	0.30	14.0	18.9	B	B	0.44	37.4	27.9	D	C
	EBT	0.74	21.1		C		C				
	EBR	0.23	14.1		B		C				
WB	WBL	0.66	19.7	8.1	B	A	0.55	9.4	8.8	A	A
	WBT	0.45	5.4		A		A				
	WBR	0.04	0.8		A		A				
NB	NBL	0.92	64.7	45.4	E	D	0.83	45.8	40.2	D	D
	NBT	0.30	28.8		C		D				
	NBR	0.13	27.7		C		D				
SB	SBL	0.41	27.7	28.8	C	C	0.46	47.0	49.0	D	D
	SBT	0.42	30.7		C		C				
	SBR	0.07	28.3		C		C				
<b>Intersection</b>		<b>0.64</b>	<b>20.8</b>		<b>C</b>		<b>0.65</b>	<b>24.1</b>		<b>C</b>	
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>											
EB	EBL	0.61	31.1	31.4	C	C	0.38	29.1	37.6	C	D
	EBT	0.55	31.6		C		C				
	EBR	0.55	31.6		C		C				
WB	WBL	0.76	42.2	35.7	D	D	0.81	40.2	35.1	D	D
	WBT	0.14	26.7		C		D				
	WBR	0.14	26.7		C		D				
NB	NBL	0.79	32.0	20.9	C	C	0.68	18.8	30.9	B	C
	NBT	0.60	18.4		B		C				
	NBR	0.60	18.4		B		C				
SB	SBL	0.40	13.0	25.2	B	C	0.55	24.5	27.3	C	C
	SBT	0.86	26.6		C		C				
	SBR	0.86	26.6		C		C				
<b>Intersection</b>		<b>0.75</b>	<b>25.7</b>		<b>C</b>		<b>0.94</b>	<b>31.4</b>		<b>C</b>	
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>											
EB	EBL	0.61	23.9	52.0	C	D	0.72	33.5	55.1	C	E
	EBT	0.96	64.5		E		D				
	EBR	0.96	64.5		E		D				
WB	WBL	0.73	52.2	43.4	D	D	0.80	46.2	42.7	D	D
	WBT	0.35	35.4		D		D				
	WBR	0.35	35.4		D		D				
NB	NBL	0.92	48.3	31.3	D	C	0.98	49.8	32.0	D	C
	NBT	0.37	19.6		B		C				
	NBR	0.37	19.6		B		C				
SB	SBL	0.25	20.5	33.6	C	C	0.29	23.8	30.0	C	C
	SBT	0.83	34.9		C		C				
	SBR	0.83	34.9		C		C				
<b>Intersection</b>		<b>0.90</b>	<b>39.4</b>		<b>D</b>		<b>0.83</b>	<b>38.3</b>		<b>D</b>	

**TABLE 4.8**  
**2030 Alternative 2 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 3

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Signalized)</b>											
EB	EBL	0.93	59.9	48.8	E	D	0.74	31.4	27.0	C	C
	EBT	0.16	20.6		C		0.17	18.4		B	
	EBR	0.16	20.6		C		0.17	18.4		B	
WB	WBL	0.01	19.6	19.8	B	B	0.18	18.5	18.2	B	B
	WBT	0.05	19.8		B		0.06	17.8		B	
	WBR	-	-		-		-	-		-	
NB	NBL	0.26	19.7	27.7	B	C	0.24	11.7	24.2	B	C
	NBT	0.74	28.9		C		0.86	26.4		C	
	NBR	0.02	20.2		C		0.03	13.4		B	
SB	SBL	0.94	51.0	27.6	D	C	0.96	59.5	29.2	E	C
	SBT	0.55	15.5		B		0.41	12.9		B	
	SBR	0.19	12.4		B		0.12	11.3		B	
<b>Intersection</b>		<b>0.87</b>	<b>30.6</b>		<b>C</b>		<b>0.99</b>	<b>26.7</b>		<b>C</b>	
<b>10. SR 29 @ SR 82 (Signalized)</b>											
EB	EBL	0.71	32.0	10.8	C	B	0.67	34.3	6.3	C	A
	EBT	-	-		-		-	-		-	
	EBR	0.87	7.1		A		0.57	1.5		A	
WB	WBL	-	-	-	-	-	-	-	-	-	-
	WBT	-	-		-		-	-		-	
	WBR	-	-		-		-	-		-	
NB	NBL	0.90	35.6	28.5	D	C	0.88	25.9	20.8	C	C
	NBT	0.29	6.1		A		0.41	5.0		A	
	NBR	-	-		-		-	-		-	
SB	SBL	-	-	31.6	-	C	-	-	27.6	-	C
	SBT	0.88	39.2		D		0.74	31.5		C	
	SBR	0.16	17.3		B		0.10	20.3		C	
<b>Intersection</b>		<b>0.87</b>	<b>20.9</b>		<b>C</b>		<b>0.69</b>	<b>17.1</b>		<b>B</b>	
<b>11. SR 29 @ Charlotte Street (Signalized)</b>											
EB	EBL	0.71	23.3	19.7	C	B	0.89	41.1	31.4	D	C
	EBT	0.71	23.3		C		0.89	41.1		D	
	EBR	0.10	13.4		B		0.16	14.8		B	
WB	WBL	0.45	15.6	15.6	B	B	0.26	15.5	15.5	B	B
	WBT	0.45	15.6		B		0.26	15.5		B	
	WBR	0.45	15.6		B		0.26	15.5		B	
NB	NBL	0.37	10.4	13.3	B	B	0.46	11.6	21.4	B	C
	NBT	0.51	14.6		B		0.78	26.0		C	
	NBR	0.51	14.6		B		0.78	26.0		C	
SB	SBL	0.20	11.1	15.9	B	B	0.19	16.2	19.8	B	B
	SBT	0.68	19.3		B		0.53	21.7		C	
	SBR	0.20	13.3		B		0.13	18.5		B	
<b>Intersection</b>		<b>0.65</b>	<b>16.1</b>		<b>B</b>		<b>0.82</b>	<b>23.5</b>		<b>C</b>	

(1) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.

**TABLE 4.9**  
**2040 Alternative 2 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 1 of 3

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Signalized)</b>													
EB	EBL	#154	0.78	38.2	35.1	D	D	88	0.62	31.3	30.3	C	C
	EBT	#144	0.60	32.9		C		83	0.43	29.7		C	
	EBR		0.60	32.9		C			0.43	29.7		C	
WB	WBL	57	0.48	26.6	26.8	C	C	90	0.63	32.3	29.9	C	C
	WBT	54	0.21	27.0		C		81	0.34	28.1		C	
	WBR		0.21	27.0		C			0.34	28.1		C	
NB	NBL	#85	0.58	15.6	16.3	B	B	105	0.51	10.3	19.7	B	B
	NBT	223	0.58	17.4		B		#438	0.83	25.8		C	
	NBR	27	0.05	12.6		B		31	0.08	11.6		B	
SB	SBL	52	0.26	12.4	23.9	B	C	36	0.23	13.2	17.1	B	B
	SBT	#421	0.85	30.0		C		224	0.57	18.9		B	
	SBR	41	0.17	14.1		B		34	0.10	14.5		B	
<b>Intersection</b>			<b>0.74</b>		<b>24.7</b>		<b>C</b>		<b>0.79</b>		<b>22.2</b>		<b>C</b>
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>													
EB	EBL		0.27	18.2	18.0	B	B		0.34	19.5	19.3	B	B
	EBT	44	0.27	18.2		B		47	0.34	19.5		B	
	EBR	9	0.01	16.7		B		8	0.00	17.4		B	
WB	WBL		0.29	18.3	18.1	B	B		0.16	18.2	18.2	B	B
	WBT	50	0.29	18.3		B		28	0.16	18.2		B	
	WBR	58	0.27	18.1		B		49	0.17	18.2		B	
NB	NBL	14	0.07	14.0	17.3	B	B	9	0.02	11.0	16.9	B	B
	NBT	128	0.61	17.6		B		181	0.74	17.3		B	
	NBR	16	0.02	13.7		B		18	0.03	11.0		B	
SB	SBL	#196	0.75	12.7	8.4	B	A	#105	0.68	11.3	7.2	B	A
	SBT	124	0.43	6.4		A		67	0.27	5.3		A	
	SBR	14	0.04	4.9		A		10	0.03	4.5		A	
<b>Intersection</b>			<b>0.58</b>		<b>12.8</b>		<b>B</b>		<b>0.55</b>		<b>13.3</b>		<b>B</b>
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>													
EB	EBL	320	0.75	28.3	14.6	C	B	212	0.77	47.0	21.1	D	C
	EBT	135	0.49	4.7		A		47	0.31	2.2		A	
	EBR	-	-	-		-		-	-	-		-	
WB	WBL	-	-	-	32.8	-	C	-	-	-	28.5	-	C
	WBT	282	0.73	34.5		C		454	0.81	30.5		C	
	WBR	40	0.09	23.5		C		41	0.14	17.3		B	
NB	NBL	-	-	-	-	-	-	-	-	-	-	-	-
	NBT	-	-	-		-		-	-	-		-	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	138	0.49	44.5	21.9	D	C	#243	0.74	59.7	40.3	E	D
	SBT	-	-	-		-		-	-	-		-	
	SBR	122	0.38	16.2		B		343	0.80	35.4		D	
<b>Intersection</b>			<b>0.69</b>		<b>20.5</b>		<b>C</b>		<b>0.80</b>		<b>29.2</b>		<b>C</b>
<b>04. SR 29 @ New Market Road E (Signalized)</b>													
EB	EBL	m87	0.55	18.2	18.9	B	B	m37	0.45	20.7	4.5	C	A
	EBT	m321	0.72	19.0		B		37	0.40	2.4		A	
	EBR	-	-	-		-		-	-	-		-	
WB	WBL	-	-	-	17.1	-	B	-	-	-	14.4	-	B
	WBT	305	0.63	15.7		B		301	0.75	14.8		B	
	WBR	m62	0.26	21.2		C		m33	0.43	13.2		B	
NB	NBL	-	-	-	-	-	-	-	-	-	-	-	-
	NBT	-	-	-		-		-	-	-		-	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	200	0.63	35.1	33.1	D	C	159	0.63	47.1	44.7	D	D
	SBT	-	-	-		-		-	-	-		-	
	SBR	51	0.13	27.6		C		50	0.09	38.1		D	
<b>Intersection</b>			<b>0.69</b>		<b>21.0</b>		<b>C</b>		<b>0.66</b>		<b>15.4</b>		<b>B</b>

**TABLE 4.9**  
**2040 Alternative 2 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 3

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>													
EB	EBL	m98	0.64	37.7	31.7	D	C	83	0.54	39.3	40.1	D	D
	EBT	194	0.68	17.7		B		175	0.68	36.9		D	
	EBR	#429	0.92	44.5		D		103	0.32	44.0		D	
WB	WBL	#234	0.97	55.0	26.5	E	C	#325	0.91	37.1	29.2	D	C
	WBT	58	0.43	9.4		A		281	0.67	19.0		B	
	WBR	m0	0.11	2.5		A		m78	0.18	37.7		D	
NB	NBL	#208	0.83	52.6	70.9	D	E	#367	0.92	57.3	43.6	E	D
	NBT	149	0.37	30.1		C		346	0.69	35.4		D	
	NBR	#513	1.05	93.7		F		67	0.27	27.1		C	
SB	SBL	#161	0.93	80.8	53.2	F	D	#117	0.78	66.8	60.6	E	E
	SBT	#279	0.75	46.4		D		#314	0.88	70.8		E	
	SBR	66	0.17	33.2		C		59	0.11	39.1		D	
<b>Intersection</b>			<b>0.98</b>		<b>44.4</b>		<b>D</b>		<b>0.85</b>		<b>40.1</b>		<b>D</b>
<b>06. SR 29 @ 9th Street (Signalized)</b>													
EB	EBL	89	0.44	17.3	23.8	B	C	76	0.51	28.6	27.6	C	C
	EBT	453	0.81	26.7		C		309	0.63	29.3		C	
	EBR	74	0.30	16.9		B		51	0.17	22.2		C	
WB	WBL	m71	0.65	17.2	9.0	B	A	m95	0.68	21.2	19.5	C	B
	WBT	168	0.51	7.5		A		m450	0.83	19.7		B	
	WBR	m5	0.04	2.5		A		m15	0.08	11.5		B	
NB	NBL	#288	0.92	70.9	54.6	E	D	#458	0.96	68.6	51.4	E	D
	NBT	75	0.26	38.8		D		127	0.33	35.8		D	
	NBR	61	0.13	37.7		D		68	0.19	34.4		C	
SB	SBL	90	0.42	38.7	40.4	D	D	62	0.33	43.3	45.4	D	D
	SBT	98	0.42	42.8		D		101	0.42	47.8		D	
	SBR	54	0.09	40.1		D		47	0.06	44.7		D	
<b>Intersection</b>			<b>0.80</b>		<b>25.3</b>		<b>C</b>		<b>0.87</b>		<b>30.3</b>		<b>C</b>
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>													
EB	EBL	128	0.51	25.7	37.2	C	D	82	0.40	28.3	41.7	C	D
	EBT	#233	0.71	42.3		D		#262	0.77	46.3		D	
	EBR		0.71	42.3		D			0.77	46.3		D	
WB	WBL	#160	0.78	45.7	40.8	D	D	#286	0.99	73.6	53.2	E	D
	WBT	58	0.17	33.2		C		172	0.49	30.2		C	
	WBR		0.17	33.2		C			0.49	30.2		C	
NB	NBL	#205	0.87	43.2	26.1	D	C	#181	0.80	28.8	31.3	C	C
	NBT	239	0.63	23.1		C		#450	0.91	34.6		C	
	NBR	41	0.14	17.9		B		44	0.17	17.4		B	
SB	SBL	69	0.42	14.6	28.5	B	C	#56	0.64	29.9	27.0	C	C
	SBT	371	0.87	32.2		C		251	0.69	27.6		C	
	SBR	39	0.12	17.7		B		34	0.08	20.5		C	
<b>Intersection</b>			<b>0.75</b>		<b>30.2</b>		<b>C</b>		<b>1.02</b>		<b>34.7</b>		<b>C</b>
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>													
EB	EBL	177	0.55	20.0	45.7	C	D	#124	0.64	28.0	53.0	C	D
	EBT	#462	0.94	56.9		E		#385	0.94	62.8		E	
	EBR		0.94	56.9		E			0.94	62.8		E	
WB	WBL	#92	0.73	49.8	42.5	D	D	#170	0.84	48.5	39.6	D	D
	WBT	88	0.33	35.2		D		236	0.67	34.1		C	
	WBR		0.33	35.2		D			0.67	34.1		C	
NB	NBL	#288	0.96	54.3	34.8	D	C	#403	0.98	50.4	33.2	D	C
	NBT	137	0.39	22.7		C		210	0.56	23.1		C	
	NBR	36	0.07	20.1		C		43	0.12	18.8		B	
SB	SBL	50	0.24	23.4	32.7	C	C	41	0.28	27.0	32.7	C	C
	SBT	253	0.79	36.4		D		165	0.65	35.0		D	
	SBR	59	0.19	26.3		C		54	0.12	29.3		C	
<b>Intersection</b>			<b>0.91</b>		<b>37.9</b>		<b>D</b>		<b>0.91</b>		<b>38.2</b>		<b>D</b>

**TABLE 4.9**  
**2040 Alternative 2 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 3

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Signalized)</b>													
EB	EBL	#210	0.94	67.1	57.5	E	E	#148	0.87	64.1	54.1	E	D
	EBT	64	0.17	26.0		C		66	0.18	29.1		C	
	EBR		0.17	26.0		C			0.18	29.1		C	
WB	WBL	17	0.08	41.4	42.9	D	D	17	0.08	41.4	42.8	D	D
	WBT	38	0.29	43.3		D		38	0.29	43.3		D	
	WBR	-	-	-		-		-	-	-		-	
NB	NBL	31	0.21	22.1	39.3	C	D	39	0.24	14.7	32.6	B	C
	NBT	#314	0.87	41.4		D		#444	0.90	34.9		C	
	NBR	20	0.02	23.9		C		21	0.03	16.1		B	
SB	SBL	#353	0.94	49.9	29.1	D	C	#250	0.91	55.6	27.2	E	C
	SBT	183	0.40	14.3		B		163	0.36	11.9		B	
	SBR	49	0.24	13.1		B		37	0.16	10.4		B	
<b>Intersection</b>			<b>0.87</b>		<b>36.3</b>		<b>D</b>		<b>0.86</b>		<b>32.7</b>		<b>C</b>
<b>10. SR 29 @ SR 82 (Signalized)</b>													
EB	EBL	120	0.62	35.5	6.2	D	A	81	0.49	35.0	5.6	D	A
	EBT	-	-	-		-		-	-	-		-	
	EBR	0	0.62	1.1		A		0	0.40	0.4		A	
WB	WBL	-	-	-	-	-	-	-	-	-	-	-	-
	WBT	-	-	-		-		-	-	-		-	
	WBR	-	-	-		-		-	-	-		-	
NB	NBL	#301	0.90	38.6	30.8	D	C	#419	0.92	30.1	24.1	C	C
	NBT	102	0.30	4.9		A		163	0.45	4.8		A	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	-	-	-	33.6	-	C	-	-	-	41.0	-	D
	SBT	#454	0.89	41.9		D		#329	0.87	49.9		D	
	SBR	53	0.20	19.3		B		52	0.13	25.6		C	
<b>Intersection</b>			<b>0.82</b>		<b>19.8</b>		<b>B</b>		<b>0.78</b>		<b>20.4</b>		<b>C</b>
<b>11. SR 29 @ Charlotte Street (Signalized)</b>													
EB	EBL		0.77	27.1	22.0	C	C		0.90	43.9	33.5	D	C
	EBT	#187	0.77	27.1		C		#332	0.90	43.9		D	
	EBR	33	0.11	13.0		B		41	0.17	15.5		B	
WB	WBL		0.52	16.1	16.1	B	B		0.29	16.5	16.5	B	B
	WBT	124	0.52	16.1		B		89	0.29	16.5		B	
	WBR	51	0.52	16.1		B		108	0.29	16.5		B	
NB	NBL	51	0.44	12.2	16.0	B	B	108	0.50	13.9	26.8	B	C
	NBT	148	0.59	17.8		B		#367	0.83	33.1		C	
	NBR		0.59	17.8		B			0.83	33.1		C	
SB	SBL	38	0.23	11.0	17.1	B	B	37	0.22	18.3	22.6	B	C
	SBT	#203	0.72	21.4		C		167	0.53	24.9		C	
	SBR	47	0.21	14.1		B		48	0.14	21.3		C	
<b>Intersection</b>			<b>0.71</b>		<b>17.7</b>		<b>B</b>		<b>0.85</b>		<b>26.9</b>		<b>C</b>

(1) 95th Percentile queue obtained from Synchro output for Signalized intersections and from Synchro's HCM output for Unsignalized intersections. For two or more lanes, the highest 95th percentile queue is reported.

# = 95th Percentile volume exceeds capacity, queue may be longer. Queue shown is max after two cycles.

m = Volume of 95th percentile queue is metered by the upstream signal.

(2) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.



**Table 4.10**  
**2020 Alternative 2 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Farm Workers Way	8.70	59	58.4	58.4	A	A
Farm Workers Way	CR 846	1.36	45	36.2	35.6	B	B
CR 846	New Market Rd E	0.13	45	21.9	21.5	D	D
New Market Rd E	N 1st Street	0.41	45	31.7	25.9	C	D
N 1st Street	9th Street	0.50	45	29.5	30.3	C	C
9th Street	Immokalee Drive	0.87	45	36.2	33.5	B	C
Immokalee Drive	Lake Trafford Road	0.50	45	28.8	28.9	C	C
Lake Trafford Road	Westclox Road	0.58	45	27.9	30.0	C	C
Westclox Road	SR 82	3.04	55	52.9	53.2	A	A
<b>Total</b>		<b>16.09</b>	<b>-</b>	<b>47.1</b>		<b>A</b>	<b>A</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	23.9	24.0	D	D
SR 82	Westclox Road	3.04	55	51.3	51.3	A	A
Westclox Road	Lake Trafford Road	0.58	45	26.3	29.9	D	C
Lake Trafford Road	Immokalee Drive	0.50	45	27.2	26.6	C	D
Immokalee Drive	9th Street	0.87	45	32.4	31.9	C	C
9th Street	N 1st Street	0.50	45	32.8	27.9	C	C
N 1st Street	New Market Road E	0.41	45	32.6	31.1	C	C
New Market Road E	CR 846	0.13	45	22.5	25.7	D	D
CR 846	Farm Workers Way	1.36	45	42.2	42.2	A	A
<b>Total</b>		<b>7.89</b>	<b>-</b>	<b>37.0</b>	<b>36.9</b>	<b>B</b>	<b>B</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.

**Table 4.11**  
**2030 Alternative 2 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

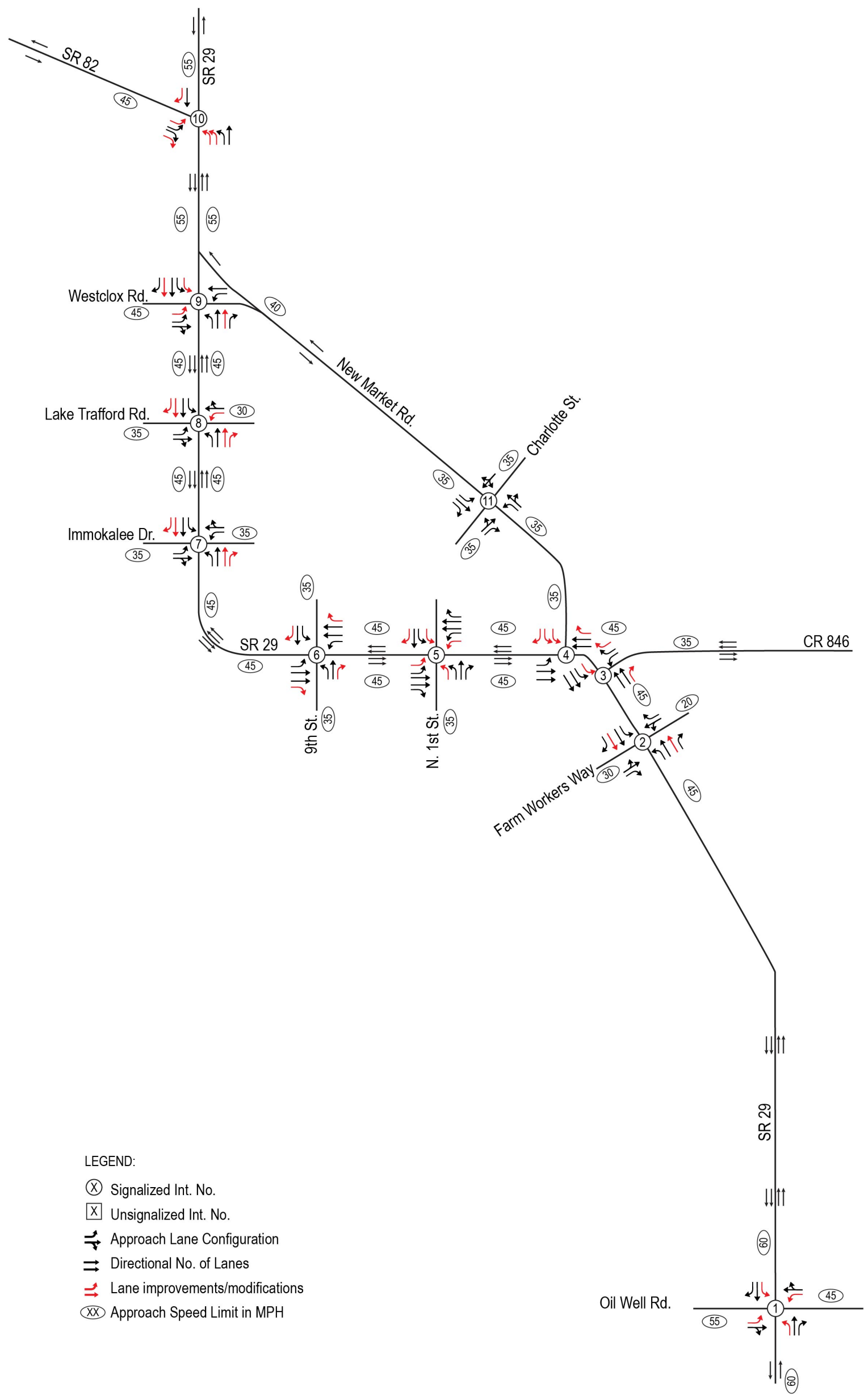
Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Oil Well Road	0.50	60	34.4	36.5	B	B
Oil Well Road	Farm Workers Way	8.20	59	57.0	57.1	A	A
Farm Workers Way	CR 846	1.36	45	35.4	31.6	B	C
CR 846	New Market Rd E	0.13	45	21.3	21.2	D	D
New Market Rd E	N 1st Street	0.41	45	31.8	26.7	C	D
N 1st Street	9th Street	0.50	45	36.4	33.9	B	C
9th Street	Immokalee Drive	0.87	45	35.3	30.9	B	C
Immokalee Drive	Lake Trafford Road	0.50	45	28.7	28.4	C	C
Lake Trafford Road	Westclox Road	0.58	45	24.9	25.0	D	D
Westclox Road	SR 82	3.04	55	52.7	52.8	A	A
<b>Total</b>		<b>16.09</b>	<b>-</b>	<b>45.6</b>	<b>44.3</b>	<b>A</b>	<b>A</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	22.0	23.7	D	D
SR 82	Westclox Road	3.04	55	50.5	50.9	A	A
Westclox Road	Lake Trafford Road	0.58	45	25.2	26.4	D	D
Lake Trafford Road	Immokalee Drive	0.50	45	24.5	24.6	D	D
Immokalee Drive	9th Street	0.87	45	34.8	31.8	B	C
9th Street	N 1st Street	0.50	45	29.2	27.2	C	C
N 1st Street	New Market Road E	0.41	45	30.5	34.1	C	B
New Market Road E	CR 846	0.13	45	24.9	20.0	D	E
CR 846	Farm Workers Way	1.36	45	42.3	42.8	A	A
Farm Workers Way	Oil Well Road	8.20	59	56.7	58.0	A	A
<b>Total</b>		<b>16.09</b>	<b>-</b>	<b>44.2</b>	<b>44.6</b>	<b>A</b>	<b>A</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.

**Table 4.12**  
**2040 Alternative 2 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Oil Well Road	0.50	60	30.7	26.9	C	D
Oil Well Road	Farm Workers Way	8.20	59	56.8	56.9	A	A
Farm Workers Way	CR 846	1.36	45	34.0	34.9	B	B
CR 846	New Market Rd E	0.13	45	15.7	16.2	F	E
New Market Rd E	N 1st Street	0.41	45	30.6	25.4	C	D
N 1st Street	9th Street	0.50	45	34.9	28.6	B	C
9th Street	Immokalee Drive	0.87	45	33.3	30.4	C	C
Immokalee Drive	Lake Trafford Road	0.50	45	26.8	26.2	D	D
Lake Trafford Road	Westclox Road	0.58	45	22.4	25.0	D	D
Westclox Road	SR 82	3.04	55	53.1	53.0	A	A
<b>Total</b>		<b>16.09</b>	<b>-</b>	<b>44.1</b>	<b>43.3</b>	<b>A</b>	<b>A</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	21.6	19.5	D	E
SR 82	Westclox Road	3.04	55	50.8	51.4	A	A
Westclox Road	Lake Trafford Road	0.58	45	24.0	24.1	D	D
Lake Trafford Road	Immokalee Drive	0.50	45	23.5	24.6	D	D
Immokalee Drive	9th Street	0.87	45	32.7	32.2	C	C
9th Street	N 1st Street	0.50	45	29.1	22.1	C	D
N 1st Street	New Market Road E	0.41	45	25.4	36.0	D	B
New Market Road E	CR 846	0.13	45	25.4	29.7	D	C
CR 846	Farm Workers Way	1.36	45	42.0	42.6	B	A
Farm Workers Way	Oil Well Road	8.20	59	54.9	56.5	A	A
<b>Total</b>		<b>16.09</b>	<b>-</b>	<b>42.9</b>	<b>43.3</b>	<b>A</b>	<b>A</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.



- LEGEND:
- ⊗ Signalized Int. No.
  - ⊠ Unsignalized Int. No.
  - ↔ Approach Lane Configuration
  - ⇄ Directional No. of Lanes
  - ↔ Lane improvements/modifications
  - ⓧ Approach Speed Limit in MPH

**FIGURE 4.8**  
 2040 Alternative 2 - SR 29 Existing Alignment with Improvements  
 Speed Limits, Traffic Controls, and Recommended Lane Configurations

#### 4.4 Evaluation of Alternative 3

Alternative 3 provides for a four-lane divided Eastern Loop bypassing the City and is located east of the City Airport. The Eastern Loop with a posted speed limit of 55 mph connects to SR 29 midway between the northwesterly bend on SR 29 and the Farm Workers Way intersection on SR 29. It forms a three-legged intersection with SR 29 as shown on **Figure 4.9**. A total of eleven intersections were included for traffic analysis under existing conditions and under Alternatives 1 and 2. However, Alternative 3 introduces the following three additional intersections within the study area:

- Intersection #12: SR 29 @ Eastern Loop South
- Intersection #13: Eastern Loop @ CR 846
- Intersection #14: Eastern Loop @ Airport Access Road

Alternative 3 also provides for four-lane on SR 29 from Oil Well Road to Intersection #12 identified above. SR 29 is presently a four-lane divided facility from immediately south of CR 846 to immediately west of North 9<sup>th</sup> Street. Alternative 3 reduces the number of travel lanes between North 9<sup>th</sup> Street and North 1<sup>st</sup> Street from 4 lanes to two lanes and the posted speed limit from 35 mph to 30 mph to accommodate the improvements identified in the Public Realm Plan.

**Figures 4.9, 4.10 and 4.11** show the AADTs and the AM and PM peak hour intersection volumes for Alternative 3 under 2020, 2030 and 2040 traffic conditions, respectively. Alternative 3 was evaluated for 2020, 2030 and 2040 traffic conditions and intersection improvements were identified to achieve the desired levels of service to the extent possible.

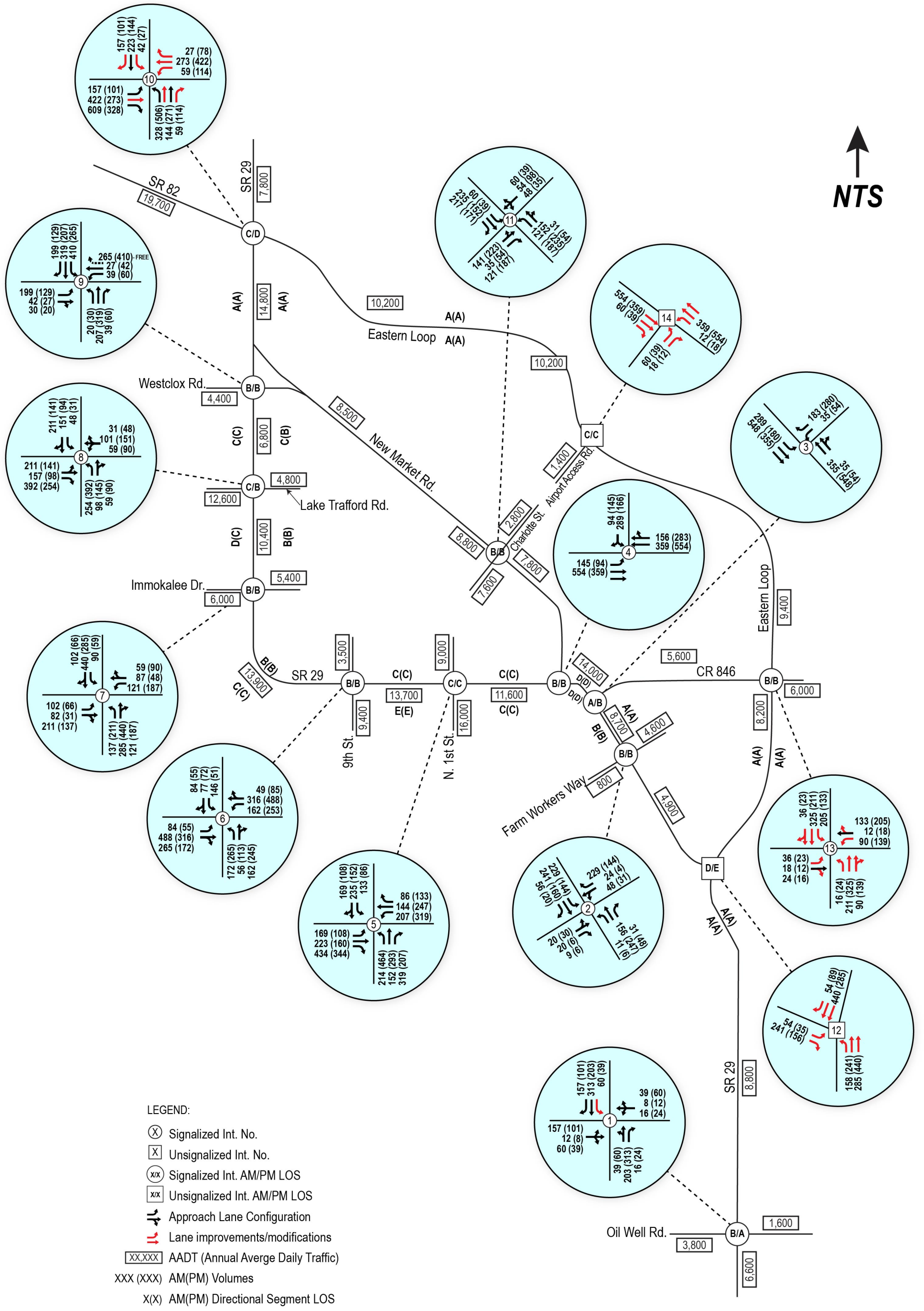
**Tables 4.13, 4.14 and 4.15** provide a summary of the intersection analysis results for year 2020, 2030 and 2040 traffic conditions, respectively. These results are also depicted on Figures 4.9, 4.10 and 4.11 for 2020, 2030 and 2040 traffic conditions, respectively. The improvements and/or modifications necessary to achieve the desired levels of service are also identified on these exhibits. It is important to note that the lane improvements and/or modifications shown on these figures in red arrows are in reference to the existing conditions. **Tables 4.16, 4.17 and 4.18** provide a summary of the arterial levels of service as obtained from Synchro for 2020, 2030 and 2040 traffic conditions. *Once again, the LOSs from arterial analyses that are based on segment speeds should not be compared to the LOSs from intersection analyses that are based on control delays at the intersections.* The Synchro analysis output sheets for intersections and roadway segments analyses are included in **Appendix E**.

Following are the highlights of the evaluation of Alternative 3:

- 1) The intersection of Oil Well Road and SR 29 would require a signal by 2020.
- 2) The existing unsignalized intersections along SR 29 at CR 846, New Market Road East, Westclox Road, and SR 82 would all require signalization by 2020.
- 3) The newly introduced Intersection #12 would require a signal sometime between 2020 and 2030. Intersection #13 would require signalization in the opening year 2020. However, the unsignalized Intersection #14 would continue to provide acceptable levels of service through the design year 2040 without the need for a signal.
- 4) The arterial analysis shows that certain sections of SR 29 will progressively experience congestion and would fail to provide the adopted LOS C. However, the through movements on SR 29 would operate at LOS D or better with the recommended improvements at the intersections.

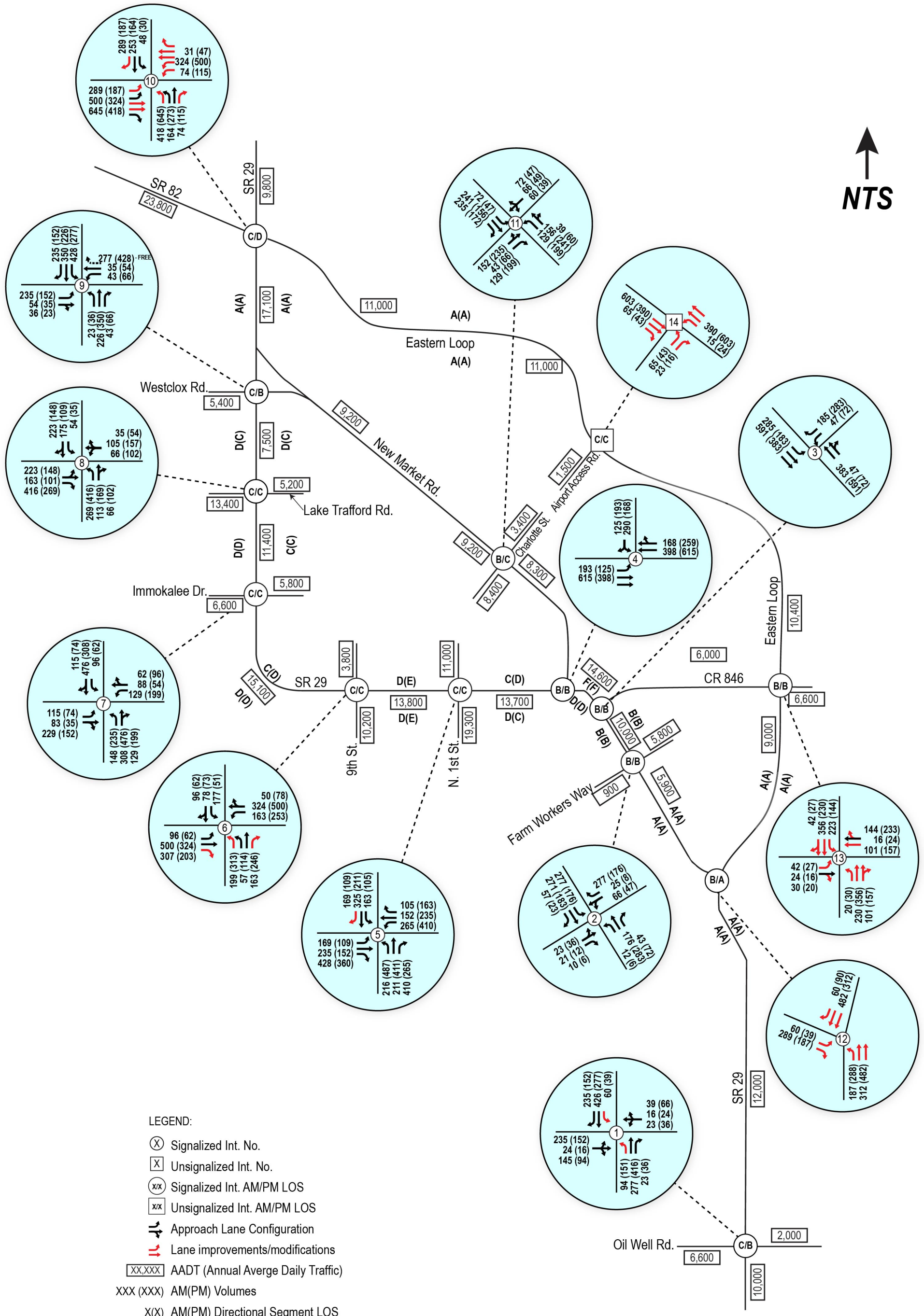
- 5) The arterial analysis shows that the Eastern Loop would operate at the adopted LOS C or better.
- 6) Of the total fourteen intersections within the study area under Alternative 3, none would require intersection lane improvements by 2020, 4 would require lane improvements by 2030, and 5 would require lane improvements by 2040 to provide acceptable operations at the intersections.
- 7) In 2040, appropriate number of receiving lanes would be required for the following turn movements:
  - triple northbound left turn lanes and the dual eastbound and westbound left turn lanes at the intersection of SR 29 and SR 82.
  - dual northbound left turn lanes at the intersection of SR 29 and North 9<sup>th</sup> Street.

**Figure 4.12** depicts the recommended 2040 intersection geometries and traffic controls necessary to provide acceptable operations at the intersections. This exhibit also depicts the approach speed limits that were used for the traffic analysis. It should be noted that some intersections and the through movements on SR 29 would not be able to achieve the adopted LOS C with the recommended improvements. However, the recommended improvements would provide LOS D or better for the through movements on SR 29 and the Eastern Loop. Any additional improvements would not be cost effective and therefore have not been recommended.



**FIGURE 4.9**  
2020 Alternative 3 - Eastern Loop  
AADTs, AM & PM Intersection Volumes and Levels of Service



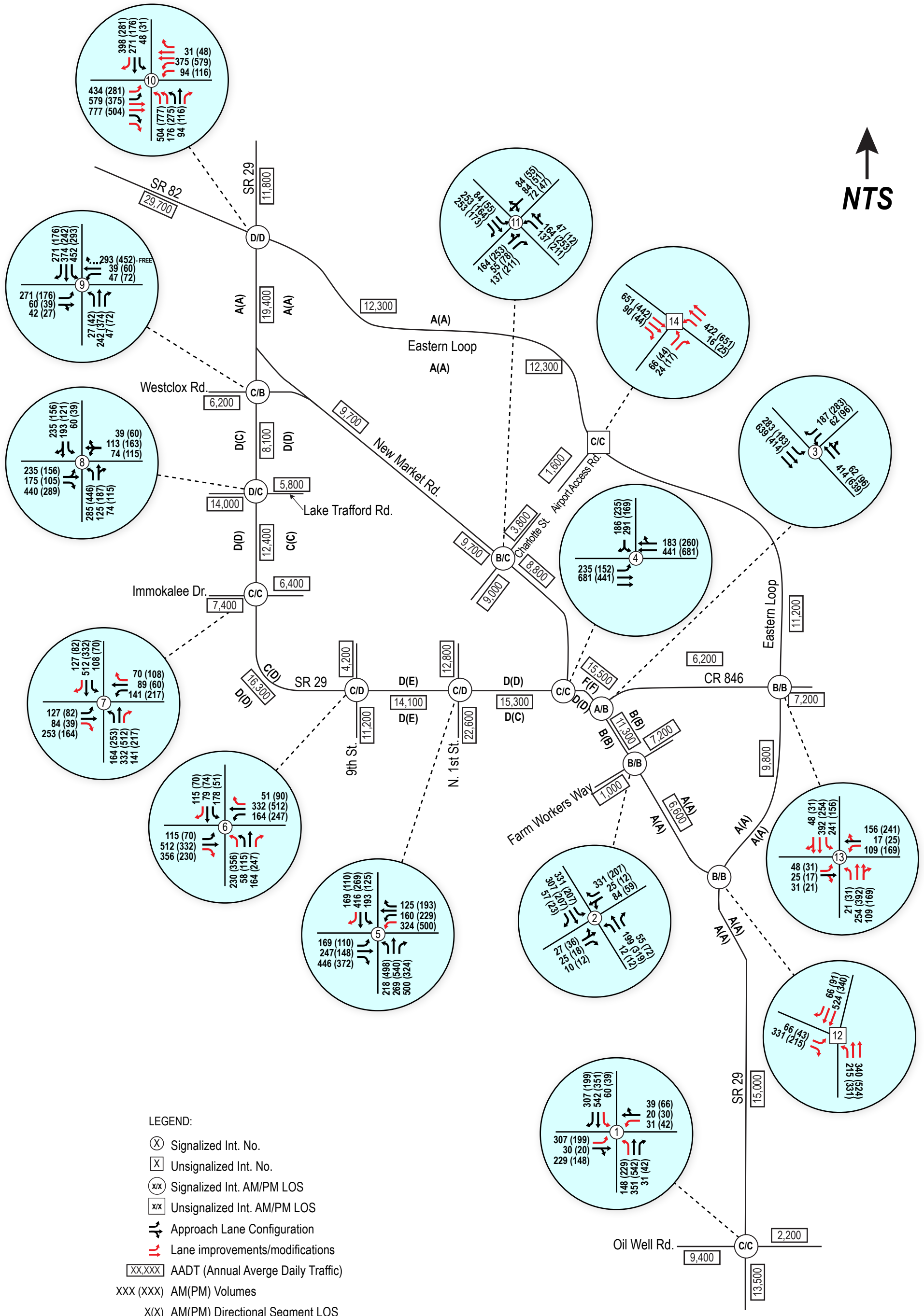


- LEGEND:
- (X) Signalized Int. No.
  - [X] Unsignalized Int. No.
  - (XX) Signalized Int. AM/PM LOS
  - [XX] Unsignalized Int. AM/PM LOS
  - ↔ Approach Lane Configuration
  - ↔ Lane improvements/modifications
  - XX,XXX AADT (Annual Average Daily Traffic)
  - XXX (XXX) AM(PM) Volumes
  - X(X) AM(PM) Directional Segment LOS

NOTE: Unsignalized Intersection LOS Reflects Minor Street Worst LOS.

FIGURE 4.10  
2030 Alternative 3 - Eastern Loop  
AADTs, AM & PM Intersection Volumes and Levels of Service





- LEGEND:
- ⊗ Signalized Int. No.
  - ⊠ Unsignalized Int. No.
  - ⊗x Signalized Int. AM/PM LOS
  - ⊠x Unsignalized Int. AM/PM LOS
  - ↔ Approach Lane Configuration
  - ↔ Lane improvements/modifications
  - ⓧ.xxx AADT (Annual Average Daily Traffic)
  - xxx (xxx) AM(PM) Volumes
  - x(x) AM(PM) Directional Segment LOS

NOTE: Unsignalized Intersection LOS Reflects Minor Street Worst LOS.

FIGURE 4.11  
2040 Alternative 3 - Eastern Loop  
AADTs, AM & PM Intersection Volumes and Levels of Service

**TABLE 4.13**  
**2020 Alternative 3 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 1 of 4

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Signalized)</b>											
EB	EBL	0.80	28.5	28.5	C	C	0.61	19.7	19.7	B	B
	EBT	0.80	28.5		C		B				
	EBR	0.80	28.5		C		B				
WB	WBL	0.10	11.0	11.0	B	B	0.17	13.4	13.4	B	B
	WBT	0.10	11.0		B		B				
	WBR	0.10	11.0		B		B				
NB	NBL	0.45	8.4	8.3	A	A	0.59	8.7	8.5	A	A
	NBT	0.45	8.4		A		A				
	NBR	0.01	6.4		A		A				
SB	SBL	0.14	6.9	7.8	A	A	0.09	5.6	6.0	A	A
	SBT	0.48	8.5		A		A				
	SBR	0.14	6.9		A		A				
<b>Intersection</b>		<b>0.60</b>	<b>12.5</b>		<b>B</b>		<b>0.60</b>	<b>9.8</b>		<b>A</b>	
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>											
EB	EBL	0.20	14.3	14.1	B	B	0.25	15.8	15.6	B	B
	EBT	0.20	14.3		B		B				
	EBR	0.01	13.4		B		B				
WB	WBL	0.35	15.2	14.3	B	B	0.20	15.6	15.0	B	B
	WBT	0.35	15.2		B		B				
	WBR	0.16	14.1		B		B				
NB	NBL	0.04	9.6	11.2	A	B	0.02	8.8	11.3	A	B
	NBT	0.37	11.5		B		B				
	NBR	0.02	10.0		B		B				
SB	SBL	0.53	9.4	9.8	A	A	0.33	7.1	7.9	A	A
	SBT	0.45	10.4		B		A				
	SBR	0.04	8.5		A		A				
<b>Intersection</b>		<b>0.40</b>	<b>11.5</b>		<b>B</b>		<b>0.42</b>	<b>11.0</b>		<b>B</b>	
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>											
EB	EBL	0.39	2.3	2.0	A	A	0.32	2.5	1.8	A	A
	EBT	0.26	1.8		A		A				
	EBR	-	-		-		-				
WB	WBL	-	-	14.9	-	B	-	-	12.2	-	B
	WBT	0.34	14.9		B		B				
	WBR	0.34	14.9		B		B				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.19	28.4	28.3	C	C	0.29	32.8	32.6	C	C
	SBT	-	-		-		-				
	SBR	0.16	28.3		C		C				
<b>Intersection</b>		<b>0.35</b>	<b>9.4</b>		<b>A</b>		<b>0.35</b>	<b>13.0</b>		<b>B</b>	
<b>04. SR 29 @ New Market Road E (Signalized)</b>											
EB	EBL	0.36	10.1	9.1	B	A	0.31	11.6	6.9	B	A
	EBT	0.36	8.8		A		A				
	EBR	-	-		-		-				
WB	WBL	-	-	9.0	-	A	-	-	9.1	-	A
	WBT	0.48	9.0		A		A				
	WBR	0.48	9.0		A		A				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.83	32.9	32.9	C	C	0.79	38.8	38.8	D	D
	SBT	-	-		-		-				
	SBR	0.83	32.9		C		C				
<b>Intersection</b>		<b>0.57</b>	<b>14.8</b>		<b>B</b>		<b>0.59</b>	<b>14.3</b>		<b>B</b>	

**TABLE 4.13**  
**2020 Alternative 3 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 4

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>											
EB	EBL	0.40	20.5	29.3	C	C	0.41	23.7	33.1	C	C
	EBT	0.56	25.9		C		0.47	30.0		C	
	EBR	0.36	34.4		C		0.28	37.5		D	
WB	WBL	0.59	13.5	10.9	B	B	0.74	18.3	18.6	B	B
	WBT	0.37	12.3		B		0.61	22.9		C	
	WBR	0.06	2.2		A		0.10	11.5		B	
NB	NBL	0.79	29.4	21.8	C	C	0.92	36.2	27.2	D	C
	NBT	0.31	18.8		B		0.51	20.2		C	
	NBR	0.23	18.2		B		0.15	16.9		B	
SB	SBL	0.30	16.0	31.1	B	C	0.30	23.9	37.8	C	D
	SBT	0.84	36.1		D		0.78	42.4		D	
	SBR	0.84	36.1		D		0.78	42.4		D	
<b>Intersection</b>		<b>0.69</b>	<b>24.4</b>		<b>C</b>		<b>0.82</b>	<b>27.7</b>		<b>C</b>	
<b>06. SR 29 @ 9th Street (Signalized)</b>											
EB	EBL	0.15	6.0	14.6	A	B	0.18	9.1	12.3	A	B
	EBT	0.78	15.5		B		0.54	12.7		B	
	EBR	0.78	15.5		B		0.54	12.7		B	
WB	WBL	0.67	14.2	6.5	B	A	0.67	12.9	10.2	B	B
	WBT	0.36	3.1		A		0.63	9.0		A	
	WBR	0.36	3.1		A		0.63	9.0		A	
NB	NBL	0.78	40.8	31.5	D	C	0.86	46.8	37.2	D	D
	NBT	0.31	24.2		C		0.68	30.2		C	
	NBR	0.31	24.2		C		0.68	30.2		C	
SB	SBL	0.82	50.5	36.8	D	D	0.37	25.1	23.3	C	C
	SBT	0.34	24.4		C		0.21	22.6		C	
	SBR	0.34	24.4		C		0.21	22.6		C	
<b>Intersection</b>		<b>0.79</b>	<b>19.0</b>		<b>B</b>		<b>0.73</b>	<b>19.6</b>		<b>B</b>	
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>											
EB	EBL	0.38	14.3	14.0	B	B	0.26	15.5	15.1	B	B
	EBT	0.37	13.9		B		0.18	14.9		B	
	EBR	0.37	13.9		B		0.18	14.9		B	
WB	WBL	0.51	15.7	14.3	B	B	0.66	22.3	19.2	C	B
	WBT	0.25	13.2		B		0.18	14.9		B	
	WBR	0.25	13.2		B		0.18	14.9		B	
NB	NBL	0.54	10.5	9.9	B	A	0.47	8.8	15.2	A	B
	NBT	0.57	9.7		A		0.82	17.3		B	
	NBR	0.57	9.7		A		0.82	17.3		B	
SB	SBL	0.50	7.6	12.6	A	B	0.26	7.7	8.2	A	A
	SBT	0.74	13.5		B		0.43	8.2		A	
	SBR	0.74	13.5		B		0.43	8.2		A	
<b>Intersection</b>		<b>0.66</b>	<b>12.4</b>		<b>B</b>		<b>0.77</b>	<b>14.3</b>		<b>B</b>	
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>											
EB	EBL	0.87	34.1	23.5	C	C	0.74	23.3	17.8	C	B
	EBT	0.87	34.1		C		0.74	23.3		C	
	EBR	0.27	13.6		B		0.17	12.7		B	
WB	WBL	0.41	14.7	14.7	B	B	0.66	18.4	18.4	B	B
	WBT	0.41	14.7		B		0.66	18.4		B	
	WBR	0.41	14.7		B		0.66	18.4		B	
NB	NBL	0.81	26.2	20.3	C	C	0.83	21.7	17.0	C	B
	NBT	0.19	10.7		B		0.29	9.1		A	
	NBR	0.19	10.7		B		0.29	9.1		A	
SB	SBL	0.17	17.7	27.8	B	C	0.15	17.1	18.9	B	B
	SBT	0.77	29.1		C		0.48	19.2		B	
	SBR	0.77	29.1		C		0.48	19.2		B	
<b>Intersection</b>		<b>0.79</b>	<b>22.8</b>		<b>C</b>		<b>0.74</b>	<b>17.8</b>		<b>B</b>	

**TABLE 4.13**  
**2020 Alternative 3 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 4

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Signalized)</b>											
EB	EBL	0.82	40.3	34.4	D	C	0.74	37.3	32.8	D	C
	EBT	0.14	18.3		B		0.12	20.3		C	
	EBR	0.14	18.3		B		0.12	20.3		C	
WB	WBL	0.14	18.3	18.2	B	B	0.29	21.4	21.0	C	C
	WBT	0.07	17.9		B		0.15	20.5		C	
	WBR	-	-		-		-	-		-	
NB	NBL	0.07	14.5	17.6	B	B	0.07	10.3	15.1	B	B
	NBT	0.52	18.4		B		0.62	16.3		B	
	NBR	0.03	14.9		B		0.04	11.1		B	
SB	SBL	0.77	14.6	12.4	B	B	0.54	7.0	7.7	A	A
	SBT	0.43	11.4		B		0.26	8.6		A	
	SBR	0.14	9.5		A		0.09	7.8		A	
<b>Intersection</b>		<b>0.76</b>	<b>17.5</b>		<b>B</b>		<b>0.65</b>	<b>14.5</b>		<b>B</b>	
<b>10. SR 29 @ SR 82 (Signalized)</b>											
EB	EBL	0.60	22.4	32.2	C	C	0.70	39.7	23.9	D	C
	EBT	0.96	56.1		E		0.64	30.9		C	
	EBR	0.61	18.2		B		0.20	13.1		B	
WB	WBL	0.42	23	29.1	C	C	0.45	22.1	44.8	C	D
	WBT	0.71	31.2		C		0.93	55.2		E	
	WBR	0.02	21.1		C		0.06	22.1		C	
NB	NBL	0.90	55.0	41.4	E	D	0.92	53.0	39.2	D	D
	NBT	0.32	19.9		B		0.51	22.1		C	
	NBR	0.05	17.9		B		0.09	18.1		B	
SB	SBL	0.65	53.8	30.1	D	C	0.74	96.8	37.9	F	D
	SBT	0.65	30.4		C		0.50	33.0		C	
	SBR	0.12	23.2		C		0.08	29.2		C	
<b>Intersection</b>		<b>0.86</b>	<b>33.4</b>		<b>C</b>		<b>0.70</b>	<b>36.1</b>		<b>D</b>	
<b>11. SR 29 @ Charlotte Street (Signalized)</b>											
EB	EBL	0.72	22.6	18.2	C	B	0.79	26.0	20.5	C	C
	EBT	0.72	22.6		C		0.79	26.0		C	
	EBR	0.10	11.8		B		0.16	12.3		B	
WB	WBL	0.41	13.4	13.4	B	B	0.35	13.5	13.5	B	B
	WBT	0.41	13.4		B		0.35	13.5		B	
	WBR	0.41	13.4		B		0.35	13.5		B	
NB	NBL	0.35	8.8	11.0	A	B	0.50	11.5	15.2	B	B
	NBT	0.44	12.4		B		0.62	17.5		B	
	NBR	0.44	12.4		B		0.62	17.5		B	
SB	SBL	0.15	9.6	13.4	A	B	0.12	13.5	15.6	B	B
	SBT	0.61	15.8		B		0.38	16.6		B	
	SBR	0.16	11.8		B		0.13	15.1		B	
<b>Intersection</b>		<b>0.61</b>	<b>13.9</b>		<b>B</b>		<b>0.69</b>	<b>16.7</b>		<b>B</b>	
<b>12. SR 29 @ Eastern Loop South (Unsignalized)</b>											
EB	EBL	0.32	33.2	16.6	D	C	0.26	37.9	15.5	E	C
	EBT	-	-		-		-	-		-	
	EBR	0.36	12.8		B		0.21	10.5		B	
WB	WBL	-	-	-	-	-	-	-	-	-	-
	WBT	-	-		-		-	-		-	
	WBR	-	-		-		-	-		-	
NB	NBL	0.18	9.7	3.4	A	A	0.25	9.5	3.4	A	A
	NBT	0.09	0.0		A		0.14	0.0		A	
	NBR	-	-		-		-	-		-	
SB	SBL	-	-	0.0	-	A	-	-	0.0	-	A
	SBT	0.14	0.0		A		0.09	0.0		A	
	SBR	0.03	0.0		A		0.06	0.0		A	
<b>Intersection</b>		<b>0.34</b>	<b>5.2</b>		<b>A</b>		<b>0.35</b>	<b>4.2</b>		<b>A</b>	

**TABLE 4.13**  
**2020 Alternative 3 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

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	Movt.	AM Peak					PM Peak					
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		
			Movt	App	Movt	App		Movt	App	Movt	App	
<b>13. CR 846 @ Eastern Loop (Signalized)</b>												
EB	EBL	0.23	17.6	17.2	B	B	0.12	16.0	15.8	B	B	
	EBT	0.10	16.8		B		0.05	15.6		B		
	EBR	0.10	16.8		B		0.05	15.6		B		
WB	WBL	0.52	20.4	18.3	C	B	0.58	20.7	18.1	C	B	
	WBT	0.16	17.1		B		0.22	16.5		B		
	WBR	0.16	17.1		B		0.22	16.5		B		
NB	NBL	0.05	8.9	10.1	A	B	0.07	10.4	12.5	B	B	
	NBT	0.24	10.2		B		0.41	12.6		B		
	NBR	0.24	10.2		B		0.41	12.6		B		
SB	SBL	0.48	7.1	7.9	A	A	0.37	8.0	8.9	A	A	
	SBT	0.28	8.4		A		0.19	9.5		A		
	SBR	0.28	8.4		A		0.19	9.5		A		
<b>Intersection</b>		<b>0.54</b>	<b>11.1</b>		<b>B</b>		<b>0.48</b>	<b>13.2</b>		<b>B</b>		
<b>14. Eastern Loop @ Airport Access Road (Unsignalized)</b>												
EB	EBL	0.23	19.0	19.0	C	C	0.13	15.9	15.9	C	C	
	EBT	-	-		-		-	-		-		-
	EBR	0.00	0.0		A		0.00	0.0		A		
WB	WBL	-	-	-	-	-	-	-	-	-	-	
	WBT	-	-		-		-	-		-		
	WBR	-	-		-		-	-		-		
NB	NBL	0.02	9.4	0.3	A	A	0.02	8.5	0.3	A	A	
	NBT	0.11	0.0		A		0.18	0.0		A		
	NBR	-	-		-		-	-		-		
SB	SBL	-	-	0.0	-	A	-	-	0.0	-	A	
	SBT	0.18	0.0		A		0.11	0.0		A		
	SBR	0.04	0.0		A		0.02	0.0		A		
<b>Intersection</b>		<b>0.25</b>	<b>1.5</b>		<b>A</b>		<b>0.25</b>	<b>0.9</b>		<b>A</b>		

(1) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.

**TABLE 4.14**  
**2030 Alternative 3 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 1 of 4

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Signalized)</b>											
EB	EBL	0.90	34.6	34.6	C	C	0.80	28.7	28.7	C	C
	EBT	0.90	34.6		C		C				
	EBR	0.90	34.6		C		C				
WB	WBL	0.09	9.3	9.3	A	A	0.19	11.8	11.8	B	B
	WBT	0.09	9.3		A		B				
	WBR	0.09	9.3		A		B				
NB	NBL	0.55	19.4	17.9	B	B	0.39	9.7	12.9	A	B
	NBT	0.59	17.8		B		B				
	NBR	0.02	12.9		B		A				
SB	SBL	0.19	14.0	22.0	B	C	0.12	8.2	9.1	A	A
	SBT	0.82	27.4		C		A				
	SBR	0.21	14.1		B		A				
<b>Intersection</b>		<b>0.87</b>	<b>23.5</b>		<b>C</b>		<b>0.75</b>	<b>14.4</b>		<b>B</b>	
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>											
EB	EBL	0.15	13.1	13.0	B	B	0.31	16.3	16.1	B	B
	EBT	0.15	13.1		B		B				
	EBR	0.01	12.5		B		B				
WB	WBL	0.31	14.0	13.5	B	B	0.34	16.4	15.4	B	B
	WBT	0.31	14.0		B		B				
	WBR	0.20	13.3		B		B				
NB	NBL	0.04	11.3	13.2	B	B	0.02	8.7	11.5	A	B
	NBT	0.44	13.8		B		B				
	NBR	0.03	11.7		B		A				
SB	SBL	0.70	16.0	14.1	B	B	0.41	7.5	8.3	A	A
	SBT	0.54	13.1		B		A				
	SBR	0.04	10.2		B		A				
<b>Intersection</b>		<b>0.47</b>	<b>13.7</b>		<b>B</b>		<b>0.49</b>	<b>11.4</b>		<b>B</b>	
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>											
EB	EBL	0.38	2.3	2.1	A	A	0.38	4.0	2.9	A	A
	EBT	0.27	2.0		A		A				
	EBR	-	-		-		-				
WB	WBL	-	-	15.4	-	B	-	-	10.9	-	B
	WBT	0.35	15.4		B		B				
	WBR	0.35	15.4		B		B				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.28	33.7	33.1	C	C	0.40	38.1	37.2	D	D
	SBT	-	-		-		-				
	SBR	0.16	32.9		C		D				
<b>Intersection</b>		<b>0.36</b>	<b>10.5</b>		<b>B</b>		<b>0.41</b>	<b>13.9</b>		<b>B</b>	
<b>04. SR 29 @ New Market Road E (Signalized)</b>											
EB	EBL	0.48	15.8	11.9	B	B	0.44	11.9	8.1	B	A
	EBT	0.40	10.6		B		A				
	EBR	-	-		-		-				
WB	WBL	-	-	13.5	-	B	-	-	15.2	-	B
	WBT	0.56	13.5		B		B				
	WBR	0.56	13.5		B		B				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.85	37.6	37.6	D	D	0.85	47.1	47.1	D	D
	SBT	-	-		-		-				
	SBR	0.85	37.6		D		D				
<b>Intersection</b>		<b>0.63</b>	<b>18.4</b>		<b>B</b>		<b>0.72</b>	<b>19.6</b>		<b>B</b>	

**TABLE 4.14**  
**2030 Alternative 3 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 4

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>											
EB	EBL	0.35	9.0	16.6	A	B	0.33	18.0	32.7	B	C
	EBT	0.47	15.9		B		0.47	27.2		C	
	EBR	0.47	20.0		C		0.30	39.4		D	
WB	WBL	0.62	9.7	7.6	A	A	0.97	40.2	28.0	D	C
	WBT	0.29	8.2		A		0.55	21.6		C	
	WBR	0.08	1.4		A		0.12	6.6		A	
NB	NBL	0.79	34.7	28.0	C	C	0.89	34.1	28.0	C	C
	NBT	0.54	27.5		C		0.69	26.7		C	
	NBR	0.29	24.8		C		0.19	18.8		B	
SB	SBL	0.44	20.4	31.3	C	C	0.43	29.0	36.1	C	D
	SBT	0.83	41.0		D		0.72	42.5		D	
	SBR	0.12	23.4		C		0.08	30.5		C	
<b>Intersection</b>		<b>0.65</b>	<b>21.7</b>		<b>C</b>		<b>0.86</b>	<b>30.1</b>		<b>C</b>	
<b>06. SR 29 @ 9th Street (Signalized)</b>											
EB	EBL	0.25	17.3	22.3	B	C	0.22	21.2	24.8	C	C
	EBT	0.76	27.4		C		0.59	28.2		C	
	EBR	0.22	15.5		B		0.14	20.5		C	
WB	WBL	0.52	27.2	19.3	C	B	0.64	14.0	18.9	B	B
	WBT	0.54	15.9		B		0.78	21.1		C	
	WBR	0.54	15.9		B		0.78	21.1		C	
NB	NBL	0.85	59.9	44.1	E	D	0.91	64.6	42.8	E	D
	NBT	0.25	30.5		C		0.25	24.2		C	
	NBR	0.12	29.7		C		0.18	23.6		C	
SB	SBL	0.65	34.0	34.5	C	C	0.36	37.8	39.0	D	D
	SBT	0.55	35.0		D		0.52	39.5		D	
	SBR	0.55	35.0		D		0.52	39.5		D	
<b>Intersection</b>		<b>0.66</b>	<b>27.6</b>		<b>C</b>		<b>0.71</b>	<b>29.1</b>		<b>C</b>	
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>											
EB	EBL	0.46	24.4	24.6	C	C	0.31	26.0	25.2	C	C
	EBT	0.52	24.7		C		0.20	24.9		C	
	EBR	0.52	24.7		C		0.20	24.9		C	
WB	WBL	0.84	55.1	37.6	E	D	0.83	48.4	38.4	D	D
	WBT	0.30	22.5		C		0.23	25.1		C	
	WBR	0.30	2.5		A		0.23	25.1		C	
NB	NBL	0.59	15.5	16.5	B	B	0.49	9.8	27.2	A	C
	NBT	0.63	16.8		B		0.91	33.2		C	
	NBR	0.63	16.8		B		0.91	33.2		C	
SB	SBL	0.27	11.0	24.7	B	C	0.30	15.5	19.9	B	B
	SBT	0.85	27.0		C		0.60	20.7		C	
	SBR	0.85	27.0		C		0.60	20.7		C	
<b>Intersection</b>		<b>0.83</b>	<b>24.1</b>		<b>C</b>		<b>0.89</b>	<b>27.3</b>		<b>C</b>	
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>											
EB	EBL	0.88	38.2	26.4	D	C	0.76	24.9	18.5	C	B
	EBT	0.88	38.2		D		0.76	24.9		C	
	EBR	0.29	15.4		B		0.18	12.6		B	
WB	WBL	0.44	17.0	17.0	B	B	0.71	20.0	20.0	C	C
	WBT	0.44	17.0		B		0.71	20.0		C	
	WBR	0.44	17.0		B		0.71	20.0		C	
NB	NBL	0.92	48.6	34.3	D	C	0.96	44.5	30.8	D	C
	NBT	0.23	12.9		B		0.35	9.9		A	
	NBR	0.23	12.9		B		0.35	9.9		A	
SB	SBL	0.18	20.1	33.7	C	C	0.16	16.8	19.5	B	B
	SBT	0.82	35.6		D		0.55	19.9		B	
	SBR	0.82	35.6		D		0.55	19.9		B	
<b>Intersection</b>		<b>0.86</b>	<b>29.0</b>		<b>C</b>		<b>0.81</b>	<b>23.6</b>		<b>C</b>	



**TABLE 4.14**  
**2030 Alternative 3 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 4

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Signalized)</b>											
EB	EBL	0.89	49.6	41.0	D	D	0.85	50.0	41.8	D	D
	EBT	0.16	18.8		B		0.14	20.2		C	
	EBR	0.16	18.8		B		0.14	20.2		C	
WB	WBL	0.14	18.7	18.6	B	B	0.30	21.3	20.9	C	C
	WBT	0.08	18.3		B		0.19	20.4		C	
	WBR	-	-		-		-	-		-	
NB	NBL	0.08	16.1	21.3	B	C	0.08	10.4	16.2	B	B
	NBT	0.60	22.7		C		0.67	17.8		B	
	NBR	0.03	17.0		B		0.05	11.1		B	
SB	SBL	0.83	19.5	15.3	B	B	0.61	8.8	8.7	A	A
	SBT	0.48	13.2		B		0.28	9.0		A	
	SBR	0.16	10.9		B		0.10	8.1		A	
<b>Intersection</b>		<b>0.82</b>	<b>21.4</b>		<b>C</b>		<b>0.73</b>	<b>16.9</b>		<b>B</b>	
<b>10. SR 29 @ SR 82 (Signalized)</b>											
EB	EBL	0.90	60.2	32.7	E	C	1.06	118.5	41.7	F	D
	EBT	0.67	28.4		C		0.58	30.7		C	
	EBR	0.76	23.7		C		0.38	15.8		B	
WB	WBL	0.67	51.6	34.6	D	C	0.66	44.7	45.2	D	D
	WBT	0.61	31.5		C		0.89	47.1		D	
	WBR	0.02	26.5		C		0.04	26.3		C	
NB	NBL	0.93	57.9	43.7	E	D	1.00	65.7	47.2	E	D
	NBT	0.32	19.3		B		0.45	17.4		B	
	NBR	0.06	17.2		B		0.09	14.3		B	
SB	SBL	0.66	55.1	32.1	E	C	0.73	84.8	32.6	F	C
	SBT	0.72	34.2		C		0.53	29.7		C	
	SBR	0.40	26.5		C		0.20	26.6		C	
<b>Intersection</b>		<b>0.82</b>	<b>35.2</b>		<b>D</b>		<b>0.84</b>	<b>43.2</b>		<b>D</b>	
<b>11. SR 29 @ Charlotte Street (Signalized)</b>											
EB	EBL	0.81	32.7	25.2	C	C	0.89	40.5	29.6	D	C
	EBT	0.81	32.7		C		0.89	40.5		D	
	EBR	0.11	13.9		B		0.17	13.2		B	
WB	WBL	0.56	17.7	17.7	B	B	0.25	13.7	13.7	B	B
	WBT	0.56	17.7		B		0.25	13.7		B	
	WBR	0.56	17.7		B		0.25	13.7		B	
NB	NBL	0.33	8.2	10.1	A	B	0.51	11.6	16.1	B	B
	NBT	0.37	11.3		B		0.64	19.1		B	
	NBR	0.37	11.3		B		0.64	19.1		B	
SB	SBL	0.16	8.9	11.6	A	B	0.13	13.2	15.9	B	B
	SBT	0.48	12.9		B		0.38	17.1		B	
	SBR	0.18	11.1		B		0.13	15.6		B	
<b>Intersection</b>		<b>0.58</b>	<b>15.3</b>		<b>B</b>		<b>0.75</b>	<b>20.3</b>		<b>C</b>	
<b>12. SR 29 @ Eastern Loop South (Signalized)</b>											
EB	EBL	0.22	15.5	15.5	B	B	0.21	17.8	17.6	B	B
	EBT	-	-		-		-	-		-	
	EBR	0.23	15.5		B		0.15	17.6		B	
WB	WBL	-	-	-	-	-	-	-	-	-	-
	WBT	-	-		-		-	-		-	
	WBR	-	-		-		-	-		-	
NB	NBL	0.54	7.5	6.1	A	A	0.55	6.1	5.0	A	A
	NBT	0.20	5.3		A		0.28	4.3		A	
	NBR	-	-		-		-	-		-	
SB	SBL	-	-	12.6	-	B	-	-	14.5	-	B
	SBT	0.53	12.9		B		0.45	14.9		B	
	SBR	0.05	10.4		B		0.07	13.2		B	
<b>Intersection</b>		<b>0.42</b>	<b>11.0</b>		<b>B</b>		<b>0.45</b>	<b>9.8</b>		<b>A</b>	

**TABLE 4.14**  
**2030 Alternative 3 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 4 of 4

	Movt.	AM Peak					PM Peak					
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		
			Movt	App	Movt	App		Movt	App	Movt	App	
<b>13. CR 846 @ Eastern Loop (Signalized)</b>												
EB	EBL	0.27	18.0	17.5	B	B	0.14	15.1	14.9	B	B	
	EBT	0.13	17.1		B		0.06	14.7		B		
	EBR	0.13	17.1		B		0.06	14.7		B		
WB	WBL	0.57	22.2	19.2	C	B	0.60	20.1	17.4	C	B	
	WBT	0.18	17.4		B		0.25	15.7		B		
	WBR	0.18	17.4		B		0.25	15.7		B		
NB	NBL	0.07	9.1	10.3	A	B	0.09	10.7	13.6	B	B	
	NBT	0.26	10.3		B		0.49	13.8		B		
	NBR	0.26	10.3		B		0.49	13.8		B		
SB	SBL	0.53	7.7	8.3	A	A	0.45	9.4	10.2	A	B	
	SBT	0.31	8.6		A		0.23	10.7		B		
	SBR	0.31	8.6		A		0.23	10.7		B		
<b>Intersection</b>		<b>0.60</b>	<b>11.6</b>		<b>B</b>		<b>0.45</b>	<b>13.8</b>		<b>B</b>		
<b>14. Eastern Loop @ Airport Access Road (Unsignalized)</b>												
EB	EBL	0.28	21.3	21.3	C	C	0.16	17.2	17.2	C	C	
	EBT	-	-		-		-	-		-		-
	EBR	0.00	0.0		A		0.00	0.0		A		
WB	WBL	-	-	-	-	-	-	-	-	-	-	
	WBT	-	-		-		-	-		-		
	WBR	-	-		-		-	-		-		
NB	NBL	0.02	9.6	0.4	A	A	0.03	8.7	0.3	A	A	
	NBT	0.12	0.0		A		0.19	0.0		A		
	NBR	-	-		-		-	-		-		
SB	SBL	-	-	0.0	-	A	-	-	0.0	-	A	
	SBT	0.19	0.0		A		0.12	0.0		A		
	SBR	0.04	0.0		A		0.03	0.0		A		
<b>Intersection</b>		<b>0.27</b>	<b>1.7</b>		<b>A</b>		<b>0.27</b>	<b>1.1</b>		<b>A</b>		

(1) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.

**TABLE 4.15**  
**2040 Alternative 3 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 1 of 4

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Signalized)</b>													
EB	EBL	#318	0.94	57.4	41.2	E	D	#204	0.84	45.8	34.6	D	C
	EBT	86	0.38	21.9		C		63	0.27	21.5		C	
	EBR		0.38	21.9		C			0.27	21.5		C	
WB	WBL	33	0.13	19.6	19.3	B	B	42	0.18	20.7	20.4	C	C
	WBT	34	0.07	19.1		B		48	0.13	20.3		C	
	WBR		0.07	19.1		B			0.13	20.3		C	
NB	NBL	#94	0.69	23.9	20.1	C	C	79	0.53	8.9	19.8	A	B
	NBT	239	0.61	19.2		B		#409	0.85	25.2		C	
	NBR	16	0.02	13.2		B		16	0.03	9.6		A	
SB	SBL	33	0.16	12.6	26.2	B	C	17	0.14	12.2	16.7	B	B
	SBT	#458	0.88	33.7		C		208	0.62	18.8		B	
	SBR	48	0.28	15.6		B		38	0.18	14.0		B	
<b>Intersection</b>			<b>0.89</b>		<b>28.4</b>		<b>C</b>		<b>0.87</b>		<b>21.7</b>		<b>C</b>
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>													
EB	EBL		0.20	17.1	16.9	B	B		0.28	19.1	18.8	B	B
	EBT	40	0.20	17.1		B		42	0.28	19.1		B	
	EBR	10	0.01	16.0		B		11	0.01	17.5		B	
WB	WBL		0.44	18.8	17.6	B	B		0.35	19.6	18.6	B	B
	WBT	74	0.44	18.8		B		52	0.35	19.6		B	
	WBR	55	0.23	17.2		B		45	0.15	18.2		B	
NB	NBL	8	0.05	14.3	17.3	B	B	8	0.03	9.4	12.5	A	B
	NBT	121	0.54	18.2		B		167	0.54	13.2		B	
	NBR	23	0.04	14.8		B		22	0.05	9.9		A	
SB	SBL	120	0.59	8.5	9.7	A	A	68	0.43	7.2	8.1	A	A
	SBT	164	0.46	11.2		B		103	0.29	9.0		A	
	SBR	20	0.04	8.8		A		13	0.02	7.7		A	
<b>Intersection</b>			<b>0.51</b>		<b>13.8</b>		<b>B</b>		<b>0.60</b>		<b>12.6</b>		<b>B</b>
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>													
EB	EBL	m37	0.42	2.9	2.3	A	A	m31	0.35	5.3	3.2	A	A
	EBT	m40	0.31	1.9		A		m33	0.19	2.2		A	
	EBR	-	-	-		-		-	-	-		-	
WB	WBL	-	-	-	14.5	-	B	-	-	-	14.8	-	B
	WBT	125	0.39	14.5		B		227	0.50	14.8		B	
	WBR		0.39	14.5		B			0.50	14.8		B	
NB	NBL	-	-	-	-	-	-	-	-	-	-	-	-
	NBT	-	-	-		-		-	-	-		-	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	57	0.32	28.8	28.1	C	C	97	0.48	38.2	36.6	D	D
	SBT	-	-	-		-		-	-	-		-	
	SBR	51	0.16	27.8		C		74	0.24	36.1		D	
<b>Intersection</b>			<b>0.40</b>		<b>9.7</b>		<b>A</b>		<b>0.44</b>		<b>15.6</b>		<b>B</b>
<b>04. SR 29 @ New Market Road E (Signalized)</b>													
EB	EBL	m#142	0.79	21.1	13.6	C	B	m86	0.52	23.5	13.2	C	B
	EBT	123	0.48	11.0		B		108	0.25	9.6		A	
	EBR	-	-	-		-		-	-	-		-	
WB	WBL	-	-	-	19.4	-	B	-	-	-	16.5	-	B
	WBT	#212	0.76	19.4		B		127	0.77	16.5		B	
	WBR		0.76	19.4		B			0.77	16.5		B	
NB	NBL	-	-	-	-	-	-	-	-	-	-	-	-
	NBT	-	-	-		-		-	-	-		-	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	#360	0.91	40.3	40.3	D	D	#357	0.89	51.1	51.1	D	D
	SBT	-	-	-		-		-	-	-		-	
	SBR	#360	0.91	40.3		D		#357	0.89	51.1		D	
<b>Intersection</b>			<b>0.80</b>		<b>21.7</b>		<b>C</b>		<b>0.73</b>		<b>22.7</b>		<b>C</b>

**TABLE 4.15**  
**2040 Alternative 3 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 4

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>													
EB	EBL	m45	0.41	10.7	23.1	B	C	91	0.41	22.3	34.4	C	C
	EBT	m113	0.64	21.7		C		128	0.49	27.3		C	
	EBR	m#106	0.83	28.7		C		113	0.31	40.7		D	
WB	WBL	m#110	0.93	40.9	32.0	D	C	m#246	0.99	51.2	34.0	D	C
	WBT	m87	0.38	18.2		B		m114	0.55	17.6		B	
	WBR	m31	0.09	26.7		C		m13	0.14	9.2		A	
NB	NBL	#163	0.92	53.9	30.4	D	C	#445	1.06	77.3	56.3	E	E
	NBT	189	0.63	25.3		C		#542	0.97	58.4		E	
	NBR	139	0.52	22.9		C		56	0.23	20.6		C	
SB	SBL	98	0.54	18.1	40.5	B	D	#82	0.65	33.0	39.1	C	D
	SBT	#368	0.97	59.6		E		#290	0.81	46.3		D	
	SBR	43	0.12	19.3		B		44	0.08	28.6		C	
<b>Intersection</b>			<b>0.90</b>		<b>31.2</b>		<b>C</b>		<b>0.88</b>		<b>43.7</b>		<b>D</b>
<b>06. SR 29 @ 9th Street (Signalized)</b>													
EB	EBL	53	0.32	17.2	27.9	B	C	42	0.29	26.9	21.6	C	C
	EBT	#412	0.89	38.3		D		257	0.53	23.3		C	
	EBR	52	0.25	16.3		B		48	0.16	17.7		B	
WB	WBL	m#52	0.58	21.3	16.0	C	B	m110	0.46	13.7	15.4	B	B
	WBT	m127	0.52	14.5		B		m305	0.68	16.4		B	
	WBR	m5	0.04	8.7		A		m18	0.06	14.3		B	
NB	NBL	#128	0.71	37.0	32.0	D	C	#190	0.86	53.7	42.6	D	D
	NBT	56	0.27	27.5		C		110	0.40	32.9		C	
	NBR	49	0.12	26.6		C		61	0.18	31.0		C	
SB	SBL	112	0.72	35.4	32.2	D	C	47	0.31	36.5	38.6	D	D
	SBT	70	0.43	30.7		C		84	0.48	41.1		D	
	SBR	41	0.08	28.3		C		38	0.05	37.6		D	
<b>Intersection</b>			<b>0.71</b>		<b>26.6</b>		<b>C</b>		<b>0.60</b>		<b>27.1</b>		<b>C</b>
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>													
EB	EBL	87	0.61	29.6	27.3	C	C	61	0.38	24.7	25.3	C	C
	EBT	74	0.38	27.4		C		42	0.17	25.8		C	
	EBR	58	0.18	26.0		C		50	0.11	25.5		C	
WB	WBL	94	0.60	28.5	27.4	C	C	#184	0.80	39.1	32.9	D	C
	WBT	78	0.38	27.4		C		58	0.23	25.4		C	
	WBR	32	0.05	25.3		C		41	0.07	24.5		C	
NB	NBL	#95	0.60	15.2	14.5	B	B	105	0.60	12.4	20.2	B	C
	NBT	212	0.52	15.2		B		#395	0.83	27.0		C	
	NBR	35	0.12	12.1		B		40	0.18	13.3		B	
SB	SBL	52	0.27	11.5	20.7	B	C	34	0.29	15.0	19.9	B	B
	SBT	#412	0.81	24.6		C		217	0.65	22.0		C	
	SBR	33	0.10	12.6		B		28	0.06	15.8		B	
<b>Intersection</b>			<b>0.73</b>		<b>21.2</b>		<b>C</b>		<b>0.76</b>		<b>23.1</b>		<b>C</b>
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>													
EB	EBL		0.96	56.2	36.5	E	D		0.85	37.7	26.1	D	C
	EBT	#439	0.96	56.2		E		#246	0.85	37.7		D	
	EBR	58	0.30	18.1		B		50	0.20	15.6		B	
WB	WBL		0.54	21.5	21.5	C	C		0.85	35.2	35.2	D	D
	WBT	177	0.54	21.5		C		#291	0.85	35.2		D	
	WBR		0.54	21.5		C			0.85	35.2		D	
NB	NBL	#262	0.95	54.0	37.8	D	D	#272	0.91	32.0	23.5	C	C
	NBT	103	0.25	14.7		B		118	0.37	10.7		B	
	NBR		0.25	14.7		B			0.37	10.7		B	
SB	SBL	60	0.20	24.2	49.2	C	D	38	0.19	21.4	28.8	C	C
	SBT	#402	0.91	52.7		D		161	0.70	29.8		C	
	SBR		0.91	52.7		D			0.70	29.8		C	
<b>Intersection</b>			<b>0.91</b>		<b>38.2</b>		<b>D</b>		<b>0.84</b>		<b>27.1</b>		<b>C</b>

**TABLE 4.15**  
**2040 Alternative 3 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 4

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Signalized)</b>													
EB	EBL	#274	0.95	62.9	51.4	E	D	#143	0.76	34.3	30.0	C	C
	EBT	59	0.17	20.7		C		38	0.13	18.3		B	
	EBR		0.17	20.7		C			0.13	18.3		B	
WB	WBL	43	0.17	20.5	20.3	C	C	52	0.26	19.2	18.9	B	B
	WBT	36	0.08	20.1		C		44	0.16	18.5		B	
	WBR	-	-	-		-		-	-	-		-	
NB	NBL	17	0.10	19.5	26.6	B	C	20	0.10	11.5	22.5	B	C
	NBT	#214	0.67	28.7		C		#284	0.79	25.6		C	
	NBR	25	0.03	20.3		C		24	0.05	12.8		B	
SB	SBL	#310	0.87	25.3	18.4	C	B	#160	0.76	16.6	13.3	B	B
	SBT	222	0.49	14.5		B		123	0.34	11.6		B	
	SBR	43	0.19	12.0		B		34	0.12	10.3		B	
<b>Intersection</b>			<b>0.87</b>	<b>26.4</b>		<b>C</b>		<b>0.82</b>	<b>19.2</b>			<b>B</b>	
<b>10. SR 29 @ SR 82 (Signalized)</b>													
EB	EBL	#223	1.04	88.3	38.0	F	D	#164	0.88	61.4	30.7	E	C
	EBT	205	0.69	27.9		C		153	0.52	29.6		C	
	EBR	155	0.50	17.3		B		39	0.21	14.4		B	
WB	WBL	#51	0.7	51.7	36.7	D	D	64	0.53	41.9	51.8	D	D
	WBT	147	0.68	33.8		C		#295	0.94	55.8		E	
	WBR	23	0.02	26.8		C		29	0.04	27.8		C	
NB	NBL	#161	0.95	59.4	46.1	E	D	#246	0.93	49.3	40.1	D	D
	NBT	142	0.39	22.1		C		219	0.52	23.0		C	
	NBR	35	0.07	19.5		B		37	0.09	18.6		B	
SB	SBL	60	0.66	56	37.4	E	D	49	0.55	51.6	35.7	D	D
	SBT	#278	0.78	39.0		D		170	0.61	36.3		D	
	SBR	#242	0.68	34.1		C		140	0.50	33.5		C	
<b>Intersection</b>			<b>0.79</b>	<b>39.4</b>		<b>D</b>		<b>0.93</b>	<b>38.9</b>			<b>D</b>	
<b>11. SR 29 @ Charlotte Street (Signalized)</b>													
EB	EBL		0.71	22.6	18.7	C	B		0.89	37.2	27.7	D	C
	EBT	#167	0.71	22.6		C		#258	0.89	37.2		D	
	EBR	33	0.12	12.6		B		38	0.18	12.8		B	
WB	WBL		0.54	15.9	15.9	B	B		0.28	13.4	13.4	B	B
	WBT	54	0.54	15.9		B		67	0.28	13.4		B	
	WBR		0.54	15.9		B			0.28	13.4		B	
NB	NBL	57	0.40	11.0	13.2	B	B	93	0.56	13.3	16.7	B	B
	NBT	117	0.45	14.7		B		#196	0.62	19.4		B	
	NBR		0.45	14.7		B			0.62	19.4		B	
SB	SBL	36	0.21	11.7	15.0	B	B	28	0.16	14.0	16.8	B	B
	SBT	148	0.58	17.2		B		102	0.42	18.2		B	
	SBR	46	0.19	13.9		B		41	0.13	16.4		B	
<b>Intersection</b>			<b>0.62</b>	<b>15.6</b>		<b>B</b>		<b>0.75</b>	<b>20.2</b>			<b>C</b>	
<b>12. SR 29 @ Eastern Loop South (Signalized)</b>													
EB	EBL	48	0.26	18.1	18.1	B	B	35	0.18	17.2	17.1	B	B
	EBT	-	-	-		-		-	-	-		-	
	EBR	55	0.26	18.1		B		47	0.17	17.1		B	
WB	WBL	-	-	-	-	-	-	-	-	-	-	-	-
	WBT	-	-	-		-		-	-	-		-	
	WBR	-	-	-		-		-	-	-		-	
NB	NBL	78	0.50	6.7	5.6	A	A	#132	0.66	8.9	6.6	A	A
	NBT	53	0.20	5.0		A		72	0.31	5.1		A	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	-	-	-	16.7	-	B	-	-	-	15.6	-	B
	SBT	141	0.65	17.2		B		86	0.50	16.0		B	
	SBR	25	0.05	13.0		B		28	0.07	14.0		B	
<b>Intersection</b>			<b>0.51</b>	<b>13.1</b>		<b>B</b>		<b>0.51</b>	<b>10.9</b>			<b>B</b>	

**TABLE 4.15  
2040 Alternative 3 - Intersection Analysis Summary  
SR 29 PD&E STUDY**

Sheet 4 of 4

Movt.	AM Peak						PM Peak								
	95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS				
			Movt	App	Movt	App			Movt	App	Movt	App			
<b>13. CR 846 @ Eastern Loop (Signalized)</b>															
EB	EBL	35	0.29	18.4	17.7	B	B	26	0.17	15.4	15.0	B	B		
	EBT	29	0.13	17.2		B		22	0.06	14.7		B			
	EBR		0.13	17.2		B			0.06	14.7		B			
WB	WBL	68	0.60	23.2	19.7	C	B	104	0.64	21.6	18.1	C	B		
	WBT	42	0.19	17.5		B		54	0.26	15.8		B			
	WBR		0.19	17.5		B			0.26	15.8		B			
NB	NBL	13	0.08	10.1	11.5	B	B	17	0.10	10.8	14.1	B	B		
	NBT	67	0.31	11.6		B		117	0.54	14.3		B			
	NBR		0.31	11.6		B			0.54	14.3		B			
SB	SBL	#123	0.56	7.5	8.4	A	A	59	0.52	10.3	10.7	B	B		
	SBT	100	0.34	8.9		A		64	0.26	11.0		B			
	SBR		0.34	8.9		A			0.26	11.0		B			
<b>Intersection</b>			<b>0.63</b>	<b>12.1</b>		<b>B</b>		<b>0.51</b>	<b>14.3</b>			<b>B</b>			
<b>14. Eastern Loop @ Airport Access Road (Unsignalized)</b>															
EB	EBL	34	0.32	24.0	24.0	C	C	17	0.19	19.1	19.1	C	C		
	EBT	-	-	-		-		-	-	-		-		-	-
	EBR	34	0.32	24.0		C		17	0.19	19.1		C			
WB	WBL	-	-	-	-	-	-	-	-	-	-	-	-		
	WBT	-	-	-		-		-	-	-		-			
	WBR	-	-	-		-		-	-	-		-			
NB	NBL	2	0.02	10.0	0.4	B	A	2	0.03	8.9	0.3	A	A		
	NBT	0	0.13	0.0		A		0	0.21	0.0		A			
	NBR	-	-	-		-		-	-	-		-			
SB	SBL	-	-	-	0.0	-	A	-	-	-	0.0	-	A		
	SBT	0	0.21	0.0		A		0	0.14	0.0		A			
	SBR	0	0.06	0.0		A		0	0.03	0.0		A			
<b>Intersection</b>			<b>0.28</b>	<b>1.8</b>		<b>A</b>		<b>0.29</b>	<b>1.1</b>			<b>A</b>			

(1) 95th Percentile queue obtained from Synchro output for Signalized intersections and from Synchro's HCM output for Unsignalized intersections. For two or more lanes, the highest 95th percentile queue is reported.

# = 95th Percentile volume exceeds capacity, queue may be longer. Queue shown is max after two cycles.

m = Volume of 95th percentile queue is metered by the upstream signal.

(2) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.

**Table 4.16**  
**2020 Alternative 3 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Oil Well Road	0.50	60	36.7	36.5	A	A
Oil Well Road	Farm Workers Way	2.48	49	45.6	45.3	A	A
Farm Workers Way	CR 846	1.36	43	38.1	38.8	A	A
CR 846	New Market Rd E	0.13	35	18.9	18.7	A	D
New Market Rd E	N 1st Street	0.41	35	26.6	22.4	C	C
N 1st Street	9th Street	0.50	30	26.9	24.6	C	C
9th Street	Immokalee Drive	0.87	35	30.8	28.2	B	B
Immokalee Drive	Lake Trafford Road	0.50	35	30.1	30.3	B	B
Lake Trafford Road	Westclox Road	0.58	45	27.4	28.1	C	B
Westclox Road	SR 82	3.04	55	49.2	48.6	A	A
<b>Total</b>		<b>10.37</b>	<b>-</b>	<b>38.1</b>	<b>37.1</b>	<b>A</b>	<b>A</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	23.6	22.2	D	D
SR 82	Westclox Road	3.04	55	51.6	51.7	A	A
Westclox Road	Lake Trafford Road	0.58	45	27.2	32.9	C	C
Lake Trafford Road	Immokalee Drive	0.50	35	26.3	29.6	D	C
Immokalee Drive	9th Street	0.87	35	29.5	30.7	C	C
9th Street	N 1st Street	0.50	30	20.1	19.4	E	E
N 1st Street	New Market Road E	0.41	35	28.0	29.7	C	C
New Market Road E	CR 846	0.13	35	25.6	26.2	D	D
CR 846	Farm Workers Way	1.36	43	39.6	40.2	B	B
Farm Workers Way	Oil Well Road	8.64	57	55.4	55.7	A	A
<b>Total</b>		<b>16.53</b>	<b>-</b>	<b>42.9</b>	<b>43.8</b>	<b>A</b>	<b>A</b>
<b>Eastern Loop Northbound</b>							
SR 29	CR 846	8.64	58	57.1	56.8	A	A
CR 846	SR 82	7.90	55	51.0	50.2	A	A
<b>Total</b>		<b>16.54</b>	<b>-</b>	<b>54.0</b>	<b>53.5</b>	<b>A</b>	<b>A</b>
<b>Eastern Loop Southbound</b>							
SR 82	CR 846	7.90	46	45.3	45.3	A	A
<b>Total</b>		<b>10.73</b>	<b>-</b>	<b>45.3</b>	<b>45.3</b>	<b>A</b>	<b>A</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.

**Table 4.17**  
**2030 Alternative 3 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Oil Well Road	0.50	60	30.5	31.9	C	C
Oil Well Road	Eastern Loop South	5.81	60	58.1	58.5	A	A
Eastern Loop South	Farm Workers Way	2.48	49	45.2	45.4	A	A
Farm Workers Way	CR 846	1.36	43	38.0	39.1	B	B
CR 846	New Market Rd E	0.13	35	16.0	14.9	F	F
New Market Rd E	N 1st Street	0.41	35	28.5	22.6	C	D
N 1st Street	9th Street	0.50	30	22.4	21.0	D	E
9th Street	Immokalee Drive	0.87	35	28.8	25.2	C	D
Immokalee Drive	Lake Trafford Road	0.50	35	29.0	29.7	C	C
Lake Trafford Road	Westclox Road	0.58	45	25.5	27.2	D	C
Westclox Road	SR 82	3.04	55	49.3	49.8	A	A
<b>Total</b>		<b>16.18</b>	<b>-</b>	<b>42.2</b>	<b>41.6</b>	<b>A</b>	<b>B</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	21.7	23.2	D	D
SR 82	Westclox Road	3.04	55	50.8	51.6	A	A
Westclox Road	Lake Trafford Road	0.58	45	25.0	31.9	D	C
Lake Trafford Road	Immokalee Drive	0.50	35	21.2	24.0	D	D
Immokalee Drive	9th Street	0.87	35	26.6	26.1	D	D
9th Street	N 1st Street	0.50	30	22.5	20.0	D	E
N 1st Street	New Market Road E	0.41	35	27.0	29.2	D	C
New Market Road E	CR 846	0.13	35	25.3	24.5	D	D
CR 846	Farm Workers Way	1.36	43	39.2	40.1	B	B
Farm Workers Way	Eastern Loop South	2.48	60	56.9	56.9	A	A
Eastern Loop South	Oil Well Road	5.81	57	52.5	55.5	A	A
<b>Total</b>		<b>16.18</b>	<b>-</b>	<b>41.1</b>	<b>42.6</b>	<b>B</b>	<b>A</b>
<b>Eastern Loop Northbound</b>							
SR 29	CR 846	2.83	55	52.0	51.0	A	A
CR 846	SR 82	7.90	55	51.5	50.6	A	A
<b>Total</b>		<b>10.73</b>	<b>-</b>	<b>51.7</b>	<b>50.7</b>	<b>A</b>	<b>A</b>
<b>Eastern Loop Southbound</b>							
SR 82	CR 846	7.90	46	45.3	45.1	A	A
CR 846	SR 29	2.83	55	50.8	50.3	A	A
<b>Total</b>		<b>10.73</b>	<b>-</b>	<b>46.6</b>	<b>46.4</b>	<b>A</b>	<b>A</b>

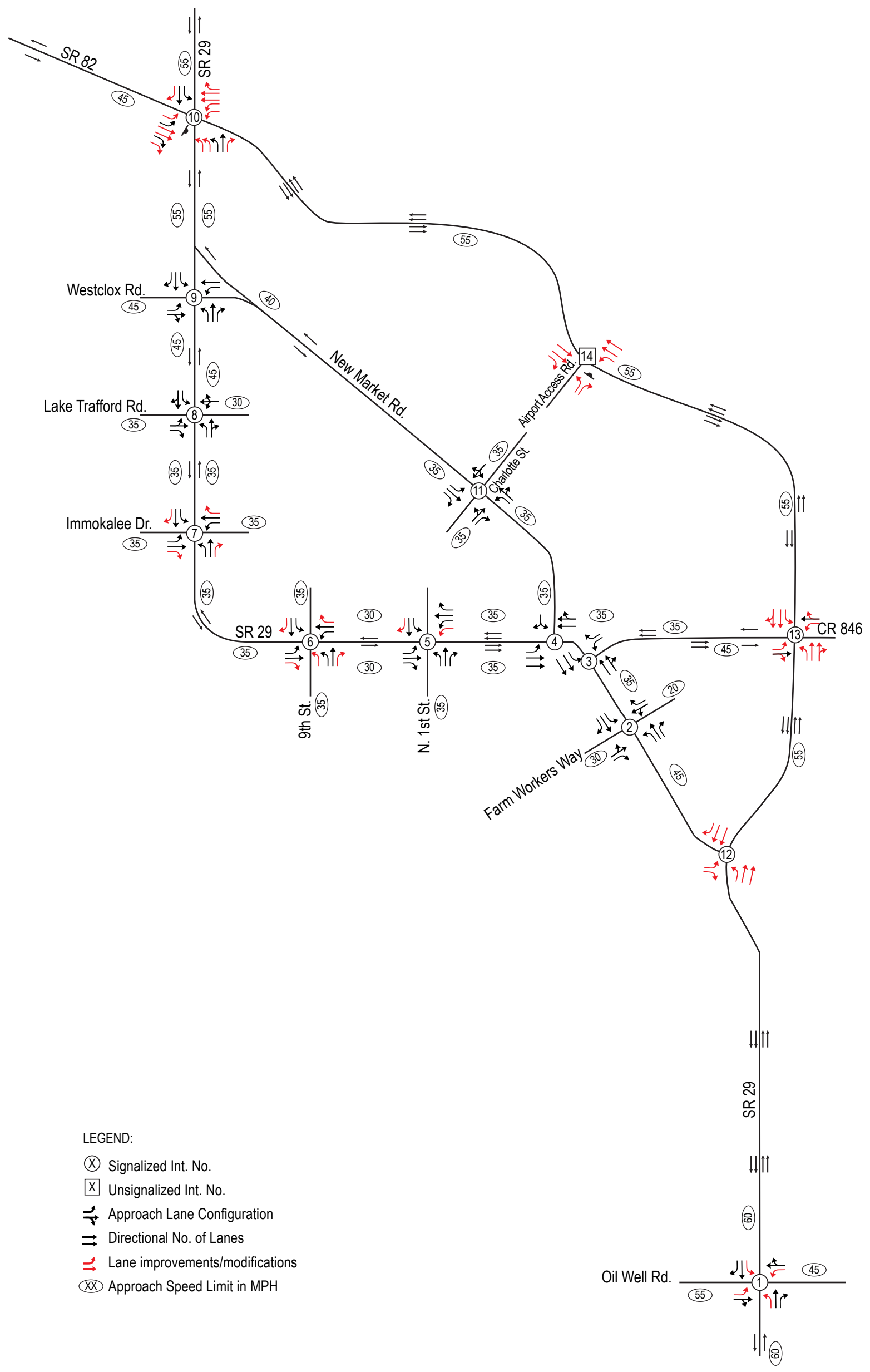
Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.



**Table 4.18**  
**2040 Alternative 3 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Oil Well Road	0.50	60	30.4	28.1	C	C
Oil Well Road	Eastern Loop South	5.81	60	58.3	57.7	A	A
Eastern Loop South	Farm Workers Way	2.48	49	43.9	44.2	A	A
Farm Workers Way	CR 846	1.36	43	38.3	38.1	B	B
CR 846	New Market Rd E	0.13	35	13.1	14.1	F	F
New Market Rd E	N 1st Street	0.41	35	23.9	24.2	D	D
N 1st Street	9th Street	0.50	30	23.2	22.3	D	E
9th Street	Immokalee Drive	0.87	35	28.8	26.4	C	D
Immokalee Drive	Lake Trafford Road	0.50	35	28.2	29.2	C	C
Lake Trafford Road	Westclox Road	0.58	45	23.3	23.6	D	D
Westclox Road	SR 82	3.04	55	48.6	48.4	A	A
<b>Total</b>		<b>16.18</b>	<b>-</b>	<b>41.3</b>	<b>40.8</b>	<b>B</b>	<b>B</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	19.5	21.4	E	D
SR 82	Westclox Road	3.04	55	50.6	51.1	A	A
Westclox Road	Lake Trafford Road	0.58	45	21.1	27.5	D	C
Lake Trafford Road	Immokalee Drive	0.50	35	21.7	23.3	D	D
Immokalee Drive	9th Street	0.87	35	25.8	27.7	D	D
9th Street	N 1st Street	0.50	30	21.0	19.7	D	E
N 1st Street	New Market Road E	0.41	35	27.0	27.6	D	C
New Market Road E	CR 846	0.13	35	25.4	24.9	D	D
CR 846	Farm Workers Way	1.36	43	39.1	39.9	B	B
Farm Workers Way	Eastern Loop South	2.48	60	56.5	56.6	A	A
Eastern Loop South	Oil Well Road	5.81	57	51.5	53.8	A	A
<b>Total</b>		<b>16.18</b>	<b>-</b>	<b>39.9</b>	<b>41.7</b>	<b>B</b>	<b>B</b>
<b>Eastern Loop Northbound</b>							
SR 29	CR 846	2.83	55	51.7	50.7	A	A
CR 846	SR 82	7.90	55	51.3	49.8	A	A
<b>Total</b>		<b>10.73</b>	<b>-</b>	<b>51.4</b>	<b>50.1</b>	<b>A</b>	<b>A</b>
<b>Eastern Loop Southbound</b>							
SR 82	CR 846	7.90	46	45.3	45.1	A	A
CR 846	SR 29	2.83	55	49.6	50.0	A	A
<b>Total</b>		<b>10.73</b>	<b>-</b>	<b>46.3</b>	<b>46.3</b>	<b>A</b>	<b>A</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.



- LEGEND:
- ⊗ Signalized Int. No.
  - ⊠ Unsignalized Int. No.
  - ↔ Approach Lane Configuration
  - ⇄ Directional No. of Lanes
  - ↔ Lane improvements/modifications
  - ⊗ Approach Speed Limit in MPH

**FIGURE 4.12**  
 2040 Alternative 3 - Eastern Loop  
 Speed Limits, Traffic Controls, and Recommended Lane Configurations

## 4.5 Evaluation of Alternative 4

Alternative 4 provides for a four-lane divided Central Loop partially bypassing the City and is located west of the City Airport. The Central Loop with a posted speed limit of 55 mph connects to New Market Road immediately east of Charlotte Street (Intersection #11) in the south and to SR 29 in the north, north of the intersection of SR 29 and Westclox Road (Intersection #09). The Central Loop forms a three-legged intersection at its north and south termini as shown on **Figure 4.13**. A total of eleven intersections were included for traffic analysis under existing conditions and under Alternatives 1 and 2. Alternative 4 introduces the following two additional intersections within the study area:

- Intersection #15: New Market Road @ Central Loop
- Intersection #16: SR 29 @ Central Loop

Similar to Alternative 3, Alternative 4 provides for four-lane on SR 29 from Oil Well Road to CR 846 and from Intersection #16 to SR 82. In addition, 4 lanes are also provided on New Market Road East from Intersection #04 to Intersection #15. Similar to Alternative 3, Alternative 4 reduces the number of travel lanes between North 9<sup>th</sup> Street and North 1<sup>st</sup> Street from 4 lanes to two lanes and the posted speed limit from 35 mph to 30 mph to accommodate the improvements identified in the Public Realm Plan.

**Figures 4.13, 4.14 and 4.15** show the AADTs and the AM and PM peak hour intersection volumes for Alternative 4 under 2020, 2030 and 2040 traffic conditions, respectively. Alternative 4 was evaluated for 2020, 2030 and 2040 traffic conditions and intersection improvements were identified to achieve the desired levels of service.

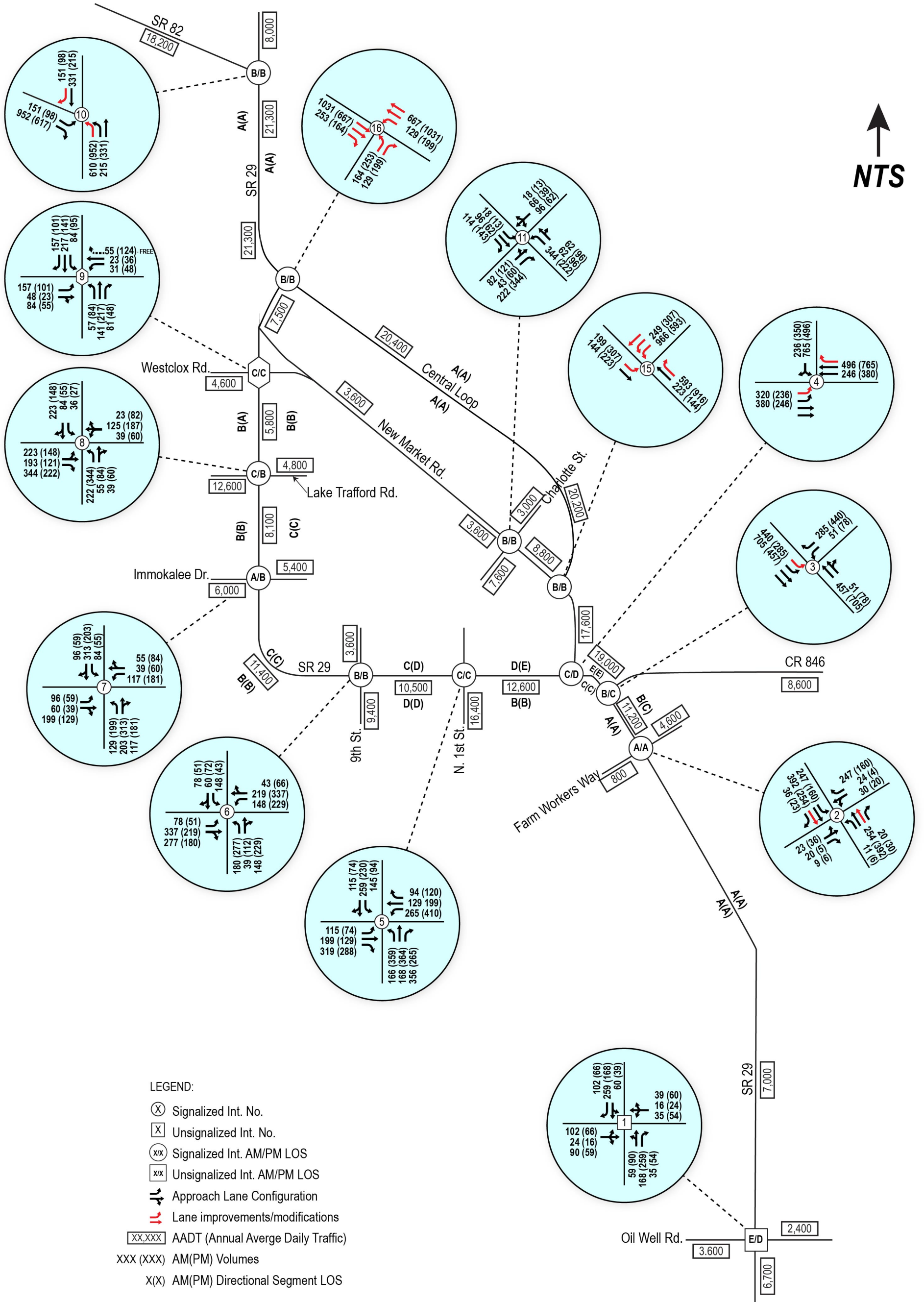
**Tables 4.19, 4.20 and 4.21** provide a summary of the intersection analysis results for year 2020, 2030 and 2040 traffic conditions, respectively. These results are also depicted on Figures 4.13, 4.14 and 4.15 for 2020, 2030 and 2040 traffic conditions, respectively. The improvements and/or modifications necessary to achieve the desired levels of service are also identified on these exhibits. The lane improvements and/or modifications shown on these figures in red arrows are in reference to the existing conditions. **Tables 4.22, 4.23 and 4.24** provide a summary of the arterial levels of service as obtained from Synchro for 2020, 2030 and 2040 traffic conditions. ***Once again, the LOSs from arterial analyses that are based on segment speeds should not be compared to the LOSs from intersection analyses that are based on control delays at the intersections.*** The Synchro analysis output sheets for intersections and roadway segments analyses are included in **Appendix F**.

Following are the highlights of the evaluation of Alternative 4:

- 1) The intersection of Oil Well Road and SR 29 would require a signal sometime between 2020 and 2030.
- 2) The existing unsignalized intersections along SR 29 at CR 846, New Market Road East, and SR 82 would all require signalization by 2020.
- 3) The existing unsignalized intersection of SR 29 and Westclox Road that required signalization in the opening year 2020 for all other alternatives would continue to provide acceptable levels of service through design year 2040 without a signal.
- 4) The newly introduced Intersection #15 and #16 would require signalization in the opening year 2020.

- 5) Due to the rerouting of bypass traffic through New Market Road East and its intersections with SR 29 and Central Loop, significant turning movement volumes are projected at these intersections (Intersection #4 and #15) requiring significant turn lane additions at these two intersections.
- 6) The arterial analysis shows that certain sections of SR 29 will progressively experience congestion and would fail to provide the adopted LOS C. However, the intersection analysis shows that the through movements on SR 29 would operate at LOS D or better with the recommended improvements at the intersections.
- 7) The arterial analysis shows that the Central Loop would operate at the adopted LOS C or better.
- 8) Of the total thirteen intersections within the study area under Alternative 4, 3 would require intersection lane improvements by 2020 and 6 intersections would require lane improvements by 2030 and 2040 to provide acceptable operations at the intersections.
- 9) The recommended dual northbound left turn lanes at the intersection of SR 29 and North 1<sup>st</sup> Street may be difficult to implement due to the proposed reduction in the number of through lanes on SR 29 between North 9<sup>th</sup> Street and North 1<sup>st</sup> Street under the Public Realm Plan. Dual westbound receiving lanes at this location may jeopardize the improvements proposed under the Public Realm Plan.
- 10) In 2040, appropriate number of receiving lanes would be required for the following turn movements:
  - triple northbound left turn lanes and the dual eastbound right turn lanes at the intersection of SR 29 and SR 82.
  - dual northbound left turn lanes at the intersection of SR 29 and North 1st Street.

**Figure 4.16** depicts the recommended 2040 intersection geometries and traffic controls necessary to provide acceptable operations at the intersections. This exhibit also depicts the approach speed limits that were used for the traffic analysis. It should be noted that some intersections and the through movements on SR 29 would not be able to achieve the adopted LOS C with the recommended improvements. However, the recommended improvements would provide LOS D or better for the through movements on SR 29 and the Eastern Loop. Any additional improvements would not be cost effective and therefore have not been recommended.



**FIGURE 4.13**  
2020 Alternative 4 - Central Loop  
AADTs, AM & PM Intersection Volumes and Levels of Service



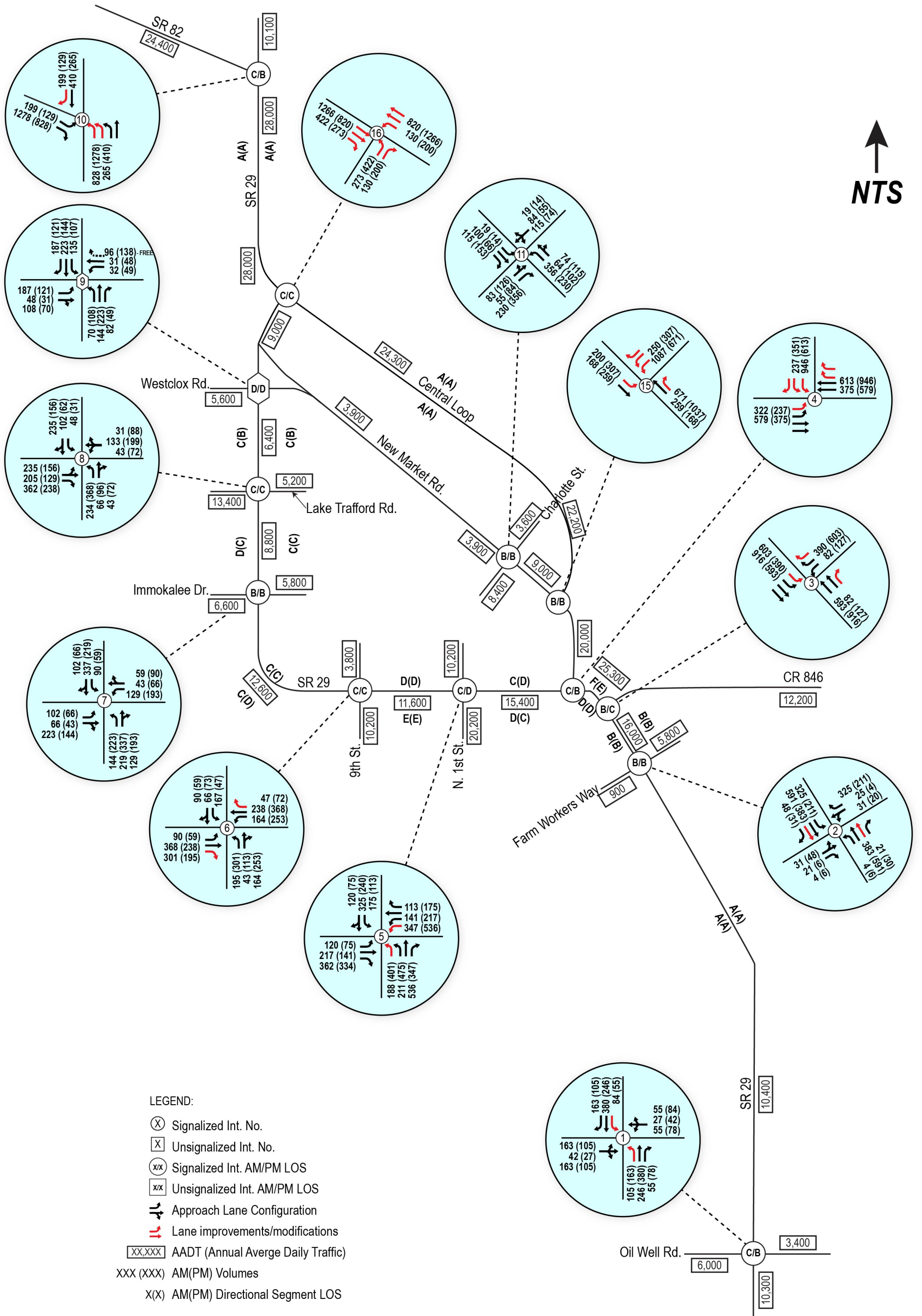
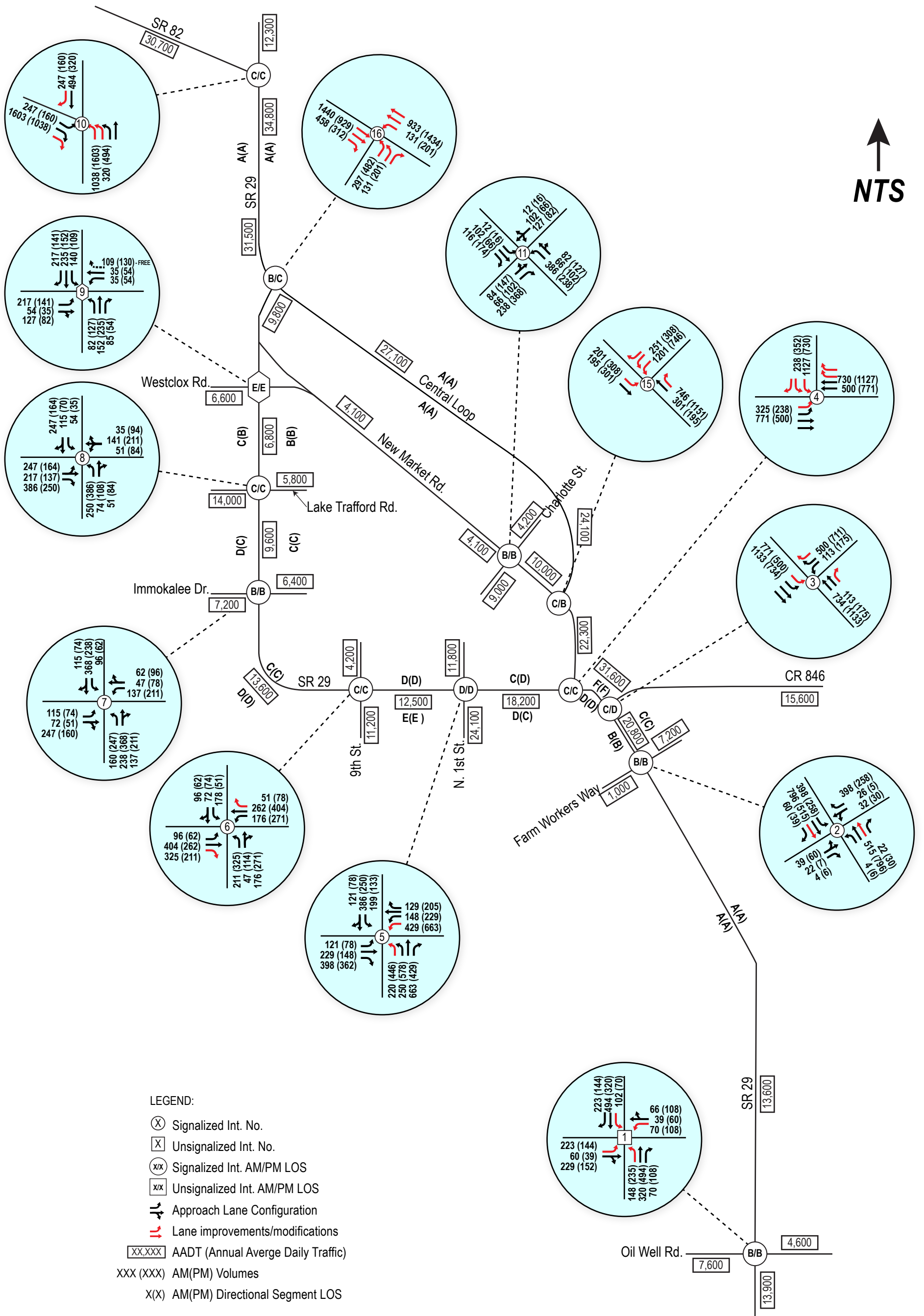


FIGURE 4.14  
2030 Alternative 4 - Central Loop  
AADTs, AM & PM Intersection Volumes and Levels of Service



**TABLE 4.19**  
**2020 Alternative 4 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 1 of 4

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Signalized)</b>											
EB	EBL	0.70	37.1	37.1	E	E	0.49	27.1	27.1	D	D
	EBT	0.70	37.1		E		D				
	EBR	0.70	37.1		E		D				
WB	WBL	0.30	20.8	20.8	C	C	0.44	23.5	23.5	C	C
	WBT	0.30	20.8		C		C				
	WBR	0.30	20.8		C		C				
NB	NBL	0.06	2.6	2.2	A	A	0.08	2.6	2.3	A	A
	NBT	0.06	2.6		A		A				
	NBR	0.02	0.0		A		A				
SB	SBL	0.05	1.8	1.4	A	A	0.03	1.8	1.3	A	A
	SBT	0.05	1.8		A		A				
	SBR	0.07	0.0		A		A				
<b>Intersection</b>		<b>0.57</b>	<b>11.2</b>		<b>B</b>		<b>0.51</b>	<b>8.8</b>		<b>A</b>	
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>											
EB	EBL	0.19	11.8	11.7	B	B	0.19	9.1	9.0	A	A
	EBT	0.19	11.8		B		A				
	EBR	0.01	11.1		B		A				
WB	WBL	0.23	12.0	11.8	B	B	0.10	8.7	8.7	A	A
	WBT	0.23	12.0		B		A				
	WBR	0.17	11.7		B		A				
NB	NBL	0.03	5.3	5.7	A	A	0.02	6.0	7.1	A	A
	NBT	0.20	5.8		A		A				
	NBR	0.01	5.2		A		A				
SB	SBL	0.56	8.4	6.9	A	A	0.58	10.0	7.9	B	A
	SBT	0.30	6.1		A		A				
	SBR	0.03	5.3		A		A				
<b>Intersection</b>		<b>0.46</b>	<b>7.9</b>		<b>A</b>		<b>0.43</b>	<b>7.8</b>		<b>A</b>	
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>											
EB	EBL	0.73	22.3	10.7	C	B	0.81	28.7	12.6	C	B
	EBT	0.42	3.4		A		A				
	EBR	-	-		-		-				
WB	WBL	-	-	25.4	-	C	-	-	31.8	-	C
	WBT	0.64	25.4		C		C				
	WBR	0.64	25.4		C		C				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.13	20.6	22.1	C	C	0.19	17.9	29.2	B	C
	SBT	-	-		-		-				
	SBR	0.24	22.3		C		C				
<b>Intersection</b>		<b>0.52</b>	<b>16.4</b>		<b>B</b>		<b>0.80</b>	<b>24.2</b>		<b>C</b>	
<b>04. SR 29 @ New Market Road E (Signalized)</b>											
EB	EBL	0.80	34.2	20.1	C	C	0.91	57.7	32.0	E	C
	EBT	0.26	8.2		A		A				
	EBR	-	-		-		-				
WB	WBL	-	-	36.4	-	D	-	-	47.8	-	D
	WBT	0.30	10.5		B		A				
	WBR	0.43	49.1		D		E				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.85	30.2	27.0	C	C	0.70	25.3	22.7	C	C
	SBT	-	-		-		-				
	SBR	0.18	16.9		B		B				
<b>Intersection</b>		<b>0.69</b>	<b>27.9</b>		<b>C</b>		<b>0.71</b>	<b>36.2</b>		<b>D</b>	



**TABLE 4.19**  
**2020 Alternative 4 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

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	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>											
EB	EBL	0.29	18.7	23.7	B	C	0.27	21.7	24.3	C	C
	EBT	0.50	23.9		C		0.48	25.9		C	
	EBR	0.26	25.4		C		0.24	24.2		C	
WB	WBL	0.59	17.9	14.5	B	B	0.88	35.6	29.8	D	C
	WBT	0.28	13.0		B		0.55	23.7		C	
	WBR	0.07	7.2		A		0.09	19.8		B	
NB	NBL	0.61	20.5	20.7	C	C	0.88	32.1	24.9	C	C
	NBT	0.40	21.6		C		0.72	24.2		C	
	NBR	0.25	20.4		C		0.19	16.1		B	
SB	SBL	0.33	16.4	33.9	B	C	0.30	17.0	29.3	B	C
	SBT	0.87	40.8		D		0.79	33.1		C	
	SBR	0.87	40.8		D		0.79	33.1		C	
<b>Intersection</b>		<b>0.70</b>	<b>23.2</b>		<b>C</b>		<b>0.87</b>	<b>26.8</b>		<b>C</b>	
<b>06. SR 29 @ 9th Street (Signalized)</b>											
EB	EBL	0.13	6.3	11.6	A	B	0.17	9.2	11.8	A	B
	EBT	0.65	12.3		B		0.57	12.1		B	
	EBR	0.65	12.3		B		0.57	12.1		B	
WB	WBL	0.46	6.9	4.1	A	A	0.75	20.9	15.6	C	B
	WBT	0.27	2.6		A		0.60	12.6		B	
	WBR	0.27	2.6		A		0.60	12.6		B	
NB	NBL	0.72	34.3	28.3	C	C	0.72	20.2	16.4	C	B
	NBT	0.23	22.5		C		0.47	13.4		B	
	NBR	0.23	22.5		C		0.47	13.4		B	
SB	SBL	0.65	30.4	26.6	C	C	0.16	11.6	11.5	B	B
	SBT	0.22	22.4		C		0.16	11.4		B	
	SBR	0.22	22.4		C		0.16	11.4		B	
<b>Intersection</b>		<b>0.67</b>	<b>15.8</b>		<b>B</b>		<b>0.73</b>	<b>14.6</b>		<b>B</b>	
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>											
EB	EBL	0.41	12.3	11.7	B	B	0.26	14.4	14.0	B	B
	EBT	0.31	11.5		B		0.20	13.9		B	
	EBR	0.31	11.5		B		0.20	13.9		B	
WB	WBL	0.52	13.5	12.3	B	B	0.74	25.7	20.5	C	C
	WBT	0.15	10.7		B		0.23	14.0		B	
	WBR	0.15	10.7		B		0.23	14.0		B	
NB	NBL	0.36	7.2	7.5	A	A	0.40	7.3	9.2	A	A
	NBT	0.47	7.6		A		0.65	10.0		B	
	NBR	0.47	7.6		A		0.65	10.0		B	
SB	SBL	0.21	6.4	8.6	A	A	0.17	6.1	6.6	A	A
	SBT	0.60	9.0		A		0.32	6.7		A	
	SBR	0.60	9.0		A		0.32	6.7		A	
<b>Intersection</b>		<b>0.58</b>	<b>9.5</b>		<b>A</b>		<b>0.68</b>	<b>11.7</b>		<b>B</b>	
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>											
EB	EBL	0.86	28.8	20.7	C	C	0.72	19.5	15.4	B	B
	EBT	0.86	28.8		C		0.72	19.5		B	
	EBR	0.24	11.0		B		0.15	10.4		B	
WB	WBL	0.30	11.4	11.4	B	B	0.58	13.8	13.8	B	B
	WBT	0.30	11.4		B		0.58	13.8		B	
	WBR	0.30	11.4		B		0.58	13.8		B	
NB	NBL	0.75	23.2	19.8	C	B	0.88	30.8	24.7	C	C
	NBT	0.12	11.9		B		0.18	10.1		B	
	NBR	0.12	11.9		B		0.18	10.1		B	
SB	SBL	0.16	19.7	23.4	B	C	0.14	17.6	18.5	B	B
	SBT	0.57	23.8		C		0.33	18.6		B	
	SBR	0.57	23.8		C		0.33	18.6		B	
<b>Intersection</b>		<b>0.76</b>	<b>20.0</b>		<b>C</b>		<b>0.74</b>	<b>18.5</b>		<b>B</b>	

**TABLE 4.19**  
**2020 Alternative 4 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

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	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Unsignalized)</b>											
EB	EBL	0.40	18.7	16.0	C	C	0.31	19.9	16.3	C	C
	EBT	0.24	12.9		B		0.14	11.6		B	
	EBR	0.24	12.9		B		0.14	11.6		B	
WB	WBL	0.11	17.7	16.8	C	C	0.14	16.6	16.2	C	C
	WBT	0.07	15.4		C		10.00	15.7		C	
	WBR	-	-		-		-	-		-	
NB	NBL	0.05	8.3	1.7	A	A	0.07	8.0	1.9	A	A
	NBT	0.09	0.0		A		0.14	0.0		A	
	NBR	0.05	0.0		A		0.03	0.0		A	
SB	SBL	0.07	8.1	1.5	A	A	0.09	8.2	2.3	A	A
	SBT	0.14	0.0		A		0.09	0.0		A	
	SBR	0.10	0.0		A		0.06	0.0		A	
<b>Intersection</b>		<b>0.40</b>	<b>6.2</b>		<b>A</b>		<b>0.39</b>	<b>6.0</b>		<b>A</b>	
<b>10. SR 29 @ SR 82 (Signalized)</b>											
EB	EBL	0.65	28.9	6.0	C	A	0.57	32.4	5.2	C	A
	EBT	-	-		-		-	-		-	
	EBR	0.67	2.4		A		0.44	0.9		A	
WB	WBL	-	-	-	-	-	-	-	-	-	-
	WBT	-	-		-		-	-		-	
	WBR	-	-		-		-	-		-	
NB	NBL	0.85	28.9	22.6	C	C	0.87	25.6	20.0	C	C
	NBT	0.23	4.7		A		0.32	4.0		A	
	NBR	-	-		-		-	-		-	
SB	SBL	-	-	27.0	-	C	-	-	27.2	-	C
	SBT	0.82	31.9		C		0.67	29.8		C	
	SBR	0.11	16.3		B		0.07	21.7		C	
<b>Intersection</b>		<b>0.67</b>	<b>15.9</b>		<b>B</b>		<b>0.71</b>	<b>16.4</b>		<b>B</b>	
<b>11. SR 29 @ Charlotte Street (Signalized)</b>											
EB	EBL	0.55	18.8	16.7	B	B	0.53	13.3	11.9	B	B
	EBT	0.55	18.8		B		0.53	13.3		B	
	EBR	0.19	15.5		B		0.29	11.2		B	
WB	WBL	0.73	26.7	26.7	C	C	0.29	11.2	11.2	B	B
	WBT	0.73	26.7		C		0.29	11.2		B	
	WBR	0.73	26.7		C		0.29	11.2		B	
NB	NBL	0.63	9.0	8.7	A	A	0.65	14.2	13.3	B	B
	NBT	0.14	8.0		A		0.33	12.2		B	
	NBR	0.14	8.0		A		0.33	12.2		B	
SB	SBL	0.08	15.4	16.8	B	B	0.05	12.7	13.7	B	B
	SBT	0.38	17.7		B		0.20	14.0		B	
	SBR	0.09	16.2		B		0.11	13.7		B	
<b>Intersection</b>		<b>0.61</b>	<b>15.1</b>		<b>B</b>		<b>0.62</b>	<b>12.6</b>		<b>B</b>	
<b>15. New Market Rd @ Central Loop (Signalized)</b>											
EB	EBL	0.66	18.5	15.4	B	B	0.71	14.7	12.2	B	B
	EBT	0.24	11.2		B		0.31	8.7		A	
	EBR	-	-		-		-	-		-	
WB	WBL	-	-	7.2	-	A	-	-	5.7	-	A
	WBT	0.65	23.5		C		0.58	22.8		C	
	WBR	0.46	1.1		A		0.71	3.1		A	
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-	-		-	
	NBR	-	-		-		-	-		-	
SB	SBL	0.90	26.0	23.1	C	C	0.72	18.7	17.0	B	B
	SBT	-	-		-		-	-		-	
	SBR	0.19	11.8		B		0.24	13.8		B	
<b>Intersection</b>		<b>0.68</b>	<b>16.5</b>		<b>B</b>		<b>0.71</b>	<b>11.2</b>		<b>B</b>	

**TABLE 4.19**  
**2020 Alternative 4 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 4 of 4

	Movt.	AM Peak				PM Peak					
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>16. SR 29 @ Central Loop (Signalized)</b>											
EB	EBL	0.57	23.2	21.3	C	C	0.72	25.5	21.6	C	C
	EBT	-	-		-		-				
	EBR	0.10	18.9		B		0.15	16.7		B	
WB	WBL	-	-	-	-	-	-	-	-	-	-
	WBT	-	-		-		-				
	WBR	-	-		-		-				
NB	NBL	0.69	17.8	8.2	B	A	0.64	12.2	10.5	B	B
	NBT	0.39	6.3		A		0.66	10.1		B	
	NBR	-	-		-		-				
SB	SBL	-	-	17.1	-	B	-	-	19.7	-	B
	SBT	0.83	18.8		B		0.76	21.0		C	
	SBR	0.20	10.3		B		0.13	14.1		B	
<b>Intersection</b>		<b>0.75</b>	<b>14.6</b>		<b>B</b>		<b>0.79</b>	<b>15.5</b>		<b>B</b>	

(1) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.

**TABLE 4.20**  
**2030 Alternative 4 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 1 of 4

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Signalized)</b>											
EB	EBL	0.90	42.6	42.6	D	D	0.75	26.9	26.9	C	C
	EBT	0.90	42.6		D		C				
	EBR	0.90	42.6		D		C				
WB	WBL	0.22	14.0	14.0	B	B	0.47	15.4	15.4	B	B
	WBT	0.22	14.0		B		B				
	WBR	0.22	14.0		B		B				
NB	NBL	0.52	17.6	15.4	B	B	0.45	8.9	9.6	A	A
	NBT	0.42	15.1		B		B				
	NBR	0.04	12.3		B		A				
SB	SBL	0.27	19.8	29.0	B	C	0.21	13.4	14.9	B	B
	SBT	0.84	35.5		D		B				
	SBR	0.15	18.7		B		B				
<b>Intersection</b>		<b>0.88</b>	<b>27.3</b>		<b>C</b>		<b>0.64</b>	<b>14.6</b>		<b>B</b>	
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>											
EB	EBL	0.24	17.1	17.1	B	B	0.30	18.6	18.4	B	B
	EBT	0.24	17.1		B		B				
	EBR	0.00	15.9		B		B				
WB	WBL	0.23	17.0	17.0	B	B	0.12	17.4	17.5	B	B
	WBT	0.23	17.0		B		B				
	WBR	0.23	17.0		B		B				
NB	NBL	0.02	13.8	16.4	B	B	0.02	11.7	16.0	B	B
	NBT	0.54	16.6		B		B				
	NBR	0.01	13.8		B		B				
SB	SBL	0.63	9.0	7.0	A	A	0.49	6.7	5.6	A	A
	SBT	0.35	6.1		A		A				
	SBR	0.04	4.9		A		A				
<b>Intersection</b>		<b>0.49</b>	<b>11.5</b>		<b>B</b>		<b>0.54</b>	<b>12.1</b>		<b>B</b>	
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>											
EB	EBL	0.69	26.4	12.4	C	B	0.77	35.0	15.0	D	B
	EBT	0.46	3.1		A		B				
	EBR	-	-		-		-				
WB	WBL	-	-	27.8	-	C	-	-	25.0	-	C
	WBT	0.65	28.8		C		C				
	WBR	0.06	20.6		C		B				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.30	34.6	32.9	C	C	0.41	35.0	33.3	D	C
	SBT	-	-		-		-				
	SBR	0.19	32.5		C		C				
<b>Intersection</b>		<b>0.59</b>	<b>19.9</b>		<b>B</b>		<b>0.68</b>	<b>23.6</b>		<b>C</b>	
<b>04. SR 29 @ New Market Road E (Signalized)</b>											
EB	EBL	0.71	37.0	23.4	D	C	0.70	38.1	21.7	D	C
	EBT	0.44	15.9		B		C				
	EBR	-	-		-		-				
WB	WBL	-	-	44.7	-	D	-	-	9.3	-	A
	WBT	0.55	20.3		C		D				
	WBR	0.30	59.6		E		A				
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-				
	NBR	-	-		-		-				
SB	SBL	0.83	28.9	26.4	C	C	0.75	33.4	30.7	C	C
	SBT	-	-		-		-				
	SBR	0.18	16.3		B		C				
<b>Intersection</b>		<b>0.73</b>	<b>31.4</b>		<b>C</b>		<b>0.62</b>	<b>18.4</b>		<b>B</b>	

**TABLE 4.20**  
**2030 Alternative 4 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 4

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>											
EB	EBL	0.36	22.6	27.0	C	C	0.30	23.7	29.7	C	C
	EBT	0.56	29.2		C		0.47	27.7		C	
	EBR	0.35	27.2		C		0.27	31.8		C	
WB	WBL	0.80	35.4	23.1	D	C	0.89	35.8	27.0	D	C
	WBT	0.28	9.9		A		0.42	18.0		B	
	WBR	0.08	2.0		A		0.13	11.2		B	
NB	NBL	0.76	52.9	31.1	D	C	0.77	42.4	40.7	D	D
	NBT	0.45	26.1		C		0.93	52.6		D	
	NBR	0.38	25.4		C		0.25	22.5		C	
SB	SBL	0.41	18.9	40.4	B	D	0.61	43.0	49.6	D	D
	SBT	0.90	48.9		D		0.87	51.9		D	
	SBR	0.90	48.9		D		0.87	51.9		D	
<b>Intersection</b>		<b>0.70</b>	<b>30.5</b>		<b>C</b>		<b>0.79</b>	<b>35.9</b>		<b>D</b>	
<b>06. SR 29 @ 9th Street (Signalized)</b>											
EB	EBL	0.22	18.6	21.4	B	C	0.30	27.7	27.0	C	C
	EBT	0.59	24.7		C		0.51	29.7		C	
	EBR	0.21	18.3		B		0.14	23.6		C	
WB	WBL	0.39	8.1	8.0	A	A	0.50	7.0	5.8	A	A
	WBT	0.27	7.5		A		0.48	6.1		A	
	WBR	0.03	9.7		A		0.05	0.2		A	
NB	NBL	0.66	33.9	35.3	C	D	0.69	25.5	29.0	C	C
	NBT	0.35	36.6		D		0.67	31.8		C	
	NBR	0.35	36.6		D		0.67	31.8		C	
SB	SBL	0.66	35.5	37.7	D	D	0.26	32.1	34.8	C	C
	SBT	0.54	40.1		D		0.42	35.8		D	
	SBR	0.54	40.1		D		0.42	35.8		D	
<b>Intersection</b>		<b>0.56</b>	<b>23.9</b>		<b>C</b>		<b>0.57</b>	<b>21.1</b>		<b>C</b>	
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>											
EB	EBL	0.35	11.1	10.8	B	B	0.24	12.9	12.6	B	B
	EBT	0.31	10.7		B		0.20	12.6		B	
	EBR	0.31	10.7		B		0.20	12.6		B	
WB	WBL	0.47	12.0	11.1	B	B	0.64	18.5	15.8	B	B
	WBT	0.14	9.9		A		0.21	12.6		B	
	WBR	0.14	9.9		A		0.21	12.6		B	
NB	NBL	0.51	10.0	9.8	B	A	0.50	9.5	13.5	A	B
	NBT	0.55	9.8		A		0.77	15.2		B	
	NBR	0.55	9.8		A		0.77	15.2		B	
SB	SBL	0.25	7.9	12.0	A	B	0.24	7.9	8.4	A	A
	SBT	0.70	12.9		B		0.38	8.4		A	
	SBR	0.70	12.9		B		0.38	8.4		A	
<b>Intersection</b>		<b>0.61</b>	<b>10.9</b>		<b>B</b>		<b>0.72</b>	<b>12.8</b>		<b>B</b>	
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>											
EB	EBL	0.89	32.7	23.2	C	C	0.75	20.9	16.1	C	B
	EBT	0.89	32.7		C		0.75	20.9		C	
	EBR	0.25	11.6		B		0.16	10.3		B	
WB	WBL	0.32	12.2	12.2	B	B	0.62	14.4	14.4	B	B
	WBT	0.32	12.2		B		0.62	14.4		B	
	WBR	0.32	12.2		B		0.62	14.4		B	
NB	NBL	0.88	40.6	31.9	D	C	0.97	51.2	38.6	D	D
	NBT	0.14	13.2		B		0.22	10.9		B	
	NBR	0.14	13.2		B		0.22	10.9		B	
SB	SBL	0.19	21.1	30.0	C	C	0.17	18.4	19.4	B	B
	SBT	0.73	31.3		C		0.36	19.5		B	
	SBR	0.73	31.3		C		0.36	19.5		B	
<b>Intersection</b>		<b>0.83</b>	<b>25.1</b>		<b>C</b>		<b>0.80</b>	<b>23.4</b>		<b>C</b>	

**TABLE 4.20**  
**2030 Alternative 4 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 4

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Unsignalized)</b>											
EB	EBL	0.59	29.8	22.7	D	C	0.46	28.2	21.1	D	C
	EBT	0.30	14.2		B		0.19	12.7		B	
	EBR	0.30	14.2		B		0.19	12.7		B	
WB	WBL	0.17	25.5	22.6	D	C	0.18	19.9	19.0	C	C
	WBT	0.12	19.6		C		0.16	18.2		C	
	WBR	-	-		-		-	-		-	
NB	NBL	0.07	8.5	2.0	A	A	0.09	8.1	2.3	A	A
	NBT	0.09	0.0		A		0.14	0.0		A	
	NBR	0.05	0.0		A		0.03	0.0		A	
SB	SBL	0.12	8.2	2.0	A	A	0.10	8.3	2.4	A	A
	SBT	0.14	0.0		A		0.09	0.0		A	
	SBR	0.12	0.0		A		0.08	0.0		A	
<b>Intersection</b>		<b>0.43</b>	<b>8.8</b>		<b>A</b>		<b>0.41</b>	<b>7.7</b>		<b>A</b>	
<b>10. SR 29 @ SR 82 (Signalized)</b>											
EB	EBL	0.71	34.2	12.4	C	B	0.65	33.8	6.0	C	A
	EBT	-	-		-		-	-		-	
	EBR	0.90	9.0		A		0.59	1.6		A	
WB	WBL	-	-	-	-	-	-	-	-	-	-
	WBT	-	-		-		-	-		-	
	WBR	-	-		-		-	-		-	
NB	NBL	0.88	34.8	27.8	C	C	0.89	26.5	21.3	C	C
	NBT	0.29	5.8		A		0.42	4.9		A	
	NBR	-	-		-		-	-		-	
SB	SBL	-	-	30.9	-	C	-	-	29.3	-	C
	SBT	0.87	37.3		D		0.77	33.6		C	
	SBR	0.15	17.6		B		0.10	20.5		C	
<b>Intersection</b>		<b>0.90</b>	<b>21.2</b>		<b>C</b>		<b>0.71</b>	<b>17.5</b>		<b>B</b>	
<b>11. SR 29 @ Charlotte Street (Signalized)</b>											
EB	EBL	0.46	15.8	14.7	B	B	0.58	14.2	12.3	B	B
	EBT	0.46	15.8		B		0.58	14.2		B	
	EBR	0.20	14.0		B		0.30	11.2		B	
WB	WBL	0.66	20.4	20.4	C	C	0.37	11.6	11.6	B	B
	WBT	0.66	20.4		C		0.37	11.6		B	
	WBR	0.66	20.4		C		0.37	11.6		B	
NB	NBL	0.75	15.1	13.7	B	B	0.69	16.3	14.7	B	B
	NBT	0.17	10.0		B		0.37	12.9		B	
	NBR	0.17	10.0		B		0.37	12.9		B	
SB	SBL	0.08	16.1	17.6	B	B	0.06	13.0	14.1	B	B
	SBT	0.38	18.6		B		0.22	14.5		B	
	SBR	0.09	17.0		B		0.12	14.1		B	
<b>Intersection</b>		<b>0.67</b>	<b>15.8</b>		<b>B</b>		<b>0.66</b>	<b>13.3</b>		<b>B</b>	
<b>15. New Market Rd @ Central Loop (Signalized)</b>											
EB	EBL	0.79	31.0	22.9	C	C	0.72	15.2	12.5	B	B
	EBT	0.29	13.4		B		0.37	9.3		A	
	EBR	-	-		-		-	-		-	
WB	WBL	-	-	9.5	-	A	-	-	7.8	-	A
	WBT	0.75	30.6		C		0.64	25.1		C	
	WBR	0.52	1.4		A		0.80	4.9		A	
NB	NBL	-	-	-	-	-	-	-	-	-	-
	NBT	-	-		-		-	-		-	
	NBR	-	-		-		-	-		-	
SB	SBL	0.92	28.4	25.3	C	C	0.79	21.1	18.9	C	B
	SBT	-	-		-		-	-		-	
	SBR	0.19	11.6		B		0.24	13.9		B	
<b>Intersection</b>		<b>0.75</b>	<b>19.4</b>		<b>B</b>		<b>0.80</b>	<b>12.7</b>		<b>B</b>	

**TABLE 4.20**  
**2030 Alternative 4 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 4 of 4

	Movt.	AM Peak					PM Peak				
		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS		V/C <sup>(1)</sup> Ratio	Delay (sec/veh)		LOS	
			Movt	App	Movt	App		Movt	App	Movt	App
<b>16. SR 29 @ Central Loop (Signalized)</b>											
EB	EBL	0.86	44.2	37.0	D	D	0.90	42.1	34.2	D	C
	EBT	-	-		-		-				
	EBR	0.11	21.7		C		0.15	17.5		B	
WB	WBL	-	-	-	-	-	-	-	-	-	-
	WBT	-	-		-		-				
	WBR	-	-		-		-				
NB	NBL	0.76	28.3	10.5	C	B	0.89	42.8	23.6	D	C
	NBT	0.47	7.7		A		0.86	20.5		C	
	NBR	-	-		-		-				
SB	SBL	-	-	26.4	-	C	-	-	27.1	-	C
	SBT	0.95	31.2		C		0.86	30.3		C	
	SBR	0.33	12.1		B		0.21	17.7		B	
<b>Intersection</b>		<b>0.92</b>	<b>22.9</b>		<b>C</b>		<b>0.89</b>	<b>26.9</b>		<b>C</b>	

(1) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.

**TABLE 4.21**  
**2040 Alternative 4 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 1 of 4

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>01. SR 29 @ Oil Well Road (Signalized)</b>													
EB	EBL	#207	0.82	36.4	27.1	D	C	#107	0.65	24.2	20.6	C	C
	EBT	#134	0.49	19.9		B		65	0.35	17.8		B	
	EBR		0.49	19.9		B			0.35	17.8		B	
WB	WBL	61	0.35	18.7	17.5	B	B	77	0.45	18.7	17.5	B	B
	WBT	48	0.14	16.8		B		61	0.24	16.8		B	
	WBR		0.14	16.8		B			0.24	16.8		B	
NB	NBL	#57	0.63	15.3	10.4	B	B	85	0.58	9.5	9.7	A	A
	NBT	127	0.44	8.9		A		230	0.66	10.7		B	
	NBR	15	0.05	6.7		A		19	0.07	5.8		A	
SB	SBL	63	0.28	13.1	21.9	B	C	51	0.30	15.2	19.0	B	B
	SBT	#349	0.86	28.0		C		#194	0.73	22.2		C	
	SBR	38	0.20	12.5		B		35	0.13	13.9		B	
<b>Intersection</b>			<b>0.85</b>		<b>19.8</b>		<b>B</b>		<b>0.66</b>		<b>15.2</b>		<b>B</b>
<b>02. SR 29 @ Farm Workers Way (Signalized)</b>													
EB	EBL		0.29	18.5	18.4	B	B		0.37	20.2	20.0	C	C
	EBT	46	0.29	18.5		B		51	0.37	20.2		C	
	EBR	6	0.00	16.9		B		8	0.00	17.8		B	
WB	WBL		0.24	18.2	18.4	B	B		0.18	18.8	18.7	B	B
	WBT	44	0.24	18.2		B		30	0.18	18.8		B	
	WBR	59	0.28	18.4		B		49	0.19	18.7		B	
NB	NBL	7	0.02	13.6	17.9	B	B	9	0.02	10.9	18.0	B	B
	NBT	141	0.66	18.2		B		#238	0.77	18.3		B	
	NBR	14	0.02	13.5		B		15	0.02	10.9		B	
SB	SBL	#227	0.82	16.6	9.7	B	A	#133	0.77	16.8	9.0	B	A
	SBT	139	0.46	6.5		A		78	0.29	5.4		A	
	SBR	14	0.04	4.8		A		11	0.03	4.5		A	
<b>Intersection</b>			<b>0.63</b>		<b>13.6</b>		<b>B</b>		<b>0.62</b>		<b>14.5</b>		<b>B</b>
<b>03. SR 29 @ CR 846 (Signalized) - SR 29 assumed as an East-West Facility at this intersection</b>													
EB	EBL	m268	0.85	30.3	15.1	C	B	m#274	0.89	62.7	27.1	E	C
	EBT	m143	0.56	4.8		A		57	0.36	3.0		A	
	EBR	-	-	-		-		-	-	-		-	
WB	WBL	-	-	-	34.5	-	C	-	-	-	34.5	-	C
	WBT	#305	0.83	36.5		D		#564	0.90	37.1		D	
	WBR	37	0.08	21.6		C		39	0.13	17.5		B	
NB	NBL	-	-	-	-	-	-	-	-	-	-	-	-
	NBT	-	-	-		-		-	-	-		-	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	116	0.41	36.9	33.9	D	C	200	0.59	48.3	48.9	D	D
	SBT	-	-	-		-		-	-	-		-	
	SBR	47	0.24	33.2		C		#171	0.66	49.1		D	
<b>Intersection</b>			<b>0.75</b>		<b>23.4</b>		<b>C</b>		<b>0.84</b>		<b>35.6</b>		<b>D</b>
<b>04. SR 29 @ New Market Road E (Signalized)</b>													
EB	EBL	m#157	0.85	49.8	31.4	D	C	m126	0.70	46.4	22.2	D	C
	EBT	232	0.64	23.7		C		m86	0.30	10.6		B	
	EBR	-	-	-		-		-	-	-		-	
WB	WBL	-	-	-	38.8	-	D	-	-	-	21.1	-	C
	WBT	m159	0.78	22.2		C		m218	0.66	19.5		B	
	WBR	m46	0.36	50.2		D		m14	0.56	22.3		C	
NB	NBL	-	-	-	-	-	-	-	-	-	-	-	-
	NBT	-	-	-		-		-	-	-		-	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	#468	0.91	33.5	30.2	C	C	337	0.80	39.3	36.2	D	D
	SBT	-	-	-		-		-	-	-		-	
	SBR	40	0.18	14.6		B		140	0.40	29.6		C	
<b>Intersection</b>			<b>0.87</b>		<b>33.4</b>		<b>C</b>		<b>0.72</b>		<b>25.7</b>		<b>C</b>



**TABLE 4.21**  
**2040 Alternative 4 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 2 of 4

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>05. SR 29 @ 1st Street (Signalized)</b>													
EB	EBL	m78	0.38	23.7	33.9	C	C	m39	0.33	26.2	42.3	C	D
	EBT	m183	0.62	31.7		C		m147	0.57	38.6		D	
	EBR	#264	0.76	38.3		D		85	0.35	47.3		D	
WB	WBL	m#207	0.98	46.9	31.4	D	C	#379	0.96	45.7	36.2	D	D
	WBT	m46	0.30	10.8		B		233	0.42	19.0		B	
	WBR	m0	0.09	3.5		A		68	0.15	24.4		C	
NB	NBL	#139	0.90	70.4	35.4	E	D	#247	0.84	55.4	51.7	E	D
	NBT	197	0.48	24.5		C		#680	0.99	68.4		E	
	NBR	213	0.63	27.9		C		98	0.35	25.3		C	
SB	SBL	119	0.50	20.9	56.4	C	E	#154	0.86	64.2	52.6	E	D
	SBT	#523	1.00	70.3		E		#383	0.80	47.9		D	
	SBR		1.00	70.3		E			0.80	47.9		D	
<b>Intersection</b>			<b>0.91</b>		<b>38.7</b>		<b>D</b>		<b>0.90</b>		<b>45.5</b>		<b>D</b>
<b>06. SR 29 @ 9th Street (Signalized)</b>													
EB	EBL	81	0.24	19.1	22.6	B	C	82	0.31	30.9	30.1	C	C
	EBT	323	0.65	26.6		C		266	0.51	32.8		C	
	EBR	55	0.23	18.6		B		57	0.15	26.4		C	
WB	WBL	m76	0.45	6.8	6.3	A	A	m84	0.52	9.3	8.1	A	A
	WBT	m117	0.29	5.9		A		m155	0.49	8.4		A	
	WBR	m4	0.04	7.1		A		m5	0.05	2.2		A	
NB	NBL	#158	0.75	40.0	38.7	D	D	261	0.75	34.1	38.2	C	D
	NBT	103	0.42	37.5		D		306	0.74	41.6		D	
	NBR		0.42	37.5		D			0.74	41.6		D	
SB	SBL	133	0.70	37.8	39.2	D	D	48	0.33	425.0	47.8	F	D
	SBT	125	0.58	40.8		D		142	0.58	49.8		D	
	SBR		0.58	40.8		D			0.58	49.8		D	
<b>Intersection</b>			<b>0.61</b>		<b>24.9</b>		<b>C</b>		<b>0.60</b>		<b>26.6</b>		<b>C</b>
<b>07. SR 29 @ Immokalee Drive (Signalized)</b>													
EB	EBL	70	0.38	12.7	12.3	B	B	54	0.27	14.5	14.2	B	B
	EBT	73	0.33	12.2		B		61	0.23	14.1		B	
	EBR		0.33	12.2		B			0.23	14.1		B	
WB	WBL	89	0.55	14.9	13.3	B	B	#169	0.70	23.0	19.0	C	B
	WBT	42	0.14	11.2		B		67	0.24	14.2		B	
	WBR		0.14	11.2		B			0.24	14.2		B	
NB	NBL	94	0.60	12.9	11.0	B	B	118	0.54	10.5	15.3	B	B
	NBT	137	0.56	10.2		B		#295	0.80	17.3		B	
	NBR		0.56	10.2		B			0.80	17.3		B	
SB	SBL	45	0.27	8.3	12.6	A	B	35	0.27	8.4	8.8	A	A
	SBT	204	0.71	13.5		B		109	0.40	8.8		A	
	SBR		0.71	13.5		B			0.40	8.8		A	
<b>Intersection</b>			<b>0.65</b>		<b>12.2</b>		<b>B</b>		<b>0.76</b>		<b>14.6</b>		<b>B</b>
<b>08. SR 29 @ Lake Trafford Road (Signalized)</b>													
EB	EBL		0.95	44.1	29.7	D	C		0.81	26.9	19.9	C	B
	EBT	#397	0.95	44.1		D		#264	0.81	26.9		C	
	EBR	47	0.27	12.3		B		42	0.17	11.5		B	
WB	WBL		0.39	13.3	13.3	B	B		0.66	17.2	17.2	B	B
	WBT	121	0.39	13.3		B		237	0.66	17.2		B	
	WBR		0.39	13.3		B			0.66	17.2		B	
NB	NBL	#187	0.93	53.2	40.2	D	D	#279	0.96	48.7	36.6	D	D
	NBT	54	0.16	13.9		B		74	0.25	12.3		B	
	NBR		0.16	13.9		B			0.25	12.3		B	
SB	SBL	50	0.22	22.4	38.4	C	D	35	0.20	21.9	23.5	C	C
	SBT	#246	0.83	40.8		D		94	0.46	23.7		C	
	SBR		0.83	40.8		D			0.46	23.7		C	
<b>Intersection</b>			<b>0.89</b>		<b>31.7</b>		<b>C</b>		<b>0.83</b>		<b>25.3</b>		<b>C</b>

**TABLE 4.21**  
**2040 Alternative 4 - Intersection Analysis Summary**  
**SR 29 PD&E STUDY**

Sheet 3 of 4

	Movt.	AM Peak						PM Peak					
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS	
				Movt	App	Movt	App			Movt	App	Movt	App
<b>09. SR 29 @ Westclox Road (Unsignalized)</b>													
EB	EBL	147	0.76	46.1	32.2	E	D	98	0.64	43.4	29.8	E	D
	EBT	41	0.36	15.5		C		22	0.23	13.5		B	
	EBR		0.36	15.5		C			0.23	13.5		B	
WB	WBL	13	0.23	33.4	27.9	D	D	22	0.23	23.6	22.1	C	C
	WBT	7	0.15	22.3		C		19	0.20	20.6		C	
	WBR	-	-	-		-		-	-	-		-	
NB	NBL	7	0.08	8.7	2.2	A	A	9	0.11	8.3	2.5	A	A
	NBT	0	0.10	0.0		A		0	0.15	0.0		A	
	NBR	0	0.05	0.0		A		0	0.03	0.0		A	
SB	SBL	10	0.12	8.3	2.0	A	A	8	0.10	8.4	2.3	A	A
	SBT	0	0.15	0.0		A		0	0.10	0.0		A	
	SBR	0	0.14	0.0		A		0	0.09	0.0		A	
<b>Intersection</b>			<b>0.46</b>		<b>12.0</b>		<b>B</b>		<b>0.43</b>		<b>10.2</b>		<b>B</b>
<b>10. SR 29 @ SR 82 (Signalized)</b>													
EB	EBL	#303	0.94	73.5	10.8	E	B	161	0.71	44.6	6.4	D	A
	EBT	-	-	-		-		-	-	-		-	
	EBR	0	0.64	1.2		A		0	0.42	0.5		A	
WB	WBL	-	-	-	-	-	-	-	-	-	-	-	-
	WBT	-	-	-		-		-	-	-		-	
	WBR	-	-	-		-		-	-	-		-	
NB	NBL	#321	0.98	53.0	41.9	D	D	#467	0.99	44.4	35.3	D	D
	NBT	108	0.32	5.8		A		193	0.48	6.0		A	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	-	-	-	41.9	-	D	-	-	-	50.7	-	D
	SBT	#489	0.94	52.6		D		#366	0.93	62.5		E	
	SBR	50	0.18	20.4		C		51	0.12	26.9		C	
<b>Intersection</b>			<b>0.95</b>		<b>27.3</b>		<b>C</b>		<b>0.92</b>		<b>28.1</b>		<b>C</b>
<b>11. SR 29 @ Charlotte Street (Signalized)</b>													
EB	EBL		0.49	16.4	15.1	B	B		0.64	15.6	13.0	B	B
	EBT	95	0.49	16.4		B		#179	0.64	15.6		B	
	EBR	45	0.20	14.3		B		52	0.31	11.2		B	
WB	WBL		0.72	23.6	23.6	C	C		0.39	11.8	11.8	B	B
	WBT	#176	0.72	23.6		C		94	0.39	11.8		B	
	WBR		0.72	23.6		C			0.39	11.8		B	
NB	NBL	#192	0.80	17.8	15.7	B	B	95	0.70	16.9	15.5	B	B
	NBT	53	0.18	10.3		B		93	0.39	14.1		B	
	NBR		0.18	10.3		B			0.39	14.1		B	
SB	SBL	8	0.05	16.8	18.6	B	B	11	0.07	15.1	16.2	B	B
	SBT	68	0.40	19.6		B		47	0.24	16.6		B	
	SBR	35	0.09	17.9		B		40	0.13	16.1		B	
<b>Intersection</b>			<b>0.72</b>		<b>17.4</b>		<b>B</b>		<b>0.62</b>		<b>14.2</b>		<b>B</b>
<b>15. New Market Rd @ Central Loop (Signalized)</b>													
EB	EBL	#208	0.84	41.4	30.2	D	C	#151	0.74	16.8	13.5	B	B
	EBT	142	0.33	18.8		B		120	0.42	10.0		B	
	EBR	-	-	-		-		-	-	-		-	
WB	WBL	-	-	-	16.8	-	B	-	-	-	10.8	-	B
	WBT	#335	0.89	54.2		D		121	0.60	22.2		C	
	WBR	0	0.58	1.7		A		#100	0.89	8.9		A	
NB	NBL	-	-	-	-	-	-	-	-	-	-	-	-
	NBT	-	-	-		-		-	-	-		-	
	NBR	-	-	-		-		-	-	-		-	
SB	SBL	#444	0.91	29.2	26.5	C	C	#240	0.85	25.2	22.0	C	C
	SBT	-	-	-		-		-	-	-		-	
	SBR	39	0.19	13.3		B		50	0.24	14.4		B	
<b>Intersection</b>			<b>0.79</b>		<b>23.5</b>		<b>C</b>		<b>0.89</b>		<b>15.3</b>		<b>B</b>

**TABLE 4.21  
2040 Alternative 4 - Intersection Analysis Summary  
SR 29 PD&E STUDY**

Sheet 4 of 4

	Movt.	AM Peak						PM Peak								
		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS		95th <sup>(1)</sup> %tile Q (ft)	V/C <sup>(2)</sup> Ratio	Delay (sec/veh)		LOS				
				Movt	App	Movt	App			Movt	App	Movt	App			
<b>16. SR 29 @ Central Loop (Signalized)</b>																
EB	EBL	114	0.62	31.8	30.5	C	C	131	0.71	23.1	21.4	C	C			
	EBT	-	-	-		-		-	-	-		-		-	-	-
	EBR	60	0.21	27.7		C		43	0.16	17.4		B				
WB	WBL	-	-	-	-	-	-	-	-	-	-	-	-			
	WBT	-	-	-		-		-	-	-		-				
	WBR	-	-	-		-		-	-	-		-				
NB	NBL	#88	0.85	44.4	10.9	D	B	#126	0.87	36.7	21.0	D	C			
	NBT	162	0.48	6.2		A		#417	0.90	18.8		B				
	NBR	-	-	-		-		-	-	-		-				
SB	SBL	-	-	-	21.1	-	C	-	-	-	23.5	-	C			
	SBT	#543	0.62	24.6		C		#296	0.90	26.9		C				
	SBR	44	0.21	10.2		B		47	0.24	13.3		B				
<b>Intersection</b>			<b>0.85</b>	<b>19.1</b>		<b>B</b>		<b>0.84</b>	<b>21.9</b>			<b>C</b>				

(1) 95th Percentile queue obtained from Synchro output for Signalized Intersections and from Synchro's HCM output for Unsignalized Intersections. For two or more lanes, the highest 95th percentile queue is reported.

# = 95th Percentile volume exceeds capacity, queue may be longer. Queue shown is max after two cycles.

m = Volume of 95th percentile queue is metered by the upstream signal.

(2) V/C Ratio obtained from Synchro HCM Output. V/C Ratio for unsignalized intersections is the Intersection Capacity Utilization (ICU) from Synchro HCM Output.

**Table 4.22**  
**2020 Alternative 4 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Farm Workers Way	8.70	59	58.5	58.4	A	A
Farm Workers Way	CR 846	1.36	43	35.4	33.5	B	C
CR 846	New Market Rd E	0.13	35	17.3	20.7	E	E
New Market Rd E	N 1st Street	0.41	35	25.8	20.7	D	E
N 1st Street	9th Street	0.50	30	27.2	22.9	C	D
9th Street	Immokalee Drive	0.87	35	31.8	31.0	C	C
Immokalee Drive	Lake Trafford Road	0.50	35	30.1	30.5	C	C
Lake Trafford Road	Central Loop	1.48	50	39.9	38.5	B	B
Central Loop	SR 82	2.32	55	52.7	53.0	A	A
<b>Total</b>		<b>16.27</b>	<b>-</b>	<b>46</b>	<b>44.7</b>	<b>A</b>	<b>A</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	23.6	23.7	C	C
SR 82	Central Loop	2.32	55	53.7	53.3	A	A
Central Loop	Lake Trafford Road	1.48	40	34.8	36.3	B	A
Lake Trafford Road	Immokalee Drive	0.50	35	28.6	30.3	B	B
Immokalee Drive	9th Street	0.87	35	30.6	30.5	B	B
9th Street	N 1st Street	0.50	30	20.6	19.4	D	D
N 1st Street	New Market Road E	0.41	35	28.7	29.2	B	B
New Market Road E	CR 846	0.13	35	23.7	24.6	C	C
CR 846	Farm Workers Way	1.36	43	40.8	40.8	A	A
<b>Total</b>		<b>8.06</b>	<b>-</b>	<b>35.0</b>	<b>35.3</b>	<b>A</b>	<b>A</b>
<b>Central Loop Northbound</b>							
New Market Road	SR 29	2.37	50	48.0	46.9	A	A
<b>Total</b>		<b>2.37</b>	<b>-</b>	<b>48.0</b>	<b>46.9</b>	<b>A</b>	<b>A</b>
<b>Central Loop Southbound</b>							
SR 29	New Market Road	2.37	42	36.6	38.0	A	A
<b>Total</b>		<b>2.37</b>	<b>-</b>	<b>36.6</b>	<b>38</b>	<b>A</b>	<b>A</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.

**Table 4.23**  
**2030 Alternative 4 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

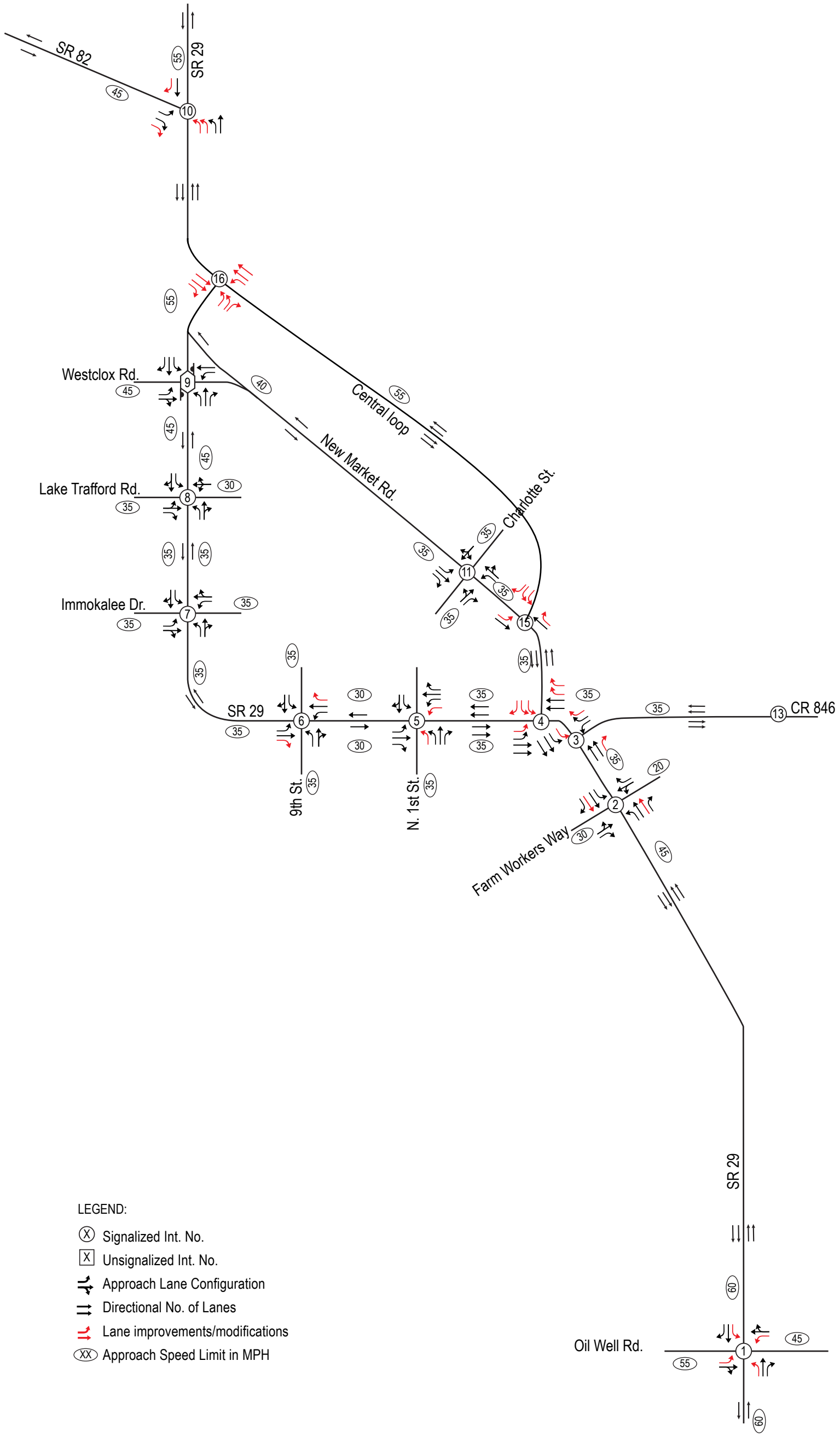
Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Oil Well Road	0.50	60	33.0	35.2	C	B
Oil Well Road	Farm Workers Way	8.20	59	56.9	57.0	A	A
Farm Workers Way	CR 846	1.36	43	34.4	34.9	B	B
CR 846	New Market Rd E	0.13	35	12.6	16.0	F	E
New Market Rd E	N 1st Street	0.41	35	27.5	23.8	C	D
N 1st Street	9th Street	0.50	30	25.1	25.9	D	D
9th Street	Immokalee Drive	0.87	35	30.8	28.9	C	C
Immokalee Drive	Lake Trafford Road	0.50	35	29.4	30.5	C	C
Lake Trafford Road	Central Loop	1.48	50	33.8	34.6	C	B
Central Loop	SR 82	2.32	55	52.6	52.5	A	A
<b>Total</b>		<b>16.27</b>	<b>-</b>	<b>43.2</b>	<b>43.4</b>	<b>A</b>	<b>A</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	22.5	22.9	D	D
SR 82	Central Loop	2.32	55	53.7	53.3	A	A
Central Loop	Lake Trafford Road	1.48	40	32.7	36.2	C	B
Lake Trafford Road	Immokalee Drive	0.50	35	26.0	29.7	D	C
Immokalee Drive	9th Street	0.87	35	27.0	26.4	C	D
9th Street	N 1st Street	0.50	30	19.1	19.8	E	E
N 1st Street	New Market Road E	0.41	35	24.9	27.0	D	C
New Market Road E	CR 846	0.13	35	24.0	25.7	D	D
CR 846	Farm Workers Way	1.36	43	40.7	41.2	B	B
Farm Workers Way	Oil Well Road	8.20	59	54.7	56.8	A	A
<b>Total</b>		<b>16.27</b>	<b>-</b>	<b>41.3</b>	<b>42.9</b>	<b>B</b>	<b>A</b>
<b>Central Loop Northbound</b>							
New Market Road	SR 29	2.37	50	47.7	44.1	A	A
<b>Total</b>		<b>2.37</b>	<b>-</b>	<b>47.7</b>	<b>44.1</b>	<b>A</b>	<b>A</b>
<b>Central Loop Southbound</b>							
SR 29	New Market Road	2.37	42	36.3	37.4	A	A
<b>Total</b>		<b>2.37</b>	<b>-</b>	<b>36.3</b>	<b>37.4</b>	<b>A</b>	<b>A</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.

**Table 4.24**  
**2040 Alternative 4 - Arterial Analysis Summary**  
**SR 29 PD&E Study**

Roadway Segment		Segment Length (miles)	Flow Speed (mph)	Operating Speed (mph)		Arterial LOS	
From	To			AM	PM	AM	PM
<b>SR 29 Northbound</b>							
South of Oil Well Road	Oil Well Road	0.50	60	38.0	35.3	B	B
Oil Well Road	Farm Workers Way	8.20	59	56.7	56.6	A	A
Farm Workers Way	CR 846	1.36	43	32.6	32.4	C	C
CR 846	New Market Rd E	0.13	35	11.9	12.9	F	F
New Market Rd E	N 1st Street	0.41	35	27.3	23.6	C	D
N 1st Street	9th Street	0.50	30	25.8	24.9	D	D
9th Street	Immokalee Drive	0.87	35	30.8	28.4	C	C
Immokalee Drive	Lake Trafford Road	0.50	35	29.6	29.4	C	C
Lake Trafford Road	Central Loop	1.48	50	37.6	40.2	B	B
Central Loop	SR 82	2.32	55	52.7	52.3	A	A
<b>Total</b>		<b>16.27</b>	<b>-</b>	<b>43.6</b>	<b>43.1</b>	<b>A</b>	<b>A</b>
<b>SR 29 Southbound</b>							
North of SR 82	SR 82	0.50	55	19.4	17.3	E	E
SR 82	Central Loop	2.32	55	53.9	53.4	A	A
Central Loop	Lake Trafford Road	1.48	40	31.0	35.0	C	B
Lake Trafford Road	Immokalee Drive	0.50	35	26.3	29.5	D	C
Immokalee Drive	9th Street	0.87	35	26.6	25.3	D	D
9th Street	N 1st Street	0.50	30	18.8	17.6	E	E
N 1st Street	New Market Road E	0.41	35	22.0	27.4	D	C
New Market Road E	CR 846	0.13	35	22.0	24.2	D	D
CR 846	Farm Workers Way	1.36	43	40.5	41.0	B	B
Farm Workers Way	Oil Well Road	8.20	59	55.6	56.0	A	A
<b>Total</b>		<b>16.27</b>	<b>-</b>	<b>40.6</b>	<b>41.3</b>	<b>B</b>	<b>B</b>
<b>Central Loop Northbound</b>							
New Market Road	SR 29	2.37	50	48.1	44.4	A	A
<b>Total</b>		<b>2.37</b>	<b>-</b>	<b>48.1</b>	<b>44.4</b>	<b>A</b>	<b>A</b>
<b>Central Loop Southbound</b>							
SR 29	New Market Road	2.37	42	36.5	36.7	A	A
<b>Total</b>		<b>2.37</b>	<b>-</b>	<b>36.5</b>	<b>36.7</b>	<b>A</b>	<b>A</b>

Note: Synchro provides arterial LOS only for roadway segments connected downstream to signalized intersections.



- LEGEND:
- ⊗ Signalized Int. No.
  - ⊠ Unsignalized Int. No.
  - ↔ Approach Lane Configuration
  - ⇄ Directional No. of Lanes
  - ↔ Lane improvements/modifications
  - ⓧ Approach Speed Limit in MPH

**FIGURE 4.16**  
 2040 Alternative 4 - Central Loop  
 Speed Limits, Traffic Controls, and Recommended Lane Configurations

## 5 CONCLUSIONS & RECOMMENDATIONS

### 5.1 Conclusions

The analysis of the existing condition shows that all intersections are operating at acceptable levels of service with the exception of the eastbound left turn movement at the intersection of SR 29 and SR 82. The travel demand forecasts for design year 2040 show a significant increase in traffic volumes within the study area. Compared to Alternative 1, the widening of SR 29 to a four lane facility under Alternative 2 results in higher volumes on SR 29 but it also improves the flow of traffic along SR 29 due to increased capacity and higher speeds. The lower speeds on SR 29 between Lake Trafford Road and CR 846 result in lower operating speeds under Alternatives 1, 3 and 4. Under Alternatives 3 and 4, the reduction in number of through lanes on SR 29 from 4 lanes to two lanes between North 1<sup>st</sup> Street and North 9<sup>th</sup> Street, creates a bottleneck and affects the flow of traffic in a significant way. Alternative 4 results in the least amount of traffic on SR 29 from North 1<sup>st</sup> Street to Westclox Road. However, it generates the maximum amount of traffic in the vicinity of CR 846 and has the potential to significantly affect the flow of traffic through this area. Also, Alternative 4 might dictate the need for dual westbound receiving lanes on SR 29 for the dual northbound left turn lanes at the intersection of SR 29 and North 1<sup>st</sup> Street. A comparative evaluation matrix is shown in **Table 5.1** for 2040 traffic conditions for all alternatives.

### 5.2 Recommendations

Based on the results of the traffic analysis, the No-Build condition (Alternative 1) is the least desirable alternative. Between the remaining alternatives, there does not appear to be a clear winner. In terms of the operating speeds, Alternative 2 provides the best operating conditions but this alternative does not support the Public Realm Plan. Alternative 3 appears to be better than Alternative 4 in terms of supporting the Public Realm Plan and providing a reasonable reduction in traffic through the City. However, both of these alternatives have capacity constraints between North 1<sup>st</sup> Street and North 9<sup>th</sup> Street. Considering all aspects of traffic operations and compliance with the Public Realm Plan, Alternative 3 (Eastern Loop Alternative) is recommended as the preferred alternative from a traffic standpoint.



**TABLE 5.1**  
**2040 Alternatives Comparative Evaluation Matrix**  
**SR 29 PD&E STUDY**

Parameters	2040								2040 AM Peak				2040 PM Peak			
	Alt 1		Alt 2		Alt 3		Alt 4		Alt 1	Alt 2	Alt 3	Alt 4	Alt 1	Alt 2	Alt 3	Alt 4
<b>SR 29 AADTs</b>																
North of Oil Well Rd	10,100	13,000	15,000	13,600	-	-	-	-	-	-	-	-	-	-	-	-
South of Farm Workers Way	10,100	13,000	6,600	13,600	-	-	-	-	-	-	-	-	-	-	-	-
South of CR 846	16,100	19,300	11,300	20,800	-	-	-	-	-	-	-	-	-	-	-	-
North of CR 846	27,800	29,400	15,500	31,600	-	-	-	-	-	-	-	-	-	-	-	-
Between 9th St and 1st St	18,900	24,800	14,100	12,500	-	-	-	-	-	-	-	-	-	-	-	-
South of Westclox Road	13,800	17,500	8,100	6,800	-	-	-	-	-	-	-	-	-	-	-	-
South of SR 82	28,700	33,400	19,400	34,800	-	-	-	-	-	-	-	-	-	-	-	-
<b>SR 29 Average Arterial Speeds</b>																
Northbound	-	-	-	-	42.9	44.1	41.3	43.6	41.9	43.3	40.8	43.1	41.9	43.3	40.8	43.1
Southbound	-	-	-	-	40.1	42.9	39.9	40.6	41.6	43.3	41.7	41.3	41.6	43.3	41.7	41.3
<b>Eastern Loop Average Arterial Speed</b>																
Northbound	-	-	-	-	-	-	51.4	-	-	-	50.1	-	-	-	50.1	-
Southbound	-	-	-	-	-	-	46.3	-	-	-	46.3	-	-	-	46.3	-
<b>Central Loop Average Arterial Speed</b>																
Northbound	-	-	-	-	-	-	-	48.1	-	-	-	44.4	-	-	-	44.4
Southbound	-	-	-	-	-	-	-	36.5	-	-	-	36.7	-	-	-	36.7
<b>Intersection LOS</b>																
01. SR 29 @ Oil Well Road (Sig)	-	-	-	-	C	C	C	B	C	C	C	B	C	C	C	B
02. SR 29 @ Farm Workers Way (Sig)	-	-	-	-	B	B	B	B	B	B	B	B	B	B	B	B
03. SR 29 @ CR 846 (Sig)	-	-	-	-	B	C	A	C	C	C	C	D	C	C	B	D
04. SR 29 @ New Market Road E (Sig)	-	-	-	-	B	C	C	C	C	C	B	C	C	C	C	C
05. SR 29 @ 1st Street (Sig)	-	-	-	-	D	D	C	D	D	D	D	D	D	D	D	D
06. SR 29 @ 9th Street (Sig)	-	-	-	-	C	C	C	C	C	C	C	C	C	C	C	C
07. SR 29 @ Immokalee Dr (Sig)	-	-	-	-	D	C	C	B	C	C	C	B	C	C	C	B
08. SR 29 @ Lake Trafford Rd (Sig)	-	-	-	-	D	D	D	C	D	D	D	C	D	D	D	C
09. SR 29 @ Westclox Road (Sig)	-	-	-	-	C	D	C	E*	C	C	C	B	C	C	B	E*
10. SR 29 @ SR 82 (Sig)	-	-	-	-	C	B	D	C	C	C	C	C	C	C	C	C
11. SR 29A @ Charlotte St (Sig)	-	-	-	-	C	B	B	B	C	C	C	B	C	C	C	B
12. SR 29 @ Eastern Loop South (Sig)	-	-	-	-	-	-	-	B	-	-	-	B	-	-	-	B
13. CR 846 @ Eastern Loop (Sig)	-	-	-	-	-	-	-	B	-	-	-	B	-	-	-	B
14. Eastern Loop @ Airport Access Rd (Unsig)	-	-	-	-	-	-	-	C	-	-	-	C	-	-	-	C
15. New Market Rd @ Central Loop (Sig)	-	-	-	-	-	-	-	-	-	-	-	C	-	-	-	B
16. SR 29 @ Central Loop (Sig)	-	-	-	-	-	-	-	-	-	-	-	B	-	-	-	C

Notes:

- Alternative 1 - No-Build with Cost Feasible LRTP Improvements
- Alternative 2 - SR 29 Existing Alignment with Improvements
- Alternative 3 - Eastern Loop
- Alternative 4 - Central Loop

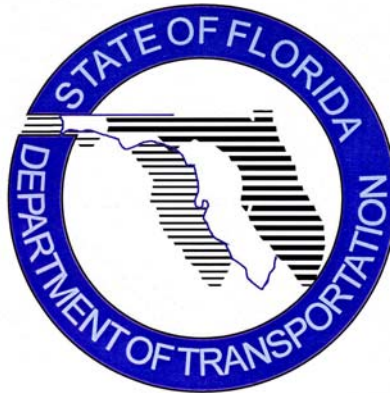
\*The LOS reflects unsignalized intersection minor street worst LOS. Intersection #9 can remain unsignalized under Alternative 4.

**Appendix A**  
**Draft DDHV/AADT & Modeling Technical Memorandum**

**DRAFT DDHV/AADT & MODELING  
TECHNICAL MEMORANDUM**

**DISTRICTWIDE SYSTEM PLANNING**

**PROJECT TRAFFIC REPORT**



**For SR 29  
From Oil Well Rd. to North of State Road 82  
Collier County, Florida**

Prepared by:  
Traf-O-Data, Corp.  
Tampa, Florida

August 2011

Prepared for  
FLORIDA DEPARTMENT OF TRANSPORTATION  
DISTRICT ONE – Bartow

**CERTIFICATION**  
**By**  
**TRAF-O-DATA, CORP.**

SR 29 FROM OIL WELL RD. TO NORTH OF SR 82

I, Steven Pivnicki, Florida P.E. Number 41331, have prepared and reviewed the Project Traffic DDHV/AADT and MODELING development for the above referenced FLORIDA DEPARTMENT OF TRANSPORTATION project. I have specifically followed the "Project Traffic Forecasting Procedure" as adopted by the Florida Department of Transportation. Based on traffic count information, general data sources, and other pertinent information, the Project Traffic DDHV/AADTs have been prepared using current traffic engineering, transportation planning, and Florida Department of Transportation practices and procedures.

Steven Pivnicki, P.E. #41331



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Traf-O-Data, Corp.

16 August, 2011

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Date

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# DDHV/AADT Technical Memorandum

To: Rax Jung, FDOT District 1

From: Steve Pivnicki, PE, AICP, Traf-O-Data Corp.

Date: July 8, 2011

Subject: SR 29, From Oil Well Road To North of SR 82, DDHV/AADT Volumes

## STUDY OBJECTIVE

The objective of this memorandum is to develop Project Traffic volumes for use by the Florida Department of Transportation (Department) in the PD&E and Design phases of SR 29 from Oil Well Rd. (CR 858) to north of SR 82 in Collier County. This Memorandum includes the development of the existing and future traffic forecasts, and evaluation of the roadway characteristics and operational conditions in the study corridor during the service life of the roadway improvement.

This Memorandum includes the development of the Annual Average Daily Traffic (AADT) and Peak Hour Volumes (PHV) for the existing year (2011) and AADT and Directional Design Hour Volumes (DDHV) for the opening year (2020), mid-design year (2030) and Design Year (2040) for the No-Build and Build Scenarios. The Build Scenarios include an Existing Alignment Alternative, an Eastern Loop Alternative, and a Central Loop Alternative.

## METHODOLOGY

The methodology prepared for the development of this Technical Memorandum is consistent with the Project Traffic Procedure published by the Florida Department of Transportation. The methodology covers the following topics:

- The collections of available traffic count information from the Department's historical traffic count records, from actual field count data, review of previous studies, traffic characteristics and other relevant data.
- The use of existing peak hour turning movements for the performance intersection analysis along the corridor.

- The estimation of travel characteristics of the corridor. These characteristics include Design Hour Volume factor ( $K_{30}$ ), Directional Design Hour Volume factor ( $D_{30}$ ), and 24-Hour Design Truck factor ( $T_{24}$ ) and Peak Hour Design Truck Factor ( $T_{PH}$ )
- The development of future year traffic volume forecasts for the corridor based on trends analysis of historical traffic counts and/or travel demand models.
- The development of opening year, mid-design year, and design year traffic volume forecasts AADT and DDHV volumes.

Additionally, reasonability checks were performed on the Collier County MPO travel demand model to ensure proper traffic loadings along this section of SR 29. A review of the socio economic data was also evaluated to guarantee all future large-scale developments were included in the forecast socio economic data, including, but not limited to, Ava Maria DRI, Big Cypress DRI, Immokalee Airport, and Kaicass Residential Development. These checks are detailed in a separate Technical Memorandum for the FSUTMS modeling effort.

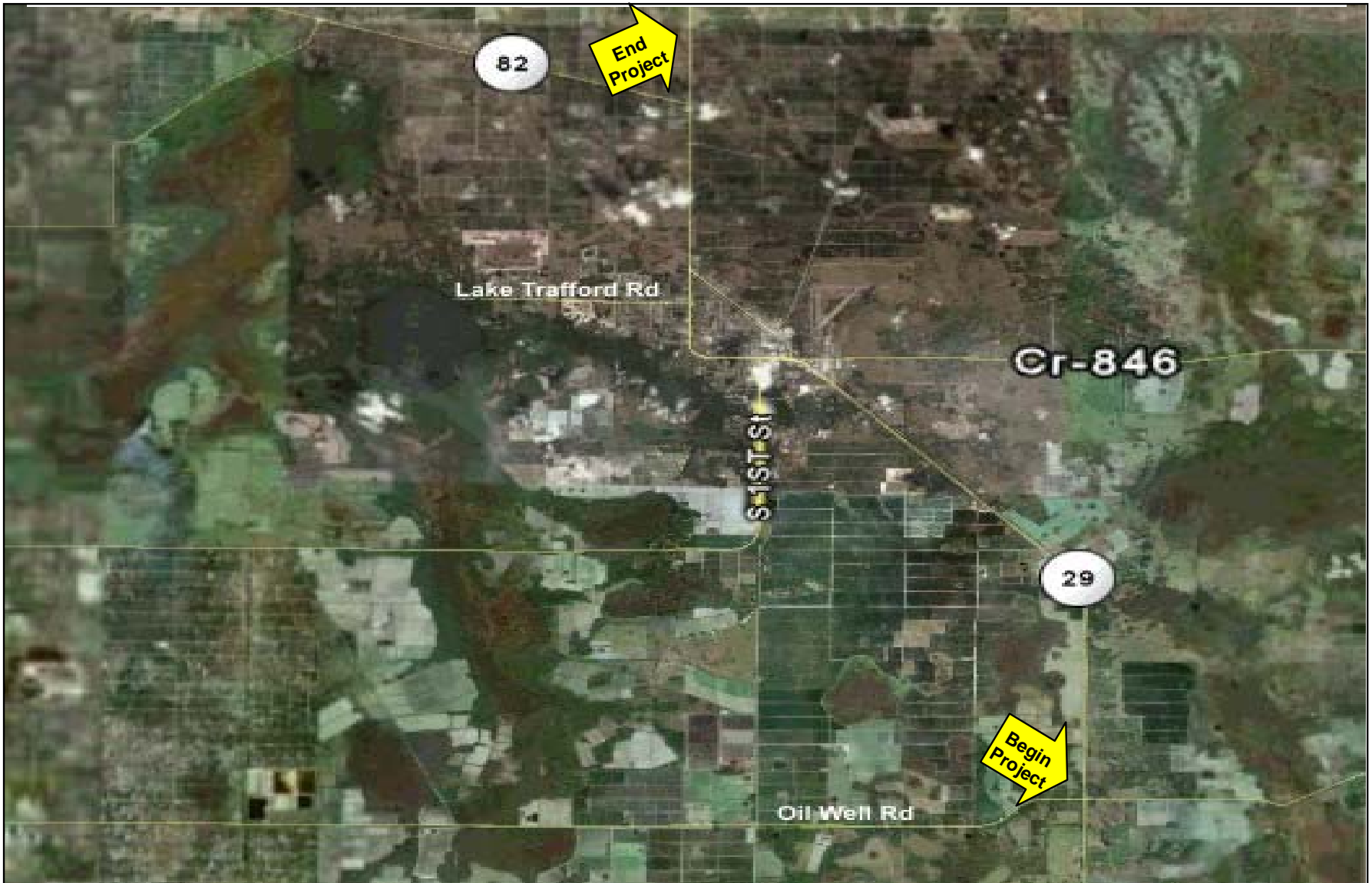
## **PROJECT LOCATION AND LIMITS**


SR 29, within the study limits of the project, is a major north-south corridor, which runs along the east side of Collier County, Florida. The project limits begin at CR 858 (milepost 27.208) and end at SR 82 (milepost 42.798) in Collier County, Florida for a length of 15.6 miles. The project location is shown in Figure 1, which illustrates the limits of this project and the surrounding roadway network.

## **EXISTING CONDITIONS**

FDOT classifies SR 29, section 03-080000, as a rural principal arterial from the CR 858 (milepost 27.208) to south of Farm Workers Way (milepost 34.736) and from north of New Market Road/CR 29A (milepost 39.860) to SR 82 (milepost 42.798). SR 29 is classified as a rural principal urban from south of Farm Workers Way (milepost 34.736) to north of CR 29A (milepost 39.860). Within the project limits, SR 29 functions as an undivided two-lane roadway with posted speed limits of 45-55 miles per hour (mph) for the majority of the corridor. However, from south of Airport Rd. (CR 846) (milepost 36.816) to west of 9<sup>th</sup> St. (milepost 37.811), SR 29 is a four lane divided arterial with a posted speed of 35 miles per hour.

Major cross street roadways within the study area include Oil Well Rd./CR 858 a collector, CR 846 (Airport Rd.) an urban collector, 1<sup>st</sup> Street an urban collector, 9<sup>th</sup> Street an urban collector, Immokalee Drive an urban collector, Lake Trafford Dr. an urban collector, SR 29A a minor urban arterial and SR 82 a minor rural arterial.



Prepared for: <b>FDOT District 1</b> Prepared by: <b>Traf-O-Data Corp.</b>	District Wide Systems Planning COLLIER COUNTY, FLORIDA	<b>SR 29 CORRIDOR STUDY</b> <b>from Oil Well Rd to SR 82</b>
		<b>Project Location Map</b> Figure 1

Roadway Classification:

MP 27.208 to MP 34.736 – Principal Rural Arterial

MP 34.736 to MP 39.860 – Principal Urban Arterial

MP 39.860 to MP 42.798 – Principal Rural Arterial

Major Intersections:

- SR 82 (MP 42.798) - Unsignalized
- SR 29A (MP 39.819) - Unsignalized
- Lake Trafford Dr. (MP 39.183) – Signalized
- Immokalee Dr. (MP 38.680) - Signalized
- 9<sup>th</sup> St. (MP 37.811) – Signalized
- 1<sup>st</sup> St. (MP 37.309) – Signalized
- SR 29A / New Market Rd. (MP 36.902) – Unsignalized
- Airport Rd. / CR 846 (MP 36.816) – Unsignalized
- Farm Worker Way (MP 35.416) – Signalized
- Oil Well Rd. / CR 858 (MP 27.208) - Unsignalized

Speed Limit:

- MP 27.208 to MP 34.564 – 60mph
- MP 34.564 to MP 35.064 – 55 mph
- MP 35.064 to MP 36.694 – 45 mph
- MP 36.694 to MP 37.856 – 35 mph

- MP 37.856 to MP 38.888 – 40 mph
- MP 38.888 to MP 39.960 – 45 mph
- MP 39.960 to MP 40.460 – 55 mph
- MP 40.460 to MP 42.798 – 60 mph

## **MULTI-MODAL FACILITIES**

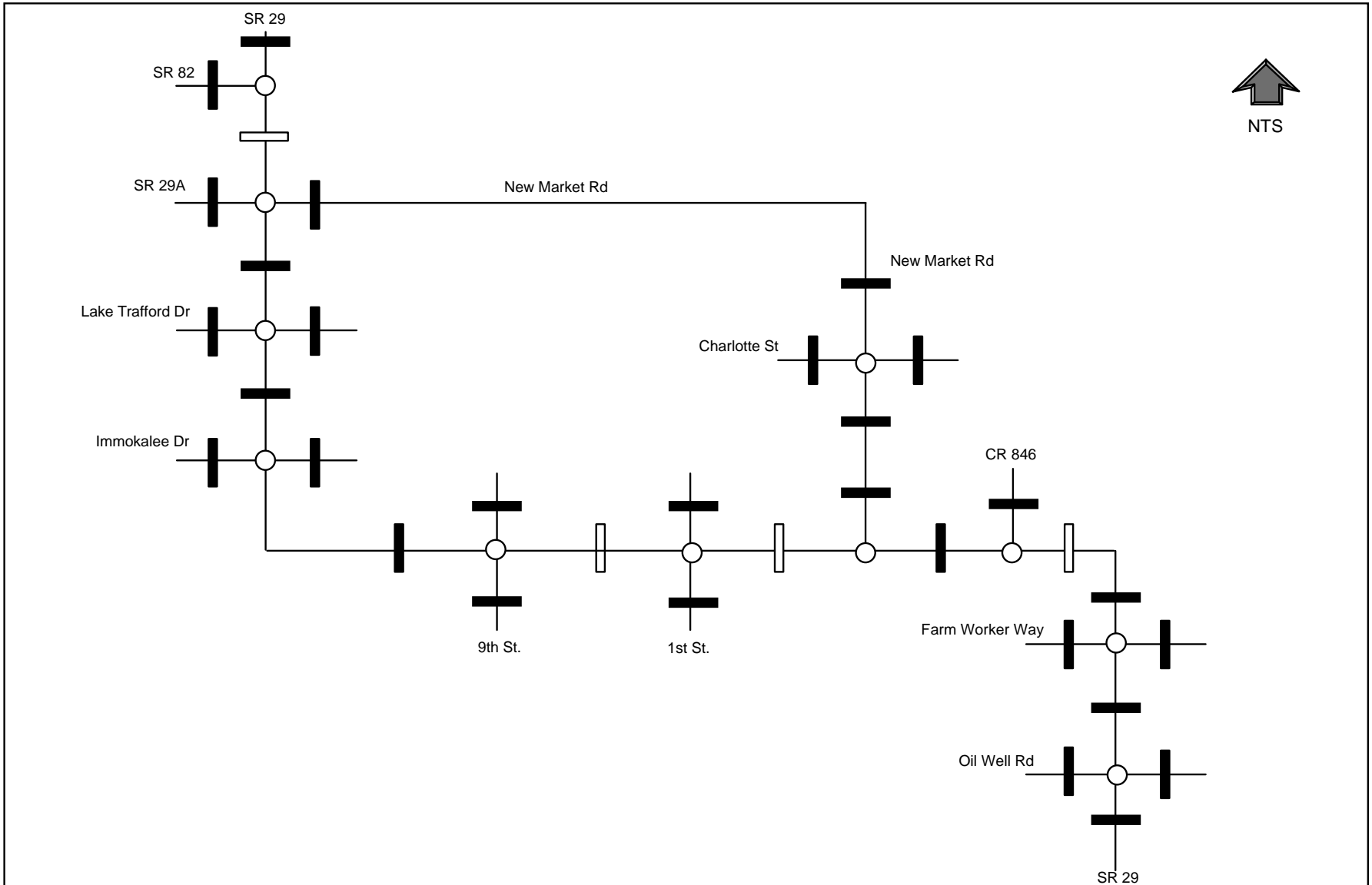
Collier Area Transit (CAT) is currently served by two existing transit routes (e.g. Immokalee Circulator and the Immokalee Blue Route) located within the Study Area. An existing transit transfer center is located at the Health Department on Roberts Avenue. Bicycle and pedestrian traffic was observed for the study area between 1<sup>st</sup> Street and Immokalee Drive.

## **TRAFFIC COUNT INFORMATION**

Figure 2 provides the location of traffic counts and type of traffic count data collected for the study. All existing traffic count data was collected during January 2011. The data collected included:

- 24-Hour bi-directional counts (29 locations)
- 48-Hour classification counts (4 locations)
- AM and PM Peak Hour intersection turning movement counts (11 intersections)

The traffic count data collected was adjusted to annual average conditions based on the most current FDOT seasonal and axle adjustment factors available for Collier County. As part of the traffic count program for this project, four (4) locations along SR 29 were designated for a vehicle classification count. These locations are also shown on Figure 2.



Prepared for: **FDOT District 1**  
 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

- - Turning Movement Count Location
- ▬ - 24 Hour Count Location
- ▭ - 48 Hour Class Count Location

**Count Location Map**

Figure 2

Vehicle composition for the classifications count was broken into three primary vehicle types:

- Passenger Vehicles – Motorcycles, Cars, Vans and Pickups
- Medium Trucks – Buses and 2 axle, Single Unit Trucks
- Heavy Trucks – (3 or 4 axles) Single Unit Trucks, 2 axle Tractors (with 1 or 2 axle Trailers), 3 axle Tractors (2 or 3 axle Trailers), and (5, 6 and 7 axle) Multi-trailers

Based on these categories, percentages for overall trucks (medium and heavy) were determined for peak and daily traffic conditions.

## **EXISTING ROADWAY CHARACTERISTICS**

This portion of the report discusses the existing roadway characteristics along the SR 29 corridor. These existing roadway characteristics include peak hour traffic flow factor (K), peak traffic directional distribution factor (D) and daily truck factor (Tdaily).

Based on 24-hour bi-directional and 48-hour classification counts, the peak hour traffic flow factor (K measured) and the peak traffic directional distribution factor (D measured) was obtained. Table 1 shows the 24-hour traffic count analysis for both the mainline and side streets for all the locations that were collected for the SR 29 project. Table 1 includes the measured K and D factors and the adjusted AADT volumes for SR 29. The adjusted AADT was obtained by applying the axle and seasonal adjustment factors to the measured ADT. The seasonal and axle adjustment factors were obtained from the 2009 FDOT Count CD.

Figure 3 provides the existing geometry and speed limits for all intersections to be evaluated along the study corridor.



Table 1

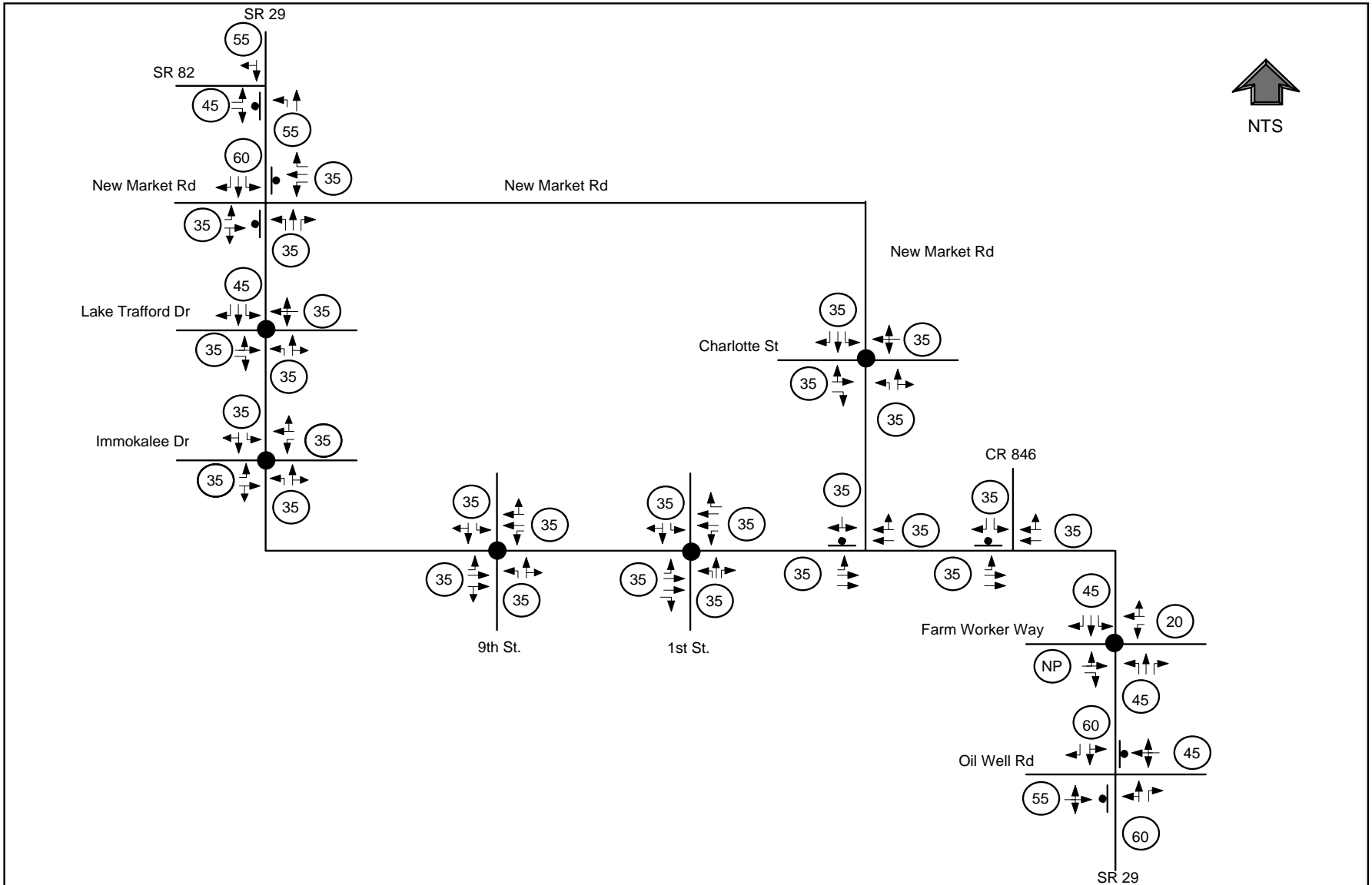
**SR 29 Corridor Study**  
From South of Oil Well Road to North of SR 82

2011 Existing Roadway Characteristics (Counted January 2011)

Roadway / Segment	Type of Count	Measured Characteristics							Adjusted AADT
		Daily	Peak Hr.	NB/EB	SB/WB	Peak Time	"K"	"D"	
<b>Mainline Characteristics</b>									
<b>SR 29</b>									
South of Oil Well Road	24-Hour Bi Directional	4,187	406	243	163	PM Peak	9.70%	59.85%	3,700
South of Farm Worker Way	24-Hour Bi Directional	4,395	445	255	190	PM Peak	10.13%	57.30%	3,800
North of Farm Worker Way	24-Hour Bi Directional	7,640	692	384	308	PM Peak	9.06%	55.49%	6,700
South of CR 846	48-Hour Class Count	9,560	738	401	337	PM Peak	7.72%	54.34%	9,000
East of SR 29A South	24-Hour Bi Directional	14,711	1,198	793	405	PM Peak	8.14%	66.19%	12,900
East of 1st Street	48-Hour Class Count	10,613	937	516	421	PM Peak	8.83%	55.07%	10,000
East of 9th Street	48-Hour Class Count	14,439	1,175	616	559	PM Peak	8.14%	52.43%	13,600
South of Immokalee Drive	24-Hour Bi Directional	14,670	1,635	909	726	PM Peak	11.15%	55.60%	12,800
South of Lake Trafford Drive	24-Hour Bi Directional	16,808	1,478	843	635	PM Peak	8.79%	57.04%	14,700
South of SR 29A North	24-Hour Bi Directional	12,832	1,193	684	509	PM Peak	9.30%	57.33%	11,200
South of SR 82	48-Hour Class Count	16,178	1,393	801	592	PM Peak	8.61%	57.50%	15,200
North of SR 82	24-Hour Bi Directional	6,934	598	333	265	PM Peak	8.62%	55.69%	6,100
<b>CR 29A</b>									
South of Charlotte Street	24-Hour Bi Directional	9,535	800	531	269	PM Peak	8.39%	66.38%	8,300
North of Charlotte Street	24-Hour Bi Directional	11,634	973	588	385	PM Peak	8.36%	60.43%	10,200

Roadway / Segment	Type of Count	Measured Characteristics							Adjusted AADT
		Daily	Peak Hr.	NB/EB	SB/WB	Peak Time	"K"	"D"	
<b>Side Street Characteristics</b>									
<b>Oil Well Road</b>									
West of SR 29	24-Hour Bi Directional	1,575	174	82	92	PM Peak	11.05%	52.87%	1,400
East of SR 29	24-Hour Bi Directional	1,485	155	82	73	PM Peak	10.44%	52.90%	1,300
<b>Farm Worker Way</b>									
West of SR 29	24-Hour Bi Directional	635	194	117	77	PM Peak	30.55%	60.31%	600
East of SR 29	24-Hour Bi Directional	1,485	389	207	182	PM Peak	26.20%	53.21%	1,300
<b>CR 846</b>									
North of SR 29	24-Hour Bi Directional	6,147	580	136	444	PM Peak	9.44%	76.55%	5,400
<b>CR 29A South</b>									
North of SR 29	24-Hour Bi Directional	7,716	817	387	430	PM Peak	10.59%	52.63%	6,700
<b>1st Street</b>									
North of SR 29	24-Hour Bi Directional	8,182	628	231	397	PM Peak	7.68%	63.22%	7,200
South of SR 29	24-Hour Bi Directional	14,906	1,388	691	697	PM Peak	9.31%	50.22%	13,000
<b>9th Street</b>									
North of SR 29	24-Hour Bi Directional	3,697	373	203	170	PM Peak	10.09%	54.42%	3,200
South of SR 29	24-Hour Bi Directional	9,969	823	514	309	PM Peak	8.26%	62.45%	8,700
<b>Immokalee Drive</b>									
West of SR 29	24-Hour Bi Directional	6,087	535	272	263	PM Peak	8.79%	50.84%	5,300
East of SR 29	24-Hour Bi Directional	5,649	458	215	243	PM Peak	8.11%	53.06%	4,900
<b>Lake Trafford Drive</b>									
West of SR 29	24-Hour Bi Directional	13,609	1,242	500	742	PM Peak	9.13%	59.74%	11,900
East of SR 29	24-Hour Bi Directional	5,086	573	217	356	PM Peak	11.27%	62.13%	4,400
<b>CR 29A North</b>									
West of SR 29	24-Hour Bi Directional	4,195	330	135	195	PM Peak	7.87%	59.09%	3,700
East of SR 29	24-Hour Bi Directional	9,205	705	234	471	PM Peak	7.66%	66.81%	8,000
<b>SR 82</b>									
West of SR 29	24-Hour Bi Directional	14,547	1,368	536	832	PM Peak	9.40%	60.82%	12,700
<b>Charlotte Street</b>									
West of SR 29A	24-Hour Bi Directional	8,034	655	271	384	PM Peak	8.15%	58.63%	7,000
East of SR 29A	24-Hour Bi Directional	2,641	212	103	109	PM Peak	8.03%	51.42%	2,300

1. Counts were conducted in January 2011.



Prepared for: **FDOT District 1**  
 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

- - Stop Control
- - Traffic Signal Location
- (XX) - Posted Speed in MPH

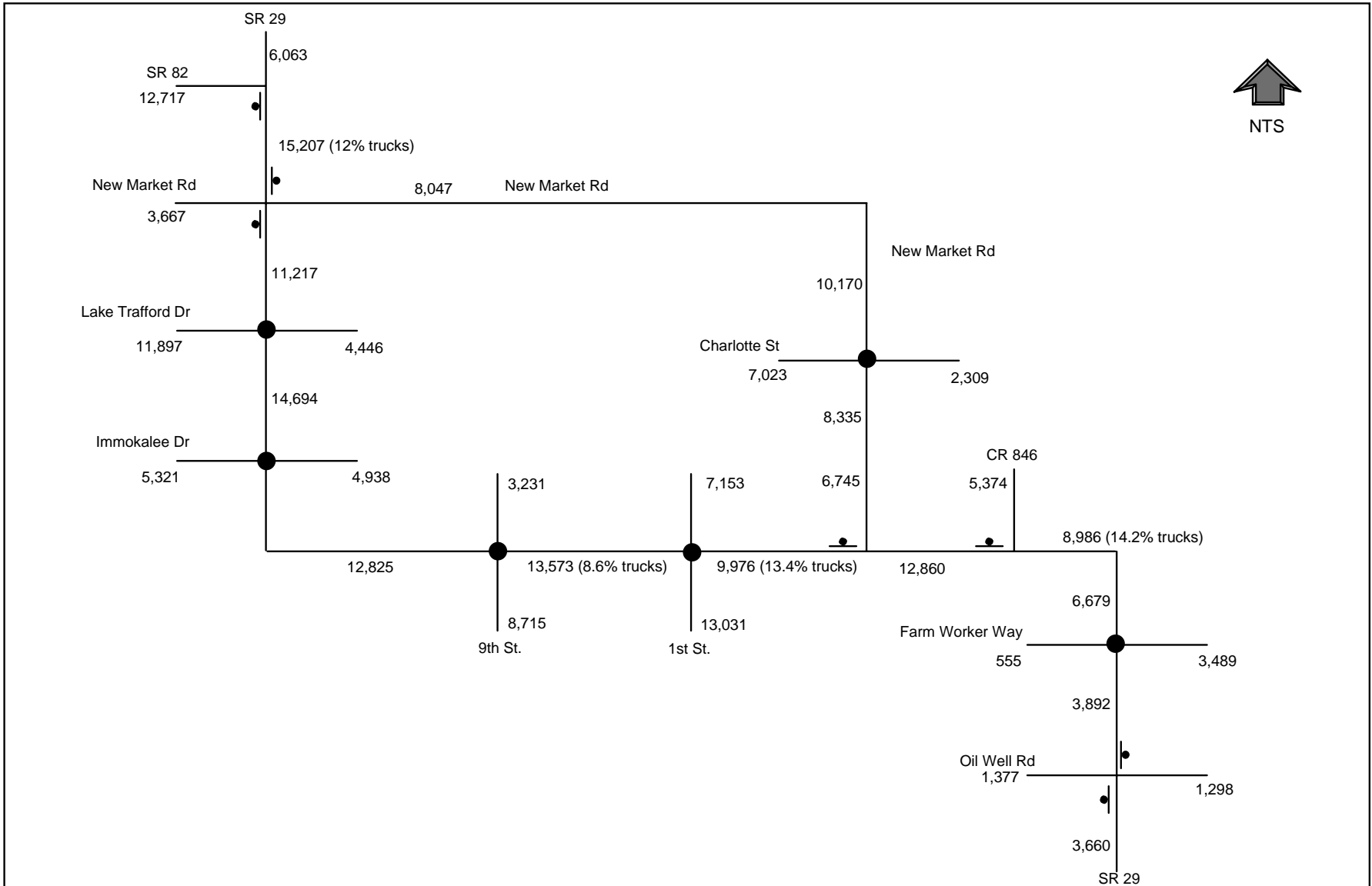
**Year 2011 Existing Geometry**

Figure 3

The intersection geometry information was collected during the traffic count data collections phase. The existing geometry is used in assessing the intersection LOS. The existing geometry will be considered as one of the factors in determining potential intersection improvements to accommodate the travel demand.

## **EXISTING TRAFFIC VOLUMES**

Figure 4 shows the existing Average Annual Daily Traffic Volumes (AADT's). Figure 5 provides the existing year (2011) Average Annual A.M. peak hour turning movements. Figure 6 provides the existing year (2011) Average Annual P.M. peak hour turning movements. These volumes were obtained by applying a weekday factor of 0.94 to the turning movement and hose counts and by applying an axel factor of 0.90 to the hose counts. These factors were obtained from the FDOT 2009 Count CD



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**District Wide Systems Planning**  
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**SR 29 CORRIDOR STUDY**  
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**LEGEND**

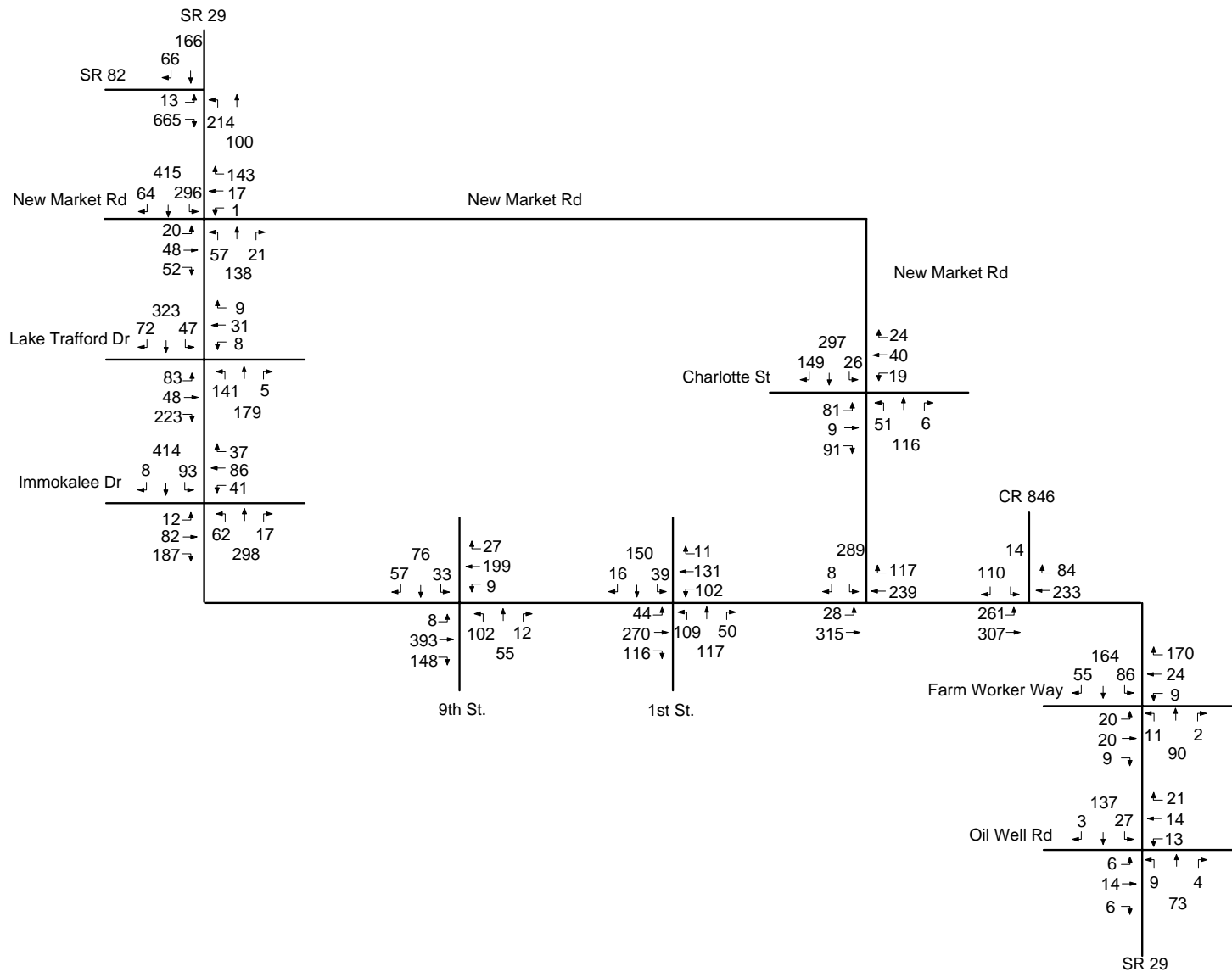
- XX - Existing Two-Way AADT Traffic
- - Stop Control
- - Traffic Signal Location

**Year 2011 AADT**

Figure 4



NTS



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**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**

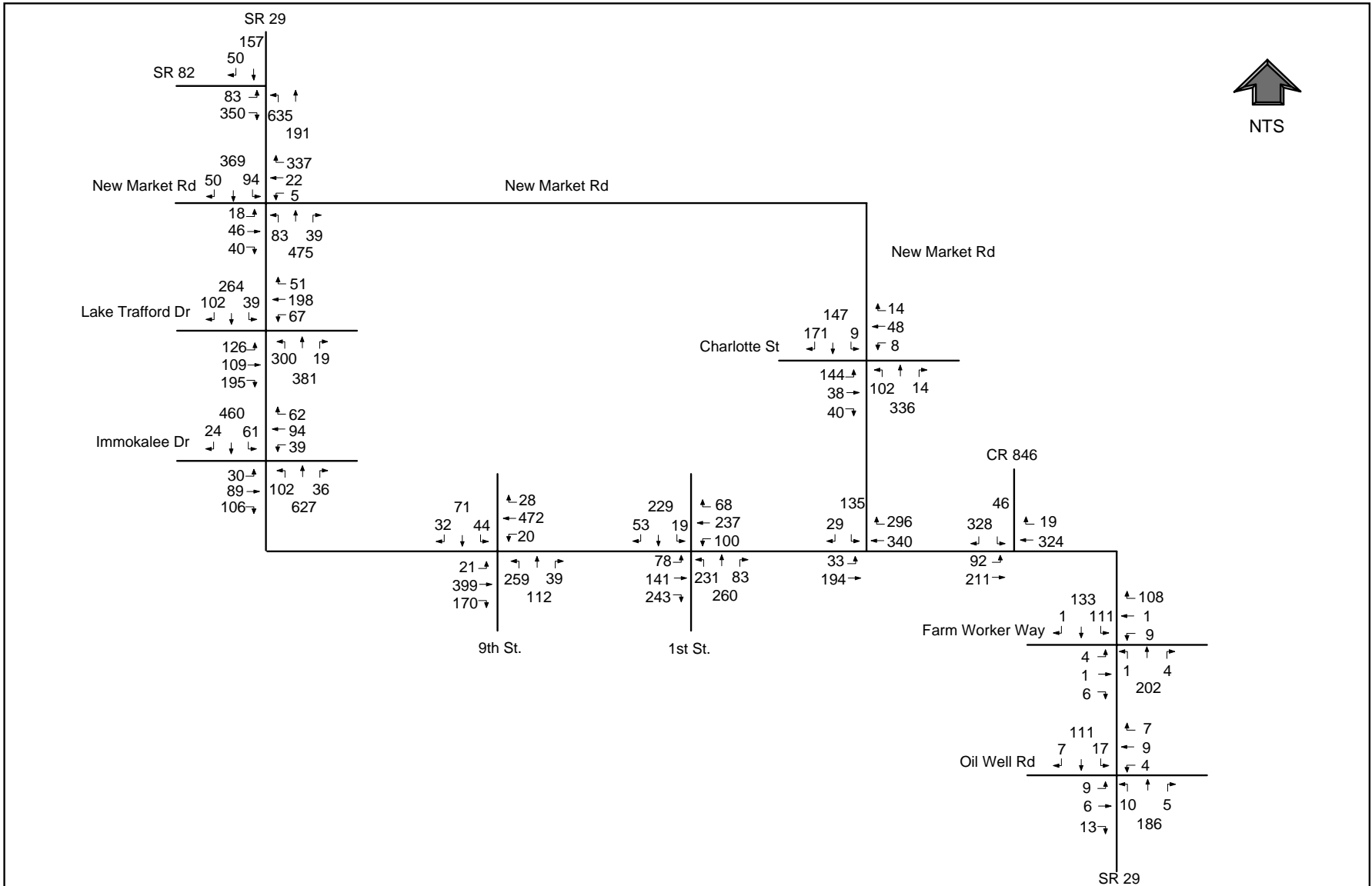


**LEGEND**

XX - AM Average Annual Peak Hour Turning Movement Volume

**Year 2011 AM Avg. Annual  
 Turning Movement Volumes**

Figure 5



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 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**      XX - PM Average Annual Peak Hour Turning Movement Volume

**Year 2011 PM Avg. Annual Turning Movement Volumes**  
 Figure 6

## DESIGN CHARACTERISTICS

This section discusses design characteristics recommended for the development of design traffic for future year conditions. These design characteristics include design hour traffic (K30), directional distribution factor (D30) and daily truck factor (T24).

Existing travel characteristics and information from the actual traffic counts, FDOT Roadway Characteristics Inventory (RCI) database and historic statistic data provided by FDOT's Count CD for the SR 29 corridor were used to develop the design characteristics. Using the 48-Hour classification counts and 24-Hour bi-directional counts summarized in Table 1, average peak traffic flow (K measured) and peak hour peak traffic direction (D measured) were obtained and compared to the respective K30 and D30 values from FDOT RCI database and historical statistic data. The comparison is shown in Table 2.

Based on the information contained in Table 2, the average measured K value of 9.01 percent for SR 29 was compared with K30 value of 9.93 percent from the FDOT RCI database for SR 29 within Collier County. Similarly, the average measured D value of 56.99 percent for SR 29 was compared with D30 value of 60.69 percent from the FDOT RCI database. Based on the comparison, K30 value of 9.93 percent (from RCI database) and D30 value 60.69 percent are recommended as design characteristics for the SR 29 study corridor.

The Tdaily values based on the measured 48-hour classification count was 14.2 percent south of CR 846, 13.4 percent east of 1<sup>st</sup> Street, 8.6 percent east of 9<sup>th</sup> Street, and 12 percent south of SR 82. The FDOT RCI Tdaily values recorded factors for the locations within the study area based on FDOT historic statistic data were from 6.30 percent to 22.13 percent. Based on the comparison, Tdaily values of 22.13 percent are recommended for SR 29 south of Farm Workers Road, 14 percent from Farm Workers Road to 1<sup>st</sup> Street, 8.6 percent from 1<sup>st</sup> Street to CR 29A( New Market Rd North), 12.0 percent from CR 29A( New Market Rd North) to SR 82, and 18 percent north SR 82. within the study area.

Based on review of current and historical statistics, the recommended technical parameters represent current travel patterns along SR 29. As development and growth continue within the area, it can be expected that travel characteristics for the area will vary slightly. Based on the current data, the design characteristics provided in Table 3 provide the best indication of travel patterns within the area and will be used in developing the future year design hour volumes.

Table 2

**SR 29 Corridor Study**  
**From South of Oil Well Road to North of SR 82**  
 Comparison of Roadway Design Characteristics

Roadway / Segment	Measured Characteristics			FDOT RCI Database Characteristics		
	"K" Factor	"D" Factor	"Tdaily" Factor	"K" Factor	"D" Factor	"Tdaily" Factor
<b>SR 29</b>						
South of Oil Well Road	9.70%	59.85%	n/a	9.93%	60.69%	22.13%
South of Farm Worker Way	10.13%	57.30%	n/a	9.93%	60.69%	n/a
North of Farm Worker Way	9.06%	55.49%	n/a	9.93%	60.69%	8.80%
South of CR 846	7.72%	54.34%	14.20%	9.93%	60.69%	10.50%
East of SR 29A South	8.14%	66.19%	n/a	9.93%	60.69%	n/a
East of 1st Street	8.83%	55.07%	13.40%	9.93%	60.69%	n/a
East of 9th Street	8.14%	52.43%	8.60%	9.93%	60.69%	6.60%
South of Immokalee Drive	11.15%	55.60%	n/a	9.93%	60.69%	n/a
South of Lake Trafford Drive	8.79%	57.04%	n/a	9.93%	60.69%	6.30%
South of SR 29A North	9.30%	57.33%	n/a	9.93%	60.69%	7.30%
South of SR 82	8.61%	57.50%	12.00%	9.93%	60.69%	11.80%
North of SR 82	8.62%	55.69%	n/a	9.93%	60.69%	18.20%
<b>AVERAGE</b>	9.01%	56.99%	12.05%	9.93%	60.69%	11.45%

1. Measured Characteristics are based on counts that were conducted in January 2011.

2. n/a stands for not available data.



Table 3

**SR 29 Corridor Study**  
**From South of Oil Well Road to North of SR 82**  
 Recommended Design Characteristics

Roadway / Segment	Recommended Design Characteristics			
	"K30" Factor	"D30" Factor	"Tdaily" Factor	"Tpeak" Factor
<b>Mainline Characteristics</b>				
<b>SR 29</b>				
South of Oil Well Road	9.93%	60.69%	22.13%	17.70%
South of Farm Worker Way	9.93%	60.69%	22.13%	17.70%
North of Farm Worker Way	9.93%	60.69%	14.00%	11.20%
South of CR 846	9.93%	60.69%	14.00%	11.20%
East of SR 29A South	9.93%	60.69%	14.00%	11.20%
East of 1st Street	9.93%	60.69%	14.00%	11.20%
East of 9th Street	9.93%	60.69%	8.60%	6.88%
South of Immokalee Drive	9.93%	60.69%	8.60%	6.88%
South of Lake Trafford Drive	9.93%	60.69%	8.60%	6.88%
South of SR 29A North	9.93%	60.69%	8.60%	6.88%
South of SR 82	9.93%	60.69%	12.00%	9.60%
North of SR 82	9.93%	60.69%	18.00%	14.40%

1.FDOT RCI T, K and D values and maximum T factors counted in Jan. 2011 are the recommend design characteristics

## DESIGN PERIOD

Based on the information provided by the Florida Department of Transportation District One, the following design periods were used to provide design traffic forecasts for the SR 29 study corridor.

- Existing Year                    2011
- Opening Year                    2020
- Mid-design Year                2030
- Design Year                    2040

## TRANSPORTATION PLAN

Information for roadway improvements within the study corridor was obtained from the Department's work program. Based on information from the FDOT five year adopted work program 2010-2015 there are no major improvements planned for SR 29 within the study area other than turn lane intersection improvements at Lake Trafford Road and Market Street. Based on the roadway improvement information obtained from Collier County, there are no future roadway projects programmed on the major side streets along the study corridor. The following roadway network scenarios were analyzed:

- No Build
- Existing Alignment – Four lane construction of SR 29 within the study limits
- Eastern Loop Alternative – A new four lane bypass roadway around the east side of Immokalee from SR 29 south of Farm Worker Way to the intersection of SR 29 / SR 82.
- Central Loop Alternative – A new four lane bypass roadway around the east side of Immokalee from CR 29A(New Market Rd) south of Charlotte St. to SR 29 south of SR 82.

## **FUTURE CORRIDOR TRAVEL DEMAND**

The development of future year traffic projections for SR 29 requires the examination of historical growth, proposed development within the corridor and a basic understanding of the traffic circulation patterns derived from the current Adopted FSUTMS 2035 travel demand model for Collier County, and roadway characteristics of the corridor. In arriving at the volume forecasts for SR 29 various methodologies and growth rate procedures were examined. The following sections discuss the resulting growth rates from the various methodologies and the recommended growth factors used in this analysis.

## **TRENDS ANALYSIS**

Trends analysis was performed for seven (7) FDOT stations along the SR 29 study corridor. Based on historical data, future growth rates were calculated using the least square linear regression method.

They include:

- North of Farm Worker Way
- South of CR 846
- East of 9<sup>th</sup> St.
- South of Lake Trafford Dr.
- South of SR 29A North
- South of SR 82
- North of SR 82

Based on trends analysis as shown in Table 4, the trend analysis resulted in annual average growth rates of 2.3 percent with values at the various location between –5.3 and 3.1 percent between the existing year ADT and future year (2035) AADT for SR 29. Due to the low Trend R2 values the trend does not result in a good correlation to predicted future traffic volumes.

It should be noted that future travel demand estimated from trends analysis is based solely on historical traffic data. The trend analysis method relies on historical traffic counts and does not consider traffic diversion to other roadways due to road capacity improvements within the surrounding roadway system.

## **FSUTMS MODEL**

The most current adopted Collier County Metropolitan Planning Organization (MPO) Year 2035 Florida Standard Urban Transportation Model Structure (FSUTMS) Cost Feasible Plan model was used in obtaining traffic projections for the SR 29 corridor for the Build Scenario. A separate Technical Memorandum was prepared to document the adjustments made to the model a copy is included in the attachments of this report. The Build Scenario reflects the widening of SR 29 to four-lanes from Oil Well Rd. to SR 82. As shown in Table 4, the Year 2035 model resulted in annual average growth rate of 4.0 percent between 2009 and model year 2035 for SR 29 for the Build Scenario. Also shown on Table 4 are volumes for the No Build scenario. These volumes resulted in an average growth rate of 2.9 percent per year.

## **POPULATION ESTIMATES**

In addition to the Trends Analysis, historical population data obtained for the Florida Department of Transportation and the Bureau of Economic and Business Research Report (BEBR) published by the University of Florida were used in developing the traffic projections. As shown in Table 5, the Collier County had a Year 2009 population of 333,032.

Table 5 shows the Low, Medium and High population estimates for the Years 2010 and 2035 along with the corresponding growth rates. Based on the population analysis, the Medium population estimates were used for this analysis since the Low and High population estimates under and over estimate the population for the future years. Based on Table 5, the Medium population estimates for 2035 obtained from BEBR report an annual growth rate of 2.14 percent and were used for this analysis for comparison purposes.

Table 4

**SR 29 Corridor Study**  
From South of Oil Well Road to North of SR 82

## Trends Growth Rate Summaries

Roadway / Segment	Trend Analysis			FSUTMS No-Build Alternative <sup>1</sup>			FSUTMS Build Alternative <sup>1</sup>		
	Year 2009	Year 2035	% Growth	2009	Year 2035	% Growth	2009	Year 2035	% Growth
<b>Mainline</b>									
<b>SR 29</b>									
North of Farm Worker Way	5,900	-2,300	-5.3%	5,900	14,500	5.6%	5,900	17,200	7.4%
South of CR 846	7,200	2,900	-2.3%	7,200	16,000	4.7%	7,200	18,200	5.9%
East of 9th Street	11,900	9,800	-0.7%	11,900	18,000	2.0%	11,900	18,000	2.0%
South of Lake Trafford Drive	14,100	6,300	-2.1%	14,100	13,500	-0.2%	14,100	20,000	1.6%
South of SR 29A North	10,900	17,800	2.4%	10,900	9,100	-0.6%	10,900	15,000	1.4%
South of SR 82	14,600	26,200	3.1%	14,600	26,400	3.1%	14,600	30,200	4.1%
North of SR 82	4,600	1,900	-2.3%	4,600	11,200	5.5%	4,600	11,200	5.5%
<b>Average</b>			<b>-1.0%</b>			<b>2.9%</b>			<b>4.0%</b>

1. FSUTMS model volumes were adjusted by a MOCF factor of .90 to obtain AADT volumes.

Table 5

**SR 29 Corridor Study**  
**From South of Oil Well Road to North of SR 82**

Population Growth Rate Summary

Roadway / Segment	Population Analysis		
	Year 2009	Year 2010	Year 2035
<b>Collier County</b>			
Census	333,032	n/a	n/a
Low Population Projection	333,032	316,900	363,400
Medium Population Projection	333,032	333,600	518,100
High Population Projection	333,032	350,200	674,900

Roadway / Segment	Population Growth Rates		
	Year 2006	Year 2010	Year 2035
<b>Collier County</b>			
Low Population Projection	n/a	-4.84%	0.35%
Medium Population Projection	n/a	0.17%	2.14%
High Population Projection	n/a	5.16%	3.95%

Notes:

Population estimates were derived from Bureau of Economic and Business Research Report.

## **RECOMMENDED GROWTH RATE**

Based on the information contained in Tables 4 and 5, growth rates obtained based on Trends Analysis, FSUTMS analysis, and population estimates were compared. Based on the comparison it is apparent that the traffic forecasts for the build condition are increasing at a rate faster than the rate of population.

Based on the comparison of growth rates obtained using the three methodologies, it is recommended that the 2035 FSUTMS model be used to estimate volumes along SR 29 for each scenario rather than applying a standard growth rate from historic trends or population projections.

## **NO BUILD AND EXISTING ALIGNMENT PROJECT TRAFFIC FORECASTS**

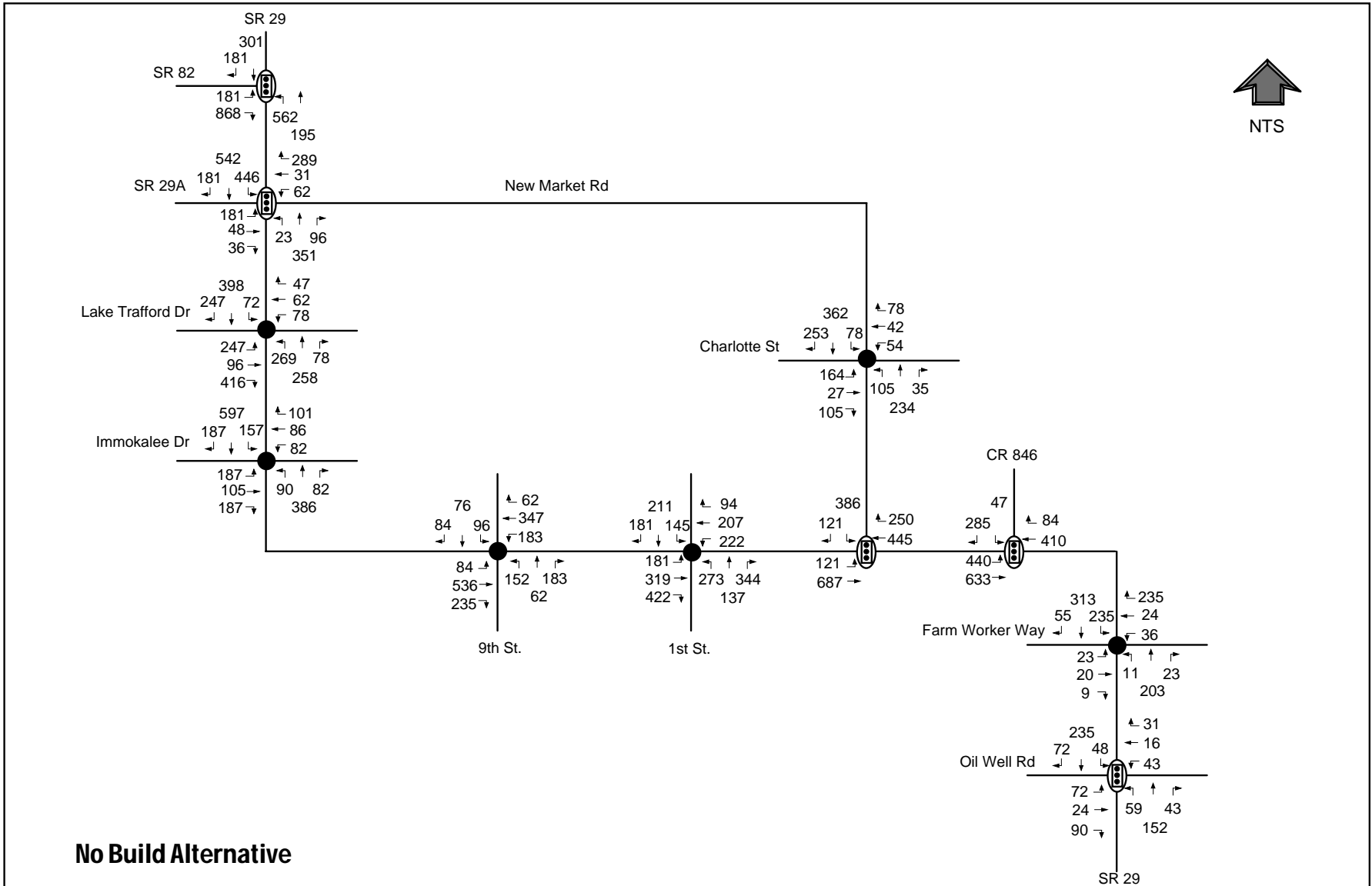
Appropriate growth rates and forecasted model volumes were applied to existing traffic volumes to project Annual Average Daily Traffic (AADT) for the entire SR 29 corridor. The following paragraphs present the project volume forecasts for the opening year (2020), mid-design year (2030) and design year (2040). It should be noted that specific traffic volume increases might vary slightly from the recommended growth factors due to rounding.

The existing and future year AADT's along with the recommended traffic characteristics shown in Table 3 were used to develop Design Hour Volumes (DHV's) at intersections as shown in Figures 7 through 12 for the No-Build scenario. Figure 13 shows the No-Build projected AADT volumes. The DHV's for the intersections were developed using the TURNS5 spreadsheet, which balances AADT's and calculates DHV's based on K30 and D30 factors used as input into the program. The estimated design hour volumes from TURNS5 spreadsheet were assessed for reasonableness. Some minor adjustments were made. These adjustments are necessary because accepting an estimated value that is unrealistically large may lead to over design and accepting an estimated volume that is too small may result in an inadequate design. Adjustments were also made in the downtown area where the spacing between intersections was too close to allow for loss of cars between intersections to occur. These were mostly made to the 1<sup>st</sup> street intersection volumes. In all scenarios the NB right/EB left volumes D factor was reversed from the reported value in the TURNS5 output. This adjustment was made to allow for the volumes leaving the 1<sup>st</sup> street intersection to equal the volumes approaching the New Market Road South Intersection. In addition to the NB right volume being reduced in the PM peak hour the NB right volume was increased to match the traffic volumes approaching 9<sup>th</sup> Street and the NB through volume was increased in order to keep the total approach volume on 1<sup>st</sup> Street as high as the total volume reported in the TURNS5 output. Adjustments were made to the model AADT volumes on the side

streets of SR 29 where the model projections were less than the existing counts. These included 9<sup>th</sup> street, Immokalee Drive, and Lake Trafford Road. Adjustments were also made to the model volumes on the No Build Alternative on SR 29 between 9<sup>th</sup> street and New Market Road North. These adjustments were made because the model predicted negative growth on SR 29 without the addition of any alternative routes for traffic to divert to. Adjustments were also made to New Market Road North and Jefferson Avenue. In every scenario half of the volume on Jefferson Avenue was moved to New Market Road North. This adjustment was made based on engineering judgment that the model was over assigning traffic to Jefferson Avenue from New Market Road.

The Existing Alignment Alternative for the SR 29 corridor assumes that the subject facility, SR 29, will be widened from the existing two-lane/four-lane roadway to a four-lane roadway. Figures 14 through 19 show the intersection design hour volumes for the AM and PM Peak hours for the opening year (2020) the mid-design year (2030) and the design year (2040). Figure 20 illustrates the existing (2011) and projected Annual Average Daily Traffic (AADT) volumes for opening year (2020), mid-design year (2030) and design year (2040) for the Build Scenario along SR 29 and all cross streets.





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 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

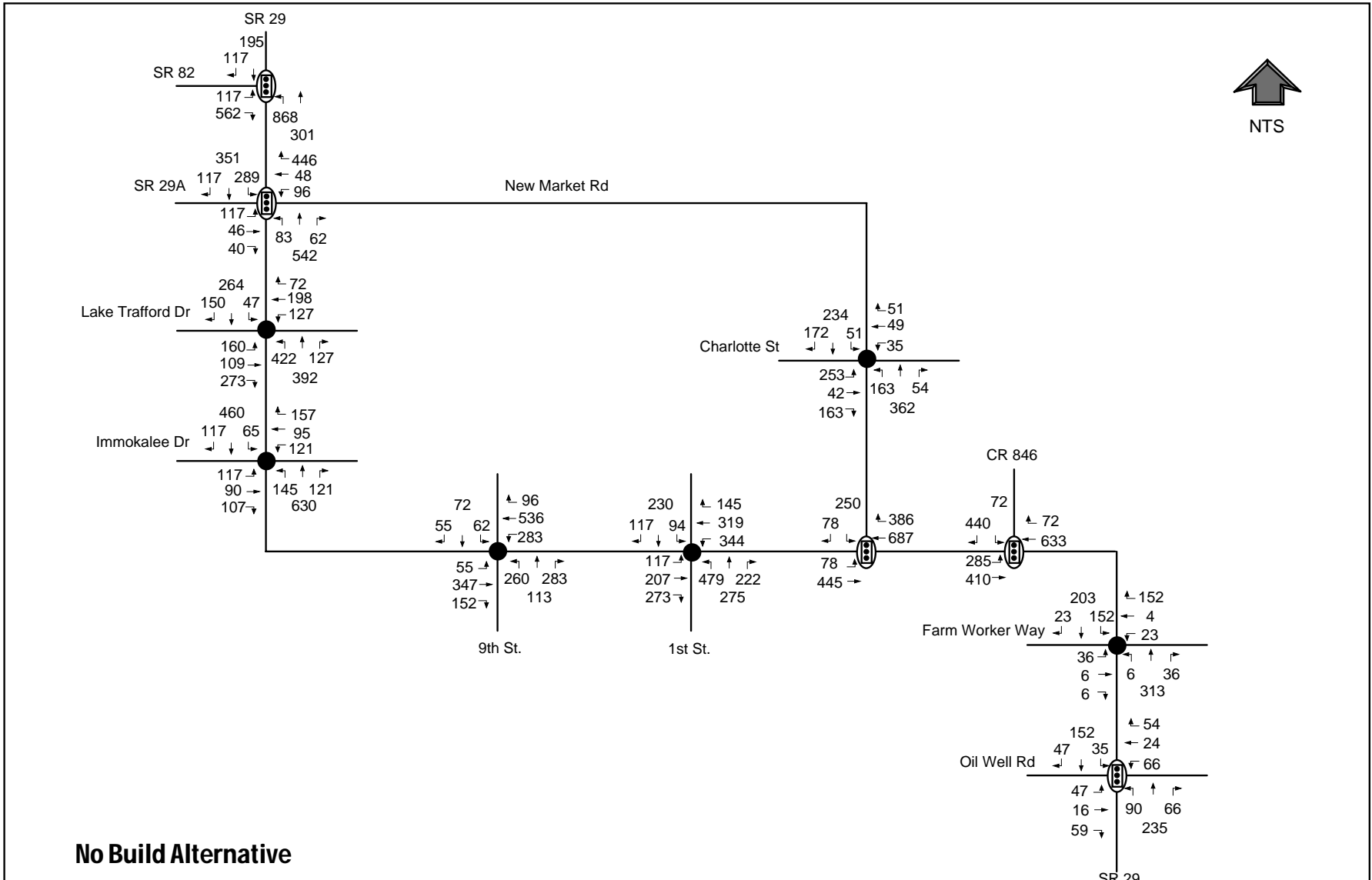
XX - 2020 AM Design Hour Turning Movement Volume

● - Existing Signal Location

Ⓢ - Proposed Signal Location

**Year 2020 AM Design Hour**  
**Turning Movement Volumes**

Figure 7



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 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

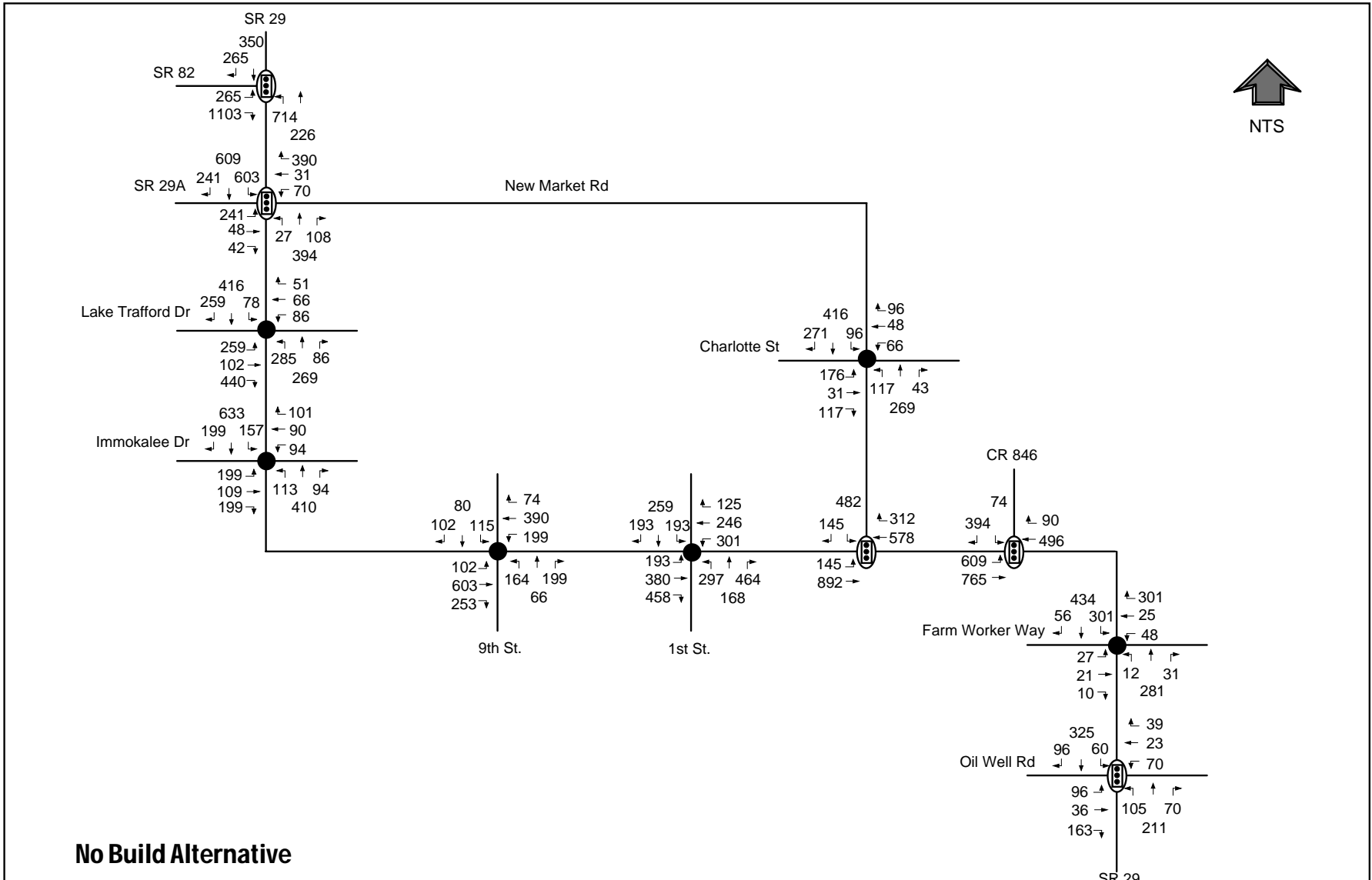
XX - 2020 PM Design Hour Turning Movement Volume

● - Existing Signal Location

Ⓢ - Proposed Signal Location

**Year 2020 PM Design Hour**  
**Turning Movement Volumes**

Figure 8



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 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

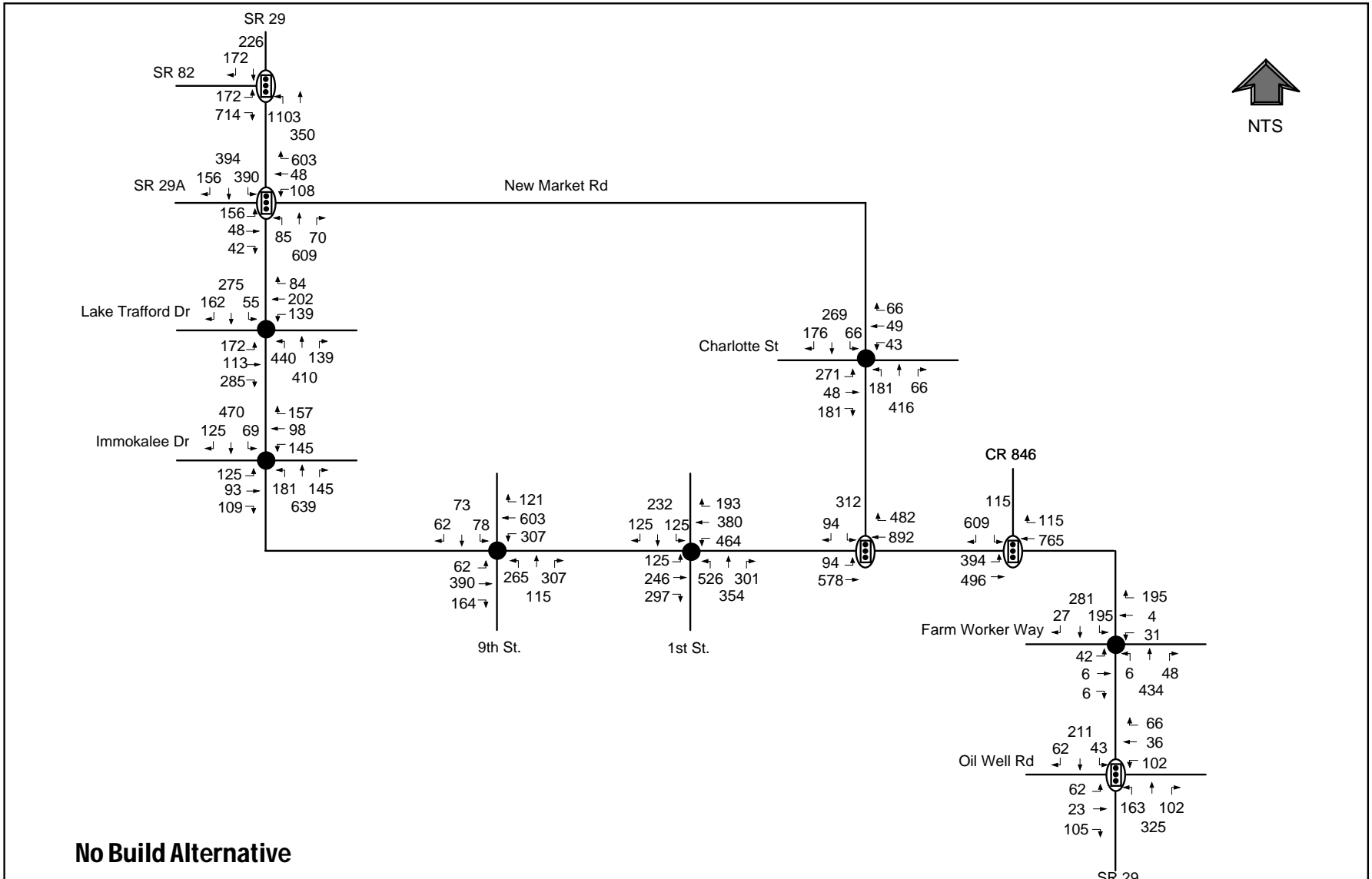
XX - 2030 AM Design Hour Turning Movement Volume

● - Existing Signal Location

Ⓢ - Proposed Signal Location

**Year 2030 AM Design Hour**  
**Turning Movement Volumes**

Figure 9



**No Build Alternative**

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 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

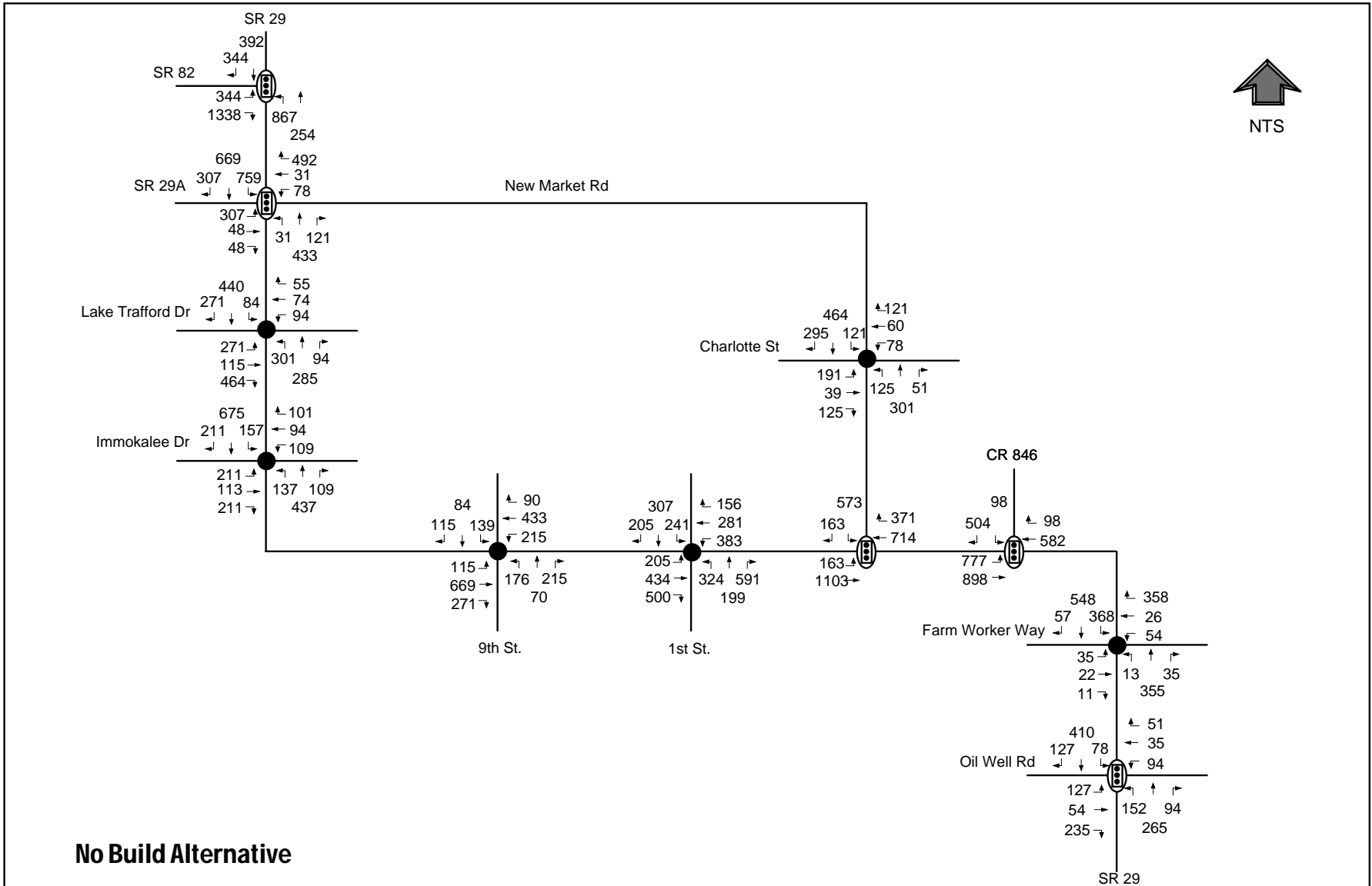
XX - 2030 PM Design Hour Turning Movement Volume

● - Existing Signal Location

Ⓢ - Proposed Signal Location

**Year 2030 PM Design Hour**  
**Turning Movement Volumes**

Figure 10



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 Prepared by: **Traf-O-Data Corp.**

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 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

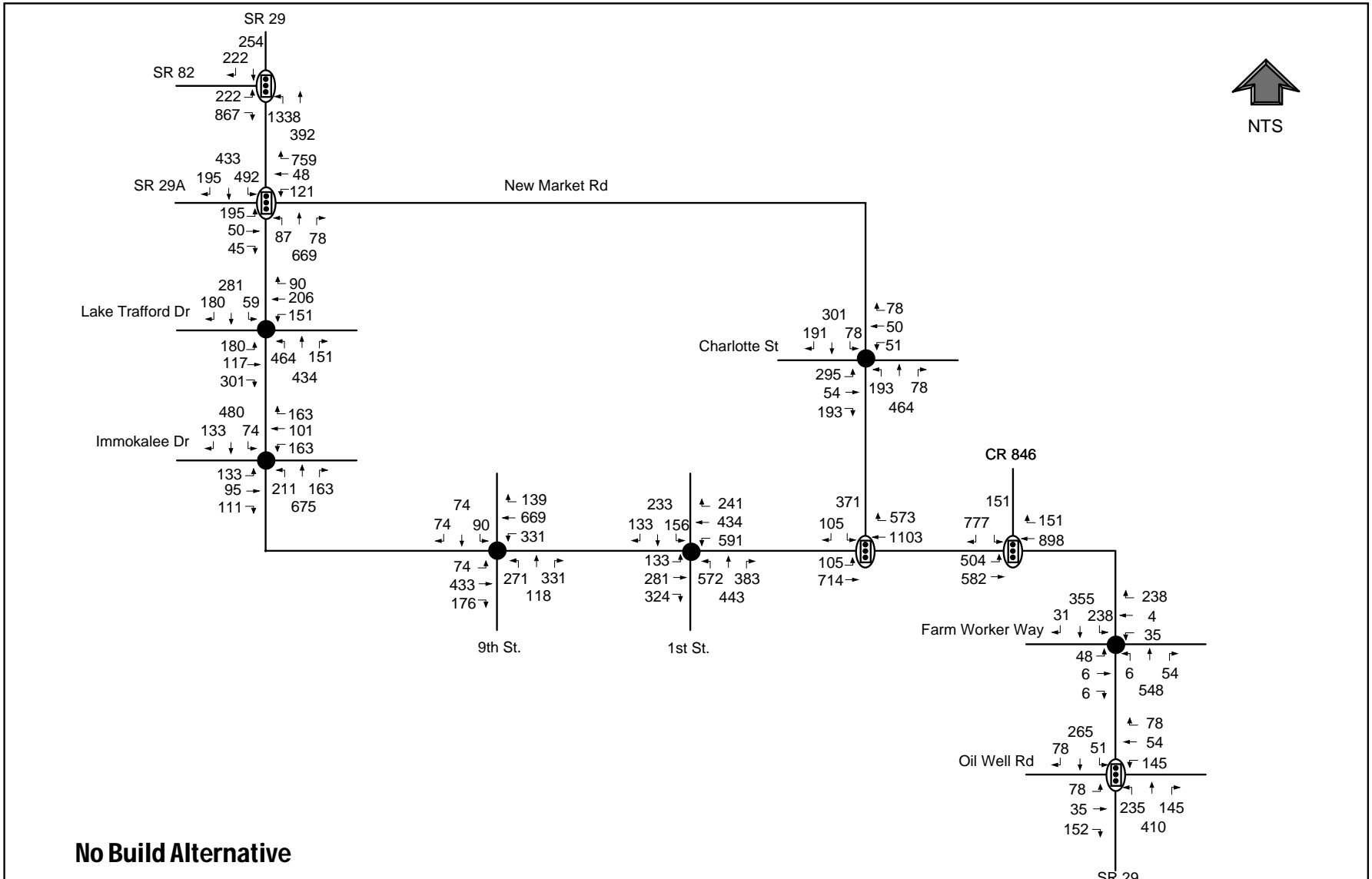
XX - 2040 AM Design Hour Turning Movement Volume

● - Existing Signal Location

Ⓢ - Proposed Signal Location

**Year 2040 AM Design Hour**  
**Turning Movement Volumes**

Figure 11



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 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

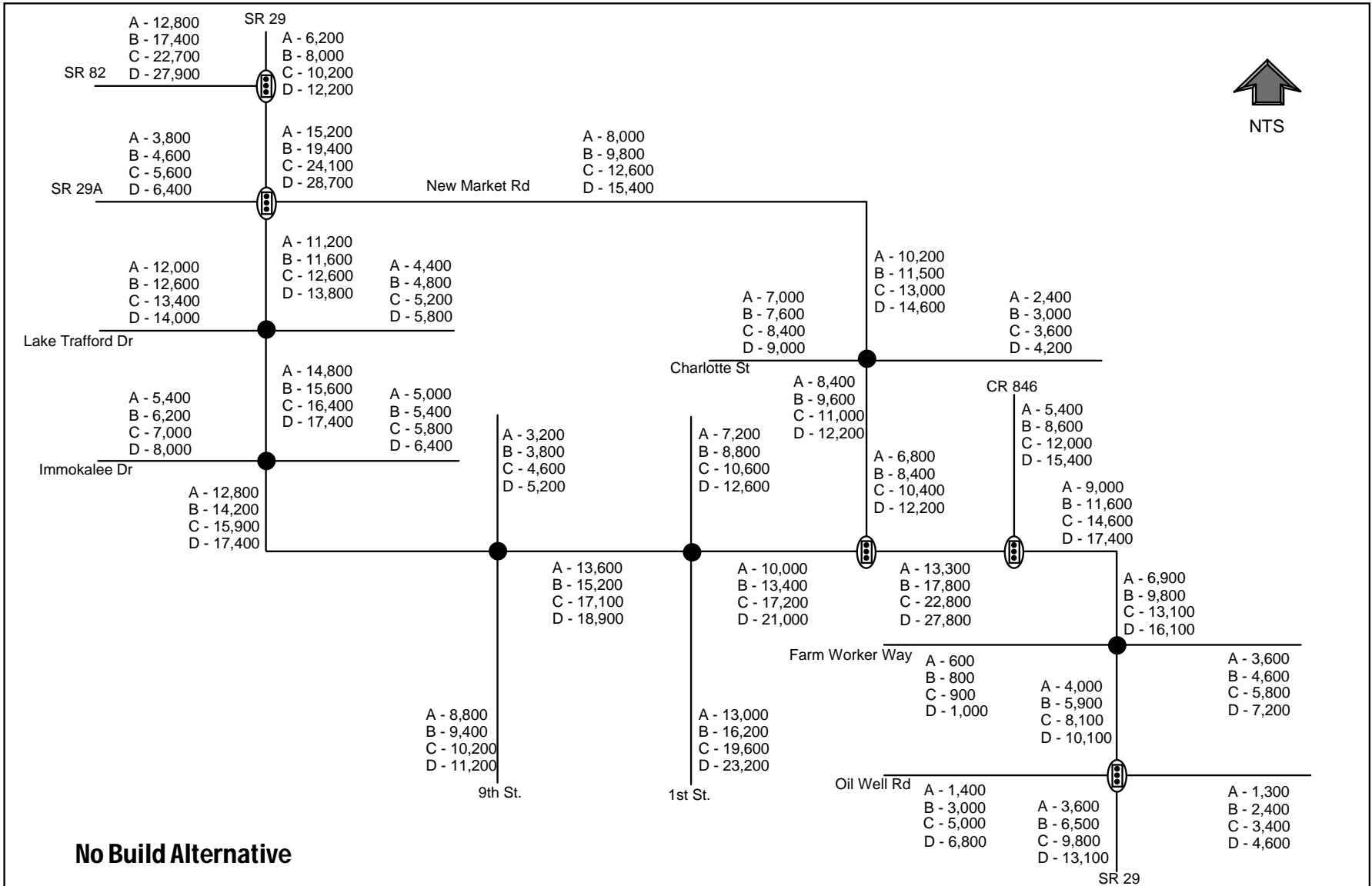
XX - 2040 PM Design Hour Turning Movement Volume

● - Existing Signal Location

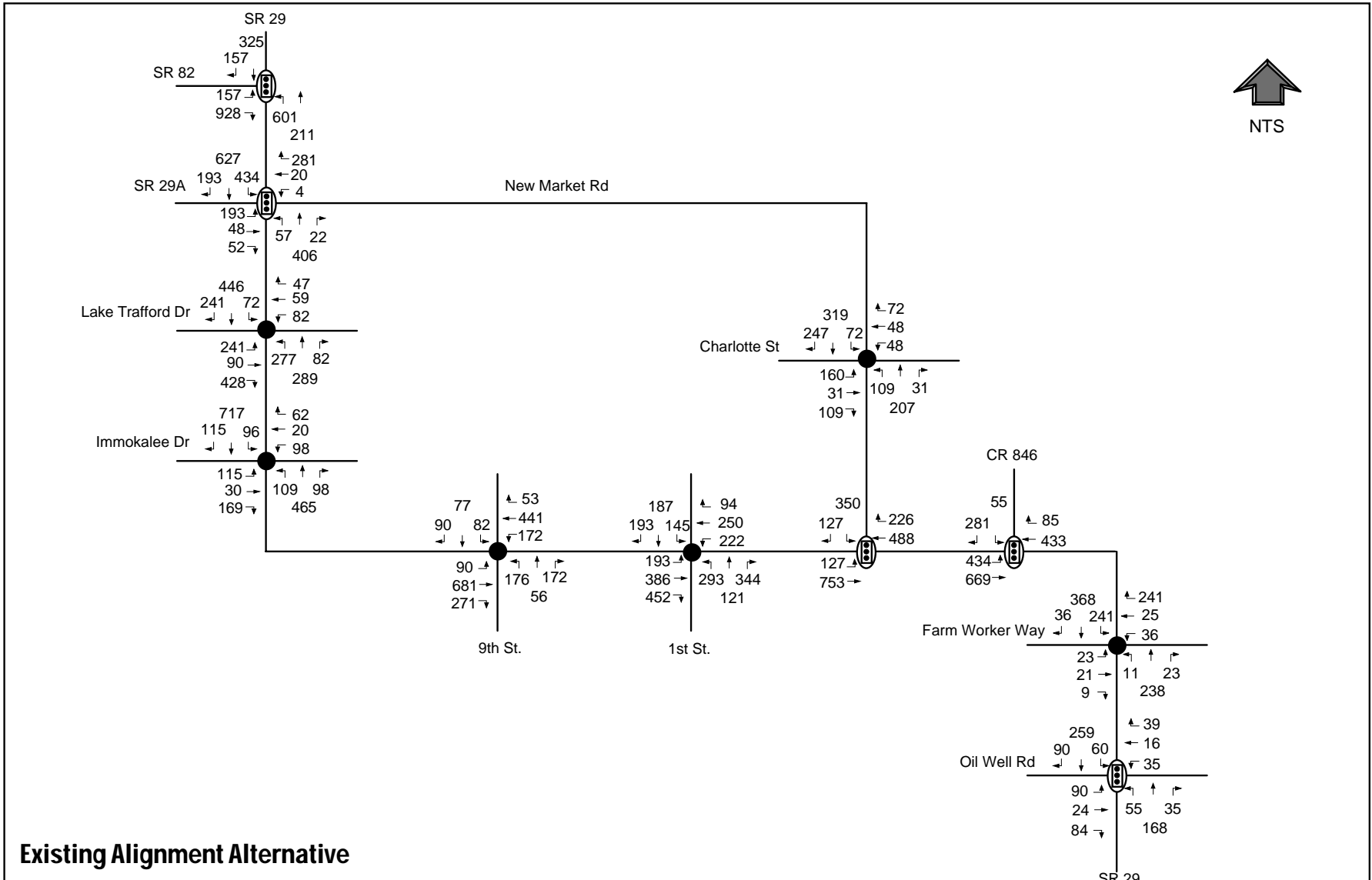
Ⓢ - Proposed Signal Location

**Year 2040 PM Design Hour**  
**Turning Movement Volumes**

Figure 12



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	<b>LEGEND</b> A - 2011 Existing AADT B - 2020 Opening Year AADT C - 2030 Mid Design Year AADT D - 2040 Design Year AADT - Proposed Signal - Existing Signal	<b>Average Annual Daily Traffic</b> <b>NO BUILD CONDITION</b> Figure 13



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**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

XX - 2020 AM Design Hour Turning Movement Volume

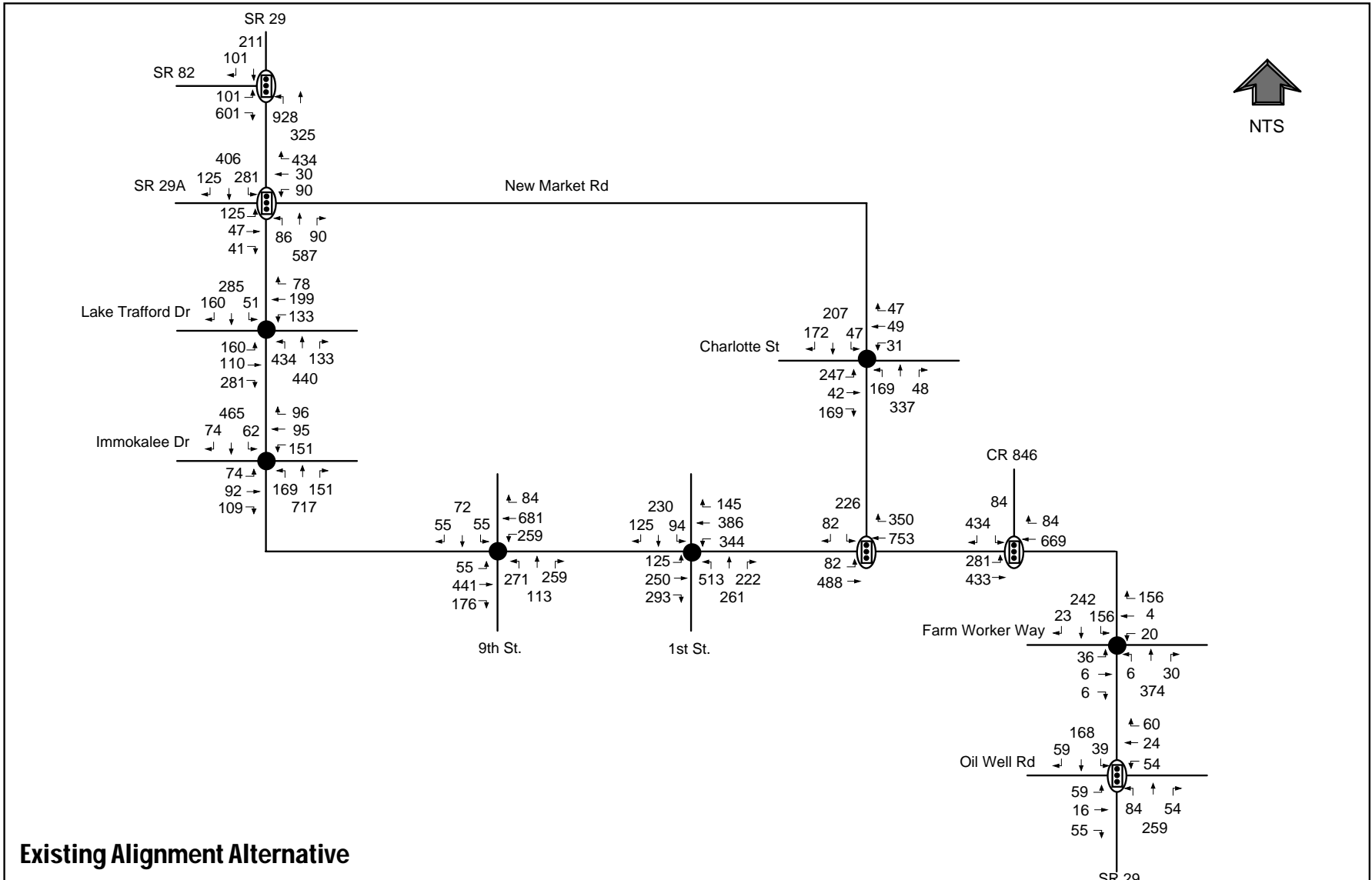
● - Existing Signal Location

Ⓜ - Proposed Signal Location

**Year 2020 AM Design Hour**  
**Turning Movement Volumes**

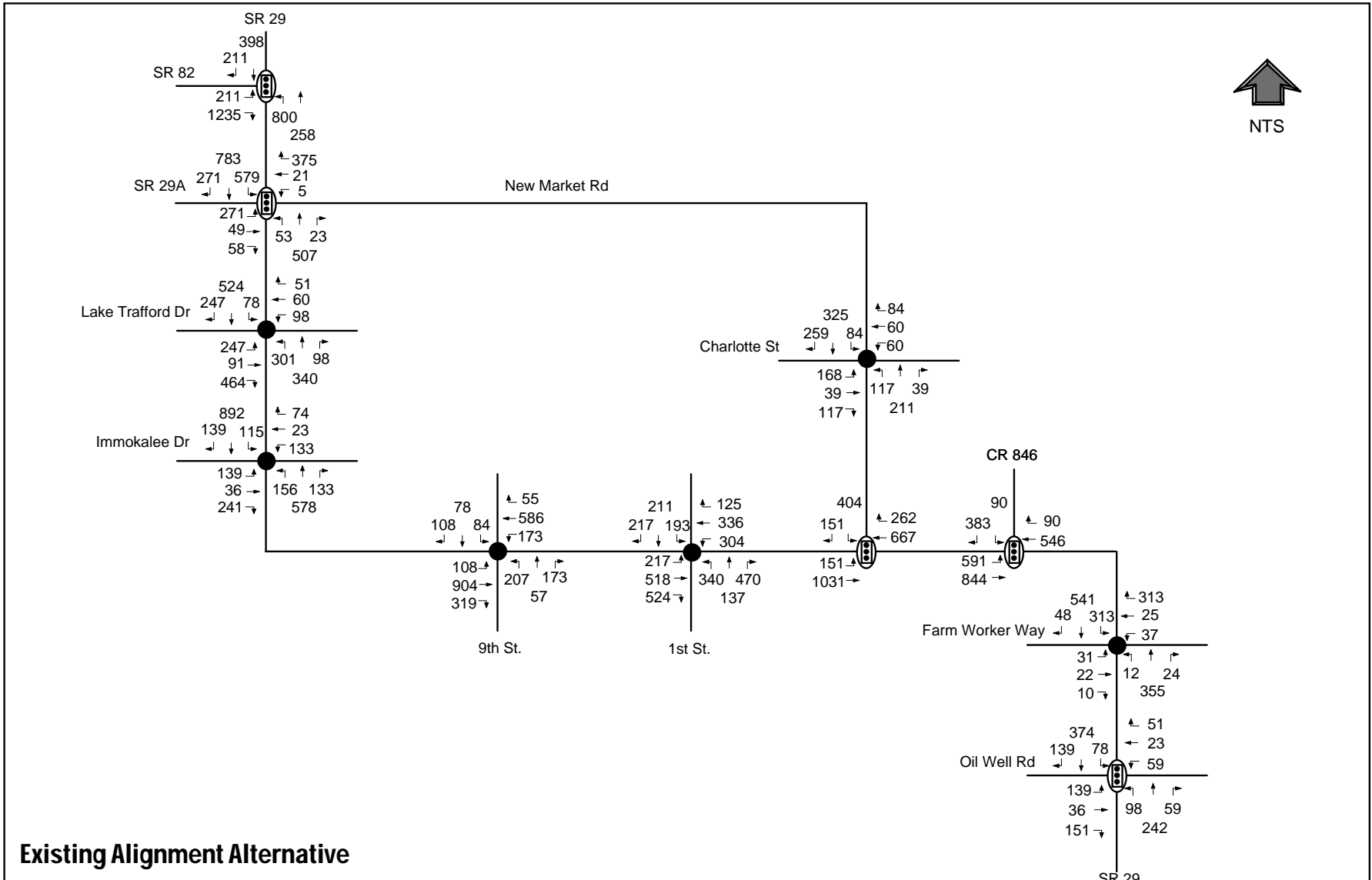
Figure 14





**Existing Alignment Alternative**

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	<p><b>LEGEND</b></p> <p>XX - 2020 PM Design Hour Turning Movement Volume</p> <p>● - Existing Signal Location</p> <p>⊕ - Proposed Signal Location</p>	<b>Year 2020 PM Design Hour</b> <b>Turning Movement Volumes</b> Figure 15



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**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

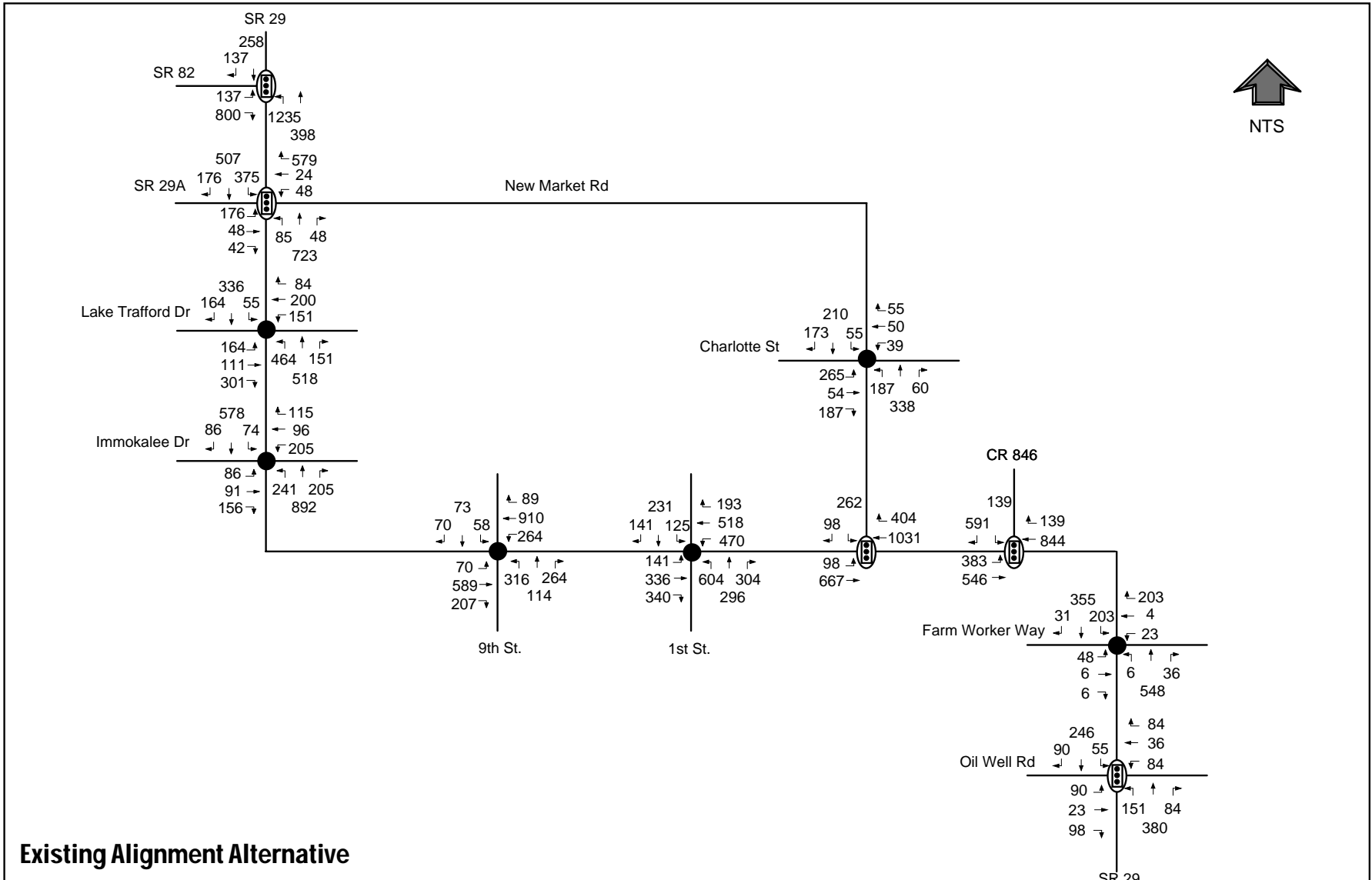
XX - 2030 AM Design Hour Turning Movement Volume

● - Existing Signal Location

Ⓜ - Proposed Signal Location

**Year 2030 AM Design Hour**  
**Turning Movement Volumes**

Figure 16



Prepared for: **FDOT District 1**  
 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



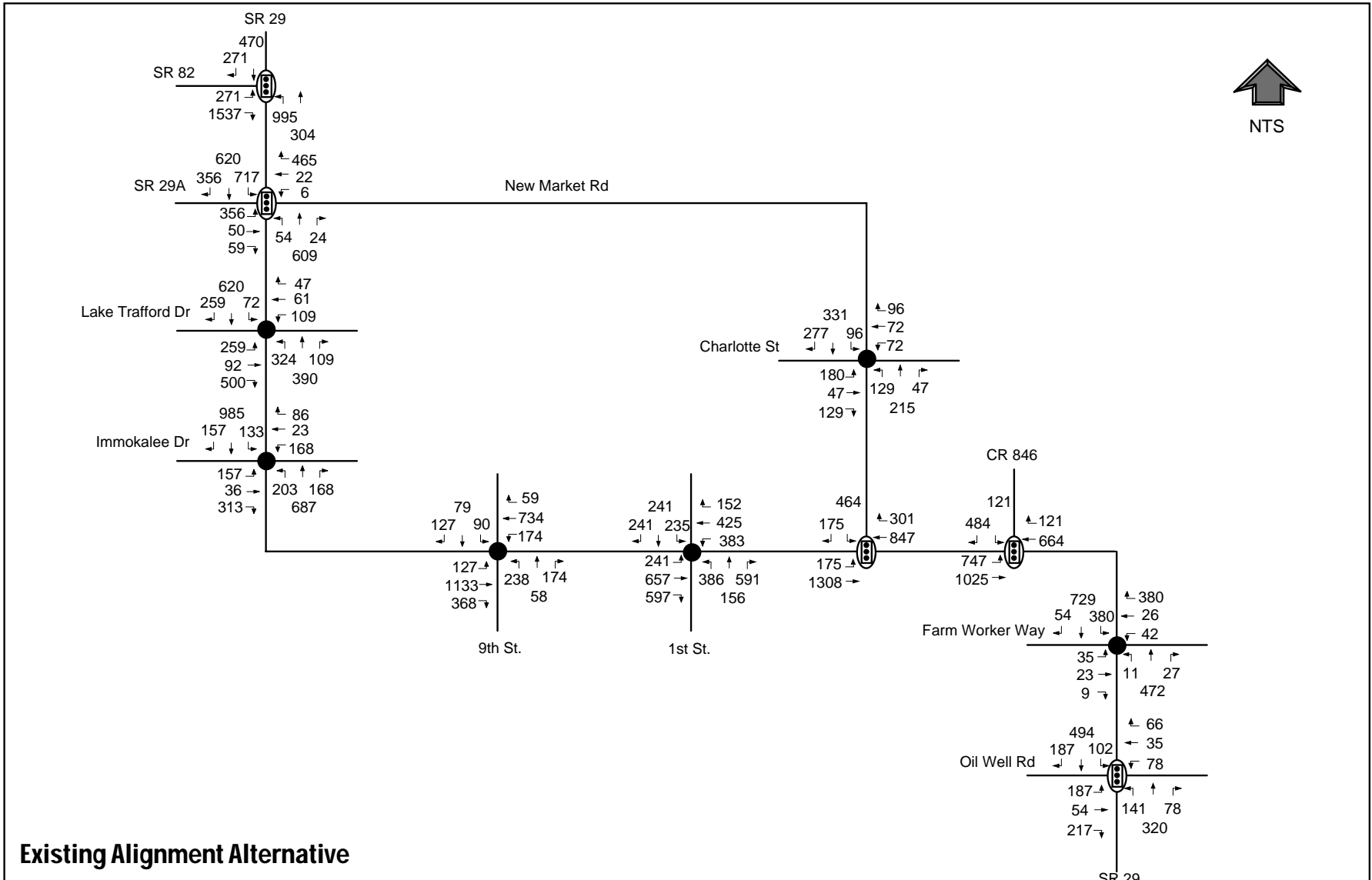
**LEGEND**

XX - 2030 PM Design Hour Turning Movement Volume

● - Existing Signal Location      (Hatched Circle) - Proposed Signal Location

**Year 2030 PM Design Hour**  
**Turning Movement Volumes**

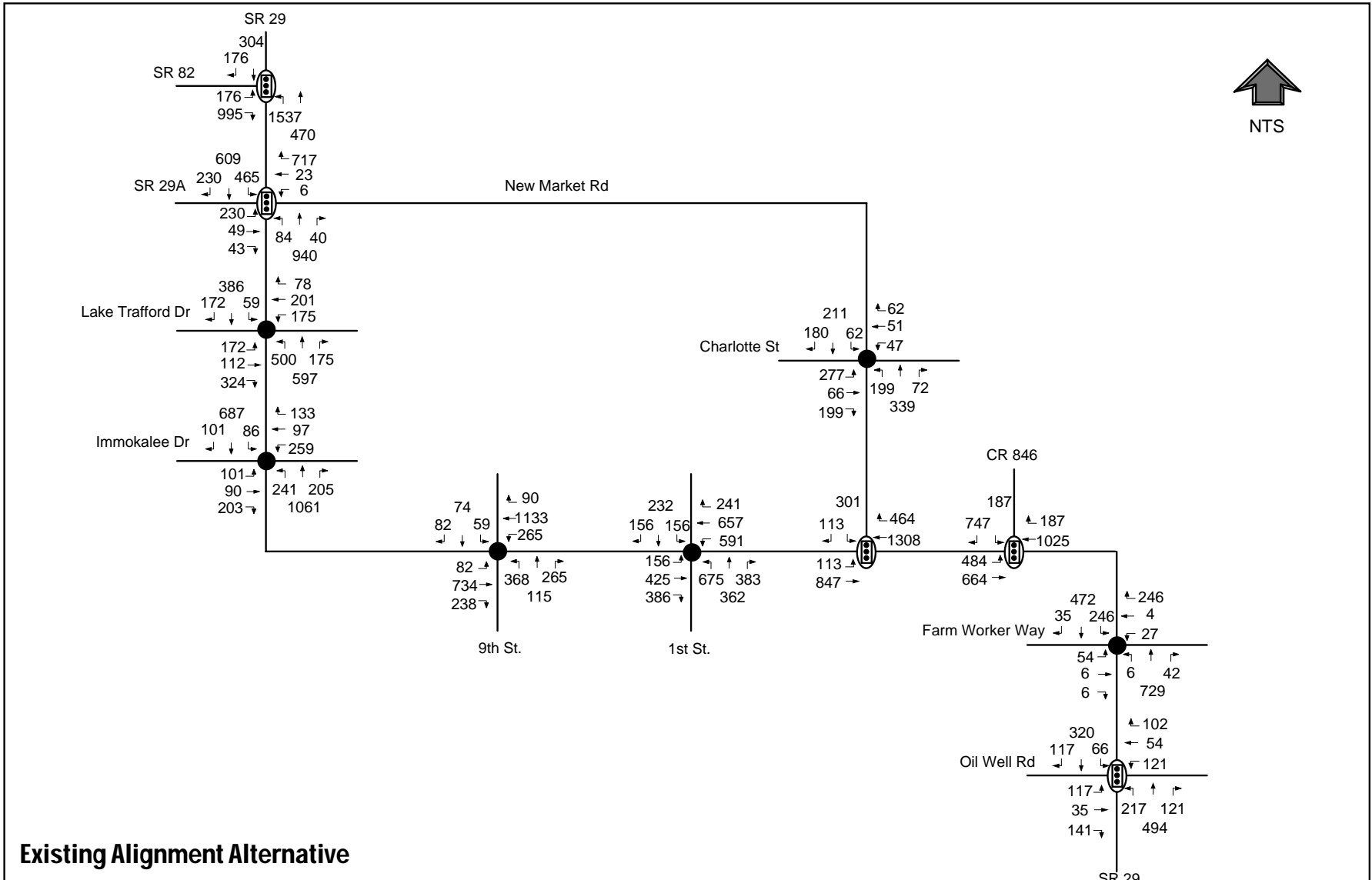
Figure 17



**Existing Alignment Alternative**

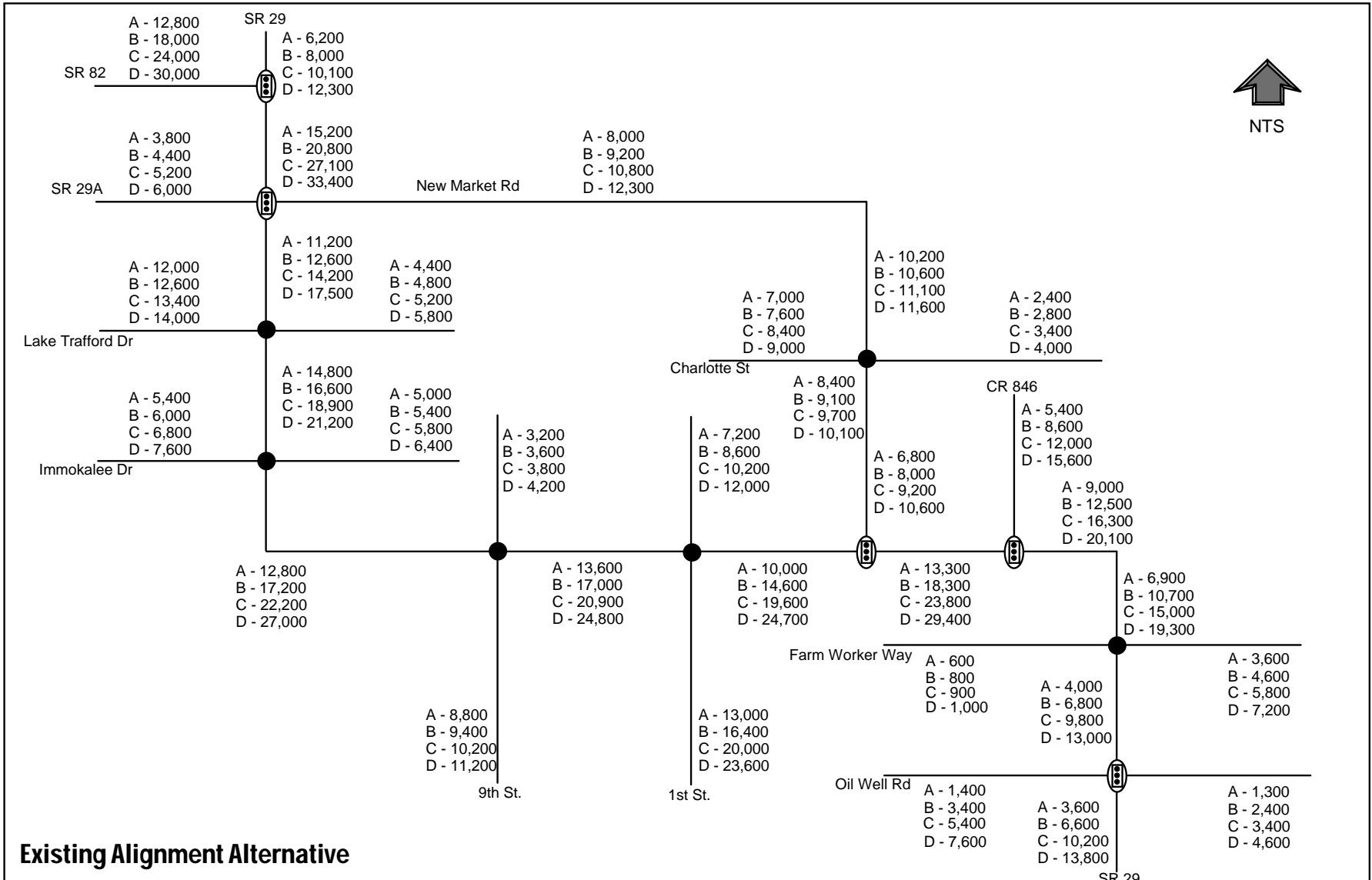
Prepared for: <b>FDOT District 1</b> Prepared by: <b>Traf-O-Data Corp.</b>	<b>District Wide Systems Planning</b> COLLIER COUNTY, FLORIDA	<b>SR 29 CORRIDOR STUDY</b> <b>from Oil Well Rd to SR 82</b>
	<p><b>LEGEND</b></p> <p>XX - 2040 AM Design Hour Turning Movement Volume</p> <p>● - Existing Signal Location</p> <p>◻S◻ - Proposed Signal Location</p>	<b>Year 2040 AM Design Hour</b> <b>Turning Movement Volumes</b>

Figure 18



**Existing Alignment Alternative**

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	<p><b>LEGEND</b></p> <p>XX - 2040 PM Design Hour Turning Movement Volume</p> <p>● - Existing Signal Location</p> <p>⊕ - Proposed Signal Location</p>	<b>Year 2040 PM Design Hour</b> <b>Turning Movement Volumes</b> Figure 19



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 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

A - 2011 Existing AADT	C - 2030 Mid Design Year AADT	- Proposed Signal
B - 2020 Opening Year AADT	D - 2040 Design Year AADT	- Existing Signal

**Average Annual Daily Traffic**  
**Build Condition**

Figure 20

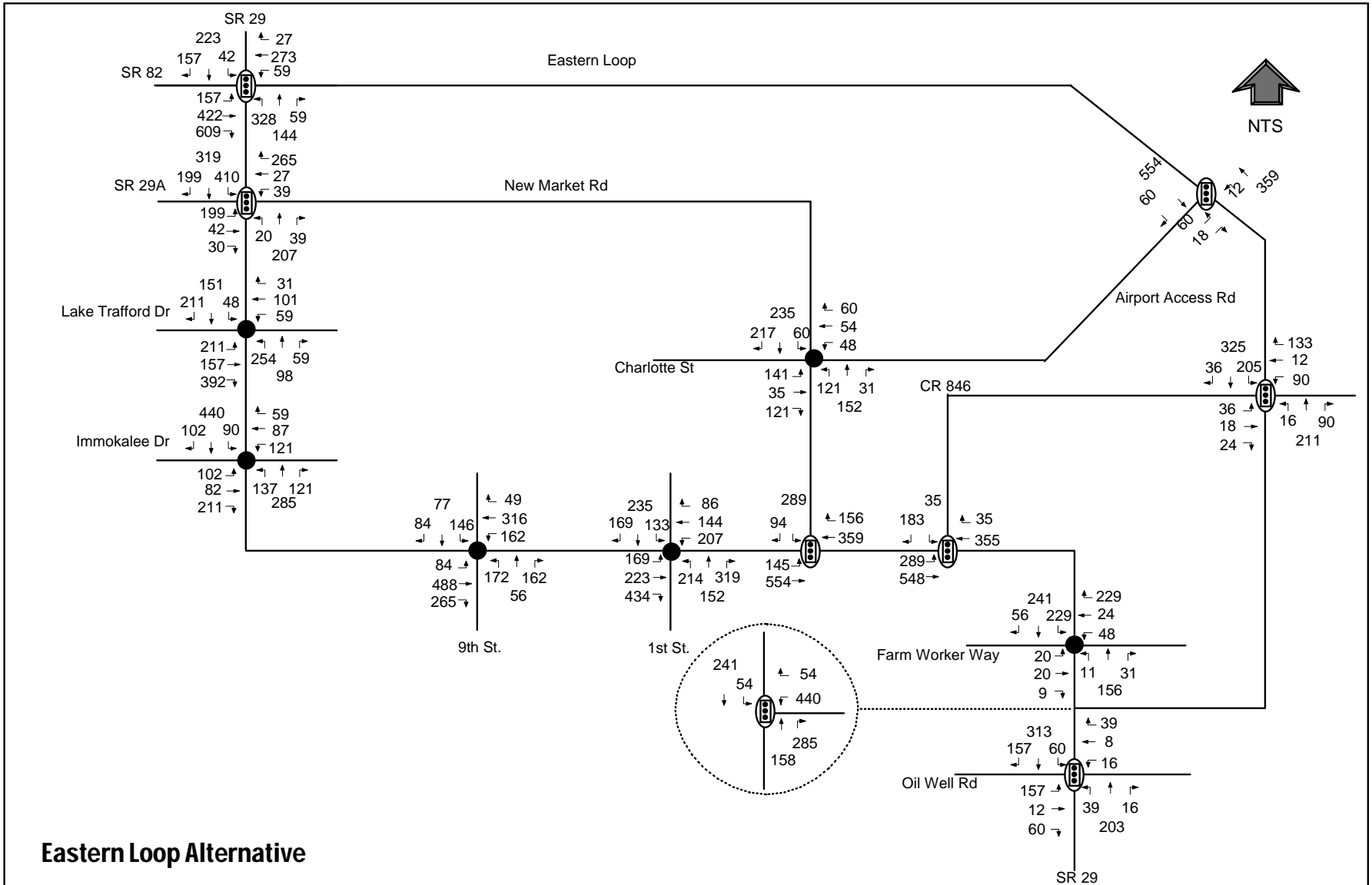
## **EASTERN LOOP ALTERNATIVE PROJECT TRAFFIC FORECASTS**

As part of the traffic study an alternative analysis was performed to evaluate the operation of the SR 29 corridor. For this section an Eastern Loop Alternative scenario was evaluated. Traffic volumes and capacity analyses were derived and performed as previously presented. The 2035 Collier County cost feasible model was used to develop future traffic projections along with engineering judgment on the effects of these alternative alignments.

The Eastern Loop Alternative scenario for the SR 29 corridor assumes that the new roadway will be constructed as a four-lane divided arterial from SR 29 South of Farm Worker Way to the eastern leg of the intersection of SR 82 and SR 29.

The existing and future year AADT's along with the recommended traffic characteristics shown in Table 3 were used to develop Design Hour Volumes (DHV's) at intersections as shown in Figures 21 through 26. The DHV's for the intersections were developed using the TURNS5 spreadsheet, which balances AADT's and calculates DHV's based on K30 and D30 factors used as input into the program. The estimated design hour volumes from TURNS5 spreadsheet were assessed for reasonableness. Some minor adjustments were made as mentioned previously in the existing alignment section of this memo. These adjustments are necessary because accepting an estimated value that is unrealistically large may lead to over design and accepting an estimated volume that is too small may result in an inadequate design.

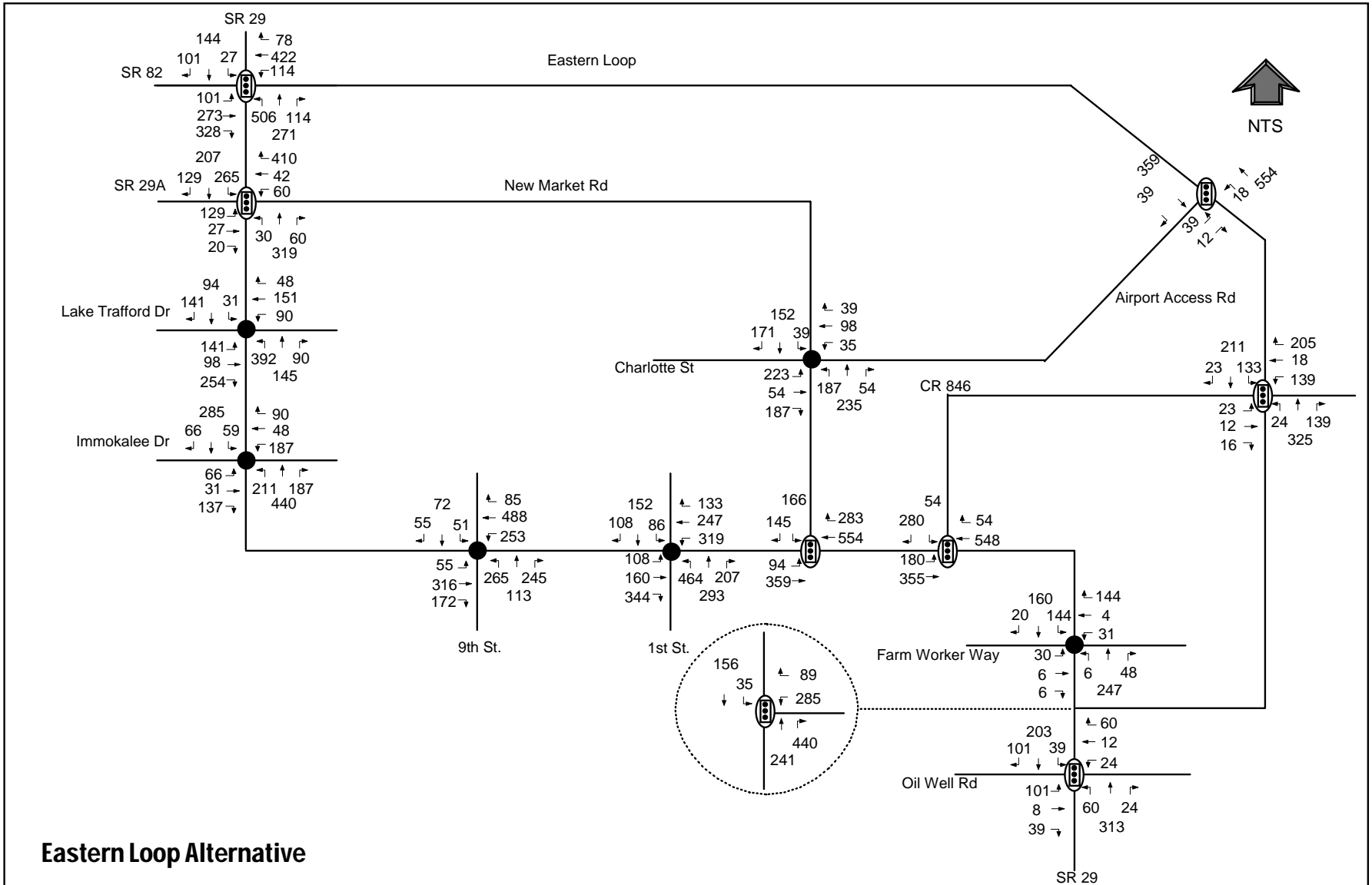
Figure 27 illustrates the existing (2011) and projected Annual Average Daily Traffic (AADT) volumes for opening year (2020), mid-design year (2030) and design year (2040) for the Eastern Loop Alternative scenario along SR 29, the Eastern Loop Road and all cross streets.



### Eastern Loop Alternative

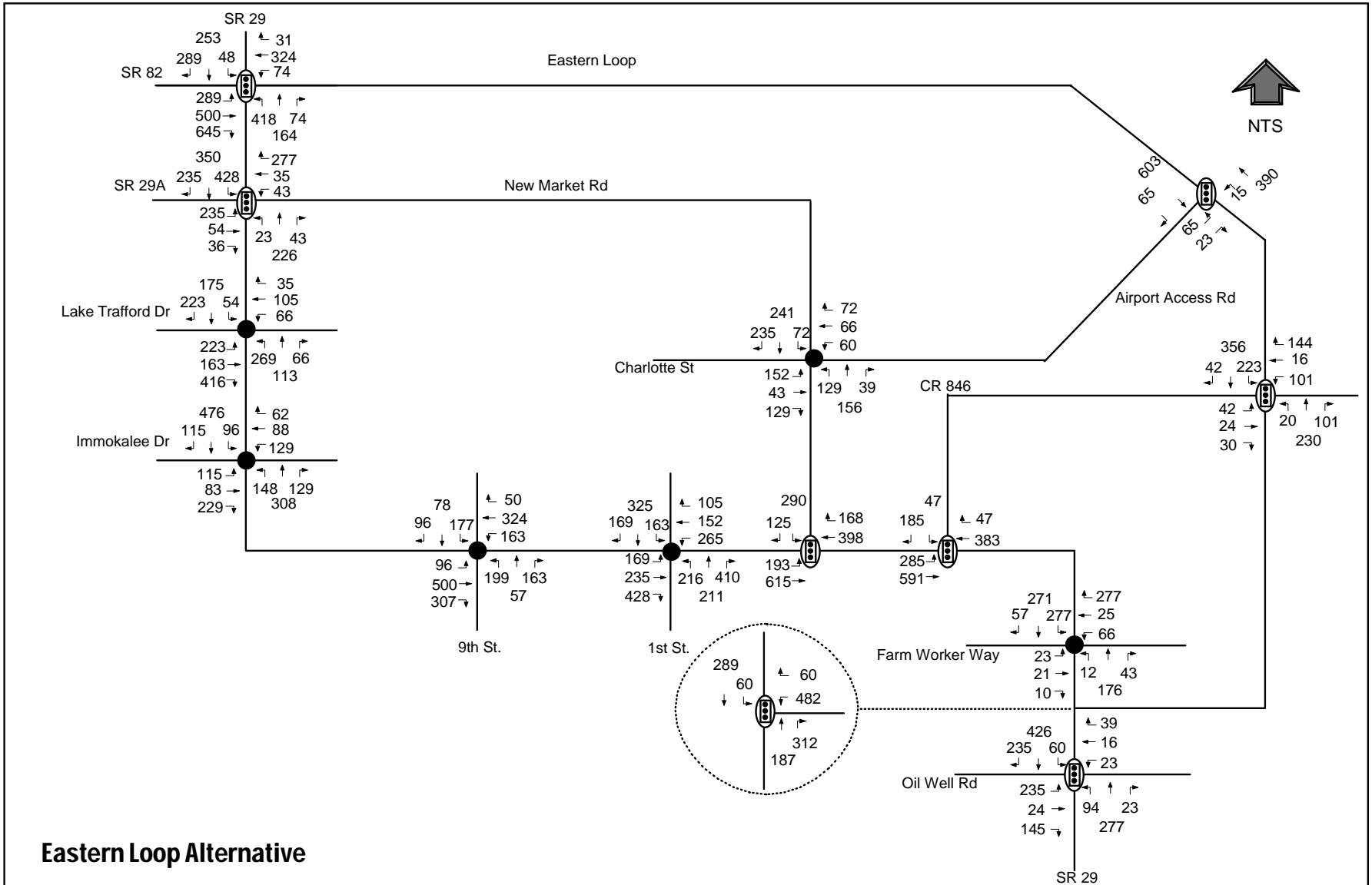
Prepared for: <b>FDOT District 1</b> Prepared by: <b>Traf-O-Data Corp.</b>	<b>District Wide Systems Planning</b> COLLIER COUNTY, FLORIDA	<b>SR 29 CORRIDOR STUDY</b> <b>from Oil Well Rd to SR 82</b>
	<p><b>LEGEND</b></p> <p>XX - 2020 AM Design Hour Turning Movement Volume</p> <p>● - Existing Signal Location      (Signal Icon) - Proposed Signal Location</p>	<b>Year 2020 AM Design Hour</b> <b>Turning Movement Volumes</b> Figure 21





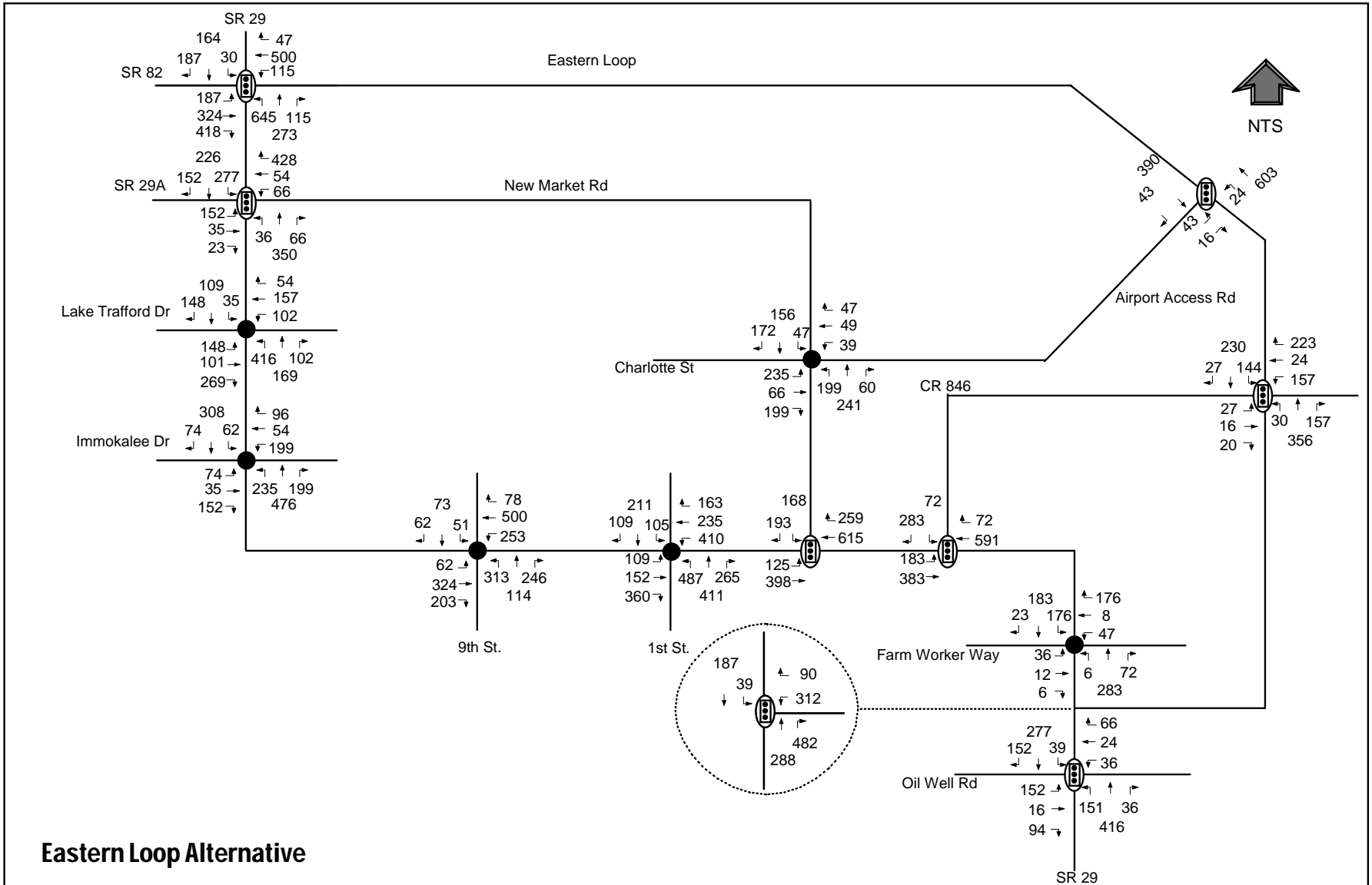
**Eastern Loop Alternative**

Prepared for: <b>FDOT District 1</b> Prepared by: <b>Traf-O-Data Corp.</b>	<b>District Wide Systems Planning</b> COLLIER COUNTY, FLORIDA	<b>SR 29 CORRIDOR STUDY</b> <b>from Oil Well Rd to SR 82</b>
	<p><b>LEGEND</b></p> <p>XX - 2020 PM Design Hour Turning Movement Volume</p> <p>● - Existing Signal Location      ( ) - Proposed Signal Location</p>	<b>Year 2020 PM Design Hour</b> <b>Turning Movement Volumes</b> Figure 22



**Eastern Loop Alternative**

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	<p><b>LEGEND</b></p> <p>XX - 2030 AM Design Hour Turning Movement Volume</p> <p>● - Existing Signal Location</p> <p>Ⓢ - Proposed Signal Location</p>	<b>Year 2030 AM Design Hour</b> <b>Turning Movement Volumes</b> Figure 23



**Eastern Loop Alternative**

Prepared for: **FDOT District 1**  
 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

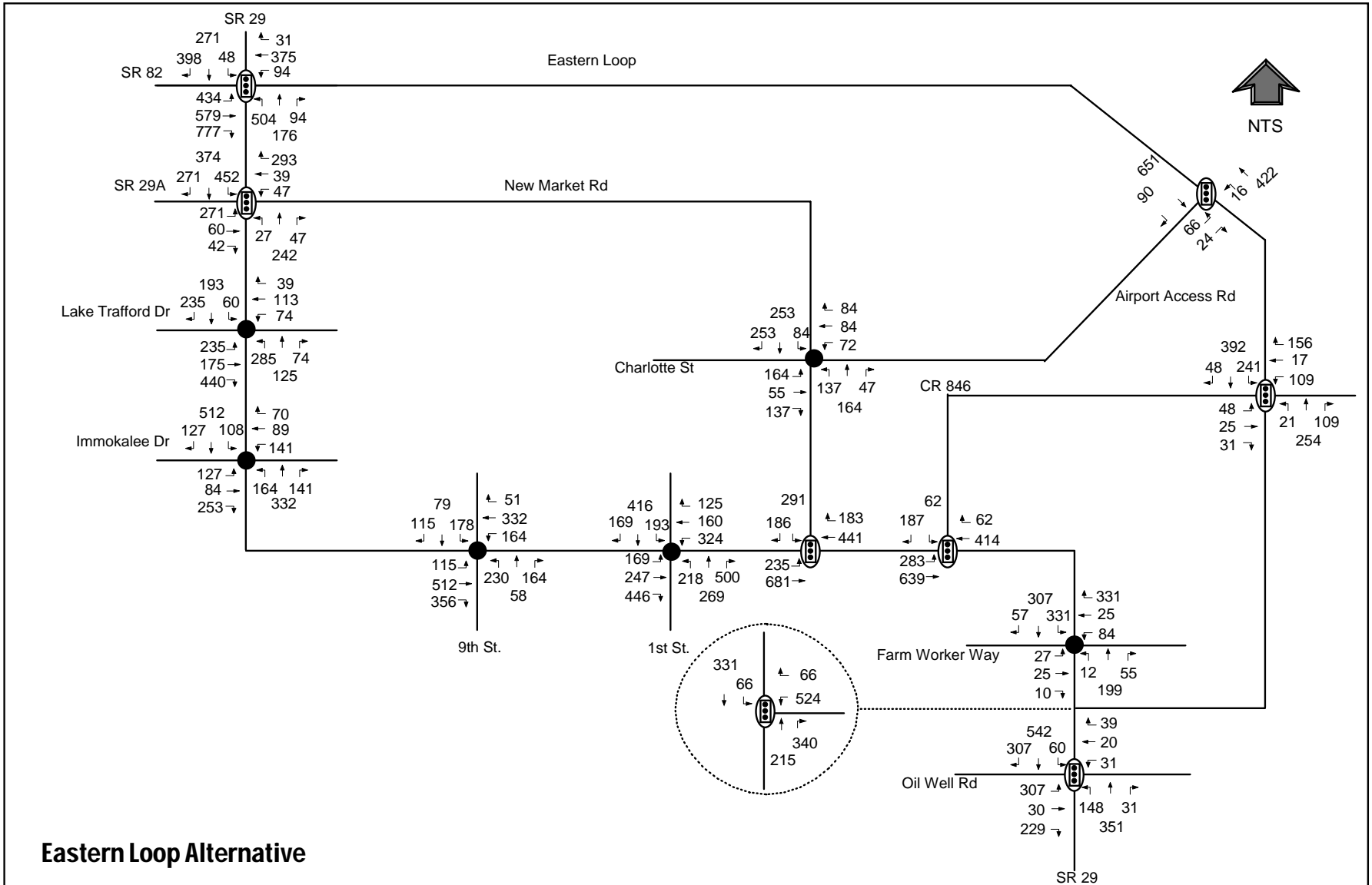
XX - 2030 PM Design Hour Turning Movement Volume

● - Existing Signal Location

⊞ - Proposed Signal Location

**Year 2030 PM Design Hour**  
**Turning Movement Volumes**

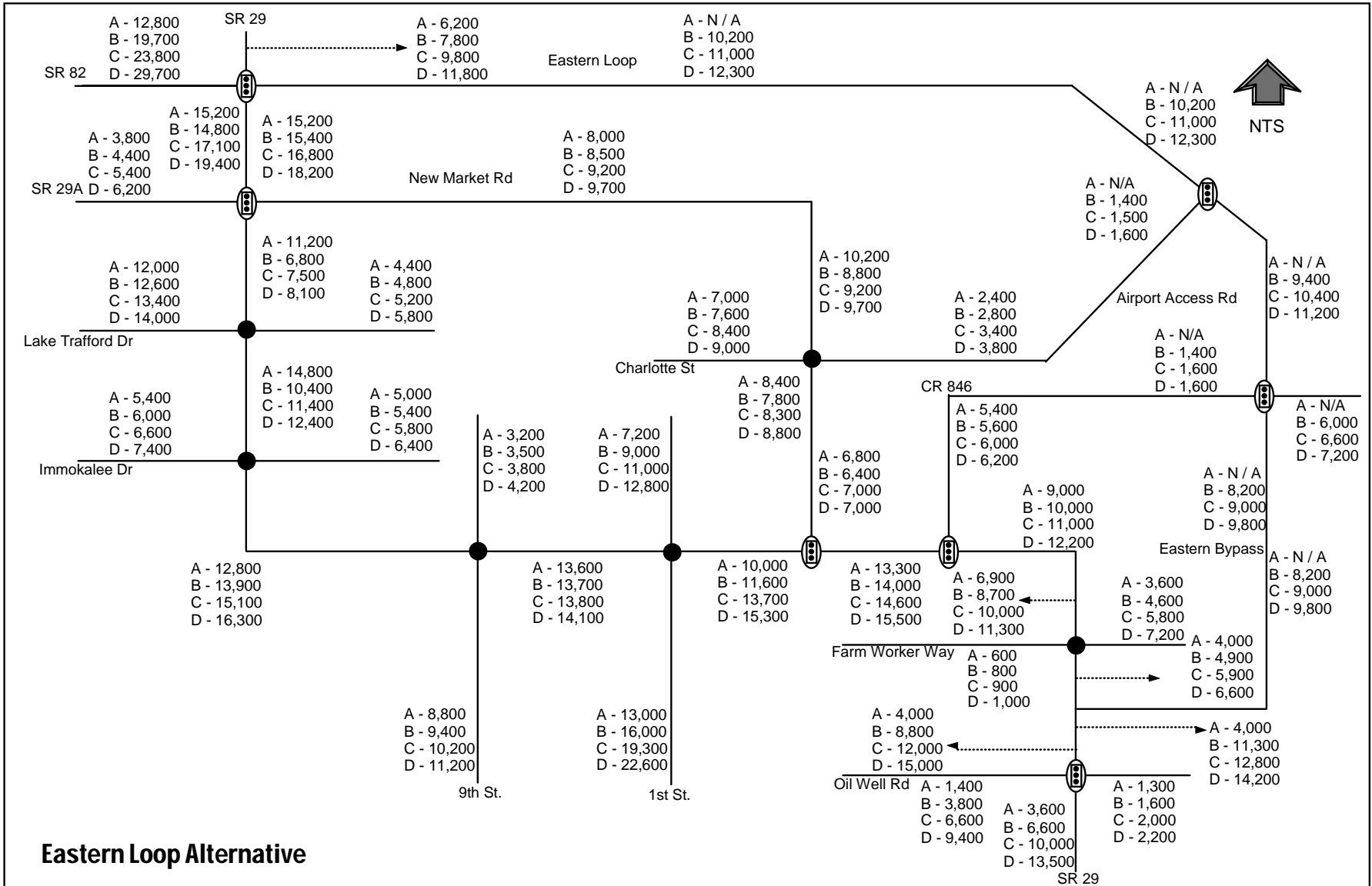
Figure 24



**Eastern Loop Alternative**

Prepared for: <b>FDOT District 1</b> Prepared by: <b>Traf-O-Data Corp.</b>	<b>District Wide Systems Planning</b> COLLIER COUNTY, FLORIDA	<b>SR 29 CORRIDOR STUDY</b> <b>from Oil Well Rd to SR 82</b>
	<p><b>LEGEND</b></p> <p>XX - 2040 AM Design Hour Turning Movement Volume</p> <p>● - Existing Signal Location      ◯ - Proposed Signal Location</p>	<b>Year 2040 AM Design Hour</b> <b>Turning Movement Volumes</b> Figure 25





**Eastern Loop Alternative**

Prepared for: <b>FDOT District 1</b> Prepared by: <b>Traf-O-Data Corp.</b>	<b>District Wide Systems Planning</b> COLLIER COUNTY, FLORIDA	<b>SR 29 CORRIDOR STUDY</b> <b>from Oil Well Rd to SR 82</b>
	<b>LEGEND</b> A - 2011 Existing AADT B - 2020 Opening Year AADT C - 2030 Mid Design Year AADT D - 2040 Design Year AADT - Proposed Signal - Existing Signal	<b>Average Annual Daily Traffic</b> <b>Build Condition</b> Figure 27

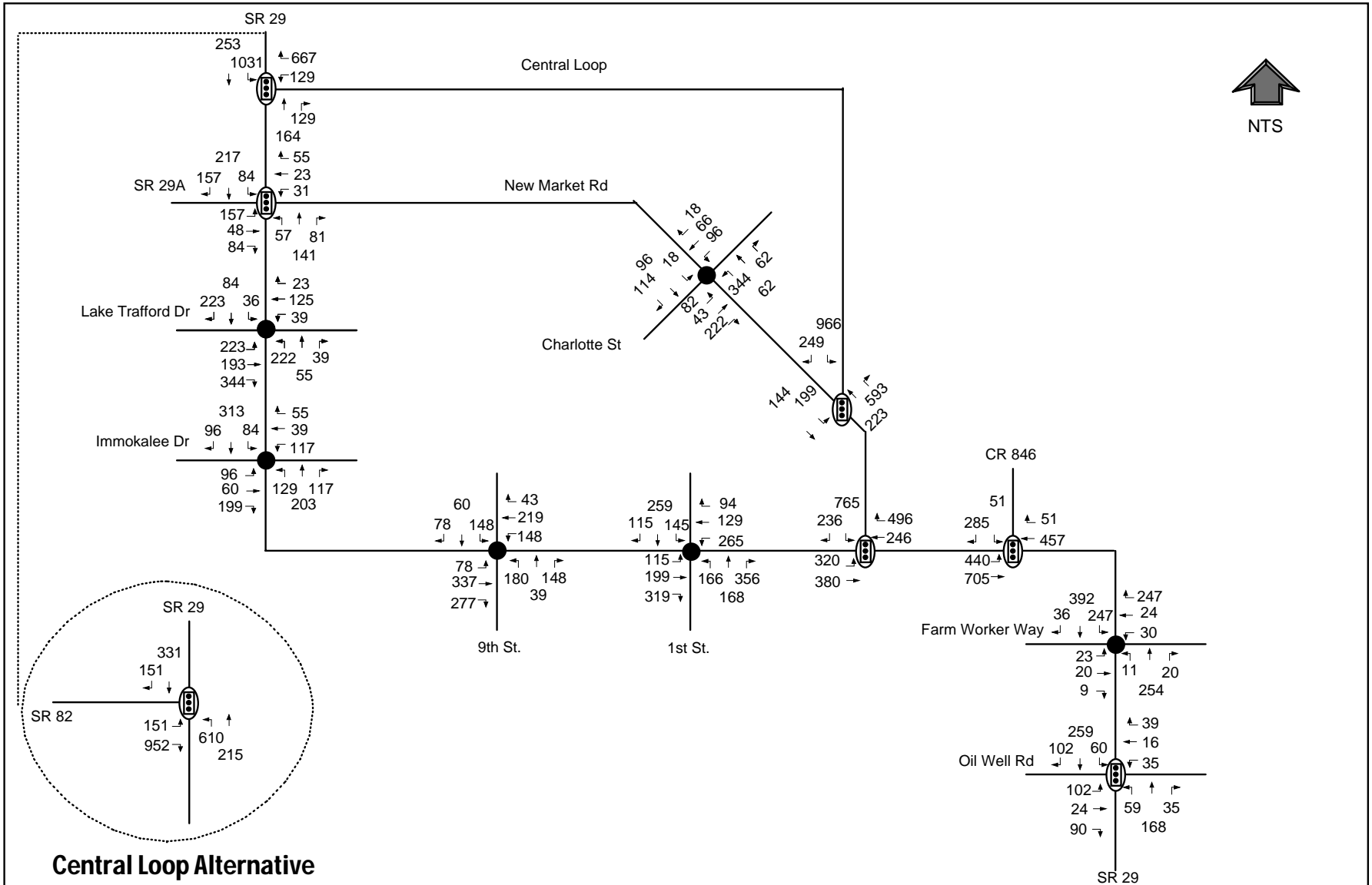
## CENTRAL LOOP ALTERNATIVE PROJECT TRAFFIC FORECASTS

As part of the traffic study an alternative analysis was performed to evaluate the operation of the SR 29 corridor. For this section a Central Loop Alternative scenario was evaluated. Traffic volumes and capacity analyses were derived and performed as previously presented. The 2035 Collier County cost feasible model was used to develop future traffic projections along with engineering judgment on the effects of these alternative alignments.

The Central Loop Alternative scenario for the SR 29 corridor assumes that the new roadway will be constructed as a four-lane divided arterial from CR 29A (New Market Road) South of Charlotte Street to SR 29 South of SR 82.

The existing and future year AADT's along with the recommended traffic characteristics shown in Table 3 were used to develop Design Hour Volumes (DHV's) at intersections as shown in Figures 28 through 33. The DHV's for the intersections were developed using the TURNS5 spreadsheet, which balances AADT's and calculates DHV's based on K30 and D30 factors used as input into the program. The estimated design hour volumes from TURNS5 spreadsheet were assessed for reasonableness. Some minor adjustments were made as previously mentioned in the Existing Alignment portion of this memo. These adjustments are necessary because accepting an estimated value that is unrealistically large may lead to over design and accepting an estimated volume that is too small may result in an inadequate design.

Figure 34 illustrates the existing (2011) and projected Annual Average Daily Traffic (AADT) volumes for opening year (2020), mid-design year (2030) and design year (2040) for the Central Loop Alternative scenario along SR 29, the Central Loop Road and all cross streets.

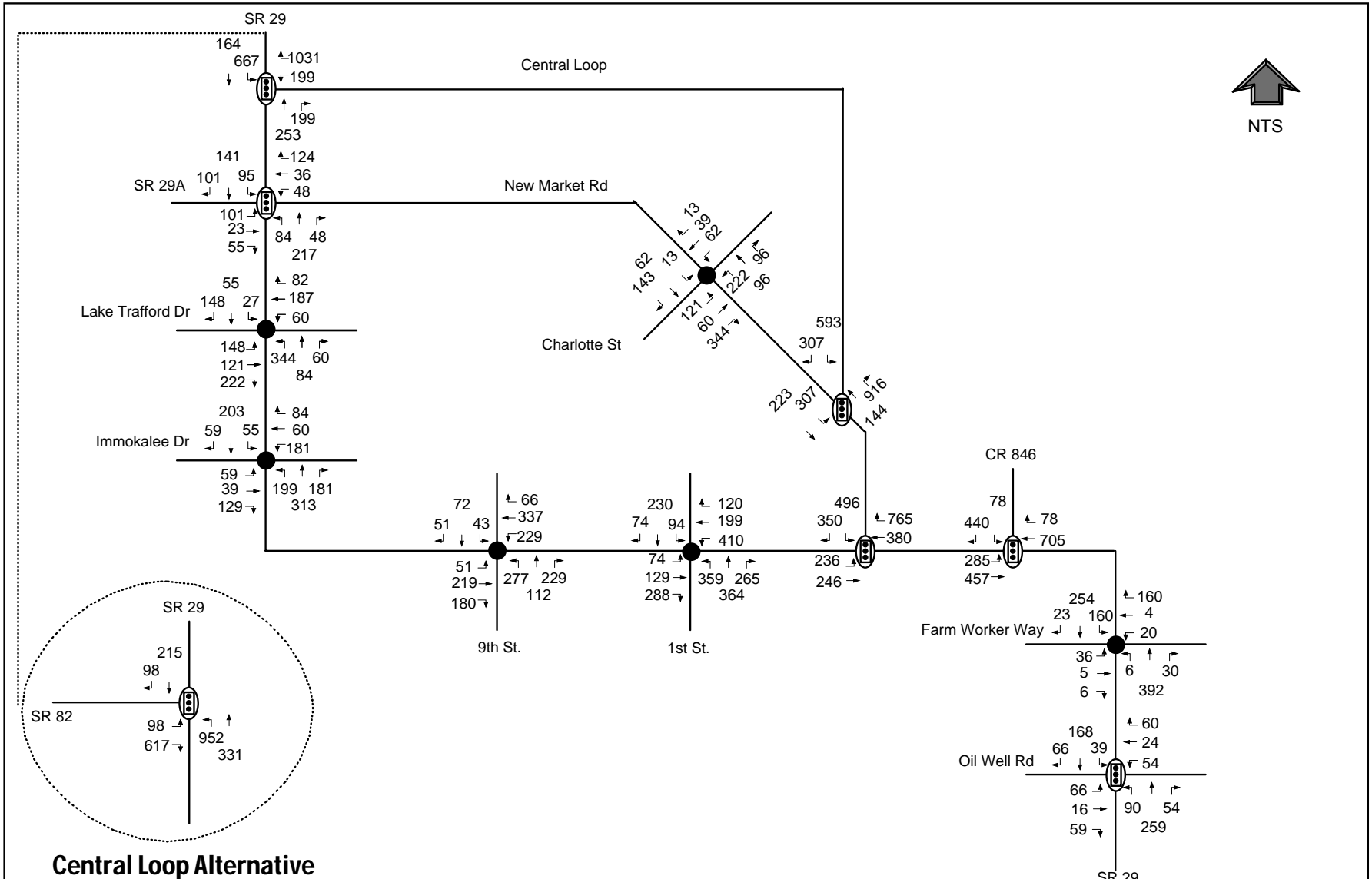


**Central Loop Alternative**

Prepared for: <b>FDOT District 1</b> Prepared by: <b>Traf-O-Data Corp.</b>	<b>District Wide Systems Planning</b> COLLIER COUNTY, FLORIDA	<b>SR 29 CORRIDOR STUDY</b> <b>from Oil Well Rd to SR 82</b>
	<p><b>LEGEND</b></p> <p>XX - 2020 AM Design Hour Turning Movement Volume</p> <p>● - Existing Signal Location</p> <p>Ⓢ - Proposed Signal Location</p>	<b>Year 2020 AM Design Hour</b> <b>Turning Movement Volumes</b>

Figure 28





**Central Loop Alternative**

Prepared for: **FDOT District 1**  
 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

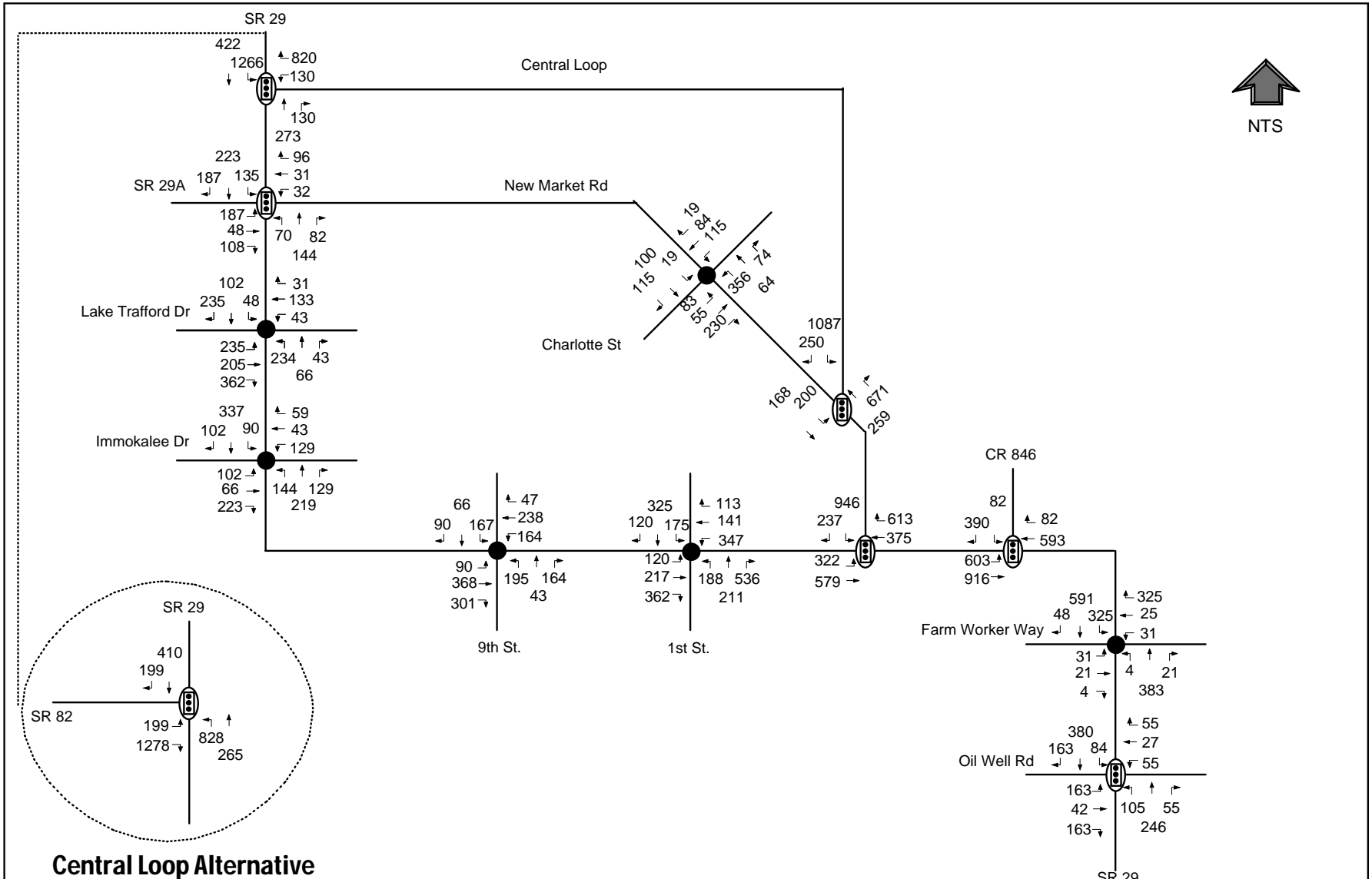
XX - 2020 PM Design Hour Turning Movement Volume

● - Existing Signal Location

Ⓢ - Proposed Signal Location

**Year 2020 PM Design Hour**  
**Turning Movement Volumes**

Figure 29



**Central Loop Alternative**

Prepared for: **FDOT District 1**  
 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

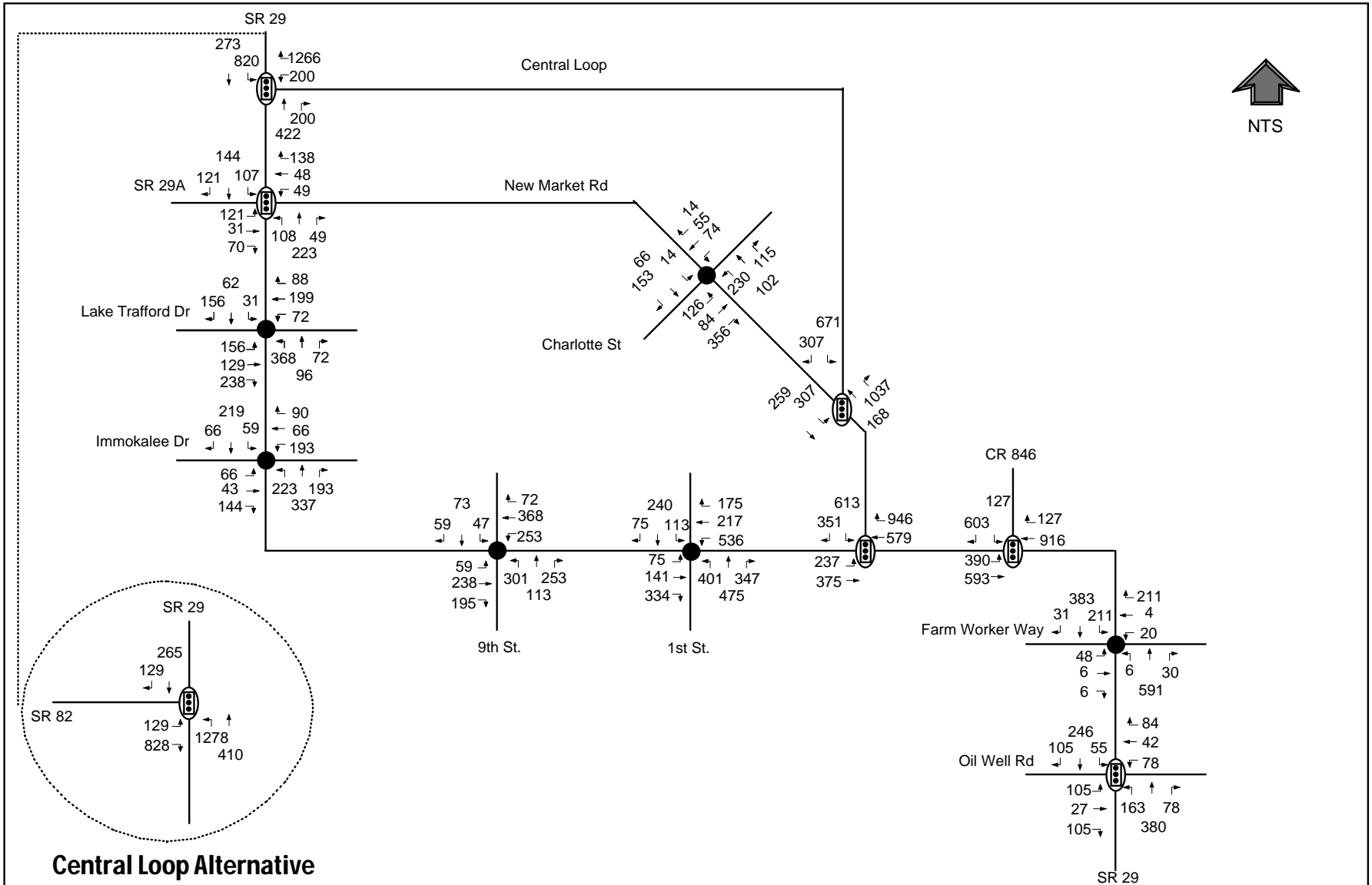
XX - 2030 AM Design Hour Turning Movement Volume

● - Existing Signal Location

Ⓢ - Proposed Signal Location

**Year 2030 AM Design Hour**  
**Turning Movement Volumes**

Figure 30



**Central Loop Alternative**

Prepared for: **FDOT District 1**  
 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

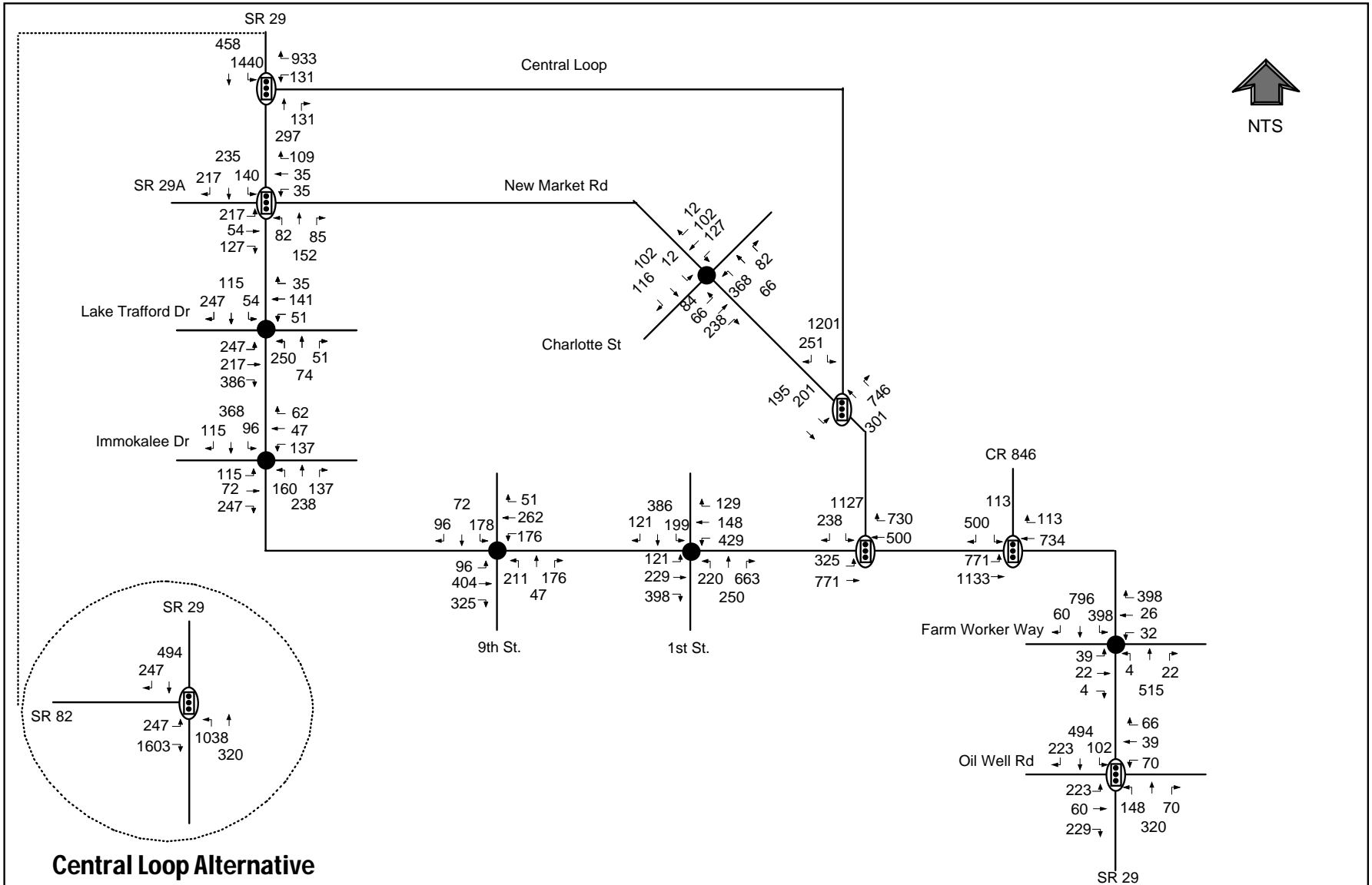
XX - 2030 PM Design Hour Turning Movement Volume

● - Existing Signal Location

◻ - Proposed Signal Location

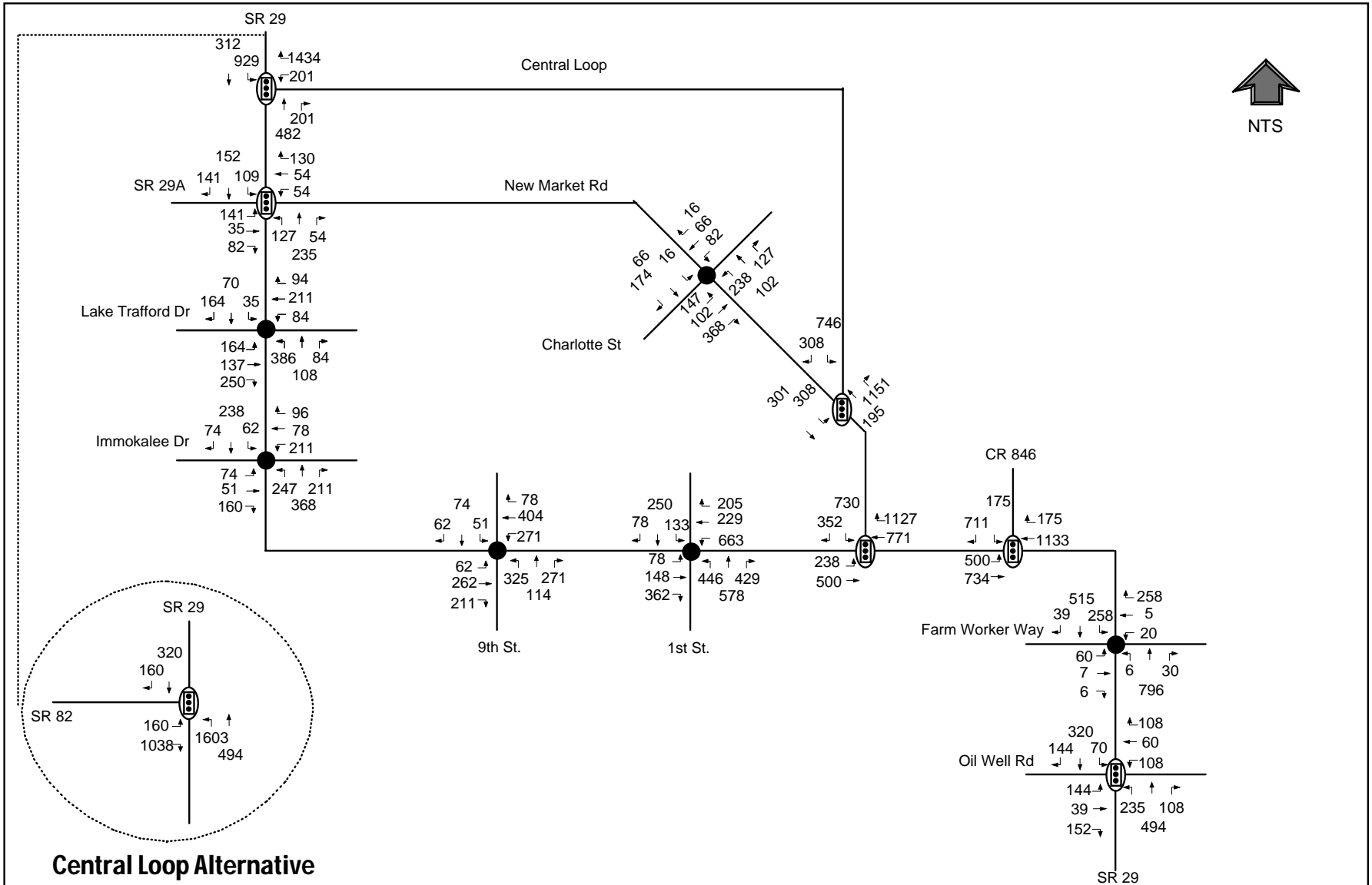
**Year 2030 PM Design Hour**  
**Turning Movement Volumes**

Figure 31



**Central Loop Alternative**

Prepared for: <b>FDOT District 1</b> Prepared by: <b>Traf-O-Data Corp.</b>	District Wide Systems Planning COLLIER COUNTY, FLORIDA	<b>SR 29 CORRIDOR STUDY</b> <b>from Oil Well Rd to SR 82</b>
	<b>LEGEND</b> XX - 2040 AM Design Hour Turning Movement Volume ● - Existing Signal Location - Proposed Signal Location	<b>Year 2040 AM Design Hour</b> <b>Turning Movement Volumes</b> Figure 32



Prepared for: **FDOT District 1**  
 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**

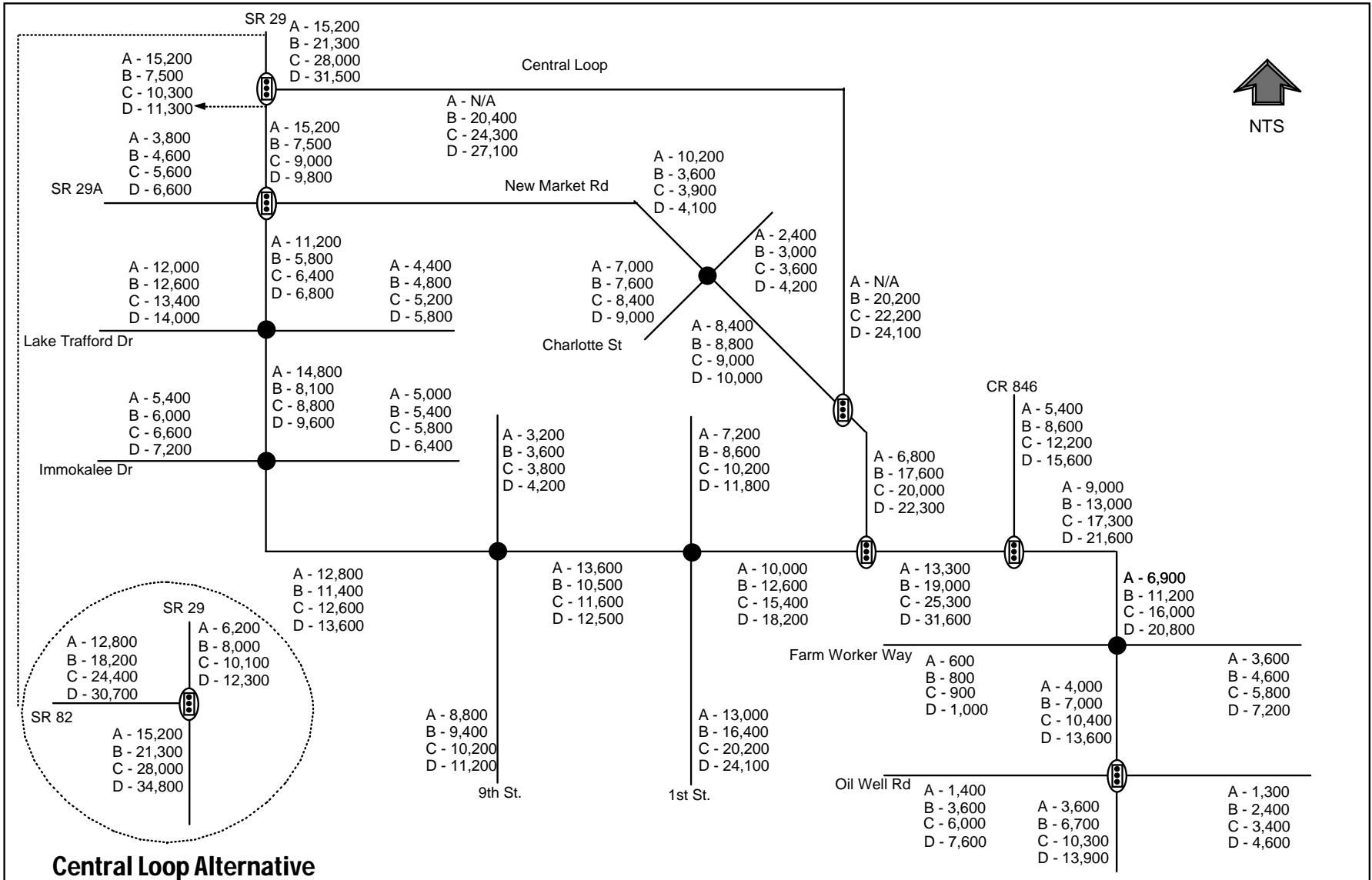
XX - 2040 PM Design Hour Turning Movement Volume

● - Existing Signal Location

Ⓢ - Proposed Signal Location

**Year 2040 PM Design Hour**  
**Turning Movement Volumes**

Figure 33



**Central Loop Alternative**

Prepared for: <b>FDOT District 1</b> Prepared by: <b>Traf-O-Data Corp.</b>	<b>District Wide Systems Planning</b> COLLIER COUNTY, FLORIDA	<b>SR 29 CORRIDOR STUDY</b> <b>from Oil Well Rd to SR 82</b>
	<p><b>LEGEND</b></p> <p>A - 2011 Existing AADT      C - 2030 Mid Design Year AADT</p> <p>B - 2020 Opening Year AADT      D - 2040 Design Year AADT</p> <p> - Proposed Signal</p> <p> - Existing Signal</p>	<p><b>Average Annual Daily Traffic</b>  <b>Build Condition</b></p> <p>Figure 34</p>

## MODELING TECHNICAL MEMORANDUM

To: Rax Jung, FDOT District 1

From: Jerry Graham, PE, AICP, Traf-O-Data

Date: July 11, 2011

Subject: SR 29, SR 82 to Oil Well Rd., Travel Demand Model Forecasting (updated)

This memorandum documents the development of travel demand forecasts in support of a 2035 Alternatives Analysis for the SR 29 corridor, from SR 82 to Oil Well Rd., in the Immokalee area of Collier County, Florida. It is an update to original the July 1<sup>st</sup>, 2011 technical memorandum, and reflects revisions which address review comments received from Lochner July 5<sup>th</sup>, 2011. It should be noted that these revisions do not result in any changes to the model volumes documented in the July, 1<sup>st</sup> technical memorandum.

### **2007 Lee/Collier Model Sub-area Validation**

A Sub-area validation was performed for the study area to establish that the base year model is performing with reasonable accuracy within the study area. The study area is shown in Exhibit 1.

This validation refinement included following model adjustments:

Roadway facility type classifications were modified for Jefferson Ave., S. 7<sup>th</sup> St., and N. 1<sup>st</sup> St., in Immokalee. The facility type for Jefferson Ave. was a change from FT 43 to FT 42. The facility type for N. 1<sup>st</sup> St. was changed from FT 46 to FT 42.

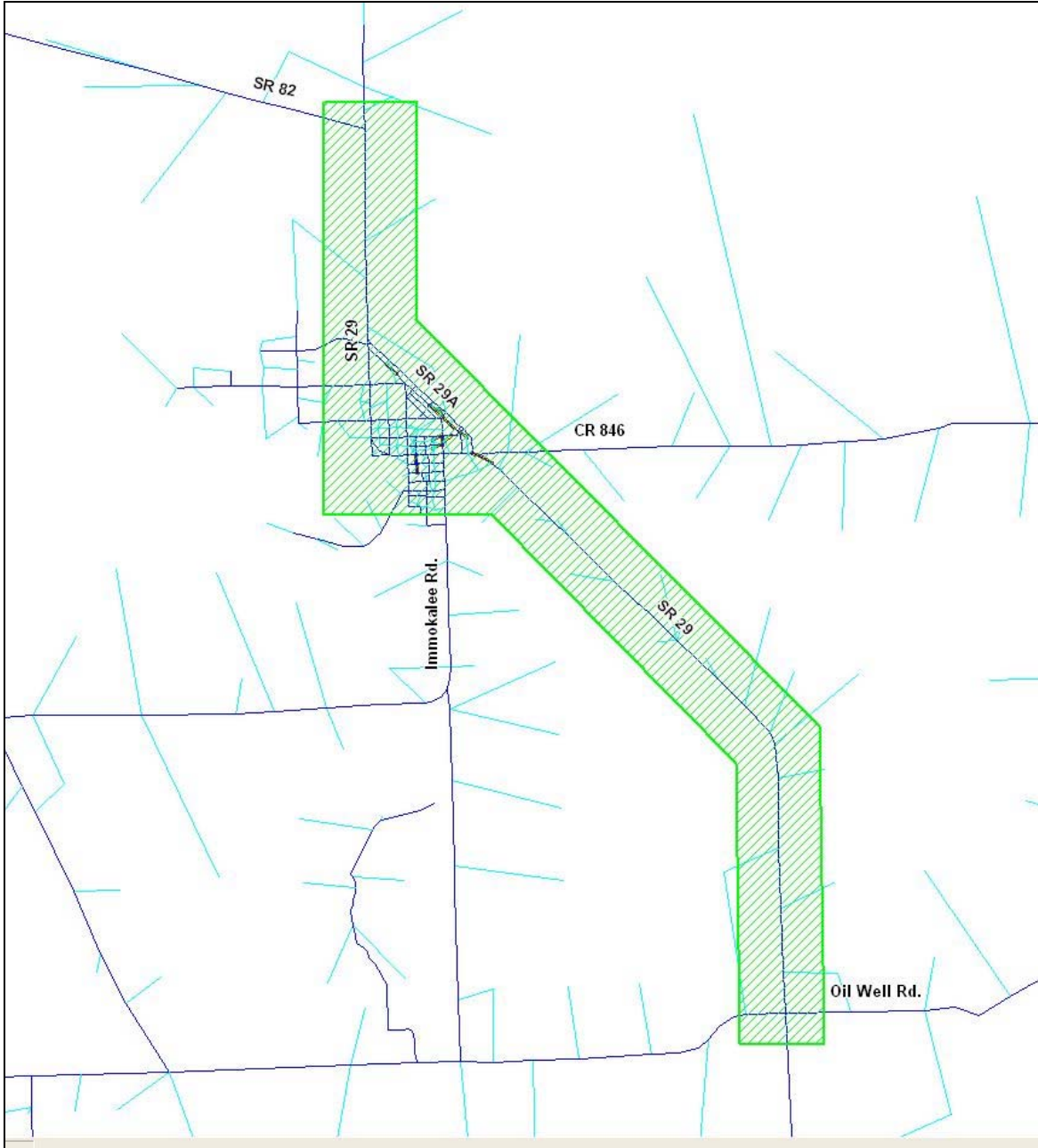
Centroid connector loadings were modified for TAZ's 428-433 and 707-709. Exhibit 2 shows these centroid loading modifications, with original centroid connector locations shown in red.

An adjustment was made to the speed/capacity lookup table for roadway area/facility type classification 52/35. This adjustment was an increase in speed of 4 mph for this classification.

A new roadway facility type classification (FT 49) was introduced to reflect a lower speed local urban roadway for S. 7<sup>th</sup> Ave. The speed coded for this new facility type classification is 20 mph and the directional model capacity is 450 vph.

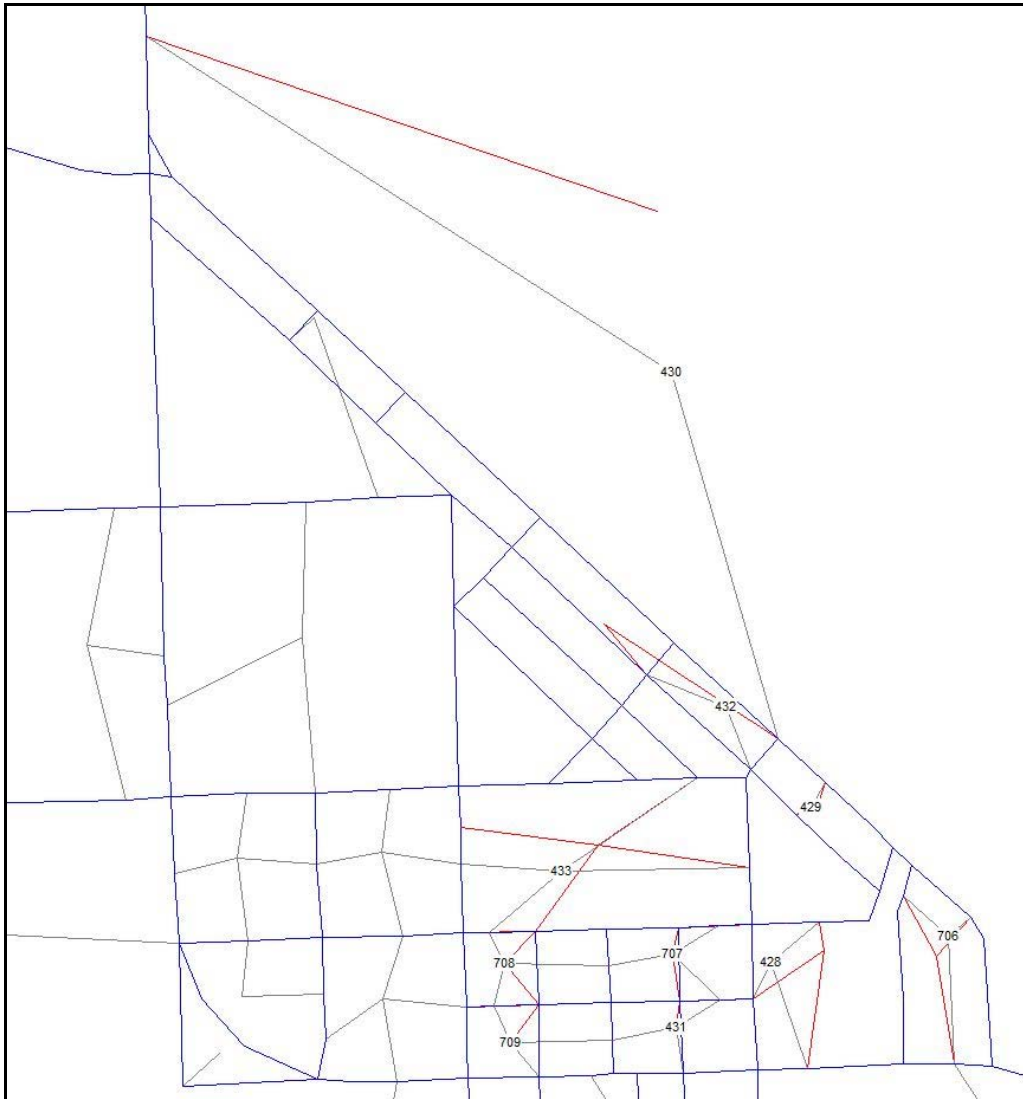
A correction was made at S. 7<sup>th</sup> Ave. and Boston Ave. in Immokalee, where these model roadway links should have, but did not, intersect.

**Exhibit 1 – SR 29 Immokalee Study Area**





**Exhibit 2 – Centroid Loading Modifications**



The Sub-area validation refinement resulted in a significant improvement to the level of validation within the study area. The overall study area volume to count ratio for roadway links with counts was improved from .813 to .910. For links with counts along SR 29 and SR 29A the volume to count ratio was improved from .845 to .944. The level of validation for SR 29 side street roadways was also significantly improved.

Table 1 documents the improvement in the level of validation for SR 29/SR 29A, sidestreets, and for the overall study area, resulting from the validation refinement.

**Table 1 – Sub-area Validation Refinement Summary**

**SR 29 / SR 29A COUNT LOCATIONS**

A	B	ATYPE	FTYPE	LANES	ROADWAY	SPEED	PSWT	CSPEED	DIRV	ATYPE 2	FTYPE 2	LANES 2	SPEED 2	PSWT	CSPEED 2	DIRV 2					
2495	11076	52	52	1	SR 29 N	25	6941	25.0	3473	52	52	1	25	6941	25.0	3468					
11076	2495	52	52	1	SR 29 N	25	6941	25.0	3473	52	52	1	25	6941	25.0	3468					
8471	11130	14	23	2	SR 29 N	37	6787	36.9	6463	14	23	2	37	6787	36.9	5863					
8603	11096	31	32	1	SR 29 N	36	7347	33.0	6044	31	32	1	36	7347	33.7	5080					
8622	11083	51	35	1	SR 29 N	42	7604	34.1	8417	51	35	1	42	7604	35.8	7596					
8630	11080	52	35	1	SR 29 N	48	3032	46.8	3477	52	35	1	44	3032	42.9	3475					
11080	8630	52	35	1	SR 29 N	48	3032	46.8	3477	52	35	1	44	3032	42.9	3475					
11083	8622	51	35	1	SR 29 N	42	7604	35.5	7651	51	35	1	42	7604	36.2	7387					
11090	11092	31	32	1	SR 29 N	36	5609	36.0	3272	31	32	1	36	5609	36.1	2656					
11092	11090	31	32	1	SR 29 N	36	5609	36.0	3385	31	32	1	36	5609	36.1	2655					
11096	8603	31	32	1	SR 29 N	36	7347	32.9	6157	31	32	1	36	7347	33.7	5078					
11105	11108	31	32	1	SR 29 N	36	6413	33.0	6255	31	32	1	36	6413	33.9	5157					
11108	11105	31	32	1	SR 29 N	36	6413	32.9	6369	31	32	1	36	6413	33.9	5157					
11130	8471	14	23	2	SR 29 N	37	6787	36.9	6354	14	23	2	37	6787	36.9	5870					
7869	11263	52	35	1	SR 29 S	48	3941	47.9	1560	52	35	1	44	3941	44.2	1341					
8558	11183	14	23	2	SR 29 S	37	4988	36.9	6230	14	23	2	37	4988	36.9	5618					
11183	8558	14	23	2	SR 29 S	37	4988	36.9	6478	14	23	2	37	4988	36.9	5873					
11194	11198	21	31	1	SR 29 S	35	6430	33.7	7931	21	31	1	35	6430	34.2	7077					
11198	11194	21	31	1	SR 29 S	35	6430	34.3	6752	21	31	1	35	6430	34.5	6470					
11198	11201	21	35	1	SR 29 S	34	4493	31.9	5638	21	35	1	34	4493	32.7	4831					
11201	11198	21	35	1	SR 29 S	34	4493	32.9	4586	21	35	1	34	4493	33.1	4365					
11207	11208	33	35	1	SR 29 S	39	3340	37.1	4893	33	35	1	39	3340	37.9	4089					
11208	11207	33	35	1	SR 29 S	39	3340	38.1	3822	33	35	1	39	3340	38.3	3601					
11263	7869	52	35	1	SR 29 S	48	3941	47.7	2630	52	35	1	44	3941	44.2	1828					
11268	11271	52	35	1	SR 29 S	48	1830	47.3	3701	52	35	1	44	1830	43.7	3017					
11271	11268	52	35	1	SR 29 S	48	1830	47.8	2430	52	35	1	44	1830	43.9	2317					
11103	11115	31	43	1	SR 29A	32	4024	26.5	4853	33	42	1	33	4024	31.8	3766					
11115	11103	31	43	1	SR 29A	32	4024	27.9	3979	33	42	1	33	4024	32.1	3431					
11144	11178	31	43	1	SR 29A	32	5085	26.6	4807	31	42	1	33	5085	31.0	4321					
11178	11144	31	43	1	SR 29A	32	5085	28.0	3990	31	42	1	33	5085	31.3	3980					
11178	11497	21	42	1	SR 29A	31	4168	28.0	5017	21	42	1	31	4168	28.8	4443					
11193	11194	21	42	1	SR 29A	31	6516	28.2	5204	21	42	1	31	6516	29.0	4535					
11194	11193	21	42	1	SR 29A	31	6516	29.2	4271	21	42	1	31	6516	29.4	4178					
11497	11178	21	42	1	SR 29A	31	4168	28.9	4092	21	42	1	31	4168	29.1	4102					
						Total	177096		167134							Total	177096		149567		
						<b>SR 29 / 29A Vol/Cnt</b>				94.4%							<b>Original SR 29 / 29A Vol/Cnt</b>				84.5%

**SIDESTREET COUNT LOCATIONS**

A	B	ATYPE	FTYPE	LANES	ROADWAY	SPEED	PSWT	CSPEED	DIRV	ATYPE 2	FTYPE 2	LANES 2	SPEED 2	PSWT	CSPEED 2	DIRV 2					
11159	11178	31	42	1	Charlotte St	33	3511	33.1	1888	31	46	1	28	3511	28.8	122					
11178	11159	31	42	1	Charlotte St	33	3511	33.1	1780	31	46	1	28	3511	28.8	122					
11163	11166	14	23	2	CR 846	37	6516	36.3	6400	14	23	2	37	6516	36.4	5874					
11166	11163	14	23	2	CR 846	37	6516	36.3	6808	14	23	2	37	6516	36.4	6266					
11199	11205	21	46	1	CR 846 E	25	2687	24.2	2785	21	46	1	25	2687	24.3	2738					
11205	11199	21	46	1	CR 846 E	25	2687	24.3	2657	21	46	1	25	2687	24.3	2596					
11068	11074	31	43	1	CR 850	32	5948	28.2	4270	31	43	1	32	5948	27.9	4410					
11074	11068	31	43	1	CR 850	32	5948	28.2	4270	31	43	1	32	5948	27.9	4410					
7867	11268	52	46	1	CR 858	32	649	31.9	1143	52	46	1	32	649	31.9	1198					
11249	11268	52	46	1	CR 858	32	689	32.1	859	52	46	1	32	689	32.1	1011					
11268	7867	52	46	1	CR 858	32	649	31.9	1016	52	46	1	32	649	31.9	1057					
11268	11249	52	46	1	CR 858	32	689	32.1	786	52	46	1	32	689	32.1	939					
8498	11098	31	46	1	Immokalee Dr	28	2469	28.0	1703	31	46	1	28	2469	28.1	1548					
8568	11098	31	46	1	Immokalee Dr	28	2661	27.9	1705	31	46	1	28	2661	28.0	1550					
11098	8498	31	46	1	Immokalee Dr	28	2469	28.0	1704	31	46	1	28	2469	28.1	1548					
11098	8568	31	46	1	Immokalee Dr	28	2661	27.9	1705	31	46	1	28	2661	28.0	1550					
11094	11112	31	46	1	Lake Trafford Rd	28	2223	28.0	1185	31	46	1	28	2223	28.0	1335					
11112	11094	31	46	1	Lake Trafford Rd	28	2223	28.0	1185	31	46	1	28	2223	28.0	1335					
11161	11163	14	42	1	N 1st St	34	3572	31.9	3909	14	46	1	28	3572	25.1	3459					
11163	11161	14	42	1	N 1st St	34	3572	31.8	3963	14	46	1	28	3572	24.9	3609					
8488	11129	14	47	1	N 9th St	27	1616	27.0	914	14	47	1	27	1616	27.0	614					
11129	8488	14	47	1	N 9th St	27	1616	27.0	915	14	47	1	27	1616	27.0	615					
8485	11130	14	47	1	S 9th St	27	4358	26.4	2271	14	47	1	27	4358	26.8	1431					
11130	8485	14	47	1	S 9th St	27	4358	26.4	2267	14	47	1	27	4358	26.8	1426					
11047	11080	52	35	1	SR 82	48	6359	37.3	8464	52	35	1	44	6359	36.0	7642					
11080	11047	52	35	1	SR 82	48	6359	39.0	7698	52	35	1	44	6359	36.5	7433					
11070	11072	31	46	1	Westclox Rd	28	1834	28.1	868	31	46	1	28	1834	28.1	940					
11072	11070	31	46	1	Westclox Rd	28	1834	28.1	868	31	46	1	28	1834	28.1	940					
						Total	90184		75986							Total	90184		67718		
						<b>Side Street Vol/Cnt</b>				84.3%							<b>Original Side Street Vol/Cnt</b>				75.1%

**ALL COUNT LOCATIONS**

	PSWT	DIRV	PSWT	DIRV 2	
Total	267280	243120	267280	217285	
<b>Sub-Area Vol/Cnt</b>		91.0%	<b>Original Sub-Area Vol/Cnt</b>		81.3%

Table 2 shows volume to count percent error for sub-area links with counts for the refined study area validation and for the original LRTP validation. Links with error outside of the acceptable ranges, related to ADT, are highlighted in yellow.

**Table 2 – Sub-area Validation Refinement Percent Error**

A	B	ROADWAY	REFINED SUB-AREA VALIDATION				ORIGINAL LRTP VALIDATION			
			LANES	PSWT	TOTV	ERROR	LANES	PSWT	TOTV	ERROR
11159	11178	Charlotte_St	1	7022	3668	48%	1	7022	244	97%
11163	11166	CR_846	2	13032	13208	1%	2	13032	12140	7%
11199	11205	CR_846_E	1	5374	5442	1%	1	5374	5334	1%
11068	11074	CR_850	1	11896	8540	28%	1	11896	8820	26%
7867	11268	CR_858	1	1298	2159	66%	1	1298	2255	74%
11249	11268	CR_858	1	1378	1645	19%	1	1378	1950	42%
8498	11098	Immokalee_Dr	1	4938	3407	31%	1	4938	3096	37%
8568	11098	Immokalee_Dr	1	5322	3410	36%	1	5322	3100	42%
11094	11112	Lake_Trafford_Rd	1	4446	2370	47%	1	4446	2670	40%
11161	11163	N_1s_St	1	7144	7872	10%	1	7144	7068	1%
8488	11129	N_9th_St	1	3232	1829	43%	1	3232	1229	62%
8485	11130	S_9th_St	1	8716	4538	48%	1	8716	2857	67%
2495	11076	SR 29 N	1	6940	6946	0%	1	6940	6936	0%
8471	11130	SR 29 N	2	13574	12817	6%	2	13574	11733	14%
8603	11096	SR 29 N	1	14694	12201	17%	1	14694	10158	31%
8622	11083	SR 29 N	1	15208	16068	6%	1	15208	14983	1%
8630	11080	SR 29 N	1	6064	6954	15%	1	6064	6950	15%
11090	11092	SR 29 N	1	11218	6657	41%	1	11218	5311	53%
11105	11108	SR 29 N	1	12826	12624	2%	1	12826	10314	20%
7869	11263	SR 29 S	1	7882	4190	47%	1	7882	3169	60%
8558	11183	SR 29 S	2	9976	12708	27%	2	9976	11491	15%
11194	11198	SR 29 S	1	12860	14683	14%	1	12860	13547	5%
11198	11201	SR 29 S	1	8986	10224	14%	1	8986	9196	2%
11207	11208	SR 29 S	1	6680	8715	30%	1	6680	7690	15%
11268	11271	SR 29 S	1	3660	6131	68%	1	3660	5334	46%
11103	11115	SR 29A	1	8048	8832	10%	1	8048	7197	11%
11144	11178	SR 29A	1	10170	8797	14%	1	10170	8301	18%
11178	11497	SR 29A	1	8336	9109	9%	1	8336	8545	3%
11193	11194	SR 29A	1	13032	9475	27%	1	13032	8713	33%
11047	11080	SR_82	1	12718	16162	27%	1	12718	15075	19%
11070	11072	Westclox_Rd	1	3668	1736	53%	1	3668	1880	49%
Total Study Area				260338	243117	7%		260338	217286	17%

As Table 2 shows, for the refined sub-area validation, all assigned volumes are within acceptable error ranges with the exception of one link, SR 29 south of Oil Well Rd. As part of the sub-area validation process it was necessary to “sacrifice” the level of

validation on this lower volume segment of SR 29 south of Oil Well Rd. in order to resolve more serious validation deficiencies for higher volume segments of SR 29, north of Oil Well Rd, as well as to improve the overall level of validation for SR 29 throughout the study area.

Systemwide validation summaries for both the original Lee/Collier LRTP 2007 validated model, and the 2007 Lee/Collier validation refined for the SR 29 study area, are attached. These summaries show a slight improvement in the overall Root Mean Square Error (RMSE) for the refined SR 29 validation, and that the model continues to meet systemwide validation criteria.

### 2035 Lee/Collier No-Build Model Development

The adjustments made as a part of the Sub-area validation refinement were incorporated, as appropriate, into the adopted LRTP 2035 Lee Collier Cost Feasible model. In addition, socioeconomic model data adjustments were made to reflect planned development associated with the following DRI's and PUD's:

- Ave Maria DRI
- Big Cypress DRI
- Immokalee Airport PUD
- Kaicass Residential Development

Table 3 summarizes the adjustments to the model zonal data. As shown in the table Tradeport DRI was withdrawn by the applicant. Kaicasa Residential development is planned for 400 residential dwelling units (DU), and the model was adjusted by adding 400 DUs. Ava Maria was adjusted by adding 4481 DUs to the model. Big Cypress was adjusted by adding 2167 DUs. Immokalee Airport was not adjusted; the Model shows an increase in employment from 482 employees in 2007 to 922 employees in 2035.

**Table 3 – 2035 Socioeconomic Data Adjustments**

Development	TAZ Numbers	Approved Dus	Approved Comm. Sf	Approved Office sf	Added To the Model
Ava Maria DRI	387, 669, 670, 671, 672, 673	11000 Dus 400 Hotel Rms	690,000	510,000	4481 Dus
Big Cypress DRI	72, 110, 316 341, 660	9,000 Dus	0	0	2167 Dus
Kaicasa Residential Development	410	400 Dus	0	0	400 Dus
Tradeport DRI	35	Withdrawn	Withdrawn	Withdrawn	Withdrawn
Immokalee Airport DRI	426	Runway Improvements	N/A	N/A	None

The resulting model serves as a basis for the No-Build analysis. The 2035 No-Build (Adopted Cost Feasible) model roadway network is shown in Exhibit 3.

### **2035 Study Area Build Alternative Networks**

The 2035 No-Build model developed above, was used as a basis for the three Build Alternatives:

Build Network – SR 29 improvements only. This alternative reflects SR 29 as a 4 lane facility throughout the study area, from Oil Well Rd. to SR 82, as shown in Exhibit 4.

Central Loop Alternative – This alternative includes improvements to portions of SR 29 and SR 29A as well as construction of a new 4 lane facility extending from SR 29A north to SR 29. This alternative also includes a reduction in the geometry of SR 29, from 1<sup>st</sup> St. to 9<sup>th</sup> St, from a 4 lane divided facility to a 2 lane divided roadway, consistent with the Public Realm Plan for the Immokalee Central Business District. This network alternative is shown in Exhibit 5.

Eastern Loop Alternative – This alternative includes improvements to SR 29 from Oil Well Rd. to the southern terminus of a new 4 lane Eastern Loop facility extending from SR 29, south of Immokalee, north to SR 82. This alternative also includes a new 2 lane east/west facility extending from SR 29A northeast to the Eastern Loop. As with the Central Loop Alternative, the Eastern Loop Alternative also includes a reduction in the geometry of SR 29, from 1<sup>st</sup> St. to 9<sup>th</sup> St, from a 4 lane divided facility to a 2 lane divided roadway, consistent with the Public Realm Plan for the Immokalee Central Business District. This network alternative is shown in Exhibit 6.

### **Conclusion**

The models developed above were peer reviewed by the Study Team, and the the resulting assigned 2035 AADT roadway volumes for were approved for use as the basis for the development of forecast Directional Design Hour Volumes (DDHV) for each network alternative. Attached are 2035 AADT volume plots for each alternative, as well as a table showing available systemwide statistics, as reported from the model runs.

Attachment

cc: Gwen Pipkin  
Amy Perez  
Chris Piazza  
Bill Howell  
Pramod Choudhary



**Exhibit 3 – SR 29 No-Build Network**

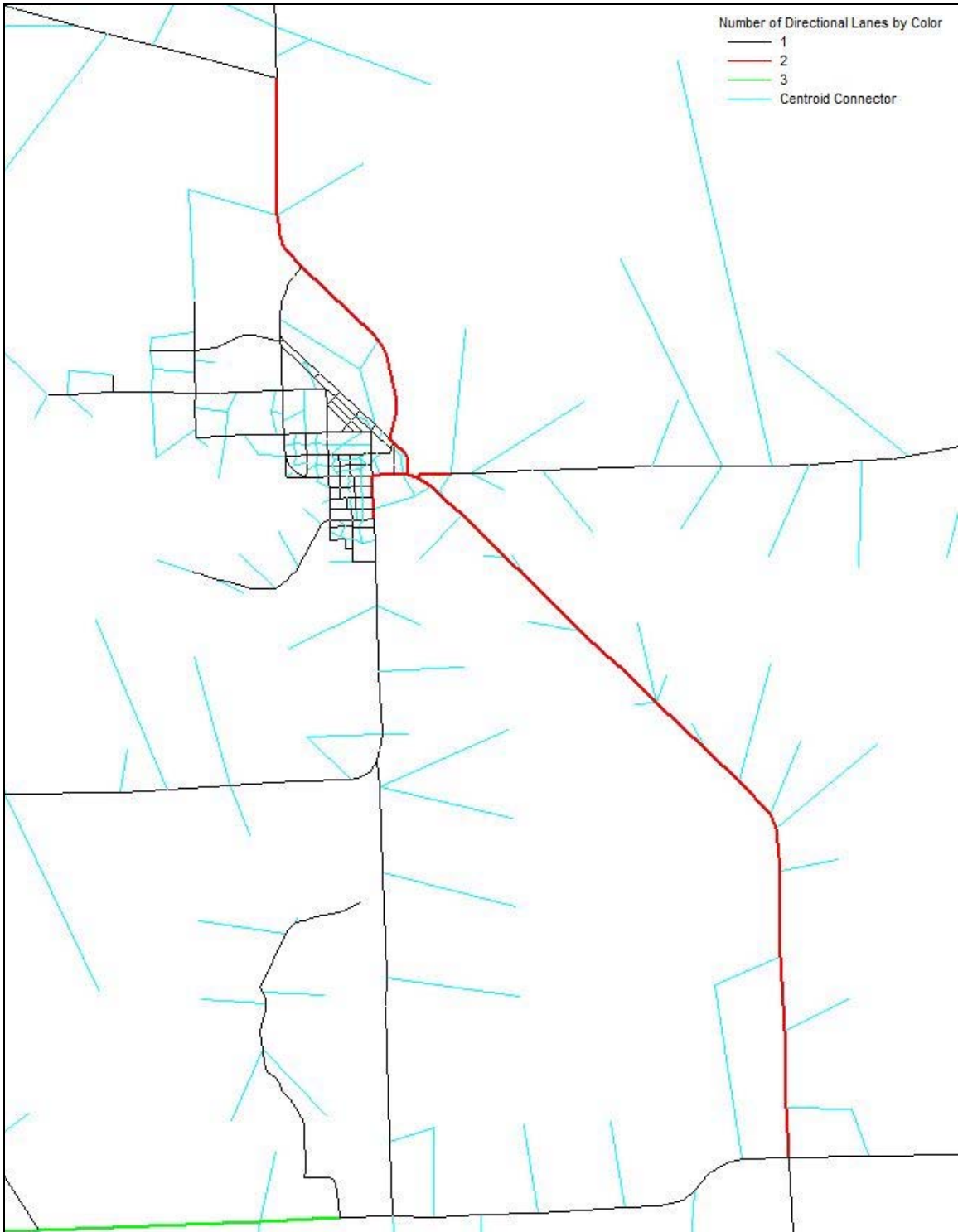


**Exhibit 4 – SR 29 Build Network**

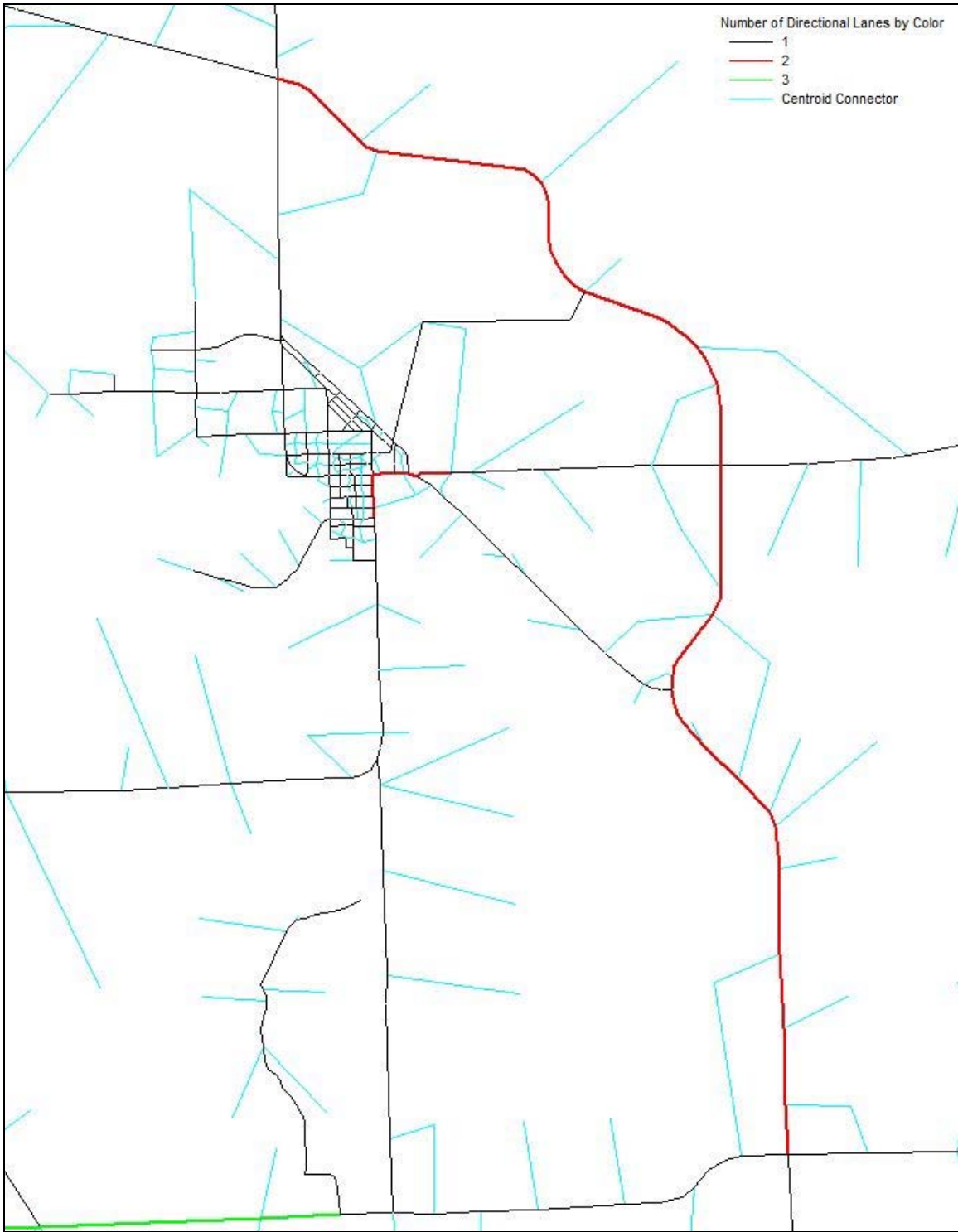




**Exhibit 5 - Central Loop Alternative**



**Exhibit 6 - Eastern Loop Alternative**



# **ATTACHMENTS**

# Traffic Count Data

## INTERSECTION TURNING MOVEMENT COUNT

 Location: SR 29 & 82

Cycle Length (sec.) \_\_\_\_\_

 Date: 1/20/2011 Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK		
7:15	52	22		8		42	14	6	2		176	8					308	
7:30	57	26		18		40	18	11	0		167	10					308	
7:45	51	29		12		47	21	12	3		181	9					332	
8:00	61	24		16		41	14	6	7		187	9					334	
8:15	59	27		19		49	17	7	4		172	11					328	
8:30	53	21		17		40	17	7	6		164	12					301	
8:45	51	23		17		37	19	6	6		167	9					303	
9:00	54	25		15		39	16	5	4		153	10					291	
Peak Hour Factor	0.93	0.91		0.86		0.90	0.83	0.75	0.50		0.95	0.89						0.97
Peak Hour Volume	228	106		65		177	70	36	14		707	39						

Note: Truck volume is included in approach volume.

**INTERSECTION TURNING MOVEMENT COUNT**

Location: SR 29 & 82

Cycle Length (sec.) \_\_\_\_\_

Date: 1/20/2011

Time: from   to   A.M. / 4 to 6 P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_

Recorder: \_\_\_\_\_

Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
16:15	161	51		18		36	12	8	18		101	8					379
16:30	177	46		18		39	14	8	14		111	6					401
16:45	191	42		20		46	14	6	26		97	7					416
17:00	171	57		16		41	18	9	31		94	7					412
17:15	187	57		14		47	16	7	14		91	8					412
17:30	164	43		15		42	9	5	21		97	7					376
17:45	153	46		15		37	10	6	22		90	9					358
18:00	140	40		12		30	14	4	26		80	8					330
Peak Hour Factor	0.90	0.89		0.94		0.89	0.74	0.75	0.71		0.96	0.86					0.95
Peak Hour Volume	675	203		60		167	53	27	88		372	31					

Note: Truck volume is included in approach volume.

**INTERSECTION TURNING MOVEMENT COUNT**

Location: SR 29 & New Market Rd W

Cycle Length (sec.) \_\_\_\_\_

Date: 1/27/2011 Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
7:15	10	37	5	6	77	91	15	18	11	10	8	5	1	1	28	10	294
7:30	20	36	6	8	86	104	20	18	4	16	10	6	0	6	28	8	336
7:45	12	39	7	11	81	111	18	15	5	9	14	4	0	5	36	8	337
8:00	15	35	5	11	72	117	14	20	5	12	17	3	0	3	41	10	336
8:15	14	37	4	14	76	109	16	16	7	14	14	3	1	4	47	9	343
8:30	12	31	4	12	74	100	17	16	4	10	12	4	2	2	39	12	307
8:45	11	34	5	9	70	94	12	15	6	10	9	2	1	4	36	10	292
9:00	10	33	3	10	73	90	14	17	6	11	8	2	0	3	37	10	288
Peak Hour Factor	0.76	0.94	0.79	0.79	0.92	0.94	0.85	0.86	0.75	0.80	0.81	0.67	0.25	0.75	0.81	0.88	0.99
Peak Hour Volume	61	147	22	44	315	441	68	69	21	51	55	16	1	18	152	35	

Note: Truck volume is included in approach volume.





### INTERSECTION TURNING MOVEMENT COUNT

Location: SR 29 & Lake Trafford

Cycle Length (sec.) \_\_\_\_\_

Date: 1/25/2011 Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	
7:15	30	36	1	8	0	11	65	18	10	0	26	8	51	6	0	1	6	5	0	0	258
7:30	31	42	0	9	1	11	81	14	10	0	25	7	47	6	1	0	7	1	1	0	266
7:45	36	45	0	6	2	12	86	24	12	1	25	14	71	7	3	0	12	2	0	2	327
8:00	42	50	2	7	0	14	94	19	11	2	26	11	66	5	4	2	8	3	0	1	337
8:15	37	44	2	7	1	14	86	17	9	0	19	12	49	3	2	2	8	3	0	0	293
8:30	35	51	1	6	1	10	78	17	9	3	18	14	51	1	0	4	5	2	0	1	286
8:45	33	46	2	8	3	9	70	14	7	1	24	9	44	5	0	3	9	1	1	1	264
9:00	32	44	3	7	0	8	71	12	8	0	20	9	40	6	1	1	9	4	0	0	253
Peak Hour Factor	0.89	0.93	0.63	0.93		0.89	0.91	0.80	0.85		0.85	0.91	0.83	0.57		0.50	0.69	0.83			0.92
Peak Hour Volume	150	190	5	26		50	344	77	41		88	51	237	16		8	33	10			

Note: Truck volume is included in approach volume

### INTERSECTION TURNING MOVEMENT COUNT

Location: SR 29 & Lake Trafford

Cycle Length (sec.) \_\_\_\_\_

Date: 1/25/2011 Time: from \_\_\_\_\_ A.M. / 4 to 6 P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL		
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS			
16:15	69	87	5	8	0	10	69	21	7	2	35	24	42	5	3	16	51	14	1	0	443		
16:30	75	90	4	8	2	10	67	26	9	2	37	29	57	7	3	6	47	15	3	0	463		
16:45	71	93	7	7	3	9	74	18	10	2	43	27	60	6	4	18	42	16	2	2	478		
17:00	77	109	6	9	0	7	70	24	9	3	31	31	44	7	2	14	57	13	0	3	483		
17:15	89	111	3	6	1	11	73	29	9	0	32	30	51	5	0	19	60	13	1	0	521		
17:30	82	92	4	6	3	14	64	38	6	3	28	28	52	4	2	20	52	12	2	1	486		
17:45	72	90	5	7	2	12	61	30	6	2	24	24	43	5	3	12	50	6	1	1	429		
18:00	67	86	5	5	0	6	65	24	5	0	18	25	40	4	0	14	41	8	2	2	399		
Peak Hour Factor	0.90	0.91	0.71	0.78		0.73	0.95	0.72	0.85		0.78	0.94	0.86	0.79		0.89	0.88	0.84	0.63		0.94		
Peak Hour Volume	319	405	20	28		41	281	109	34		134	116	207	22		71	211	54	5				

Note: Truck volume is included in approach volume

### INTERSECTION TURNING MOVEMENT COUNT

Location: SR 29 & Immokalee Cycle Length (sec.) \_\_\_\_\_  
 Date: 1/26/2011 Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M. Equipment Used: \_\_\_\_\_  
 Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL				
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS					
7:15	16	74	4	10	0	20	107	0	10	0	1	18	36	4	2	12	14	6	0	0	308				
7:30	14	77	3	10	3	22	101	1	10	2	3	18	49	3	6	11	26	6	0	2	331				
7:45	18	80	6	12	3	24	124	2	14	3	4	26	53	4	10	10	28	10	1	1	385				
8:00	19	84	3	14	2	29	115	3	11	4	1	24	51	2	8	14	20	11	1	0	374				
8:15	15	76	6	9	2	24	100	2	12	3	5	19	46	5	6	9	18	12	0	3	332				
8:30	13	70	6	11	1	18	101	2	13	0	6	16	39	5	6	13	18	7	1	2	309				
8:45	12	69	5	13	0	22	96	3	10	0	4	16	41	3	5	13	21	12	0	0	314				
9:00	12	67	4	9	1	17	94	1	12	2	4	17	36	3	4	7	17	14	0	1	290				
Peak Hour Factor	0.87	0.94	0.75	0.80		0.85	0.89	0.67	0.84		0.65	0.84	0.94	0.70		0.79	0.82	0.81	0.50						0.92
Peak Hour Volume	66	317	18	45		99	440	8	47		13	87	199	14		44	92	39	2						

Note: Truck volume is included in approach volume



**INTERSECTION TURNING MOVEMENT COUNT**

Location: SR 29 & 9th St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/20/2011 Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL	
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS		
7:15	19	10	6	1	2	8	10	8	0	1	0	96	25	10	0	1	57	4	6	0	244	
7:30	21	16	4	2	5	4	14	8	0	0	1	87	21	11	1	2	49	4	7	0	231	
7:45	29	16	3	2	11	7	18	14	1	3	3	94	37	14	2	1	61	6	5	1	289	
8:00	30	18	4	6	18	12	26	20	0	2	2	132	50	18	3	4	54	10	6	2	362	
8:15	26	14	2	4	4	7	21	11	0	1	2	101	39	13	1	3	53	5	5	4	284	
8:30	24	11	4	1	6	9	16	16	0	2	1	91	31	17	2	2	44	8	7	4	257	
8:45	21	12	2	2	8	6	14	7	1	1	4	87	34	11	4	2	47	9	4	6	245	
9:00	20	9	2	3	3	5	11	12	0	2	3	81	29	12	2	4	49	9	5	5	234	
Peak Hour Factor	0.91	0.82	0.81	0.54		0.73	0.78	0.76	0.25		0.67	0.79	0.79	0.86		0.63	0.87	0.73	0.82		0.82	
Peak Hour Volume	109	59	13	13	39	35	81	61	1	8	8	418	157	62	8	10	212	29	23	11		

Note: Truck volume is included in approach volume

INTERSECTION TURNING MOVEMENT COUNT

Location: SR 29 & 9th St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/20/2011 Time: from   to   A.M. /  4  to  6  P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL	
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS		
16:15	57	21	10	5	8	14	18	6	0	6	4	106	41	8	6	5	97	6	6	2	385	
16:30	65	26	11	5	11	16	14	8	1	6	6	110	36	7	5	6	101	5	8	4	404	
16:45	63	29	14	4	9	12	19	8	1	5	6	101	47	10	5	4	115	7	5	4	425	
17:00	70	30	12	3	6	14	20	7	0	0	7	107	42	7	4	7	116	9	6	5	441	
17:15	74	34	6	6	7	10	22	10	2	3	4	114	48	6	0	6	145	8	4	7	481	
17:30	68	26	10	6	5	11	14	9	1	6	5	102	44	6	3	4	126	6	5	8	425	
17:45	57	21	9	4	5	9	17	6	0	2	4	93	36	8	6	5	111	5	6	5	373	
18:00	53	24	7	4	8	7	17	7	0	4	6	90	30	5	2	6	97	7	4	5	351	
Peak Hour Factor	0.93	0.88	0.75	0.79		0.84	0.85	0.85	0.50		0.79	0.93	0.94	0.73		0.75	0.87	0.83	0.83		0.92	
Peak Hour Volume	275	119	42	19	27	47	75	34	4	14	22	424	181	29	12	21	502	30	20	24		

Note: Truck volume is included in approach volume

## INTERSECTION TURNING MOVEMENT COUNT

Location: SR 29 & 1st St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/19/2011 Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL	
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS		
7:15	23	16	17	8	2	10	24	4	5	1	10	60	26	10	0	20	41	4	3	1	255	
7:30	27	24	18	9	0	13	32	2	2	0	9	73	31	11	5	30	34	2	5	0	295	
7:45	29	26	11	3	2	12	41	5	6	0	8	83	41	14	4	28	37	4	5	3	325	
8:00	35	44	13	2	2	7	43	6	3	3	16	66	31	18	4	24	38	4	7	2	327	
8:15	25	30	11	5	4	9	44	4	8	4	14	65	20	13	6	27	30	2	6	3	281	
8:30	25	20	26	5	3	5	34	4	5	2	13	71	25	17	7	25	37	3	5	1	288	
8:45	29	21	16	6	0	11	31	2	5	5	11	64	27	11	2	25	32	1	8	1	270	
9:00	30	18	25	5	2	10	30	5	4	1	12	63	30	12	5	26	30	4	6	4	283	
Peak Hour Factor	0.83	0.70	0.74	0.53		0.79	0.91	0.71	0.59		0.73	0.86	0.75	0.78		0.91	0.91	0.75	0.82		0.94	
Peak Hour Volume	116	124	53	19	8	41	160	17	19	7	47	287	123	56	19	109	139	12	23	8		

Note: Truck volume is included in approach volume

**INTERSECTION TURNING MOVEMENT COUNT**

Location: SR 29 & 1st St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/19/2011 Time: from \_\_\_ to \_\_\_ A.M. / 4 to 6 P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	
16:15	48	43	21	10	6	4	49	10	6	6	18	31	34	4	6	22	52	14	14	3	346
16:30	72	68	28	11	8	8	41	4	4	5	12	36	54	8	8	26	72	14	6	3	435
16:45	68	71	16	9	9	6	46	16	8	4	16	37	45	6	11	20	55	18	8	4	414
17:00	60	70	24	14	11	4	61	10	6	4	22	36	76	6	12	32	68	16	8	7	479
17:15	61	69	21	12	9	7	68	19	5	3	21	42	71	7	9	30	69	20	16	2	498
17:30	57	67	27	7	6	3	69	11	3	2	24	35	67	6	6	24	60	18	8	6	462
17:45	42	50	18	8	8	4	56	9	3	3	18	32	42	5	8	21	51	14	11	8	357
18:00	40	41	14	8	5	4	50	7	4	2	18	26	31	5	5	18	43	11	9	1	303
Peak Hour Factor	0.90	0.98	0.81	0.75		0.71	0.88	0.74	0.69		0.86	0.89	0.85	0.89		0.83	0.91	0.90	0.63		0.93
Peak Hour Volume	246	277	88	42	35	20	244	56	22	13	83	150	259	25	38	106	252	72	40	19	

Note: Truck volume is included in approach volume



**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION**  
**INTERSECTION TURNING MOVEMENT COUNT**

Location: SR 29 & New Market Rd E

Cycle Length (sec.) \_\_\_\_\_

Date: 1/20/2011

Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_

Recorder: \_\_\_\_\_

Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
7:15	0	0	1	0	60	0	4	16	6	81	0	9	0	52	25	15	229
7:30	0	0	1	0	64	0	3	18	4	90	0	6	0	54	28	14	244
7:45	0	0	2	0	71	0	2	16	9	86	1	8	0	71	34	16	276
8:00	0	0	1	0	84	0	2	17	7	75	0	11	0	63	32	16	264
8:15	1	0	0	0	88	0	1	19	10	84	1	10	1	66	30	12	282
8:30	0	0	1	0	71	0	3	14	10	67	0	7	0	58	28	14	238
8:45	0	0	0	0	67	0	4	16	7	71	0	9	0	54	22	15	225
9:00	0	0	0	0	71	0	2	16	9	77	0	7	0	57	25	14	241
Peak Hour Factor	0.25		0.50		0.87		0.67	0.92	0.75	0.93	0.50	0.80	0.25	0.89	0.91	0.91	0.95
Peak Hour Volume	1		4		307		8	70	30	335	2	35	1	254	124	58	

Note: Truck volume is included in approach volume.





**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION  
INTERSECTION TURNING MOVEMENT COUNT**

Location: SR 29 & CR 846

Cycle Length (sec.) \_\_\_\_\_

Date: 1/26/2011 Time: from \_\_\_ to \_\_\_ A.M. / 4 to 6 P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
16:15	2	0	0	0	11	0	74	28	17	56	0	6	0	77	4	7	241
16:30	2	0	0	0	12	0	81	24	22	58	0	4	0	81	3	6	259
16:45	1	0	0	0	14	0	90	27	27	54	0	8	0	90	7	9	283
17:00	0	0	1	0	9	0	87	24	22	50	0	11	0	94	6	9	269
17:15	0	0	0	0	14	0	91	21	27	62	1	6	0	80	4	11	279
17:30	1	0	0	0	12	0	77	18	20	48	0	7	0	77	4	6	239
17:45	0	0	0	0	11	0	73	17	24	49	0	5	0	66	5	5	228
18:00	0	0	0	0	11	0	64	17	17	50	0	7	0	62	3	4	207
Peak Hour Factor	0.38		0.25		0.88		0.96	0.89	0.91	0.90	0.25	0.66		0.92	0.71	0.80	0.96
Peak Hour Volume	3		1		49		349	96	98	224	1	29		345	20	35	

Note: Truck volume is included in approach volume.







### TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION INTERSECTION TURNING MOVEMENT COUNT

Location: SR 29 & Oil Well Rd

Cycle Length (sec.) \_\_\_\_\_

Date: 1/27/2011

Time: from \_\_\_ to \_\_\_ A.M. / 4 to 6 P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_

Recorder: \_\_\_\_\_

Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
16:15	2	45	1	0	6	26	0	10	6	4	4	6	1	3	1	0	99
16:30	2	44	0	4	6	24	1	9	4	3	3	2	2	2	3	0	94
16:45	3	51	2	8	7	29	0	11	3	0	6	3	0	4	0	0	105
17:00	4	50	1	8	5	31	3	9	1	1	1	0	1	0	0	0	98
17:15	2	53	2	6	0	34	3	6	2	2	4	2	1	3	4	0	110
17:30	0	46	2	10	4	26	1	8	4	2	2	2	2	1	2	0	92
17:45	1	44	1	8	6	24	2	7	1	3	3	0	0	2	1	0	88
18:00	2	39	0	12	3	18	1	6	2	1	3	1	2	2	0	0	73
Peak Hour Factor	0.69	0.93	0.63	0.81	0.64	0.87	0.58	0.80	0.63	0.50	0.58	0.58	0.50	0.56	0.44		0.93
Peak Hour Volume	11	198	5	26	18	118	7	35	10	6	14	7	4	9	7		

Note: Truck volume is included in approach volume.



**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION  
INTERSECTION TURNING MOVEMENT COUNT**

Location: 29A & Charlotte St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/19/2011 Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
7:15	14	24	0	9	8	70	43	14	24	3	19	11	11	10	18	1	244
7:30	16	29	1	11	4	77	36	16	21	0	18	12	7	9	9	2	227
7:45	12	26	2	10	12	82	54	16	22	4	28	7	2	9	2	4	255
8:00	12	36	1	12	6	83	31	14	16	2	27	14	4	14	7	1	239
8:15	14	32	2	12	6	74	37	17	27	4	24	11	7	11	7	3	245
8:30	18	37	3	10	2	71	26	11	24	3	21	12	2	9	0	0	216
8:45	13	26	1	9	4	69	21	11	22	3	16	9	9	6	4	2	194
9:00	11	27	2	9	4	67	26	12	21	2	19	9	6	6	3	1	194
Peak Hour Factor	0.84	0.85	0.75	0.94	0.58	0.95	0.73	0.93	0.80	0.63	0.87	0.79	0.71	0.77	0.69	0.63	0.95
Peak Hour Volume	54	123	6	45	28	316	158	63	86	10	97	44	20	43	25	10	

Note: Truck volume is included in approach volume.



**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION**  
**PED COUNT**

Location: Crossing of SR29 Between 1st St and 9th St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/19/2011 Time: from \_\_\_ to \_\_\_ A.M. / 4 to 6 P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	PEDS				PEDS												
16:15	18				25											43	
16:30	16				15											31	
16:45	22				11											33	
17:00	15				16											31	
17:15	15				9											24	
17:30	12				11											23	
17:45	11				10											21	
18:00	8				12											20	
Peak Hour Factor	0.81				0.67												
Peak Hour Volume	71				67												

Note: PED volume is the amount of persons crossings SR29 between 9th St and 1st St not at the Intersection of either.

**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION**  
**PED COUNT**

Location: Crossing of SR29 Between 1st St and 9th St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/19/2011 Time: from   to   A.M. / 7 to 9 A.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	PEDS				PEDS												
7:15		2				1											3
7:30		3				1											4
7:45		6				3											9
8:00		8				6											14
8:15		5				7											12
8:30		7				5											12
8:45		4				7											11
9:00		9				8											17
Peak Hour Factor		0.69				0.84											
Peak Hour Volume		25				27											

Note: PED volume is the amount of persons crossings SR29 between 9th St and 1st St not at the Intersection of either.

SR 29  
East of SR 29A South

Page 1

Start Time	Eastbound	Westbound	Total	Hourly
Tuesday 1/11/2011	22	10	32	
0:15	19	8	27	
0:30	13	1	14	
0:45	14	6	20	93
1:00	10	2	12	
1:15	5	9	14	
1:30	6	2	8	
1:45	7	3	10	44
2:00	6	5	11	
2:15	9	7	16	
2:30	1	2	3	
2:45	5	2	7	37
3:00	5	1	6	
3:15	4	2	6	
3:30	3	2	5	
3:45	5	4	9	26
4:00	5	3	8	
4:15	10	6	16	
4:30	20	11	31	
4:45	33	12	45	100
5:00	45	16	61	
5:15	64	23	87	
5:30	88	40	128	
5:45	111	61	172	448
6:00	138	89	227	
6:15	152	109	261	
6:30	158	123	281	
6:45	171	147	318	1087
7:00	182	164	346	
7:15	188	163	351	
7:30	176	166	342	
7:45	180	159	339	1378
8:00	181	164	345	
8:15	189	163	352	
8:30	178	168	346	
8:45	182	159	341	1384
9:00	177	158	335	
9:15	162	140	302	
9:30	154	132	286	
9:45	145	118	263	1186
10:00	139	99	238	
10:15	123	82	205	
10:30	103	72	175	
10:45	100	88	188	806
11:00	85	92	177	
11:15	86	84	170	
11:30	81	62	143	
11:45	72	43	115	605

SR 29

East of SR 29A South

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Tuesday Cont.

Start Time	Eastbound	Westbound	Total	Hourly
12:00	69	84	153	
12:15	61	84	145	
12:30	62	88	150	
12:45	68	92	160	608
13:00	85	95	180	
13:15	76	98	174	
13:30	85	87	172	
13:45	87	90	177	703
14:00	89	89	178	
14:15	70	99	169	
14:30	77	103	180	
14:45	65	117	182	709
15:00	79	129	208	
15:15	77	150	227	
15:30	85	168	253	
15:45	88	177	265	953
16:00	99	192	291	
16:15	100	196	296	
16:30	95	205	300	
16:45	86	193	279	1166
17:00	98	189	287	
17:15	103	192	295	
17:30	104	193	297	
17:45	100	189	289	1168
18:00	99	188	287	
18:15	98	175	273	
18:30	76	164	240	
18:45	86	149	235	1035
19:00	65	133	198	
19:15	75	108	183	
19:30	58	82	140	
19:45	45	61	106	627
20:00	41	45	86	
20:15	30	40	70	
20:30	27	35	62	
20:45	26	21	47	265
21:00	26	20	46	
21:15	24	17	41	
21:30	18	17	35	
21:45	16	12	28	150
22:00	16	9	25	
22:15	12	4	16	
22:30	11	7	18	
22:45	13	8	21	80
23:00	9	5	14	
23:15	7	5	12	
23:30	6	6	12	
23:45	7	8	15	53
<b>Total</b>	<b>6911</b>	<b>7800</b>	<b>Daily</b>	<b>14711</b>
<b>AM Peak</b>	<b>730</b>	<b>654</b>		
<b>AM K</b>	<b>0.0941</b>	<b>AM D</b>		<b>0.5275</b>
<b>PM Peak</b>	<b>405</b>	<b>763</b>		
<b>PM K</b>	<b>0.0794</b>	<b>PM D</b>		<b>0.6533</b>

Start Time	Northbound	Southbound	Total	Hourly
Tuesday 1/11/2011				
0:15	9	4	13	
0:30	8	3	11	
0:45	5	1	6	
1:00	6	2	8	38
1:15	4	4	8	
1:30	2	0	2	
1:45	3	1	4	18
2:00	3	1	4	
2:15	4	1	5	
2:30	1	1	2	
2:45	2	1	3	14
3:00	2	0	2	
3:15	2	1	3	
3:30	1	1	2	
3:45	2	2	4	11
4:00	2	1	3	
4:15	2	3	5	
4:30	3	5	8	
4:45	4	5	9	25
5:00	6	7	13	
5:15	11	5	16	
5:30	14	7	21	
5:45	21	9	30	80
6:00	26	10	36	
6:15	30	19	49	
6:30	55	23	78	
6:45	69	23	92	255
7:00	82	42	124	
7:15	91	46	137	
7:30	114	49	163	
7:45	105	47	152	576
8:00	111	44	155	
8:15	104	48	152	
8:30	106	50	156	
8:45	101	42	143	606
9:00	93	47	140	
9:15	87	46	133	
9:30	57	42	99	
9:45	49	37	86	458
10:00	44	33	77	
10:15	38	34	72	
10:30	49	30	79	
10:45	39	28	67	295
11:00	32	49	81	
11:15	38	26	64	
11:30	36	28	64	
11:45	39	28	67	276

Tuesday Cont.

Start Time	Northbound	Southbound	Total	Hourly
12:00	29	30	59	
12:15	42	33	75	
12:30	43	44	87	
12:45	46	38	84	305
13:00	36	32	68	
13:15	41	36	77	
13:30	42	38	80	
13:45	44	43	87	312
14:00	31	51	82	
14:15	29	58	87	
14:30	42	51	93	
14:45	48	54	102	364
15:00	43	62	105	
15:15	32	48	80	
15:30	39	58	97	
15:45	35	68	103	385
16:00	34	80	114	
16:15	41	87	128	
16:30	35	101	136	
16:45	38	113	151	529
17:00	29	121	150	
17:15	34	109	143	
17:30	30	100	130	
17:45	34	116	150	573
18:00	36	98	134	
18:15	33	90	123	
18:30	28	75	103	
18:45	21	66	87	447
19:00	23	50	73	
19:15	22	38	60	
19:30	21	40	61	
19:45	19	32	51	245
20:00	17	25	42	
20:15	13	20	33	
20:30	11	19	30	
20:45	11	18	29	134
21:00	11	19	30	
21:15	10	17	27	
21:30	8	15	23	
21:45	7	14	21	101
22:00	7	15	22	
22:15	5	9	14	
22:30	4	9	13	
22:45	6	9	15	64
23:00	4	5	9	
23:15	3	6	9	
23:30	5	6	11	
23:45	3	4	7	36
<b>Total</b>	<b>2940</b>	<b>3207</b>	<b>Daily</b>	<b>6147</b>
<b>AM Peak</b>	<b>434</b>	<b>188</b>		
<b>AM K</b>	<b>0.1012</b>	<b>AM D</b>		<b>0.6977492</b>
<b>PM Peak</b>	<b>136</b>	<b>444</b>		
<b>PM K</b>	<b>0.0944</b>	<b>PM D</b>		<b>0.76551724</b>



Start Time	Northbound	Southbound	Total	Hourly
Tuesday 1/11/2011	3	13	16	
0:15	3	11	14	
0:30	2	8	10	
0:45	2	8	10	50
1:00	2	6	8	
1:15	1	3	4	
1:30	1	4	5	
1:45	1	4	5	22
2:00	1	4	5	
2:15	1	5	6	
2:30	1	1	2	
2:45	1	3	4	17
3:00	0	3	3	
3:15	1	2	3	
3:30	1	2	3	
3:45	2	3	5	14
4:00	2	3	5	
4:15	4	2	6	
4:30	6	4	10	
4:45	7	6	13	34
5:00	9	5	14	
5:15	7	9	16	
5:30	10	6	16	
5:45	13	10	23	69
6:00	14	18	32	
6:15	27	21	48	
6:30	31	34	65	
6:45	32	54	86	231
7:00	51	85	136	
7:15	51	81	132	
7:30	56	91	147	
7:45	49	89	138	553
8:00	36	88	124	
8:15	40	82	122	
8:30	47	87	134	
8:45	43	90	133	513
9:00	40	82	122	
9:15	43	80	123	
9:30	51	75	126	
9:45	51	61	112	483
10:00	47	43	90	
10:15	48	42	90	
10:30	43	44	87	
10:45	50	38	88	355
11:00	52	37	89	
11:15	51	31	82	
11:30	48	40	88	
11:45	49	47	96	355

Tuesday Cont.

Start Time	Northbound	Southbound	Total	Hourly
12:00	52	40	92	
12:15	57	59	116	
12:30	62	60	122	
12:45	53	64	117	447
13:00	45	50	95	
13:15	50	58	108	
13:30	53	59	112	
13:45	60	62	122	437
14:00	71	69	140	
14:15	82	75	157	
14:30	71	74	145	
14:45	75	81	156	598
15:00	59	51	110	
15:15	88	96	184	
15:30	81	96	177	
15:45	89	98	187	658
16:00	93	72	165	
16:15	99	85	184	
16:30	102	99	201	
16:45	96	112	208	758
17:00	90	110	200	
17:15	99	109	208	
17:30	93	95	188	
17:45	96	80	176	772
18:00	82	74	156	
18:15	74	80	154	
18:30	57	62	119	
18:45	52	56	108	537
19:00	54	53	107	
19:15	53	50	103	
19:30	42	38	80	
19:45	30	27	57	347
20:00	35	24	59	
20:15	28	18	46	
20:30	26	16	42	
20:45	25	15	40	187
21:00	26	15	41	
21:15	24	14	38	
21:30	21	11	32	
21:45	20	9	29	140
22:00	21	10	31	
22:15	12	7	19	
22:30	13	6	19	
22:45	13	8	21	90
23:00	8	5	13	
23:15	9	4	13	
23:30	9	4	13	
23:45	7	3	10	49
<b>Total</b>	<b>3688</b>	<b>4028</b>	<b>Daily</b>	<b>7716</b>
<b>AM Peak</b>	<b>192</b>	<b>349</b>		
<b>AM K</b>	<b>0.0701</b>	<b>AM D</b>		<b>0.64510166</b>
<b>PM Peak</b>	<b>387</b>	<b>430</b>		
<b>PM K</b>	<b>0.1059</b>	<b>PM D</b>		<b>0.52631579</b>

Farm Worker Way  
West of SR 29

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Start Time	Eastbound	Westbound	Total	Hourly
Tuesday 1/11/2011	0	0	0	
0:15	0	0	0	
0:30	0	0	0	
0:45	0	0	0	0
1:00	0	0	0	
1:15	0	0	0	
1:30	0	0	0	
1:45	0	0	0	0
2:00	0	0	0	
2:15	0	0	0	
2:30	0	0	0	
2:45	0	0	0	0
3:00	0	0	0	
3:15	0	0	0	
3:30	0	0	0	
3:45	0	0	0	0
4:00	0	0	0	
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	0
5:00	0	0	0	
5:15	0	0	0	
5:30	0	0	0	
5:45	0	0	0	0
6:00	0	0	0	
6:15	0	0	0	
6:30	0	0	0	
6:45	0	3	3	3
7:00	0	4	4	
7:15	1	12	13	
7:30	6	26	32	
7:45	8	48	56	105
8:00	26	53	79	
8:15	31	34	65	
8:30	12	3	15	
8:45	3	2	5	164
9:00	0	1	1	
9:15	0	1	1	
9:30	1	0	1	
9:45	2	0	2	5
10:00	0	0	0	
10:15	0	1	1	
10:30	4	2	6	
10:45	0	0	0	7
11:00	1	5	6	
11:15	0	2	2	
11:30	0	4	4	
11:45	0	0	0	12

Tuesday Cont.

Start Time	Eastbound	Westbound	Total	Hourly
12:00	7	2	9	
12:15	4	3	7	
12:30	6	6	12	
12:45	0	2	2	30
13:00	0	0	0	
13:15	1	2	3	
13:30	5	1	6	
13:45	7	7	14	23
14:00	12	26	38	
14:15	28	31	59	
14:30	41	18	59	
14:45	36	2	38	194
15:00	8	7	15	
15:15	7	5	12	
15:30	8	1	9	
15:45	11	0	11	47
16:00	9	0	9	
16:15	10	0	10	
16:30	4	0	4	
16:45	7	0	7	30
17:00	2	4	6	
17:15	0	1	1	
17:30	4	0	4	
17:45	0	0	0	11
18:00	0	0	0	
18:15	0	0	0	
18:30	0	0	0	
18:45	1	0	1	1
19:00	0	0	0	
19:15	0	0	0	
19:30	0	0	0	
19:45	0	0	0	0
20:00	0	0	0	
20:15	0	2	2	
20:30	0	0	0	
20:45	1	0	1	3
21:00	0	0	0	
21:15	0	0	0	
21:30	0	0	0	
21:45	0	0	0	0
22:00	0	0	0	
22:15	0	0	0	
22:30	0	0	0	
22:45	0	0	0	0
23:00	0	0	0	
23:15	0	0	0	
23:30	0	0	0	
23:45	0	0	0	0
<b>Total</b>	<b>314</b>	<b>321</b>	<b>Daily</b>	<b>635</b>
<b>AM Peak</b>	<b>71</b>	<b>161</b>		
<b>AM K</b>	<b>0.3654</b>	<b>AM D</b>	<b>0.69396552</b>	
<b>PM Peak</b>	<b>117</b>	<b>77</b>		
<b>PM K</b>	<b>0.3055</b>	<b>PM D</b>	<b>0.60309278</b>	

Farm Worker Way  
East of SR 29

Page 1

Start Time	Eastbound	Westbound	Total	Hourly
Tuesday 1/11/2011	2	3	5	
0:15	2	0	2	
0:30	2	4	6	
0:45	1	0	1	14
1:00	1	3	4	
1:15	0	2	2	
1:30	1	0	1	
1:45	3	0	3	10
2:00	4	0	4	
2:15	2	1	3	
2:30	1	0	1	
2:45	1	2	3	11
3:00	0	1	1	
3:15	0	1	1	
3:30	1	1	2	
3:45	0	2	2	6
4:00	0	2	2	
4:15	2	1	3	
4:30	3	2	5	
4:45	4	3	7	17
5:00	5	2	7	
5:15	4	6	10	
5:30	5	5	10	
5:45	7	12	19	46
6:00	7	20	27	
6:15	14	30	44	
6:30	17	44	61	
6:45	19	53	72	204
7:00	26	62	88	
7:15	32	65	97	
7:30	37	62	99	
7:45	35	62	97	381
8:00	32	69	101	
8:15	32	61	93	
8:30	35	60	95	
8:45	31	58	89	378
9:00	32	43	75	
9:15	24	42	66	
9:30	21	45	66	
9:45	27	34	61	268
10:00	25	25	50	
10:15	25	21	46	
10:30	23	23	46	
10:45	21	32	53	195
11:00	27	22	49	
11:15	19	34	53	
11:30	21	31	52	
11:45	21	23	44	198

Farm Worker Way  
East of SR 29

Tuesday Cont.

Start Time	Eastbound	Westbound	Total	Hourly
12:00	21	22	43	
12:15	27	25	52	
12:30	24	33	57	
12:45	35	28	63	215
13:00	24	24	48	
13:15	22	26	48	
13:30	23	28	51	
13:45	43	20	63	210
14:00	37	38	75	
14:15	44	26	70	
14:30	59	43	102	
14:45	50	40	90	337
15:00	47	52	99	
15:15	51	47	98	
15:30	51	43	94	
15:45	52	37	89	380
16:00	35	35	70	
16:15	37	34	71	
16:30	35	36	71	
16:45	31	36	67	279
17:00	33	31	64	
17:15	36	30	66	
17:30	41	30	71	
17:45	39	32	71	272
18:00	35	33	68	
18:15	42	24	66	
18:30	33	20	53	
18:45	30	21	51	238
19:00	28	26	54	
19:15	27	19	46	
19:30	20	22	42	
19:45	14	16	30	172
20:00	13	10	23	
20:15	9	3	12	
20:30	8	3	11	
20:45	8	6	14	60
21:00	8	7	15	
21:15	7	9	16	
21:30	6	7	13	
21:45	5	3	8	52
22:00	5	6	11	
22:15	4	7	11	
22:30	8	0	8	
22:45	4	4	8	38
23:00	3	0	3	
23:15	2	1	3	
23:30	0	2	2	
23:45	2	0	2	10
<b>Total</b>	<b>1872</b>	<b>2119</b>	<b>Daily</b>	<b>3991</b>
<b>AM Peak</b>	<b>136</b>	<b>258</b>		
<b>AM K</b>	<b>0.0987</b>	<b>AM D</b>		<b>0.65482234</b>
<b>PM Peak</b>	<b>207</b>	<b>182</b>		
<b>PM K</b>	<b>0.0975</b>	<b>PM D</b>		<b>0.53213368</b>

SR 29  
South of Farm Worker Way

Start Time	Northbound	Southbound	Total	Hourly
Tuesday 1/11/2011	3	7	10	
0:15	2	6	8	
0:30	1	4	5	
0:45	2	4	6	29
1:00	1	3	4	
1:15	0	2	2	
1:30	1	2	3	
1:45	1	2	3	12
2:00	1	2	3	
2:15	1	3	4	
2:30	1	0	1	
2:45	1	2	3	11
3:00	0	2	2	
3:15	1	1	2	
3:30	1	1	2	
3:45	1	2	3	9
4:00	1	2	3	
4:15	2	1	3	
4:30	3	2	5	
4:45	4	3	7	18
5:00	5	3	8	
5:15	4	5	9	
5:30	6	5	11	
5:45	7	11	18	46
6:00	8	11	19	
6:15	14	21	35	
6:30	17	32	49	
6:45	17	35	52	155
7:00	23	55	78	
7:15	33	46	79	
7:30	27	39	66	
7:45	32	55	87	310
8:00	30	58	88	
8:15	34	61	95	
8:30	27	49	76	
8:45	34	54	88	347
9:00	22	44	66	
9:15	23	43	66	
9:30	22	40	62	
9:45	28	40	68	262
10:00	25	39	64	
10:15	26	32	58	
10:30	23	36	59	
10:45	22	33	55	236
11:00	24	22	46	
11:15	20	25	45	
11:30	21	32	53	
11:45	21	24	45	189

Start Time	Northbound	Southbound	Total	Hourly
12:00	23	22	45	
12:15	25	32	57	
12:30	34	33	67	
12:45	29	35	64	233
13:00	24	27	51	
13:15	27	31	58	
13:30	29	32	61	
13:45	33	33	66	236
14:00	39	38	77	
14:15	44	41	85	
14:30	39	42	81	
14:45	41	44	85	328
15:00	53	47	100	
15:15	48	48	96	
15:30	44	49	93	
15:45	47	48	95	384
16:00	60	42	102	
16:15	59	44	103	
16:30	64	48	112	
16:45	64	52	116	433
17:00	68	46	114	
17:15	61	41	102	
17:30	57	50	107	
17:45	54	45	99	422
18:00	54	40	94	
18:15	35	43	78	
18:30	31	34	65	
18:45	28	31	59	296
19:00	29	29	58	
19:15	29	27	56	
19:30	23	21	44	
19:45	16	14	30	188
20:00	19	13	32	
20:15	15	10	25	
20:30	14	8	22	
20:45	14	8	22	101
21:00	14	8	22	
21:15	13	8	21	
21:30	11	6	17	
21:45	11	5	16	76
22:00	11	5	16	
22:15	7	4	11	
22:30	7	3	10	
22:45	7	4	11	48
23:00	4	3	7	
23:15	5	2	7	
23:30	5	2	7	
23:45	3	2	5	26
<b>Total</b>	<b>2094</b>	<b>2301</b>	<b>Daily</b>	<b>4395</b>
<b>AM Peak</b>	<b>125</b>	<b>222</b>		
<b>AM K</b>	<b>0.0790</b>	<b>AM D</b>		<b>0.63976945</b>
<b>PM Peak</b>	<b>255</b>	<b>190</b>		
<b>PM K</b>	<b>0.1013</b>	<b>PM D</b>		<b>0.57303371</b>



Start Time	Northbound	Southbound	Total	Hourly
Tuesday 1/11/2011	6	3	9	
0:15	4	0	4	
0:30	1	8	9	
0:45	3	8	11	33
1:00	2	6	8	
1:15	7	3	10	
1:30	1	4	5	
1:45	1	4	5	28
2:00	4	4	8	
2:15	1	5	6	
2:30	3	1	4	
2:45	1	3	4	22
3:00	0	3	3	
3:15	1	2	3	
3:30	7	2	9	
3:45	2	3	5	20
4:00	2	3	5	
4:15	4	2	6	
4:30	6	4	10	
4:45	7	6	13	34
5:00	9	5	14	
5:15	7	9	16	
5:30	10	10	20	
5:45	12	20	32	82
6:00	14	21	35	
6:15	26	38	64	
6:30	31	57	88	
6:45	32	64	96	283
7:00	82	83	165	
7:15	85	84	169	
7:30	89	90	179	
7:45	92	97	189	702
8:00	86	98	184	
8:15	81	96	177	
8:30	79	92	171	
8:45	81	92	173	705
9:00	69	90	159	
9:15	43	79	122	
9:30	40	73	113	
9:45	51	62	113	507
10:00	46	56	102	
10:15	47	56	103	
10:30	42	50	92	
10:45	39	48	87	384
11:00	44	44	88	
11:15	36	42	78	
11:30	39	46	85	
11:45	38	39	77	328

Start Time	Northbound	Southbound	Total	Hourly
12:00	41	40	81	
12:15	46	45	91	
12:30	61	49	110	
12:45	52	40	92	374
13:00	44	39	83	
13:15	49	47	96	
13:30	52	48	100	
13:45	59	50	109	388
14:00	70	43	113	
14:15	80	42	122	
14:30	70	47	117	
14:45	74	48	122	474
15:00	96	65	161	
15:15	87	67	154	
15:30	80	73	153	
15:45	68	74	142	610
16:00	93	77	170	
16:15	98	71	169	
16:30	91	78	169	
16:45	97	82	179	687
17:00	101	74	175	
17:15	95	74	169	
17:30	87	70	157	
17:45	91	71	162	663
18:00	81	73	154	
18:15	63	79	142	
18:30	56	61	117	
18:45	52	56	108	521
19:00	53	52	105	
19:15	52	50	102	
19:30	42	38	80	
19:45	30	26	56	343
20:00	35	24	59	
20:15	28	17	45	
20:30	26	15	41	
20:45	25	15	40	185
21:00	26	15	41	
21:15	24	14	38	
21:30	21	11	32	
21:45	19	9	28	139
22:00	21	10	31	
22:15	12	7	19	
22:30	9	6	15	
22:45	9	8	17	82
23:00	7	5	12	
23:15	9	4	13	
23:30	9	4	13	
23:45	5	3	8	46
<b>Total</b>	<b>3909</b>	<b>3731</b>	<b>Daily</b>	<b>7640</b>
<b>AM Peak</b>	<b>348</b>	<b>381</b>		
<b>AM K</b>	<b>0.0954</b>	<b>AM D</b>		<b>0.52263374</b>
<b>PM Peak</b>	<b>384</b>	<b>308</b>		
<b>PM K</b>	<b>0.0906</b>	<b>PM D</b>		<b>0.55491329</b>

Oil Well Rd  
East of SR 29

Page 1

Start Time	Westbound	Eastbound	Total	Hourly
Tuesday 1/11/2011	3	1	4	
0:15	2	1	3	
0:30	2	0	2	
0:45	2	0	2	11
1:00	1	0	1	
1:15	1	0	1	
1:30	1	0	1	
1:45	1	2	3	6
2:00	1	2	3	
2:15	1	0	1	
2:30	0	5	5	
2:45	1	0	1	10
3:00	1	1	2	
3:15	1	1	2	
3:30	0	0	0	
3:45	1	1	2	6
4:00	1	0	1	
4:15	1	1	2	
4:30	1	1	2	
4:45	1	2	3	8
5:00	1	2	3	
5:15	2	2	4	
5:30	2	2	4	
5:45	4	3	7	18
6:00	5	3	8	
6:15	8	6	14	
6:30	11	7	18	
6:45	13	7	20	60
7:00	14	10	24	
7:15	14	18	32	
7:30	14	10	24	
7:45	17	14	31	111
8:00	20	12	32	
8:15	15	14	29	
8:30	14	17	31	
8:45	13	11	24	116
9:00	14	14	28	
9:15	17	9	26	
9:30	11	9	20	
9:45	10	11	21	95
10:00	13	10	23	
10:15	9	10	19	
10:30	9	9	18	
10:45	11	9	20	80
11:00	12	10	22	
11:15	10	8	18	
11:30	9	9	18	
11:45	11	9	20	78

Tuesday Cont.

Start Time	Westbound	Eastbound	Total	Hourly
12:00	13	9	22	
12:15	12	10	22	
12:30	13	13	26	
12:45	14	12	26	96
13:00	11	10	21	
13:15	13	11	24	
13:30	13	12	25	
13:45	13	13	26	96
14:00	15	16	31	
14:15	16	18	34	
14:30	16	16	32	
14:45	18	16	34	131
15:00	19	21	40	
15:15	21	19	40	
15:30	21	18	39	
15:45	21	15	36	155
16:00	6	14	20	
16:15	8	11	19	
16:30	11	7	18	
16:45	5	7	12	69
17:00	6	8	14	
17:15	6	12	18	
17:30	12	7	19	
17:45	9	10	19	70
18:00	4	8	12	
18:15	17	14	31	
18:30	14	12	26	
18:45	12	11	23	92
19:00	12	12	24	
19:15	11	12	23	
19:30	8	9	17	
19:45	6	7	13	77
20:00	5	8	13	
20:15	4	6	10	
20:30	3	6	9	
20:45	3	6	9	41
21:00	3	6	9	
21:15	0	5	5	
21:30	2	5	7	
21:45	2	4	6	27
22:00	2	5	7	
22:15	2	3	5	
22:30	1	3	4	
22:45	2	3	5	21
23:00	1	2	3	
23:15	1	2	3	
23:30	1	2	3	
23:45	1	1	2	11
<b>Total</b>	<b>755</b>	<b>730</b>	<b>Daily</b>	<b>1485</b>
<b>AM Peak</b>	<b>66</b>	<b>57</b>		
<b>AM K</b>	<b>0.0828</b>	<b>AM D</b>	<b>0.53658537</b>	
<b>PM Peak</b>	<b>82</b>	<b>73</b>		
<b>PM K</b>	<b>0.1044</b>	<b>PM D</b>	<b>0.52903226</b>	

Oil Well Rd  
West of SR 29

Page 1

Start Time	Westbound	Eastbound	Total	Hourly
Tuesday 1/11/2011	3	2	5	
0:15	3	0	3	
0:30	2	0	2	
0:45	2	1	3	13
1:00	1	0	1	
1:15	1	0	1	
1:30	1	0	1	
1:45	1	0	1	4
2:00	1	0	1	
2:15	1	0	1	
2:30	0	0	0	
2:45	1	0	1	3
3:00	1	0	1	
3:15	1	0	1	
3:30	0	0	0	
3:45	1	1	2	4
4:00	1	0	1	
4:15	1	1	2	
4:30	1	2	3	
4:45	1	2	3	9
5:00	1	2	3	
5:15	2	2	4	
5:30	2	2	4	
5:45	5	3	8	19
6:00	5	3	8	
6:15	9	6	15	
6:30	14	5	19	
6:45	16	4	20	62
7:00	8	8	16	
7:15	7	11	18	
7:30	11	8	19	
7:45	12	8	20	73
8:00	13	6	19	
8:15	6	9	15	
8:30	8	12	20	
8:45	8	10	18	72
9:00	9	10	19	
9:15	19	5	24	
9:30	20	5	25	
9:45	20	12	32	100
10:00	20	11	31	
10:15	19	12	31	
10:30	20	10	30	
10:45	19	10	29	121
11:00	16	11	27	
11:15	16	9	25	
11:30	19	10	29	
11:45	19	9	28	109

Tuesday Cont.

Start Time	Westbound	Eastbound	Total	Hourly
12:00	10	10	20	
12:15	11	14	25	
12:30	15	15	30	
12:45	13	16	29	104
13:00	11	12	23	
13:15	12	14	26	
13:30	13	14	27	
13:45	15	15	30	106
14:00	17	17	34	
14:15	20	18	38	
14:30	17	18	35	
14:45	18	20	38	145
15:00	24	22	46	
15:15	21	23	44	
15:30	20	23	43	
15:45	17	24	41	174
16:00	9	8	17	
16:15	9	8	17	
16:30	8	6	14	
16:45	5	11	16	64
17:00	6	13	19	
17:15	11	8	19	
17:30	12	13	25	
17:45	11	9	20	83
18:00	15	9	24	
18:15	15	19	34	
18:30	14	15	29	
18:45	13	14	27	114
19:00	13	13	26	
19:15	13	12	25	
19:30	10	9	19	
19:45	7	6	13	83
20:00	9	6	15	
20:15	7	4	11	
20:30	6	4	10	
20:45	6	4	10	46
21:00	6	4	10	
21:15	6	3	9	
21:30	5	3	8	
21:45	5	2	7	34
22:00	5	2	7	
22:15	3	2	5	
22:30	3	1	4	
22:45	3	2	5	21
23:00	2	2	4	
23:15	2	1	3	
23:30	2	1	3	
23:45	1	1	2	12
<b>Total</b>	<b>863</b>	<b>712</b>	<b>Daily</b>	<b>1575</b>
<b>AM Peak</b>	<b>79</b>	<b>45</b>		
<b>AM K</b>	<b>0.0787</b>	<b>AM D</b>	<b>0.63709677</b>	
<b>PM Peak</b>	<b>82</b>	<b>92</b>		
<b>PM K</b>	<b>0.1105</b>	<b>PM D</b>	<b>0.52873563</b>	

Start Time	Northbound	Southbound	Total	Hourly
Tuesday 1/11/2011	2	7	9	
0:15	1	6	7	
0:30	1	4	5	
0:45	1	4	5	26
1:00	1	3	4	
1:15	0	2	2	
1:30	1	2	3	
1:45	1	2	3	12
2:00	1	2	3	
2:15	1	3	4	
2:30	1	0	1	
2:45	1	2	3	11
3:00	0	1	1	
3:15	1	1	2	
3:30	1	1	2	
3:45	2	2	4	9
4:00	2	1	3	
4:15	3	1	4	
4:30	5	2	7	
4:45	5	3	8	22
5:00	6	2	8	
5:15	6	4	10	
5:30	8	5	13	
5:45	11	10	21	52
6:00	13	11	24	
6:15	18	20	38	
6:30	21	25	46	
6:45	23	28	51	159
7:00	24	42	66	
7:15	26	48	74	
7:30	29	51	80	
7:45	28	47	75	295
8:00	29	48	77	
8:15	29	45	74	
8:30	30	46	76	
8:45	29	43	72	299
9:00	26	47	73	
9:15	24	33	57	
9:30	22	28	50	
9:45	28	28	56	236
10:00	26	27	53	
10:15	26	24	50	
10:30	24	25	49	
10:45	24	25	49	201
11:00	25	20	45	
11:15	21	20	41	
11:30	25	24	49	
11:45	26	25	51	186

Tuesday Cont.

Start Time	Northbound	Southbound	Total	Hourly
12:00	26	26	52	
12:15	29	26	55	
12:30	34	27	61	
12:45	29	28	57	225
13:00	25	22	47	
13:15	27	26	53	
13:30	29	26	55	
13:45	33	27	60	215
14:00	39	31	70	
14:15	45	33	78	
14:30	39	33	72	
14:45	41	36	77	297
15:00	54	39	93	
15:15	49	43	92	
15:30	45	43	88	
15:45	38	44	82	355
16:00	51	42	93	
16:15	59	47	106	
16:30	67	39	106	
16:45	64	36	100	405
17:00	53	41	94	
17:15	48	44	92	
17:30	54	49	103	
17:45	41	48	89	378
18:00	42	48	90	
18:15	39	42	81	
18:30	35	38	73	
18:45	32	34	66	310
19:00	33	32	65	
19:15	33	31	64	
19:30	25	23	48	
19:45	19	16	35	212
20:00	22	15	37	
20:15	17	11	28	
20:30	16	9	25	
20:45	16	9	25	115
21:00	16	9	25	
21:15	15	8	23	
21:30	13	7	20	
21:45	12	6	18	86
22:00	13	6	19	
22:15	8	4	12	
22:30	6	4	10	
22:45	8	5	13	54
23:00	5	3	8	
23:15	5	2	7	
23:30	5	2	7	
23:45	3	2	5	27
<b>Total</b>	<b>2115</b>	<b>2072</b>	<b>Daily</b>	<b>4187</b>
<b>AM Peak</b>	<b>112</b>	<b>194</b>		
<b>AM K</b>	<b>0.0731</b>	<b>AM D</b>		<b>0.63398693</b>
<b>PM Peak</b>	<b>243</b>	<b>163</b>		
<b>PM K</b>	<b>0.0970</b>	<b>PM D</b>		<b>0.59852217</b>



Start Time	Eastbound	Westbound	Total	Hourly
Thursday 1/13/2011	3	1	4	
0:15	5	3	8	
0:30	0	1	1	
0:45	0	5	5	18
1:00	5	4	8	
1:15	2	0	3	
1:30	0	1	1	
1:45	1	3	4	16
2:00	3	1	3	
2:15	4	4	8	
2:30	1	3	3	
2:45	2	1	3	18
3:00	2	0	3	
3:15	0	5	5	
3:30	1	1	2	
3:45	0	3	3	13
4:00	2	3	5	
4:15	2	4	6	
4:30	3	5	8	
4:45	4	8	12	30
5:00	4	7	11	
5:15	7	5	12	
5:30	17	8	25	
5:45	25	10	35	82
6:00	36	11	47	
6:15	49	20	69	
6:30	64	24	88	
6:45	70	34	104	308
7:00	81	45	126	
7:15	83	48	131	
7:30	89	43	132	
7:45	92	43	135	524
8:00	84	52	136	
8:15	79	47	126	
8:30	85	46	131	
8:45	75	42	117	510
9:00	72	40	112	
9:15	61	33	93	
9:30	64	31	95	
9:45	63	39	102	402
10:00	62	35	97	
10:15	59	36	95	
10:30	62	32	94	
10:45	60	30	90	377
11:00	49	34	83	
11:15	49	27	76	
11:30	58	30	88	
11:45	61	34	95	343

Thursday Cont.

Start Time	Eastbound	Westbound	Total	Hourly
12:00	31	32	63	
12:15	35	35	70	
12:30	36	47	83	
12:45	39	40	79	295
13:00	38	34	72	
13:15	34	38	72	
13:30	35	40	75	
13:45	27	46	73	292
14:00	33	54	87	
14:15	37	62	99	
14:30	36	54	90	
14:45	41	57	98	374
15:00	46	74	120	
15:15	48	67	115	
15:30	53	62	115	
15:45	55	52	107	457
16:00	59	66	125	
16:15	72	72	144	
16:30	57	67	124	
16:45	55	64	119	512
17:00	75	66	141	
17:15	73	70	143	
17:30	61	68	129	
17:45	63	59	122	535
18:00	56	60	116	
18:15	51	51	102	
18:30	47	43	90	
18:45	43	40	83	391
19:00	40	31	71	
19:15	38	34	72	
19:30	29	32	61	
19:45	20	23	43	247
20:00	18	27	45	
20:15	13	21	34	
20:30	12	20	32	
20:45	11	19	30	141
21:00	12	20	32	
21:15	11	18	29	
21:30	8	16	24	
21:45	7	15	22	107
22:00	7	16	23	
22:15	5	9	14	
22:30	5	10	15	
22:45	4	10	14	66
23:00	0	6	6	
23:15	3	7	10	
23:30	0	7	7	
23:45	3	4	7	30
<b>Total</b>	<b>3282</b>	<b>2805</b>	<b>Daily</b>	<b>6087</b>
<b>AM Peak</b>	<b>348</b>	<b>186</b>		
<b>AM K</b>	<b>0.0877014</b>	<b>AM D</b>	<b>0.65187507</b>	
<b>PM Peak</b>	<b>272</b>	<b>263</b>		
<b>PM K</b>	<b>0.0878912</b>	<b>PM D</b>	<b>0.50841121</b>	

Start Time	Northbound	Southbound	Total	Hourly
Thursday 1/13/2011				
0:15	17	12	29	
0:30	14	13	27	
0:45	16	11	27	
1:00	16	13	29	112
1:15	12	6	18	
1:30	13	10	23	
1:45	11	11	22	
2:00	17	10	27	90
2:15	16	10	26	
2:30	15	9	24	
2:45	11	13	24	
3:00	16	12	28	102
3:15	15	11	26	
3:30	14	10	24	
3:45	13	12	25	
4:00	16	11	27	102
4:15	15	14	29	
4:30	14	15	29	
4:45	16	22	38	
5:00	21	24	45	141
5:15	26	31	57	
5:30	28	44	72	
5:45	39	72	111	
6:00	57	90	147	387
6:15	69	103	172	
6:30	77	121	198	
6:45	80	134	214	
7:00	86	156	242	826
7:15	92	167	259	
7:30	98	170	268	
7:45	101	168	269	
8:00	95	175	270	1066
8:15	99	162	261	
8:30	106	161	267	
8:45	95	171	266	
9:00	94	160	254	1048
9:15	105	157	262	
9:30	96	140	236	
9:45	93	134	227	
10:00	83	125	208	933
10:15	79	114	193	
10:30	76	116	192	
10:45	82	104	186	
11:00	89	97	186	757
11:15	90	100	190	
11:30	89	89	178	
11:45	105	96	201	
	110	96	206	775

Thursday Cont.

Start Time	Northbound	Southbound	Total	Hourly
12:00	99	92	191	
12:15	115	87	202	
12:30	117	90	207	
12:45	125	93	218	818
13:00	118	101	219	
13:15	113	96	209	
13:30	116	108	224	
13:45	120	115	235	887
14:00	134	122	256	
14:15	145	126	271	
14:30	154	129	283	
14:45	166	131	297	1107
15:00	172	135	307	
15:15	185	140	325	
15:30	186	145	331	
15:45	189	156	345	1308
16:00	211	159	370	
16:15	216	145	361	
16:30	202	162	364	
16:45	211	170	381	1476
17:00	214	158	372	
17:15	196	160	356	
17:30	204	136	340	
17:45	215	145	360	1428
18:00	211	153	364	
18:15	190	151	341	
18:30	165	144	309	
18:45	150	141	291	1305
19:00	141	135	276	
19:15	134	123	257	
19:30	103	115	218	
19:45	92	93	185	936
20:00	85	87	172	
20:15	59	78	137	
20:30	54	73	127	
20:45	43	70	113	549
21:00	43	62	105	
21:15	40	57	97	
21:30	32	49	81	
21:45	27	46	73	356
22:00	29	30	59	
22:15	22	27	49	
22:30	20	20	40	
22:45	24	19	43	191
23:00	18	14	32	
23:15	14	12	26	
23:30	14	11	25	
23:45	13	12	25	108
<b>Total</b>	<b>8283</b>	<b>8525</b>	<b>Daily</b>	<b>16808</b>
<b>AM Peak</b>	<b>393</b>	<b>675</b>		
<b>AM K</b>	<b>0.0635412</b>	<b>AM D</b>	<b>0.63202247</b>	
<b>PM Peak</b>	<b>843</b>	<b>635</b>		
<b>PM K</b>	<b>0.0879343</b>	<b>PM D</b>	<b>0.57036536</b>	

Start Time	Northbound	Southbound	Total	Hourly
Thursday 1/13/2011				
0:15	17	15	32	
0:30	17	13	30	
0:45	12	11	23	
1:00	12	13	25	110
1:15	9	9	18	
1:30	9	10	19	
1:45	10	9	19	
2:00	9	9	18	74
2:15	10	8	18	
2:30	8	7	15	
2:45	5	9	14	
3:00	9	9	18	65
3:15	7	8	15	
3:30	6	9	15	
3:45	8	10	18	
4:00	6	9	15	63
4:15	4	12	16	
4:30	10	17	27	
4:45	14	21	35	
5:00	13	24	37	115
5:15	16	29	45	
5:30	22	41	63	
5:45	32	48	80	
6:00	40	53	93	281
6:15	49	64	113	
6:30	60	82	142	
6:45	65	101	166	
7:00	67	122	189	610
7:15	82	134	216	
7:30	77	140	217	
7:45	81	131	212	
8:00	79	130	209	854
8:15	86	137	223	
8:30	86	134	220	
8:45	79	141	220	
9:00	80	140	220	883
9:15	83	132	215	
9:30	77	90	167	
9:45	66	77	143	
10:00	60	77	137	662
10:15	65	68	133	
10:30	73	61	134	
10:45	77	62	139	
11:00	75	67	142	548
11:15	65	75	140	
11:30	64	71	135	
11:45	73	76	149	
	76	74	150	574

Start Time	Northbound	Southbound	Total	Hourly
12:00	71	77	148	
12:15	80	86	166	
12:30	82	78	160	
12:45	87	86	173	647
13:00	85	72	157	
13:15	87	73	160	
13:30	88	80	168	
13:45	92	69	161	646
14:00	94	69	163	
14:15	102	76	178	
14:30	100	81	181	
14:45	110	84	194	716
15:00	120	87	207	
15:15	130	92	222	
15:30	141	103	244	
15:45	153	111	264	937
16:00	168	122	290	
16:15	172	128	300	
16:30	168	125	293	
16:45	170	130	300	1183
17:00	174	126	300	
17:15	160	114	274	
17:30	172	127	299	
17:45	168	117	285	1158
18:00	166	122	288	
18:15	150	116	266	
18:30	142	112	254	
18:45	105	100	205	1013
19:00	99	85	184	
19:15	94	78	172	
19:30	80	70	150	
19:45	66	57	123	629
20:00	61	67	128	
20:15	59	53	112	
20:30	46	50	96	
20:45	45	48	93	429
21:00	45	49	94	
21:15	38	45	83	
21:30	28	40	68	
21:45	26	38	64	309
22:00	26	40	66	
22:15	21	23	44	
22:30	20	25	45	
22:45	22	25	47	202
23:00	19	18	37	
23:15	16	16	32	
23:30	15	16	31	
23:45	15	9	24	124
<b>Total</b>	<b>6428</b>	<b>6404</b>	<b>Daily</b>	<b>12832</b>
<b>AM Peak</b>	<b>331</b>	<b>552</b>		
<b>AM K</b>	<b>0.0688123</b>	<b>AM D</b>	<b>0.62514156</b>	
<b>PM Peak</b>	<b>684</b>	<b>509</b>		
<b>PM K</b>	<b>0.0929707</b>	<b>PM D</b>	<b>0.57334451</b>	

Lake Trafford Dr  
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Start Time	Eastbound	Westbound	Total	Hourly
Thursday 1/13/2011	11	12	23	
0:15	15	12	27	
0:30	16	11	27	
0:45	14	13	27	104
1:00	13	12	25	
1:15	14	10	24	
1:30	13	11	24	
1:45	16	13	29	102
2:00	13	13	26	
2:15	15	11	26	
2:30	11	10	21	
2:45	15	13	28	101
3:00	14	9	23	
3:15	13	10	23	
3:30	12	11	23	
3:45	15	13	28	97
4:00	14	12	26	
4:15	13	15	28	
4:30	15	20	35	
4:45	21	21	42	131
5:00	23	25	48	
5:15	34	21	55	
5:30	46	28	74	
5:45	50	32	82	259
6:00	64	39	103	
6:15	85	53	138	
6:30	88	61	149	
6:45	99	62	161	551
7:00	107	74	181	
7:15	111	77	188	
7:30	99	73	172	
7:45	105	81	186	727
8:00	113	74	187	
8:15	107	71	178	
8:30	101	80	181	
8:45	98	69	167	713
9:00	107	75	182	
9:15	59	72	131	
9:30	77	66	143	
9:45	78	66	144	600
10:00	82	57	139	
10:15	75	46	121	
10:30	92	50	142	
10:45	91	55	146	548
11:00	93	54	147	
11:15	92	59	151	
11:30	95	75	170	
11:45	90	84	174	642

Thursday Cont.

Start Time	Eastbound	Westbound	Total	Hourly
12:00	97	89	186	
12:15	99	91	190	
12:30	91	103	194	
12:45	88	110	198	768
13:00	104	116	220	
13:15	99	119	218	
13:30	101	122	223	
13:45	96	125	221	882
14:00	100	139	239	
14:15	99	149	248	
14:30	119	144	263	
14:45	107	159	266	1016
15:00	111	153	264	
15:15	113	145	258	
15:30	114	171	285	
15:45	117	169	286	1093
16:00	122	182	304	
16:15	120	182	302	
16:30	130	188	318	
16:45	128	190	318	1242
17:00	118	174	292	
17:15	104	169	273	
17:30	124	183	307	
17:45	125	187	312	1184
18:00	122	184	306	
18:15	115	167	282	
18:30	105	150	255	
18:45	108	136	244	1087
19:00	109	91	200	
19:15	94	96	190	
19:30	83	85	168	
19:45	73	75	148	706
20:00	59	61	120	
20:15	49	51	100	
20:30	55	57	112	
20:45	53	55	108	440
21:00	43	45	88	
21:15	41	23	64	
21:30	36	38	74	
21:45	29	31	60	286
22:00	34	36	70	
22:15	29	31	60	
22:30	28	10	38	
22:45	20	22	42	210
23:00	16	18	34	
23:15	14	16	30	
23:30	14	16	30	
23:45	12	14	26	120
<b>Total</b>	<b>6611</b>	<b>6998</b>	<b>Daily</b>	<b>13609</b>
<b>AM Peak</b>	<b>428</b>	<b>305</b>		
<b>AM K</b>	<b>0.0538614</b>	<b>AM D</b>	<b>0.58390177</b>	
<b>PM Peak</b>	<b>500</b>	<b>742</b>		
<b>PM K</b>	<b>0.0912631</b>	<b>PM D</b>	<b>0.59742351</b>	



Start Time	Northbound	Southbound	Total	Hourly
Thursday 1/13/2011	4	6	10	
0:15	7	5	12	
0:30	6	2	8	
0:45	7	4	11	41
1:00	7	3	10	
1:15	4	1	5	
1:30	4	2	6	
1:45	4	1	5	26
2:00	4	1	5	
2:15	6	1	7	
2:30	1	2	3	
2:45	4	2	6	21
3:00	3	1	4	
3:15	3	1	4	
3:30	2	2	4	
3:45	4	4	8	20
4:00	3	2	5	
4:15	3	6	9	
4:30	4	9	13	
4:45	6	11	17	44
5:00	5	14	19	
5:15	10	11	21	
5:30	11	15	26	
5:45	22	19	41	107
6:00	23	21	44	
6:15	33	40	73	
6:30	36	47	83	
6:45	45	48	93	293
7:00	38	70	108	
7:15	42	75	117	
7:30	43	66	109	
7:45	39	72	111	445
8:00	45	76	121	
8:15	40	71	111	
8:30	38	71	109	
8:45	47	73	120	461
9:00	47	70	117	
9:15	45	52	97	
9:30	43	49	92	
9:45	33	53	86	392
10:00	32	47	79	
10:15	34	48	82	
10:30	37	51	88	
10:45	45	48	93	342
11:00	44	45	89	
11:15	44	44	88	
11:30	52	48	100	
11:45	55	47	102	379

Start Time	Northbound	Southbound	Total	Hourly
12:00	39	41	80	
12:15	48	47	95	
12:30	40	47	87	
12:45	44	55	99	361
13:00	48	45	93	
13:15	56	42	98	
13:30	48	46	94	
13:45	54	50	104	389
14:00	49	58	107	
14:15	52	54	106	
14:30	59	53	112	
14:45	63	50	113	438
15:00	71	59	130	
15:15	70	56	126	
15:30	80	57	137	
15:45	86	56	142	535
16:00	83	60	143	
16:15	90	60	150	
16:30	86	68	154	
16:45	77	74	151	598
17:00	80	63	143	
17:15	83	58	141	
17:30	90	58	148	
17:45	84	69	153	585
18:00	83	65	148	
18:15	74	47	121	
18:30	64	49	113	
18:45	57	52	109	491
19:00	52	55	107	
19:15	44	39	83	
19:30	38	42	80	
19:45	41	35	76	346
20:00	48	32	80	
20:15	38	24	62	
20:30	36	21	57	
20:45	34	20	54	253
21:00	35	20	55	
21:15	33	19	52	
21:30	29	14	43	
21:45	27	12	39	189
22:00	29	13	42	
22:15	17	9	26	
22:30	18	8	26	
22:45	12	10	22	116
23:00	10	7	17	
23:15	12	5	17	
23:30	12	5	17	
23:45	7	5	12	63
<b>Total</b>	<b>3544</b>	<b>3391</b>	<b>Daily</b>	<b>6935</b>
<b>AM Peak</b>	<b>170</b>	<b>291</b>		
<b>AM K</b>	<b>0.0664744</b>	<b>AM D</b>	<b>0.63123644</b>	
<b>PM Peak</b>	<b>333</b>	<b>265</b>		
<b>PM K</b>	<b>0.0862293</b>	<b>PM D</b>	<b>0.55685619</b>	

Start Time	Eastbound	Westbound	Total	Hourly
Thursday 1/13/2011				
0:15	8	7	15	
0:30	11	10	21	
0:45	6	8	14	
1:00	10	7	17	67
1:15	8	6	14	
1:30	6	5	11	
1:45	7	6	13	
2:00	8	6	14	52
2:15	7	7	14	
2:30	9	7	16	
2:45	5	5	10	
3:00	4	5	9	49
3:15	4	7	11	
3:30	3	5	8	
3:45	2	5	7	
4:00	4	9	13	39
4:15	8	8	16	
4:30	7	11	18	
4:45	8	14	22	
5:00	18	15	33	89
5:15	25	18	43	
5:30	31	23	54	
5:45	63	35	98	
6:00	98	45	143	338
6:15	125	55	180	
6:30	144	63	207	
6:45	168	69	237	
7:00	190	62	252	876
7:15	205	85	290	
7:30	216	83	299	
7:45	194	87	281	
8:00	203	94	297	1167
8:15	211	89	300	
8:30	219	86	305	
8:45	209	83	292	
9:00	206	79	285	1182
9:15	204	85	289	
9:30	188	61	249	
9:45	165	57	222	
10:00	140	71	211	971
10:15	119	65	184	
10:30	113	67	180	
10:45	103	60	163	
11:00	100	56	156	683
11:15	90	63	153	
11:30	89	75	164	
11:45	82	64	146	
	74	63	137	600

Thursday Cont.

Start Time	Eastbound	Westbound	Total	Hourly
12:00	64	74	138	
12:15	60	76	136	
12:30	57	84	141	
12:45	69	81	150	565
13:00	66	79	145	
13:15	78	85	163	
13:30	72	89	161	
13:45	78	90	168	637
14:00	88	97	185	
14:15	90	109	199	
14:30	94	112	206	
14:45	102	124	226	816
15:00	103	144	247	
15:15	106	168	274	
15:30	114	189	303	
15:45	117	197	314	1138
16:00	131	207	338	
16:15	124	209	333	
16:30	138	205	343	
16:45	133	211	344	1358
17:00	136	210	346	
17:15	129	206	335	
17:30	139	203	342	
17:45	136	197	333	1356
18:00	131	207	338	
18:15	101	185	286	
18:30	94	159	253	
18:45	79	138	217	1094
19:00	75	106	181	
19:15	72	84	156	
19:30	64	79	143	
19:45	49	75	124	604
20:00	45	74	119	
20:15	30	72	102	
20:30	24	62	86	
20:45	23	53	76	383
21:00	22	47	69	
21:15	22	45	67	
21:30	18	41	59	
21:45	15	39	54	249
22:00	16	33	49	
22:15	12	24	36	
22:30	12	23	35	
22:45	6	23	29	149
23:00	8	16	24	
23:15	6	17	23	
23:30	5	17	22	
23:45	4	12	16	85
<b>Total</b>	<b>7474</b>	<b>7073</b>	<b>Daily</b>	<b>14547</b>
<b>AM Peak</b>	<b>842</b>	<b>352</b>		
<b>AM K</b>	<b>0.0820788</b>	<b>AM D</b>	<b>0.70519263</b>	
<b>PM Peak</b>	<b>536</b>	<b>832</b>		
<b>PM K</b>	<b>0.09404</b>	<b>PM D</b>	<b>0.60818713</b>	

Start Time	Eastbound	Westbound	Total	Hourly
Thursday 1/13/2011	3	3	6	
0:15	3	2	5	
0:30	2	3	5	
0:45	4	2	6	22
1:00	3	4	7	
1:15	2	1	3	
1:30	2	3	5	
1:45	2	2	4	19
2:00	2	2	4	
2:15	3	4	7	
2:30	0	3	3	
2:45	2	2	4	18
3:00	1	1	2	
3:15	1	2	3	
3:30	1	3	4	
3:45	2	2	4	13
4:00	1	2	3	
4:15	1	3	4	
4:30	2	4	6	
4:45	3	5	8	21
5:00	5	6	11	
5:15	6	7	13	
5:30	11	16	27	
5:45	12	18	30	81
6:00	27	23	50	
6:15	23	28	51	
6:30	30	39	69	
6:45	34	37	71	241
7:00	36	42	78	
7:15	35	43	78	
7:30	40	45	85	
7:45	43	44	87	328
8:00	35	47	82	
8:15	38	43	81	
8:30	37	41	78	
8:45	33	42	75	316
9:00	36	43	79	
9:15	37	37	74	
9:30	40	33	73	
9:45	39	30	69	295
10:00	38	27	65	
10:15	36	28	64	
10:30	38	25	63	
10:45	37	24	61	253
11:00	30	26	56	
11:15	29	24	53	
11:30	36	25	61	
11:45	37	25	62	232

Thursday Cont.

Start Time	Eastbound	Westbound	Total	Hourly
12:00	22	24	46	
12:15	24	34	58	
12:30	32	34	66	
12:45	27	36	63	233
13:00	23	29	52	
13:15	26	33	59	
13:30	27	34	61	
13:45	31	35	66	238
14:00	37	39	76	
14:15	25	42	67	
14:30	31	42	73	
14:45	27	35	62	278
15:00	27	39	66	
15:15	23	39	62	
15:30	25	39	64	
15:45	30	40	70	262
16:00	29	45	74	
16:15	28	48	76	
16:30	30	45	75	
16:45	36	47	83	308
17:00	29	49	78	
17:15	30	52	82	
17:30	40	47	87	
17:45	35	42	77	324
18:00	32	37	69	
18:15	27	41	68	
18:30	24	32	56	
18:45	27	29	56	249
19:00	28	28	56	
19:15	27	26	53	
19:30	22	22	44	
19:45	16	16	32	185
20:00	18	14	32	
20:15	15	11	26	
20:30	14	10	24	
20:45	13	10	23	105
21:00	13	10	23	
21:15	12	9	21	
21:30	11	8	19	
21:45	9	14	23	86
22:00	11	7	18	
22:15	6	6	12	
22:30	7	5	12	
22:45	7	6	13	55
23:00	4	5	9	
23:15	4	4	8	
23:30	4	5	9	
23:45	3	4	7	33
<b>Total</b>	<b>1966</b>	<b>2229</b>	<b>Daily</b>	<b>4195</b>
<b>AM Peak</b>	<b>156</b>	<b>179</b>		
<b>AM K</b>	<b>0.079857</b>	<b>AM D</b>	<b>0.53432836</b>	
<b>PM Peak</b>	<b>135</b>	<b>195</b>		
<b>PM K</b>	<b>0.0786651</b>	<b>PM D</b>	<b>0.59090909</b>	

Start Time	Eastbound	Westbound	Total	Hourly
Thursday 1/13/2011	8	5	13	
0:15	7	6	13	
0:30	5	4	9	
0:45	10	3	13	48
1:00	7	2	9	
1:15	4	1	5	
1:30	4	5	9	
1:45	5	1	6	29
2:00	12	3	15	
2:15	6	11	17	
2:30	1	2	3	
2:45	4	1	5	40
3:00	3	13	16	
3:15	3	1	4	
3:30	12	4	16	
3:45	4	15	19	55
4:00	3	14	17	
4:15	13	4	17	
4:30	24	8	32	
4:45	37	9	46	112
5:00	50	11	61	
5:15	60	19	79	
5:30	65	22	87	
5:45	71	25	96	323
6:00	78	37	115	
6:15	103	42	145	
6:30	90	46	136	
6:45	99	49	148	544
7:00	112	51	163	
7:15	104	49	153	
7:30	107	53	160	
7:45	110	54	164	640
8:00	118	44	162	
8:15	115	49	164	
8:30	110	53	163	
8:45	106	52	158	647
9:00	103	48	151	
9:15	96	42	138	
9:30	91	38	129	
9:45	90	32	122	540
10:00	98	56	154	
10:15	93	58	151	
10:30	98	51	149	
10:45	95	48	143	597
11:00	78	54	132	
11:15	78	43	121	
11:30	92	47	139	
11:45	97	47	144	536

Start Time	Eastbound	Westbound	Total	Hourly
12:00	50	48	98	
12:15	56	71	127	
12:30	54	73	127	
12:45	54	77	131	483
13:00	54	60	114	
13:15	38	69	107	
13:30	44	71	115	
13:45	43	74	117	453
14:00	56	83	139	
14:15	48	90	138	
14:30	52	89	141	
14:45	43	97	140	558
15:00	46	101	147	
15:15	42	98	140	
15:30	48	96	144	
15:45	50	98	148	579
16:00	54	110	164	
16:15	56	111	167	
16:30	70	117	187	
16:45	54	126	180	698
17:00	52	118	170	
17:15	58	110	168	
17:30	54	107	161	
17:45	58	100	158	657
18:00	50	99	149	
18:15	63	96	159	
18:30	55	85	140	
18:45	63	78	141	589
19:00	65	74	139	
19:15	64	68	132	
19:30	51	56	107	
19:45	36	52	88	466
20:00	43	49	92	
20:15	34	41	75	
20:30	32	28	60	
20:45	30	18	48	275
21:00	31	18	49	
21:15	29	17	46	
21:30	25	13	38	
21:45	24	11	35	168
22:00	25	12	37	
22:15	15	8	23	
22:30	16	12	28	
22:45	16	9	25	113
23:00	9	6	15	
23:15	10	5	15	
23:30	10	5	15	
23:45	6	4	10	55
<b>Total</b>	<b>4815</b>	<b>4390</b>	<b>Daily</b>	<b>9205</b>
<b>AM Peak</b>	<b>453</b>	<b>200</b>		
<b>AM K</b>	<b>0.0709397</b>	<b>AM D</b>		<b>0.69372129</b>
<b>PM Peak</b>	<b>234</b>	<b>471</b>		
<b>PM K</b>	<b>0.0765888</b>	<b>PM D</b>		<b>0.66808511</b>



Start Time	Eastbound	Westbound	Total	Hourly
Thursday 1/13/2011				
0:15	2	4	6	
0:30	3	2	5	
0:45	5	1	6	
1:00	6	2	8	25
1:15	4	2	6	
1:30	2	0	2	
1:45	2	2	4	
2:00	3	3	6	18
2:15	2	1	3	
2:30	4	4	8	
2:45	1	1	2	
3:00	2	2	4	17
3:15	2	0	2	
3:30	2	1	3	
3:45	1	1	2	
4:00	2	2	4	11
4:15	2	1	3	
4:30	2	3	5	
4:45	2	4	6	
5:00	4	5	9	23
5:15	3	6	9	
5:30	6	5	11	
5:45	7	7	14	
6:00	14	9	23	57
6:15	14	10	24	
6:30	27	18	45	
6:45	40	18	58	
7:00	45	12	57	184
7:15	25	16	41	
7:30	30	20	50	
7:45	29	14	43	
8:00	41	25	66	200
8:15	33	14	47	
8:30	31	10	41	
8:45	28	20	48	
9:00	28	17	45	181
9:15	30	14	44	
9:30	34	20	54	
9:45	27	18	45	
10:00	31	10	41	184
10:15	25	9	34	
10:30	28	9	37	
10:45	35	29	64	
11:00	26	27	53	188
11:15	30	12	42	
11:30	24	16	40	
11:45	22	27	49	
	35	17	52	183

Start Time	Eastbound	Westbound	Total	Hourly
12:00	28	29	57	
12:15	41	32	73	
12:30	41	42	83	
12:45	44	46	90	303
13:00	34	51	85	
13:15	40	54	94	
13:30	41	55	96	
13:45	42	61	103	378
14:00	48	59	107	
14:15	42	66	108	
14:30	37	69	106	
14:45	46	70	116	437
15:00	41	71	112	
15:15	42	76	118	
15:30	46	78	124	
15:45	48	85	133	487
16:00	50	88	138	
16:15	54	84	138	
16:30	60	90	150	
16:45	49	92	141	567
17:00	53	88	141	
17:15	55	86	141	
17:30	50	82	132	
17:45	57	94	151	565
18:00	51	88	139	
18:15	55	74	129	
18:30	43	69	112	
18:45	39	56	95	475
19:00	37	47	84	
19:15	35	46	81	
19:30	26	39	65	
19:45	18	32	50	280
20:00	16	27	43	
20:15	12	19	31	
20:30	11	18	29	
20:45	10	17	27	130
21:00	11	18	29	
21:15	10	17	27	
21:30	7	14	21	
21:45	6	14	20	97
22:00	7	14	21	
22:15	5	9	14	
22:30	4	9	13	
22:45	5	9	14	62
23:00	4	5	9	
23:15	5	6	11	
23:30	3	6	9	
23:45	2	3	5	34
<b>Total</b>	<b>2312</b>	<b>2774</b>	<b>Daily</b>	<b>5086</b>
<b>AM Peak</b>	<b>133</b>	<b>73</b>		
<b>AM K</b>	<b>0.0405033</b>	<b>AM D</b>	<b>0.64563107</b>	
<b>PM Peak</b>	<b>217</b>	<b>356</b>		
<b>PM K</b>	<b>0.1126622</b>	<b>PM D</b>	<b>0.62129145</b>	

Start Time	Northbound	Southbound	Total	Hourly
Wednesday 1/12/2011				
0:15	3	0	3	
0:30	2	0	2	
0:45	0	1	1	
1:00	2	1	3	9
1:15	1	4	5	
1:30	1	0	1	
1:45	0	1	1	
2:00	1	1	2	9
2:15	3	1	4	
2:30	3	1	4	
2:45	0	1	1	
3:00	1	1	2	11
3:15	1	1	2	
3:30	1	1	2	
3:45	1	2	3	8
4:00	1	1	2	
4:15	1	3	4	
4:30	3	4	7	
4:45	1	5	6	19
5:00	1	4	5	
5:15	2	5	7	
5:30	2	7	9	
5:45	4	9	13	34
6:00	4	10	14	
6:15	8	18	26	
6:30	12	22	34	
6:45	14	34	48	122
7:00	29	39	68	
7:15	29	43	72	
7:30	25	44	69	
7:45	26	41	67	276
8:00	31	38	69	
8:15	25	43	68	
8:30	28	39	67	
8:45	29	37	66	270
9:00	25	28	53	
9:15	21	25	46	
9:30	24	23	47	
9:45	23	29	52	198
10:00	23	27	50	
10:15	20	27	47	
10:30	21	24	45	
10:45	21	23	44	186
11:00	17	25	42	
11:15	17	20	37	
11:30	20	22	42	
11:45	21	22	43	164

Start Time	Northbound	Southbound	Total	Hourly
12:00	18	20	38	
12:15	26	22	48	
12:30	26	29	55	
12:45	28	25	53	194
13:00	22	21	43	
13:15	25	24	49	
13:30	26	25	51	
13:45	27	29	56	199
14:00	30	34	64	
14:15	33	39	72	
14:30	32	34	66	
14:45	35	36	71	273
15:00	39	40	79	
15:15	42	42	84	
15:30	42	39	81	
15:45	43	33	76	320
16:00	41	46	87	
16:15	36	44	80	
16:30	50	43	93	
16:45	39	39	78	338
17:00	49	43	92	
17:15	50	41	91	
17:30	57	39	96	
17:45	53	47	100	379
18:00	49	42	91	
18:15	47	24	71	
18:30	49	21	70	
18:45	55	19	74	306
19:00	46	20	66	
19:15	36	20	56	
19:30	20	16	36	
19:45	14	11	25	183
20:00	12	13	25	
20:15	9	11	20	
20:30	8	10	18	
20:45	8	9	17	80
21:00	8	10	18	
21:15	7	9	16	
21:30	6	8	14	
21:45	5	7	12	60
22:00	5	8	13	
22:15	4	5	9	
22:30	3	5	8	
22:45	4	5	9	39
23:00	3	3	6	
23:15	2	3	5	
23:30	2	3	5	
23:45	2	2	4	20
<b>Total</b>	<b>1822</b>	<b>1875</b>	<b>Daily</b>	<b>3697</b>
<b>AM Peak</b>	<b>111</b>	<b>166</b>		
<b>AM K</b>	<b>0.0749</b>	<b>AM D</b>		<b>0.5993</b>
<b>PM Peak</b>	<b>209</b>	<b>170</b>		
<b>PM K</b>	<b>0.1025</b>	<b>PM D</b>		<b>0.5515</b>

Start Time	Northbound	Southbound	Total	Hourly
Wednesday 1/12/2011	12	18	30	
0:15	10	4	14	
0:30	7	18	25	
0:45	7	4	11	80
1:00	6	6	12	
1:15	3	0	3	
1:30	3	3	6	
1:45	4	0	4	25
2:00	3	2	5	
2:15	5	6	11	
2:30	1	3	4	
2:45	3	5	8	28
3:00	3	1	4	
3:15	2	2	4	
3:30	0	3	3	
3:45	3	5	8	19
4:00	3	3	6	
4:15	2	7	9	
4:30	3	12	15	
4:45	3	14	17	47
5:00	4	18	22	
5:15	8	14	22	
5:30	9	20	29	
5:45	18	24	42	115
6:00	19	27	46	
6:15	35	52	87	
6:30	53	61	114	
6:45	60	62	122	369
7:00	62	83	145	
7:15	57	77	134	
7:30	51	71	122	
7:45	58	70	128	529
8:00	65	69	134	
8:15	65	72	137	
8:30	72	68	140	
8:45	79	83	162	573
9:00	77	75	152	
9:15	57	81	138	
9:30	61	60	121	
9:45	52	77	129	540
10:00	52	70	122	
10:15	41	72	113	
10:30	42	64	106	
10:45	45	59	104	445
11:00	41	67	108	
11:15	43	54	97	
11:30	51	59	110	
11:45	55	58	113	428

Start Time	Northbound	Southbound	Total	Hourly
12:00	54	62	116	
12:15	61	70	131	
12:30	65	93	158	
12:45	76	79	155	560
13:00	86	67	153	
13:15	99	74	173	
13:30	102	79	181	
13:45	106	90	196	703
14:00	119	78	197	
14:15	129	77	206	
14:30	127	79	206	
14:45	139	81	220	829
15:00	153	88	241	
15:15	165	71	236	
15:30	165	69	234	
15:45	169	67	236	947
16:00	135	73	208	
16:15	127	78	205	
16:30	132	74	206	
16:45	128	72	200	819
17:00	133	74	207	
17:15	128	79	207	
17:30	122	83	205	
17:45	131	73	204	823
18:00	125	74	199	
18:15	111	75	186	
18:30	93	87	180	
18:45	87	82	169	734
19:00	84	64	148	
19:15	65	77	142	
19:30	54	50	104	
19:45	55	78	133	527
20:00	49	78	127	
20:15	37	79	116	
20:30	32	54	86	
20:45	31	54	85	414
21:00	32	31	63	
21:15	27	34	61	
21:30	22	25	47	
21:45	19	23	42	213
22:00	20	25	45	
22:15	14	15	29	
22:30	13	15	28	
22:45	16	15	31	133
23:00	11	9	20	
23:15	8	10	18	
23:30	8	10	18	
23:45	7	6	13	69
<b>Total</b>	<b>5286</b>	<b>4683</b>	<b>Daily</b>	<b>9969</b>
<b>AM Peak</b>	<b>285</b>	<b>307</b>		
<b>AM K</b>	<b>0.0594</b>	<b>AM D .</b>		<b>0.5186</b>
<b>PM Peak</b>	<b>514</b>	<b>309</b>		
<b>PM K</b>	<b>0.0826</b>	<b>PM D</b>		<b>0.6245</b>

Start Time	Eastbound	Westbound	Total	Hourly
Wednesday 1/12/2011	17	26	43	
0:15	17	17	34	
0:30	13	10	23	
0:45	14	12	26	126
1:00	11	9	20	
1:15	6	9	15	
1:30	6	2	8	
1:45	7	6	13	56
2:00	6	2	8	
2:15	9	0	9	
2:30	1	5	6	
2:45	6	2	8	31
3:00	5	5	10	
3:15	4	2	6	
3:30	3	3	6	
3:45	6	4	10	32
4:00	5	3	8	
4:15	4	7	11	
4:30	6	11	17	
4:45	10	12	22	58
5:00	9	16	25	
5:15	16	12	28	
5:30	17	18	35	
5:45	35	22	57	145
6:00	37	24	61	
6:15	68	65	133	
6:30	102	77	179	
6:45	115	92	207	580
7:00	166	111	277	
7:15	165	114	279	
7:30	171	121	292	
7:45	178	109	287	1135
8:00	173	124	297	
8:15	182	113	295	
8:30	162	111	273	
8:45	157	113	270	1135
9:00	143	109	252	
9:15	130	102	232	
9:30	102	101	203	
9:45	109	95	204	891
10:00	102	82	184	
10:15	95	84	179	
10:30	94	86	180	
10:45	93	95	188	731
11:00	102	95	197	
11:15	94	81	175	
11:30	94	94	188	
11:45	93	78	171	731

Start Time	Eastbound	Westbound	Total	Hourly
12:00	109	73	182	
12:15	94	82	176	
12:30	106	71	177	
12:45	102	93	195	730
13:00	88	79	167	
13:15	101	87	188	
13:30	104	93	197	
13:45	108	76	184	736
14:00	139	95	234	
14:15	132	102	234	
14:30	130	126	256	
14:45	142	132	274	998
15:00	147	122	269	
15:15	153	121	274	
15:30	136	143	279	
15:45	139	132	271	1093
16:00	166	187	353	
16:15	173	199	372	
16:30	177	221	398	
16:45	179	219	398	1521
17:00	185	230	415	
17:15	187	237	424	
17:30	181	224	405	
17:45	173	218	391	1635
18:00	177	195	372	
18:15	143	151	294	
18:30	102	124	226	
18:45	99	98	197	1089
19:00	94	89	183	
19:15	89	65	154	
19:30	77	65	142	
19:45	47	32	79	558
20:00	42	31	73	
20:15	31	24	55	
20:30	27	26	53	
20:45	26	22	48	229
21:00	27	25	52	
21:15	25	21	46	
21:30	19	21	40	
21:45	16	36	52	190
22:00	17	37	54	
22:15	12	22	34	
22:30	11	23	34	
22:45	14	23	37	159
23:00	9	13	22	
23:15	7	15	22	
23:30	7	15	22	
23:45	6	9	15	81
<b>Total</b>	<b>7635</b>	<b>7035</b>	<b>Daily</b>	<b>14670</b>
<b>AM Peak</b>	<b>704</b>	<b>467</b>		
<b>AM K</b>	<b>0.0798</b>	<b>AM D</b>	<b>0.6012</b>	
<b>PM Peak</b>	<b>726</b>	<b>909</b>		
<b>PM K</b>	<b>0.1115</b>	<b>PM D</b>	<b>0.5560</b>	



1st St  
South of SR 29

Page 1

Start Time	Northbound	Southbound	Total	Hourly
Wednesday 1/12/2011	23	14	37	
0:15	12	12	24	
0:30	14	3	17	
0:45	15	8	23	101
1:00	11	8	19	
1:15	6	5	11	
1:30	7	3	10	
1:45	13	6	19	59
2:00	7	2	9	
2:15	10	7	17	
2:30	1	3	4	
2:45	6	3	9	39
3:00	5	4	9	
3:15	4	0	4	
3:30	3	4	7	
3:45	6	6	12	32
4:00	5	4	9	
4:15	7	13	20	
4:30	7	15	22	
4:45	10	22	32	83
5:00	12	23	35	
5:15	57	17	74	
5:30	69	25	94	
5:45	37	31	68	271
6:00	75	34	109	
6:15	73	65	138	
6:30	64	77	141	
6:45	77	73	150	538
7:00	83	95	178	
7:15	82	91	173	
7:30	86	108	194	
7:45	106	118	224	769
8:00	85	111	196	
8:15	73	116	189	
8:30	75	111	186	
8:45	78	102	180	751
9:00	81	93	174	
9:15	77	85	162	
9:30	99	80	179	
9:45	116	102	218	733
10:00	97	92	189	
10:15	105	95	200	
10:30	117	101	218	
10:45	116	78	194	801
11:00	135	114	249	
11:15	137	71	208	
11:30	116	99	215	
11:45	106	116	222	894

Start Time	Northbound	Southbound	Total	Hourly
12:00	116	108	224	
12:15	127	115	242	
12:30	116	122	238	
12:45	124	115	239	943
13:00	121	117	238	
13:15	144	106	250	
13:30	126	125	251	
13:45	126	119	245	984
14:00	135	141	276	
14:15	119	161	280	
14:30	118	141	259	
14:45	128	148	276	1091
15:00	110	135	245	
15:15	134	144	278	
15:30	116	135	251	
15:45	141	136	277	1051
16:00	135	129	264	
16:15	162	164	326	
16:30	167	133	300	
16:45	171	171	342	1232
17:00	173	182	355	
17:15	173	170	343	
17:30	177	168	345	
17:45	168	177	345	1388
18:00	145	151	296	
18:15	133	162	295	
18:30	125	126	251	
18:45	106	116	222	1064
19:00	98	120	218	
19:15	110	117	227	
19:30	106	93	199	
19:45	97	67	164	808
20:00	118	78	196	
20:15	77	62	139	
20:30	77	58	135	
20:45	75	56	131	601
21:00	67	57	124	
21:15	57	53	110	
21:30	23	47	70	
21:45	20	44	64	368
22:00	21	47	68	
22:15	15	27	42	
22:30	13	29	42	
22:45	17	29	46	198
23:00	12	17	29	
23:15	9	19	28	
23:30	8	19	27	
23:45	8	15	23	107
<b>Total</b>	<b>7470</b>	<b>7436</b>	<b>Daily</b>	<b>14906</b>
<b>AM Peak</b>	<b>350</b>	<b>453</b>		
<b>AM K</b>	<b>0.0539</b>	<b>AM D</b>	<b>0.5641</b>	
<b>PM Peak</b>	<b>691</b>	<b>697</b>		
<b>PM K</b>	<b>0.0931</b>	<b>PM D</b>	<b>0.5022</b>	

1st St  
North of SR 29

Page 1

Start Time	Northbound	Southbound	Total	Hourly
Wednesday 1/12/2011	13	8	21	
0:15	11	0	11	
0:30	8	4	12	
0:45	8	6	14	58
1:00	6	0	6	
1:15	0	5	5	
1:30	4	2	6	
1:45	3	1	4	21
2:00	4	1	5	
2:15	5	1	6	
2:30	1	2	3	
2:45	3	1	4	18
3:00	3	1	4	
3:15	2	1	3	
3:30	2	2	4	
3:45	3	3	6	17
4:00	3	2	5	
4:15	2	5	7	
4:30	4	8	12	
4:45	6	9	15	39
5:00	5	12	17	
5:15	9	9	18	
5:30	10	13	23	
5:45	20	17	37	95
6:00	33	18	51	
6:15	38	35	73	
6:30	33	61	94	
6:45	42	69	111	329
7:00	43	78	121	
7:15	51	85	136	
7:30	53	89	142	
7:45	54	91	145	544
8:00	56	85	141	
8:15	52	87	139	
8:30	50	84	134	
8:45	44	88	132	546
9:00	57	67	124	
9:15	64	59	123	
9:30	55	43	98	
9:45	54	55	109	454
10:00	78	50	128	
10:15	67	51	118	
10:30	69	46	115	
10:45	70	42	112	473
11:00	77	48	125	
11:15	59	39	98	
11:30	61	42	103	
11:45	69	42	111	437

Start Time			Total	Hourly
12:00	78	45	123	
12:15	51	50	101	
12:30	52	66	118	
12:45	55	57	112	454
13:00	66	48	114	
13:15	68	53	121	
13:30	77	57	134	
13:45	53	65	118	487
14:00	60	77	137	
14:15	65	87	152	
14:30	64	77	141	
14:45	79	81	160	590
15:00	77	104	181	
15:15	83	94	177	
15:30	67	87	154	
15:45	85	74	159	671
16:00	67	70	137	
16:15	58	86	144	
16:30	54	72	126	
16:45	57	102	159	566
17:00	59	112	171	
17:15	56	92	148	
17:30	59	91	150	
17:45	62	95	157	626
18:00	66	82	148	
18:15	61	76	137	
18:30	51	68	119	
18:45	67	63	130	534
19:00	63	65	128	
19:15	60	64	124	
19:30	76	51	127	
19:45	66	36	102	481
20:00	56	42	98	
20:15	55	34	89	
20:30	43	32	75	
20:45	33	30	63	325
21:00	34	31	65	
21:15	31	29	60	
21:30	27	25	52	
21:45	22	24	46	223
22:00	23	25	48	
22:15	18	15	33	
22:30	19	16	35	
22:45	11	16	27	143
23:00	6	9	15	
23:15	5	7	12	
23:30	4	10	14	
23:45	4	6	10	51
<b>Total</b>	<b>3917</b>	<b>4265</b>	<b>Daily</b>	<b>8182</b>
<b>AM Peak</b>	<b>215</b>	<b>352</b>		
<b>AM K</b>	<b>0.0693</b>	<b>AM D</b>	<b>0.6208</b>	
<b>PM Peak</b>	<b>231</b>	<b>397</b>		
<b>PM K</b>	<b>0.0768</b>	<b>PM D</b>	<b>0.6322</b>	

SR 29A  
South of Charlotte

Page 1

Start Time	Northbound	Southbound	Total	Hourly
Wednesday 1/12/2011	10	9	19	
0:15	7	10	17	
0:30	4	5	9	
0:45	10	3	13	58
1:00	7	2	9	
1:15	4	1	5	
1:30	4	2	6	
1:45	5	1	6	26
2:00	4	1	5	
2:15	6	1	7	
2:30	1	2	3	
2:45	4	1	5	20
3:00	3	1	4	
3:15	3	1	4	
3:30	2	2	4	
3:45	4	3	7	19
4:00	3	2	5	
4:15	3	5	8	
4:30	4	8	12	
4:45	7	9	16	41
5:00	6	12	18	
5:15	11	9	20	
5:30	12	24	36	
5:45	25	37	62	136
6:00	26	39	65	
6:15	48	68	116	
6:30	72	69	141	
6:45	60	77	137	459
7:00	61	98	159	
7:15	63	111	174	
7:30	54	123	177	
7:45	55	127	182	692
8:00	57	121	178	
8:15	56	119	175	
8:30	60	126	186	
8:45	54	116	170	709
9:00	55	124	179	
9:15	69	95	164	
9:30	60	87	147	
9:45	59	71	130	620
10:00	62	74	136	
10:15	61	80	141	
10:30	69	63	132	
10:45	59	63	122	531
11:00	81	75	156	
11:15	80	86	166	
11:30	95	63	158	
11:45	100	71	171	651

Start Time			Total	Hourly
12:00	50	69	119	
12:15	73	87	160	
12:30	75	77	152	
12:45	80	66	146	577
13:00	62	56	118	
13:15	72	62	134	
13:30	74	66	140	
13:45	76	75	151	543
14:00	86	89	175	
14:15	93	77	170	
14:30	113	89	202	
14:45	105	93	198	745
15:00	121	90	211	
15:15	109	84	193	
15:30	101	70	171	
15:45	98	65	163	738
16:00	123	66	189	
16:15	128	63	191	
16:30	132	71	203	
16:45	137	67	204	787
17:00	134	68	202	
17:15	122	65	187	
17:30	128	57	185	
17:45	115	51	166	740
18:00	118	55	173	
18:15	85	53	138	
18:30	68	70	138	
18:45	59	65	124	573
19:00	66	67	133	
19:15	63	66	129	
19:30	48	36	84	
19:45	33	37	70	416
20:00	30	16	46	
20:15	22	19	41	
20:30	19	21	40	
20:45	19	21	40	167
21:00	13	16	29	
21:15	17	15	32	
21:30	13	17	30	
21:45	11	25	36	127
22:00	12	16	28	
22:15	9	15	24	
22:30	8	16	24	
22:45	10	16	26	102
23:00	7	9	16	
23:15	5	11	16	
23:30	5	11	16	
23:45	4	6	10	58
<b>Total</b>	<b>4816</b>	<b>4719</b>	<b>Daily</b>	<b>9535</b>
<b>AM Peak</b>	<b>228</b>	<b>493</b>		
<b>AM K</b>	<b>0.0756</b>	<b>AM D</b>	<b>0.6838</b>	
<b>PM Peak</b>	<b>531</b>	<b>269</b>		
<b>PM K</b>	<b>0.0839</b>	<b>PM D</b>	<b>0.6638</b>	

Start Time	Northbound	Southbound	Total	Hourly
Wednesday 1/12/2011	19	2	21	
0:15	17	3	20	
0:30	11	2	13	
0:45	12	3	15	69
1:00	9	3	12	
1:15	5	1	6	
1:30	5	2	7	
1:45	6	1	7	32
2:00	5	1	6	
2:15	8	1	9	
2:30	1	2	3	
2:45	5	2	7	25
3:00	4	1	5	
3:15	4	1	5	
3:30	2	2	4	
3:45	5	4	9	23
4:00	4	2	6	
4:15	4	6	10	
4:30	5	9	14	
4:45	8	11	19	49
5:00	7	14	21	
5:15	13	11	24	
5:30	14	29	43	
5:45	30	45	75	163
6:00	31	47	78	
6:15	57	68	125	
6:30	86	77	163	
6:45	72	98	170	536
7:00	72	121	193	
7:15	76	136	212	
7:30	66	142	208	
7:45	68	147	215	828
8:00	65	132	197	
8:15	67	126	193	
8:30	65	119	184	
8:45	69	123	192	766
9:00	67	114	181	
9:15	68	96	164	
9:30	78	89	167	
9:45	87	85	172	684
10:00	80	89	169	
10:15	85	96	181	
10:30	82	75	157	
10:45	71	76	147	654
11:00	97	89	186	
11:15	96	103	199	
11:30	114	76	190	
11:45	119	85	204	779

Start Time			Total	Hourly
12:00	60	82	142	
12:15	88	105	193	
12:30	90	92	182	
12:45	95	79	174	691
13:00	74	67	141	
13:15	86	74	160	
13:30	88	79	167	
13:45	91	90	181	649
14:00	103	106	209	
14:15	112	121	233	
14:30	135	106	241	
14:45	126	111	237	920
15:00	108	144	252	
15:15	101	131	232	
15:30	112	121	233	
15:45	99	102	201	918
16:00	132	100	232	
16:15	139	98	237	
16:30	149	99	248	
16:45	152	97	249	966
17:00	140	91	231	
17:15	147	98	245	
17:30	136	96	232	
17:45	139	87	226	934
18:00	124	81	205	
18:15	118	83	201	
18:30	93	84	177	
18:45	84	78	162	745
19:00	79	80	159	
19:15	75	79	154	
19:30	57	63	120	
19:45	39	45	84	517
20:00	35	52	87	
20:15	26	42	68	
20:30	23	39	62	
20:45	22	37	59	276
21:00	23	39	62	
21:15	21	36	57	
21:30	16	31	47	
21:45	14	30	44	210
22:00	11	31	42	
22:15	10	18	28	
22:30	9	20	29	
22:45	12	20	32	131
23:00	8	11	19	
23:15	6	13	19	
23:30	6	13	19	
23:45	5	7	12	69
<b>Total</b>	<b>5659</b>	<b>5975</b>	<b>Daily</b>	<b>11634</b>
<b>AM Peak</b>	<b>275</b>	<b>557</b>		
<b>AM K</b>	<b>0.0715</b>	<b>AM D</b>		<b>0.6695</b>
<b>PM Peak</b>	<b>588</b>	<b>385</b>		
<b>PM K</b>	<b>0.0836</b>	<b>PM D</b>		<b>0.6043</b>



Charlotte St  
West of SR 29a

Page 1

Start Time	Eastbound	Westbound	Total	Hourly
Wednesday 1/12/2011	13	2	15	
0:15	11	3	14	
0:30	8	2	10	
0:45	8	3	11	50
1:00	6	2	8	
1:15	3	1	4	
1:30	4	2	6	
1:45	4	1	5	23
2:00	4	1	5	
2:15	5	1	6	
2:30	1	2	3	
2:45	3	2	5	19
3:00	3	1	4	
3:15	2	1	3	
3:30	2	2	4	
3:45	3	3	6	17
4:00	3	2	5	
4:15	2	5	7	
4:30	4	9	13	
4:45	6	10	16	41
5:00	5	13	18	
5:15	31	10	41	
5:30	32	14	46	
5:45	20	17	37	142
6:00	37	19	56	
6:15	41	36	77	
6:30	42	43	85	
6:45	43	44	87	305
7:00	43	62	105	
7:15	51	72	123	
7:30	48	77	125	
7:45	54	66	120	473
8:00	57	69	126	
8:15	55	75	130	
8:30	52	74	126	
8:45	58	71	129	511
9:00	46	65	111	
9:15	43	47	90	
9:30	55	44	99	
9:45	64	57	121	421
10:00	54	51	105	
10:15	48	53	101	
10:30	65	47	112	
10:45	64	44	108	426
11:00	75	49	124	
11:15	69	40	109	
11:30	64	43	107	
11:45	59	43	102	442

Start Time			Total	Hourly
12:00	54	46	100	
12:15	71	51	122	
12:30	64	68	132	
12:45	69	58	127	481
13:00	67	49	116	
13:15	75	55	130	
13:30	66	58	124	
13:45	70	66	136	506
14:00	75	79	154	
14:15	66	90	156	
14:30	65	79	144	
14:45	71	83	154	608
15:00	61	75	136	
15:15	75	80	155	
15:30	64	75	139	
15:45	72	76	148	578
16:00	75	87	162	
16:15	71	91	162	
16:30	67	95	162	
16:45	68	95	163	649
17:00	65	103	168	
17:15	62	97	159	
17:30	58	94	152	
17:45	64	98	162	641
18:00	61	84	145	
18:15	64	78	142	
18:30	63	70	133	
18:45	59	64	123	543
19:00	55	67	122	
19:15	61	65	126	
19:30	59	52	111	
19:45	54	37	91	450
20:00	66	44	110	
20:15	43	35	78	
20:30	43	32	75	
20:45	42	31	73	336
21:00	37	32	69	
21:15	32	30	62	
21:30	13	26	39	
21:45	11	24	35	205
22:00	12	26	38	
22:15	8	15	23	
22:30	7	16	23	
22:45	9	16	25	109
23:00	7	9	16	
23:15	5	11	16	
23:30	5	11	16	
23:45	4	6	10	58
<b>Total</b>	<b>3905</b>	<b>4129</b>	<b>Daily</b>	<b>8034</b>
<b>AM Peak</b>	<b>222</b>	<b>289</b>		
<b>AM K</b>	<b>0.0636</b>	<b>AM D</b>	<b>0.5656</b>	
<b>PM Peak</b>	<b>271</b>	<b>384</b>		
<b>PM K</b>	<b>0.0815</b>	<b>PM D</b>	<b>0.5863</b>	

Charlotte St  
East of SR 29a

Start Time	Eastbound	Westbound	Total	Hourly
Wednesday 1/12/2011				
0:15	4	1	5	
0:30	4	1	5	
0:45	3	1	4	
1:00	3	1	4	18
1:15	2	1	3	
1:30	1	0	1	
1:45	1	1	2	
2:00	1	0	1	7
2:15	1	0	1	
2:30	2	0	2	
2:45	0	1	1	
3:00	1	1	2	6
3:15	1	0	1	
3:30	1	0	1	
3:45	1	1	2	
4:00	1	1	2	6
4:15	1	1	2	
4:30	1	2	3	
4:45	1	3	4	
5:00	2	3	5	14
5:15	2	4	6	
5:30	11	3	14	
5:45	7	5	12	
6:00	7	6	13	45
6:15	8	6	14	
6:30	9	12	21	
6:45	6	15	21	
7:00	6	30	36	92
7:15	11	25	36	
7:30	9	32	41	
7:45	10	27	37	
8:00	11	21	32	146
8:15	12	31	43	
8:30	14	22	36	
8:45	12	30	42	
9:00	11	24	35	156
9:15	11	25	36	
9:30	15	16	31	
9:45	19	15	34	
10:00	22	19	41	142
10:15	18	18	36	
10:30	16	18	34	
10:45	22	16	38	
11:00	22	15	37	145
11:15	26	17	43	
11:30	24	14	38	
11:45	22	15	37	
	20	15	35	153

Start Time			Total	Hourly
12:00	34	16	50	
12:15	24	18	42	
12:30	30	23	53	
12:45	24	20	44	189
13:00	23	17	40	
13:15	26	19	45	
13:30	23	20	43	
13:45	24	23	47	175
14:00	26	27	53	
14:15	23	31	54	
14:30	22	27	49	
14:45	25	28	53	209
15:00	30	26	56	
15:15	26	28	54	
15:30	22	26	48	
15:45	16	26	42	200
16:00	16	24	40	
16:15	14	24	38	
16:30	18	21	39	
16:45	19	27	46	163
17:00	17	22	39	
17:15	24	28	52	
17:30	19	30	49	
17:45	22	26	48	188
18:00	21	23	44	
18:15	22	27	49	
18:30	24	24	48	
18:45	20	22	42	183
19:00	19	23	42	
19:15	21	22	43	
19:30	20	18	38	
19:45	18	13	31	154
20:00	23	15	38	
20:15	15	12	27	
20:30	15	11	26	
20:45	14	11	25	116
21:00	13	9	22	
21:15	11	10	21	
21:30	4	9	13	
21:45	4	8	12	68
22:00	4	9	13	
22:15	3	5	8	
22:30	3	6	9	
22:45	3	6	9	39
23:00	2	3	5	
23:15	2	4	6	
23:30	2	4	6	
23:45	4	6	10	27
<b>Total</b>	<b>1249</b>	<b>1392</b>	<b>Daily</b>	<b>2641</b>
<b>AM Peak</b>	<b>49</b>	<b>107</b>		
<b>AM K</b>	<b>0.0591</b>	<b>AM D</b>		<b>0.6859</b>
<b>PM Peak</b>	<b>103</b>	<b>109</b>		
<b>PM K</b>	<b>0.0803</b>	<b>PM D</b>		<b>0.5142</b>

Immokalee Dr  
East of SR 29

Start Time	Eastbound	Westbound	Total	Hourly
Wednesday 1/12/2011				
0:15	3	3	6	
0:30	8	2	10	
0:45	5	1	6	
1:00	5	2	7	29
1:15	4	2	6	
1:30	2	1	3	
1:45	6	1	7	
2:00	3	0	3	19
2:15	2	1	3	
2:30	4	1	5	
2:45	1	0	1	
3:00	2	1	3	12
3:15	2	0	2	
3:30	2	1	3	
3:45	1	1	2	
4:00	2	2	4	11
4:15	2	1	3	
4:30	2	3	5	
4:45	2	6	8	
5:00	4	7	11	27
5:15	3	9	12	
5:30	21	7	28	
5:45	14	9	23	
6:00	14	12	26	89
6:15	16	13	29	
6:30	26	24	50	
6:45	31	29	60	
7:00	46	31	77	216
7:15	51	37	88	
7:30	54	44	98	
7:45	53	48	101	
8:00	57	51	108	395
8:15	58	49	107	
8:30	56	43	99	
8:45	55	58	113	
9:00	53	47	100	419
9:15	51	49	100	
9:30	50	32	82	
9:45	45	30	75	
10:00	43	38	81	338
10:15	43	35	78	
10:30	51	36	87	
10:45	32	32	64	
11:00	44	32	76	
11:15	43	29	72	302
11:30	43	29	72	
11:45	51	33	84	
	46	27	73	
	43	29	72	
	40	29	69	298

Start Time			Total	Hourly
12:00	41	31	72	
12:15	48	35	83	
12:30	39	46	85	
12:45	46	39	85	325
13:00	35	33	68	
13:15	31	37	68	
13:30	45	39	84	
13:45	47	45	92	312
14:00	51	53	104	
14:15	45	61	106	
14:30	44	53	97	
14:45	48	56	104	411
15:00	58	51	109	
15:15	50	54	104	
15:30	43	51	94	
15:45	57	51	108	415
16:00	50	60	110	
16:15	56	56	112	
16:30	53	67	120	
16:45	55	61	116	458
17:00	51	59	110	
17:15	49	62	111	
17:30	41	60	101	
17:45	41	52	93	415
18:00	38	57	95	
18:15	43	53	96	
18:30	37	47	84	
18:45	40	44	84	359
19:00	37	45	82	
19:15	41	44	85	
19:30	40	35	75	
19:45	36	25	61	303
20:00	44	29	73	
20:15	29	23	52	
20:30	29	22	51	
20:45	28	21	49	225
21:00	25	22	47	
21:15	22	26	48	
21:30	9	18	27	
21:45	7	17	24	146
22:00	8	18	26	
22:15	6	10	16	
22:30	5	11	16	
22:45	6	11	17	75
23:00	4	6	10	
23:15	3	7	10	
23:30	3	7	10	
23:45	8	12	20	50
<b>Total</b>	<b>2881</b>	<b>2768</b>	<b>Daily</b>	<b>5649</b>
<b>AM Peak</b>	<b>226</b>	<b>201</b>		
<b>AM K</b>	<b>0.0756</b>	<b>AM D</b>		<b>0.5293</b>
<b>PM Peak</b>	<b>215</b>	<b>243</b>		
<b>PM K</b>	<b>0.0811</b>	<b>PM D</b>		<b>0.5306</b>

SR 29 South of CR 846 (Northbound)  
DATE: Jan. 12 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
30	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
100	0	7	0	0	0	0	0	2	0	0	0	0	0	0	0	9	46
115	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9	
130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
145	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
200	0	6	0	0	0	0	0	2	0	0	0	0	0	0	0	8	27
215	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
230	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
245	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
315	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
345	0	3	2	0	0	0	0	1	0	0	0	0	0	0	0	6	
400	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6	21
415	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
430	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
445	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
500	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6	22
515	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9	
530	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11	
545	0	11	1	0	0	0	0	6	0	0	0	0	0	0	0	18	
600	0	23	2	0	0	0	0	2	0	0	0	0	0	0	0	27	65
615	1	20	1	0	0	0	0	10	0	0	0	0	0	0	0	32	
630	0	34	2	0	0	0	0	16	0	0	0	0	0	0	0	52	
645	1	42	1	0	1	0	0	14	0	0	0	0	0	0	0	59	
700	1	51	2	0	0	0	0	15	0	1	0	0	0	0	0	70	213
715	0	77	1	0	0	0	0	16	0	0	0	0	0	0	0	94	
730	0	70	3	0	0	0	0	19	1	0	0	0	0	0	0	93	
745	0	68	4	0	2	0	0	16	0	0	0	0	0	0	0	90	
800	0	81	2	0	1	0	0	15	0	0	0	0	0	0	0	99	376
815	0	64	6	0	2	0	0	6	0	0	0	0	0	0	2	80	
830	1	69	10	0	1	1	0	18	0	0	0	0	0	0	0	100	
845	0	77	7	0	1	0	1	14	0	0	0	0	0	0	0	100	
900	0	74	5	0	0	0	0	14	2	0	0	0	0	0	0	95	375
915	0	70	5	0	1	0	0	11	0	0	0	0	0	0	0	87	
930	0	55	5	0	0	0	0	16	0	0	0	0	0	0	0	76	
945	0	61	7	0	0	0	0	8	0	0	0	0	0	0	0	76	
1000	0	52	6	0	2	1	0	11	0	0	0	0	0	0	0	72	311
1015	1	54	3	0	0	0	0	12	0	0	0	0	0	0	0	70	
1030	0	47	6	0	1	0	0	11	0	0	0	0	0	0	0	65	
1045	0	50	5	0	0	3	0	15	0	1	0	0	0	0	1	75	
1100	0	49	5	0	0	2	0	11	0	0	0	0	0	0	0	67	277
1115	0	58	3	0	1	1	0	6	0	0	0	0	0	0	2	71	
1130	0	59	5	0	0	0	0	10	1	0	0	0	0	0	0	75	
1145	1	56	5	0	1	0	0	8	0	0	0	0	0	0	2	73	
1200	0	65	2	0	0	1	0	6	1	1	0	0	0	0	0	76	295
1215	0	70	4	0	1	0	0	4	0	0	0	0	0	0	0	79	
1230	1	72	5	0	2	2	0	6	0	0	0	0	0	0	0	88	
1245	0	69	6	0	1	0	0	5	0	0	0	0	0	0	0	81	
1300	2	63	4	0	0	1	0	7	0	0	0	0	0	0	1	78	326
1315	0	58	4	0	3	0	0	6	0	0	0	0	0	0	0	71	
1330	0	66	5	0	2	0	0	6	0	0	0	0	0	0	0	79	
1345	0	63	5	0	2	0	0	10	0	0	0	0	0	0	0	80	
1400	0	70	4	0	0	0	0	10	0	0	0	0	1	0	1	86	316
1415	0	70	8	0	0	2	0	12	0	0	0	0	0	0	0	92	
1430	0	72	9	0	1	0	0	14	0	0	0	0	0	0	0	96	
1445	0	67	4	0	0	0	0	12	0	0	0	0	0	0	0	83	
1500	0	74	10	0	1	0	0	13	0	0	0	0	0	0	0	98	369
1515	0	74	7	0	1	2	0	12	0	0	0	0	0	0	1	97	
1530	0	75	4	0	0	1	0	11	0	0	0	0	0	0	0	91	
1545	1	81	6	0	2	0	0	11	0	0	0	0	0	0	0	101	
1600	0	87	11	0	4	0	0	13	0	0	0	0	0	0	0	115	404

1615	0	88	6	0	0	1	0	10	1	0	0	0	0	0	1	107
1630	0	81	5	0	0	0	0	15	0	0	0	0	0	0	0	101
1645	0	79	5	0	0	0	0	14	0	0	0	0	0	0	0	98
1700	0	77	4	0	0	0	0	8	0	0	0	0	0	0	0	89
1715	0	82	2	0	0	0	0	8	0	0	0	0	0	0	1	93
1730	0	69	2	0	1	0	0	6	0	0	0	0	0	0	0	78
1745	0	77	3	0	0	0	0	3	0	0	0	0	0	0	0	83
1800	0	73	5	0	0	0	0	1	0	0	2	0	0	0	0	81
1815	0	66	2	0	0	0	0	0	0	0	0	0	0	0	0	68
1830	0	57	5	0	1	0	0	3	0	0	0	0	0	0	0	66
1845	0	55	2	0	0	0	0	0	0	0	0	0	0	0	0	57
1900	0	43	2	0	0	1	0	1	0	0	0	0	0	0	0	47
1915	1	44	1	0	0	0	0	0	1	0	0	0	0	0	0	47
1930	0	41	1	0	0	0	0	0	0	0	0	0	0	0	0	42
1945	0	38	3	0	0	2	0	0	0	0	0	0	0	0	0	43
2000	0	33	5	0	0	0	0	0	0	0	0	0	0	0	0	38
2015	0	32	2	0	0	0	0	0	0	0	0	0	0	0	0	34
2030	0	33	0	0	0	0	0	2	0	1	0	0	0	0	1	37
2045	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
2100	0	20	2	0	0	0	0	3	0	0	0	0	0	0	0	25
2115	0	26	1	0	0	0	0	1	0	0	0	0	0	0	0	28
2130	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
2145	0	28	1	0	0	0	0	0	0	0	0	0	0	0	0	29
2200	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
2215	0	17	1	0	0	0	0	1	0	0	0	0	0	0	0	19
2230	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
2245	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
2300	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
2315	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	9
2330	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2345	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
2400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	<b>12</b>	<b>3981</b>	<b>284</b>	<b>0</b>	<b>37</b>	<b>21</b>	<b>1</b>	<b>540</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>4904</b>
<b>%</b>	<b>0.2%</b>	<b>81.2%</b>	<b>5.8%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>11.0%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>
<b>AM Peak</b>	<b>1</b>	<b>290</b>	<b>27</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>382</b>
<b>AM K</b>																<b>0.0779</b>
<b>PM Peak</b>	<b>1</b>	<b>337</b>	<b>28</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>424</b>
<b>PM K</b>																<b>0.0865</b>



SR 29 South of CR 846 (Northbound)  
DATE: Jan. 13 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
30	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0	14	
45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
100	0	12	0	0	0	0	0	1	0	0	0	0	0	0	0	13	51
115	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	8	
130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
145	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8	
200	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8	31
215	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9	
230	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
245	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5	
300	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	26
315	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5	
330	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
345	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7	
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	26
415	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
430	1	5	0	0	1	0	0	2	0	0	0	0	0	0	0	9	
445	0	7	0	0	0	1	0	0	0	1	0	0	0	0	0	9	
500	0	8	0	0	0	0	0	2	0	0	0	0	0	0	0	10	31
515	1	6	2	0	0	0	0	1	1	0	0	0	0	0	0	11	
530	0	7	1	0	0	0	0	11	0	0	0	0	0	0	0	19	
545	0	7	2	0	0	0	0	8	1	0	0	0	0	0	0	18	
600	0	21	3	0	1	0	0	11	0	0	0	0	0	0	0	36	84
615	0	24	1	0	0	0	0	12	0	0	0	0	0	0	0	37	
630	0	27	3	0	0	0	0	15	0	0	0	0	0	0	0	45	
645	0	61	3	0	1	0	0	17	1	0	0	0	0	0	0	83	
700	1	67	0	0	0	1	0	17	0	0	0	0	0	0	0	86	251
715	0	68	2	0	0	0	0	18	0	0	0	0	0	0	0	88	
730	0	66	1	0	1	0	0	14	1	1	0	0	0	0	0	84	
745	0	66	4	0	1	1	0	19	1	0	0	0	0	0	0	92	
800	1	75	5	0	1	0	0	13	0	0	0	0	0	0	0	95	359
815	0	71	5	0	0	0	0	17	0	0	0	0	0	0	0	93	
830	0	77	9	0	0	0	0	16	0	0	0	0	0	0	0	102	
845	0	73	9	0	1	0	1	12	1	0	0	0	0	0	2	99	
900	1	75	8	0	0	2	0	19	0	0	1	0	0	0	0	106	400
915	0	84	6	0	1	0	0	17	0	0	0	0	0	0	2	110	
930	0	61	8	0	0	0	0	9	0	0	0	0	0	0	0	78	
945	0	63	7	0	1	1	0	11	0	0	0	0	0	0	2	85	
1000	0	56	2	0	1	1	1	13	1	0	0	0	0	0	0	75	348
1015	1	57	6	0	0	0	0	11	0	0	0	0	0	0	0	75	
1030	0	48	2	0	1	1	0	12	0	0	0	0	0	0	0	64	
1045	0	48	4	0	1	0	0	11	0	1	0	0	0	0	0	65	
1100	0	57	4	0	0	3	0	12	0	1	0	0	0	0	0	77	281
1115	0	56	2	0	1	3	0	12	0	0	0	0	0	0	0	74	
1130	1	62	5	0	1	0	0	11	1	0	0	0	0	0	1	82	
1145	1	61	2	0	1	2	0	9	0	0	0	0	0	0	0	76	
1200	0	68	3	0	1	1	0	4	0	0	0	0	0	0	0	77	309
1215	1	74	2	0	1	0	0	4	1	0	1	0	0	0	0	84	
1230	1	70	2	0	2	0	0	4	0	0	0	0	0	0	0	79	
1245	1	71	7	0	1	0	0	6	1	0	0	0	0	0	0	87	
1300	0	68	5	0	1	1	0	6	0	0	0	0	0	0	0	81	331
1315	0	59	5	0	1	2	0	7	0	0	0	0	0	0	0	74	
1330	0	62	6	0	1	0	0	7	0	0	0	0	1	0	0	77	
1345	1	74	6	0	1	1	0	9	0	0	0	0	0	0	2	94	
1400	0	65	7	0	1	0	0	11	0	0	0	0	0	0	0	84	329
1415	0	78	2	0	0	0	0	11	0	0	0	0	0	0	1	92	
1430	0	76	11	0	1	1	0	12	0	0	0	0	0	0	0	101	
1445	0	72	11	0	1	0	0	11	0	0	0	0	0	0	0	95	
1500	0	71	8	0	1	0	0	9	0	0	0	0	1	0	0	90	378
1515	1	71	6	0	0	0	0	13	0	0	0	0	0	0	0	91	
1530	0	69	10	0	1	1	0	13	0	0	0	0	0	0	0	94	
1545	1	66	6	0	0	1	0	11	0	0	0	0	0	0	0	85	
1600	0	65	4	0	0	0	0	11	0	0	0	0	0	0	0	80	350

1615	0	62	11	0	1	1	1	12	0	0	0	0	0	0	0	88
1630	0	73	9	0	0	2	0	11	0	0	0	0	0	0	0	95
1645	1	77	3	0	1	0	0	12	1	0	0	0	0	0	0	95
1700	1	68	2	0	0	0	0	9	0	0	0	0	0	0	0	80
1715	0	66	4	0	0	0	0	7	0	0	0	0	0	0	0	77
1730	0	63	4	0	0	0	0	7	0	0	0	0	1	0	0	75
1745	0	62	4	0	0	0	0	5	0	0	0	0	0	0	0	71
1800	0	59	3	0	1	0	0	4	0	0	2	0	0	0	0	69
1815	0	57	5	0	0	0	0	2	0	0	0	0	0	0	0	64
1830	1	51	6	0	0	0	0	2	0	0	0	0	0	0	0	60
1845	0	65	3	0	0	0	0	2	0	0	0	0	0	0	0	70
1900	1	52	0	0	0	0	0	0	0	0	0	0	0	0	0	53
1915	0	36	1	0	0	0	0	1	0	0	0	0	0	0	0	38
1930	0	33	2	0	0	0	0	1	0	0	0	0	0	0	0	36
1945	0	31	4	0	0	0	0	2	0	0	0	0	0	0	0	37
2000	0	31	4	0	0	0	0	1	0	0	0	0	0	0	0	36
2015	0	19	2	0	1	0	0	0	0	0	0	0	0	0	0	22
2030	0	37	1	0	1	0	0	0	0	0	0	0	0	0	0	39
2045	0	32	0	0	0	0	0	1	0	0	0	0	0	0	0	33
2100	0	21	0	0	0	0	0	2	0	0	0	0	0	0	0	23
2115	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0	25
2130	0	20	0	0	0	0	0	1	0	0	0	0	0	0	0	21
2145	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
2200	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21
2215	0	23	1	0	0	0	0	1	0	0	0	0	0	0	0	25
2230	0	16	3	0	0	0	0	1	0	0	0	0	0	0	0	20
2245	0	15	1	0	0	0	0	1	0	0	0	0	0	0	0	17
2300	0	14	0	0	1	0	0	0	0	0	0	0	0	0	0	15
2315	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2330	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2345	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	7
2400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>20</b>	<b>3940</b>	<b>288</b>	<b>0</b>	<b>36</b>	<b>27</b>	<b>3</b>	<b>592</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>4939</b>
<b>%</b>	<b>0.4%</b>	<b>79.8%</b>	<b>5.8%</b>	<b>0.0%</b>	<b>0.7%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>12.0%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>
<b>AM Peak</b>	<b>1</b>	<b>309</b>	<b>32</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>417</b>
<b>AM K</b>																<b>0.0844</b>
<b>PM Peak</b>	<b>0</b>	<b>297</b>	<b>32</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>378</b>
<b>PM K</b>																<b>0.0765</b>

SR 29 South of CR 846 (Southbound)  
DATE: Jan 12 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7	
45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
100	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6	21
115	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7	
130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
145	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	
200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16
215	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7	
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
245	0	3	0	0	1	0	0	1	0	1	0	0	0	0	0	6	
300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19
315	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	7	
330	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9	
345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
400	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5	23
415	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
430	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
445	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
500	0	20	4	0	1	0	0	0	0	0	0	0	0	0	0	25	57
515	0	19	3	0	0	1	0	2	1	0	0	0	0	0	0	26	
530	0	24	4	0	0	0	0	0	0	0	0	0	0	0	1	29	
545	0	29	4	0	0	0	0	3	0	0	0	0	0	0	0	36	
600	0	38	3	0	0	0	0	4	0	0	0	0	0	0	0	45	136
615	0	44	5	0	1	0	0	4	0	0	0	0	0	0	0	54	
630	1	47	5	0	0	0	0	4	0	0	0	0	0	0	0	57	
645	0	51	6	0	1	0	0	13	0	0	0	0	0	0	0	71	
700	0	55	4	0	0	0	0	16	0	1	0	0	0	0	0	76	258
715	0	56	7	0	0	0	0	16	0	0	0	0	0	0	0	79	
730	0	59	4	0	2	0	0	18	0	0	1	0	0	0	0	84	
745	2	61	5	0	0	0	0	15	0	1	0	0	0	0	0	84	
800	0	60	5	0	1	0	0	16	0	0	0	0	0	0	1	83	330
815	0	55	6	0	1	0	0	16	1	0	0	0	0	0	0	79	
830	1	52	6	0	2	0	0	17	0	0	0	0	0	0	0	78	
845	0	57	7	0	2	1	0	18	0	0	0	0	0	0	0	85	
900	0	58	5	0	1	0	0	16	1	0	0	0	0	0	0	81	323
915	0	54	5	0	1	0	0	16	0	0	0	0	0	0	0	76	
930	1	44	4	0	2	0	0	14	0	0	0	0	0	0	0	65	
945	0	57	8	0	1	0	0	9	0	1	0	0	0	0	0	76	
1000	0	56	3	0	0	1	0	10	1	0	0	0	0	0	0	71	288
1015	1	51	3	0	1	2	0	9	0	0	0	0	0	0	0	67	
1030	0	55	5	0	0	1	0	12	0	0	0	0	0	0	1	74	
1045	1	54	0	0	0	2	0	12	0	0	0	0	0	0	1	70	
1100	0	52	5	0	3	4	0	16	0	0	0	0	0	0	0	80	291
1115	1	52	3	0	1	3	0	13	0	0	0	0	0	0	1	74	
1130	0	47	6	0	0	1	0	12	1	0	0	0	0	0	1	68	
1145	0	50	4	0	0	0	0	11	0	0	0	0	0	0	0	65	
1200	0	56	7	0	2	2	0	6	0	1	0	0	0	0	0	74	281
1215	0	72	7	0	2	2	1	4	0	0	0	0	0	0	0	88	
1230	1	59	3	0	2	0	0	7	1	0	0	0	0	0	0	73	
1245	0	56	3	0	2	0	0	3	0	0	0	0	0	0	0	64	
1300	0	53	4	0	1	0	0	3	0	0	0	0	0	0	1	62	287
1315	0	51	3	0	1	0	0	10	0	0	0	0	0	0	0	65	
1330	0	62	5	0	1	0	0	4	0	0	0	0	1	0	0	73	
1345	0	62	3	0	0	0	0	2	0	1	1	0	1	0	0	70	
1400	0	73	2	0	0	0	0	4	0	0	0	0	0	0	1	80	288
1415	0	73	2	0	2	0	0	13	1	0	0	0	0	0	0	91	
1430	0	67	4	0	1	0	0	11	0	0	0	0	0	0	0	83	
1445	0	59	3	0	0	0	0	12	0	0	0	0	0	0	0	74	
1500	0	61	4	0	0	1	0	11	0	0	0	0	0	0	0	77	325
1515	0	55	4	0	0	0	0	11	0	0	0	0	0	0	1	71	
1530	0	57	3	0	2	1	0	14	0	0	0	0	0	0	1	78	
1545	0	53	5	0	0	1	0	14	0	0	0	0	0	0	0	73	
1600	0	51	5	0	2	0	0	10	0	0	0	0	0	0	0	68	290

1615	1	57	5	0	1	2	0	7	1	0	0	0	0	0	0	74
1630	0	52	4	0	1	2	0	11	0	0	0	0	0	0	0	70
1645	0	55	6	0	0	1	0	12	0	0	0	0	0	0	0	74
1700	1	51	6	0	0	0	0	6	0	0	0	0	0	0	0	64
1715	0	50	5	0	0	0	0	6	0	0	1	0	0	0	0	62
1730	0	57	4	0	1	0	0	6	1	0	0	0	0	0	0	69
1745	1	58	4	0	1	0	0	6	0	0	0	0	0	0	0	70
1800	0	53	5	0	0	0	0	0	0	0	0	0	0	0	0	58
1815	0	50	5	0	0	0	0	2	0	0	0	0	0	0	0	57
1830	0	52	5	0	0	0	0	0	0	0	0	0	0	0	0	57
1845	0	56	4	0	1	0	0	1	0	0	0	0	0	0	0	62
1900	1	47	5	0	0	0	0	0	0	1	1	0	0	0	0	55
1915	0	41	3	0	0	0	0	1	0	0	0	0	0	0	0	45
1930	0	41	2	0	0	0	0	1	0	0	0	0	0	0	0	44
1945	0	40	2	0	0	0	0	1	0	0	0	0	0	0	0	43
2000	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	39
2015	0	38	3	0	1	0	0	0	0	0	0	0	0	0	0	42
2030	0	36	3	0	0	0	0	1	1	0	0	0	0	0	0	41
2045	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
2100	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
2115	0	32	1	0	0	0	0	2	0	0	0	0	0	0	0	35
2130	0	35	1	0	0	0	0	0	0	1	0	0	0	0	0	37
2145	0	33	2	0	0	0	0	0	0	0	0	0	0	0	0	35
2200	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
2215	0	24	2	0	0	0	0	1	0	0	0	0	0	0	0	27
2230	0	24	1	0	0	0	0	1	0	0	0	0	0	0	0	26
2245	0	17	1	0	1	0	0	0	0	0	0	0	0	0	0	19
2300	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
2315	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
2330	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2345	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2400	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
<b>Total</b>	<b>13</b>	<b>3616</b>	<b>295</b>	<b>0</b>	<b>49</b>	<b>28</b>	<b>1</b>	<b>519</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>4557</b>
<b>%</b>	<b>0.3%</b>	<b>79.4%</b>	<b>6.5%</b>	<b>0.0%</b>	<b>1.1%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>11.4%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>
<b>AM Peak</b>	<b>2</b>	<b>236</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>330</b>
<b>AM K</b>																<b>0.0724</b>
<b>PM Peak</b>	<b>0</b>	<b>272</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>328</b>
<b>PM K</b>																<b>0.0720</b>

SR 29 South of CR 846 (Southbound)  
DATE: Jan 13 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	6	
30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16
115	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
130	0	5	0	0	0	0	0	1	1	0	0	0	0	0	0	7	
145	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
200	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	18
215	0	3	1	0	0	1	0	0	0	1	0	0	0	0	0	6	
230	0	3	0	0	1	0	0	0	0	0	0	0	0	0	1	5	
245	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
300	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	4	19
315	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	8	
330	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
345	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
400	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5	25
415	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
430	1	11	0	0	1	0	0	1	1	0	0	0	0	0	1	16	
445	0	18	1	0	0	1	0	0	0	1	0	0	0	0	0	21	
500	0	16	1	0	0	0	0	0	0	1	0	0	0	0	0	18	58
515	0	20	1	0	0	0	0	1	0	0	0	0	0	0	0	22	
530	0	24	1	0	0	0	0	1	0	0	0	0	0	0	0	26	
545	0	25	2	0	1	0	0	2	0	0	0	0	0	0	0	30	
600	0	34	4	0	0	0	0	2	0	0	0	0	0	0	0	40	118
615	0	48	4	0	1	0	0	4	0	0	0	0	0	0	0	57	
630	0	47	3	0	0	1	0	6	0	0	0	0	0	0	0	57	
645	0	51	2	0	0	0	0	12	0	1	0	0	0	0	1	67	
700	1	56	2	0	1	0	0	15	1	0	0	0	0	0	0	76	257
715	0	59	8	0	1	0	0	18	1	0	0	0	0	0	0	87	
730	0	53	9	0	0	0	0	18	0	0	0	0	0	0	0	80	
745	0	55	10	0	0	0	0	17	0	0	1	0	1	0	0	84	
800	0	55	8	0	0	1	0	15	0	0	0	0	0	0	0	79	330
815	0	51	7	0	0	0	0	16	0	1	0	0	0	0	0	75	
830	1	47	8	0	1	0	0	16	1	0	0	0	0	0	0	74	
845	0	58	12	0	1	0	1	14	0	0	0	0	0	0	0	86	
900	0	53	9	0	2	0	0	18	0	0	0	0	0	0	1	83	318
915	1	53	8	0	1	0	0	13	0	0	0	0	0	0	0	76	
930	0	51	7	0	2	0	0	17	0	1	0	0	0	0	0	78	
945	0	57	6	0	1	0	0	12	1	1	0	0	0	0	0	78	
1000	0	52	5	0	1	0	0	14	0	0	1	0	0	0	0	73	305
1015	0	50	5	0	1	1	0	11	0	0	0	0	0	0	0	68	
1030	0	50	5	0	1	2	0	10	1	0	0	0	0	0	0	69	
1045	1	51	4	0	3	2	0	12	0	1	0	0	0	0	1	75	
1100	1	56	5	0	2	2	0	14	0	0	0	0	0	0	0	80	292
1115	0	47	6	0	2	2	0	14	0	0	0	0	0	0	1	72	
1130	0	49	4	0	1	3	0	14	0	0	0	0	0	0	1	72	
1145	0	46	4	0	1	1	0	13	0	0	0	0	0	0	0	65	
1200	0	54	5	0	0	1	0	9	1	0	0	0	0	0	0	70	279
1215	0	55	2	0	2	2	1	7	0	0	0	0	0	0	1	70	
1230	0	64	3	0	2	0	0	7	1	0	0	0	0	0	0	77	
1245	1	68	3	0	3	1	1	6	0	0	0	0	0	0	0	83	
1300	0	57	5	0	2	1	0	3	0	1	0	0	0	0	1	70	300
1315	0	47	7	0	1	0	0	3	0	0	0	0	0	0	0	58	
1330	0	64	6	0	2	0	0	9	0	0	0	0	1	0	1	83	
1345	0	59	5	0	3	1	0	9	1	0	0	0	0	0	0	78	
1400	0	66	5	0	3	0	0	7	0	0	0	0	0	0	1	82	301
1415	1	69	4	0	2	0	0	11	0	0	0	0	0	0	0	87	
1430	0	72	4	0	1	1	0	13	0	0	0	0	0	0	1	92	
1445	1	63	4	0	1	0	0	14	0	1	0	0	0	0	0	84	
1500	0	62	4	0	1	0	0	11	1	0	1	0	0	0	0	80	343
1515	0	59	6	0	2	1	0	14	0	0	0	0	0	0	0	82	
1530	0	51	4	0	0	2	0	12	0	0	0	0	0	0	1	70	
1545	0	50	4	0	3	0	0	12	0	0	0	0	0	0	0	69	
1600	0	48	9	0	3	1	0	11	0	0	0	0	1	0	0	73	294

1615	1	47	9	0	1	1	0	11	0	0	0	0	0	0	1	71
1630	0	44	8	0	1	1	0	9	0	0	0	0	0	0	0	63
1645	0	54	7	0	1	0	0	12	0	0	0	0	0	0	0	74
1700	1	53	7	0	0	0	0	12	0	0	0	0	0	0	0	73
1715	0	57	7	0	2	1	0	12	0	0	0	0	0	0	0	79
1730	0	52	6	0	2	0	0	13	0	1	0	0	0	0	0	74
1745	0	56	5	0	1	0	0	11	1	0	0	0	0	0	1	75
1800	0	57	7	0	1	1	0	10	0	0	1	0	0	0	1	78
1815	0	50	5	0	1	0	0	6	0	0	0	0	0	0	0	62
1830	0	55	7	0	0	0	0	2	0	0	0	0	0	0	0	64
1845	0	50	7	0	0	1	0	3	0	0	1	0	0	0	0	62
1900	0	46	6	0	1	0	0	1	0	0	0	0	0	0	1	55
1915	1	43	4	0	0	0	0	0	0	0	0	0	0	0	0	48
1930	0	56	3	0	0	1	0	1	0	0	0	0	0	0	0	61
1945	0	44	3	0	0	0	0	3	1	0	0	0	0	0	0	51
2000	0	43	1	0	0	0	0	1	0	0	0	0	0	0	0	45
2015	0	31	2	0	0	1	0	2	0	0	0	0	0	0	0	36
2030	0	40	2	0	1	0	0	0	0	0	0	0	0	0	0	43
2045	0	34	1	0	1	0	0	0	1	0	0	0	0	0	0	37
2100	0	24	1	0	0	0	0	0	0	0	0	0	0	0	1	26
2115	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
2130	0	34	2	0	0	0	0	1	0	0	0	0	0	0	0	37
2145	0	34	2	0	1	0	0	0	0	1	0	0	0	0	1	39
2200	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29
2215	0	29	1	0	0	0	0	2	0	0	0	0	0	0	0	32
2230	1	21	2	0	0	1	0	2	0	0	0	0	0	0	0	27
2245	0	18	1	0	0	0	0	1	0	0	1	0	0	0	0	21
2300	0	16	1	0	1	0	0	0	0	0	0	0	0	0	0	18
2315	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2330	0	9	1	0	0	1	0	0	1	0	0	0	0	0	0	12
2345	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
2400	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>14</b>	<b>3588</b>	<b>350</b>	<b>0</b>	<b>74</b>	<b>37</b>	<b>3</b>	<b>596</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>4719</b>
<b>%</b>	<b>0.3%</b>	<b>76.0%</b>	<b>7.4%</b>	<b>0.0%</b>	<b>1.6%</b>	<b>0.8%</b>	<b>0.1%</b>	<b>12.6%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>100.0%</b>
<b>AM Peak</b>	<b>0</b>	<b>222</b>	<b>35</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>330</b>
<b>AM K</b>																<b>0.0699</b>
<b>PM Peak</b>	<b>2</b>	<b>270</b>	<b>17</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>345</b>
<b>PM K</b>																<b>0.0731</b>

SR 29 South of SR 82 (Northbound)

DATE: Jan 12 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	9	2	0	0	0	0	2	0	0	0	0	0	0	0	13	
30	0	11	0	0	0	0	0	2	0	0	0	0	0	0	0	13	
45	0	14	2	0	0	0	0	1	0	0	0	0	0	0	0	17	
100	0	10	0	0	0	3	0	1	0	0	0	0	0	0	0	14	57
115	0	12	1	0	0	0	0	1	0	0	0	0	0	0	0	14	
130	0	8	2	0	0	0	0	2	0	0	0	0	0	0	0	12	
145	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8	
200	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	42
215	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8	
230	0	8	0	0	0	0	0	3	0	0	0	0	0	0	0	11	
245	0	5	1	0	0	0	0	2	0	0	0	0	0	0	0	8	
300	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4	31
315	0	7	3	0	0	0	0	2	0	0	0	0	0	0	0	12	
330	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9	
345	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7	
400	0	8	1	0	2	0	0	1	0	0	0	0	0	0	0	12	40
415	0	5	4	0	0	0	0	1	0	0	0	0	0	0	0	10	
430	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9	
445	0	8	2	0	0	0	0	7	0	0	0	0	0	0	0	17	
500	0	8	2	0	0	0	0	7	0	0	0	0	0	0	0	17	53
515	0	9	4	0	0	0	0	5	2	0	0	0	0	0	0	20	
530	0	11	6	0	0	0	0	6	0	0	0	0	0	0	0	23	
545	0	16	2	0	0	0	0	13	0	0	0	0	0	0	0	31	
600	0	34	4	0	0	0	0	12	0	0	0	0	0	0	0	50	124
615	1	29	2	0	0	0	0	14	0	0	0	0	0	0	0	46	
630	0	50	4	0	0	0	0	16	0	0	0	0	0	0	0	70	
645	0	60	1	0	2	0	0	17	0	0	0	0	0	0	0	80	
700	2	58	3	0	0	0	0	17	0	2	0	0	0	0	0	82	278
715	0	66	1	0	0	0	0	19	0	0	0	0	0	0	0	86	
730	0	67	5	0	0	0	0	19	2	0	0	0	0	0	0	93	
745	1	61	6	0	3	0	0	16	0	0	0	0	0	0	0	87	
800	0	72	4	0	2	0	0	17	0	0	0	0	0	0	0	95	361
815	0	77	9	0	3	0	0	14	0	0	0	0	0	0	3	106	
830	1	65	15	0	2	2	0	8	0	0	0	0	0	0	0	93	
845	0	65	10	0	2	0	2	14	0	0	0	0	0	0	0	93	
900	0	67	8	0	0	0	0	13	3	0	0	0	0	0	0	91	383
915	0	62	13	0	2	0	0	14	0	0	0	0	0	0	0	91	
930	0	73	10	0	0	0	0	18	0	0	0	0	0	0	0	101	
945	1	64	11	0	0	0	0	19	0	0	0	0	0	0	0	95	
1000	0	77	8	0	3	2	0	14	0	0	0	0	0	0	0	104	391
1015	1	66	8	0	0	0	0	12	0	0	0	0	0	0	0	87	
1030	0	71	9	0	2	7	0	13	0	0	0	0	0	0	0	102	
1045	0	75	7	0	3	4	0	15	0	2	0	0	0	0	2	108	
1100	0	73	7	0	0	3	0	19	0	0	0	0	0	0	0	102	399
1115	2	87	7	0	2	2	0	6	0	0	0	0	0	0	2	108	
1130	0	89	7	0	0	0	0	10	2	0	0	0	0	0	0	108	
1145	1	84	7	0	2	0	0	8	0	0	0	0	0	0	2	104	
1200	0	98	4	0	3	2	0	6	2	2	0	0	0	0	0	117	437
1215	0	105	6	0	2	0	0	4	0	0	0	0	0	0	0	117	
1230	1	108	7	0	3	3	0	6	0	0	0	0	0	0	0	128	
1245	0	104	8	0	2	0	0	5	0	0	0	0	0	0	0	119	
1300	0	95	11	0	0	2	0	7	0	0	0	0	0	0	1	116	480
1315	0	87	6	0	4	0	0	6	0	0	0	0	0	0	0	103	
1330	0	99	7	0	3	0	0	6	0	0	0	0	0	0	0	115	
1345	0	94	7	0	3	0	0	10	0	0	0	0	0	0	0	114	
1400	0	105	8	0	0	0	0	10	0	0	0	0	2	0	2	127	459
1415	0	105	11	0	0	3	0	17	0	0	0	0	0	0	0	136	
1430	0	108	13	0	2	0	0	14	0	0	0	0	0	0	0	137	
1445	0	101	15	0	0	0	0	14	0	0	0	0	0	0	0	130	
1500	1	111	15	0	2	0	0	13	0	0	0	0	0	0	0	142	545
1515	0	110	10	0	2	3	0	16	0	0	0	0	0	0	2	143	
1530	2	113	23	0	0	2	0	18	0	0	0	0	0	0	0	158	
1545	1	139	19	0	3	0	0	18	0	0	0	0	0	0	0	180	
1600	0	152	16	0	5	0	0	17	0	0	0	0	0	0	0	190	671

1615	0	170	8	0	0	2	0	17	2	0	0	0	0	0	1	200	
1630	1	167	7	0	0	0	0	17	0	0	0	0	0	0	2	194	
1645	0	166	7	0	0	0	0	14	0	0	0	0	0	0	0	187	
1700	1	178	6	0	0	0	0	17	0	0	0	0	0	0	0	202	783
1715	0	177	7	0	0	0	0	16	0	0	0	0	0	0	1	201	
1730	0	181	4	0	2	0	0	16	0	0	0	0	0	0	0	203	
1745	0	167	7	0	0	0	0	17	0	0	0	0	0	0	1	192	
1800	0	175	7	0	0	0	0	14	0	0	3	0	0	0	2	201	797
1815	0	166	8	0	0	0	0	20	0	0	0	0	0	0	0	194	
1830	0	173	7	0	3	0	0	14	0	0	0	0	0	0	0	197	
1845	0	139	4	0	0	0	0	14	0	0	0	0	0	0	0	157	
1900	1	113	3	0	0	2	0	11	0	0	0	0	0	0	0	130	678
1915	1	87	3	0	0	0	0	9	2	0	0	0	0	0	0	102	
1930	0	84	6	0	0	0	0	8	0	0	0	0	0	0	0	98	
1945	0	91	5	0	0	4	0	2	0	0	0	0	0	0	0	102	
2000	0	73	7	0	0	0	0	4	0	0	0	0	0	0	0	84	386
2015	0	76	4	0	0	0	0	0	0	0	0	0	0	0	0	80	
2030	0	50	0	0	0	0	0	2	0	2	0	0	0	0	2	56	
2045	0	43	1	0	0	0	0	0	0	0	0	0	0	0	0	44	
2100	0	35	3	0	0	0	0	3	0	0	0	0	0	0	0	41	221
2115	0	39	2	0	0	0	0	1	0	0	0	0	0	0	0	42	
2130	0	38	1	0	0	0	0	0	0	0	0	0	0	0	0	39	
2145	1	42	2	0	0	0	0	0	0	0	0	0	0	0	0	45	
2200	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28	154
2215	0	25	2	0	0	0	0	1	0	0	0	0	0	0	0	28	
2230	0	26	1	0	0	0	0	0	0	0	0	0	0	0	0	27	
2245	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20	
2300	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22	97
2315	0	11	1	0	0	0	0	1	0	0	0	0	0	0	0	13	
2330	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
2345	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8	
2400	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8	38
<b>Total</b>	<b>20</b>	<b>6387</b>	<b>522</b>	<b>0</b>	<b>69</b>	<b>46</b>	<b>2</b>	<b>808</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>7905</b>	
<b>%</b>	<b>0.3%</b>	<b>80.8%</b>	<b>6.6%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>10.2%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>	
<b>AM Peak</b>	<b>1</b>	<b>279</b>	<b>38</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>387</b>	
<b>AM K</b>																<b>0.0490</b>	
<b>PM Peak</b>	<b>1</b>	<b>703</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>798</b>	
<b>PM K</b>																<b>0.1009</b>	



SR 29 South of SR 82 (Northbound)  
DATE: Jan 13 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21	
30	0	20	0	0	0	0	0	1	0	0	0	0	0	0	0	21	
45	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
100	0	18	0	0	0	0	0	1	0	0	0	0	0	0	0	19	77
115	0	10	0	0	0	0	0	1	0	0	0	0	0	0	0	11	
130	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
145	0	8	2	0	1	0	0	2	0	0	0	0	0	0	0	13	
200	0	8	2	0	0	0	0	1	0	0	0	0	0	0	0	11	46
215	0	12	2	0	0	0	0	2	0	0	0	0	0	0	0	16	
230	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
245	1	5	0	0	0	0	0	1	0	0	0	0	0	0	0	7	
300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	39
315	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6	
330	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
345	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10	
400	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	35
415	0	5	1	0	0	0	0	5	0	0	0	0	0	0	0	11	
430	0	7	0	0	1	0	0	2	0	0	0	0	0	0	0	10	
445	0	11	1	0	0	1	0	4	0	1	0	0	0	0	0	18	
500	0	12	1	0	0	0	0	4	0	0	0	0	0	0	0	17	56
515	0	8	3	0	0	0	0	5	1	0	0	0	0	0	0	17	
530	0	10	2	0	0	0	0	3	0	0	0	0	0	0	0	15	
545	0	10	4	0	0	0	0	13	1	0	0	0	0	0	0	28	
600	0	31	4	0	1	0	0	11	0	0	0	0	0	0	0	47	107
615	0	35	2	0	0	0	0	12	0	0	0	0	0	0	0	49	
630	1	40	5	0	0	0	0	20	0	0	0	0	0	0	0	66	
645	0	71	5	0	1	0	0	15	2	0	0	0	0	0	0	94	
700	1	76	1	0	0	1	0	16	0	0	0	0	0	0	0	95	304
715	0	66	3	0	0	0	0	16	0	0	0	0	0	0	0	85	
730	0	65	2	0	1	0	0	18	2	1	0	0	0	0	0	89	
745	2	67	6	0	2	1	0	12	1	0	0	0	0	0	0	91	
800	1	67	7	0	2	0	0	15	0	0	0	0	0	0	0	92	357
815	0	68	7	0	0	0	0	9	0	0	0	0	0	0	0	84	
830	0	63	13	0	0	0	0	7	0	0	0	0	0	0	0	83	
845	0	66	13	0	1	0	2	12	2	0	0	0	0	0	2	98	
900	1	60	12	0	0	2	0	14	2	0	1	0	0	0	0	92	357
915	0	71	9	0	1	0	0	18	1	0	0	0	0	0	2	102	
930	0	64	12	0	0	0	0	19	0	0	0	0	0	0	0	95	
945	0	67	10	0	1	2	0	17	0	0	0	0	0	0	4	101	
1000	1	55	8	0	2	2	1	17	1	0	0	0	0	0	0	87	385
1015	1	58	9	0	0	0	0	10	0	0	0	0	0	0	0	78	
1030	0	61	11	0	1	1	0	12	0	0	0	0	0	0	0	86	
1045	0	62	6	0	1	0	0	11	0	1	0	0	0	0	0	81	
1100	0	54	6	0	0	4	0	18	0	1	0	0	0	0	0	83	328
1115	0	55	8	0	1	4	0	12	0	0	0	0	0	0	0	80	
1130	2	67	7	0	1	0	0	14	2	0	0	0	0	0	2	95	
1145	2	81	12	0	1	3	0	14	0	0	0	0	0	0	0	113	
1200	0	76	5	0	2	2	0	4	0	0	0	0	0	0	0	89	377
1215	0	110	3	0	2	0	0	4	1	0	1	0	0	0	0	121	
1230	1	105	3	0	2	0	0	4	0	0	0	0	0	0	0	115	
1245	1	107	11	0	2	0	0	6	1	0	0	0	0	0	0	128	
1300	0	102	7	0	2	2	0	6	0	0	0	0	0	0	0	119	483
1315	0	89	7	0	1	2	0	7	0	0	0	0	0	0	0	106	
1330	0	92	9	0	3	0	0	7	0	0	0	0	2	0	0	113	
1345	1	110	8	0	1	2	0	9	0	0	0	0	0	0	2	133	
1400	0	97	10	0	2	0	0	11	0	0	0	0	0	0	0	120	472
1415	0	117	13	0	0	2	0	18	0	0	0	0	0	0	1	151	
1430	0	113	16	0	2	2	0	12	0	0	0	0	0	0	0	145	
1445	0	107	16	0	2	0	0	11	0	0	0	0	0	0	0	136	
1500	0	106	11	0	1	0	0	14	0	0	0	0	1	0	0	133	565
1515	1	118	13	0	2	1	0	14	1	0	0	0	0	0	0	150	
1530	0	110	15	0	1	1	0	20	0	0	1	0	0	0	0	148	
1545	2	145	20	0	2	1	0	16	0	1	0	0	0	0	0	187	
1600	0	166	21	0	2	2	0	19	0	0	0	0	0	0	1	211	696

1615	0	171	16	0	2	1	1	18	0	0	0	0	0	0	0	209
1630	0	166	13	0	0	3	0	16	0	0	0	0	0	0	0	198
1645	1	157	4	0	2	0	0	16	1	0	0	0	0	0	0	181
1700	1	158	4	0	0	0	0	19	0	0	0	0	0	0	0	182
1715	0	169	6	0	0	0	0	18	0	0	0	0	0	0	0	193
1730	0	182	6	0	2	0	0	14	0	0	0	0	1	0	0	205
1745	0	179	6	0	0	0	0	19	0	0	0	0	0	0	0	204
1800	0	177	5	0	1	2	0	12	0	0	3	0	0	0	0	200
1815	0	169	7	0	0	0	0	19	0	0	0	0	0	0	0	195
1830	1	179	9	0	1	0	0	15	0	0	0	0	0	0	0	205
1845	0	156	4	0	0	0	0	14	0	0	0	0	0	0	0	174
1900	1	121	6	0	0	0	1	10	0	0	0	0	0	0	0	139
1915	0	93	3	0	0	0	0	7	1	0	0	0	0	0	0	104
1930	0	97	3	0	0	0	0	7	0	0	0	0	0	0	0	107
1945	0	86	6	0	2	2	0	4	0	1	0	0	0	0	0	101
2000	0	68	6	0	0	0	0	1	0	0	0	0	0	0	0	75
2015	0	73	3	0	2	0	0	0	0	0	0	0	0	0	0	78
2030	0	55	2	0	1	0	0	0	0	0	0	0	0	0	1	59
2045	0	48	0	0	0	0	0	1	0	0	0	0	0	0	1	50
2100	0	31	1	0	0	0	0	2	1	0	0	0	0	0	0	35
2115	1	35	0	0	0	0	0	0	0	0	0	0	0	0	0	36
2130	0	29	0	0	0	0	0	1	0	0	0	0	0	0	0	30
2145	0	44	2	0	1	0	0	0	0	1	0	0	0	0	0	48
2200	0	31	1	0	0	0	0	0	0	0	0	0	0	0	0	32
2215	0	35	2	0	0	0	0	1	0	0	0	0	0	0	0	38
2230	0	23	4	0	0	0	0	1	0	0	0	0	0	0	0	28
2245	0	22	1	0	0	0	0	1	0	0	0	0	0	0	0	24
2300	0	21	1	0	1	0	0	0	0	0	0	0	0	0	0	23
2315	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
2330	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
2345	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	10
2400	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
<b>Total</b>	<b>24</b>	<b>6396</b>	<b>511</b>	<b>0</b>	<b>63</b>	<b>46</b>	<b>5</b>	<b>783</b>	<b>22</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>7883</b>
<b>%</b>	<b>0.3%</b>	<b>81.1%</b>	<b>6.5%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>9.9%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>
<b>AM Peak</b>	<b>1</b>	<b>278</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>363</b>
<b>AM K</b>																<b>0.0460</b>
<b>PM Peak</b>	<b>2</b>	<b>648</b>	<b>70</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>69</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>805</b>
<b>PM K</b>																<b>0.1021</b>

SR 29 South of SR 82 (southbound)  
DATE: Jan 12 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
100	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	8	26
115	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	9	
130	0	4	1	0	0	0	0	3	0	0	0	0	0	0	0	8	
145	0	2	2	0	1	0	0	3	0	0	0	0	0	0	0	8	
200	0	6	2	0	0	0	0	4	0	0	0	0	0	0	0	12	37
215	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10	
230	1	2	1	0	0	0	0	2	0	0	0	0	0	0	0	6	
245	0	5	0	0	1	0	0	1	0	1	0	0	0	0	0	8	
300	0	7	1	0	0	0	0	4	0	0	0	0	0	0	0	12	36
315	0	9	1	0	0	0	0	5	0	0	1	0	0	0	0	16	
330	0	11	0	0	0	0	0	3	1	0	0	0	0	0	0	15	
345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
400	0	2	1	0	1	0	0	3	0	0	0	0	0	0	0	7	40
415	0	7	0	0	0	0	0	2	0	0	0	0	0	0	0	9	
430	0	18	0	0	0	0	0	1	0	0	0	0	0	0	0	19	
445	0	23	1	0	0	0	0	1	0	0	0	0	0	0	0	25	
500	0	30	2	0	1	0	0	3	0	0	0	0	0	0	0	36	89
515	0	29	2	0	0	1	0	2	1	0	0	0	0	0	0	35	
530	0	36	2	0	0	0	0	2	0	0	0	0	0	0	1	41	
545	0	43	3	0	0	0	0	7	0	0	0	0	0	0	0	53	
600	1	56	6	0	0	0	0	8	0	0	0	0	0	0	0	71	200
615	0	78	6	0	1	0	0	8	0	0	0	0	0	0	0	93	
630	0	109	5	0	0	0	0	13	0	0	0	0	0	0	0	127	
645	0	134	4	0	2	0	0	15	0	0	0	0	0	0	0	155	
700	1	152	4	0	0	0	0	16	1	1	0	0	0	0	0	175	550
715	0	163	12	0	0	0	0	19	0	0	0	0	0	0	0	194	
730	0	167	14	0	2	0	0	18	0	0	1	0	0	0	0	202	
745	0	161	16	0	0	0	0	19	0	1	0	0	0	0	0	197	
800	0	159	13	0	2	0	0	17	0	0	0	0	0	0	2	193	786
815	0	158	11	0	1	0	0	20	1	0	0	0	0	0	0	191	
830	2	153	12	0	2	0	0	17	0	0	0	0	0	0	0	186	
845	0	142	19	0	2	1	0	18	0	0	0	0	0	0	0	182	
900	0	153	15	0	1	0	0	15	1	0	0	0	0	0	0	185	744
915	0	124	12	0	1	0	0	19	0	0	0	0	0	0	0	156	
930	1	115	11	0	2	0	0	20	0	0	0	0	0	0	0	149	
945	0	111	9	0	1	0	0	16	0	2	0	0	0	0	0	139	
1000	0	104	7	0	0	1	0	10	2	0	0	0	0	0	0	124	568
1015	1	105	8	0	1	2	0	19	0	0	0	0	0	0	0	136	
1030	0	82	8	0	3	3	1	15	0	0	0	0	0	0	1	113	
1045	1	80	6	0	5	3	0	12	0	0	0	0	0	0	2	109	
1100	0	78	7	0	4	5	0	16	0	0	0	0	0	0	0	110	468
1115	1	77	10	0	1	4	0	13	0	0	0	0	0	0	2	108	
1130	0	71	6	0	0	1	0	12	1	0	0	0	0	0	2	93	
1145	0	74	6	0	0	0	0	11	0	0	0	0	0	0	0	91	
1200	0	84	7	0	2	2	0	6	0	1	0	0	0	0	0	102	394
1215	0	107	4	0	3	2	1	4	0	0	0	0	0	0	0	121	
1230	2	88	4	0	3	0	0	17	1	0	0	0	0	0	0	115	
1245	0	84	4	0	2	0	0	16	0	0	0	0	0	0	0	106	
1300	0	80	7	0	2	1	0	13	0	0	0	0	0	0	2	105	447
1315	0	77	11	0	1	1	0	10	0	0	0	0	0	0	0	100	
1330	0	71	9	0	2	0	0	14	0	0	0	0	1	0	0	97	
1345	0	72	7	0	4	0	0	14	0	1	1	0	1	0	0	100	
1400	0	74	8	0	3	0	0	15	0	0	0	0	0	0	1	101	398
1415	0	77	6	0	2	0	0	13	2	0	0	0	0	0	0	100	
1430	0	77	6	0	1	0	0	14	0	0	0	0	0	0	0	98	
1445	1	80	6	0	0	0	0	12	0	0	0	0	0	0	0	99	
1500	1	81	7	0	0	1	0	15	0	0	0	0	0	0	0	105	402
1515	0	87	10	0	0	2	0	16	0	0	0	0	0	0	1	116	
1530	0	87	6	0	3	1	0	14	0	0	0	0	0	0	1	112	
1545	0	88	7	0	5	1	0	14	0	0	0	0	0	0	0	115	
1600	0	104	14	0	2	0	0	10	0	0	0	0	0	0	0	130	473

1615	2	105	14	0	2	2	0	17	1	0	0	0	0	0	0	143	
1630	0	115	12	0	1	2	0	18	0	0	0	0	0	0	0	148	
1645	0	111	11	0	0	1	0	18	0	0	0	0	0	0	0	141	
1700	1	120	10	0	0	0	0	11	0	0	0	0	0	0	0	142	574
1715	0	115	12	0	2	0	0	12	0	0	1	0	0	0	0	142	
1730	0	119	9	0	1	0	0	10	1	0	0	0	0	0	0	140	
1745	1	121	7	0	1	0	0	14	0	0	0	0	0	0	1	145	
1800	0	125	11	0	0	0	0	15	0	0	0	0	0	0	2	153	580
1815	0	106	8	0	0	0	0	12	0	0	0	0	0	0	0	126	
1830	0	100	11	0	0	1	0	11	0	0	0	0	0	0	0	123	
1845	0	98	12	0	1	0	0	8	0	0	0	0	0	0	0	119	
1900	1	100	9	0	0	0	0	6	0	1	2	0	0	0	0	119	487
1915	0	83	6	0	0	0	0	1	0	0	0	0	0	0	0	90	
1930	0	84	5	0	0	2	0	3	0	0	0	0	0	0	0	94	
1945	0	84	5	0	0	1	0	3	1	0	0	0	0	0	0	94	
2000	0	52	2	0	0	1	0	2	0	0	0	0	0	0	0	57	335
2015	0	56	3	0	1	0	0	0	0	0	0	0	0	0	0	60	
2030	0	53	3	0	0	0	0	2	1	0	0	0	0	0	2	61	
2045	0	41	2	0	0	0	0	0	0	0	0	0	0	0	0	43	
2100	0	39	2	0	0	0	0	0	0	0	0	0	0	0	0	41	205
2115	0	47	4	0	0	1	0	2	0	0	0	0	0	0	0	54	
2130	0	53	3	0	0	0	0	0	0	2	0	0	0	0	0	58	
2145	0	50	3	0	0	0	0	0	0	0	0	0	0	0	0	53	
2200	1	32	4	0	0	0	0	0	0	0	0	0	0	0	0	37	202
2215	0	36	2	0	0	0	0	1	0	0	0	0	0	0	0	39	
2230	0	36	3	0	0	0	0	1	0	0	0	0	0	0	0	40	
2245	0	26	1	0	1	0	0	0	0	0	0	0	0	0	0	28	
2300	0	28	1	0	0	0	0	0	0	0	0	0	0	0	0	29	136
2315	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16	
2330	0	11	2	0	0	0	0	0	1	0	0	0	0	0	0	14	
2345	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11	
2400	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10	51
<b>Total</b>	<b>19</b>	<b>6681</b>	<b>551</b>	<b>0</b>	<b>80</b>	<b>43</b>	<b>2</b>	<b>798</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>8228</b>	
<b>%</b>	<b>0.2%</b>	<b>81.2%</b>	<b>6.7%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>9.7%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>	
<b>AM Peak</b>	<b>0</b>	<b>650</b>	<b>55</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>786</b>	
<b>AM K</b>																<b>0.0955</b>	
<b>PM Peak</b>	<b>1</b>	<b>480</b>	<b>39</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>580</b>	
<b>PM K</b>																<b>0.0705</b>	

SR 29 South of SR 82 (Southbound)  
DATE: Jan 13 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	6	0	0	1	0	0	1	0	0	0	0	0	0	0	8	
30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
45	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	6	
100	0	5	0	0	0	0	0	3	0	0	0	0	0	0	0	8	28
115	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
130	0	7	1	0	0	0	0	4	1	0	0	0	0	0	0	13	
145	1	2	2	0	0	0	0	3	0	0	0	0	0	0	0	8	
200	0	3	2	0	0	0	0	2	0	0	0	0	0	0	0	7	33
215	0	5	3	0	0	1	0	0	0	1	0	0	0	0	0	10	
230	0	5	1	0	1	0	0	2	0	0	0	0	0	0	1	10	
245	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
300	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0	6	32
315	0	11	1	0	0	0	0	3	0	1	0	0	0	0	0	16	
330	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	9	
345	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0	8	
400	0	5	2	0	1	0	0	1	0	0	0	0	0	0	0	9	42
415	0	5	0	0	0	0	0	3	0	0	0	0	0	0	0	8	
430	1	16	0	0	2	0	0	1	1	0	0	0	0	0	1	22	
445	0	27	2	0	0	1	0	0	0	1	0	0	0	0	0	31	
500	0	23	2	0	0	0	0	3	0	1	0	0	0	0	0	29	90
515	0	29	2	0	0	0	0	1	0	0	0	0	0	0	0	32	
530	0	35	3	0	0	0	0	8	0	0	0	0	0	0	0	46	
545	0	37	5	0	1	0	0	8	0	0	0	0	0	0	0	51	
600	0	51	8	0	0	0	0	7	0	0	0	0	0	0	0	66	195
615	0	72	8	0	1	0	0	9	0	0	0	0	0	0	0	90	
630	0	106	7	0	0	1	0	14	0	0	0	0	0	0	0	128	
645	0	137	5	0	0	0	0	15	0	1	0	0	0	0	1	159	
700	2	147	5	0	2	0	0	15	1	0	0	0	0	0	0	172	549
715	0	170	18	0	2	0	0	18	1	0	0	0	0	0	0	209	
730	0	165	21	0	0	0	0	18	0	0	0	0	0	0	0	204	
745	0	166	23	0	0	0	0	22	0	0	1	0	1	0	0	213	
800	0	161	20	0	0	2	0	19	0	0	0	0	0	0	0	202	828
815	0	168	16	0	0	0	0	18	0	1	0	0	0	0	0	203	
830	1	153	18	0	1	0	0	17	1	0	0	0	0	0	0	191	
845	0	157	28	0	1	0	2	17	0	0	0	0	0	0	0	205	
900	0	170	22	0	2	0	0	17	0	0	0	0	0	0	2	213	812
915	1	114	18	0	2	0	0	13	0	0	0	0	0	0	0	148	
930	0	122	16	0	3	0	0	16	0	1	0	0	0	0	0	158	
945	0	110	14	0	2	0	0	18	1	1	0	0	0	0	0	146	
1000	0	106	11	0	1	0	0	14	0	0	1	0	0	0	0	133	585
1015	0	100	12	0	2	1	0	11	0	0	0	0	0	0	0	126	
1030	0	0	12	0	2	2	0	10	2	0	0	0	0	0	0	28	
1045	1	89	9	0	4	3	0	12	0	2	0	0	0	0	1	121	
1100	1	83	11	0	3	3	0	14	0	0	0	0	0	0	0	115	390
1115	0	70	14	0	2	3	0	14	0	0	0	0	0	0	1	104	
1130	0	73	9	0	1	4	0	14	0	0	0	0	0	0	1	102	
1145	0	68	9	0	1	2	0	13	0	0	0	0	0	0	0	93	
1200	0	81	11	0	0	1	0	9	1	0	0	0	0	0	0	103	402
1215	0	91	5	0	3	3	1	7	0	0	0	0	0	0	1	111	
1230	0	77	6	0	2	0	0	7	1	0	0	0	0	0	0	93	
1245	1	72	6	0	4	1	1	14	0	0	0	0	0	0	0	99	
1300	0	80	11	0	2	2	0	11	0	1	0	0	0	0	1	108	411
1315	0	70	16	0	2	0	0	11	0	0	0	0	0	0	0	99	
1330	0	71	14	0	2	0	0	13	0	0	0	0	1	0	2	103	
1345	0	70	11	0	5	1	0	9	1	0	0	0	0	0	0	97	
1400	0	66	12	0	5	0	0	15	0	0	0	0	0	0	1	99	398
1415	1	69	9	0	3	0	0	11	0	0	0	0	0	0	0	93	
1430	0	73	9	0	2	1	0	13	0	0	0	0	0	0	1	99	
1445	1	82	8	0	1	0	0	14	0	1	0	0	0	0	0	107	
1500	0	93	10	0	1	0	0	11	2	0	1	0	0	0	0	118	417
1515	0	89	14	0	2	1	0	14	0	0	0	0	0	0	0	120	
1530	0	83	9	0	0	2	0	12	0	0	0	0	0	0	1	107	
1545	0	79	10	0	4	0	0	12	0	0	0	0	0	0	0	105	
1600	0	93	21	0	4	1	0	11	0	0	0	0	1	0	0	131	463

1615	1	104	21	0	2	2	0	11	0	0	0	0	0	0	1	142	
1630	0	110	18	0	2	2	0	18	0	0	0	0	0	0	0	150	
1645	0	119	16	0	1	0	0	15	0	0	0	0	0	0	0	151	
1700	2	121	15	0	0	0	0	15	0	0	0	0	0	0	0	153	596
1715	0	111	17	0	2	1	0	12	0	0	0	0	0	0	0	143	
1730	0	123	14	0	2	0	0	13	0	1	0	0	0	0	0	153	
1745	0	131	11	0	2	0	0	9	1	0	0	0	0	0	1	155	
1800	0	122	16	0	1	1	0	10	0	0	1	0	0	0	1	152	603
1815	0	112	12	0	1	0	0	6	0	0	0	0	0	0	0	131	
1830	0	103	16	0	0	0	0	11	0	0	0	0	0	0	0	130	
1845	0	100	17	0	0	1	0	6	0	0	1	0	0	0	0	125	
1900	0	93	14	0	1	0	0	6	0	0	0	0	0	0	1	115	501
1915	1	81	8	0	0	0	0	3	0	0	0	0	0	0	0	93	
1930	0	83	7	0	0	2	0	1	0	0	0	0	0	0	0	93	
1945	0	77	7	0	0	0	0	1	1	0	0	0	0	0	0	86	
2000	0	56	3	0	0	0	0	1	0	0	0	0	0	0	0	60	332
2015	0	46	5	0	0	2	0	2	0	0	0	0	0	0	0	55	
2030	0	59	5	0	1	0	0	0	0	0	0	0	0	0	0	65	
2045	0	50	3	0	1	0	0	0	1	0	0	0	0	0	0	55	
2100	0	36	2	0	0	0	0	3	0	0	0	0	0	0	1	42	217
2115	0	44	6	0	0	0	0	3	0	0	0	0	0	0	0	53	
2130	0	51	4	0	0	0	0	2	0	0	0	0	0	0	0	57	
2145	0	51	4	0	1	0	0	0	0	1	0	0	0	0	2	59	
2200	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	45	214
2215	0	43	2	0	0	0	0	1	0	0	0	0	0	0	0	46	
2230	1	32	5	0	0	1	0	1	0	0	0	0	0	0	0	40	
2245	0	27	2	0	0	0	0	1	0	0	1	0	0	0	0	31	
2300	0	23	2	0	1	0	0	1	0	0	0	0	0	0	0	27	144
2315	0	14	1	0	0	0	0	2	0	0	0	0	0	0	0	17	
2330	0	14	2	0	0	1	0	0	1	0	0	0	0	0	0	18	
2345	0	9	2	0	0	0	0	2	0	0	0	0	0	0	0	13	
2400	0	7	1	0	0	0	0	2	0	0	0	0	0	0	0	10	58
<b>Total</b>	<b>16</b>	<b>6546</b>	<b>807</b>	<b>0</b>	<b>98</b>	<b>49</b>	<b>4</b>	<b>757</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>8340</b>	
<b>%</b>	<b>0.2%</b>	<b>78.5%</b>	<b>9.7%</b>	<b>0.0%</b>	<b>1.2%</b>	<b>0.6%</b>	<b>0.0%</b>	<b>9.1%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>	
<b>AM Peak</b>	<b>0</b>	<b>662</b>	<b>82</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>828</b>	
<b>AM K</b>																<b>0.0993</b>	
<b>PM Peak</b>	<b>2</b>	<b>486</b>	<b>57</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>604</b>	
<b>PM K</b>																<b>0.0724</b>	

SR 29 East of 1st Street (Northbound)

DATE: Jan. 12 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
100	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4	30
115	0	10	1	0	0	0	0	1	0	0	0	0	0	0	0	12	
130	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11	
145	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6	
200	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	6	35
215	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
300	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8
315	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
330	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
345	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	16
415	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
430	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6	
445	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8	
500	0	8	0	0	0	0	0	2	0	0	0	0	0	0	0	10	27
515	0	11	2	0	0	0	0	1	1	0	0	0	0	0	0	15	
530	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
545	0	12	1	0	0	0	0	1	0	0	0	0	0	0	0	14	
600	0	15	2	0	0	0	0	2	0	0	0	0	0	0	0	19	56
615	1	16	1	0	0	0	0	6	0	0	0	0	0	0	0	24	
630	0	31	0	0	0	0	0	10	0	1	0	0	0	0	0	42	
645	1	37	1	0	1	0	0	14	1	0	0	0	0	0	0	55	
700	1	45	2	0	0	0	0	8	0	0	0	0	0	0	0	56	177
715	0	45	1	0	0	0	0	12	0	0	0	0	0	0	0	58	
730	0	44	2	0	0	0	0	12	2	0	0	0	0	0	0	60	
745	0	43	2	0	0	0	0	14	0	0	0	0	0	0	0	59	
800	0	47	2	0	1	0	0	11	0	1	0	0	0	0	0	62	239
815	0	49	0	0	0	0	0	13	0	0	0	0	0	0	2	64	
830	1	51	3	0	1	1	0	11	0	0	0	0	0	0	0	68	
845	0	56	3	0	1	0	1	9	0	0	0	0	0	0	0	70	
900	0	55	5	0	0	0	0	9	1	0	0	0	0	0	0	70	272
915	0	67	2	0	0	0	0	13	0	0	0	0	0	0	0	82	
930	0	70	2	0	1	0	0	16	0	0	0	0	0	0	0	89	
945	0	65	2	0	0	0	0	17	0	0	0	0	0	0	0	84	
1000	0	61	4	0	2	1	0	9	0	0	0	0	0	0	0	77	332
1015	1	55	3	0	0	0	0	9	0	0	0	0	0	0	0	68	
1030	0	56	1	0	1	0	0	11	0	0	0	0	0	0	0	69	
1045	0	65	1	0	0	3	0	11	0	1	0	0	0	0	0	81	
1100	0	61	1	0	0	2	0	11	0	0	0	0	0	0	0	75	293
1115	0	63	4	0	1	1	0	6	0	0	0	0	0	0	2	77	
1130	0	63	3	0	0	0	0	15	1	0	0	0	0	0	0	82	
1145	1	62	2	0	1	0	0	8	0	0	0	0	0	0	0	74	
1200	0	59	1	0	0	1	0	11	1	1	0	0	0	0	2	76	309
1215	0	49	4	0	1	0	0	11	0	0	0	0	0	0	0	65	
1230	1	55	1	0	2	2	0	9	0	0	0	0	0	0	0	70	
1245	0	73	1	0	1	0	0	9	0	0	0	0	0	0	0	84	
1300	2	62	2	0	0	1	0	7	0	0	0	0	0	0	1	75	294
1315	0	53	2	0	3	0	0	9	0	0	0	0	0	0	1	68	
1330	0	59	1	0	2	0	0	6	0	0	0	0	0	0	0	68	
1345	0	62	3	0	2	0	0	9	0	0	0	0	0	0	0	76	
1400	0	71	2	0	0	0	0	10	0	0	0	0	1	0	2	86	298
1415	0	89	1	0	0	2	0	11	0	0	0	0	0	0	0	103	
1430	0	96	1	0	1	0	0	10	0	0	0	0	0	0	1	109	
1445	0	96	4	0	0	0	0	9	0	0	0	0	0	0	0	109	
1500	1	89	3	0	1	0	0	13	0	0	0	0	0	0	0	107	428
1515	0	115	2	0	1	2	0	12	0	0	0	0	0	0	0	132	
1530	1	104	4	0	0	1	0	12	0	0	0	0	0	0	0	122	
1545	1	111	4	0	2	0	0	9	0	0	0	0	0	0	0	127	
1600	0	112	4	0	4	0	0	10	0	0	0	0	0	0	0	130	511

1615	0	114	2	0	0	1	0	11	1	0	0	0	0	0	1	130
1630	1	110	1	0	0	0	0	9	0	0	0	0	0	0	1	122
1645	0	100	1	0	0	0	0	11	0	0	0	0	0	0	0	112
1700	1	106	1	0	0	0	0	14	0	0	0	0	0	0	0	122
1715	0	114	2	0	0	0	0	8	0	0	0	0	0	0	0	124
1730	0	109	2	0	1	0	0	11	0	0	0	0	0	0	0	123
1745	0	98	1	0	0	0	0	7	0	0	0	0	0	0	0	106
1800	0	93	5	0	0	0	0	7	0	0	2	0	0	0	1	108
1815	0	90	1	0	0	0	0	7	0	0	0	0	0	0	0	98
1830	0	87	1	0	2	0	0	3	0	0	0	0	0	0	0	93
1845	0	90	1	0	0	0	0	7	0	0	0	0	0	0	0	98
1900	1	78	1	0	0	1	0	6	0	0	0	0	0	0	1	88
1915	1	64	1	0	0	0	0	7	1	0	0	0	0	0	0	74
1930	0	63	0	0	0	0	0	6	0	0	0	0	0	0	0	69
1945	0	50	0	0	0	3	0	6	0	0	0	0	0	0	0	59
2000	0	35	1	0	0	0	0	5	0	0	1	0	0	0	0	42
2015	0	42	0	0	0	0	0	2	0	0	0	0	0	0	1	45
2030	0	33	1	0	0	0	0	2	0	0	0	0	0	0	1	37
2045	0	31	1	0	0	0	0	5	0	0	0	0	0	0	0	37
2100	0	30	2	0	0	0	0	4	0	0	1	0	0	0	0	37
2115	0	31	1	0	0	0	0	1	0	0	0	0	0	0	1	34
2130	0	28	1	0	0	0	0	3	0	0	0	0	1	0	0	33
2145	1	25	1	0	0	0	0	3	0	0	0	0	0	0	0	30
2200	0	24	0	0	0	0	0	1	0	0	0	0	0	0	0	25
2215	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	26
2230	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
2245	0	16	2	0	0	0	0	3	0	0	0	0	0	0	0	21
2300	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
2315	0	9	0	0	0	0	0	2	0	0	0	0	0	0	0	11
2330	0	10	0	0	0	0	0	1	0	0	0	0	0	0	0	11
2345	0	10	1	0	0	0	0	3	0	0	0	0	0	0	0	14
2400	0	6	0	0	0	0	0	2	0	0	0	0	0	0	0	8
<b>Total</b>	<b>18</b>	<b>4458</b>	<b>131</b>	<b>0</b>	<b>34</b>	<b>22</b>	<b>1</b>	<b>593</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>5295</b>
<b>%</b>	<b>0.3%</b>	<b>84.2%</b>	<b>2.5%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>11.2%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>
<b>AM Peak</b>	<b>0</b>	<b>263</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>332</b>
<b>AM K</b>																<b>0.0627</b>
<b>PM Peak</b>	<b>2</b>	<b>447</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>509</b>
<b>PM K</b>																<b>0.0961</b>



SR 29 East of 1st Street (Northbound)

DATE: Jan. 13 2011

TYPE	1	2	3	4	8	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	9	
30	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	9	
45	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	7	
100	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5	30
115	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
130	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
145	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8	
200	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8	29
215	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
230	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	5	
245	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
300	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5	16
315	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7	
330	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	4	
345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
400	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7	20
415	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
430	1	6	0	0	1	0	0	0	0	0	0	0	0	0	0	8	
445	0	6	0	0	0	1	0	3	0	1	0	0	0	0	0	11	
500	0	5	0	0	0	0	0	2	0	0	0	0	0	0	0	7	29
515	1	12	2	0	0	0	0	3	1	0	0	0	0	0	0	19	
530	0	12	1	0	0	0	0	7	0	0	0	0	0	0	0	20	
545	0	11	3	0	0	0	0	5	1	0	0	0	0	0	0	20	
600	0	12	3	0	1	0	0	9	0	0	0	0	0	0	0	25	84
615	0	13	1	0	0	0	0	9	0	0	0	0	0	0	0	23	
630	0	36	1	0	0	0	0	10	0	0	0	0	0	0	0	47	
645	0	36	1	0	1	0	0	12	1	0	0	0	0	0	0	51	
700	1	49	4	0	0	1	0	17	0	0	0	0	0	0	0	72	193
715	0	44	2	0	0	0	0	16	0	0	0	0	0	0	0	62	
730	0	41	3	0	1	0	0	11	1	1	0	0	0	0	0	58	
745	0	41	1	0	1	1	0	10	1	0	0	0	0	0	0	55	
800	1	45	2	0	1	0	0	15	0	0	0	0	0	0	0	64	239
815	0	53	5	0	0	0	0	11	0	0	0	0	0	0	0	69	
830	0	50	2	0	0	0	0	11	0	0	0	0	0	0	0	63	
845	0	50	1	0	1	0	1	12	1	0	0	0	0	0	2	68	
900	1	58	3	0	0	2	0	15	2	0	1	0	0	0	0	82	282
915	0	66	2	0	1	0	0	17	1	0	0	0	0	0	2	89	
930	0	66	3	0	0	0	0	12	0	0	0	0	0	0	0	81	
945	0	66	1	0	1	1	0	11	0	0	0	0	0	0	3	83	
1000	0	62	2	0	1	1	1	12	1	0	0	0	0	0	0	80	333
1015	1	55	1	0	0	0	0	11	0	0	0	0	0	0	0	68	
1030	0	57	2	0	1	1	0	14	0	0	0	0	0	0	0	75	
1045	0	64	1	0	1	0	0	11	0	0	0	0	0	0	0	77	
1100	0	64	4	0	0	3	0	18	0	1	0	0	0	0	0	90	310
1115	0	63	2	0	1	3	0	11	0	0	0	0	0	0	0	80	
1130	1	60	1	0	1	0	0	11	1	0	0	0	0	0	1	76	
1145	1	67	2	0	1	2	0	5	0	0	0	0	0	0	0	78	
1200	0	58	3	0	1	1	0	4	0	0	0	0	0	0	0	67	301
1215	1	52	3	0	1	0	0	7	0	0	1	0	0	0	0	65	
1230	1	55	4	0	0	0	0	4	0	0	0	0	0	0	0	64	
1245	1	77	3	0	2	0	0	7	1	0	0	0	0	0	0	91	
1300	0	62	2	0	1	1	0	6	0	1	0	0	0	0	0	73	293
1315	0	53	1	0	0	2	0	11	0	0	0	0	0	0	0	67	
1330	0	59	3	0	2	0	0	5	0	0	0	0	1	0	0	70	
1345	1	65	1	0	0	1	0	9	0	0	0	0	0	0	2	79	
1400	0	67	2	0	2	0	0	11	0	0	0	0	0	0	0	82	298
1415	0	89	4	0	0	1	0	14	0	0	0	0	0	0	1	109	
1430	0	99	1	0	1	1	0	12	0	0	0	0	0	0	0	114	
1445	0	98	1	0	2	0	0	16	0	0	0	0	0	0	0	117	
1500	0	93	1	0	0	0	0	11	0	0	0	0	1	0	0	106	446
1515	1	111	2	0	1	1	0	13	1	0	0	0	0	0	0	130	
1530	0	112	0	0	1	1	0	12	0	0	1	0	0	0	0	127	
1545	1	121	0	0	0	1	0	16	0	1	0	0	1	0	0	141	
1600	0	111	1	0	0	2	0	12	0	0	0	0	0	0	1	127	525

1615	0	109	1	0	1	1	1	15	0	0	0	0	0	0	0	128	
1630	0	112	3	0	0	2	0	11	0	0	0	0	0	0	0	128	
1645	1	100	3	0	1	0	0	11	2	0	0	0	0	0	0	118	
1700	1	107	2	0	0	0	0	9	0	0	0	0	0	0	0	119	493
1715	0	115	1	0	0	0	0	15	0	0	2	0	0	0	0	133	
1730	0	116	2	0	1	0	0	12	0	0	0	0	0	0	0	131	
1745	0	122	2	0	0	0	0	9	0	0	0	0	1	0	0	134	
1800	0	101	2	0	1	1	0	9	0	0	0	0	0	0	0	114	512
1815	0	91	5	0	0	0	0	9	1	0	0	0	0	0	0	106	
1830	1	97	2	0	1	0	0	9	0	1	0	0	0	0	0	111	
1845	0	87	1	0	0	0	0	8	0	0	0	0	0	0	0	96	
1900	1	81	1	0	0	0	1	8	0	0	0	0	0	0	1	93	406
1915	0	68	1	0	0	0	0	8	0	0	0	0	0	0	0	77	
1930	0	63	2	0	0	0	0	7	0	0	0	0	0	0	0	72	
1945	0	45	0	0	0	1	0	4	0	0	0	0	0	0	0	50	
2000	0	42	0	0	0	0	0	1	0	0	0	0	0	0	0	43	242
2015	0	42	2	0	0	0	0	4	0	0	0	0	0	0	1	49	
2030	0	36	1	0	1	0	0	2	1	0	0	0	0	0	0	41	
2045	0	30	0	0	0	0	0	3	1	0	0	0	0	0	0	34	
2100	0	30	0	0	0	0	0	2	0	0	0	0	0	0	0	32	156
2115	1	30	0	0	0	0	0	3	0	0	0	0	0	0	0	34	
2130	0	28	0	0	0	0	0	1	0	0	0	0	0	0	0	29	
2145	0	22	1	0	1	0	0	2	0	1	0	0	0	0	0	27	
2200	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	26	116
2215	0	25	1	0	0	0	0	1	0	0	0	0	0	0	1	28	
2230	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
2245	0	18	0	0	0	0	0	2	0	0	0	0	0	0	0	20	
2300	0	14	0	0	1	0	0	1	0	0	0	0	0	0	0	16	85
2315	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
2330	0	11	0	0	0	0	0	2	0	0	0	0	0	0	0	13	
2345	0	14	0	0	0	0	0	1	0	0	0	0	0	0	0	15	
2400	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	46
<b>Total</b>	<b>20</b>	<b>4549</b>	<b>127</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>4</b>	<b>663</b>	<b>19</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>5484</b>	
<b>%</b>	<b>0.4%</b>	<b>83.0%</b>	<b>2.3%</b>	<b>0.0%</b>	<b>0.7%</b>	<b>0.6%</b>	<b>0.1%</b>	<b>12.1%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>	
<b>AM Peak</b>	<b>1</b>	<b>256</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>55</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>335</b>	
<b>AM K</b>																<b>0.0611</b>	
<b>PM Peak</b>	<b>1</b>	<b>453</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>54</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>524</b>	
<b>PM K</b>																<b>0.0956</b>	

SR 29 East of 1st Street (Southbound)

DATE: Jan 12 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
30	0	13	1	0	0	0	0	1	0	0	0	0	0	0	0	15	
45	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	10	
100	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11	51
115	0	7	1	0	0	0	0	0	0	0	0	0	0	0	1	9	
130	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5	
145	1	4	1	0	1	0	0	0	0	0	0	0	0	0	0	7	
200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26
215	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6	
230	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	8	
245	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3	
300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21
315	0	3	1	0	0	0	0	0	0	0	1	0	0	0	0	5	
330	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
345	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	4	
400	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6	19
415	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
430	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
445	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
500	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10	21
515	0	6	3	0	0	1	0	1	0	0	0	0	0	0	0	11	
530	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11	
545	0	11	2	0	0	0	0	3	0	0	0	0	0	0	0	16	
600	0	24	3	0	0	0	0	4	0	0	1	0	0	0	0	32	70
615	0	25	2	0	1	0	0	4	1	0	0	0	0	0	0	33	
630	1	46	1	0	0	0	0	4	0	0	0	0	0	0	0	52	
645	0	68	2	0	1	0	0	9	0	0	0	0	0	0	0	80	
700	0	77	2	0	0	0	0	15	1	1	0	0	0	0	0	96	261
715	0	83	1	0	0	0	0	8	0	0	0	0	0	0	0	92	
730	0	82	2	0	2	0	0	9	0	0	1	0	0	0	0	96	
745	1	90	2	0	0	0	0	12	0	1	0	0	0	0	0	106	
800	1	91	1	0	1	0	0	12	0	0	0	0	0	0	0	106	400
815	0	90	1	0	1	0	0	10	0	0	1	0	0	0	0	103	
830	1	93	3	0	2	0	0	15	0	0	0	0	0	0	0	114	
845	0	81	2	0	2	1	0	12	0	0	0	0	0	0	0	98	
900	0	87	2	0	1	0	0	11	1	0	0	0	0	0	0	102	417
915	0	86	3	0	1	0	0	14	0	0	0	0	0	0	0	104	
930	1	94	2	0	2	0	0	13	0	0	0	0	0	0	2	114	
945	0	81	3	0	1	0	0	9	1	1	0	0	0	0	0	96	
1000	0	83	1	0	0	1	0	11	0	0	0	0	0	0	0	96	410
1015	1	96	2	0	1	2	0	9	0	0	0	0	0	0	0	111	
1030	0	91	5	0	2	2	1	13	0	0	0	0	0	0	1	115	
1045	1	96	0	0	3	2	0	12	0	0	0	0	0	0	2	116	
1100	0	93	3	0	3	4	0	16	0	0	0	0	0	0	1	120	462
1115	1	77	3	0	1	3	0	13	0	0	0	0	0	0	0	98	
1130	0	76	2	0	0	1	0	12	0	0	0	0	0	0	1	92	
1145	0	91	2	0	0	0	0	11	0	0	0	0	0	0	0	104	
1200	0	95	2	0	2	2	0	6	0	1	0	0	0	0	1	109	403
1215	1	48	7	0	2	2	1	5	0	0	0	0	0	0	0	66	
1230	1	70	2	0	2	0	0	5	1	0	0	0	1	0	0	82	
1245	0	71	3	0	2	0	0	3	0	0	0	0	0	0	0	79	
1300	0	76	2	0	1	1	0	6	0	0	0	0	0	0	1	87	314
1315	0	59	3	0	1	1	0	6	0	0	0	0	0	0	0	70	
1330	0	68	2	0	1	0	0	4	0	0	0	0	1	0	0	76	
1345	0	70	2	0	3	0	0	2	0	1	1	0	0	0	0	79	
1400	1	73	1	0	2	0	0	4	0	0	0	0	0	0	1	82	307
1415	0	82	3	0	2	0	0	7	1	0	0	0	0	0	0	95	
1430	0	89	2	0	1	0	0	11	0	0	0	0	0	0	0	103	
1445	1	87	2	0	0	0	0	12	0	0	0	0	0	0	0	102	
1500	1	95	3	0	0	1	0	14	0	0	0	0	0	0	0	114	414
1515	2	77	3	0	0	2	0	11	0	0	0	0	0	0	1	96	
1530	0	61	2	0	2	1	0	13	0	0	0	0	0	0	1	80	
1545	0	60	5	0	3	1	0	13	0	0	0	0	0	0	0	82	
1600	0	55	2	0	2	0	0	10	0	0	0	0	0	0	0	69	327

1615	0	51	1	0	1	2	0	7	0	0	0	0	0	0	62	
1630	0	67	1	0	1	2	0	11	0	0	0	0	0	0	82	
1645	0	53	2	0	0	1	0	13	0	0	0	0	1	0	70	
1700	0	63	1	0	0	0	0	11	0	0	0	0	0	0	75	
1715	0	66	2	0	2	0	0	11	0	0	1	0	0	0	82	
1730	0	55	2	0	1	0	0	10	1	0	0	0	0	0	69	
1745	1	51	2	0	1	0	0	11	0	0	0	0	0	1	67	
1800	0	56	2	0	0	0	0	9	0	0	0	0	0	1	68	
1815	0	62	5	0	0	0	0	8	0	0	0	0	0	0	75	
1830	1	47	2	0	0	1	0	6	0	0	0	0	0	0	57	
1845	0	45	2	0	1	0	0	1	1	0	0	0	0	2	52	
1900	1	46	1	0	0	0	0	5	0	1	1	0	0	0	55	
1915	0	51	1	0	0	0	0	1	0	0	0	0	0	0	53	
1930	0	60	2	0	0	2	0	3	2	0	0	0	0	0	69	
1945	0	45	1	0	0	1	0	4	0	0	0	0	0	0	51	
2000	0	31	1	0	0	1	0	2	0	0	0	0	0	0	35	
2015	0	28	3	0	1	0	0	1	0	0	0	0	0	0	33	
2030	0	21	1	0	0	0	0	1	0	0	0	0	0	1	24	
2045	0	18	2	0	0	0	0	1	0	0	0	0	0	0	21	
2100	0	18	0	0	0	0	0	2	0	0	0	0	0	0	20	
2115	0	18	0	0	0	1	0	0	0	0	0	0	0	0	19	
2130	0	16	0	0	0	0	0	1	0	1	0	0	0	0	18	
2145	0	13	1	0	0	0	0	1	0	0	0	0	0	0	15	
2200	1	11	1	0	0	0	0	0	0	0	0	0	0	0	13	
2215	0	11	0	0	0	0	0	1	0	0	0	0	0	0	12	
2230	0	8	1	0	0	0	0	1	0	0	0	0	0	0	10	
2245	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8	
2300	0	9	0	0	0	0	0	1	0	0	0	0	0	0	10	
2315	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
2330	0	5	0	0	0	0	0	3	0	0	0	0	0	0	8	
2345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
2400	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
<b>Total</b>	<b>23</b>	<b>4321</b>	<b>151</b>	<b>0</b>	<b>64</b>	<b>39</b>	<b>2</b>	<b>524</b>	<b>10</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>5171</b>
<b>%</b>	<b>0.4%</b>	<b>83.6%</b>	<b>2.9%</b>	<b>0.0%</b>	<b>1.2%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>10.1%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>
<b>AM Peak</b>	<b>3</b>	<b>364</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>429</b>
<b>AM K</b>																<b>0.0830</b>
<b>PM Peak</b>	<b>4</b>	<b>348</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>415</b>
<b>PM K</b>																<b>0.0803</b>

SR 29 East of 1st Street (Southbound)

DATE: Jan 13 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	11	0	0	0	0	0	2	0	0	0	0	0	0	0	13	
30	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
45	0	11	0	0	0	0	0	1	0	0	0	0	0	0	0	12	
100	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	45
115	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
130	0	5	0	0	1	0	0	1	1	0	0	0	0	0	0	8	
145	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6	
200	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	25
215	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4	
230	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
245	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	4	
300	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	6	21
315	0	2	0	0	0	0	0	2	0	1	0	0	0	0	0	5	
330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
345	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	3	
400	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7	17
415	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
430	0	3	0	0	1	0	0	2	0	0	0	0	0	0	1	7	
445	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	
500	0	7	2	0	0	0	0	0	0	1	0	0	0	0	0	10	26
515	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	9	
530	0	12	1	0	0	0	0	1	0	0	0	0	0	0	0	14	
545	0	12	0	0	2	0	0	2	0	0	0	0	0	0	0	16	
600	0	26	3	0	0	0	0	2	0	0	0	0	0	0	0	31	70
615	0	25	4	0	1	0	0	2	0	0	0	0	0	0	0	32	
630	0	49	3	0	0	1	0	8	0	0	0	0	0	0	0	61	
645	0	66	2	0	0	0	0	14	0	0	0	0	0	0	1	83	
700	1	78	2	0	0	0	0	11	1	0	0	0	0	0	0	93	269
715	0	78	8	0	0	0	0	14	1	1	0	0	0	0	1	103	
730	0	89	4	0	1	0	0	11	0	0	0	0	0	0	0	105	
745	0	90	3	0	0	0	0	12	0	0	1	0	1	0	0	107	
800	0	92	8	0	0	1	0	13	0	0	0	0	0	0	0	114	429
815	0	93	7	0	0	0	0	13	0	0	0	0	0	0	0	113	
830	1	93	4	0	1	0	0	15	1	0	0	0	0	0	0	115	
845	0	86	3	0	1	0	0	14	0	0	0	0	0	0	0	104	
900	0	87	9	0	2	0	0	13	0	0	0	0	0	0	1	112	444
915	1	93	4	0	1	0	0	14	0	0	0	0	0	0	0	113	
930	0	94	0	0	3	0	0	11	0	1	0	0	0	0	0	109	
945	0	87	0	0	1	0	0	14	0	1	0	0	0	0	0	103	
1000	0	83	1	0	3	0	0	15	0	0	0	0	0	0	0	102	427
1015	0	96	1	0	2	1	0	15	0	0	0	0	0	0	0	115	
1030	0	98	0	0	1	2	0	10	0	0	0	0	0	0	0	111	
1045	0	98	2	0	3	0	0	13	0	1	0	0	0	0	1	118	
1100	0	99	2	0	2	2	0	13	0	0	0	0	0	0	0	118	462
1115	0	77	1	0	1	2	0	12	0	0	0	0	0	0	1	94	
1130	0	87	1	0	2	3	0	15	0	0	0	0	0	0	1	109	
1145	0	91	3	0	1	0	0	13	0	0	0	0	0	0	0	108	
1200	0	94	5	0	0	0	0	11	0	1	0	0	0	0	0	111	422
1215	0	48	0	0	1	0	1	7	0	0	0	0	0	0	1	58	
1230	0	72	3	0	1	0	0	8	1	0	0	0	0	0	0	85	
1245	0	71	6	0	0	1	1	5	0	0	0	0	0	0	0	84	
1300	0	77	1	0	0	1	0	7	0	1	0	0	0	0	2	89	316
1315	0	55	3	0	2	0	0	2	0	0	0	0	0	0	2	64	
1330	0	59	1	0	1	0	0	9	0	0	0	0	1	0	0	71	
1345	0	70	3	0	0	1	0	6	1	0	0	0	0	0	0	81	
1400	0	78	0	0	1	0	0	6	0	0	0	0	0	0	0	85	301
1415	1	81	0	0	0	0	0	7	1	0	0	0	0	0	0	90	
1430	0	89	2	0	1	1	0	12	0	0	0	0	0	0	0	105	
1445	1	87	2	0	1	0	0	15	0	1	0	0	0	0	0	107	
1500	0	98	3	0	0	0	0	15	0	1	1	0	0	0	0	118	420
1515	0	81	2	0	2	1	0	11	0	0	0	0	0	0	0	97	
1530	0	70	2	0	0	2	0	13	0	0	0	0	0	0	0	87	
1545	0	60	0	0	3	0	0	11	0	0	0	0	0	0	2	76	
1600	0	56	0	0	3	1	0	9	0	0	0	0	0	0	0	69	329

1615	1	51	3	0	1	1	0	6	0	0	0	0	0	0	2	65	
1630	0	67	0	0	1	1	0	11	0	0	0	0	0	0	0	80	
1645	0	55	0	0	1	0	0	10	0	0	0	0	0	0	0	66	
1700	1	70	3	0	0	0	0	10	0	0	0	0	0	0	0	84	295
1715	0	66	3	0	0	1	0	14	0	0	0	0	0	0	0	84	
1730	0	61	2	0	1	0	0	13	0	0	0	0	0	0	0	77	
1745	0	49	2	0	1	0	0	11	1	2	0	0	0	0	0	66	
1800	0	56	0	0	1	0	0	9	0	0	1	0	0	0	0	67	294
1815	0	57	0	0	0	0	0	9	0	0	0	0	0	0	0	66	
1830	0	47	0	0	0	0	0	3	0	0	0	0	0	0	0	50	
1845	0	55	0	0	0	0	0	0	1	0	0	0	0	0	0	56	
1900	0	52	3	0	0	0	0	0	0	0	0	0	0	0	0	55	227
1915	0	51	0	0	0	0	0	1	0	0	0	0	0	0	0	52	
1930	0	67	1	0	0	1	0	0	0	0	0	0	0	0	1	70	
1945	0	45	0	0	0	0	0	1	0	0	0	0	0	0	0	46	
2000	0	42	1	0	0	0	0	2	0	0	0	0	0	0	0	45	213
2015	0	28	1	0	0	0	0	0	0	0	0	0	0	0	0	29	
2030	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
2045	0	19	0	0	1	0	0	0	0	0	0	0	0	0	0	20	
2100	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18	88
2115	0	11	1	0	0	0	0	1	0	0	0	0	0	0	0	13	
2130	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
2145	0	15	3	0	1	0	0	1	0	0	0	0	0	0	1	21	
2200	0	15	1	0	0	0	0	1	0	0	0	0	0	0	0	17	66
2215	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	9	
2230	1	7	1	0	0	1	0	0	0	0	0	0	0	0	1	11	
2245	0	9	1	0	0	0	0	1	0	0	1	0	1	0	0	13	
2300	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	10	43
2315	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	9	
2330	0	6	1	0	0	1	0	1	0	0	0	0	0	0	0	9	
2345	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
2400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	28
<b>Total</b>	<b>8</b>	<b>4424</b>	<b>146</b>	<b>0</b>	<b>55</b>	<b>28</b>	<b>2</b>	<b>563</b>	<b>10</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>5277</b>	
<b>%</b>	<b>0.2%</b>	<b>83.8%</b>	<b>2.8%</b>	<b>0.0%</b>	<b>1.0%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>10.7%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>100.0%</b>	
<b>AM Peak</b>	<b>1</b>	<b>368</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>449</b>	
<b>AM K</b>																<b>0.0851</b>	
<b>PM Peak</b>	<b>1</b>	<b>355</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>427</b>	
<b>PM K</b>																<b>0.0809</b>	

SR 29 East of 9TH Street (Northbound)  
DATE: Jan. 19 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	17	1	0	0	0	0	2	0	0	0	0	0	0	0	20	
30	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
45	0	17	0	0	0	0	0	1	0	0	0	0	0	0	0	18	
100	1	18	2	0	1	0	0	1	0	0	0	0	0	0	0	23	78
115	0	10	1	0	0	0	0	1	0	0	0	0	0	0	0	12	
130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
145	0	4	0	0	0	0	0	2	1	0	0	0	0	0	0	7	
200	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	26
215	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	4	
230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
245	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
300	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	15
315	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
330	0	6	0	0	0	0	0	2	0	0	0	0	0	0	0	8	
345	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
400	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21
415	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
430	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	7	
445	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11	
500	0	11	0	0	0	0	0	2	0	0	0	0	0	0	0	13	35
515	0	15	3	0	0	0	0	1	1	0	0	0	0	0	0	20	
530	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
545	0	31	1	0	0	0	0	1	0	0	0	0	0	0	0	33	
600	0	48	1	0	0	0	0	2	0	0	0	0	0	0	0	51	115
615	1	50	1	0	0	0	0	6	0	0	0	0	0	0	0	58	
630	0	63	0	0	0	0	0	10	0	1	0	0	0	0	0	74	
645	1	71	2	0	1	0	0	7	1	0	0	0	0	0	0	83	
700	1	79	3	0	0	0	0	8	0	0	0	0	0	0	0	91	306
715	0	88	1	0	0	0	0	8	0	0	0	0	0	0	0	97	
730	0	109	1	0	0	0	0	8	2	0	0	0	0	0	0	120	
745	0	113	3	0	0	0	0	9	0	0	0	0	0	0	0	125	
800	0	116	2	0	1	0	0	7	0	1	0	0	0	0	0	127	469
815	0	114	0	0	0	0	0	8	0	0	0	0	0	0	2	124	
830	1	112	4	0	1	1	0	7	0	0	0	0	0	0	0	126	
845	0	115	3	0	1	0	1	8	0	0	0	0	0	0	0	128	
900	0	113	6	0	0	0	0	8	1	0	0	0	0	0	0	128	506
915	0	110	5	0	0	0	0	6	0	0	0	0	0	0	1	122	
930	0	104	2	0	1	0	0	7	0	0	0	0	0	0	0	114	
945	0	94	2	0	0	0	0	9	0	0	0	0	0	0	0	105	
1000	0	90	4	0	2	1	0	9	0	0	0	0	0	0	0	106	447
1015	0	94	3	0	0	0	0	9	0	0	0	0	0	0	0	106	
1030	0	102	0	0	1	0	0	9	0	0	0	0	0	0	0	112	
1045	0	80	1	0	0	3	0	8	0	1	0	0	0	0	0	93	
1100	0	81	0	0	0	2	0	11	0	0	0	0	0	0	0	94	405
1115	0	95	3	0	1	1	0	6	0	0	0	0	0	0	2	108	
1130	0	109	3	0	0	0	0	8	1	0	0	0	0	0	0	121	
1145	1	81	2	0	1	0	0	8	0	0	0	0	0	0	0	93	
1200	0	90	5	0	0	1	0	11	1	1	0	0	0	0	2	111	433
1215	0	88	4	0	1	0	0	11	0	0	0	0	0	0	0	104	
1230	1	112	4	0	2	2	0	9	0	0	0	0	0	0	0	130	
1245	0	98	4	0	1	0	0	9	0	0	0	0	0	0	0	112	
1300	2	84	2	0	0	1	0	7	0	0	0	0	0	0	1	97	443
1315	0	71	2	0	3	0	0	9	0	0	0	0	0	0	1	86	
1330	0	79	1	0	2	0	0	6	0	0	0	0	0	0	0	88	
1345	0	84	3	0	2	0	0	9	0	0	0	0	0	0	0	98	
1400	0	95	2	0	0	0	0	11	0	0	0	0	1	0	2	111	383
1415	0	113	1	0	0	2	0	11	0	0	0	0	0	0	0	127	
1430	0	129	3	0	1	0	0	10	0	0	0	0	0	0	1	144	
1445	0	113	4	0	0	0	0	9	0	1	0	0	0	0	0	127	
1500	1	119	6	0	1	0	0	11	0	0	0	0	0	0	0	138	536
1515	0	154	2	0	1	2	0	11	0	0	0	0	0	0	0	170	
1530	1	139	2	0	0	1	0	12	0	0	1	0	0	0	0	156	
1545	1	129	4	0	2	0	0	9	0	0	0	0	0	0	0	145	
1600	0	109	4	0	4	0	0	9	0	0	1	0	0	0	0	127	598

1615	0	127	2	0	0	1	0	6	1	0	0	0	0	0	1	138
1630	1	141	2	0	0	0	0	9	0	0	0	0	0	0	1	154
1645	0	143	1	0	0	0	0	6	0	0	0	0	0	0	0	150
1700	0	145	1	0	0	0	0	7	0	0	0	0	0	0	0	153
1715	0	138	2	0	0	0	0	8	0	0	0	0	0	0	0	148
1730	0	143	3	0	1	0	0	8	0	0	0	0	0	0	0	155
1745	0	133	1	0	0	0	0	7	0	0	0	0	0	0	0	141
1800	1	138	5	0	0	0	0	8	0	0	2	0	0	0	1	155
1815	0	127	3	0	0	0	0	6	0	0	0	0	0	0	0	136
1830	0	124	1	0	2	0	0	3	0	0	0	0	0	0	0	130
1845	0	90	1	0	0	0	0	6	0	0	0	0	0	0	0	97
1900	1	83	3	0	0	1	0	5	0	0	0	0	0	0	0	93
1915	1	86	2	0	0	0	0	7	1	0	0	0	1	0	0	98
1930	0	84	0	0	0	0	0	6	0	0	0	0	0	0	0	90
1945	0	67	2	0	0	3	0	5	0	0	0	0	0	0	0	77
2000	0	48	1	0	0	0	0	6	0	0	0	0	0	0	0	55
2015	0	56	1	0	0	0	0	2	0	0	0	0	0	0	0	59
2030	0	45	3	0	0	0	0	1	0	0	0	0	0	0	1	50
2045	0	42	1	0	0	0	0	4	0	0	0	0	0	0	0	47
2100	1	40	2	0	0	0	0	3	0	0	0	0	0	0	0	46
2115	0	41	3	0	0	0	0	2	0	0	0	0	0	0	0	46
2130	0	38	1	0	0	0	0	3	0	0	0	0	0	0	1	43
2145	0	33	3	0	0	0	0	2	0	1	0	0	0	0	0	39
2200	0	32	2	0	0	0	0	0	0	0	0	0	0	0	0	34
2215	0	33	1	0	0	0	0	1	0	0	0	0	0	0	0	35
2230	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
2245	0	21	2	0	0	0	0	2	0	0	0	0	0	0	0	25
2300	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
2315	0	12	0	0	0	0	0	3	0	0	0	0	0	0	0	15
2330	1	14	1	0	0	0	0	1	0	0	0	0	0	0	0	17
2345	0	14	3	0	0	0	0	3	0	0	0	0	0	0	0	20
2400	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	9
<b>Total</b>	<b>19</b>	<b>6530</b>	<b>170</b>	<b>0</b>	<b>34</b>	<b>22</b>	<b>1</b>	<b>499</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>7314</b>
<b>%</b>	<b>0.3%</b>	<b>89.3%</b>	<b>2.3%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>6.8%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>
<b>AM Peak</b>	<b>1</b>	<b>454</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>506</b>
<b>AM K</b>																<b>0.0692</b>
<b>PM Peak</b>	<b>0</b>	<b>569</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>606</b>
<b>PM K</b>																<b>0.0829</b>



SR 29 East of 9TH Street (Northbound)  
DATE: Jan. 20 2011

TYPE	1	2	3	4	8	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	19	0	0	0	0	0	1	0	0	0	0	0	0	0	20	
30	0	21	0	0	0	0	0	1	0	0	0	0	0	0	0	22	
45	0	12	0	0	1	0	0	1	0	0	0	0	0	0	0	14	
100	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0	14	70
115	0	11	0	0	0	0	0	0	1	0	0	0	0	0	0	12	
130	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
145	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	3	
200	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5	30
215	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	7	
230	1	5	0	0	0	0	0	2	0	0	0	0	0	0	0	8	
245	1	4	0	0	0	0	0	1	0	0	0	0	0	0	0	6	
300	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5	26
315	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5	
330	1	7	0	0	0	0	0	1	1	0	0	0	0	0	1	11	
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
400	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7	24
415	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4	
430	1	8	0	0	2	0	0	0	0	0	0	0	0	0	0	11	
445	0	8	0	0	0	1	0	3	0	1	0	0	0	0	0	13	
500	0	12	0	0	0	0	0	2	0	0	0	0	0	0	0	14	42
515	1	12	2	0	1	0	0	3	1	0	0	0	0	0	0	20	
530	0	15	1	0	0	0	0	7	0	1	0	0	0	0	0	24	
545	0	35	3	0	0	0	0	5	1	0	0	0	0	0	0	44	
600	1	39	3	0	1	0	0	9	0	0	0	0	0	0	0	53	141
615	0	56	1	0	0	0	0	9	0	0	0	0	0	0	0	66	
630	0	55	1	0	0	0	0	7	0	0	0	0	0	0	0	63	
645	0	77	1	0	1	0	0	7	1	0	0	0	0	0	0	87	
700	1	76	4	0	0	0	0	10	0	0	0	0	0	0	0	91	307
715	0	84	2	0	0	0	0	11	0	0	0	0	0	0	0	97	
730	0	111	3	0	0	0	0	11	1	1	0	0	0	0	0	127	
745	0	112	1	0	0	1	0	9	1	0	0	0	0	0	0	124	
800	1	111	2	0	1	0	0	12	0	0	0	0	0	0	0	127	475
815	1	117	5	0	0	0	0	11	0	0	0	0	0	0	0	134	
830	0	109	2	0	0	0	0	11	0	0	0	0	0	0	0	122	
845	0	118	1	0	1	1	1	9	1	0	0	0	0	0	1	133	
900	1	110	3	0	0	1	0	15	1	0	0	0	0	0	0	131	520
915	0	110	2	0	1	0	0	11	1	0	0	0	0	0	2	127	
930	1	109	3	0	0	0	0	9	1	0	0	0	0	0	0	123	
945	0	99	1	0	0	1	0	9	0	0	0	0	0	0	2	112	
1000	0	94	2	0	1	1	1	8	1	0	0	0	0	0	0	108	470
1015	1	94	1	0	0	1	0	11	0	0	0	0	0	0	0	108	
1030	0	91	2	0	1	1	0	9	0	0	0	0	0	0	0	104	
1045	0	90	1	0	1	0	0	11	0	0	0	0	0	0	0	103	
1100	0	87	4	0	0	1	0	9	1	1	0	0	0	0	0	103	418
1115	0	81	2	0	1	3	0	11	0	0	0	0	0	0	0	98	
1130	1	94	1	0	1	0	0	9	1	0	0	0	0	0	1	108	
1145	1	78	2	0	0	2	0	5	0	0	0	0	0	0	0	88	
1200	0	78	3	0	1	1	0	3	0	0	0	0	0	0	0	86	380
1215	1	92	3	0	0	0	0	7	0	0	1	0	0	0	0	104	
1230	1	108	4	0	0	0	0	4	0	0	0	0	0	0	2	119	
1245	1	111	3	0	2	2	0	6	1	0	0	0	0	0	0	126	
1300	0	91	2	0	1	1	0	6	0	1	0	0	0	0	0	102	451
1315	0	84	1	0	0	1	0	6	0	0	0	0	0	0	0	92	
1330	0	67	3	0	2	0	0	5	0	0	0	0	1	0	0	78	
1345	0	77	1	0	0	1	0	9	0	0	0	0	0	0	2	90	
1400	0	86	2	0	2	0	0	11	0	0	0	0	0	0	0	101	361
1415	0	93	4	0	0	1	0	8	0	0	0	0	0	0	1	107	
1430	2	117	1	0	1	1	0	9	1	0	0	0	0	0	0	132	
1445	0	119	1	0	1	0	0	7	0	0	0	0	0	0	0	128	
1500	0	119	1	0	1	0	0	11	0	0	0	0	1	0	0	133	500
1515	1	141	2	0	1	1	0	7	1	0	0	0	0	0	0	154	
1530	2	147	0	0	1	0	0	7	0	0	1	0	0	0	0	158	
1545	0	132	0	0	0	0	0	7	0	1	0	0	1	0	0	141	
1600	0	135	1	0	0	1	0	15	0	0	0	0	0	0	1	153	606

1615	0	131	1	0	1	1	1	11	0	0	0	0	0	0	0	146
1630	0	139	3	0	0	1	0	11	1	0	0	0	0	0	0	155
1645	1	151	3	0	1	0	0	9	1	0	0	0	0	0	0	166
1700	2	144	2	0	0	0	0	8	0	0	0	0	0	0	1	157
1715	0	137	1	0	1	0	0	7	0	0	2	0	0	0	0	148
1730	0	143	2	0	1	0	0	8	0	0	0	0	0	0	0	154
1745	0	131	2	0	0	0	0	9	0	0	0	0	1	0	0	143
1800	0	138	2	0	1	1	0	8	0	0	0	0	0	0	0	150
1815	0	123	5	0	0	0	0	9	1	0	0	0	0	0	0	138
1830	1	129	2	0	1	0	0	6	0	1	0	0	0	0	0	140
1845	0	98	1	0	0	2	0	8	0	0	0	0	0	0	0	109
1900	1	76	1	0	0	0	1	8	0	0	0	0	0	0	0	87
1915	0	86	1	0	0	1	0	8	0	0	0	0	0	0	0	96
1930	0	84	2	0	1	0	0	7	0	0	0	0	0	0	0	94
1945	0	61	0	0	0	1	0	4	1	0	0	0	0	0	0	67
2000	1	45	0	0	0	0	0	1	0	0	0	0	0	0	0	47
2015	0	49	2	0	0	0	0	3	0	0	0	0	0	0	0	54
2030	0	51	1	0	1	0	0	2	1	0	0	0	0	0	0	56
2045	0	47	0	0	0	0	0	3	0	0	0	0	0	0	0	50
2100	0	40	0	0	0	0	0	1	0	0	0	0	0	0	0	41
2115	0	43	0	0	0	0	0	2	0	0	0	0	0	0	0	45
2130	0	38	0	0	0	0	0	2	0	0	0	0	0	0	0	40
2145	0	29	1	0	1	0	0	2	0	1	0	0	0	0	0	34
2200	0	32	0	0	0	0	0	1	1	0	0	0	0	0	0	34
2215	0	27	1	0	0	1	0	2	0	0	0	0	0	0	1	32
2230	1	20	0	0	0	1	0	0	0	0	0	0	0	0	0	22
2245	0	20	0	0	0	0	0	1	1	0	0	0	0	0	0	22
2300	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
2315	0	15	0	0	0	0	0	1	0	0	0	0	0	0	1	17
2330	1	14	0	0	0	0	0	1	0	0	0	0	1	0	0	17
2345	0	18	0	0	0	0	0	2	0	0	0	0	0	0	0	20
2400	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Total</b>	<b>32</b>	<b>6498</b>	<b>127</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>4</b>	<b>538</b>	<b>25</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>7329</b>
<b>%</b>	<b>0.4%</b>	<b>88.7%</b>	<b>1.7%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>7.3%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>100.0%</b>
<b>AM Peak</b>	<b>2</b>	<b>454</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>46</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>520</b>
<b>AM K</b>																<b>0.0710</b>
<b>PM Peak</b>	<b>3</b>	<b>571</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>626</b>
<b>PM K</b>																<b>0.0854</b>

SR 29 East of 9TH Street (Southbound)

DATE: Jan 19 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
30	0	18	1	0	0	0	0	1	0	0	0	0	0	0	0	20	
45	0	12	0	0	0	0	0	1	0	0	0	0	0	0	0	13	
100	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13	66
115	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11	
130	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	6	
145	1	6	1	0	1	0	0	0	0	0	0	0	0	0	0	9	
200	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	32
215	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8	
230	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10	
245	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	25
315	0	4	1	0	0	0	0	0	0	0	1	0	0	0	0	6	
330	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
345	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	5	
400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6	22
415	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
430	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
445	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7	
500	0	9	0	0	2	0	0	0	0	0	0	0	0	0	0	11	28
515	0	8	3	0	1	1	0	1	0	0	0	0	0	0	0	14	
530	1	14	1	0	0	0	0	0	0	0	0	0	0	0	0	16	
545	0	15	2	0	0	1	0	3	0	0	0	0	0	0	0	21	
600	0	32	3	0	0	0	0	4	0	0	1	0	0	0	0	40	91
615	0	33	2	0	1	0	0	4	1	0	0	0	0	0	0	41	
630	1	77	1	0	0	0	0	4	0	0	0	0	0	0	0	83	
645	0	91	1	0	0	0	0	9	0	0	0	0	0	0	0	101	
700	0	94	2	0	0	0	0	8	1	1	0	0	0	0	0	106	331
715	1	97	1	0	0	0	0	8	0	0	0	0	0	0	0	107	
730	0	101	2	0	0	0	0	9	0	0	1	0	0	0	0	113	
745	1	111	1	0	0	0	0	8	0	1	0	0	0	0	0	122	
800	2	112	1	0	1	0	0	9	0	0	0	0	0	0	0	125	467
815	1	108	3	0	1	0	0	8	0	0	1	0	0	0	0	122	
830	1	107	3	0	0	0	0	8	0	0	0	0	0	0	0	119	
845	0	119	2	0	2	1	0	7	0	0	0	0	0	0	1	132	
900	0	101	2	0	1	0	0	9	1	0	0	0	0	0	0	114	487
915	1	98	2	0	0	0	0	8	0	0	0	0	0	0	0	109	
930	2	94	2	0	0	0	0	10	0	0	0	0	0	0	2	110	
945	0	100	3	0	1	0	0	9	1	1	0	0	0	0	0	115	
1000	0	97	3	0	0	1	0	11	0	0	0	0	0	0	1	113	447
1015	1	102	2	0	1	0	0	9	0	0	0	0	0	0	0	115	
1030	0	95	1	0	2	2	0	9	0	0	0	0	0	0	1	110	
1045	1	88	1	0	1	2	0	8	0	0	0	0	0	0	0	101	
1100	0	102	3	0	1	4	0	9	0	0	0	0	0	0	1	120	446
1115	1	103	3	0	0	3	0	11	0	0	0	0	0	0	0	121	
1130	0	102	4	0	0	1	0	11	0	0	0	0	0	0	0	118	
1145	0	121	2	0	0	0	0	10	0	0	0	0	0	0	0	133	
1200	0	127	2	0	2	1	0	6	0	1	0	0	0	0	1	140	512
1215	1	118	4	0	1	1	0	5	0	0	0	0	0	0	0	130	
1230	1	93	2	0	2	0	0	5	1	0	0	0	1	0	0	105	
1245	0	95	4	0	0	0	0	7	0	0	0	0	0	0	0	106	
1300	0	101	2	0	1	1	0	6	0	0	0	0	0	0	1	112	453
1315	2	100	3	0	1	1	0	7	0	0	0	0	0	0	0	114	
1330	0	113	4	0	1	0	0	4	0	0	0	0	1	0	1	124	
1345	0	114	2	0	1	0	0	8	0	1	1	0	0	0	0	127	
1400	1	109	4	0	2	0	0	7	0	0	0	0	0	0	1	124	489
1415	0	119	3	0	1	0	0	7	1	0	0	0	0	0	1	132	
1430	0	120	2	0	1	0	0	11	0	0	0	0	0	0	0	134	
1445	1	118	2	0	0	0	0	7	0	0	0	0	0	0	0	128	
1500	1	121	3	0	0	1	0	7	0	0	0	0	0	0	2	135	529
1515	0	108	1	0	1	0	0	8	0	0	0	0	0	0	1	119	
1530	0	118	2	0	1	0	0	8	0	0	0	0	0	0	1	130	
1545	0	122	1	0	3	0	0	6	0	0	0	0	0	0	0	132	
1600	0	123	2	0	1	0	0	10	0	0	0	0	0	0	0	136	517

1615	0	132	1	0	1	2	0	7	0	0	0	0	0	0	143		
1630	0	130	3	0	0	1	0	8	0	0	0	0	0	1	143		
1645	0	127	2	0	0	1	0	9	0	0	0	0	1	0	140		
1700	0	121	1	0	0	0	0	11	0	0	0	0	0	0	133	559	
1715	0	131	3	0	2	0	0	6	0	0	1	0	0	0	2	145	
1730	0	108	2	0	1	0	0	6	1	0	0	0	0	0	0	118	
1745	1	116	2	0	1	0	0	8	0	0	0	0	0	0	1	129	
1800	0	121	2	0	0	0	0	9	0	0	0	0	0	0	0	132	524
1815	0	116	3	0	0	0	0	8	0	0	0	0	0	0	0	127	
1830	1	118	3	0	0	0	0	6	0	0	0	0	0	0	1	129	
1845	0	99	2	0	1	0	0	0	1	0	0	0	0	0	0	103	
1900	1	89	1	0	0	0	0	5	0	1	1	0	0	0	0	98	457
1915	0	84	1	0	0	0	0	2	0	0	0	0	0	0	0	87	
1930	0	80	2	0	0	0	0	3	2	0	0	0	0	0	0	87	
1945	0	61	1	0	0	0	0	4	0	0	0	0	0	0	0	66	
2000	0	42	1	0	0	2	0	2	0	0	0	0	0	0	0	47	287
2015	0	38	3	0	1	0	0	1	0	0	0	0	0	0	0	43	
2030	0	28	1	0	0	0	0	1	0	0	0	0	0	0	0	30	
2045	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27	
2100	0	24	0	0	0	0	0	2	0	0	0	0	0	0	0	26	126
2115	0	24	0	0	0	1	0	0	0	0	0	0	0	0	0	25	
2130	0	22	0	0	0	0	0	1	0	1	0	0	0	0	0	24	
2145	0	17	1	0	0	0	0	1	0	0	0	0	0	0	1	20	
2200	1	14	1	0	0	0	0	0	0	0	0	0	0	0	0	16	85
2215	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
2230	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12	
2245	0	10	0	0	1	0	0	2	0	0	0	0	0	0	0	13	
2300	0	12	0	0	0	0	0	1	0	0	0	0	0	0	0	13	53
2315	0	8	0	0	0	0	0	0	0	0	0	0	0	0	1	9	
2330	0	6	0	0	0	0	0	3	0	0	0	0	0	0	0	9	
2345	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
2400	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8	32
<b>Total</b>	<b>29</b>	<b>6331</b>	<b>149</b>	<b>0</b>	<b>43</b>	<b>28</b>	<b>0</b>	<b>434</b>	<b>10</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>7065</b>	
<b>%</b>	<b>0.4%</b>	<b>89.6%</b>	<b>2.1%</b>	<b>0.0%</b>	<b>0.6%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>6.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100.0%</b>	
<b>AM Peak</b>	<b>4</b>	<b>446</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>498</b>	
<b>AM K</b>																<b>0.0705</b>	
<b>PM Peak</b>	<b>0</b>	<b>512</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>562</b>	
<b>PM K</b>																<b>0.0795</b>	

SR 29 East of 9TH Street (Southbound)

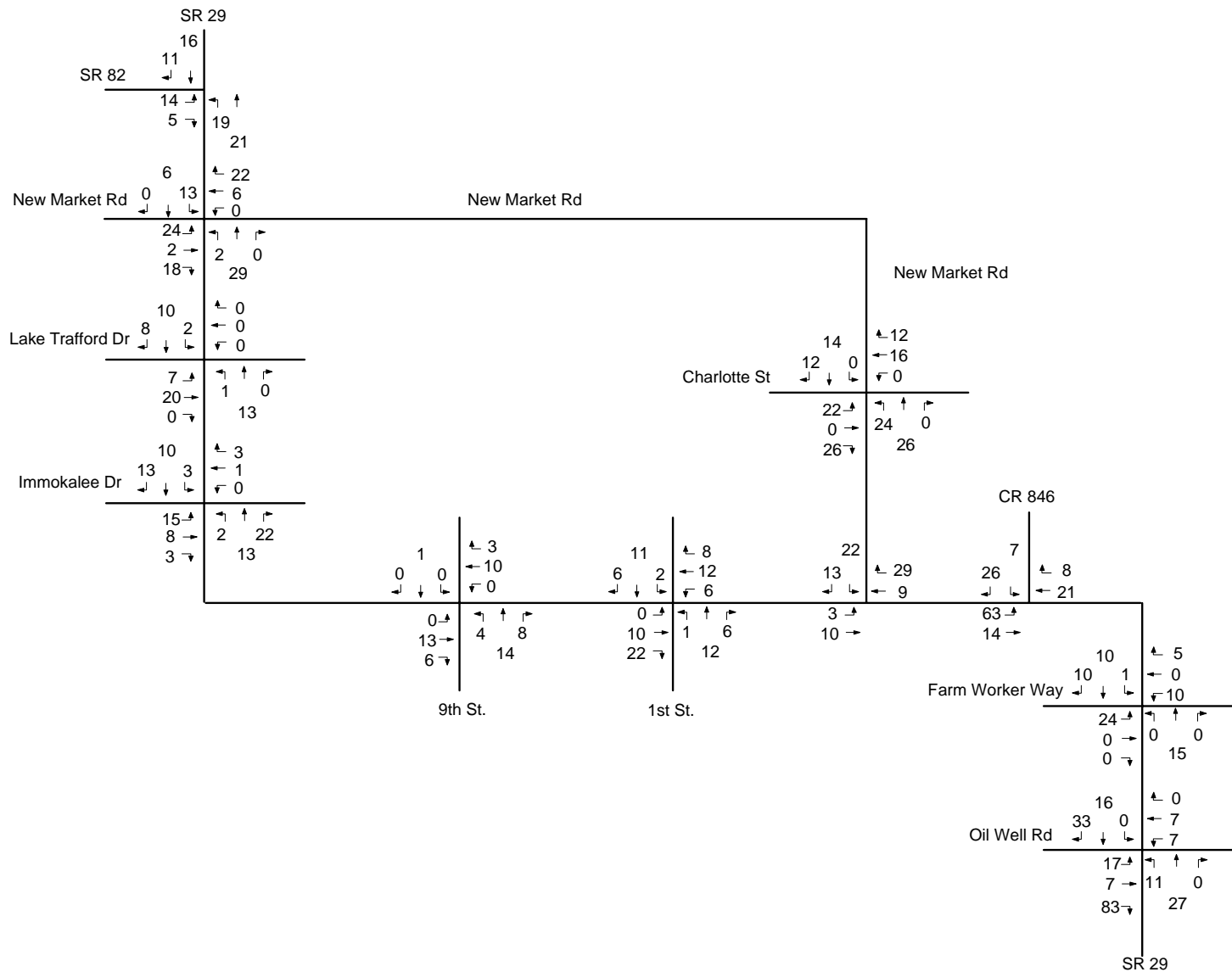
DATE: Jan 20 2011

TYPE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15 Min Total	Hourly Total
15	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0	14	
30	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
45	1	12	0	0	0	0	0	1	0	0	0	0	0	0	1	15	
100	0	17	0	0	0	0	0	1	0	0	0	0	0	0	0	18	62
115	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
130	0	7	0	0	1	0	0	1	1	0	0	0	0	0	0	10	
145	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
200	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8	31
215	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	8	
230	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
245	0	6	0	0	0	0	0	2	0	0	0	0	0	0	0	8	
300	0	3	1	0	0	0	0	1	0	1	1	0	0	0	1	8	30
315	1	6	0	0	0	0	0	1	0	1	0	0	0	0	1	10	
330	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
345	0	5	1	0	0	0	0	1	0	1	0	0	0	0	0	8	
400	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7	29
415	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
430	1	9	0	0	1	0	0	2	0	0	0	0	0	0	1	14	
445	0	7	0	0	0	1	0	0	0	1	0	0	0	0	0	9	
500	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11	38
515	0	11	2	0	0	0	0	1	0	1	0	0	0	0	0	15	
530	0	12	1	0	0	0	0	1	0	1	0	0	0	0	0	15	
545	0	12	3	0	2	0	0	2	0	0	0	0	0	0	0	19	
600	1	31	3	0	0	0	0	2	0	0	0	0	0	0	0	37	86
615	0	37	3	0	1	0	0	2	0	0	0	0	0	0	0	43	
630	0	68	3	0	0	1	0	8	0	0	0	0	0	0	0	80	
645	0	89	3	0	0	0	0	14	0	0	0	0	0	0	1	107	
700	1	97	2	0	0	0	0	11	1	0	0	0	0	0	0	112	342
715	0	99	2	0	0	0	0	9	1	0	0	0	0	0	1	112	
730	0	121	4	0	1	0	0	11	0	0	0	0	0	0	0	137	
745	0	108	3	0	0	0	0	11	0	0	1	0	1	0	0	124	
800	0	114	8	0	0	1	0	13	0	0	0	0	0	0	0	136	509
815	0	108	7	0	0	0	0	6	0	0	0	0	0	0	0	121	
830	1	98	4	0	1	0	0	15	1	0	0	0	0	0	0	120	
845	0	109	3	0	1	0	1	8	0	0	0	0	0	0	0	122	
900	0	109	9	0	2	0	0	7	0	0	0	0	0	0	1	128	491
915	1	100	2	0	1	0	0	9	0	0	0	0	0	0	0	113	
930	0	100	2	0	3	0	0	11	0	1	0	0	0	0	0	117	
945	0	101	0	0	1	0	0	9	1	0	0	0	0	0	0	112	
1000	1	95	1	0	3	0	0	15	0	0	1	0	0	0	0	116	458
1015	1	98	2	0	2	1	0	15	0	0	0	0	0	0	0	119	
1030	1	95	1	0	1	2	0	10	1	0	0	0	0	0	0	111	
1045	1	88	1	0	3	2	0	7	0	1	0	0	0	0	1	104	
1100	1	112	2	0	2	2	0	5	0	0	0	0	0	0	0	124	458
1115	0	107	1	0	1	2	0	7	0	0	0	0	0	0	1	119	
1130	0	113	1	0	2	3	0	8	0	0	0	0	0	0	1	128	
1145	0	119	3	0	1	1	0	8	0	0	0	0	0	0	0	132	
1200	0	108	5	0	0	1	0	11	1	1	0	0	0	0	0	127	506
1215	2	130	0	0	1	2	1	7	0	1	0	0	0	0	1	145	
1230	0	77	3	0	1	0	0	8	1	0	0	0	0	0	3	93	
1245	1	89	2	0	2	1	1	5	0	0	0	0	0	0	0	101	
1300	0	101	2	0	2	1	0	7	0	1	0	0	0	0	1	115	454
1315	0	121	2	0	2	0	0	5	0	0	0	0	0	0	2	132	
1330	2	109	2	0	1	0	0	9	0	0	0	0	1	0	0	124	
1345	0	114	2	0	0	1	0	6	1	0	0	0	0	0	0	124	
1400	0	111	0	0	1	0	0	6	0	0	0	0	0	0	0	118	498
1415	1	114	3	0	0	0	0	7	1	0	0	0	0	0	0	126	
1430	0	117	2	0	1	1	0	8	0	0	0	0	0	0	0	129	
1445	1	117	3	0	1	0	0	8	0	1	0	0	0	0	0	131	
1500	0	121	3	0	0	0	0	7	0	1	1	0	0	0	0	133	519
1515	0	111	3	0	2	1	0	11	0	0	0	0	0	0	0	128	
1530	0	110	4	0	0	2	0	8	0	0	0	0	0	0	0	124	
1545	0	123	0	0	3	0	0	11	0	0	0	0	0	0	2	139	
1600	0	123	0	0	3	1	0	9	0	0	0	0	0	0	0	136	527

1615	1	121	3	0	1	1	0	6	0	0	0	0	0	0	2	135	
1630	0	126	0	0	1	1	0	11	0	1	0	0	0	0	0	140	
1645	0	127	2	0	1	0	0	10	0	0	0	0	0	0	0	140	
1700	1	119	4	0	0	0	0	10	0	0	0	0	0	0	0	134	549
1715	0	125	1	0	2	1	0	9	0	2	0	0	0	0	2	142	
1730	0	120	2	0	1	0	0	10	0	0	0	0	0	0	0	133	
1745	0	116	1	0	1	0	0	11	1	3	0	0	0	0	0	133	
1800	0	121	0	0	1	1	0	9	0	0	1	0	0	0	0	133	541
1815	0	118	0	0	0	0	0	9	0	0	0	0	0	0	1	128	
1830	1	118	1	0	0	0	0	3	0	0	0	0	0	0	0	123	
1845	0	100	0	0	0	1	0	0	1	0	1	0	0	0	0	103	
1900	0	98	1	0	0	0	0	0	0	0	0	0	1	0	1	101	455
1915	1	84	1	0	0	0	0	1	0	2	0	0	0	0	2	91	
1930	0	77	1	0	1	1	0	2	0	0	0	0	0	0	1	83	
1945	0	71	1	0	0	0	0	1	1	0	0	0	0	0	0	74	
2000	0	42	1	0	0	0	0	2	0	0	0	0	0	0	0	45	293
2015	0	38	0	0	0	1	0	0	0	0	0	0	0	0	0	39	
2030	0	28	0	0	1	0	0	0	0	0	0	0	0	0	1	30	
2045	0	26	0	0	1	0	0	0	0	0	0	0	0	0	0	27	
2100	0	24	2	0	0	0	0	0	0	0	0	0	0	0	1	27	123
2115	0	21	1	0	0	0	0	1	0	0	0	0	0	0	0	23	
2130	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
2145	0	20	0	0	1	0	0	1	0	0	0	0	0	0	1	23	
2200	0	14	1	0	0	0	0	1	0	0	0	0	0	0	0	16	82
2215	0	15	1	0	0	0	0	1	1	0	0	0	0	0	0	18	
2230	1	12	0	0	0	1	0	0	0	0	0	0	0	0	1	15	
2245	0	10	1	0	0	0	0	1	0	0	1	0	0	0	0	13	
2300	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	13	59
2315	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	10	
2330	0	9	0	0	0	1	0	1	0	0	0	0	0	0	0	11	
2345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
2400	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	31
<b>Total</b>	<b>25</b>	<b>6351</b>	<b>144</b>	<b>0</b>	<b>63</b>	<b>37</b>	<b>3</b>	<b>470</b>	<b>15</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>7171</b>	
<b>%</b>	<b>0.3%</b>	<b>88.6%</b>	<b>2.0%</b>	<b>0.0%</b>	<b>0.9%</b>	<b>0.5%</b>	<b>0.0%</b>	<b>6.6%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>100.0%</b>	
<b>AM Peak</b>	<b>0</b>	<b>451</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>518</b>	
<b>AM K</b>																<b>0.0722</b>	
<b>PM Peak</b>	<b>1</b>	<b>497</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>556</b>	
<b>PM K</b>																<b>0.0775</b>	



NTS



Prepared for: **FDOT District 1**  
 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**

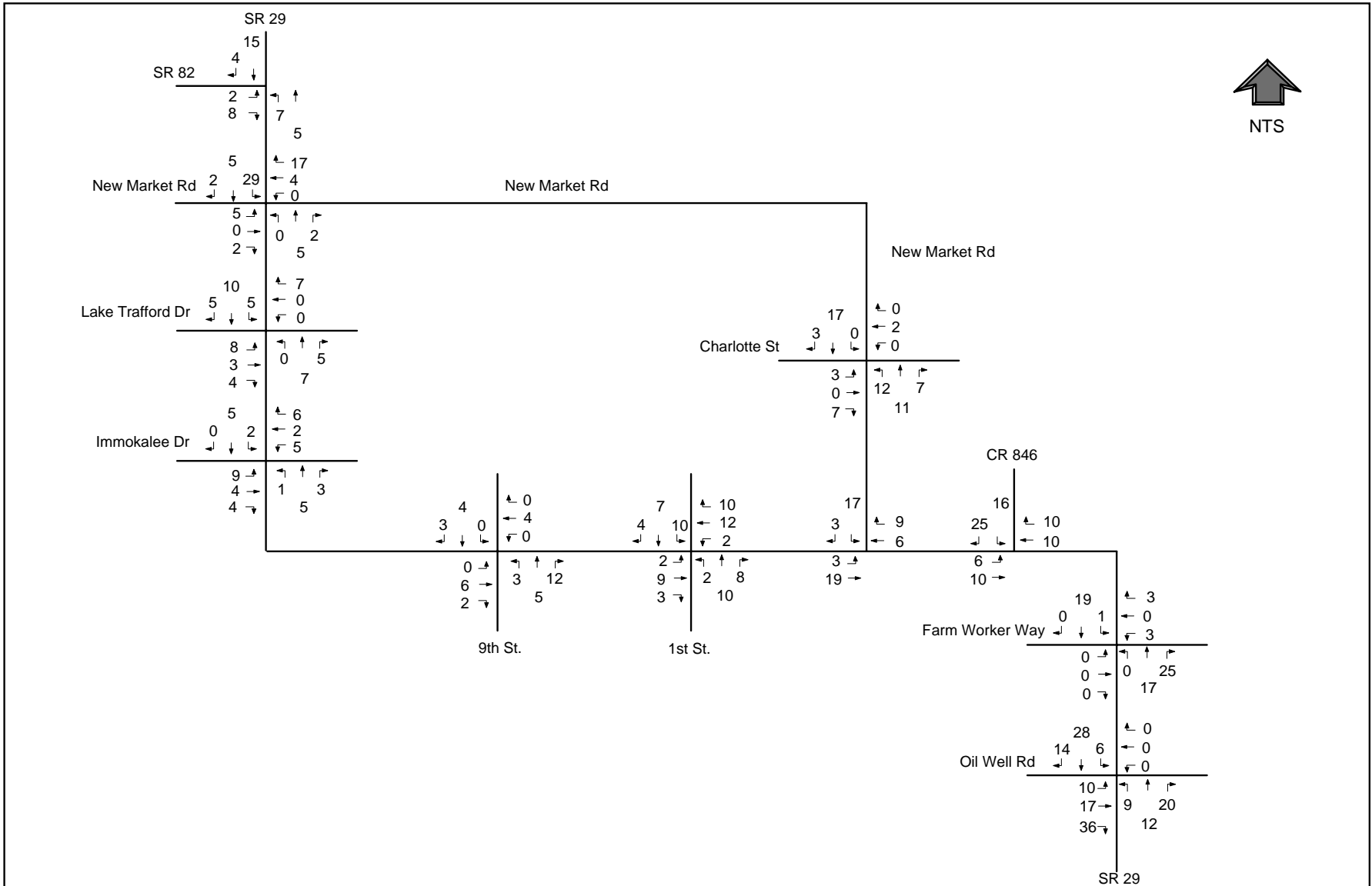


**LEGEND**

XX - AM Truck % Peak Hour Turning Movement Volume

**Year 2011 AM Truck %**  
**Turning Movement Volumes**

Figure ?



Prepared for: **FDOT District 1**  
 Prepared by: **Traf-O-Data Corp.**

**District Wide Systems Planning**  
 COLLIER COUNTY, FLORIDA

**SR 29 CORRIDOR STUDY**  
**from Oil Well Rd to SR 82**



**LEGEND**      XX - PM Truck % Peak Hour Turning Movement Volume

**Year 2011 PM Truck %**  
**Turning Movement Volumes**  
 Figure ?



### INTERSECTION TRUCK TURNING MOVEMENT COUNT

Location: SR 29 & 82

Cycle Length (sec.) \_\_\_\_\_

Date: 1/20/2011 Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
7:15	6	2		8		5	1	6	0		8	8					22
7:30	11	7		18		8	3	11	0		10	10					39
7:45	10	2		12		9	3	12	1		9	9					34
8:00	10	6		16		5	1	6	0		9	9					31
8:15	12	7		19		6	1	7	1		10	11					37
8:30	12	5		17		7	0	7	0		12	12					36
8:45	11	6		17		5	2	6	0		9	9					33
9:00	11	3		15		5	0	5	1		9	10					29
Peak Hour Factor	0.90	0.79		0.86		0.78	0.67	0.75	0.50		0.95	0.89					0.90
Peak Hour Volume	43	22		65		28	8	36	2		38	39					

Note: Truck volume is included in approach volume.



**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION  
INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & New Market Rd W

Cycle Length (sec.) \_\_\_\_\_

Date: 1/27/2011 Time: from \_7\_ to \_9\_ A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
7:15	0	6	0	6	12	6	0	18	1	0	4	5	0	0	9	10	38
7:30	0	8	0	8	11	7	0	18	2	0	4	6	0	0	8	8	40
7:45	0	11	0	11	8	7	0	15	1	0	3	4	0	1	7	8	38
8:00	0	11	0	11	12	8	0	20	1	1	1	3	0	0	10	10	44
8:15	1	13	0	14	10	6	0	16	1	0	2	3	0	0	9	9	42
8:30	0	12	0	12	8	7	1	16	2	0	2	4	0	0	12	12	44
8:45	0	9	0	9	8	7	0	15	1	0	1	2	0	1	9	10	36
9:00	0	10	0	10	10	7	0	17	0	0	2	2	0	0	10	10	39
Peak Hour Factor	0.25	0.83		0.79	0.85	0.88		0.86	0.63	0.25	0.63	0.67		0.25	0.85	0.88	0.93
Peak Hour Volume	1	43		44	41	28		69	5	1	10	16		1	34	35	

Note: Truck volume is included in approach volume.

### TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION INTERSECTION TRUCK TURNING MOVEMENT COUNT

Location: SR 29 & New Market Rd W

Cycle Length (sec.) \_\_\_\_\_

Date: 1/27/2011 Time: from \_\_ to \_\_ A.M. / 4 to 6 P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
16:15	0	6	0	6	4	4	0	8	0	0	0	0	0	0	15	15	29
16:30	0	7	0	7	10	6	0	16	0	0	1	1	0	0	14	14	38
16:45	0	6	1	7	8	6	0	14	0	0	0	0	0	1	13	14	35
17:00	0	6	0	6	6	5	1	12	0	0	0	0	0	0	16	16	34
17:15	0	8	0	8	5	4	0	9	1	0	0	1	0	0	17	17	35
17:30	0	5	0	5	6	4	0	10	0	0	1	1	0	1	13	14	30
17:45	0	1	0	1	3	1	0	4	0	0	0	0	0	0	13	13	18
18:00	0	4	0	4	3	3	0	6	0	0	0	0	0	0	12	12	22
Peak Hour Factor		0.84	0.25	0.88	0.73	0.88	0.25	0.80	0.25		0.25	0.50		0.25	0.88	0.90	0.93
Peak Hour Volume		27	1	28	29	21	1	51	1		1	2		1	60	61	

Note: Truck volume is included in approach volume.



**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION  
INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & Lake Trafford

Cycle Length (sec.) \_\_\_\_\_

Date: 1/25/2011 Time: from   to   A.M. / 4 to 6 P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	
16:15	1	7	0	8	0	1	6	0	7	0	3	1	2	5	0	0	0	1	1	0	22
16:30	0	8	0	8	0	0	7	2	9	0	3	2	2	7	0	0	0	1	2	3	27
16:45	0	7	0	7	0	0	8	2	10	0	2	2	2	6	0	0	0	1	1	2	25
17:00	0	8	1	9	0	1	7	1	9	0	4	1	2	7	0	0	0	0	0	0	25
17:15	0	6	0	6	0	0	7	2	9	0	3	0	2	5	0	0	0	1	1	0	21
17:30	0	6	0	6	0	1	5	0	6	0	2	0	2	4	0	0	0	0	2	2	18
17:45	1	6	0	7	0	0	5	1	6	0	3	1	1	5	0	0	0	1	0	1	19
18:00	0	5	0	5	0	0	5	0	5	0	2	1	1	4	0	1	0	1	2	0	16
Peak Hour Factor																					
Peak Hour Volume	0	27	1	28		2	27	5	34		11	3	8	22		0	1	4	5		

Note: Truck volume is included in approach volume

**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION**  
**INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & Immokalee

Cycle Length (sec.) \_\_\_\_\_

Date: 1/26/2011 Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL	
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS		
7:15	1	8	1	10	0	0	9	1	10	0	0	0	2	2	4	0	0	0	0	0	0	24
7:30	0	9	1	10	0	0	10	0	10	0	0	0	2	1	3	0	0	0	0	0	0	23
7:45	0	10	2	12	0	1	13	0	14	0	1	2	1	4	0	0	0	0	1	1	0	31
8:00	1	12	1	14	0	0	10	1	11	0	0	1	1	2	0	0	1	0	1	0	28	
8:15	0	9	0	9	0	2	10	0	12	0	1	2	2	5	0	0	0	0	0	0	26	
8:30	0	10	1	11	0	0	13	0	13	0	0	3	2	5	0	0	1	0	1	0	30	
8:45	0	11	2	13	0	1	9	0	10	0	0	2	1	3	0	0	0	0	0	0	26	
9:00	0	8	1	9	0	1	11	0	12	0	1	2	0	3	0	0	0	0	0	0	24	
Peak Hour Factor																					0.92	
Peak Hour Volume	1	40	4	45		3	43	1	47		2	7	5	14		0	1	1	2			

Note: Truck volume is included in approach volume

**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION  
INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & Immokalee

Cycle Length (sec.) \_\_\_\_\_

Date: 1/26/2011 Time: from   to   A.M. / 4 to 6 P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	
16:15	0	8	0	8	0	0	6	0	6	0	2	1	3	6	0	0	1	1	2	0	22
16:30	1	9	0	10	0	0	5	0	5	0	1	2	2	5	0	0	0	1	1	0	21
16:45	0	10	1	11	0	0	7	0	7	0	0	0	0	0	0	1	1	1	3	0	21
17:00	0	9	0	9	0	0	6	0	6	0	2	2	2	6	0	1	0	1	2	0	23
17:15	1	6	0	7	0	1	6	0	7	0	1	1	1	3	0	0	0	1	1	0	18
17:30	0	8	0	8	0	0	5	0	6	0	0	1	1	2	0	0	1	1	2	0	17
17:45	0	8	0	8	0	0	7	0	7	0	0	1	1	2	0	0	1	1	2	0	19
18:00	0	7	0	7	0	0	5	0	5	0	0	1	1	2	0	0	2	0	2	0	16
Peak Hour Factor																					0.91
Peak Hour Volume	1	33	1	35		1	24	0	26		3	4	4	11		2	2	4	8		

Note: Truck volume is included in approach volume



**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION  
INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & 9th St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/20/2011 Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL	
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS		
7:15	0	1	0	1	0	0	0	0	0	0	0	0	8	2	10	0	0	6	0	6	0	17
7:30	0	2	0	2	0	0	0	0	0	0	0	0	9	2	11	0	0	7	0	7	0	20
7:45	0	2	0	2	0	0	0	1	0	1	0	0	11	3	14	0	0	4	1	5	0	22
8:00	1	4	1	6	0	0	0	0	0	0	0	0	16	2	18	0	0	6	0	6	0	30
8:15	3	1	0	4	0	0	0	0	0	0	0	0	10	3	13	0	0	5	0	5	0	22
8:30	0	1	0	1	0	0	0	0	0	0	0	0	16	1	17	0	0	7	0	7	0	25
8:45	1	1	0	2	0	0	1	0	1	0	0	0	9	2	11	0	0	4	0	4	0	18
9:00	2	1	0	3	0	0	0	0	0	0	0	0	11	1	12	0	0	5	0	5	0	20
Peak Hour Factor																						0.82
Peak Hour Volume	4	8	1	13	0	0	1	0	1	0	0	0	53	9	62	0	0	22	1	23	0	

Note: Truck volume is included in approach volume

**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION**  
**INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & 9th St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/20/2011 Time: from    to    A.M. /   4   to   6   P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL			
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS				
16:15	2	2	1	5	0	0	0	0	0	0	0	0	7	1	8	0	0	6	0	6	0	19		
16:30	1	2	2	5	0	0	0	1	0	1	0	0	6	1	7	0	0	8	0	8	0	21		
16:45	2	1	1	4	0	0	0	1	0	1	0	0	9	1	10	0	0	5	0	5	0	20		
17:00	1	1	1	3	0	0	0	0	0	0	0	0	5	2	7	0	0	6	0	6	0	16		
17:15	3	2	1	6	0	0	1	1	2	0	0	0	5	1	6	0	0	4	0	4	0	18		
17:30	2	2	2	6	0	0	1	0	1	0	0	0	6	0	6	0	0	5	0	5	0	18		
17:45	2	1	1	4	0	0	0	0	0	0	0	0	7	1	8	0	0	6	1	6	0	19		
18:00	1	2	1	4	0	0	0	0	0	0	0	0	5	0	5	0	0	4	0	4	0	13		
Peak Hour Factor																								0.92
Peak Hour Volume	8	6	5	19	0	0	3	1	4	0	0	25	4	29	0	0	20	0	20	0				

Note: Truck volume is included in approach volume



**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION  
INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & 1st St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/19/2011 Time: from   to   A.M. /  4  to  6  P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					TOTAL
	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	LEFT	THRU	RIGHT	TRUCK	PEDS	
16:15	1	9	0	10	0	0	5	1	6	0	0	2	2	4	0	1	11	2	14	0	34
16:30	0	9	2	11	0	0	4	0	4	0	0	5	3	8	0	0	5	1	6	0	29
16:45	0	7	2	9	0	1	6	1	8	0	1	2	3	6	0	0	7	1	8	0	31
17:00	2	9	3	14	0	1	4	1	6	0	1	3	2	6	0	0	6	2	8	0	34
17:15	1	8	2	12	0	0	5	0	5	0	0	4	3	7	0	2	11	3	16	0	39
17:30	2	5	0	7	0	0	3	0	3	0	0	5	1	6	0	0	7	1	8	0	24
17:45	1	6	1	8	0	0	3	0	3	0	0	4	1	5	0	0	10	1	11	0	27
18:00	1	7	0	8	0	0	4	0	4	0	0	5	0	5	0	0	9	0	9	0	26
Peak Hour Factor																					0.93
Peak Hour Volume	6	29	7	42	0	2	18	2	22	0	2	14	9	25	0	2	31	7	40	0	

Note: Truck volume is included in approach volume



**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION**  
**INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & New Market Rd E Cycle Length (sec.) \_\_\_\_\_  
 Date: 1/20/2011 Time: from \_\_\_ to \_\_\_ A.M. / 4 to 6 P.M. Equipment Used: \_\_\_\_\_  
 Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
16:15	0	0	0	0	4	0	0	4	1	10	0	11	0	5	7	13	27
16:30	0	2	0	2	4	0	0	4	0	10	0	10	0	6	8	14	30
16:45	0	1	0	1	7	0	0	7	0	8	1	9	0	6	6	12	29
17:00	0	1	0	1	7	0	0	7	1	11	0	12	0	5	8	13	33
17:15	0	1	1	2	7	0	1	8	0	11	0	11	0	3	6	9	30
17:30	0	0	0	0	6	0	0	6	0	9	0	9	0	5	4	9	24
17:45	0	0	0	0	5	0	0	5	0	6	0	6	0	2	6	8	19
18:00	0	0	0	0	6	0	1	7	1	6	0	7	0	3	4	7	21
Peak Hour Factor		0.63	0.25	0.75	0.89		0.25	0.81	0.25	0.91	0.25	0.88		0.83	0.88	0.86	0.92
Peak Hour Volume		5	1	6	25		1	26	1	40	1	42		20	28	48	

Note: Truck volume is included in approach volume.

**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION  
INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & CR 846

Cycle Length (sec.) \_\_\_\_\_

Date: 1/26/2011

Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_

Recorder: \_\_\_\_\_

Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
7:15	0	0	0	0	0	0	6	6	5	9	0	14	0	10	1	11	31
7:30	0	0	0	0	0	0	6	6	5	9	0	14	0	14	1	15	35
7:45	0	0	0	0	0	0	7	7	6	12	0	18	0	12	2	14	39
8:00	0	0	0	0	0	0	8	8	4	12	0	16	0	13	1	14	38
8:15	0	0	0	0	1	0	7	8	5	11	0	16	0	14	2	16	40
8:30	0	0	0	0	0	0	8	8	4	11	0	15	0	14	2	14	39
8:45	0	0	0	0	0	0	6	6	6	12	0	18	0	10	1	11	35
9:00	0	0	0	0	0	0	7	7	6	12	0	18	0	12	0	12	37
Peak Hour Factor					0.25		0.94	0.97	0.79	0.96		0.90		0.95	0.88	0.91	0.98
Peak Hour Volume					1		30	31	19	46		65		53	7	58	

Note: Truck volume is included in approach volume.





**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION  
INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & Farm Worker Rd

Cycle Length (sec.) \_\_\_\_\_

Date: 1/25/2011 Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
7:15	0	3	0	3	0	7	0	7	0	0	0	0	0	0	4	4	14
7:30	0	4	0	4	0	6	0	6	0	0	0	0	0	0	3	3	13
7:45	0	4	0	4	0	2	3	5	1	0	0	1	0	0	2	2	12
8:00	0	3	0	3	1	3	3	7	4	0	0	4	1	0	0	1	15
8:15	0	2	0	2	0	4	2	6	5	0	0	5	0	0	2	2	15
8:30	0	7	0	7	0	3	2	5	0	0	0	0	0	0	3	3	15
8:45	0	5	0	5	0	4	0	4	0	0	0	0	0	0	2	2	11
9:00	0	5	0	5	0	6	0	6	0	0	0	0	0	0	1	1	12
Peak Hour Factor		0.88		0.88	0.25	0.64	0.50	0.89	0.31			0.31	0.25		0.56	0.63	0.90
Peak Hour Volume		14		14	1	18	6	25	5			5	1		9	10	

Note: Truck volume is included in approach volume.

**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION  
INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & Farm Worker Rd

Cycle Length (sec.) \_\_\_\_\_

Date: 1/25/2011 Time: from    to    A.M. /  4  to  6  P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
16:15	0	8	0	8	0	4	0	4	0	0	0	0	0	0	2	2	14
16:30	0	11	0	11	0	6	0	6	0	0	0	0	0	0	1	1	18
16:45	0	14	0	14	0	8	0	8	0	0	0	0	0	0	0	0	22
17:00	0	9	0	9	1	10	0	11	0	0	0	0	1	0	1	2	22
17:15	0	8	1	9	0	4	0	4	0	0	0	0	0	0	1	1	14
17:30	0	6	0	6	0	5	0	5	0	0	0	0	0	0	1	1	12
17:45	0	7	0	7	0	6	0	6	0	0	0	0	0	0	0	0	13
18:00	0	5	0	5	0	6	0	6	0	0	0	0	0	0	0	0	11
Peak Hour Factor		0.66	0.25	0.68	0.25	0.68		0.64					0.25		0.75	0.50	0.80
Peak Hour Volume		37	1	38	1	27		28					1		3	4	

Note: Truck volume is included in approach volume.

## TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION INTERSECTION TRUCK TURNING MOVEMENT COUNT

 Location: SR 29 & Oil Well Rd

Cycle Length (sec.) \_\_\_\_\_

 Date: 1/27/2011      Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
Peak Hour Factor	0.25	0.88		0.79		0.82	0.25	0.75	0.25	0.25	0.63	0.88	0.25	0.25		0.50	0.92
Peak Hour Volume	1	21		22		23	1	24	1	1	5	7	1	1		2	

Note: Truck volume is included in approach volume.

**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION**  
**INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: SR 29 & Oil Well Rd

Cycle Length (sec.) \_\_\_\_\_

Date: 1/27/2011 Time: from \_\_\_\_ to \_\_\_\_ A.M. / 4 to 6 P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
16:15	0	0	0	0	1	9	0	10	1	2	4	6	0	0	0	0	17
16:30	0	4	0	4	0	9	0	9	0	0	2	2	0	0	0	0	15
16:45	0	7	1	8	1	10	0	11	0	0	3	3	0	0	0	0	22
17:00	1	7	0	8	0	8	1	9	0	0	0	0	0	0	0	0	17
17:15	0	6	0	6	0	6	0	6	1	1	0	2	0	0	0	0	14
17:30	0	10	0	10	0	8	0	8	0	0	2	2	0	0	0	0	20
17:45	0	8	0	8	0	7	0	7	0	0	0	0	0	0	0	0	15
18:00	0	12	0	12	0	6	0	6	1	0	1	1	0	0	0	0	20
Peak Hour Factor																	
Peak Hour Volume	1	24	1	26	1	33	1	35	1	1	5	7					

Note: Truck volume is included in approach volume.

**TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION  
INTERSECTION TRUCK TURNING MOVEMENT COUNT**

Location: 29A & Charlotte St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/19/2011

Time: from 7 to 9 A.M. / \_\_\_\_\_ to \_\_\_\_\_ P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_

Recorder: \_\_\_\_\_

Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
7:15	4	5	0	9	0	10	4	14	5	0	6	11	1	0	0	1	35
7:30	3	8	0	11	0	11	5	16	5	0	7	12	0	1	1	2	41
7:45	4	6	0	10	0	11	5	16	3	0	4	7	0	3	1	4	37
8:00	3	9	0	12	0	10	4	14	5	0	9	14	0	1	0	1	41
8:15	3	9	0	12	0	12	5	17	6	0	5	11	0	2	1	3	43
8:30	3	7	0	10	0	8	3	11	6	0	6	12	0	0	0	0	33
8:45	3	6	0	9	0	8	3	11	4	0	5	9	0	2	0	2	31
9:00	2	7	0	9	0	8	4	12	4	0	5	9	0	1	0	1	31
Peak Hour Factor	0.81	0.89		0.94		0.92	0.95	0.93	0.79		0.69	0.79		0.58	0.75	0.63	0.94
Peak Hour Volume	13	32		45		44	19	63	19		25	44		7	3	10	

Note: Truck volume is included in approach volume.

### TRAF-O-DATA CORP - TRAFFIC AND TRANSPORTATION DIVISION INTERSECTION TRUCK TURNING MOVEMENT COUNT

Location: 29A & Charlotte St

Cycle Length (sec.) \_\_\_\_\_

Date: 1/19/2011 Time: from \_\_\_ to \_\_\_ A.M. / 4 to 6 P.M.

Equipment Used: \_\_\_\_\_

Contract No. \_\_\_\_\_ Recorder: \_\_\_\_\_ Checked by: \_\_\_\_\_

PERIOD ENDING	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	LEFT	THRU	RIGHT	TRUCK	
16:15	4	9	1	14	0	7	3	10	4	0	5	9	0	0	0	0	33
16:30	4	15	0	19	0	7	3	10	1	0	4	5	0	0	0	0	34
16:45	5	13	0	18	0	5	1	6	1	0	1	2	0	0	0	0	26
17:00	3	9	0	12	0	9	2	11	1	0	2	3	0	1	0	1	27
17:15	4	12	1	17	0	7	2	9	2	0	0	2	0	0	0	0	28
17:30	1	5	0	6	0	5	1	6	0	0	0	0	0	0	0	0	12
17:45	0	9	1	10	0	6	2	8	0	0	1	1	0	0	1	1	20
18:00	0	8	0	8	0	6	1	7	1	0	0	1	0	0	0	0	16
Peak Hour Factor	0.65	0.75	0.25	0.74		0.72	0.75	0.73	0.50		0.38	0.58		0.25		0.25	0.83
Peak Hour Volume	13	39	1	53		26	6	32	4		3	7		1		1	

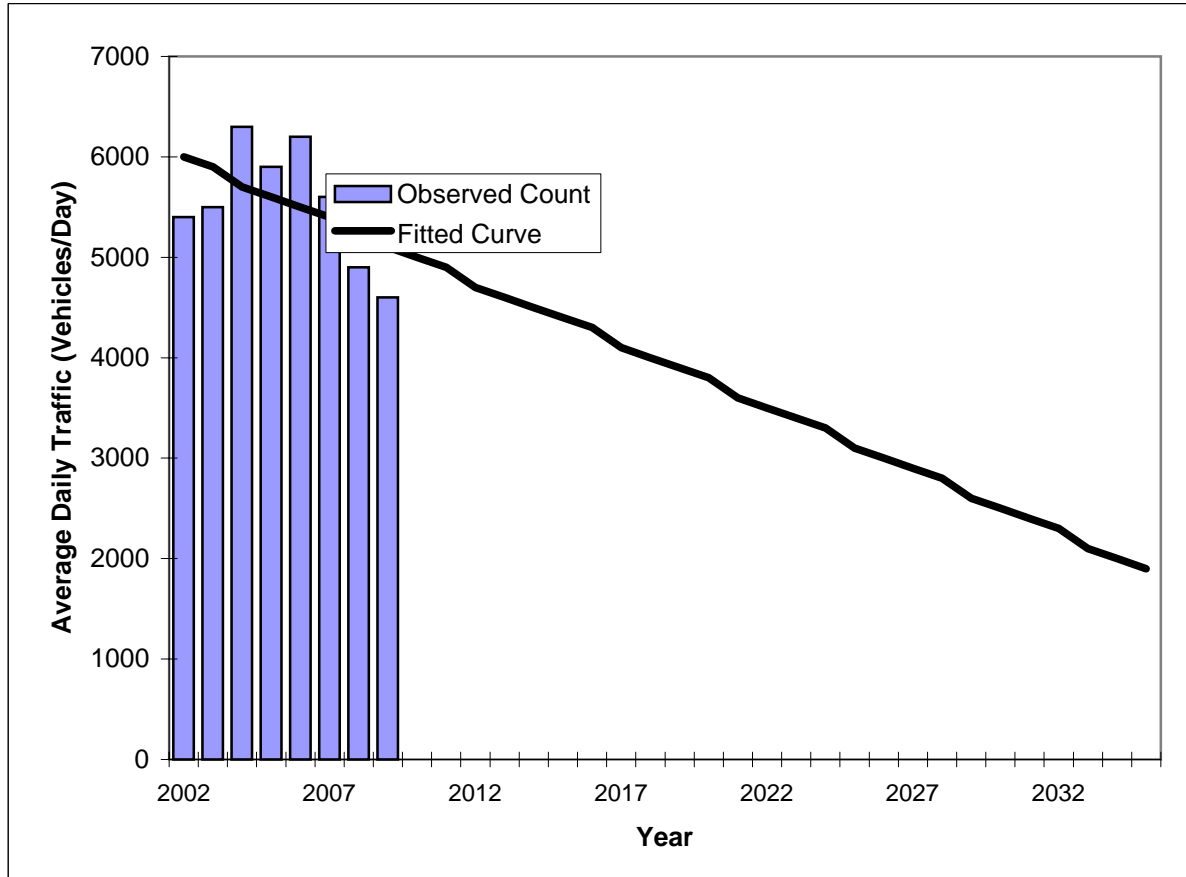
Note: Truck volume is included in approach volume.

# **HISTORIC TRENDS DATA**

# TRAFFIC TRENDS

## SR 29 -- N of SR 82

<b>County:</b>	hendry
<b>Station #:</b>	8
<b>Highway:</b>	SR 29



Year	Traffic (ADT)	
	Count*	Trend**
2002	5400	6000
2003	5500	5900
2004	6300	5700
2005	5900	5600
2006	6200	5500
2007	5600	5400
2008	4900	5200
2009	4600	5100
2015	Opening	4400
2025	Mid Year	3100
2035	Design Year	1900

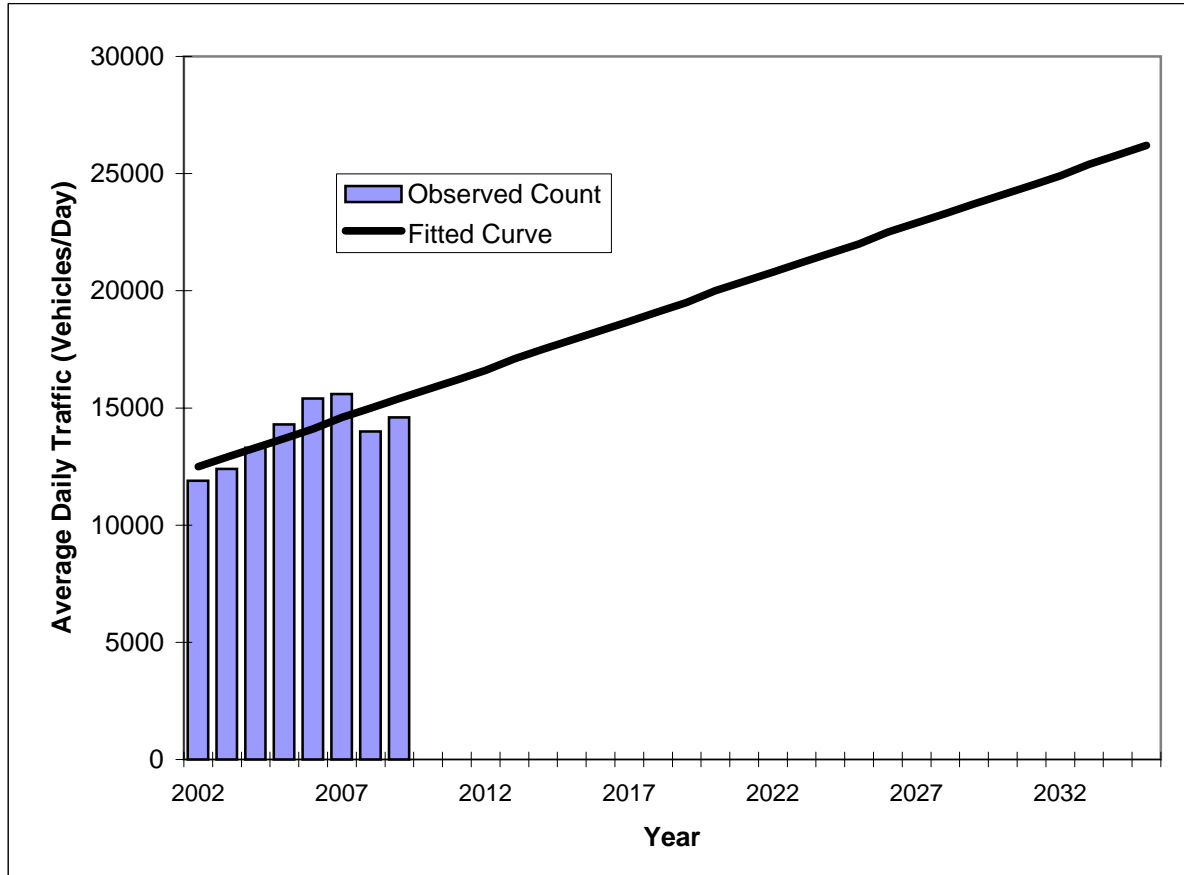
*Axle-Adjusted	
** Annual ADT Increase:	-124
Trend R-squared:	26.2%
Trend Annual Growth Rate	-2.1%
Growth Rate (2009 to Design Year)	-2.4%
Printed	15-Feb-11



# TRAFFIC TRENDS

## SR 29 -- S of SR 82

<b>County:</b>	Collier
<b>Station #:</b>	143
<b>Highway:</b>	SR 29



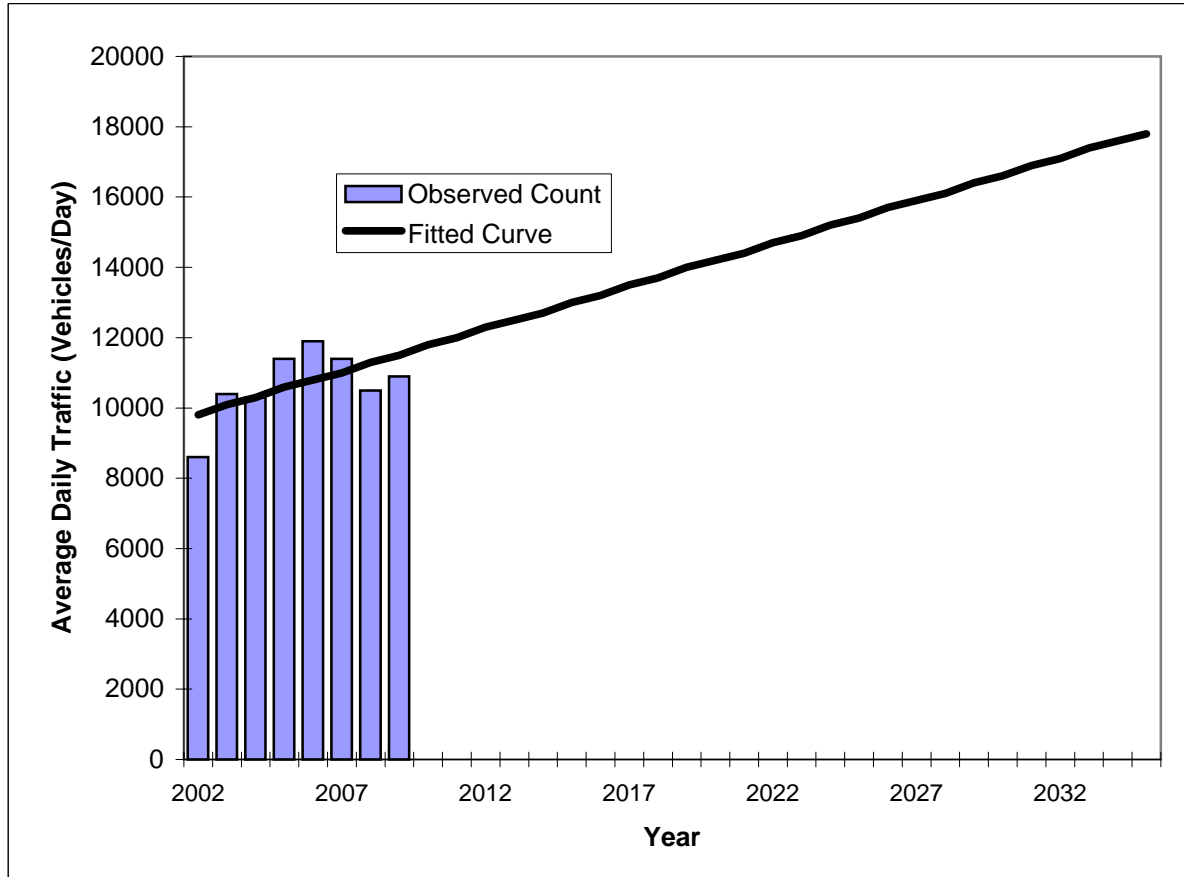
Year	Traffic (ADT)	
	Count*	Trend**
2002	11900	12500
2003	12400	12900
2004	13300	13300
2005	14300	13700
2006	15400	14100
2007	15600	14600
2008	14000	15000
2009	14600	15400
2015	Opening	17900
2025	Mid Year	22000
2035	Design Year	26200

*Axle-Adjusted	
** Annual ADT Increase:	415
Trend R-squared:	58.5%
Trend Annual Growth Rate	3.3%
Growth Rate (2009 to Design Year)	2.7%
Printed	15-Feb-11

## TRAFFIC TRENDS

### SR 29 -- S of CR 29A

<b>County:</b>	Collier
<b>Station #:</b>	1
<b>Highway:</b>	SR 29



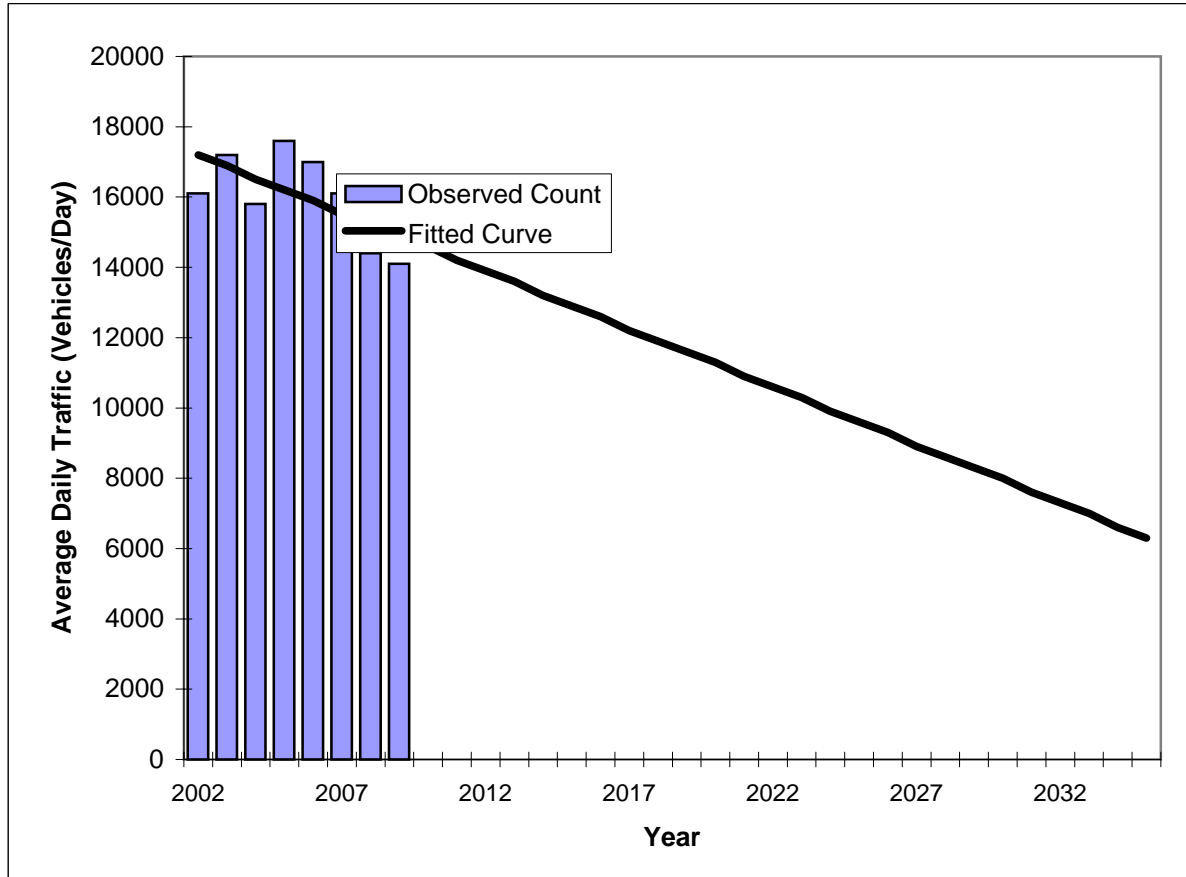
Year	Traffic (ADT)	
	Count*	Trend**
2002	8600	9800
2003	10400	10100
2004	10300	10300
2005	11400	10600
2006	11900	10800
2007	11400	11000
2008	10500	11300
2009	10900	11500
2015	Opening	13000
2025	Mid Year	15400
2035	Design Year	17800

*Axle-Adjusted	
** Annual ADT Increase:	243
Trend R-squared:	34.6%
Trend Annual Growth Rate	2.5%
Growth Rate (2009 to Design Year)	2.1%
Printed	15-Feb-11

## TRAFFIC TRENDS

### SR 29 -- S of Lake Trafford

<b>County:</b>	Collier
<b>Station #:</b>	38
<b>Highway:</b>	SR 29



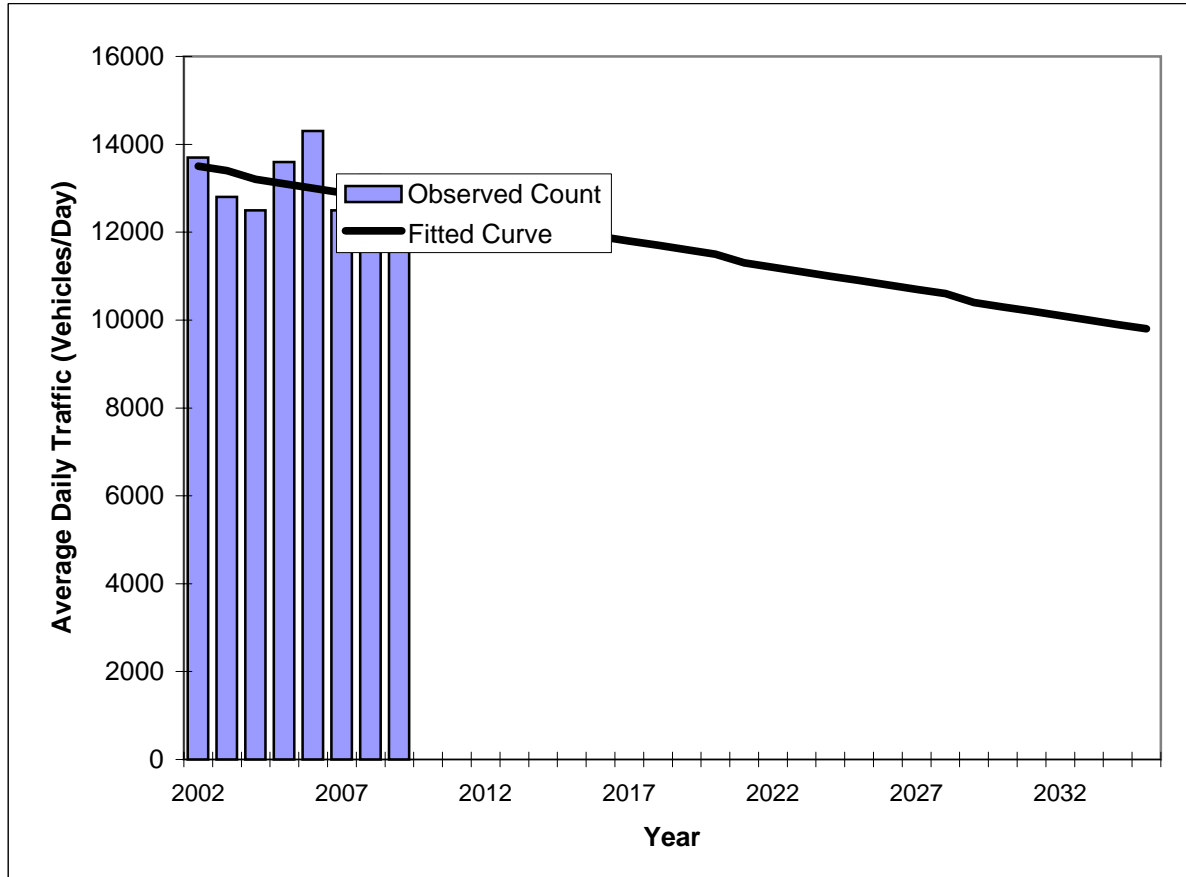
Year	Traffic (ADT)	
	Count*	Trend**
2002	16100	17200
2003	17200	16900
2004	15800	16500
2005	17600	16200
2006	17000	15900
2007	16100	15500
2008	14400	15200
2009	14100	14900
2015	Opening	12900
2025	Mid Year	9600
2035	Design Year	6300

*Axle-Adjusted	
** Annual ADT Increase:	-330
Trend R-squared:	40.7%
Trend Annual Growth Rate	-1.9%
Growth Rate (2009 to Design Year)	-2.2%
Printed	15-Feb-11

# TRAFFIC TRENDS

## SR 29 -- E of 9th St

<b>County:</b>	Collier
<b>Station #:</b>	29
<b>Highway:</b>	SR 29



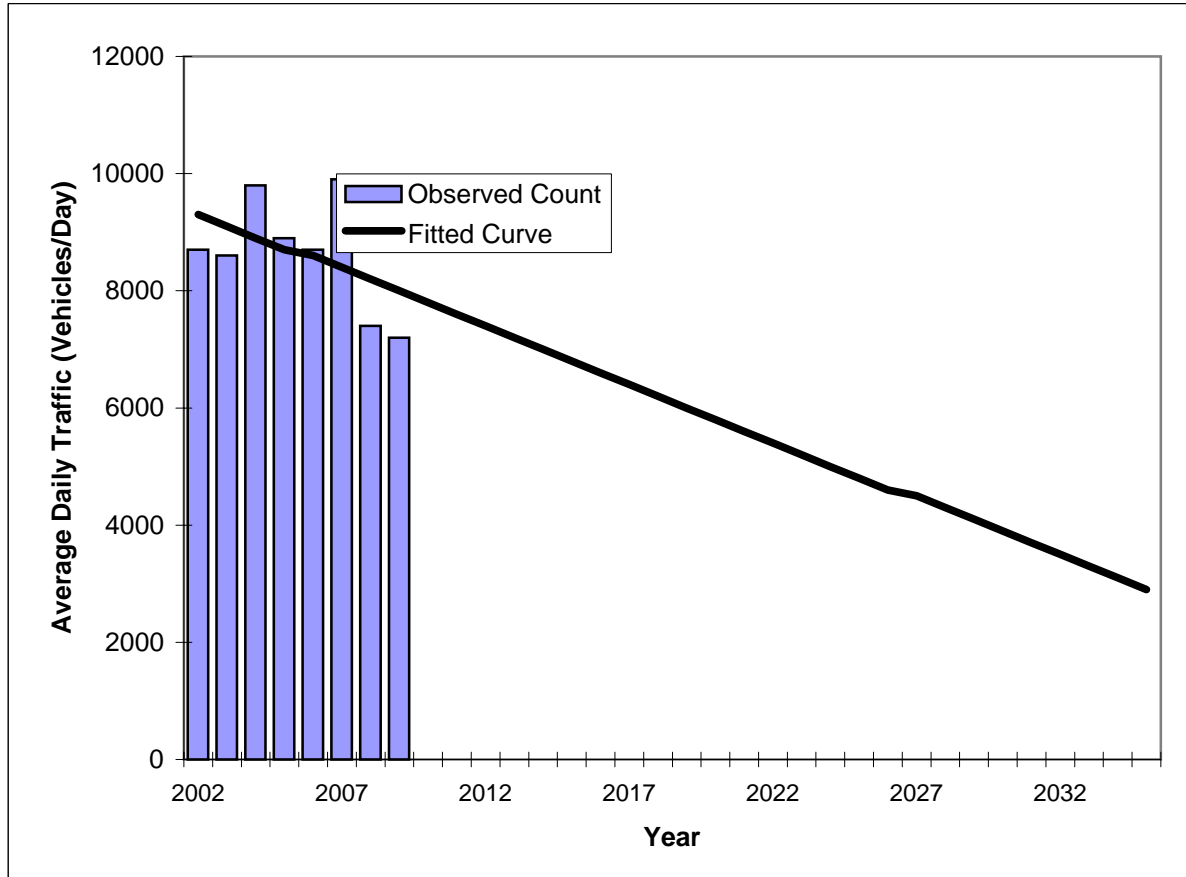
Year	Traffic (ADT)	
	Count*	Trend**
2002	13700	13500
2003	12800	13400
2004	12500	13200
2005	13600	13100
2006	14300	13000
2007	12500	12900
2008	13300	12800
2009	11900	12700
2015	Opening	12000
2025	Mid Year	10900
2035	Design Year	9800

*Axle-Adjusted	
** Annual ADT Increase:	-112
Trend R-squared:	12.1%
Trend Annual Growth Rate	-0.8%
Growth Rate (2009 to Design Year)	-0.9%
Printed	15-Feb-11

# TRAFFIC TRENDS

## SR 29 -- S of CR 846

<b>County:</b>	Collier
<b>Station #:</b>	2
<b>Highway:</b>	SR 29

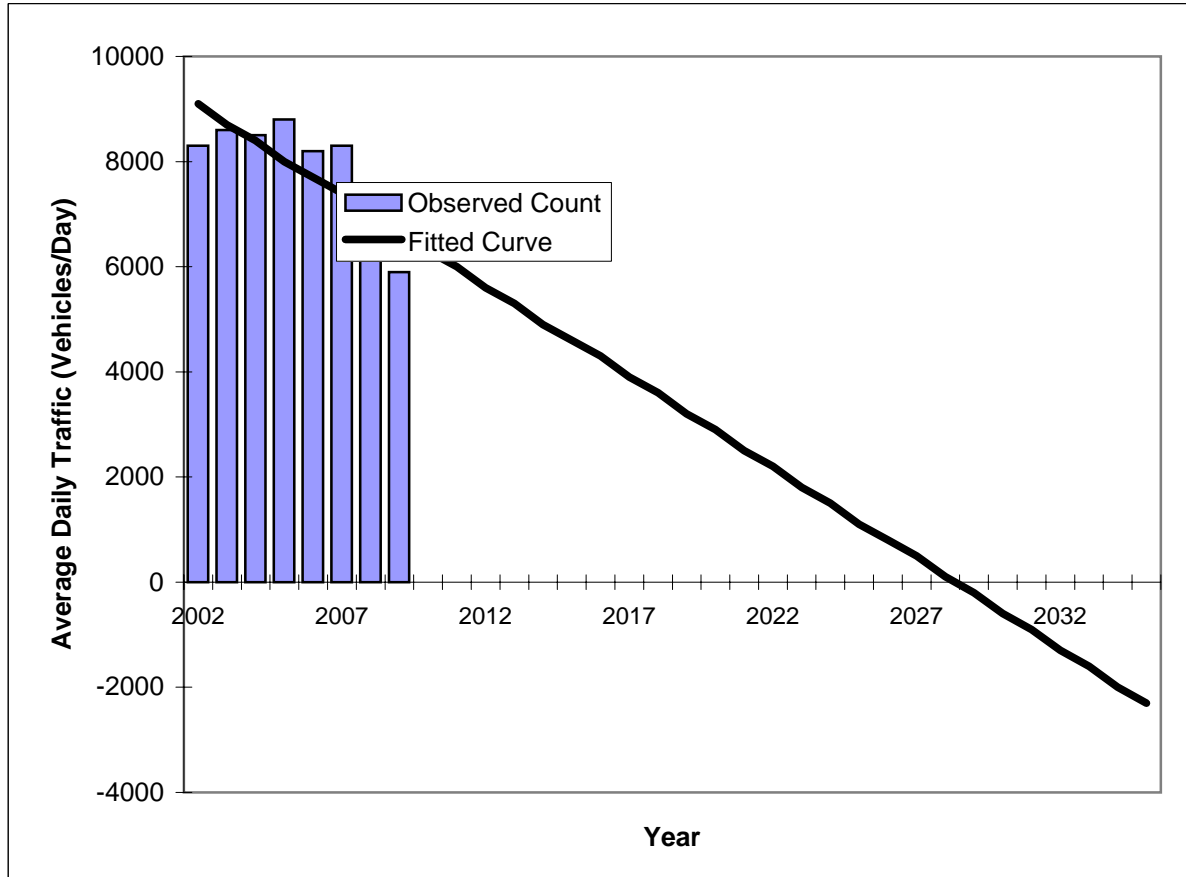


Year	Traffic (ADT)	
	Count*	Trend**
2002	8700	9300
2003	8600	9100
2004	9800	8900
2005	8900	8700
2006	8700	8600
2007	9900	8400
2008	7400	8200
2009	7200	8000
2015	Opening	6800
2025	Mid Year	4800
2035	Design Year	2900

*Axle-Adjusted	
** Annual ADT Increase:	-195
Trend R-squared:	24.2%
Trend Annual Growth Rate	-2.0%
Growth Rate (2009 to Design Year)	-2.5%
Printed	15-Feb-11

**TRAFFIC TRENDS**  
**SR 29 -- N of Farm Workers**

<b>County:</b>	Collier
<b>Station #:</b>	205
<b>Highway:</b>	SR 29



Year	Traffic (ADT)	
	Count*	Trend**
2002	8300	9100
2003	8600	8700
2004	8500	8400
2005	8800	8000
2006	8200	7700
2007	8300	7400
2008	6400	7000
2009	5900	6700
2010		
2011		
2012		
2013		
2014		
2015	Opening	4600
2025	Mid Year	1100
2035	Design Year	-2300

*Axle-Adjusted	
** Annual ADT Increase:	-345
Trend R-squared:	60.2%
Trend Annual Growth Rate	-3.8%
Growth Rate (2009 to Design Year)	-5.2%
Printed	15-Feb-11

Florida Department of Transportation  
 Transportation Statistics Office  
 2009 Historical AADT Report

County: 07 - HENDRY

Site: 0008 - SR 29, NORTH OF COLLIER COUNTY LINE CC591

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2009	4600 C	N	2300	S	2300	9.99	59.95	18.20
2008	4900 C	N	2400	S	2500	10.28	60.86	19.90
2007	5600 C	N	2800	S	2800	10.43	59.58	22.00
2006	6200 C	N	3100	S	3100	10.61	58.07	26.20
2005	5800 C	N	2900	S	2900	10.20	53.00	23.40
2004	6300 C	N	3100	S	3200	10.50	55.00	23.40
2003	5500 C	N	2700	S	2800	10.10	53.20	23.40
2002	5400 C	N	2700	S	2700	10.20	54.90	16.60
2001	5900 C	N	3000	S	2900	10.30	55.50	27.70
2000	4700 C	N	2400	S	2300	10.00	54.50	21.30
1999	5000 C	N	2500	S	2500	10.00	54.50	23.50
1998	4200 C	N	2100	S	2100	9.70	51.70	21.10
1997	4000 C	N	2000	S	2000	10.10	53.60	16.10
1996	5100 C	N	2600	S	2500	10.20	51.90	23.80
1995	4000 C	N	2000	S	2000	10.10	53.60	21.60
1994	3800 C	N	1900	S	1900	9.90	56.00	20.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation  
 Transportation Statistics Office  
 2009 Historical AADT Report

County: 03 - COLLIER

Site: 0143 - SR 29,0.4 MI S OF SR-82,IMMOKALEE,COLLIER CO.

Year	AADT		Direction 1	Direction 2	K Factor	D Factor	T Factor
----	-----		-----	-----	-----	-----	-----
2009	14629 C	N	7294	S 7335	9.93	60.69	11.80
2008	13952 C	N	6964	S 6988	10.28	60.86	12.50
2007	15568 C	N	7774	S 7794	10.43	59.58	13.00
2006	15372 C	N	7580	S 7792	10.19	53.01	12.40
2005	14332 C	N	7207	S 7125	10.20	53.00	13.80
2004	13336 C	N	6693	S 6643	10.50	55.00	14.00
2003	12435 C	N	6230	S 6205	10.10	53.20	11.10
2002	11926 C	N	5984	S 5942	10.20	54.90	8.90
2001	11247 C	N	5666	S 5581	10.60	55.00	5.10
2000	10524 C	N	5291	S 5233	10.00	53.20	3.70
1999	9988 C	N	5021	S 4967	9.90	54.70	17.80
1998	9179 C	N	4597	S 4582	10.70	54.50	5.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
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Florida Department of Transportation  
 Transportation Statistics Office  
 2009 Historical AADT Report

County: 03 - COLLIER

Site: 0001 - SR 29, NORTH OF CR 890/LAKE TRAFFORD ROAD CC663

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2009	10900 C	N	5400	S	5500	9.93	60.69	7.30
2008	10500 C	N	5200	S	5300	10.28	60.86	10.50
2007	11400 C	N	5600	S	5800	10.43	59.58	10.10
2006	11900 C	N	5800	S	6100	9.70	54.49	9.10
2005	11400 C	N	5900	S	5500	10.20	53.00	8.40
2004	10300 C	N	5200	S	5100	10.50	55.00	10.40
2003	10400 C	N	5600	S	4800	10.10	53.20	10.40
2002	8600 C	N	4200	S	4400	10.20	57.20	10.40
2001	9900 C	N	4900	S	5000	10.00	57.70	14.70
2000	8700 C	N	4100	S	4600	11.40	56.70	9.20
1999	8500 C	N	4000	S	4500	9.90	54.70	9.40
1998	8700 C	N	4200	S	4500	14.20	53.90	10.00
1997	7500 C	N	3600	S	3900	12.50	56.20	6.10
1996	7200 C	N	3400	S	3800	11.40	53.70	11.30
1995	7500 C	N		S		11.50	54.70	10.10
1994	6800 C	N		S		10.00	52.20	12.60

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation  
 Transportation Statistics Office  
 2009 Historical AADT Report

County: 03 - COLLIER

Site: 0038 - SR29/15TH ST N, S OF CR890/LAKE TRAFFORD RD CC683

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2009	14100 C	N	6400	S	7700	9.93	60.69	6.30
2008	14400 C	N	7000	S	7400	10.28	60.86	6.90
2007	16100 C	N	7900	S	8200	10.43	59.58	9.90
2006	17000 C	N	8300	S	8700	9.70	54.49	8.00
2005	17600 C	N	8500	S	9100	10.20	53.00	8.40
2004	15800 C	N	8000	S	7800	10.50	55.00	15.00
2003	17200 C	N	7800	S	9400	10.10	53.20	11.80
2002	16100 C	N	7900	S	8200	11.10	55.40	6.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation  
 Transportation Statistics Office  
 2009 Historical AADT Report

County: 03 - COLLIER

Site: 0029 - SR 29, WEST OF CR 846/1ST STREET CC664

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2009	11900 C	W	5800	E	6100	9.93	60.69	6.60
2008	13300 C	W	6600	E	6700	10.28	60.86	7.70
2007	12500 C	W	6600	E	5900	10.43	59.58	9.70
2006	14300 C	W	6700	E	7600	9.70	54.49	9.40
2005	13600 C	W	6700	E	6900	10.20	53.00	8.40
2004	12500 C	W	6200	E	6300	10.50	55.00	6.70
2003	12800 C	W	6700	E	6100	10.10	53.20	6.70
2002	13700 C	W	6900	E	6800	10.20	57.20	6.70
2001	13000 C	W	6800	E	6200	10.00	57.70	12.10
2000	12800 C	W	6600	E	6200	11.40	56.70	9.00
1999	13900 C	W	6800	E	7100	9.90	54.70	9.40
1998	14100 C	W	7200	E	6900	14.20	53.90	6.00
1997	16800 C	W	8600	E	8200	12.50	56.20	6.10
1996	11900 C	W	6200	E	5700	11.40	53.70	11.30
1995	11800 C	W	5900	E	5900	11.50	54.70	10.10
1994	12900 C	W	6300	E	6600	10.00	52.20	9.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation  
 Transportation Statistics Office  
 2009 Historical AADT Report

County: 03 - COLLIER

Site: 0002 - SR 29, SOUTHEAST OF CR 846/14TH STREET

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2009	7200 C	N	3500	S	3700	9.93	60.69	10.50
2008	7400 C	N	3500	S	3900	10.28	60.86	11.70
2007	9900 C	N	5100	S	4800	10.43	59.58	11.50
2006	8700 C	N	4500	S	4200	9.70	54.49	9.80
2005	8900 C	N	4400	S	4500	10.20	53.00	15.90
2004	9800 C	N	4800	S	5000	10.50	55.00	15.90
2003	8600 C	N	4300	S	4300	10.10	53.20	11.80
2002	8700 C	N	4400	S	4300	10.20	57.20	8.60
2001	9600 C	N	4800	S	4800	10.00	57.70	14.60
2000	9300 C	N	4600	S	4700	11.40	56.70	11.20
1999	9300 C	N	4700	S	4600	9.90	54.70	7.90
1998	8800 C	N	4400	S	4400	14.20	53.90	9.20
1997	6800 C	N	3400	S	3400	12.50	56.20	6.10
1996	7400 C	N	3700	S	3700	11.40	53.70	6.50
1995	6700 C	N	3400	S	3300	11.50	54.70	9.40
1994	6900 C	N	3400	S	3500	10.00	52.20	9.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation  
 Transportation Statistics Office  
 2009 Historical AADT Report

County: 03 - COLLIER

Site: 0205 - SR 29, NORTH OF FARM WORKER'S VILLAGE CC665

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2009	5900 C	N 2900	S 3000	9.93	60.69	8.80		
2008	6400 C	N 3100	S 3300	10.28	60.86	11.90		
2007	8300 C	N 4100	S 4200	10.43	59.58	12.00		
2006	8200 C	N 4300	S 3900	9.70	54.49	9.50		
2005	8800 C	N 4400	S 4400	10.20	53.00	8.40		
2004	8500 C	N 4200	S 4300	10.50	55.00	6.80		
2003	8600 C	N 4300	S 4300	10.10	53.20	6.80		
2002	8300 C	N 4200	S 4100	10.20	57.20	6.80		
2001	7800 C	N 3900	S 3900	10.00	57.70	13.80		
2000	8400 C	N 4200	S 4200	11.40	56.70	10.00		
1999	8700 C	N	S	9.90	54.70	7.90		

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate  
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Week	Dates	SF	MOCF: 0.85 PSCF
1	01/01/2009 - 01/03/2009	1.05	1.24
2	01/04/2009 - 01/10/2009	1.00	1.18
3	01/11/2009 - 01/17/2009	0.94	1.11
4	01/18/2009 - 01/24/2009	0.92	1.09
* 5	01/25/2009 - 01/31/2009	0.90	1.06
* 6	02/01/2009 - 02/07/2009	0.88	1.04
* 7	02/08/2009 - 02/14/2009	0.86	1.01
* 8	02/15/2009 - 02/21/2009	0.84	0.99
* 9	02/22/2009 - 02/28/2009	0.83	0.98
*10	03/01/2009 - 03/07/2009	0.82	0.97
*11	03/08/2009 - 03/14/2009	0.81	0.96
*12	03/15/2009 - 03/21/2009	0.80	0.94
*13	03/22/2009 - 03/28/2009	0.82	0.97
*14	03/29/2009 - 04/04/2009	0.84	0.99
*15	04/05/2009 - 04/11/2009	0.85	1.00
*16	04/12/2009 - 04/18/2009	0.87	1.03
*17	04/19/2009 - 04/25/2009	0.90	1.06
18	04/26/2009 - 05/02/2009	0.93	1.10
19	05/03/2009 - 05/09/2009	0.96	1.13
20	05/10/2009 - 05/16/2009	0.99	1.17
21	05/17/2009 - 05/23/2009	1.00	1.18
22	05/24/2009 - 05/30/2009	1.02	1.20
23	05/31/2009 - 06/06/2009	1.04	1.23
24	06/07/2009 - 06/13/2009	1.06	1.25
25	06/14/2009 - 06/20/2009	1.08	1.27
26	06/21/2009 - 06/27/2009	1.09	1.29
27	06/28/2009 - 07/04/2009	1.10	1.30
28	07/05/2009 - 07/11/2009	1.11	1.31
29	07/12/2009 - 07/18/2009	1.12	1.32
30	07/19/2009 - 07/25/2009	1.13	1.33
31	07/26/2009 - 08/01/2009	1.14	1.34
32	08/02/2009 - 08/08/2009	1.14	1.34
33	08/09/2009 - 08/15/2009	1.15	1.36
34	08/16/2009 - 08/22/2009	1.16	1.37
35	08/23/2009 - 08/29/2009	1.17	1.38
36	08/30/2009 - 09/05/2009	1.19	1.40
37	09/06/2009 - 09/12/2009	1.20	1.42
38	09/13/2009 - 09/19/2009	1.21	1.43
39	09/20/2009 - 09/26/2009	1.19	1.40
40	09/27/2009 - 10/03/2009	1.16	1.37
41	10/04/2009 - 10/10/2009	1.14	1.34
42	10/11/2009 - 10/17/2009	1.12	1.32
43	10/18/2009 - 10/24/2009	1.11	1.31
44	10/25/2009 - 10/31/2009	1.10	1.30
45	11/01/2009 - 11/07/2009	1.08	1.27
46	11/08/2009 - 11/14/2009	1.07	1.26
47	11/15/2009 - 11/21/2009	1.06	1.25
48	11/22/2009 - 11/28/2009	1.06	1.25
49	11/29/2009 - 12/05/2009	1.06	1.25
50	12/06/2009 - 12/12/2009	1.06	1.25
51	12/13/2009 - 12/19/2009	1.05	1.24
52	12/20/2009 - 12/26/2009	1.00	1.18
53	12/27/2009 - 12/31/2009	0.94	1.11

\* Peak Season

MOCF: 0.88

Week	Dates	SF	PSCF
1	01/01/2009 - 01/03/2009	0.99	1.13
2	01/04/2009 - 01/10/2009	0.95	1.09
* 3	01/11/2009 - 01/17/2009	0.92	1.05
* 4	01/18/2009 - 01/24/2009	0.90	1.03
* 5	01/25/2009 - 01/31/2009	0.89	1.02
* 6	02/01/2009 - 02/07/2009	0.88	1.01
* 7	02/08/2009 - 02/14/2009	0.86	0.98
* 8	02/15/2009 - 02/21/2009	0.85	0.97
* 9	02/22/2009 - 02/28/2009	0.85	0.97
*10	03/01/2009 - 03/07/2009	0.85	0.97
*11	03/08/2009 - 03/14/2009	0.85	0.97
*12	03/15/2009 - 03/21/2009	0.85	0.97
*13	03/22/2009 - 03/28/2009	0.87	0.99
*14	03/29/2009 - 04/04/2009	0.89	1.02
*15	04/05/2009 - 04/11/2009	0.92	1.05
16	04/12/2009 - 04/18/2009	0.94	1.07
17	04/19/2009 - 04/25/2009	0.98	1.12
18	04/26/2009 - 05/02/2009	1.01	1.15
19	05/03/2009 - 05/09/2009	1.04	1.19
20	05/10/2009 - 05/16/2009	1.08	1.23
21	05/17/2009 - 05/23/2009	1.08	1.23
22	05/24/2009 - 05/30/2009	1.08	1.23
23	05/31/2009 - 06/06/2009	1.09	1.25
24	06/07/2009 - 06/13/2009	1.09	1.25
25	06/14/2009 - 06/20/2009	1.10	1.26
26	06/21/2009 - 06/27/2009	1.10	1.26
27	06/28/2009 - 07/04/2009	1.11	1.27
28	07/05/2009 - 07/11/2009	1.11	1.27
29	07/12/2009 - 07/18/2009	1.12	1.28
30	07/19/2009 - 07/25/2009	1.12	1.28
31	07/26/2009 - 08/01/2009	1.12	1.28
32	08/02/2009 - 08/08/2009	1.12	1.28
33	08/09/2009 - 08/15/2009	1.12	1.28
34	08/16/2009 - 08/22/2009	1.12	1.28
35	08/23/2009 - 08/29/2009	1.13	1.29
36	08/30/2009 - 09/05/2009	1.14	1.30
37	09/06/2009 - 09/12/2009	1.15	1.31
38	09/13/2009 - 09/19/2009	1.16	1.33
39	09/20/2009 - 09/26/2009	1.13	1.29
40	09/27/2009 - 10/03/2009	1.11	1.27
41	10/04/2009 - 10/10/2009	1.08	1.23
42	10/11/2009 - 10/17/2009	1.05	1.20
43	10/18/2009 - 10/24/2009	1.04	1.19
44	10/25/2009 - 10/31/2009	1.03	1.18
45	11/01/2009 - 11/07/2009	1.02	1.17
46	11/08/2009 - 11/14/2009	1.01	1.15
47	11/15/2009 - 11/21/2009	1.00	1.14
48	11/22/2009 - 11/28/2009	1.00	1.14
49	11/29/2009 - 12/05/2009	0.99	1.13
50	12/06/2009 - 12/12/2009	0.99	1.13
51	12/13/2009 - 12/19/2009	0.99	1.13
52	12/20/2009 - 12/26/2009	0.95	1.09
53	12/27/2009 - 12/31/2009	0.92	1.05

\* Peak Season

MOCF: 0.90

Week	Dates	SF	PSCF
1	01/01/2009 - 01/03/2009	1.00	1.11
2	01/04/2009 - 01/10/2009	0.98	1.09
3	01/11/2009 - 01/17/2009	0.95	1.06
* 4	01/18/2009 - 01/24/2009	0.94	1.04
* 5	01/25/2009 - 01/31/2009	0.93	1.03
* 6	02/01/2009 - 02/07/2009	0.91	1.01
* 7	02/08/2009 - 02/14/2009	0.89	0.99
* 8	02/15/2009 - 02/21/2009	0.88	0.98
* 9	02/22/2009 - 02/28/2009	0.88	0.98
*10	03/01/2009 - 03/07/2009	0.88	0.98
*11	03/08/2009 - 03/14/2009	0.87	0.97
*12	03/15/2009 - 03/21/2009	0.87	0.97
*13	03/22/2009 - 03/28/2009	0.89	0.99
*14	03/29/2009 - 04/04/2009	0.90	1.00
*15	04/05/2009 - 04/11/2009	0.92	1.02
*16	04/12/2009 - 04/18/2009	0.94	1.04
17	04/19/2009 - 04/25/2009	0.95	1.06
18	04/26/2009 - 05/02/2009	0.97	1.08
19	05/03/2009 - 05/09/2009	0.99	1.10
20	05/10/2009 - 05/16/2009	1.01	1.12
21	05/17/2009 - 05/23/2009	1.02	1.13
22	05/24/2009 - 05/30/2009	1.03	1.14
23	05/31/2009 - 06/06/2009	1.04	1.16
24	06/07/2009 - 06/13/2009	1.05	1.17
25	06/14/2009 - 06/20/2009	1.07	1.19
26	06/21/2009 - 06/27/2009	1.08	1.20
27	06/28/2009 - 07/04/2009	1.09	1.21
28	07/05/2009 - 07/11/2009	1.11	1.23
29	07/12/2009 - 07/18/2009	1.12	1.24
30	07/19/2009 - 07/25/2009	1.11	1.23
31	07/26/2009 - 08/01/2009	1.11	1.23
32	08/02/2009 - 08/08/2009	1.10	1.22
33	08/09/2009 - 08/15/2009	1.10	1.22
34	08/16/2009 - 08/22/2009	1.10	1.22
35	08/23/2009 - 08/29/2009	1.10	1.22
36	08/30/2009 - 09/05/2009	1.11	1.23
37	09/06/2009 - 09/12/2009	1.11	1.23
38	09/13/2009 - 09/19/2009	1.12	1.24
39	09/20/2009 - 09/26/2009	1.10	1.22
40	09/27/2009 - 10/03/2009	1.09	1.21
41	10/04/2009 - 10/10/2009	1.07	1.19
42	10/11/2009 - 10/17/2009	1.06	1.18
43	10/18/2009 - 10/24/2009	1.05	1.17
44	10/25/2009 - 10/31/2009	1.04	1.16
45	11/01/2009 - 11/07/2009	1.04	1.16
46	11/08/2009 - 11/14/2009	1.03	1.14
47	11/15/2009 - 11/21/2009	1.02	1.13
48	11/22/2009 - 11/28/2009	1.01	1.12
49	11/29/2009 - 12/05/2009	1.01	1.12
50	12/06/2009 - 12/12/2009	1.00	1.11
51	12/13/2009 - 12/19/2009	1.00	1.11
52	12/20/2009 - 12/26/2009	0.98	1.09
53	12/27/2009 - 12/31/2009	0.95	1.06

\* Peak Season



Week	Dates	SF	MOCF: 0.82 PSCF
1	01/01/2009 - 01/03/2009	1.14	1.40
2	01/04/2009 - 01/10/2009	1.07	1.31
3	01/11/2009 - 01/17/2009	0.99	1.21
4	01/18/2009 - 01/24/2009	0.96	1.18
5	01/25/2009 - 01/31/2009	0.93	1.14
6	02/01/2009 - 02/07/2009	0.90	1.10
* 7	02/08/2009 - 02/14/2009	0.87	1.07
* 8	02/15/2009 - 02/21/2009	0.85	1.04
* 9	02/22/2009 - 02/28/2009	0.84	1.03
*10	03/01/2009 - 03/07/2009	0.83	1.02
*11	03/08/2009 - 03/14/2009	0.82	1.00
*12	03/15/2009 - 03/21/2009	0.81	0.99
*13	03/22/2009 - 03/28/2009	0.80	0.98
*14	03/29/2009 - 04/04/2009	0.77	0.94
*15	04/05/2009 - 04/11/2009	0.75	0.92
*16	04/12/2009 - 04/18/2009	0.74	0.91
*17	04/19/2009 - 04/25/2009	0.79	0.97
*18	04/26/2009 - 05/02/2009	0.84	1.03
*19	05/03/2009 - 05/09/2009	0.90	1.10
20	05/10/2009 - 05/16/2009	0.95	1.16
21	05/17/2009 - 05/23/2009	0.98	1.20
22	05/24/2009 - 05/30/2009	1.00	1.23
23	05/31/2009 - 06/06/2009	1.03	1.26
24	06/07/2009 - 06/13/2009	1.06	1.30
25	06/14/2009 - 06/20/2009	1.09	1.34
26	06/21/2009 - 06/27/2009	1.07	1.31
27	06/28/2009 - 07/04/2009	1.06	1.30
28	07/05/2009 - 07/11/2009	1.04	1.27
29	07/12/2009 - 07/18/2009	1.02	1.25
30	07/19/2009 - 07/25/2009	1.05	1.29
31	07/26/2009 - 08/01/2009	1.09	1.34
32	08/02/2009 - 08/08/2009	1.12	1.37
33	08/09/2009 - 08/15/2009	1.14	1.40
34	08/16/2009 - 08/22/2009	1.18	1.45
35	08/23/2009 - 08/29/2009	1.21	1.48
36	08/30/2009 - 09/05/2009	1.24	1.52
37	09/06/2009 - 09/12/2009	1.27	1.56
38	09/13/2009 - 09/19/2009	1.30	1.59
39	09/20/2009 - 09/26/2009	1.28	1.57
40	09/27/2009 - 10/03/2009	1.26	1.54
41	10/04/2009 - 10/10/2009	1.24	1.52
42	10/11/2009 - 10/17/2009	1.21	1.48
43	10/18/2009 - 10/24/2009	1.20	1.47
44	10/25/2009 - 10/31/2009	1.18	1.45
45	11/01/2009 - 11/07/2009	1.16	1.42
46	11/08/2009 - 11/14/2009	1.14	1.40
47	11/15/2009 - 11/21/2009	1.13	1.38
48	11/22/2009 - 11/28/2009	1.13	1.38
49	11/29/2009 - 12/05/2009	1.13	1.38
50	12/06/2009 - 12/12/2009	1.14	1.40
51	12/13/2009 - 12/19/2009	1.14	1.40
52	12/20/2009 - 12/26/2009	1.07	1.31
53	12/27/2009 - 12/31/2009	0.99	1.21

\* Peak Season

Week	Dates	SF	MOCF: 0.83 PSCF
1	01/01/2009 - 01/03/2009	1.09	1.31
2	01/04/2009 - 01/10/2009	1.01	1.21
3	01/11/2009 - 01/17/2009	0.93	1.12
4	01/18/2009 - 01/24/2009	0.91	1.09
* 5	01/25/2009 - 01/31/2009	0.89	1.07
* 6	02/01/2009 - 02/07/2009	0.87	1.04
* 7	02/08/2009 - 02/14/2009	0.85	1.02
* 8	02/15/2009 - 02/21/2009	0.82	0.98
* 9	02/22/2009 - 02/28/2009	0.81	0.97
*10	03/01/2009 - 03/07/2009	0.80	0.96
*11	03/08/2009 - 03/14/2009	0.79	0.95
*12	03/15/2009 - 03/21/2009	0.77	0.92
*13	03/22/2009 - 03/28/2009	0.80	0.96
*14	03/29/2009 - 04/04/2009	0.82	0.98
*15	04/05/2009 - 04/11/2009	0.84	1.01
*16	04/12/2009 - 04/18/2009	0.87	1.04
*17	04/19/2009 - 04/25/2009	0.90	1.08
18	04/26/2009 - 05/02/2009	0.94	1.13
19	05/03/2009 - 05/09/2009	0.98	1.18
20	05/10/2009 - 05/16/2009	1.01	1.21
21	05/17/2009 - 05/23/2009	1.03	1.24
22	05/24/2009 - 05/30/2009	1.04	1.25
23	05/31/2009 - 06/06/2009	1.05	1.26
24	06/07/2009 - 06/13/2009	1.06	1.27
25	06/14/2009 - 06/20/2009	1.07	1.28
26	06/21/2009 - 06/27/2009	1.07	1.28
27	06/28/2009 - 07/04/2009	1.08	1.30
28	07/05/2009 - 07/11/2009	1.08	1.30
29	07/12/2009 - 07/18/2009	1.09	1.31
30	07/19/2009 - 07/25/2009	1.11	1.33
31	07/26/2009 - 08/01/2009	1.13	1.36
32	08/02/2009 - 08/08/2009	1.14	1.37
33	08/09/2009 - 08/15/2009	1.16	1.39
34	08/16/2009 - 08/22/2009	1.18	1.42
35	08/23/2009 - 08/29/2009	1.20	1.44
36	08/30/2009 - 09/05/2009	1.22	1.46
37	09/06/2009 - 09/12/2009	1.24	1.49
38	09/13/2009 - 09/19/2009	1.25	1.50
39	09/20/2009 - 09/26/2009	1.22	1.46
40	09/27/2009 - 10/03/2009	1.19	1.43
41	10/04/2009 - 10/10/2009	1.16	1.39
42	10/11/2009 - 10/17/2009	1.13	1.36
43	10/18/2009 - 10/24/2009	1.12	1.34
44	10/25/2009 - 10/31/2009	1.11	1.33
45	11/01/2009 - 11/07/2009	1.09	1.31
46	11/08/2009 - 11/14/2009	1.08	1.30
47	11/15/2009 - 11/21/2009	1.07	1.28
48	11/22/2009 - 11/28/2009	1.07	1.28
49	11/29/2009 - 12/05/2009	1.08	1.30
50	12/06/2009 - 12/12/2009	1.08	1.30
51	12/13/2009 - 12/19/2009	1.09	1.31
52	12/20/2009 - 12/26/2009	1.01	1.21
53	12/27/2009 - 12/31/2009	0.93	1.12

\* Peak Season

MOCF: 0.91

Week	Dates	SF	PSCF
1	01/01/2009 - 01/03/2009	1.00	1.10
2	01/04/2009 - 01/10/2009	0.98	1.08
* 3	01/11/2009 - 01/17/2009	0.96	1.05
* 4	01/18/2009 - 01/24/2009	0.94	1.03
* 5	01/25/2009 - 01/31/2009	0.93	1.02
* 6	02/01/2009 - 02/07/2009	0.91	1.00
* 7	02/08/2009 - 02/14/2009	0.90	0.99
* 8	02/15/2009 - 02/21/2009	0.88	0.97
* 9	02/22/2009 - 02/28/2009	0.88	0.97
*10	03/01/2009 - 03/07/2009	0.88	0.97
*11	03/08/2009 - 03/14/2009	0.88	0.97
*12	03/15/2009 - 03/21/2009	0.88	0.97
*13	03/22/2009 - 03/28/2009	0.91	1.00
*14	03/29/2009 - 04/04/2009	0.94	1.03
*15	04/05/2009 - 04/11/2009	0.96	1.05
16	04/12/2009 - 04/18/2009	0.99	1.09
17	04/19/2009 - 04/25/2009	1.01	1.11
18	04/26/2009 - 05/02/2009	1.04	1.14
19	05/03/2009 - 05/09/2009	1.07	1.17
20	05/10/2009 - 05/16/2009	1.09	1.20
21	05/17/2009 - 05/23/2009	1.08	1.18
22	05/24/2009 - 05/30/2009	1.07	1.17
23	05/31/2009 - 06/06/2009	1.06	1.16
24	06/07/2009 - 06/13/2009	1.05	1.15
25	06/14/2009 - 06/20/2009	1.04	1.14
26	06/21/2009 - 06/27/2009	1.04	1.14
27	06/28/2009 - 07/04/2009	1.04	1.14
28	07/05/2009 - 07/11/2009	1.05	1.15
29	07/12/2009 - 07/18/2009	1.05	1.15
30	07/19/2009 - 07/25/2009	1.05	1.15
31	07/26/2009 - 08/01/2009	1.05	1.15
32	08/02/2009 - 08/08/2009	1.06	1.16
33	08/09/2009 - 08/15/2009	1.06	1.16
34	08/16/2009 - 08/22/2009	1.07	1.17
35	08/23/2009 - 08/29/2009	1.08	1.18
36	08/30/2009 - 09/05/2009	1.09	1.20
37	09/06/2009 - 09/12/2009	1.10	1.21
38	09/13/2009 - 09/19/2009	1.11	1.22
39	09/20/2009 - 09/26/2009	1.09	1.20
40	09/27/2009 - 10/03/2009	1.07	1.17
41	10/04/2009 - 10/10/2009	1.04	1.14
42	10/11/2009 - 10/17/2009	1.02	1.12
43	10/18/2009 - 10/24/2009	1.02	1.12
44	10/25/2009 - 10/31/2009	1.01	1.11
45	11/01/2009 - 11/07/2009	1.01	1.11
46	11/08/2009 - 11/14/2009	1.00	1.10
47	11/15/2009 - 11/21/2009	1.00	1.10
48	11/22/2009 - 11/28/2009	1.00	1.10
49	11/29/2009 - 12/05/2009	1.00	1.10
50	12/06/2009 - 12/12/2009	1.00	1.10
51	12/13/2009 - 12/19/2009	1.00	1.10
52	12/20/2009 - 12/26/2009	0.98	1.08
53	12/27/2009 - 12/31/2009	0.96	1.05

\* Peak Season

MOCF: 0.93

Week	Dates	SF	PSCF
1	01/01/2009 - 01/03/2009	0.97	1.05
2	01/04/2009 - 01/10/2009	0.98	1.06
3	01/11/2009 - 01/17/2009	0.99	1.07
* 4	01/18/2009 - 01/24/2009	0.97	1.05
* 5	01/25/2009 - 01/31/2009	0.95	1.03
* 6	02/01/2009 - 02/07/2009	0.94	1.01
* 7	02/08/2009 - 02/14/2009	0.92	0.99
* 8	02/15/2009 - 02/21/2009	0.90	0.97
* 9	02/22/2009 - 02/28/2009	0.90	0.97
*10	03/01/2009 - 03/07/2009	0.89	0.96
*11	03/08/2009 - 03/14/2009	0.89	0.96
*12	03/15/2009 - 03/21/2009	0.89	0.96
*13	03/22/2009 - 03/28/2009	0.91	0.98
*14	03/29/2009 - 04/04/2009	0.94	1.01
*15	04/05/2009 - 04/11/2009	0.96	1.04
*16	04/12/2009 - 04/18/2009	0.98	1.06
17	04/19/2009 - 04/25/2009	1.00	1.08
18	04/26/2009 - 05/02/2009	1.01	1.09
19	05/03/2009 - 05/09/2009	1.02	1.10
20	05/10/2009 - 05/16/2009	1.04	1.12
21	05/17/2009 - 05/23/2009	1.04	1.12
22	05/24/2009 - 05/30/2009	1.04	1.12
23	05/31/2009 - 06/06/2009	1.05	1.13
24	06/07/2009 - 06/13/2009	1.05	1.13
25	06/14/2009 - 06/20/2009	1.05	1.13
26	06/21/2009 - 06/27/2009	1.03	1.11
27	06/28/2009 - 07/04/2009	1.02	1.10
28	07/05/2009 - 07/11/2009	1.00	1.08
29	07/12/2009 - 07/18/2009	0.99	1.07
30	07/19/2009 - 07/25/2009	1.00	1.08
31	07/26/2009 - 08/01/2009	1.00	1.08
32	08/02/2009 - 08/08/2009	1.01	1.09
33	08/09/2009 - 08/15/2009	1.02	1.10
34	08/16/2009 - 08/22/2009	1.05	1.13
35	08/23/2009 - 08/29/2009	1.07	1.16
36	08/30/2009 - 09/05/2009	1.10	1.19
37	09/06/2009 - 09/12/2009	1.12	1.21
38	09/13/2009 - 09/19/2009	1.15	1.24
39	09/20/2009 - 09/26/2009	1.14	1.23
40	09/27/2009 - 10/03/2009	1.13	1.22
41	10/04/2009 - 10/10/2009	1.13	1.22
42	10/11/2009 - 10/17/2009	1.12	1.21
43	10/18/2009 - 10/24/2009	1.08	1.17
44	10/25/2009 - 10/31/2009	1.05	1.13
45	11/01/2009 - 11/07/2009	1.01	1.09
46	11/08/2009 - 11/14/2009	0.98	1.06
47	11/15/2009 - 11/21/2009	0.94	1.01
48	11/22/2009 - 11/28/2009	0.95	1.03
49	11/29/2009 - 12/05/2009	0.96	1.04
50	12/06/2009 - 12/12/2009	0.96	1.04
51	12/13/2009 - 12/19/2009	0.97	1.05
52	12/20/2009 - 12/26/2009	0.98	1.06
53	12/27/2009 - 12/31/2009	0.99	1.07

\* Peak Season

County: 03 - COLLIER

Week	Dates	0300 SR951,I75-DAVIS	0301 SR82,SR29-HENDRY C/L	0302 SR84,US41-SANTA BARB	0303 SR951,MARCO ISLAND
1	01/01/2009 - 01/03/2009	0.97	0.93	0.99	0.97
2	01/04/2009 - 01/10/2009	0.97	0.93	0.99	0.97
3	01/11/2009 - 01/17/2009	0.97	0.93	0.99	0.97
4	01/18/2009 - 01/24/2009	0.97	0.93	0.99	0.97
5	01/25/2009 - 01/31/2009	0.97	0.93	0.99	0.97
6	02/01/2009 - 02/07/2009	0.97	0.93	0.99	0.97
7	02/08/2009 - 02/14/2009	0.97	0.93	0.99	0.97
8	02/15/2009 - 02/21/2009	0.97	0.93	0.99	0.97
9	02/22/2009 - 02/28/2009	0.97	0.93	0.99	0.97
10	03/01/2009 - 03/07/2009	0.97	0.93	0.99	0.97
11	03/08/2009 - 03/14/2009	0.97	0.93	0.99	0.97
12	03/15/2009 - 03/21/2009	0.97	0.93	0.99	0.97
13	03/22/2009 - 03/28/2009	0.97	0.93	0.99	0.97
14	03/29/2009 - 04/04/2009	0.97	0.93	0.99	0.97
15	04/05/2009 - 04/11/2009	0.97	0.93	0.99	0.97
16	04/12/2009 - 04/18/2009	0.97	0.93	0.99	0.97
17	04/19/2009 - 04/25/2009	0.97	0.93	0.99	0.97
18	04/26/2009 - 05/02/2009	0.97	0.93	0.99	0.97
19	05/03/2009 - 05/09/2009	0.97	0.93	0.99	0.97
20	05/10/2009 - 05/16/2009	0.97	0.93	0.99	0.97
21	05/17/2009 - 05/23/2009	0.97	0.93	0.99	0.97
22	05/24/2009 - 05/30/2009	0.97	0.93	0.99	0.97
23	05/31/2009 - 06/06/2009	0.97	0.93	0.99	0.97
24	06/07/2009 - 06/13/2009	0.97	0.93	0.99	0.97
25	06/14/2009 - 06/20/2009	0.97	0.93	0.99	0.97
26	06/21/2009 - 06/27/2009	0.97	0.93	0.99	0.97
27	06/28/2009 - 07/04/2009	0.97	0.93	0.99	0.97
28	07/05/2009 - 07/11/2009	0.97	0.93	0.99	0.97
29	07/12/2009 - 07/18/2009	0.97	0.93	0.99	0.97
30	07/19/2009 - 07/25/2009	0.97	0.93	0.99	0.97
31	07/26/2009 - 08/01/2009	0.97	0.93	0.99	0.97
32	08/02/2009 - 08/08/2009	0.97	0.93	0.99	0.97
33	08/09/2009 - 08/15/2009	0.97	0.93	0.99	0.97
34	08/16/2009 - 08/22/2009	0.97	0.93	0.99	0.97
35	08/23/2009 - 08/29/2009	0.97	0.93	0.99	0.97
36	08/30/2009 - 09/05/2009	0.97	0.93	0.99	0.97
37	09/06/2009 - 09/12/2009	0.97	0.93	0.99	0.97
38	09/13/2009 - 09/19/2009	0.97	0.93	0.99	0.97
39	09/20/2009 - 09/26/2009	0.97	0.93	0.99	0.97
40	09/27/2009 - 10/03/2009	0.97	0.93	0.99	0.97
41	10/04/2009 - 10/10/2009	0.97	0.93	0.99	0.97
42	10/11/2009 - 10/17/2009	0.97	0.93	0.99	0.97
43	10/18/2009 - 10/24/2009	0.97	0.93	0.99	0.97
44	10/25/2009 - 10/31/2009	0.97	0.93	0.99	0.97
45	11/01/2009 - 11/07/2009	0.97	0.93	0.99	0.97
46	11/08/2009 - 11/14/2009	0.97	0.93	0.99	0.97
47	11/15/2009 - 11/21/2009	0.97	0.93	0.99	0.97
48	11/22/2009 - 11/28/2009	0.97	0.93	0.99	0.97
49	11/29/2009 - 12/05/2009	0.97	0.93	0.99	0.97
50	12/06/2009 - 12/12/2009	0.97	0.93	0.99	0.97
51	12/13/2009 - 12/19/2009	0.97	0.93	0.99	0.97
52	12/20/2009 - 12/26/2009	0.97	0.93	0.99	0.97
53	12/27/2009 - 12/31/2009	0.97	0.93	0.99	0.97

County: 03 - COLLIER

Week	Dates	0304 US41,LEE C/L-CR896	0305 SR84,SANTABARB-SR951	0306 US41,CR896-SR951	0307 US41,SR951-SR29
1	01/01/2009 - 01/03/2009	0.99	0.97	0.99	0.93
2	01/04/2009 - 01/10/2009	0.99	0.97	0.99	0.93
3	01/11/2009 - 01/17/2009	0.99	0.97	0.99	0.93
4	01/18/2009 - 01/24/2009	0.99	0.97	0.99	0.93
5	01/25/2009 - 01/31/2009	0.99	0.97	0.99	0.93
6	02/01/2009 - 02/07/2009	0.99	0.97	0.99	0.93
7	02/08/2009 - 02/14/2009	0.99	0.97	0.99	0.93
8	02/15/2009 - 02/21/2009	0.99	0.97	0.99	0.93
9	02/22/2009 - 02/28/2009	0.99	0.97	0.99	0.93
10	03/01/2009 - 03/07/2009	0.99	0.97	0.99	0.93
11	03/08/2009 - 03/14/2009	0.99	0.97	0.99	0.93
12	03/15/2009 - 03/21/2009	0.99	0.97	0.99	0.93
13	03/22/2009 - 03/28/2009	0.99	0.97	0.99	0.93
14	03/29/2009 - 04/04/2009	0.99	0.97	0.99	0.93
15	04/05/2009 - 04/11/2009	0.99	0.97	0.99	0.93
16	04/12/2009 - 04/18/2009	0.99	0.97	0.99	0.93
17	04/19/2009 - 04/25/2009	0.99	0.97	0.99	0.93
18	04/26/2009 - 05/02/2009	0.99	0.97	0.99	0.93
19	05/03/2009 - 05/09/2009	0.99	0.97	0.99	0.93
20	05/10/2009 - 05/16/2009	0.99	0.97	0.99	0.93
21	05/17/2009 - 05/23/2009	0.99	0.97	0.99	0.93
22	05/24/2009 - 05/30/2009	0.99	0.97	0.99	0.93
23	05/31/2009 - 06/06/2009	0.99	0.97	0.99	0.93
24	06/07/2009 - 06/13/2009	0.99	0.97	0.99	0.93
25	06/14/2009 - 06/20/2009	0.99	0.97	0.99	0.93
26	06/21/2009 - 06/27/2009	0.99	0.97	0.99	0.93
27	06/28/2009 - 07/04/2009	0.99	0.97	0.99	0.93
28	07/05/2009 - 07/11/2009	0.99	0.97	0.99	0.93
29	07/12/2009 - 07/18/2009	0.99	0.97	0.99	0.93
30	07/19/2009 - 07/25/2009	0.99	0.97	0.99	0.93
31	07/26/2009 - 08/01/2009	0.99	0.97	0.99	0.93
32	08/02/2009 - 08/08/2009	0.99	0.97	0.99	0.93
33	08/09/2009 - 08/15/2009	0.99	0.97	0.99	0.93
34	08/16/2009 - 08/22/2009	0.99	0.97	0.99	0.93
35	08/23/2009 - 08/29/2009	0.99	0.97	0.99	0.93
36	08/30/2009 - 09/05/2009	0.99	0.97	0.99	0.93
37	09/06/2009 - 09/12/2009	0.99	0.97	0.99	0.93
38	09/13/2009 - 09/19/2009	0.99	0.97	0.99	0.93
39	09/20/2009 - 09/26/2009	0.99	0.97	0.99	0.93
40	09/27/2009 - 10/03/2009	0.99	0.97	0.99	0.93
41	10/04/2009 - 10/10/2009	0.99	0.97	0.99	0.93
42	10/11/2009 - 10/17/2009	0.99	0.97	0.99	0.93
43	10/18/2009 - 10/24/2009	0.99	0.97	0.99	0.93
44	10/25/2009 - 10/31/2009	0.99	0.97	0.99	0.93
45	11/01/2009 - 11/07/2009	0.99	0.97	0.99	0.93
46	11/08/2009 - 11/14/2009	0.99	0.97	0.99	0.93
47	11/15/2009 - 11/21/2009	0.99	0.97	0.99	0.93
48	11/22/2009 - 11/28/2009	0.99	0.97	0.99	0.93
49	11/29/2009 - 12/05/2009	0.99	0.97	0.99	0.93
50	12/06/2009 - 12/12/2009	0.99	0.97	0.99	0.93
51	12/13/2009 - 12/19/2009	0.99	0.97	0.99	0.93
52	12/20/2009 - 12/26/2009	0.99	0.97	0.99	0.93
53	12/27/2009 - 12/31/2009	0.99	0.97	0.99	0.93

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Week	Dates	0308 SR29,CR858-CR894	0309 US41 AT SR951	0311 CR31-CR896 NHS AND SIS	0312 NORTH RD AIRPORT SIS
1	01/01/2009 - 01/03/2009	0.96	0.98	0.99	0.99
2	01/04/2009 - 01/10/2009	0.96	0.98	0.99	0.99
3	01/11/2009 - 01/17/2009	0.96	0.98	0.99	0.99
4	01/18/2009 - 01/24/2009	0.96	0.98	0.99	0.99
5	01/25/2009 - 01/31/2009	0.96	0.98	0.99	0.99
6	02/01/2009 - 02/07/2009	0.96	0.98	0.99	0.99
7	02/08/2009 - 02/14/2009	0.96	0.98	0.99	0.99
8	02/15/2009 - 02/21/2009	0.96	0.98	0.99	0.99
9	02/22/2009 - 02/28/2009	0.96	0.98	0.99	0.99
10	03/01/2009 - 03/07/2009	0.96	0.98	0.99	0.99
11	03/08/2009 - 03/14/2009	0.96	0.98	0.99	0.99
12	03/15/2009 - 03/21/2009	0.96	0.98	0.99	0.99
13	03/22/2009 - 03/28/2009	0.96	0.98	0.99	0.99
14	03/29/2009 - 04/04/2009	0.96	0.98	0.99	0.99
15	04/05/2009 - 04/11/2009	0.96	0.98	0.99	0.99
16	04/12/2009 - 04/18/2009	0.96	0.98	0.99	0.99
17	04/19/2009 - 04/25/2009	0.96	0.98	0.99	0.99
18	04/26/2009 - 05/02/2009	0.96	0.98	0.99	0.99
19	05/03/2009 - 05/09/2009	0.96	0.98	0.99	0.99
20	05/10/2009 - 05/16/2009	0.96	0.98	0.99	0.99
21	05/17/2009 - 05/23/2009	0.96	0.98	0.99	0.99
22	05/24/2009 - 05/30/2009	0.96	0.98	0.99	0.99
23	05/31/2009 - 06/06/2009	0.96	0.98	0.99	0.99
24	06/07/2009 - 06/13/2009	0.96	0.98	0.99	0.99
25	06/14/2009 - 06/20/2009	0.96	0.98	0.99	0.99
26	06/21/2009 - 06/27/2009	0.96	0.98	0.99	0.99
27	06/28/2009 - 07/04/2009	0.96	0.98	0.99	0.99
28	07/05/2009 - 07/11/2009	0.96	0.98	0.99	0.99
29	07/12/2009 - 07/18/2009	0.96	0.98	0.99	0.99
30	07/19/2009 - 07/25/2009	0.96	0.98	0.99	0.99
31	07/26/2009 - 08/01/2009	0.96	0.98	0.99	0.99
32	08/02/2009 - 08/08/2009	0.96	0.98	0.99	0.99
33	08/09/2009 - 08/15/2009	0.96	0.98	0.99	0.99
34	08/16/2009 - 08/22/2009	0.96	0.98	0.99	0.99
35	08/23/2009 - 08/29/2009	0.96	0.98	0.99	0.99
36	08/30/2009 - 09/05/2009	0.96	0.98	0.99	0.99
37	09/06/2009 - 09/12/2009	0.96	0.98	0.99	0.99
38	09/13/2009 - 09/19/2009	0.96	0.98	0.99	0.99
39	09/20/2009 - 09/26/2009	0.96	0.98	0.99	0.99
40	09/27/2009 - 10/03/2009	0.96	0.98	0.99	0.99
41	10/04/2009 - 10/10/2009	0.96	0.98	0.99	0.99
42	10/11/2009 - 10/17/2009	0.96	0.98	0.99	0.99
43	10/18/2009 - 10/24/2009	0.96	0.98	0.99	0.99
44	10/25/2009 - 10/31/2009	0.96	0.98	0.99	0.99
45	11/01/2009 - 11/07/2009	0.96	0.98	0.99	0.99
46	11/08/2009 - 11/14/2009	0.96	0.98	0.99	0.99
47	11/15/2009 - 11/21/2009	0.96	0.98	0.99	0.99
48	11/22/2009 - 11/28/2009	0.96	0.98	0.99	0.99
49	11/29/2009 - 12/05/2009	0.96	0.98	0.99	0.99
50	12/06/2009 - 12/12/2009	0.96	0.98	0.99	0.99
51	12/13/2009 - 12/19/2009	0.96	0.98	0.99	0.99
52	12/20/2009 - 12/26/2009	0.96	0.98	0.99	0.99
53	12/27/2009 - 12/31/2009	0.96	0.98	0.99	0.99

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Week	Dates	0314 SR29,US41-CR837	0315 US41,SR29-DADE C/L	0319 I75,SR951-LEE C/L	0320 SR29,CR837-I-75
1	01/01/2009 - 01/03/2009	0.92	0.93	0.92	0.88
2	01/04/2009 - 01/10/2009	0.92	0.93	0.92	0.88
3	01/11/2009 - 01/17/2009	0.92	0.93	0.92	0.88
4	01/18/2009 - 01/24/2009	0.92	0.93	0.92	0.88
5	01/25/2009 - 01/31/2009	0.92	0.93	0.92	0.88
6	02/01/2009 - 02/07/2009	0.92	0.93	0.92	0.88
7	02/08/2009 - 02/14/2009	0.92	0.93	0.92	0.88
8	02/15/2009 - 02/21/2009	0.92	0.93	0.92	0.88
9	02/22/2009 - 02/28/2009	0.92	0.93	0.92	0.88
10	03/01/2009 - 03/07/2009	0.92	0.93	0.92	0.88
11	03/08/2009 - 03/14/2009	0.92	0.92	0.92	0.88
12	03/15/2009 - 03/21/2009	0.92	0.92	0.92	0.88
13	03/22/2009 - 03/28/2009	0.92	0.92	0.92	0.88
14	03/29/2009 - 04/04/2009	0.92	0.92	0.92	0.88
15	04/05/2009 - 04/11/2009	0.92	0.92	0.92	0.88
16	04/12/2009 - 04/18/2009	0.92	0.92	0.92	0.88
17	04/19/2009 - 04/25/2009	0.92	0.92	0.92	0.88
18	04/26/2009 - 05/02/2009	0.92	0.93	0.92	0.88
19	05/03/2009 - 05/09/2009	0.92	0.93	0.92	0.88
20	05/10/2009 - 05/16/2009	0.92	0.93	0.92	0.88
21	05/17/2009 - 05/23/2009	0.92	0.93	0.92	0.88
22	05/24/2009 - 05/30/2009	0.92	0.92	0.92	0.88
23	05/31/2009 - 06/06/2009	0.92	0.92	0.92	0.88
24	06/07/2009 - 06/13/2009	0.92	0.91	0.92	0.88
25	06/14/2009 - 06/20/2009	0.92	0.91	0.92	0.88
26	06/21/2009 - 06/27/2009	0.92	0.91	0.92	0.88
27	06/28/2009 - 07/04/2009	0.92	0.92	0.92	0.88
28	07/05/2009 - 07/11/2009	0.92	0.93	0.92	0.88
29	07/12/2009 - 07/18/2009	0.92	0.94	0.92	0.88
30	07/19/2009 - 07/25/2009	0.92	0.94	0.92	0.88
31	07/26/2009 - 08/01/2009	0.92	0.94	0.92	0.88
32	08/02/2009 - 08/08/2009	0.92	0.94	0.92	0.88
33	08/09/2009 - 08/15/2009	0.92	0.94	0.92	0.88
34	08/16/2009 - 08/22/2009	0.92	0.94	0.92	0.88
35	08/23/2009 - 08/29/2009	0.92	0.94	0.92	0.88
36	08/30/2009 - 09/05/2009	0.92	0.94	0.92	0.88
37	09/06/2009 - 09/12/2009	0.92	0.94	0.92	0.88
38	09/13/2009 - 09/19/2009	0.92	0.94	0.92	0.88
39	09/20/2009 - 09/26/2009	0.92	0.94	0.92	0.88
40	09/27/2009 - 10/03/2009	0.92	0.94	0.92	0.88
41	10/04/2009 - 10/10/2009	0.92	0.93	0.92	0.88
42	10/11/2009 - 10/17/2009	0.92	0.93	0.92	0.88
43	10/18/2009 - 10/24/2009	0.92	0.93	0.92	0.88
44	10/25/2009 - 10/31/2009	0.92	0.93	0.92	0.88
45	11/01/2009 - 11/07/2009	0.92	0.92	0.92	0.88
46	11/08/2009 - 11/14/2009	0.92	0.92	0.92	0.88
47	11/15/2009 - 11/21/2009	0.92	0.92	0.92	0.88
48	11/22/2009 - 11/28/2009	0.92	0.92	0.92	0.88
49	11/29/2009 - 12/05/2009	0.92	0.93	0.92	0.88
50	12/06/2009 - 12/12/2009	0.92	0.93	0.92	0.88
51	12/13/2009 - 12/19/2009	0.92	0.93	0.92	0.88
52	12/20/2009 - 12/26/2009	0.92	0.93	0.92	0.88
53	12/27/2009 - 12/31/2009	0.92	0.93	0.92	0.88

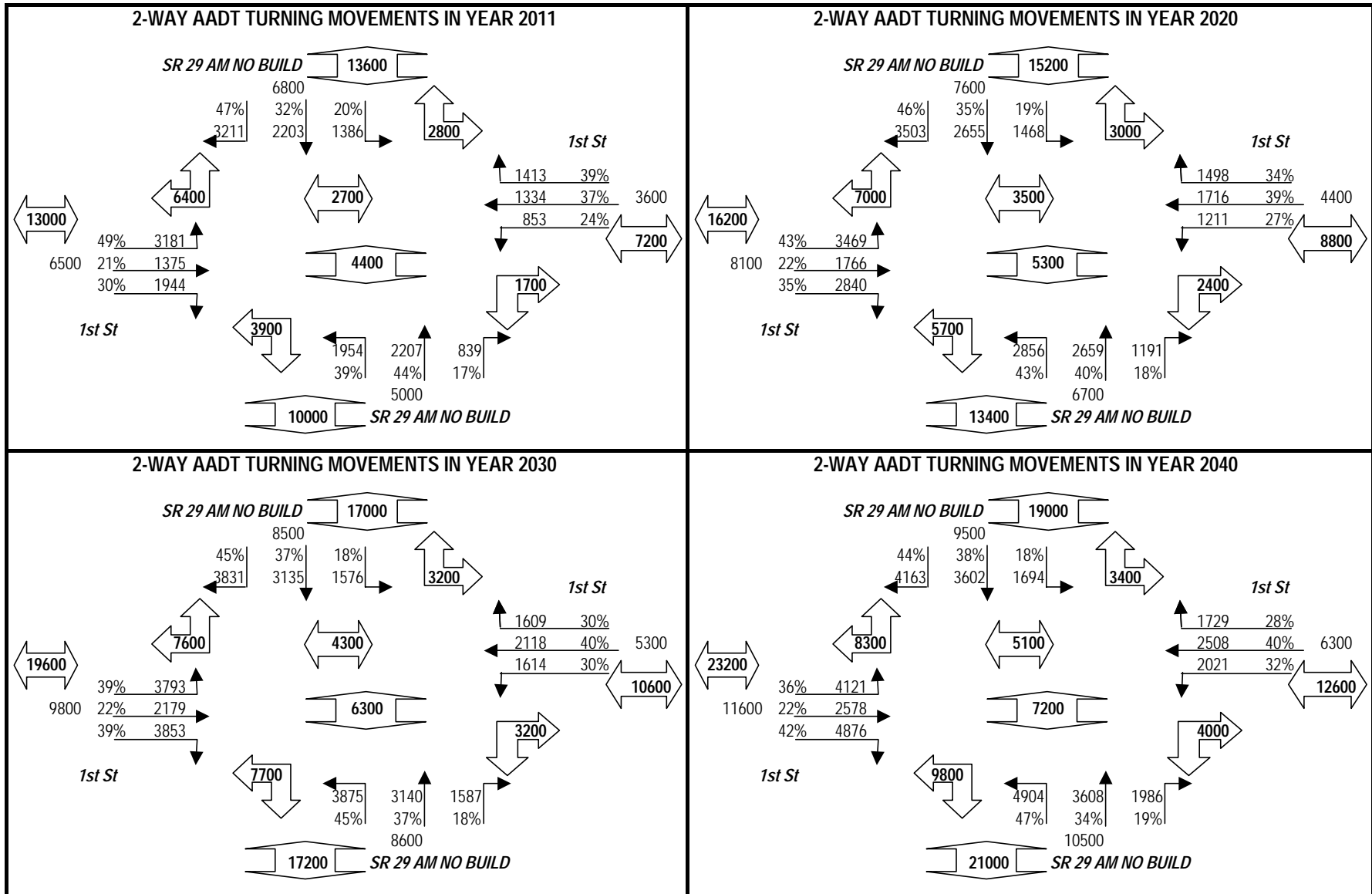


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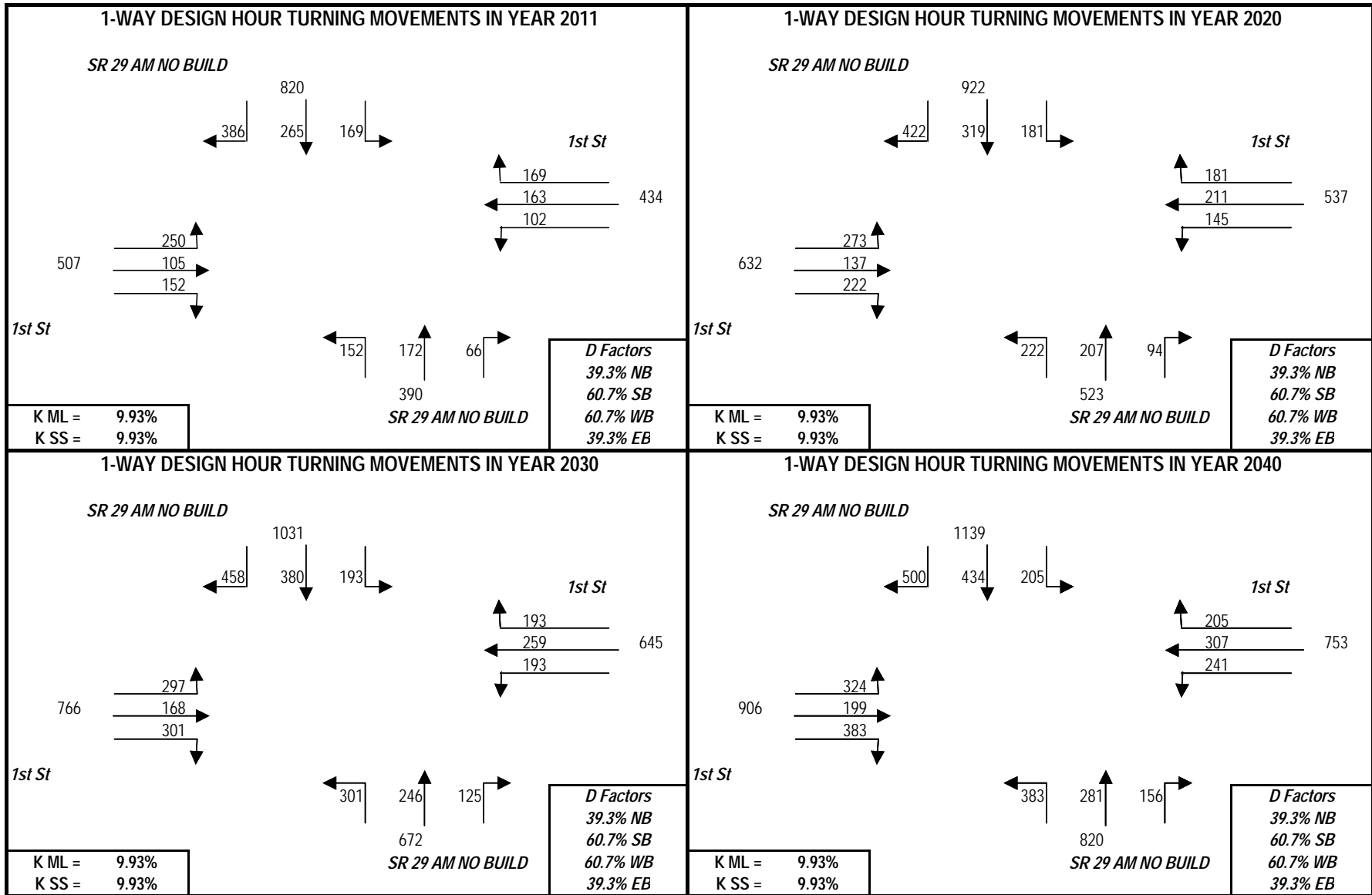
Week	Dates	0321 I75,SR29-BROWARD C/L	0322 SR 29,I-75 TO CR858	0370 I-75 RAMPS AT SR29	0371 I-75 RAMPS SR951 - IMMOKA
1	01/01/2009 - 01/03/2009	0.92	0.88	0.88	0.97
2	01/04/2009 - 01/10/2009	0.92	0.88	0.88	0.88
3	01/11/2009 - 01/17/2009	0.92	0.88	0.88	0.97
4	01/18/2009 - 01/24/2009	0.92	0.88	0.88	0.97
5	01/25/2009 - 01/31/2009	0.91	0.88	0.88	0.97
6	02/01/2009 - 02/07/2009	0.90	0.88	0.88	0.97
7	02/08/2009 - 02/14/2009	0.90	0.88	0.88	0.97
8	02/15/2009 - 02/21/2009	0.89	0.88	0.88	0.97
9	02/22/2009 - 02/28/2009	0.90	0.88	0.88	0.97
10	03/01/2009 - 03/07/2009	0.90	0.88	0.88	0.97
11	03/08/2009 - 03/14/2009	0.91	0.88	0.88	0.97
12	03/15/2009 - 03/21/2009	0.91	0.88	0.88	0.97
13	03/22/2009 - 03/28/2009	0.91	0.88	0.88	0.97
14	03/29/2009 - 04/04/2009	0.91	0.88	0.88	0.97
15	04/05/2009 - 04/11/2009	0.91	0.88	0.88	0.97
16	04/12/2009 - 04/18/2009	0.92	0.88	0.88	0.97
17	04/19/2009 - 04/25/2009	0.92	0.88	0.88	0.97
18	04/26/2009 - 05/02/2009	0.92	0.88	0.88	0.97
19	05/03/2009 - 05/09/2009	0.92	0.88	0.88	0.97
20	05/10/2009 - 05/16/2009	0.92	0.88	0.88	0.97
21	05/17/2009 - 05/23/2009	0.92	0.88	0.88	0.97
22	05/24/2009 - 05/30/2009	0.92	0.88	0.88	0.97
23	05/31/2009 - 06/06/2009	0.92	0.88	0.88	0.97
24	06/07/2009 - 06/13/2009	0.92	0.88	0.88	0.97
25	06/14/2009 - 06/20/2009	0.92	0.88	0.88	0.97
26	06/21/2009 - 06/27/2009	0.92	0.88	0.88	0.97
27	06/28/2009 - 07/04/2009	0.92	0.88	0.88	0.97
28	07/05/2009 - 07/11/2009	0.92	0.88	0.88	0.97
29	07/12/2009 - 07/18/2009	0.92	0.88	0.88	0.97
30	07/19/2009 - 07/25/2009	0.92	0.88	0.88	0.97
31	07/26/2009 - 08/01/2009	0.93	0.88	0.88	0.97
32	08/02/2009 - 08/08/2009	0.93	0.88	0.88	0.97
33	08/09/2009 - 08/15/2009	0.93	0.88	0.88	0.97
34	08/16/2009 - 08/22/2009	0.92	0.88	0.88	0.97
35	08/23/2009 - 08/29/2009	0.90	0.88	0.88	0.97
36	08/30/2009 - 09/05/2009	0.89	0.88	0.88	0.97
37	09/06/2009 - 09/12/2009	0.87	0.88	0.88	0.97
38	09/13/2009 - 09/19/2009	0.86	0.88	0.88	0.97
39	09/20/2009 - 09/26/2009	0.87	0.88	0.88	0.97
40	09/27/2009 - 10/03/2009	0.88	0.88	0.88	0.97
41	10/04/2009 - 10/10/2009	0.88	0.88	0.88	0.97
42	10/11/2009 - 10/17/2009	0.89	0.88	0.88	0.97
43	10/18/2009 - 10/24/2009	0.90	0.88	0.88	0.97
44	10/25/2009 - 10/31/2009	0.91	0.88	0.88	0.97
45	11/01/2009 - 11/07/2009	0.91	0.88	0.88	0.97
46	11/08/2009 - 11/14/2009	0.92	0.88	0.88	0.97
47	11/15/2009 - 11/21/2009	0.93	0.88	0.88	0.97
48	11/22/2009 - 11/28/2009	0.93	0.88	0.88	0.97
49	11/29/2009 - 12/05/2009	0.93	0.88	0.88	0.97
50	12/06/2009 - 12/12/2009	0.92	0.88	0.88	0.97
51	12/13/2009 - 12/19/2009	0.92	0.88	0.88	0.97
52	12/20/2009 - 12/26/2009	0.92	0.88	0.88	0.97
53	12/27/2009 - 12/31/2009	0.92	0.88	0.88	0.97

# **TURNS5 DATA**

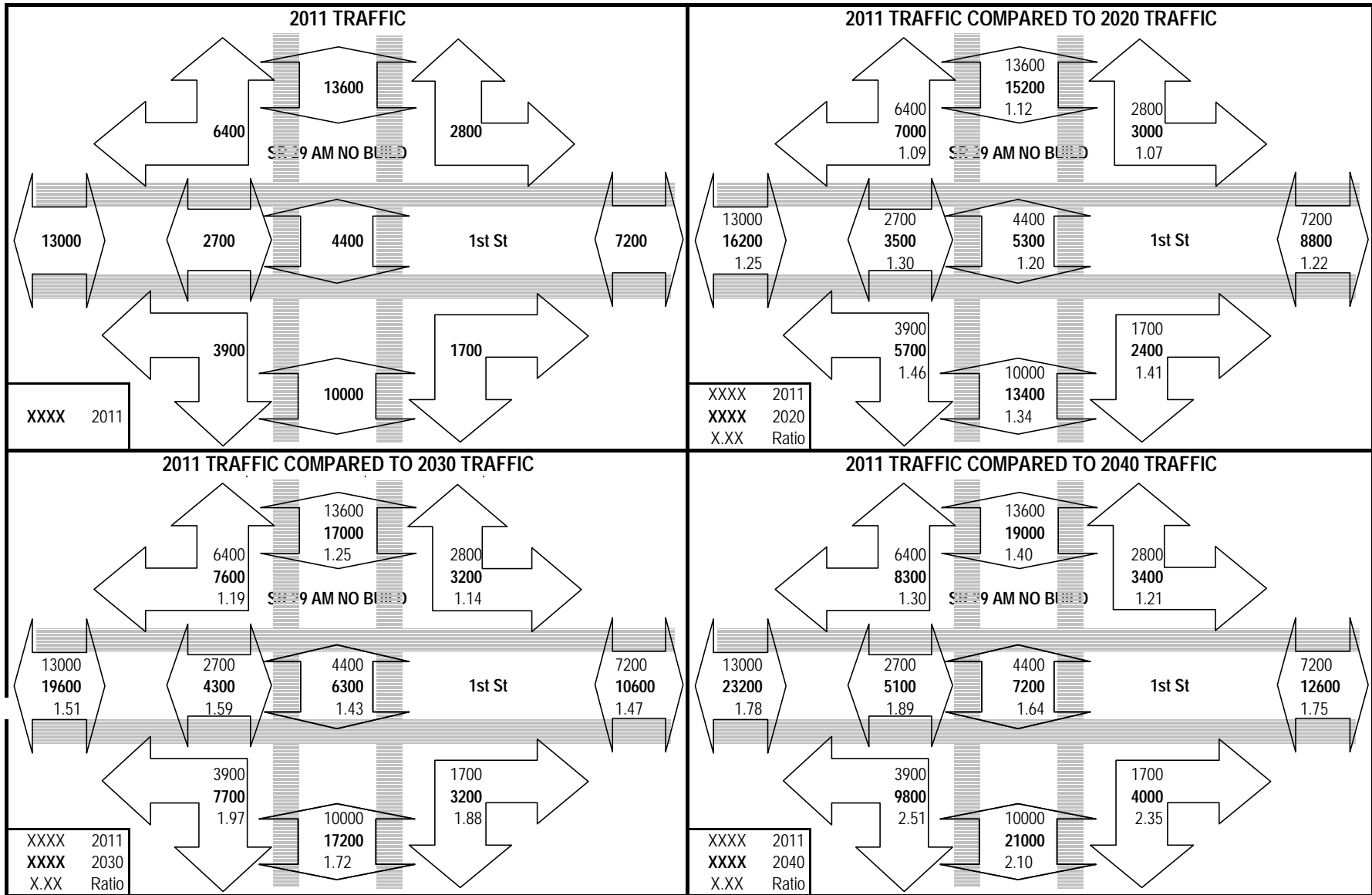
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT 1st St: Oil Well Rd TO SR 82



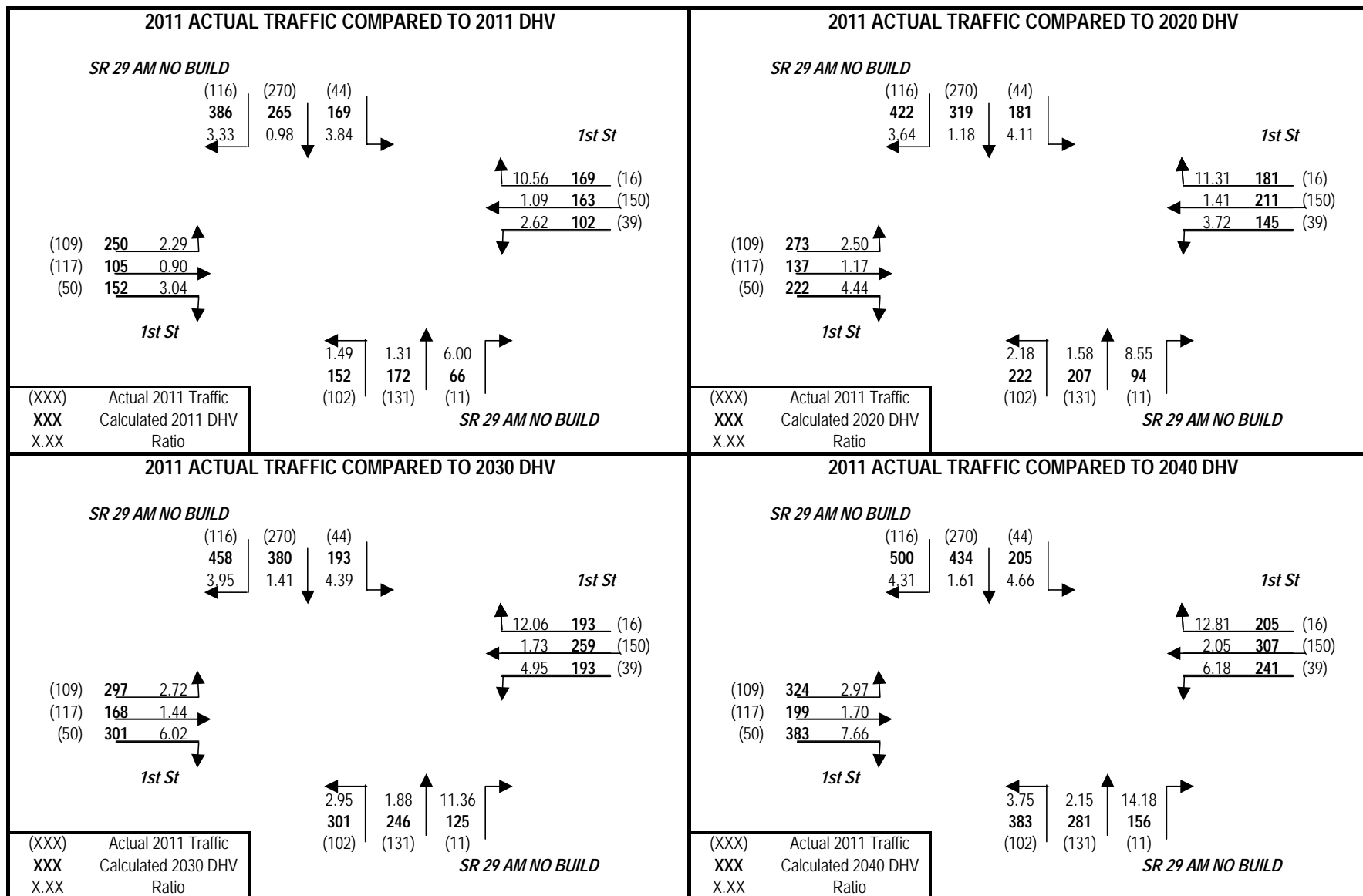
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT 1st St: Oil Well Rd TO SR 82



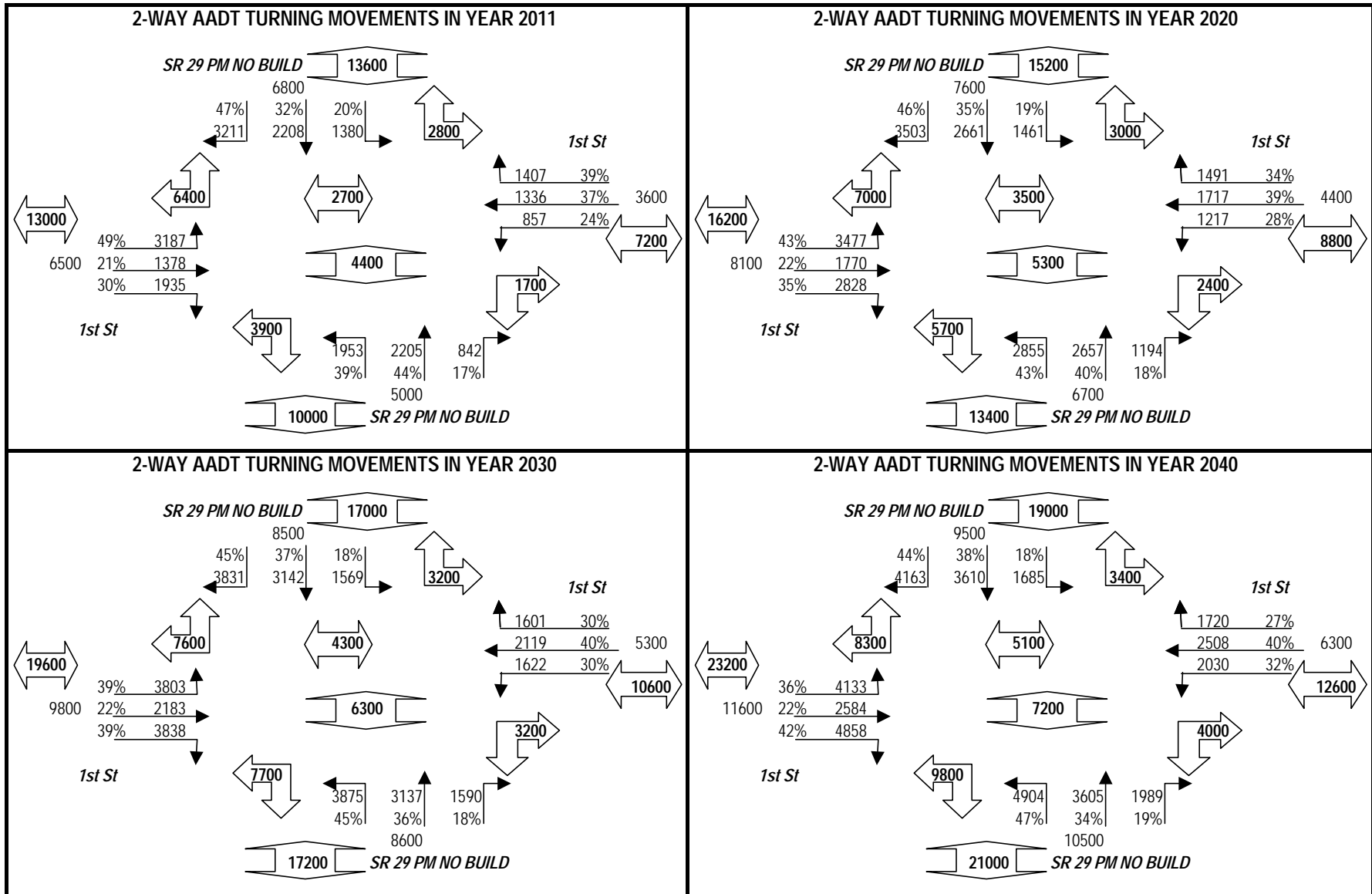
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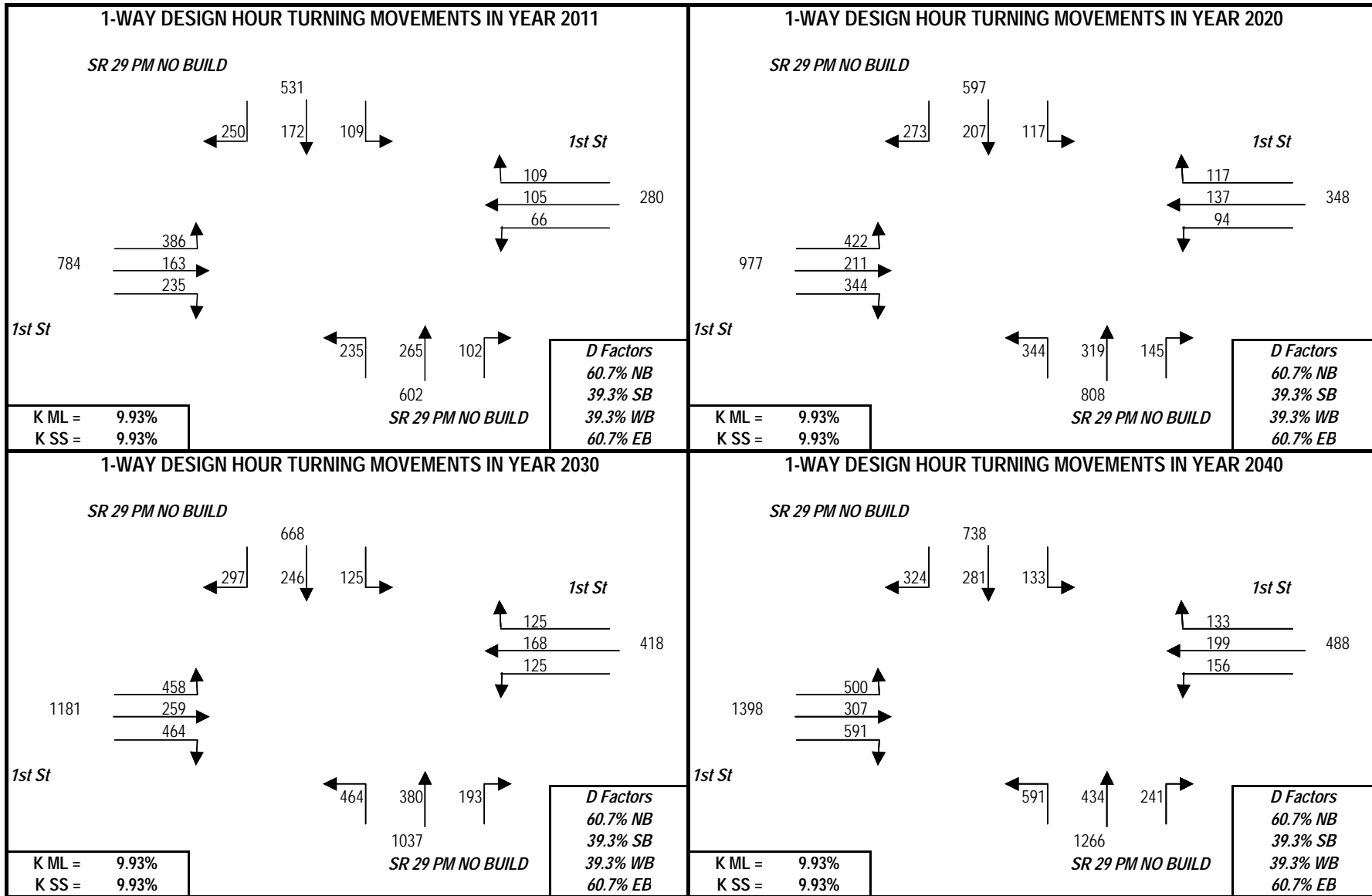
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT 1st St: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT 1st St: Oil Well Rd TO SR 82

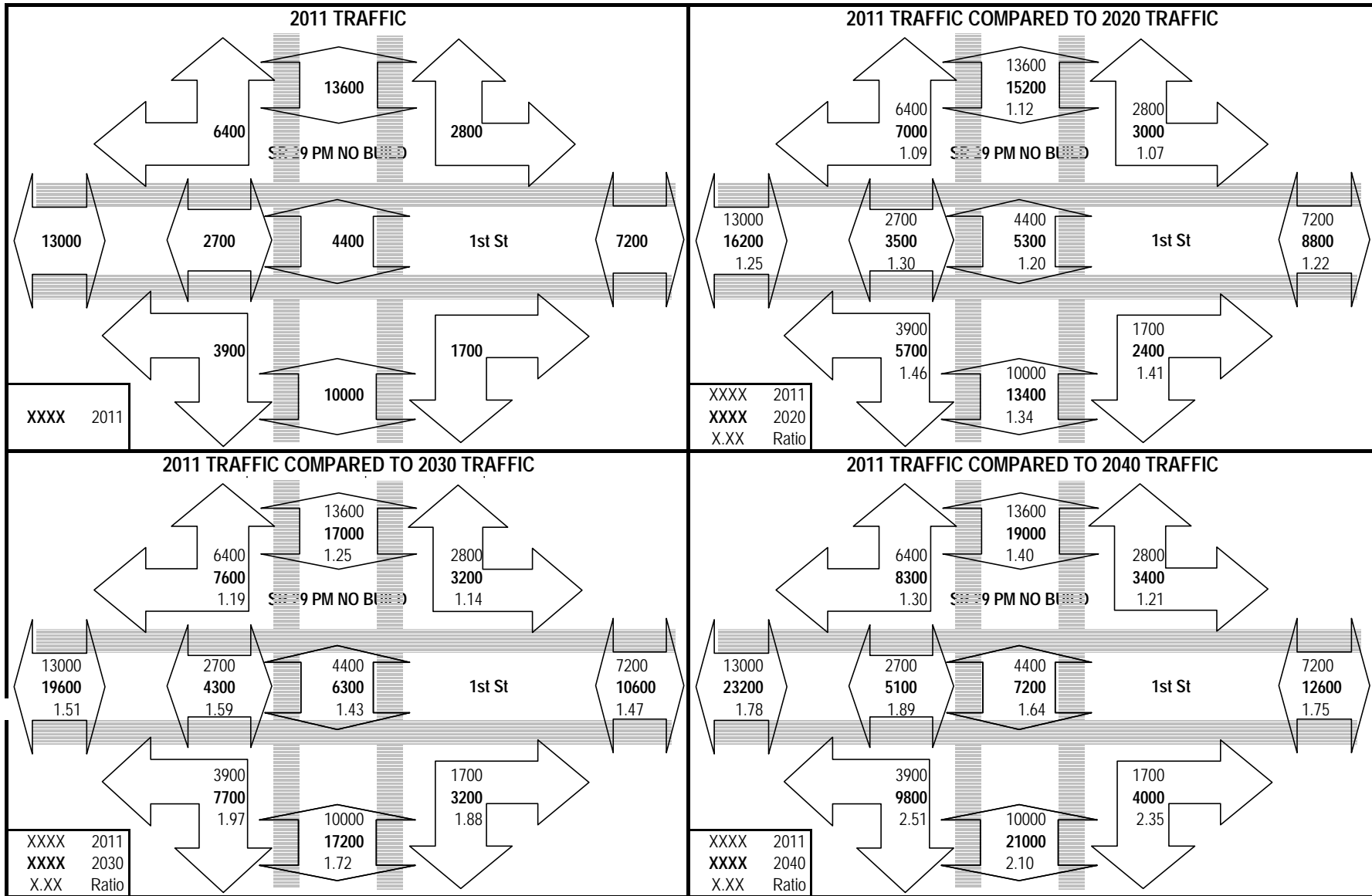


## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT 1st St: Oil Well Rd TO SR 82

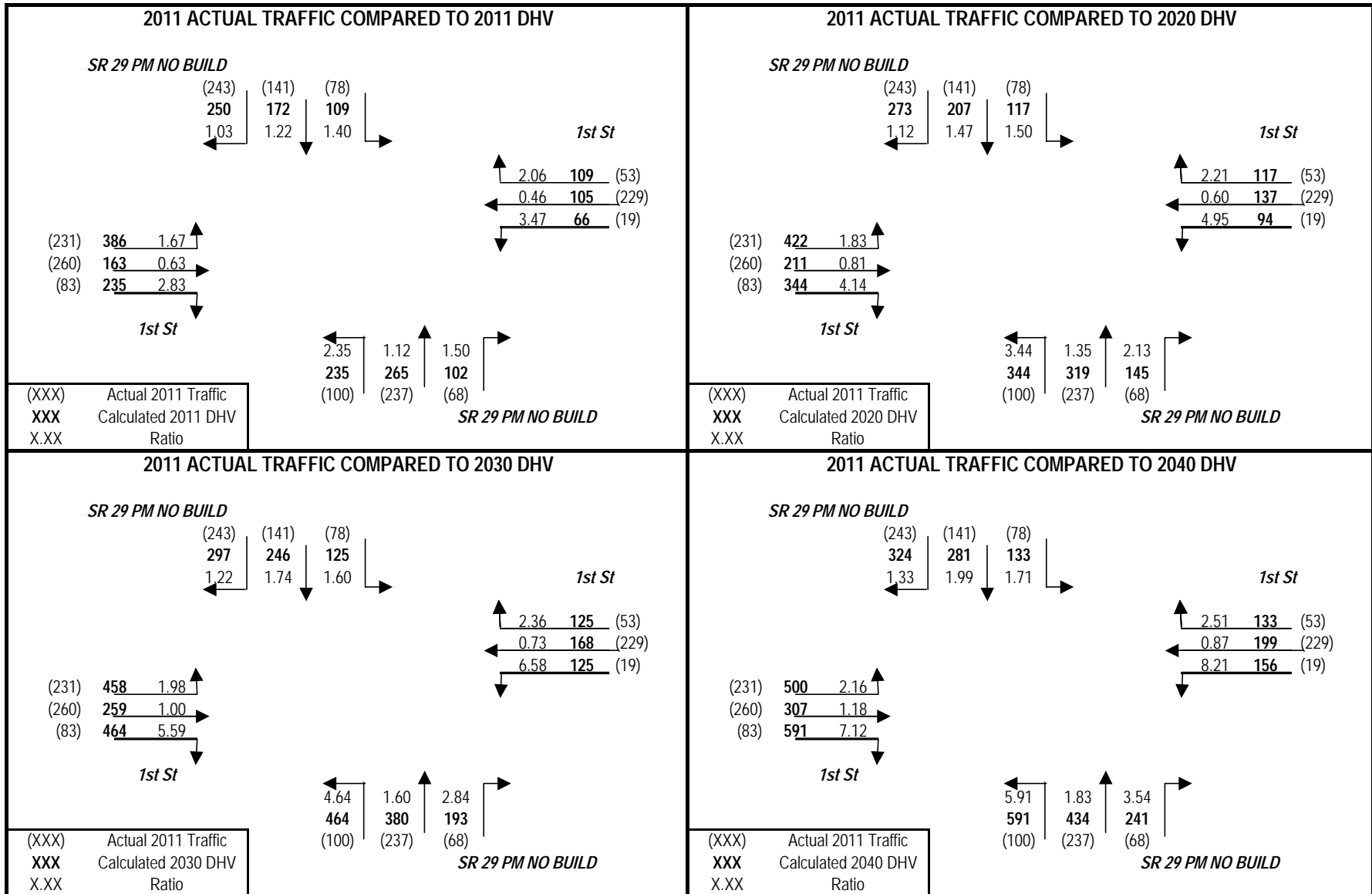




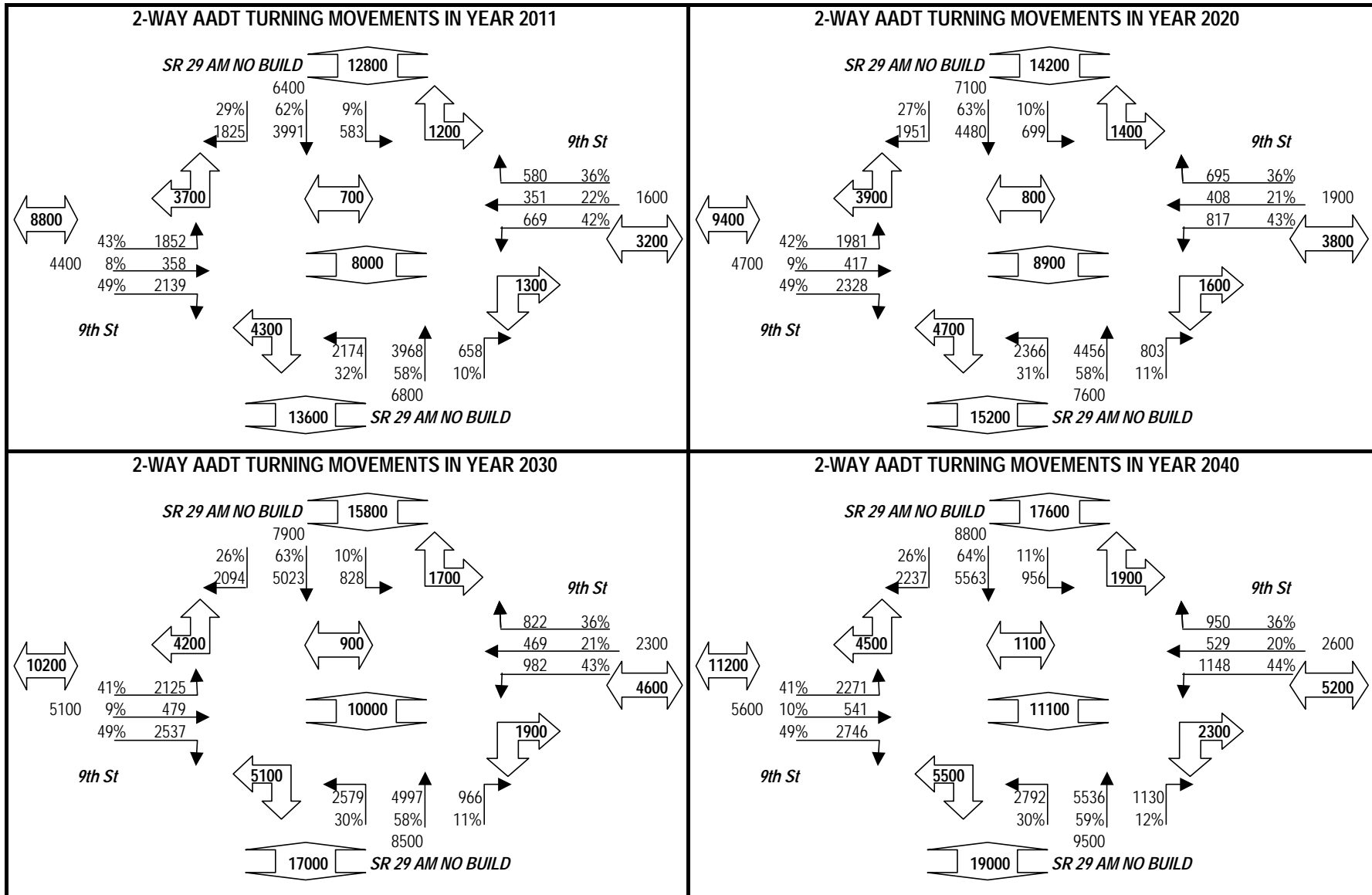
## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT 1st St: Oil Well Rd TO SR 82



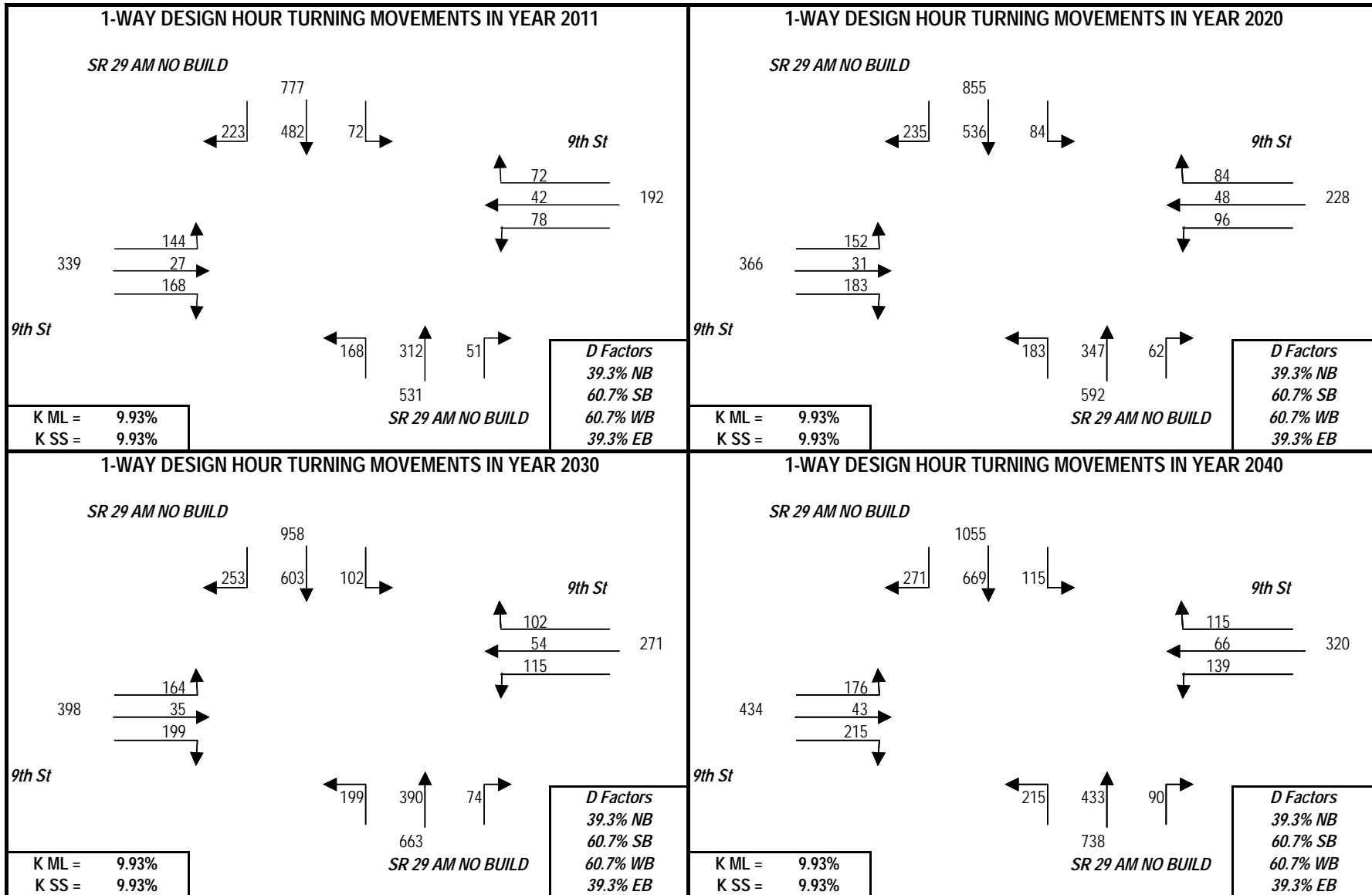
## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT 1st St: Oil Well Rd TO SR 82



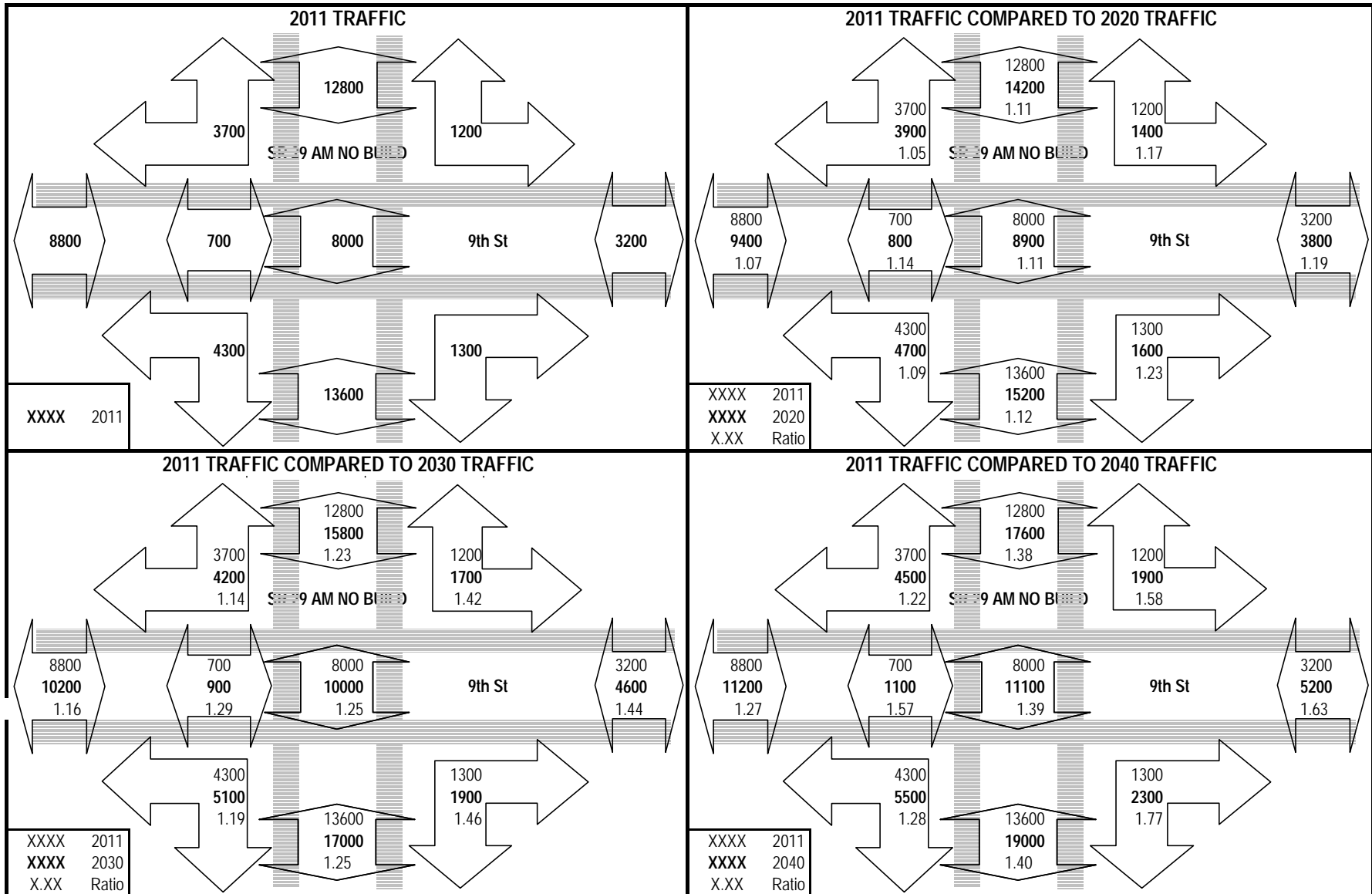
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT 9th St: Oil Well Rd TO SR 82



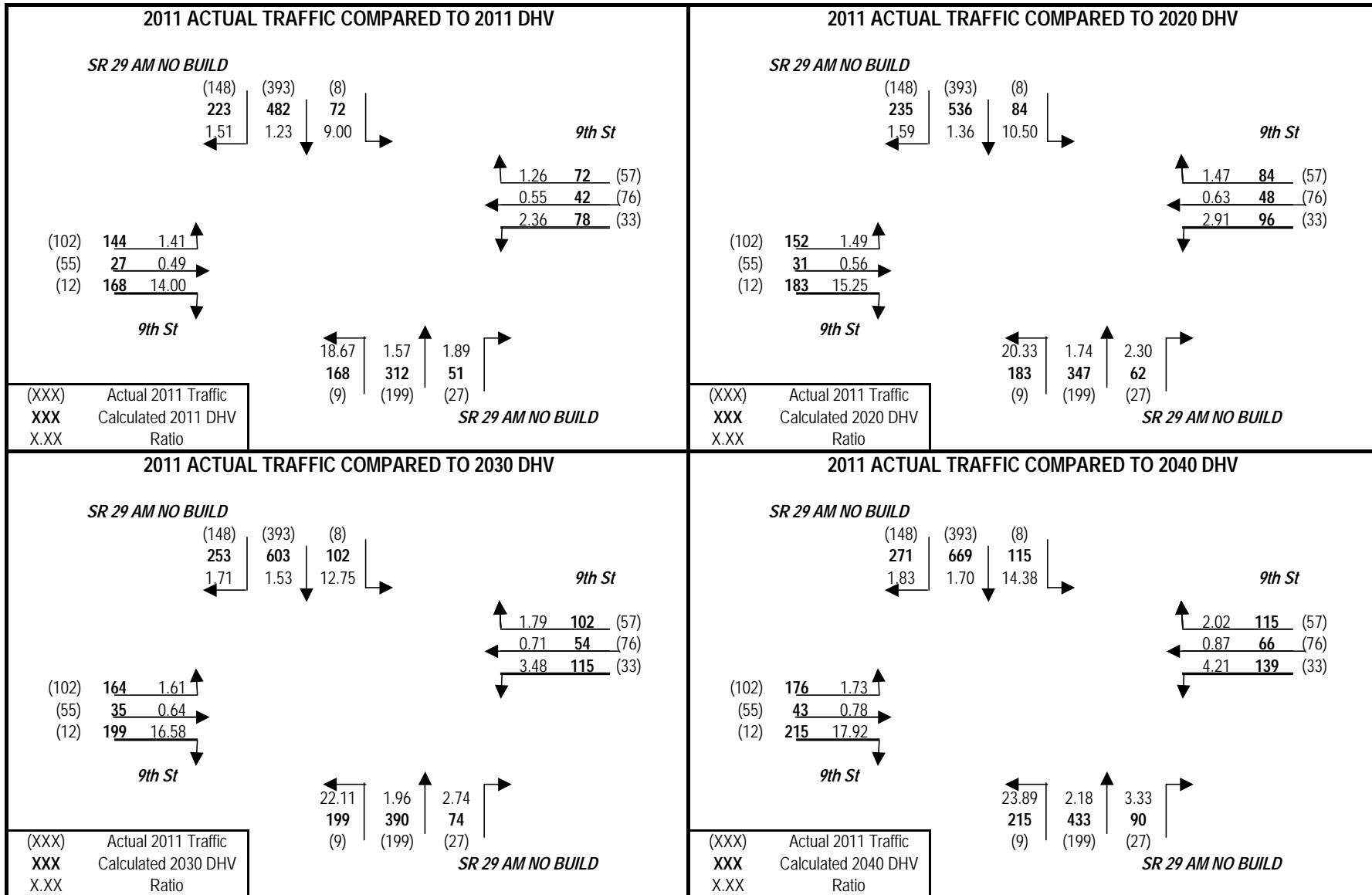
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT 9th St: Oil Well Rd TO SR 82



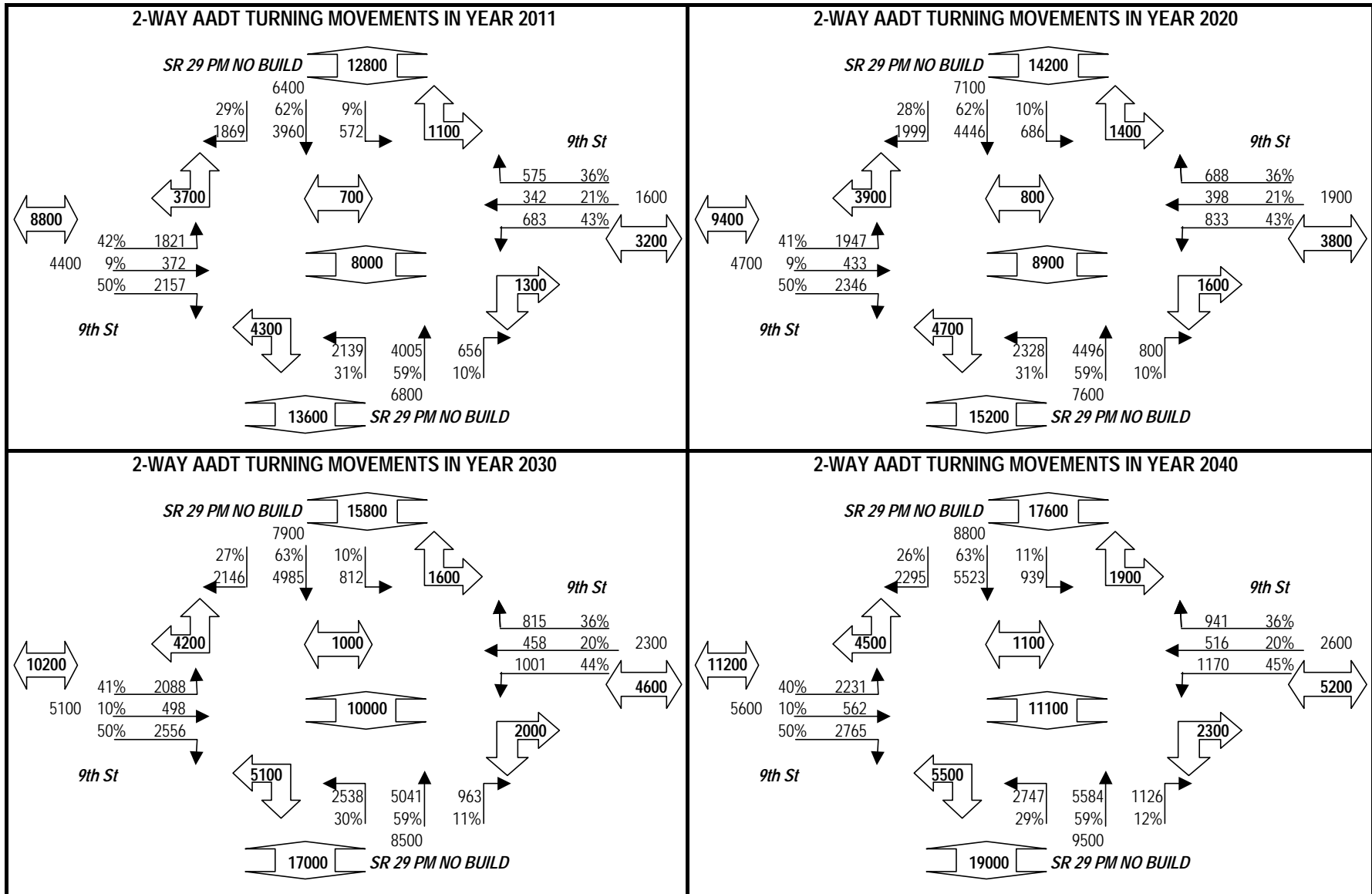
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT 9th St: Oil Well Rd TO SR 82



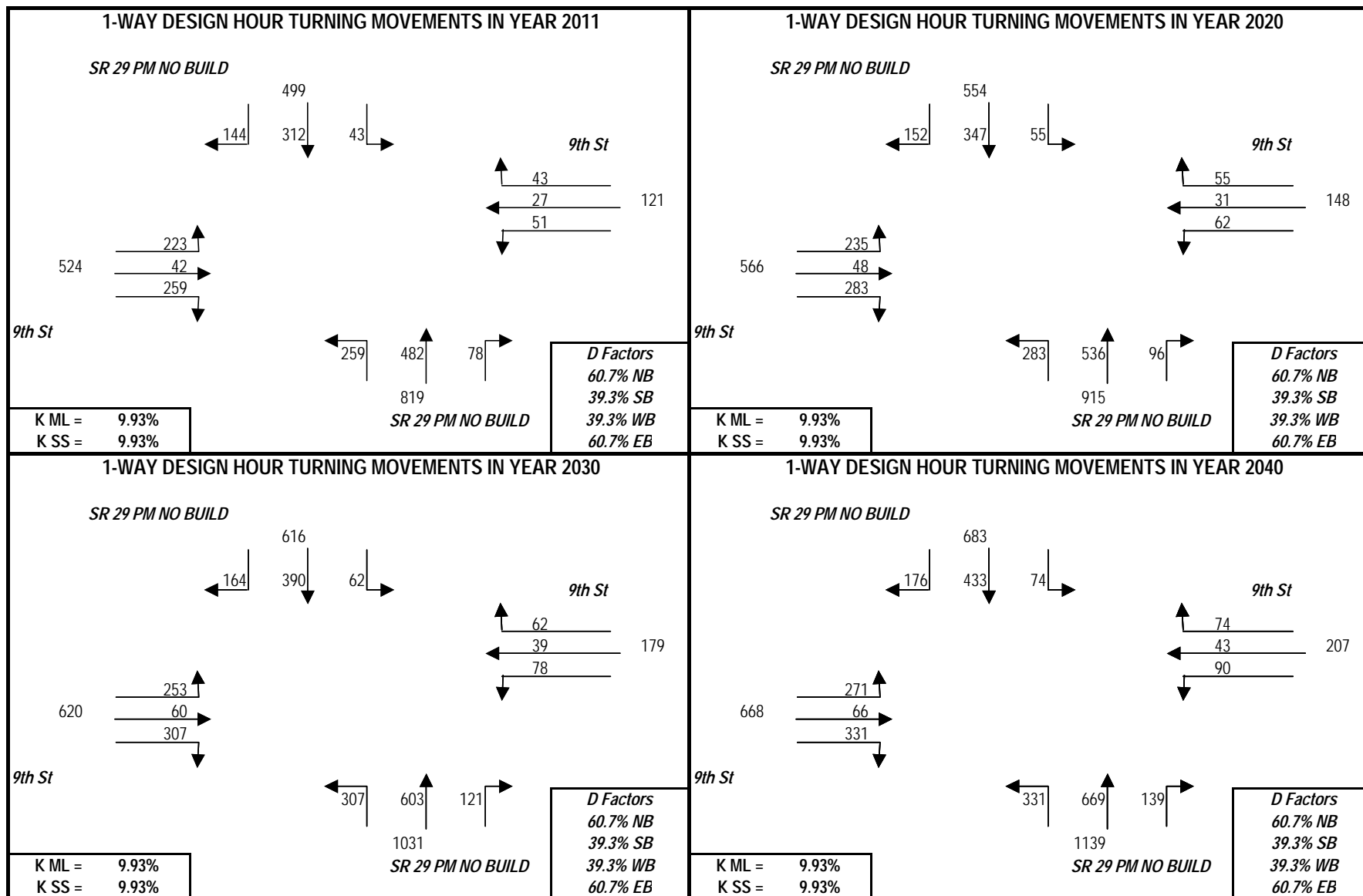
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT 9th St: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT 9th St: Oil Well Rd TO SR 82

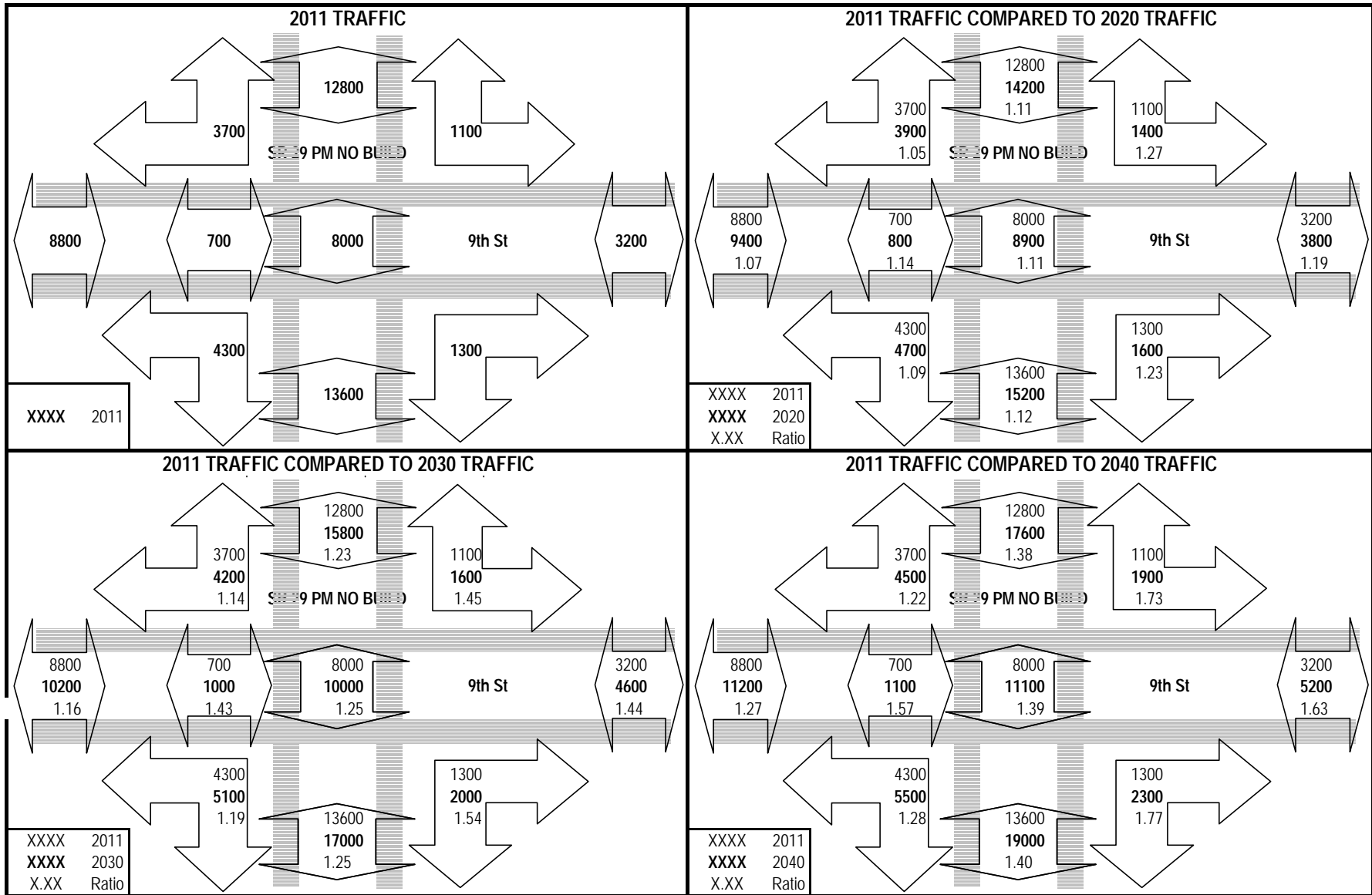


## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT 9th St: Oil Well Rd TO SR 82

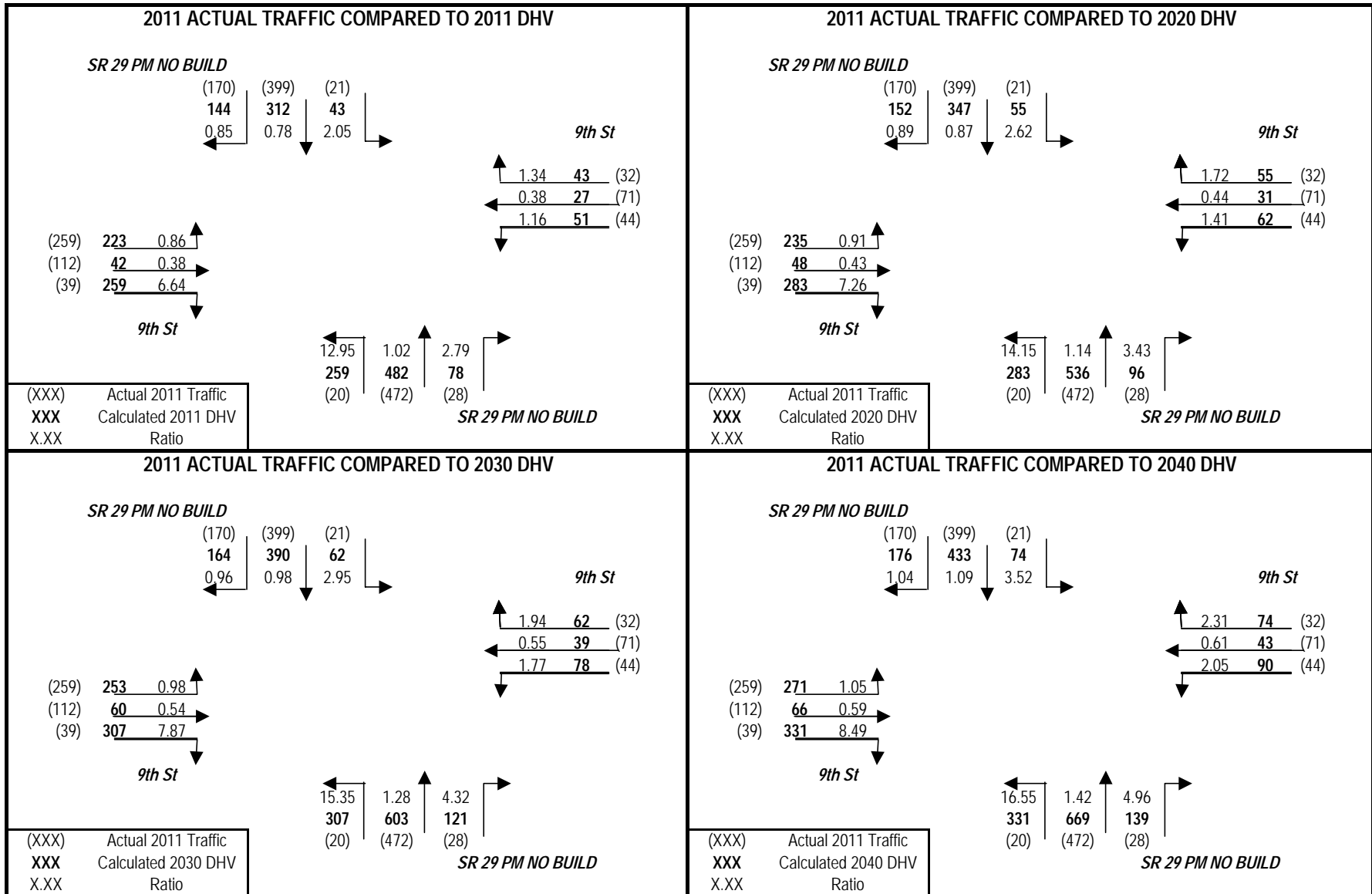




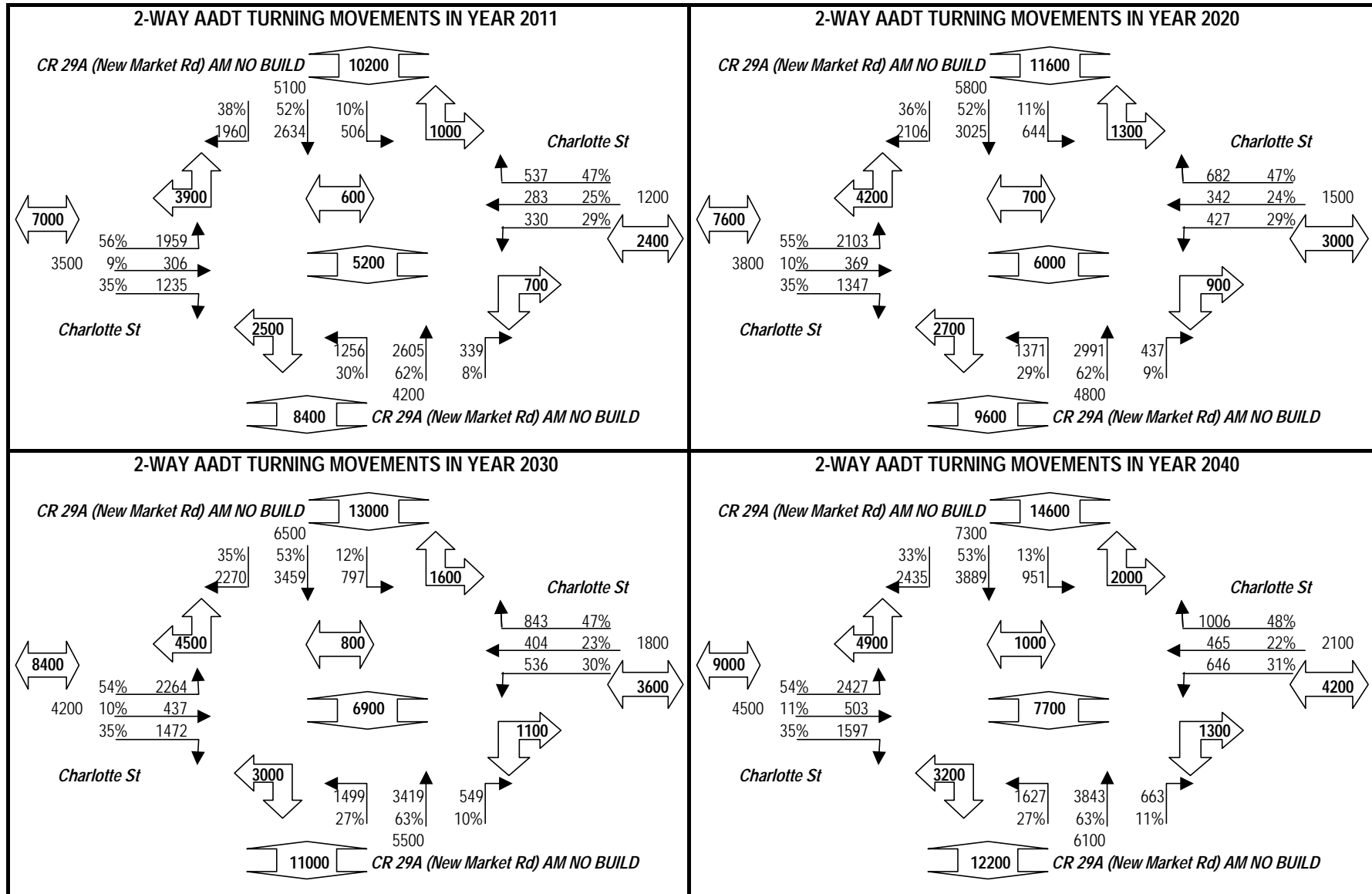
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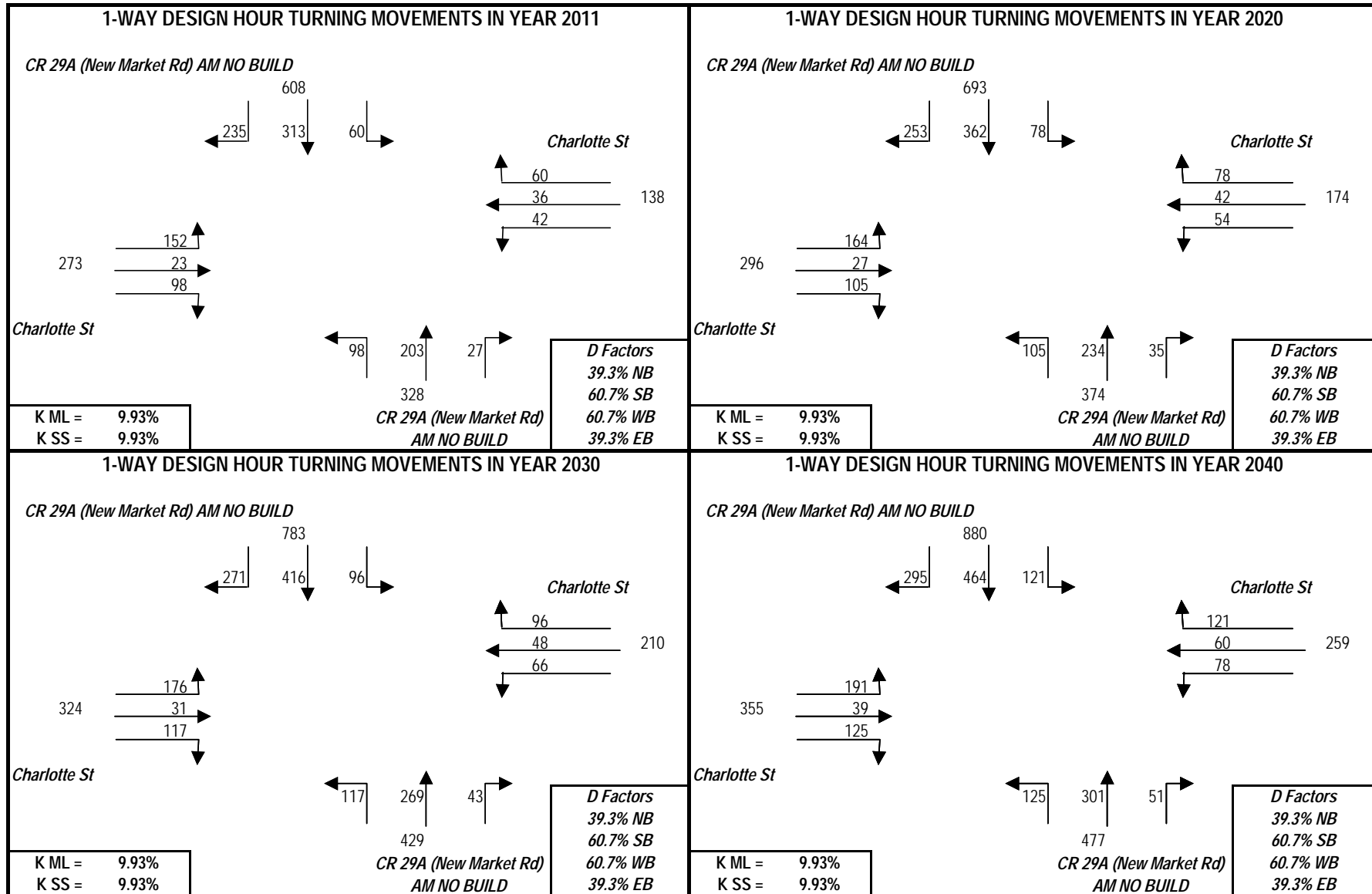
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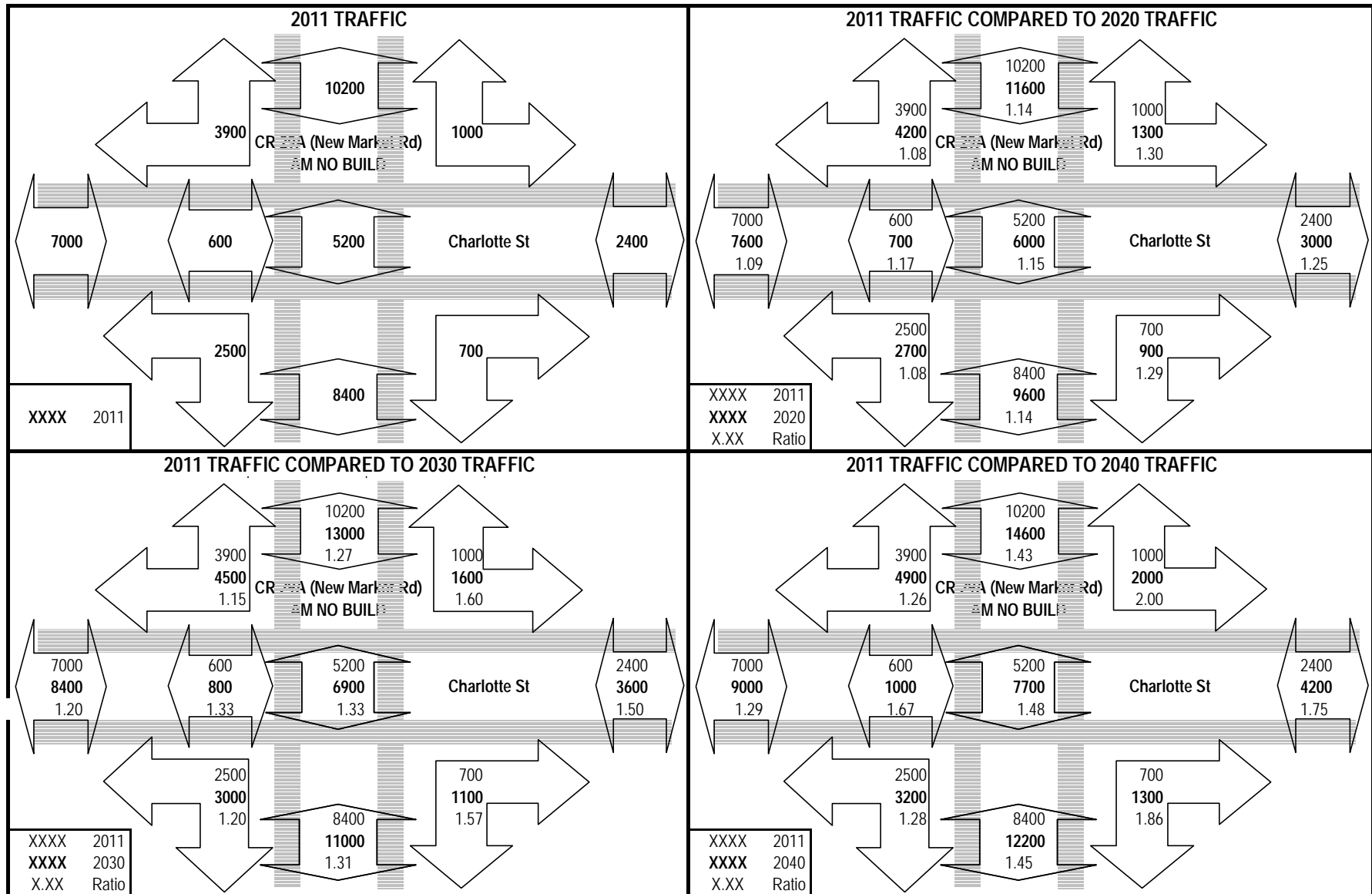
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM NO BUILD AT Charlotte St: Oil Well Rd TO SR 82



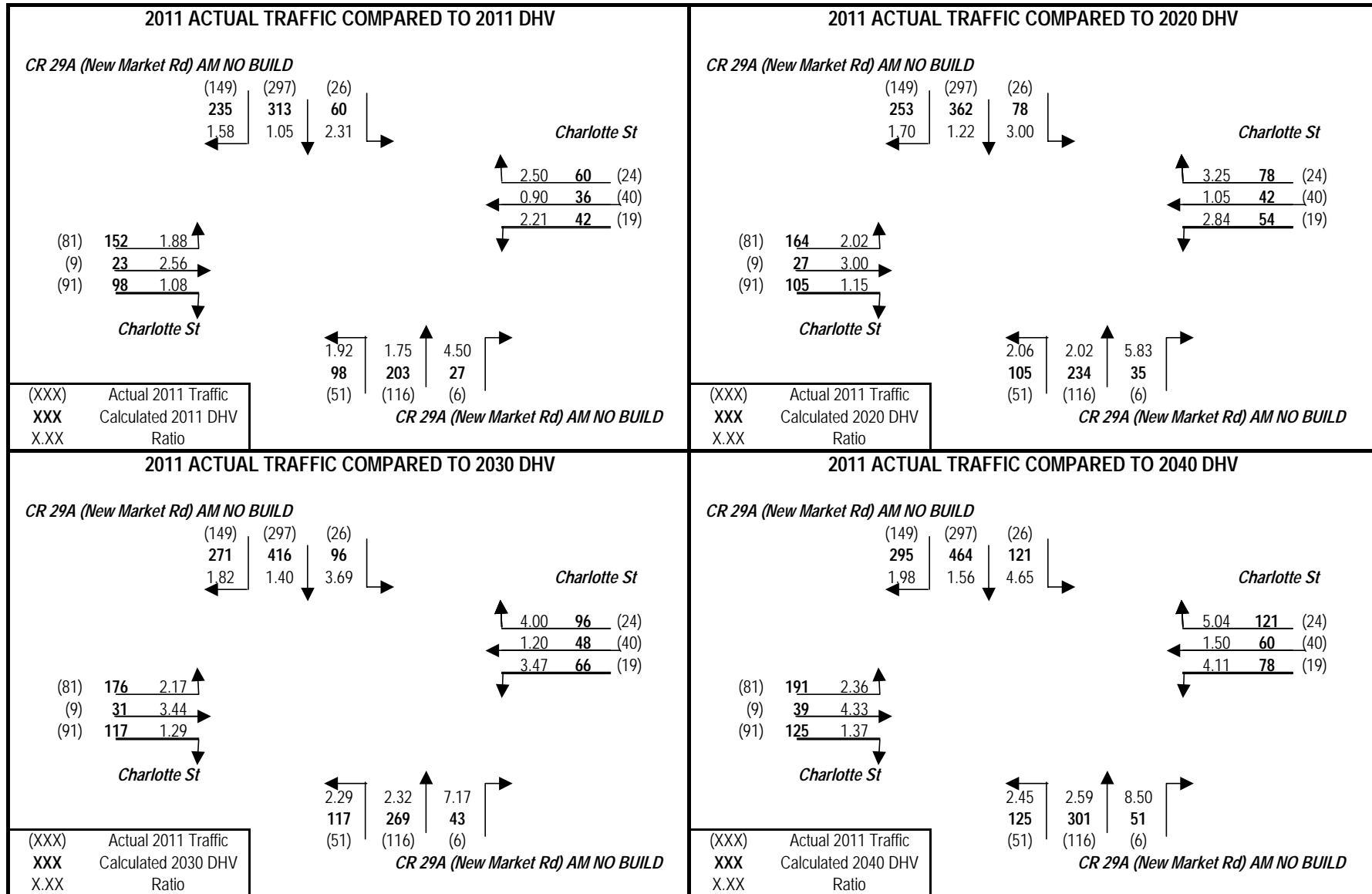
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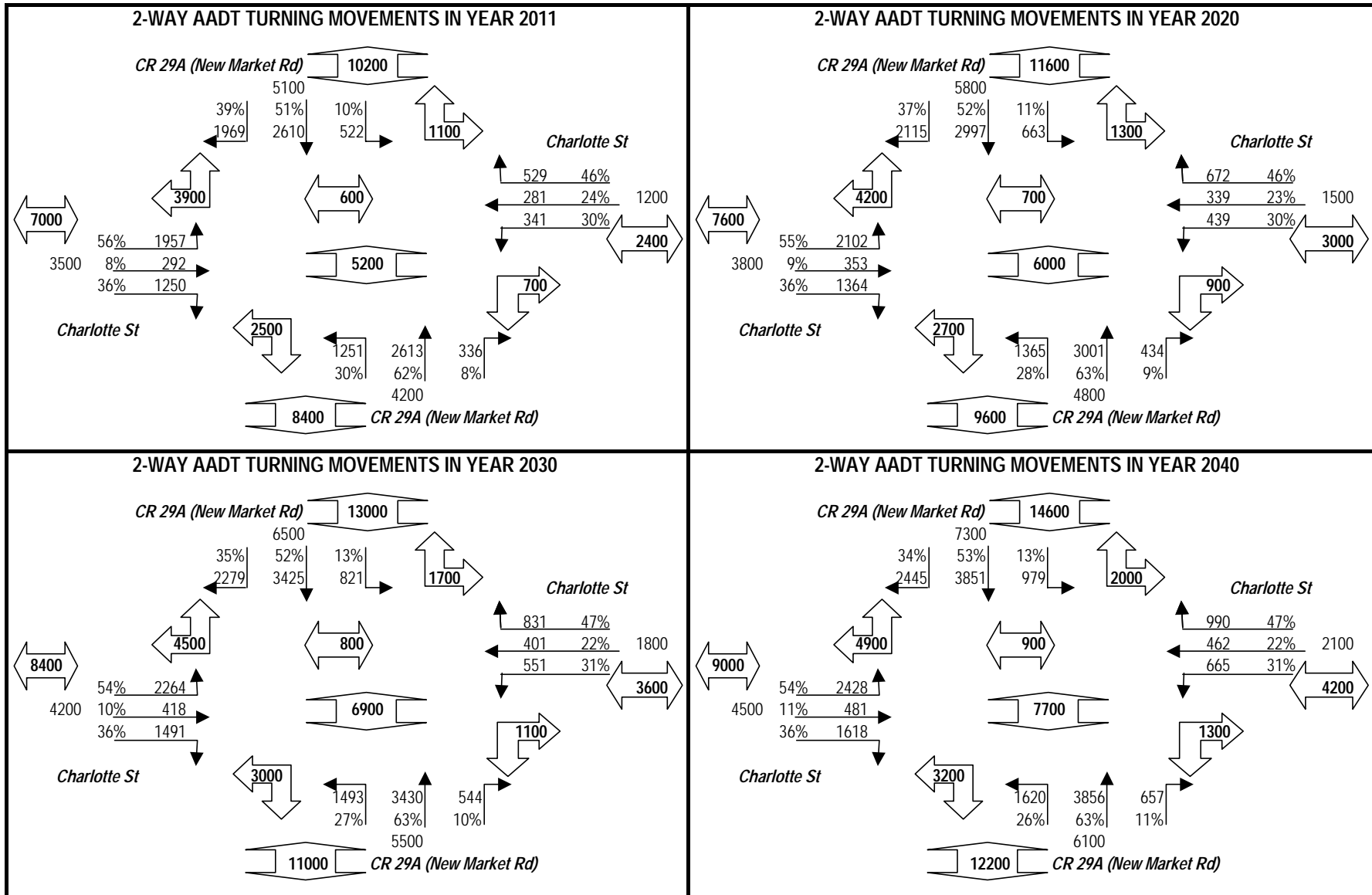
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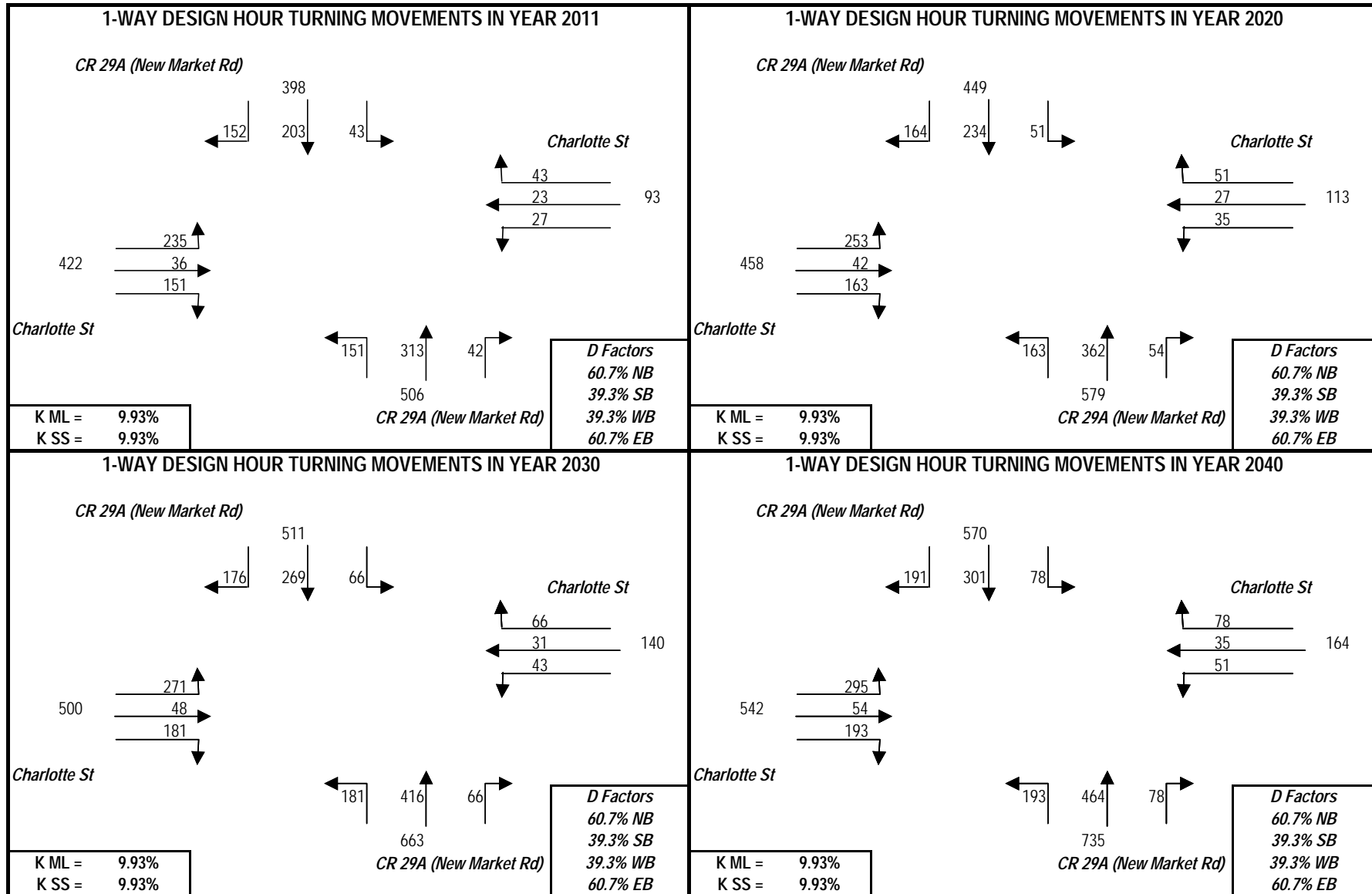
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## PROJECT TRAFFIC FOR CR 29A (New Market Rd) AT Charlotte St: Oil Well Rd TO SR 82

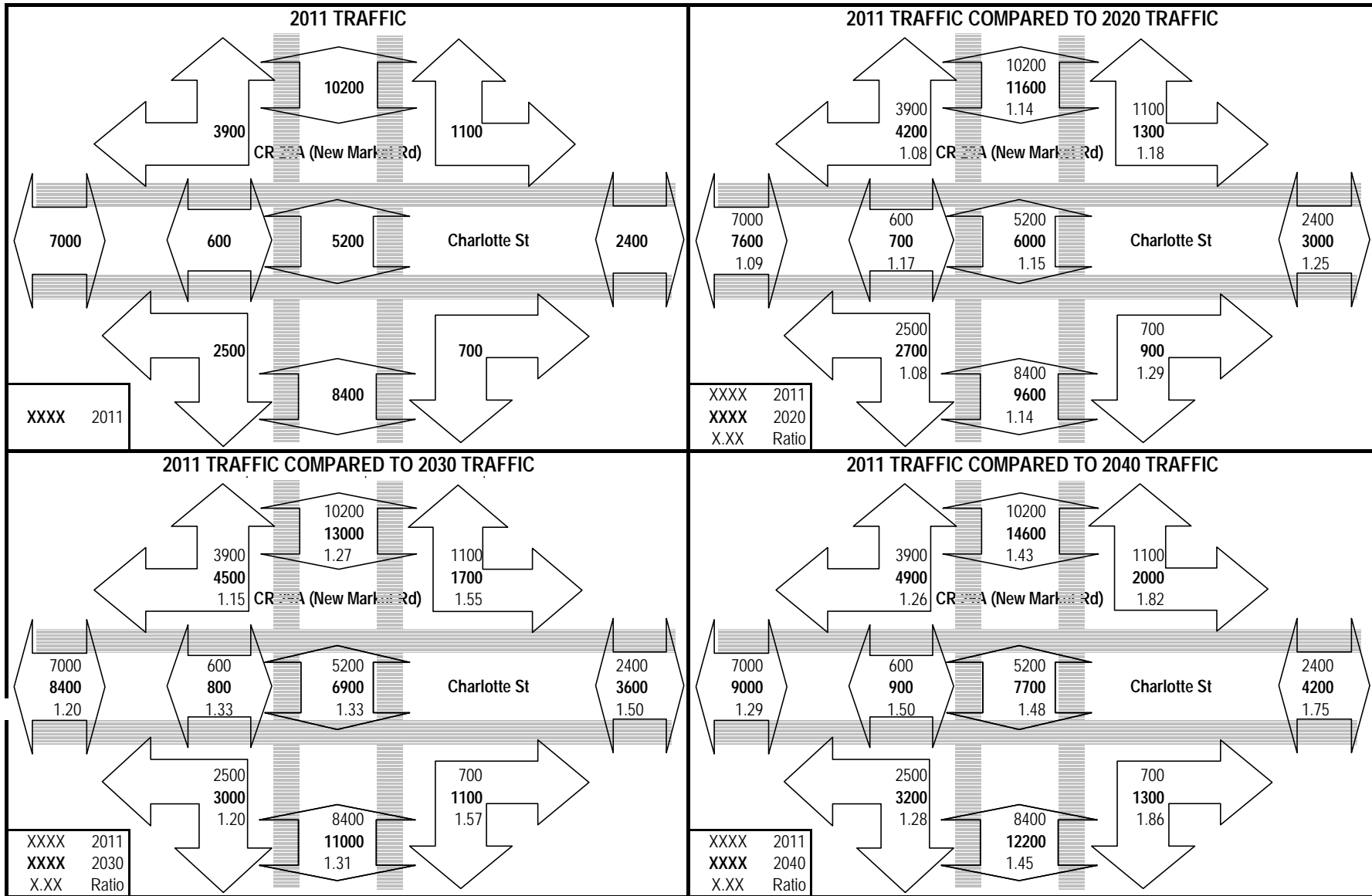


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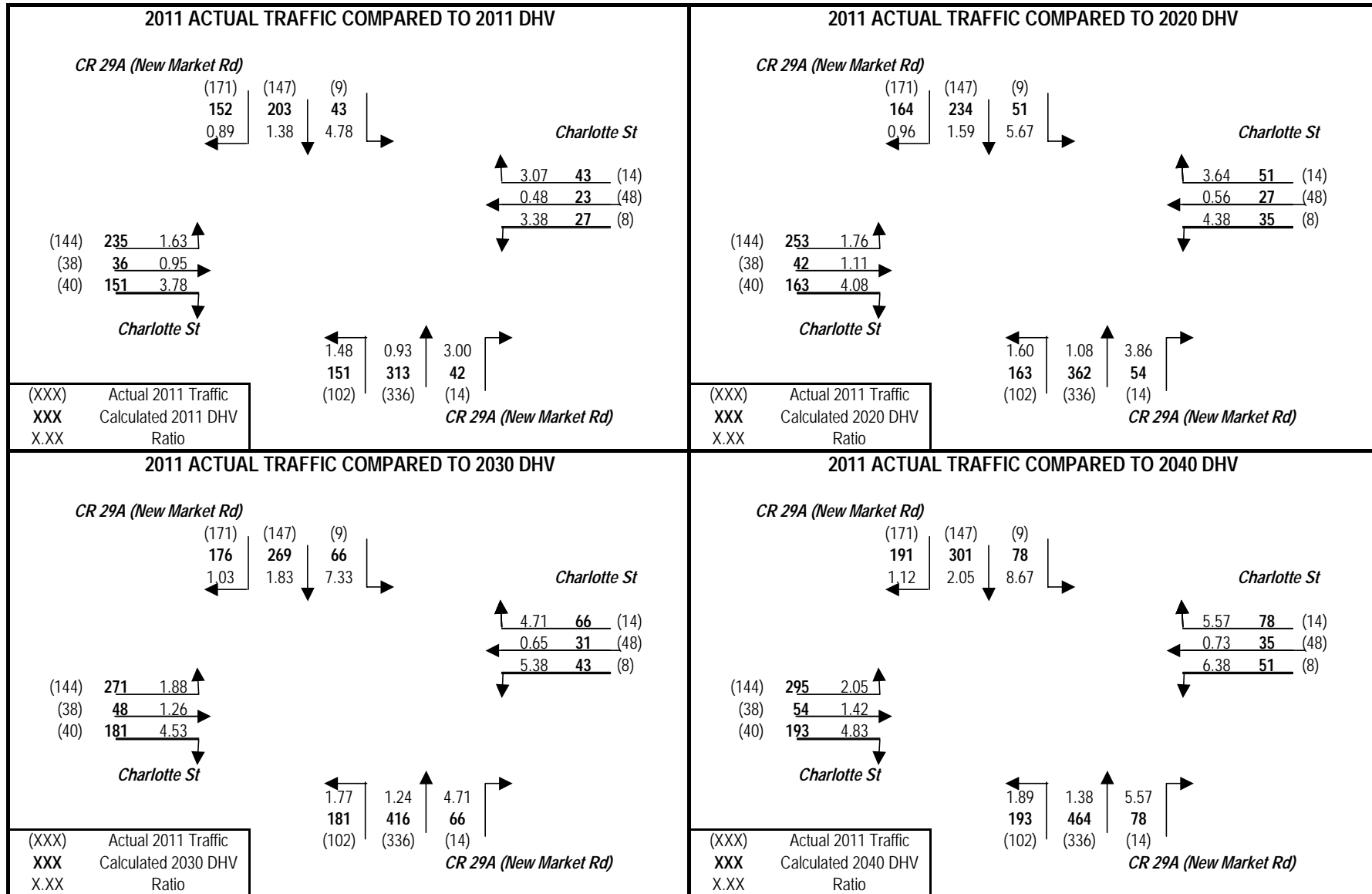




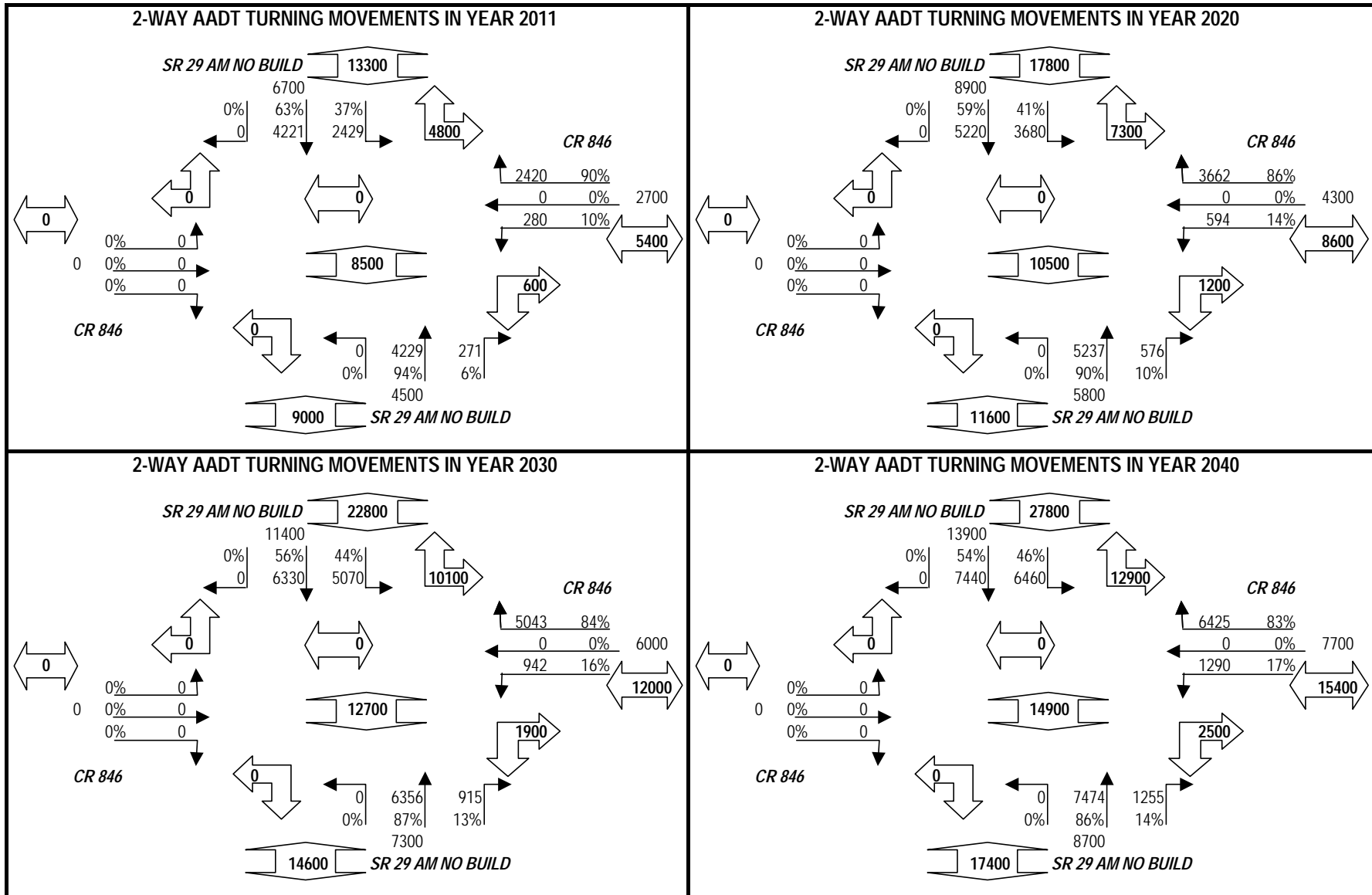
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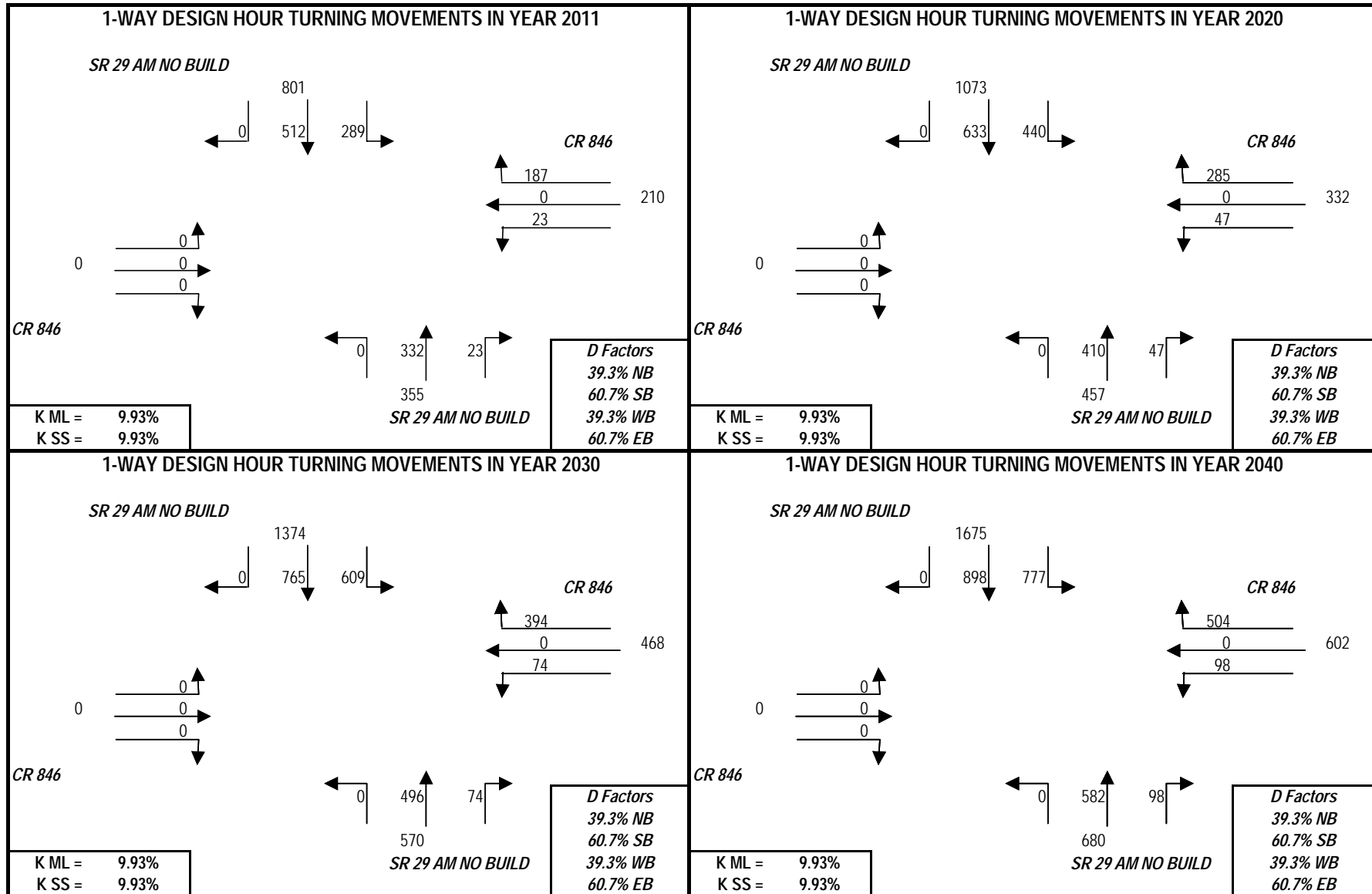
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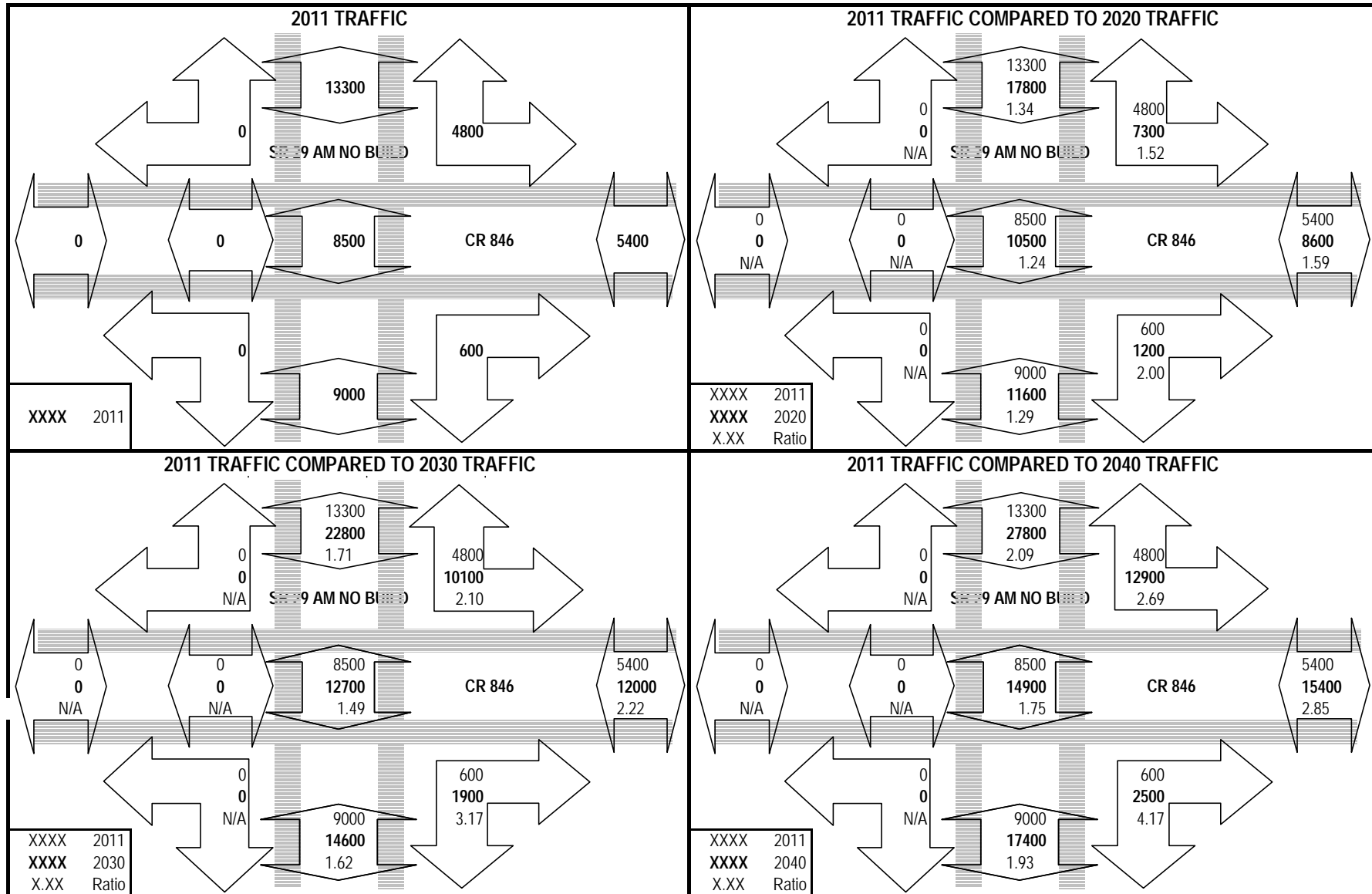
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT CR 846: Oil Well Rd TO SR 82



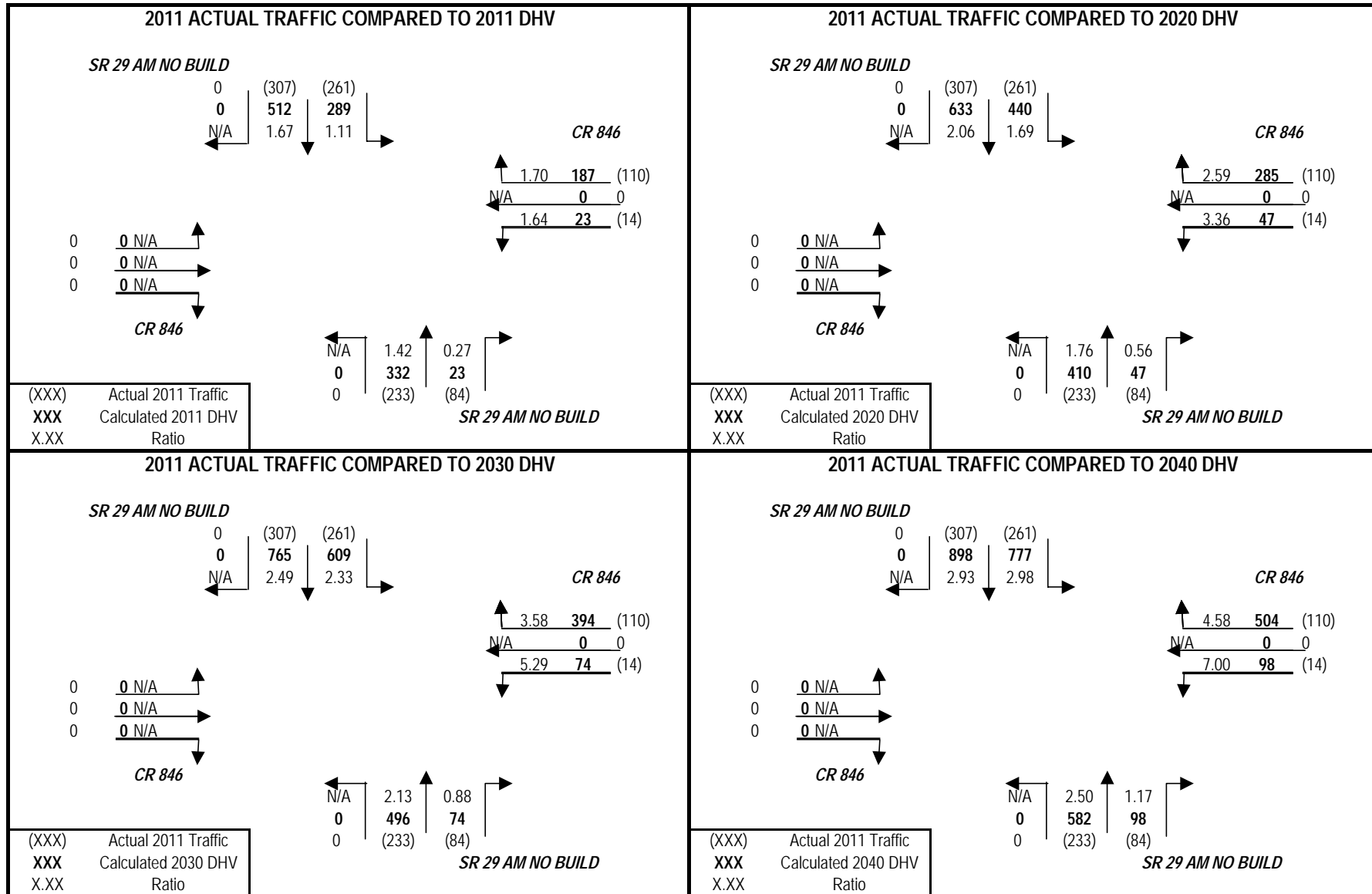
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT CR 846: Oil Well Rd TO SR 82



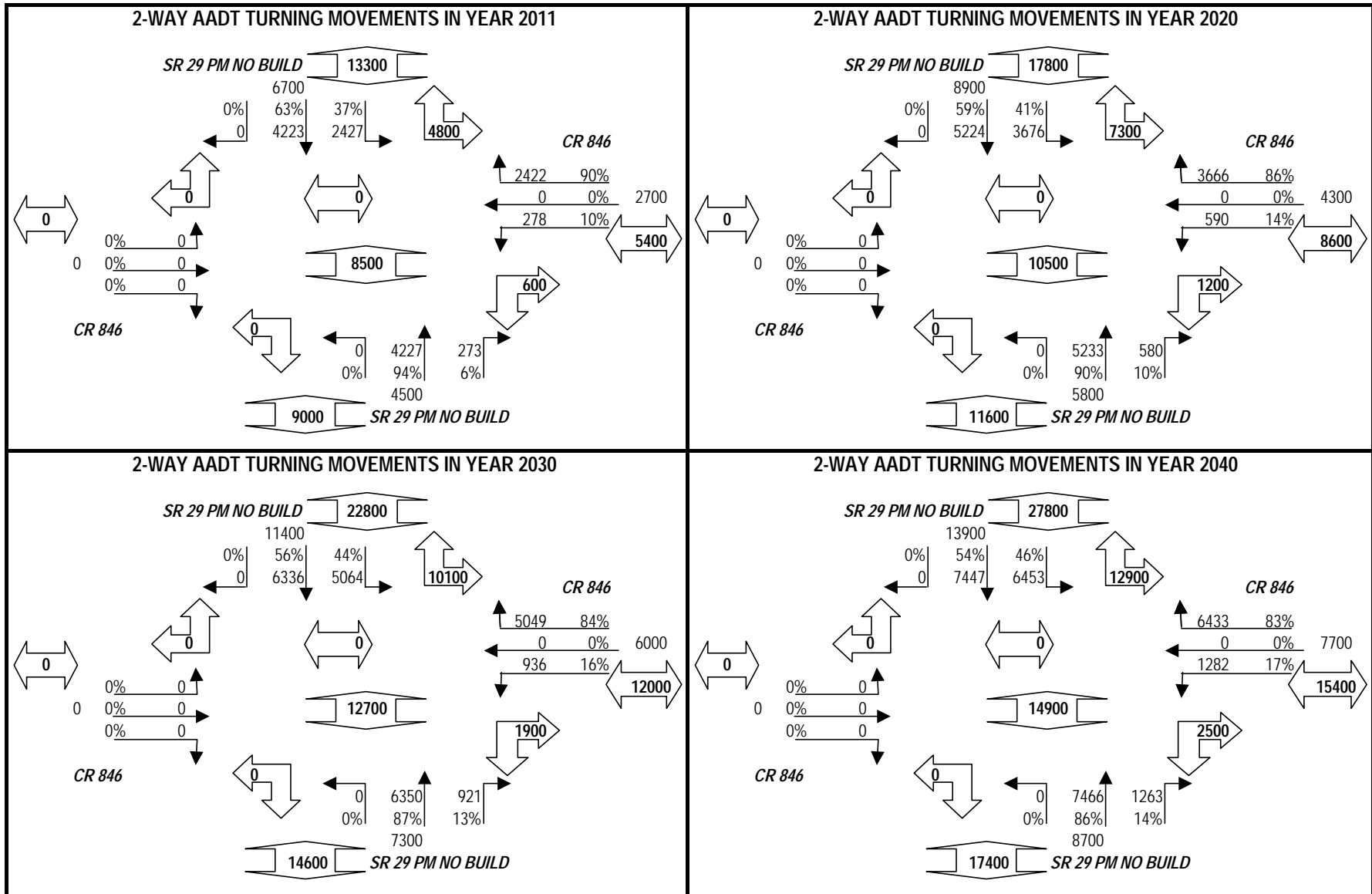
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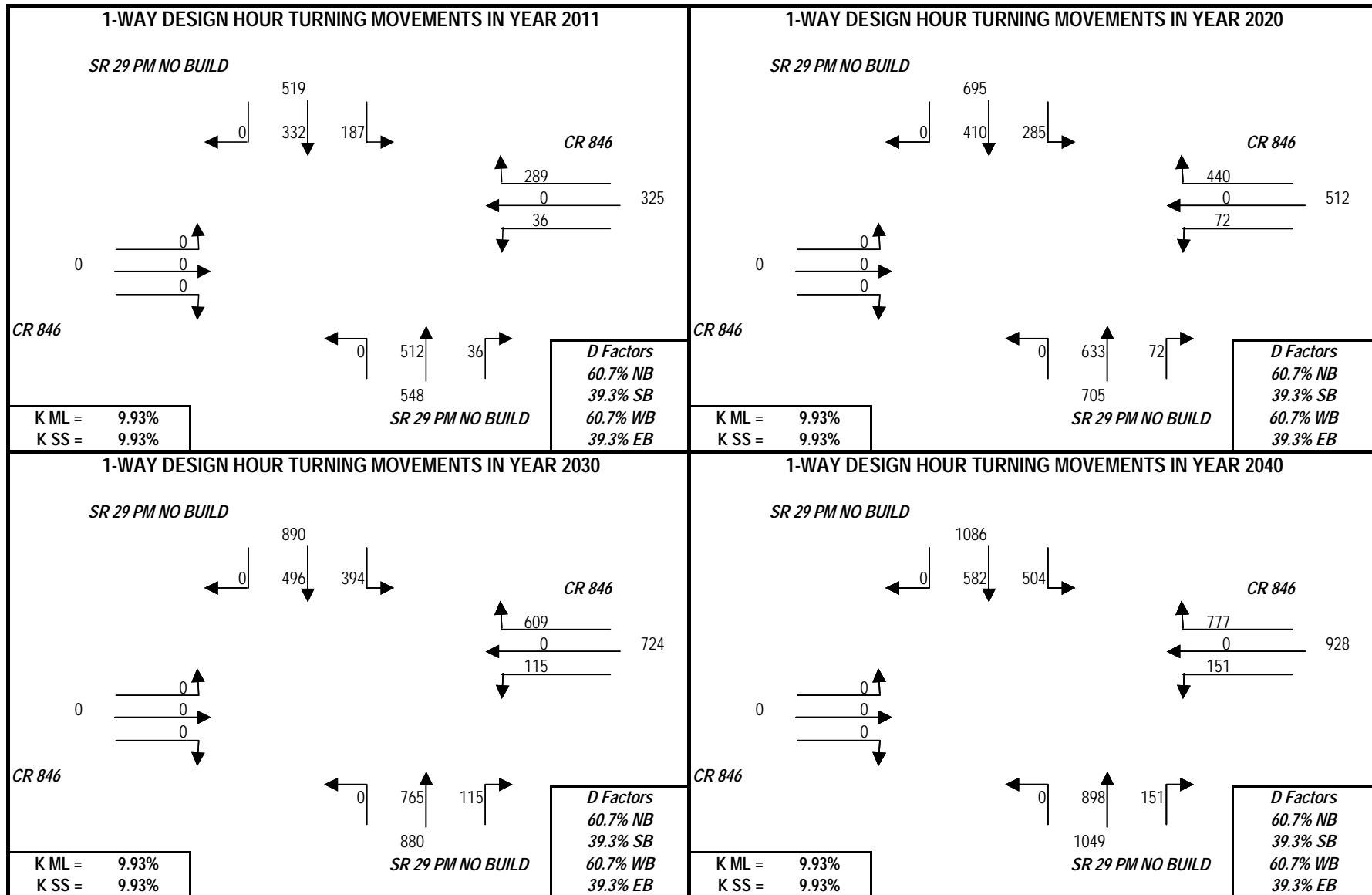
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## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT CR 846: Oil Well Rd TO SR 82

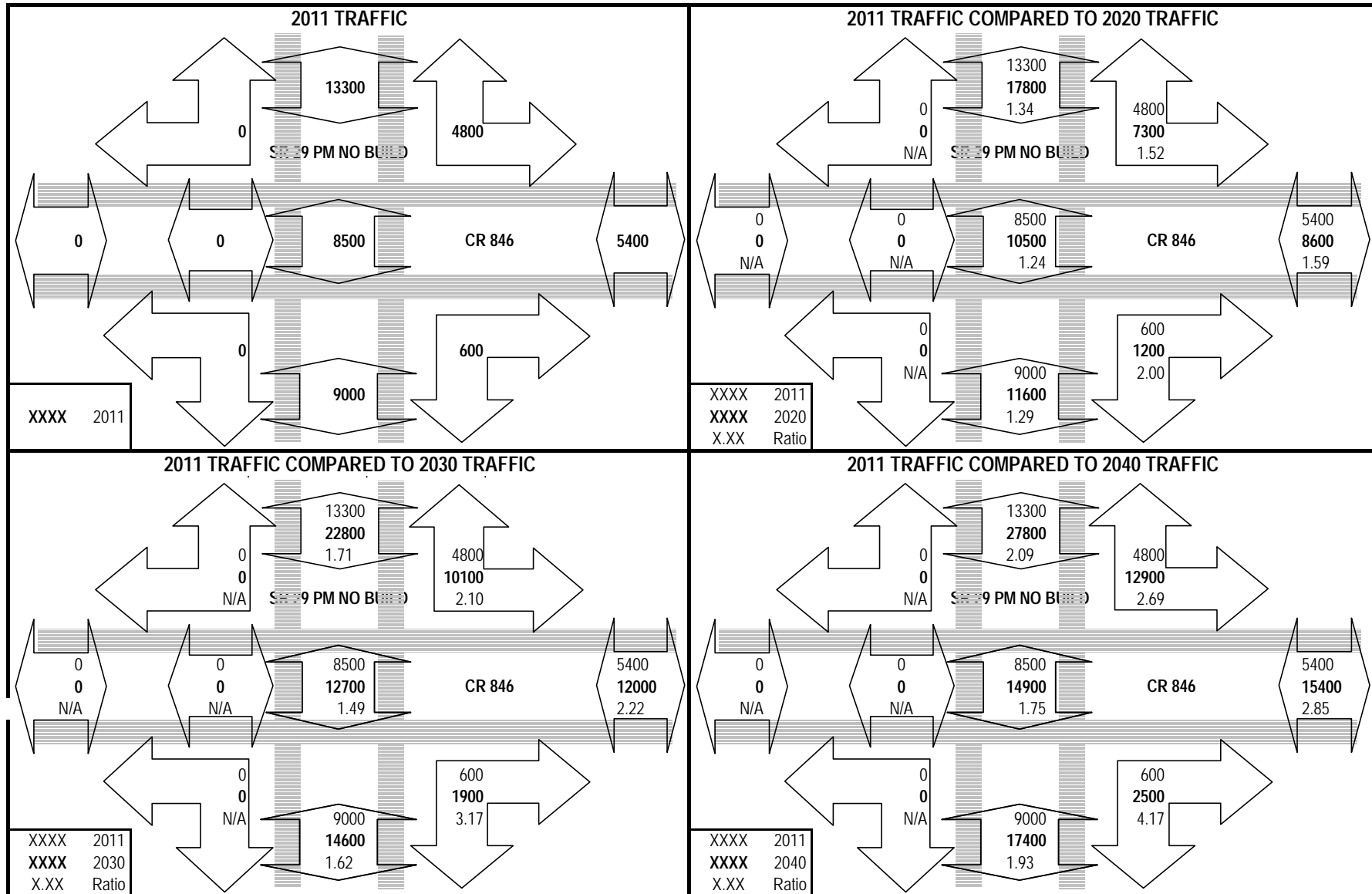


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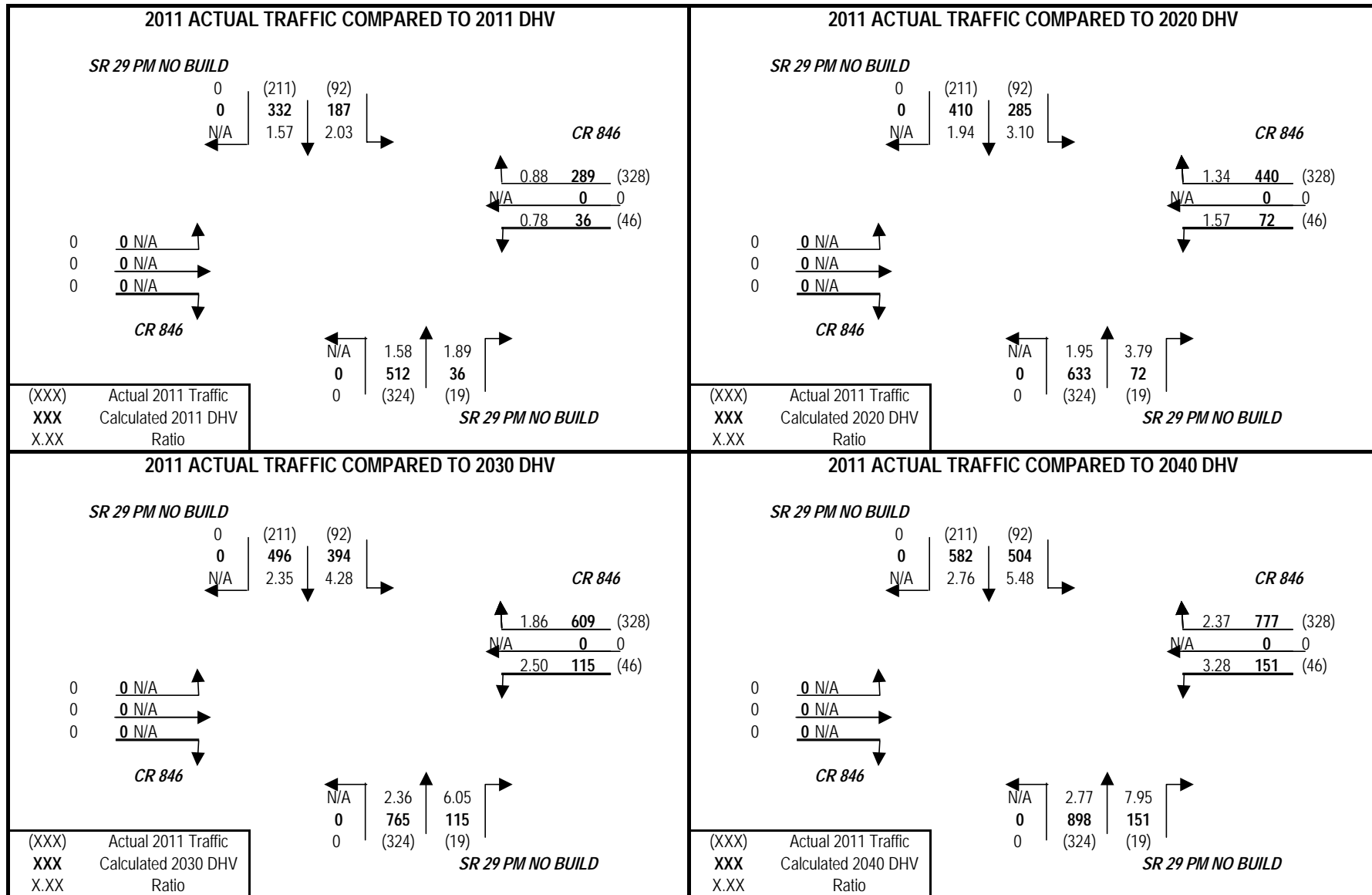




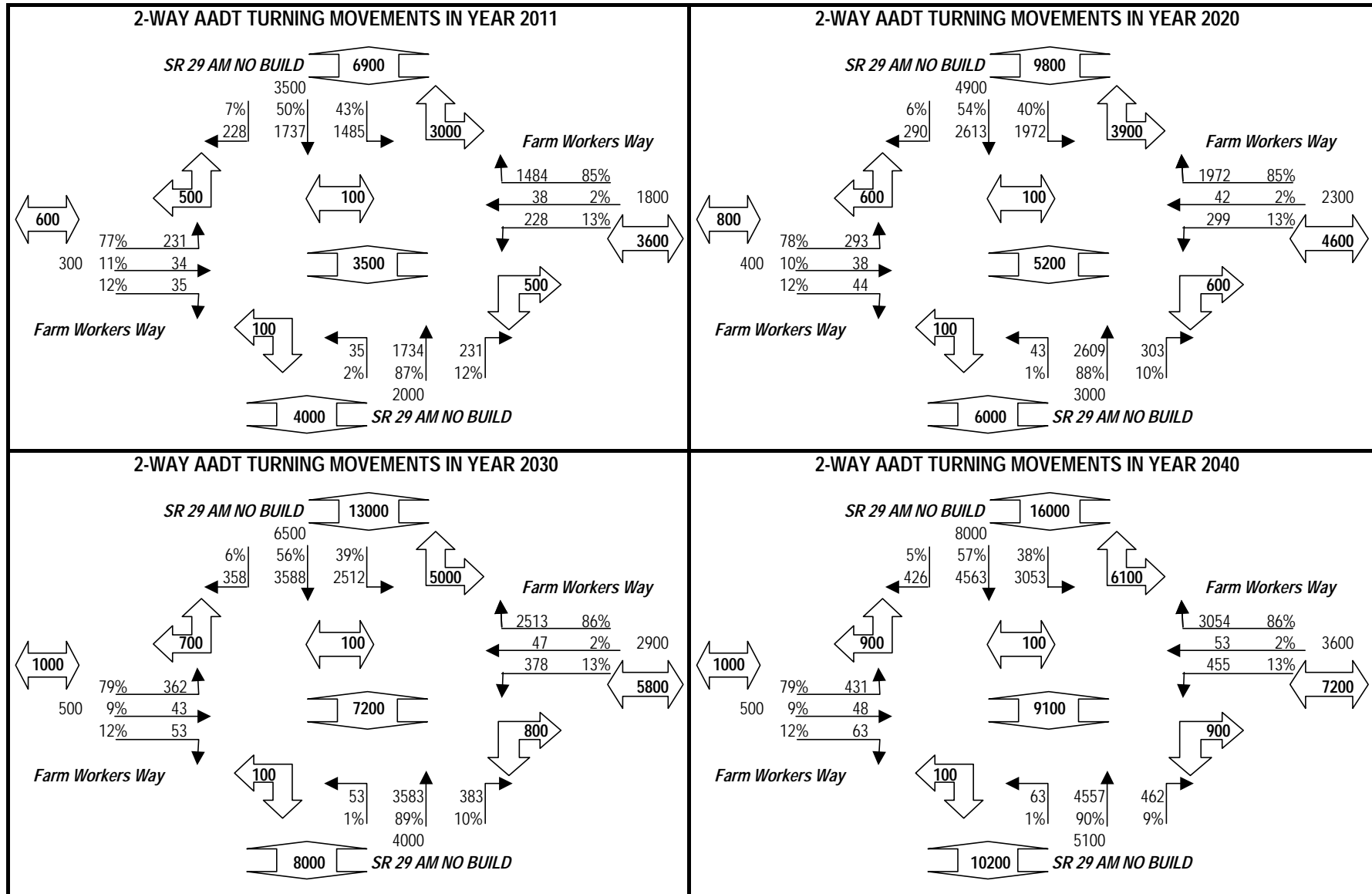
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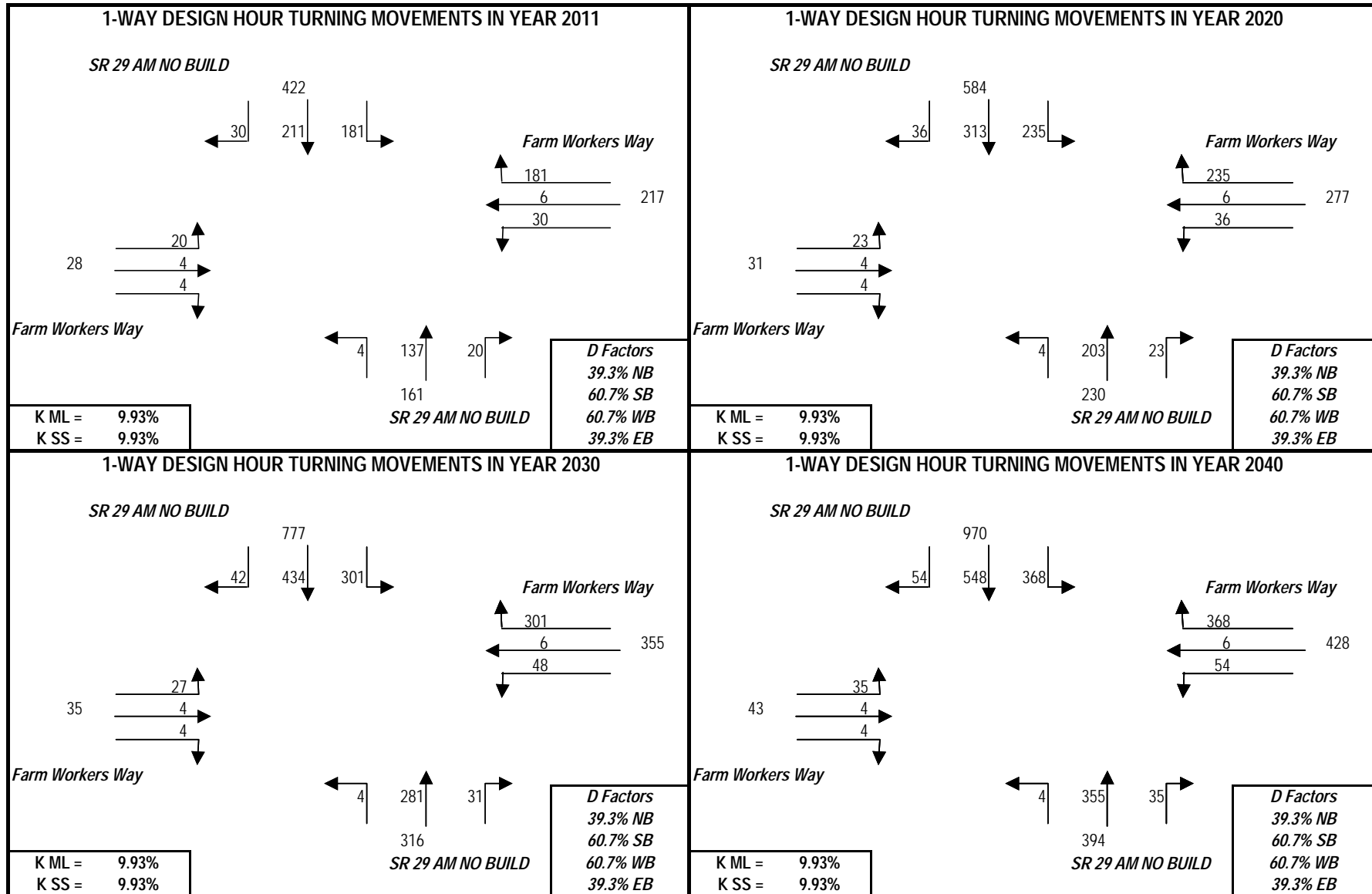
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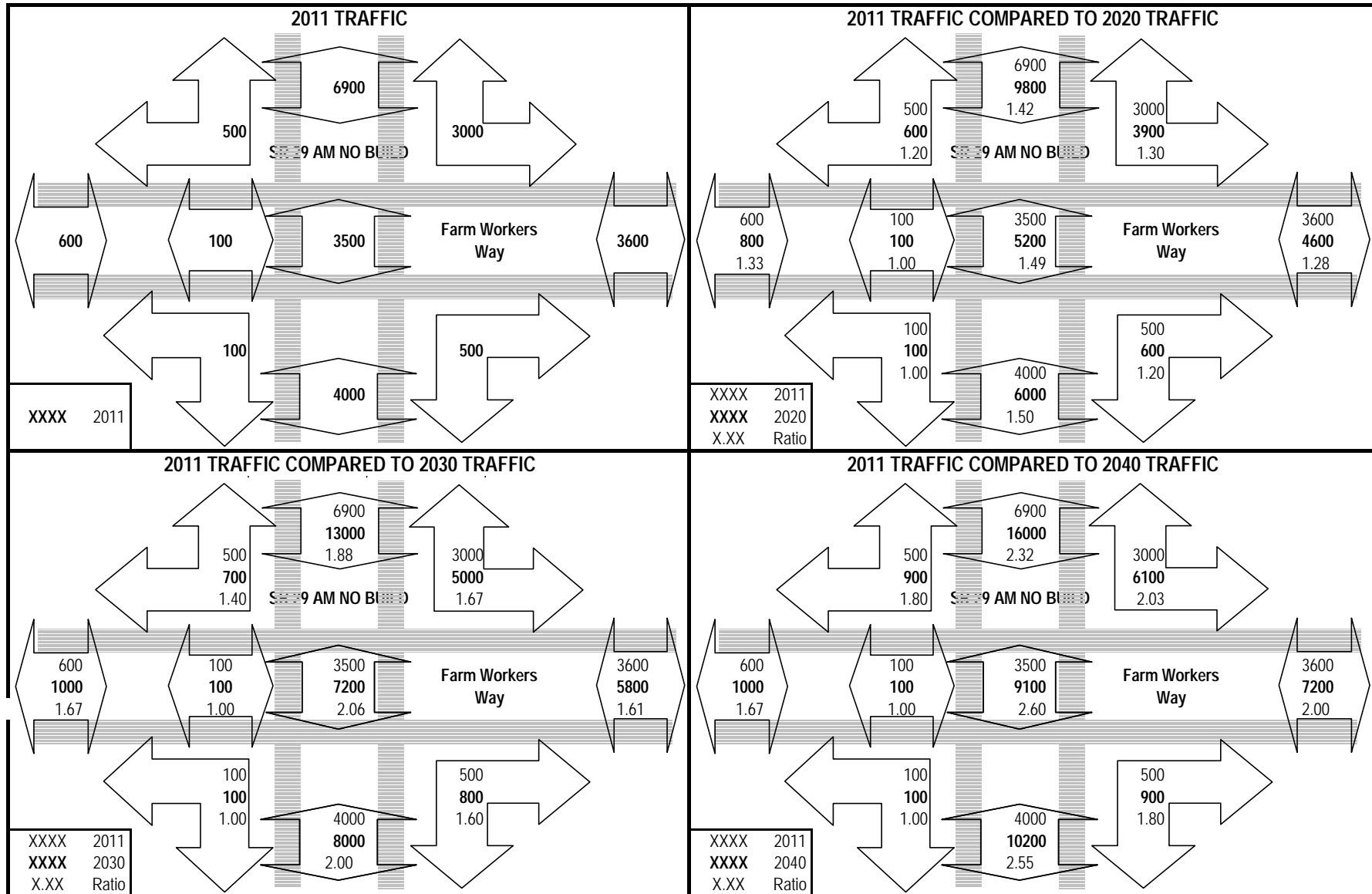
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT Farm Workers Way: Oil Well Rd TO SR 82



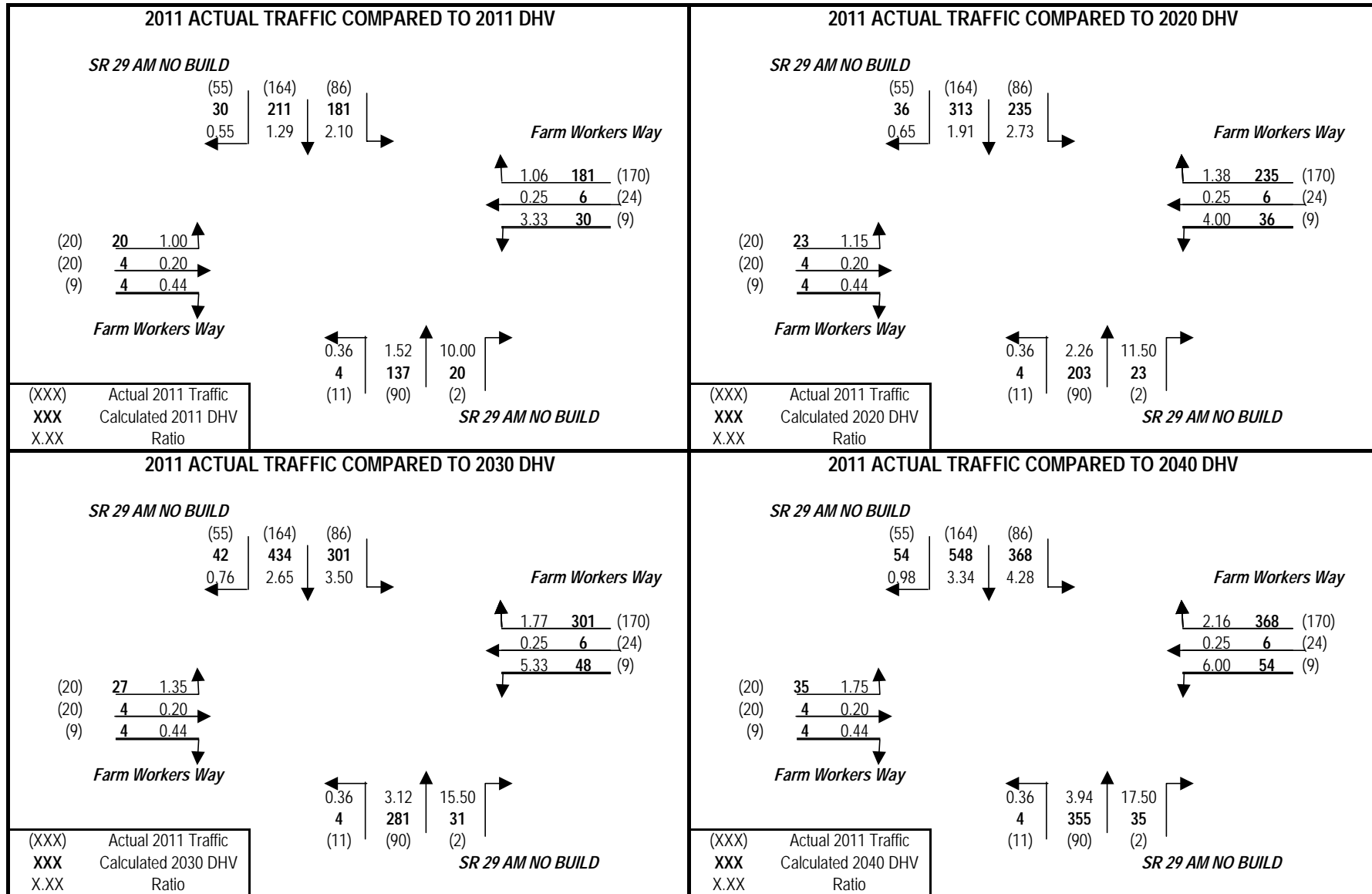
# PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT Farm Workers Way: Oil Well Rd TO SR 82



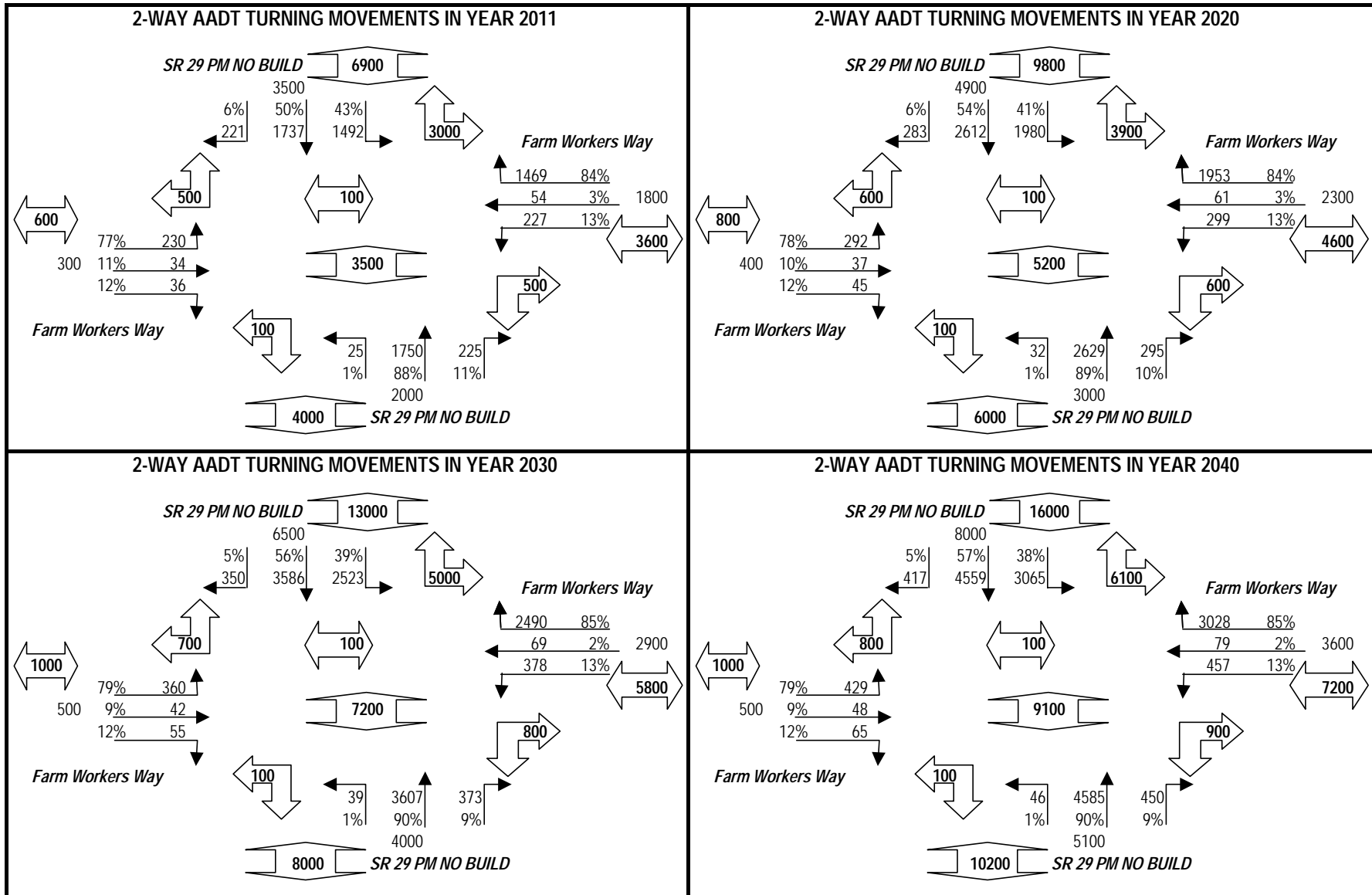
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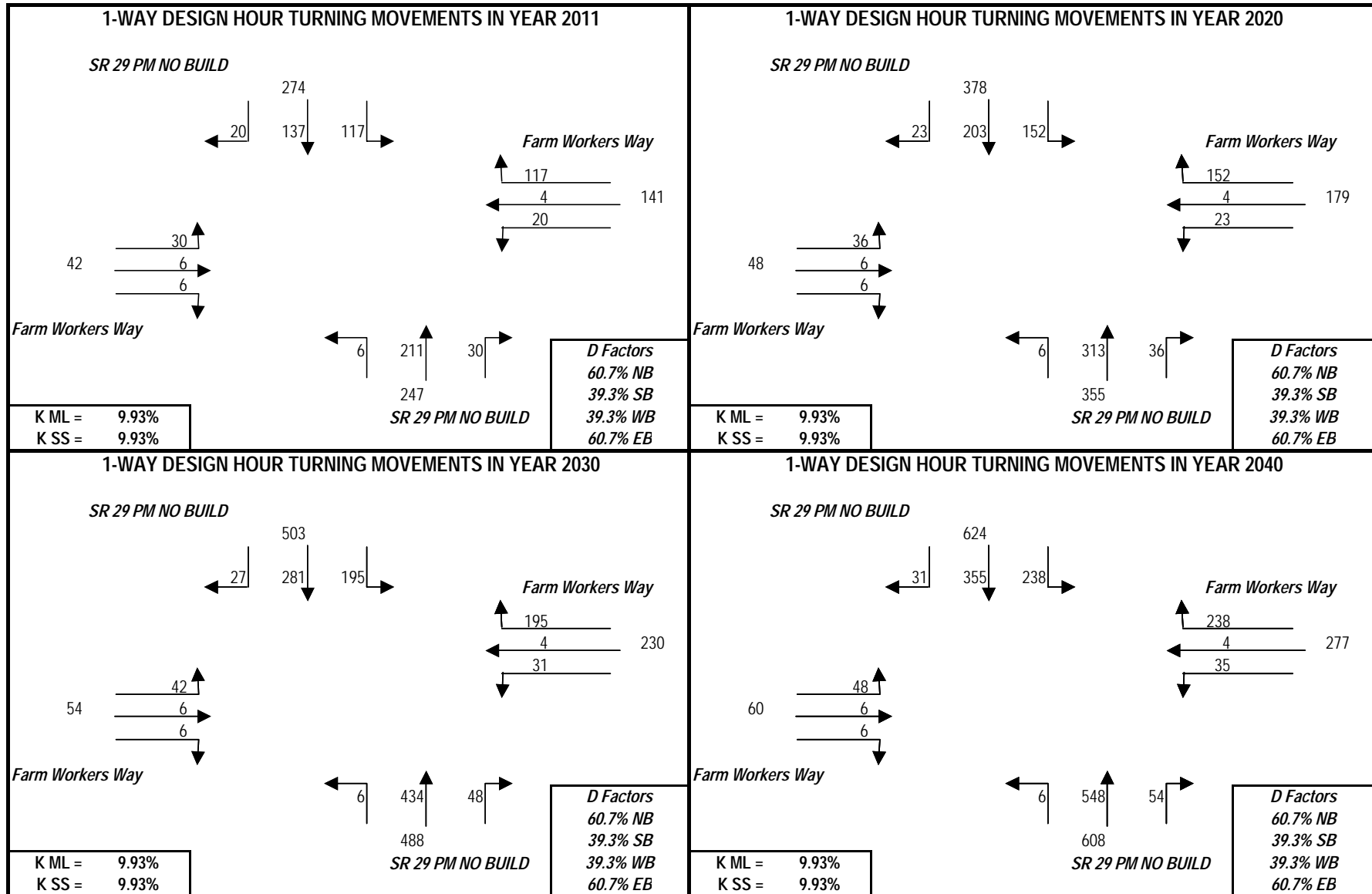
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT Farm Workers Way: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT Farm Workers Way: Oil Well Rd TO SR 82

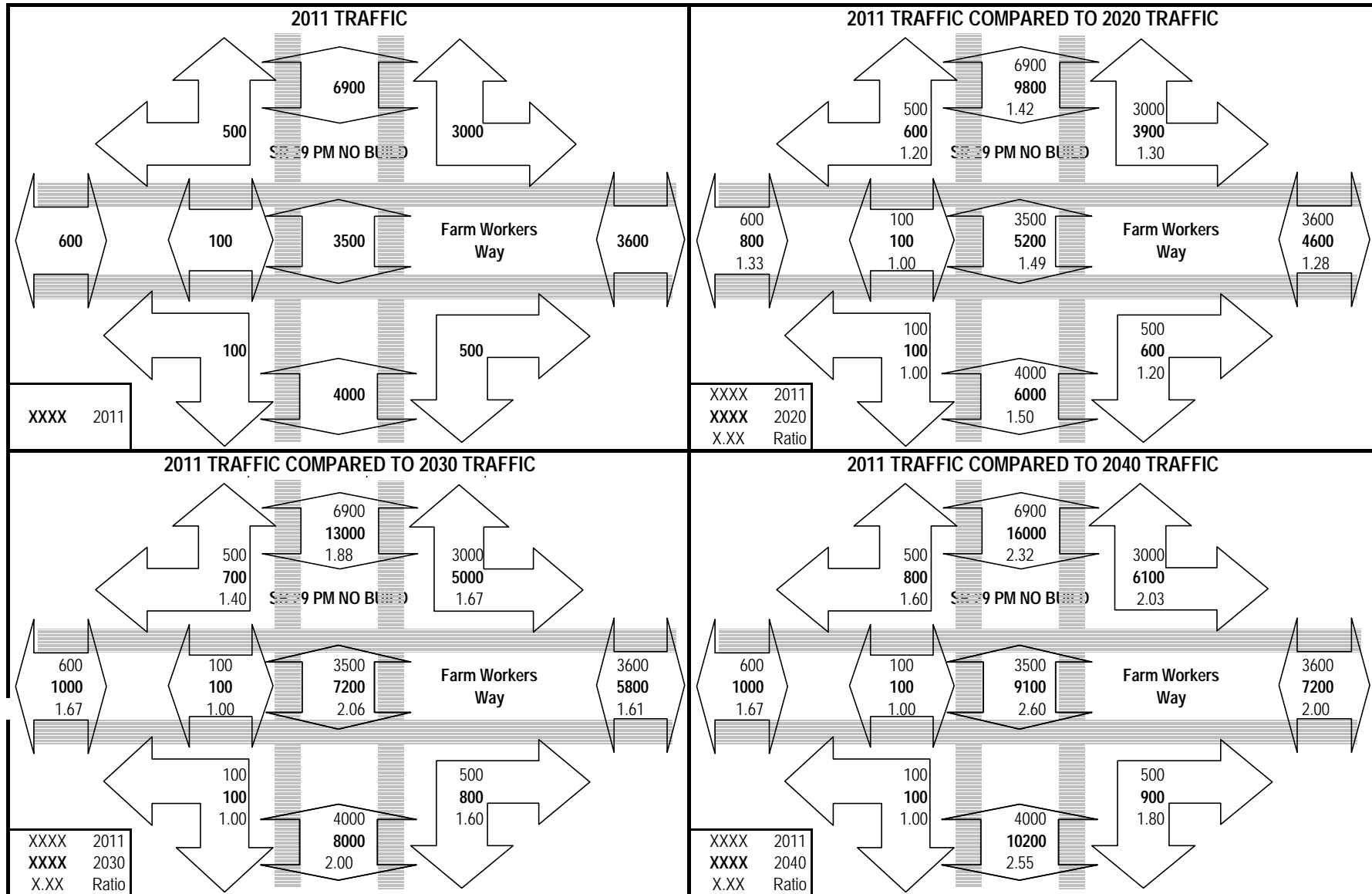


# PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT Farm Workers Way: Oil Well Rd TO SR 82

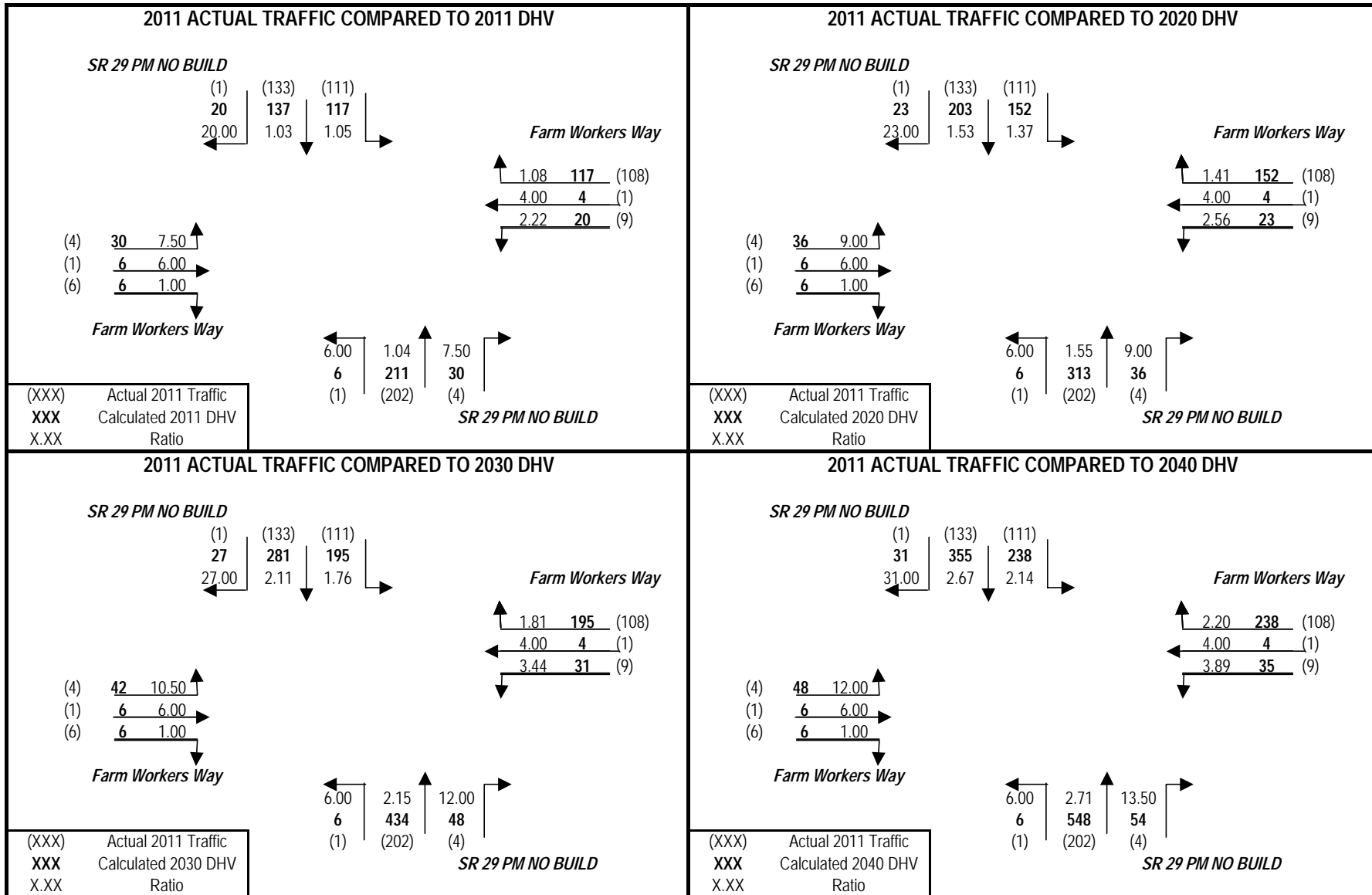




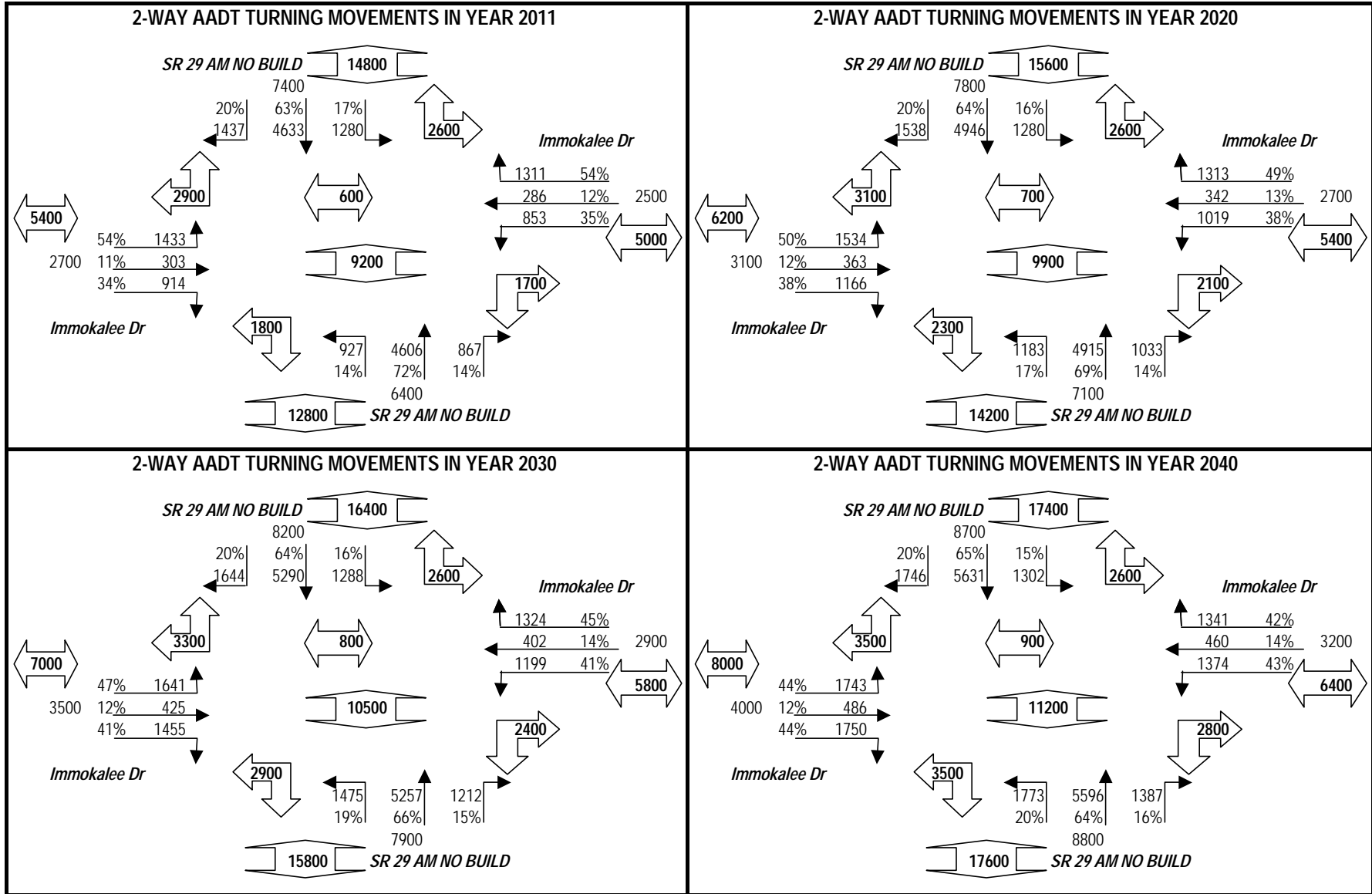
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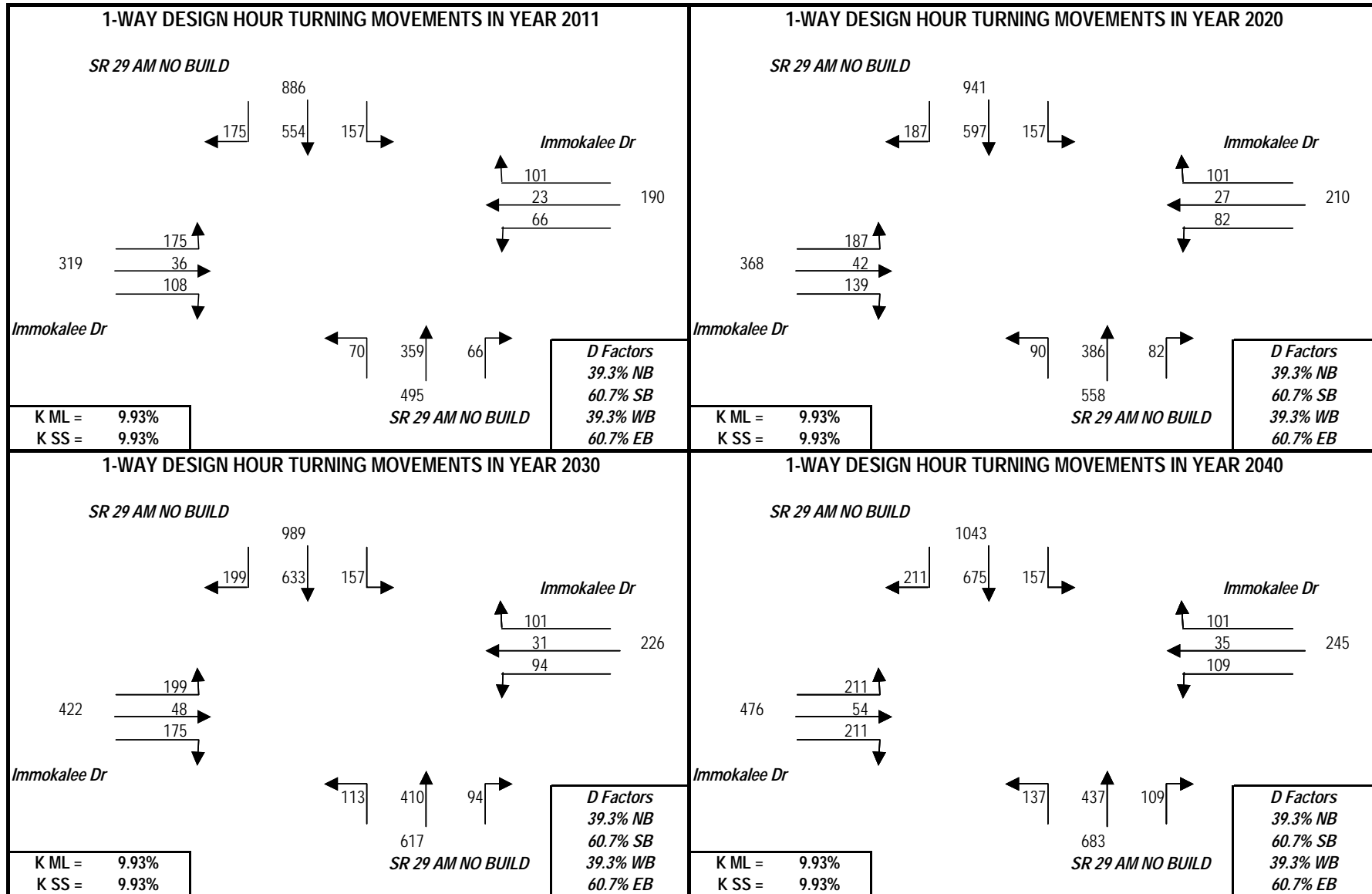
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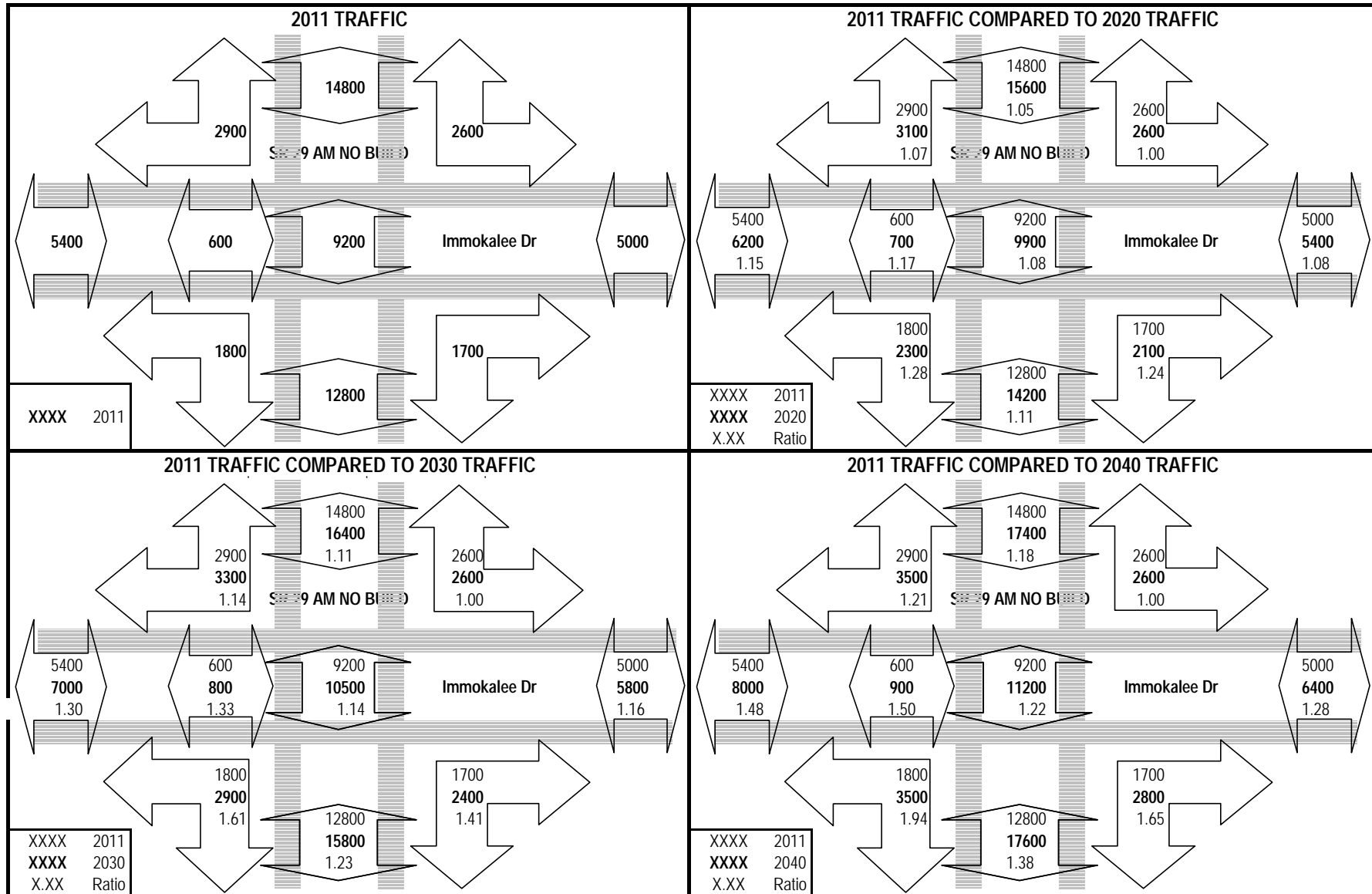
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT Immokalee Dr: Oil Well Rd TO SR 82



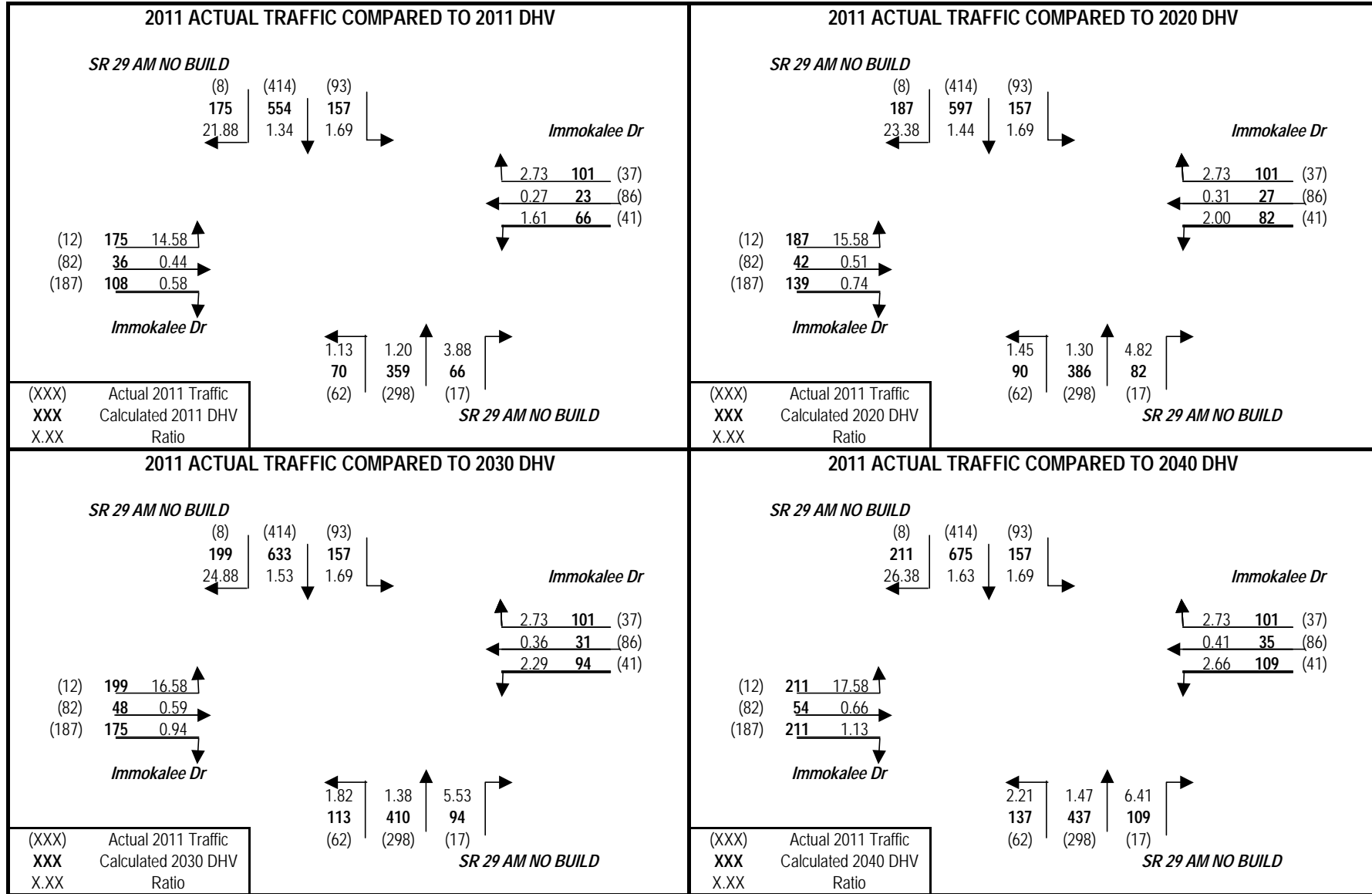
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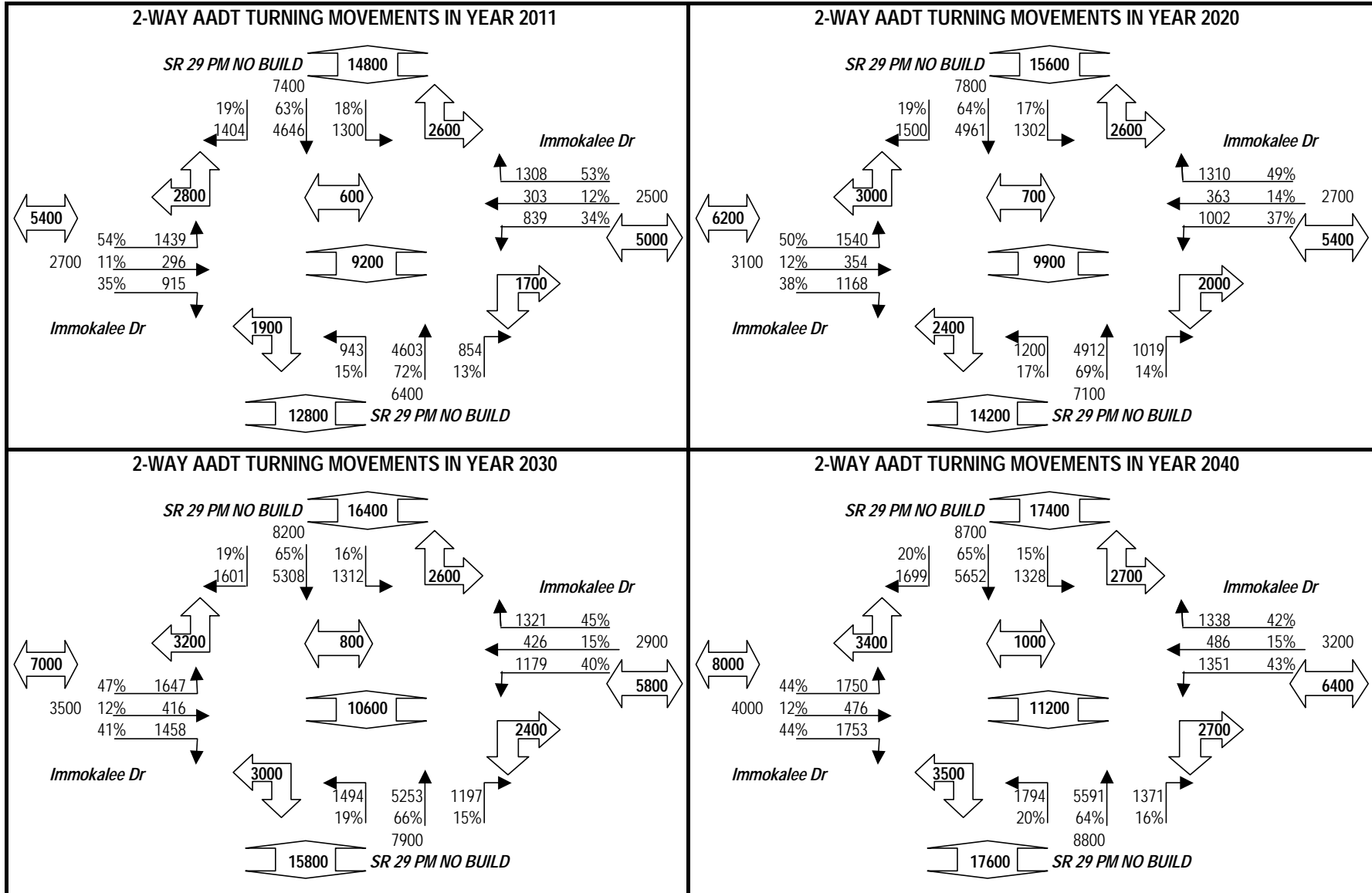
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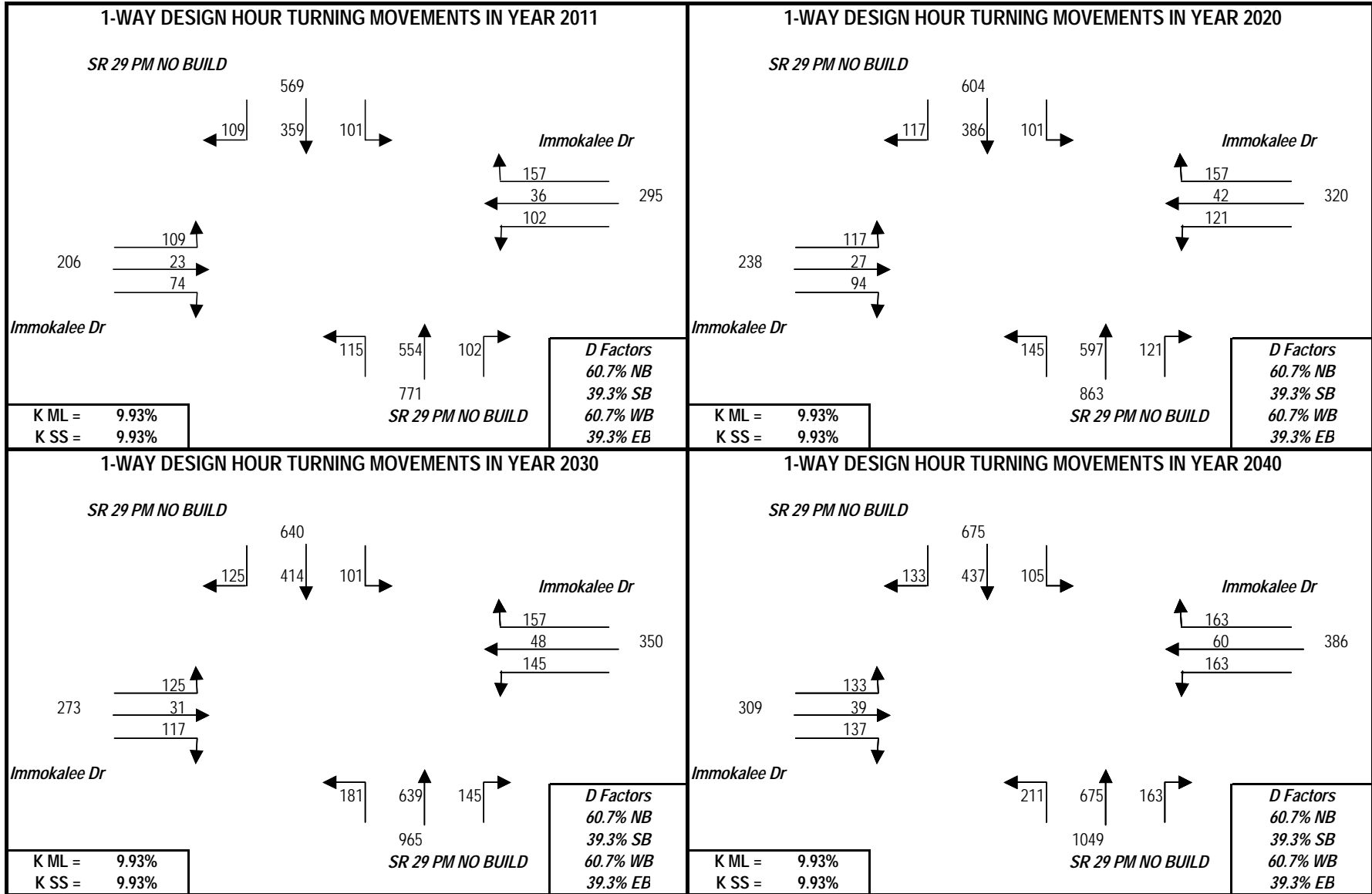
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## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT Immokalee Dr: Oil Well Rd TO SR 82

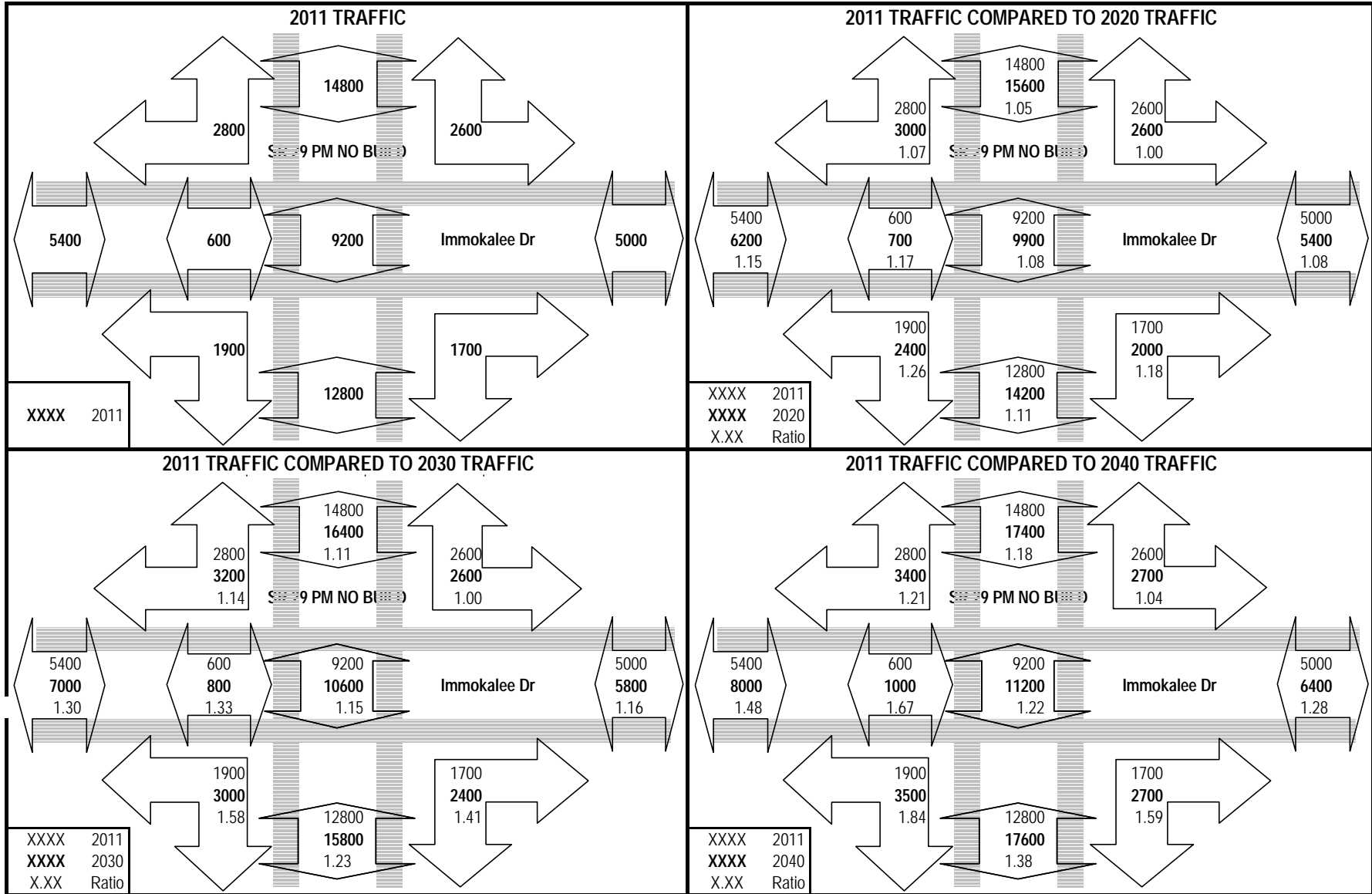


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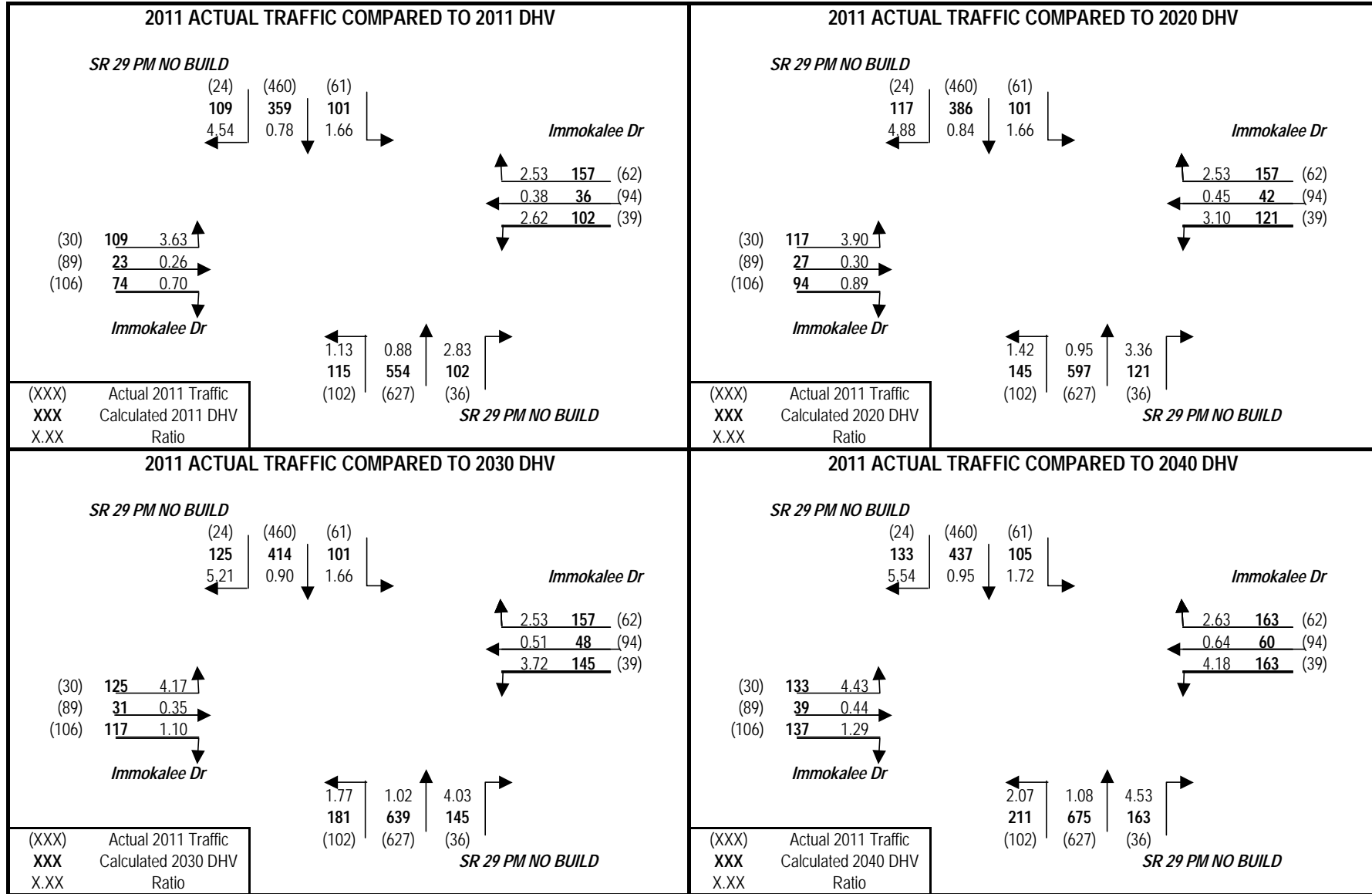




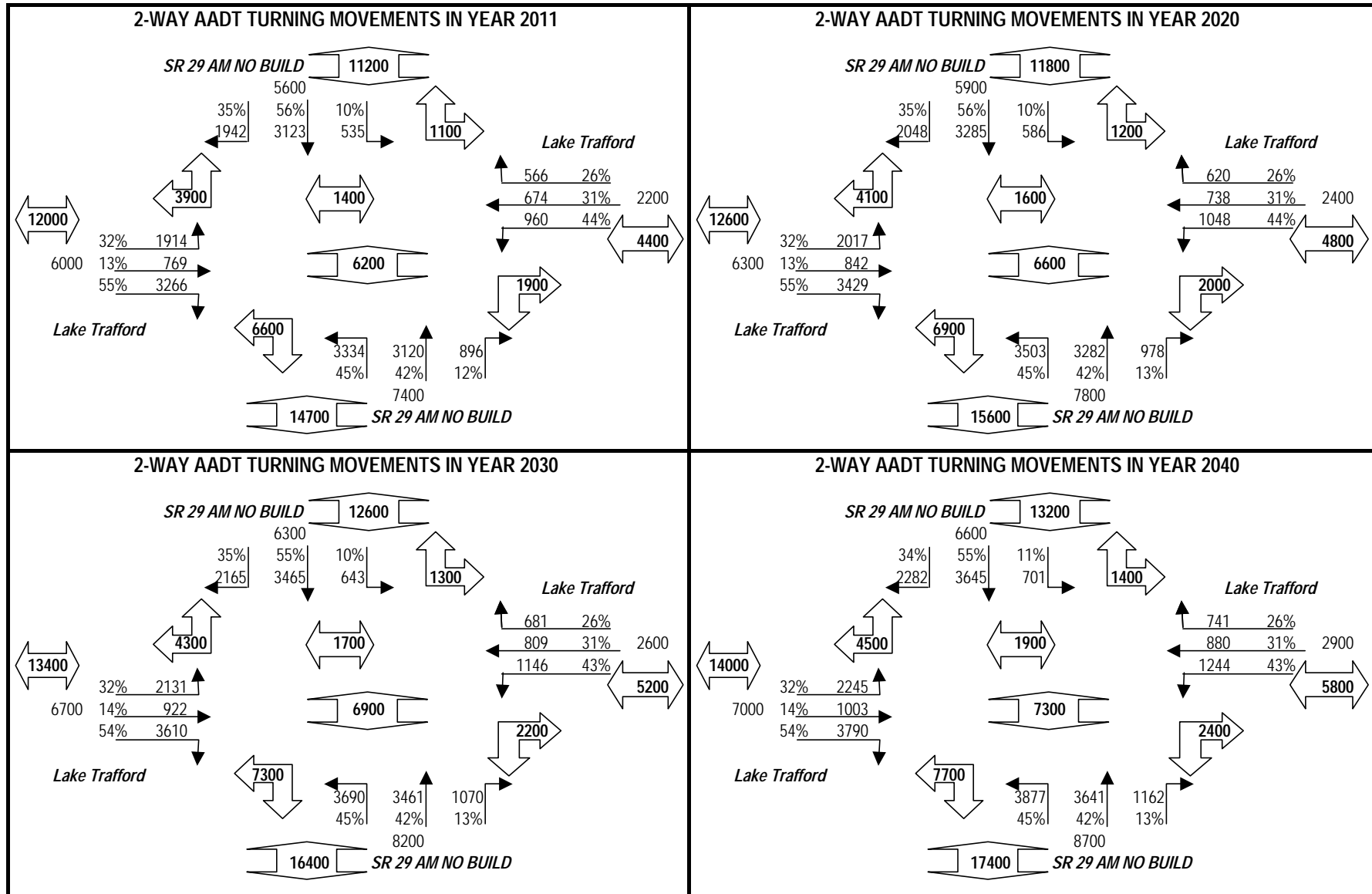
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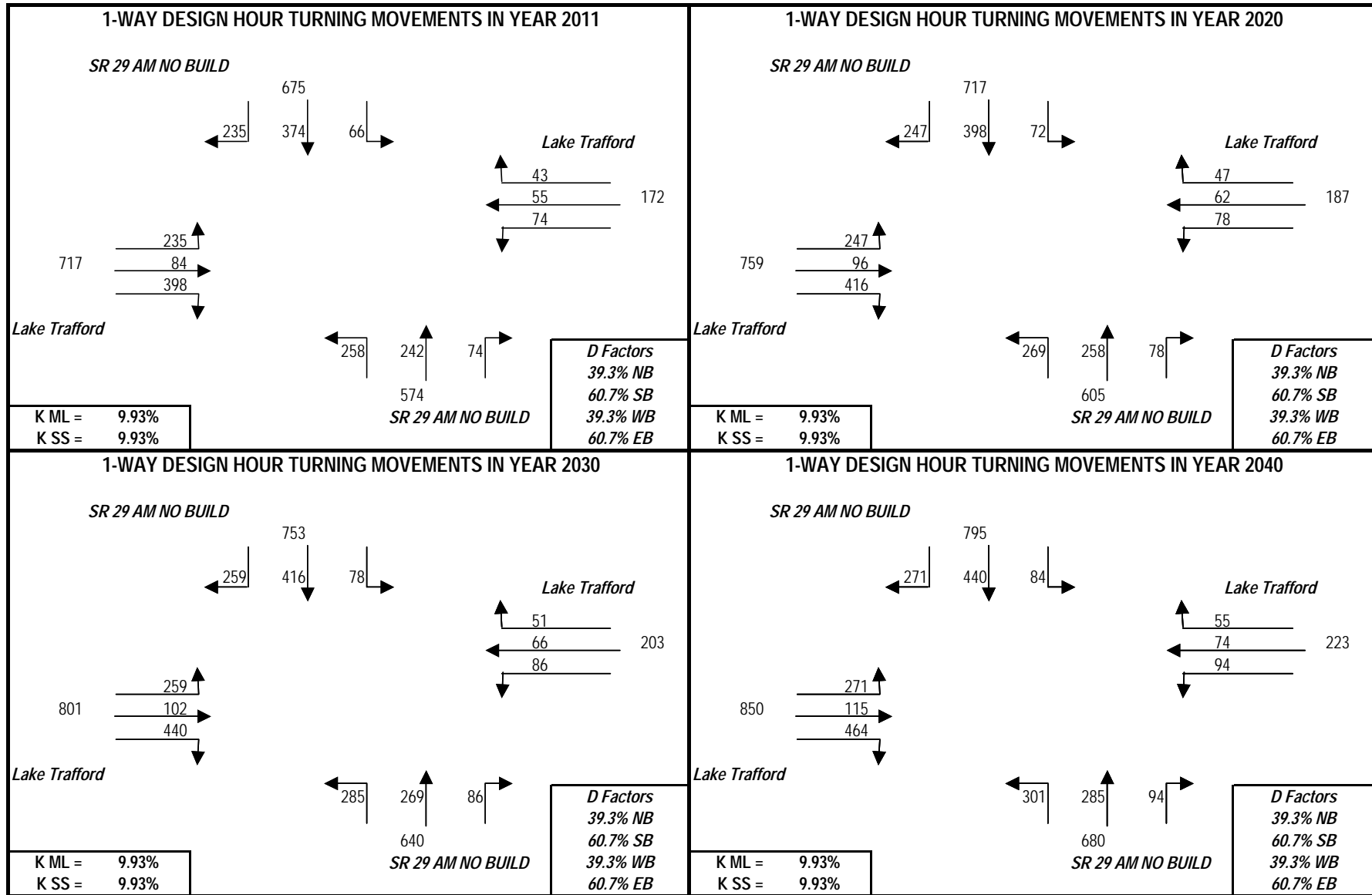
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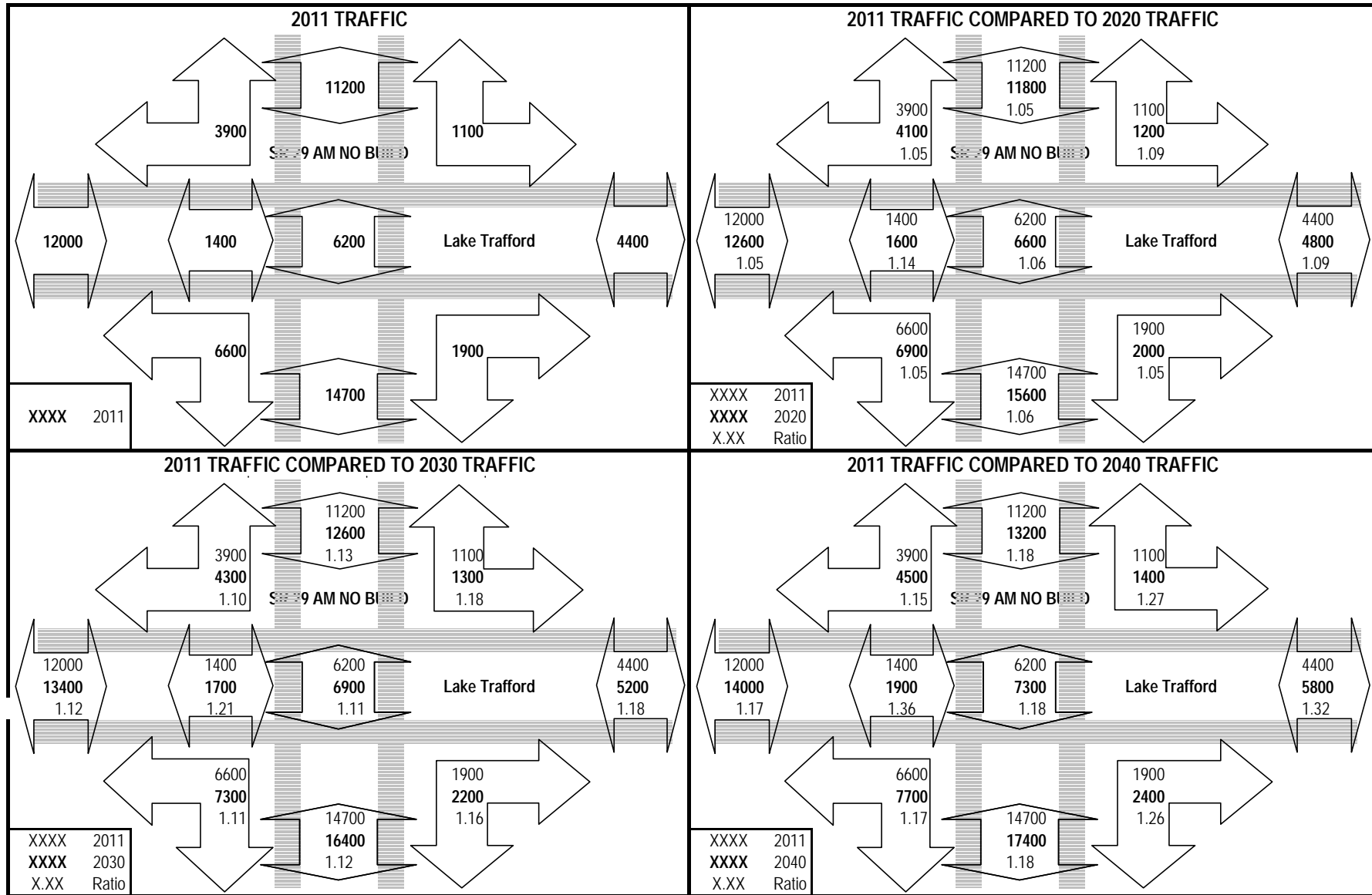
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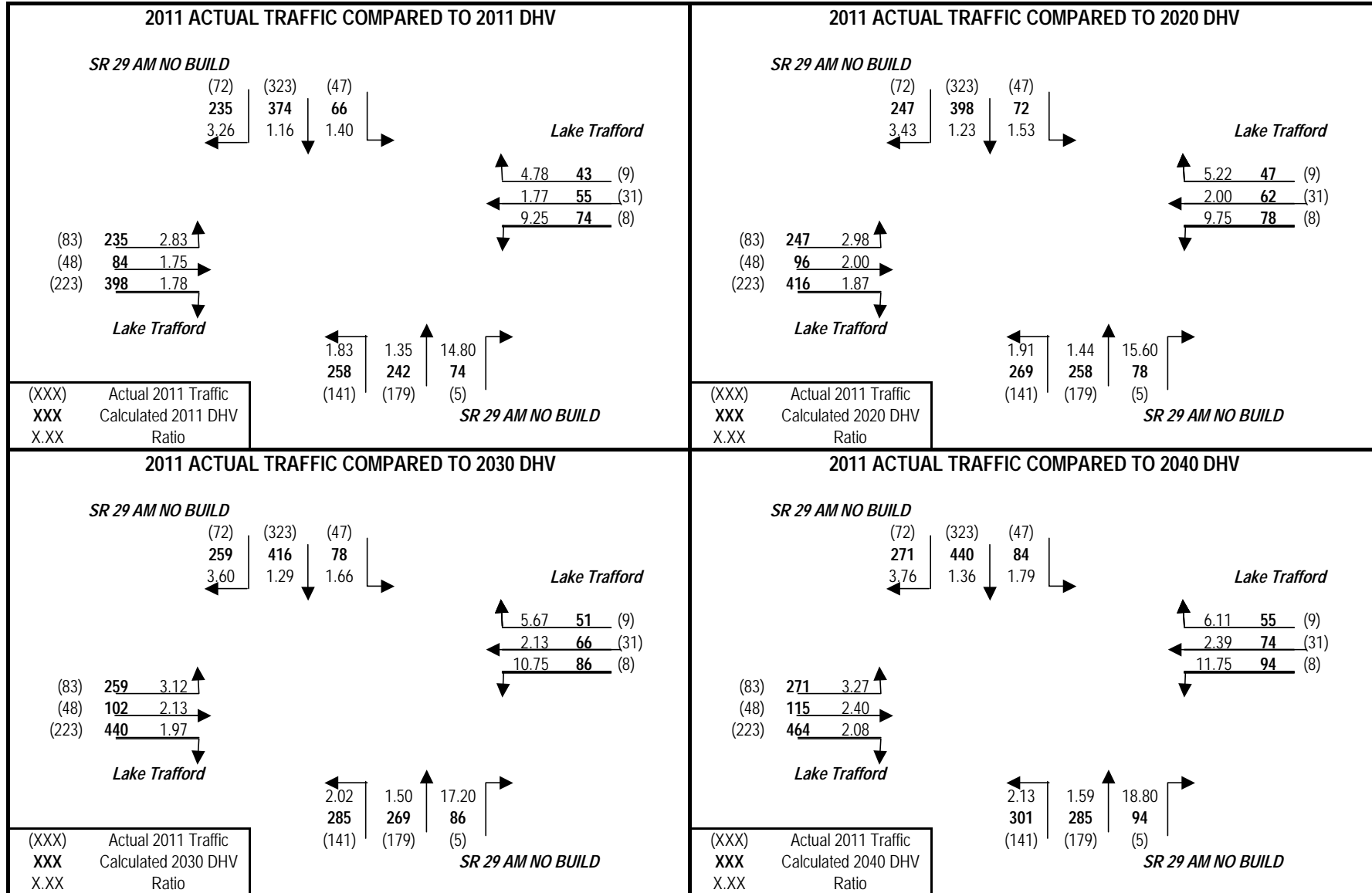
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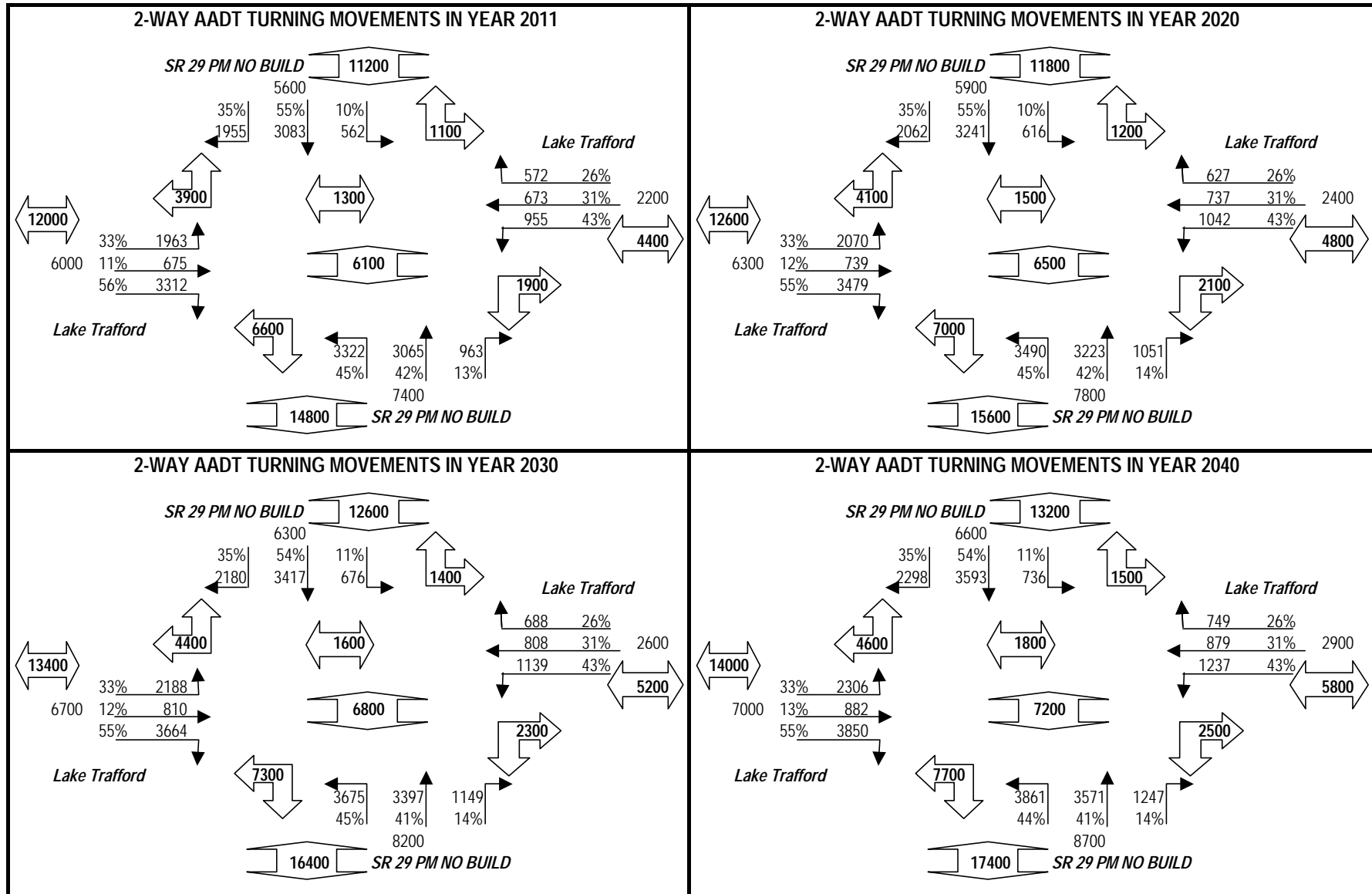
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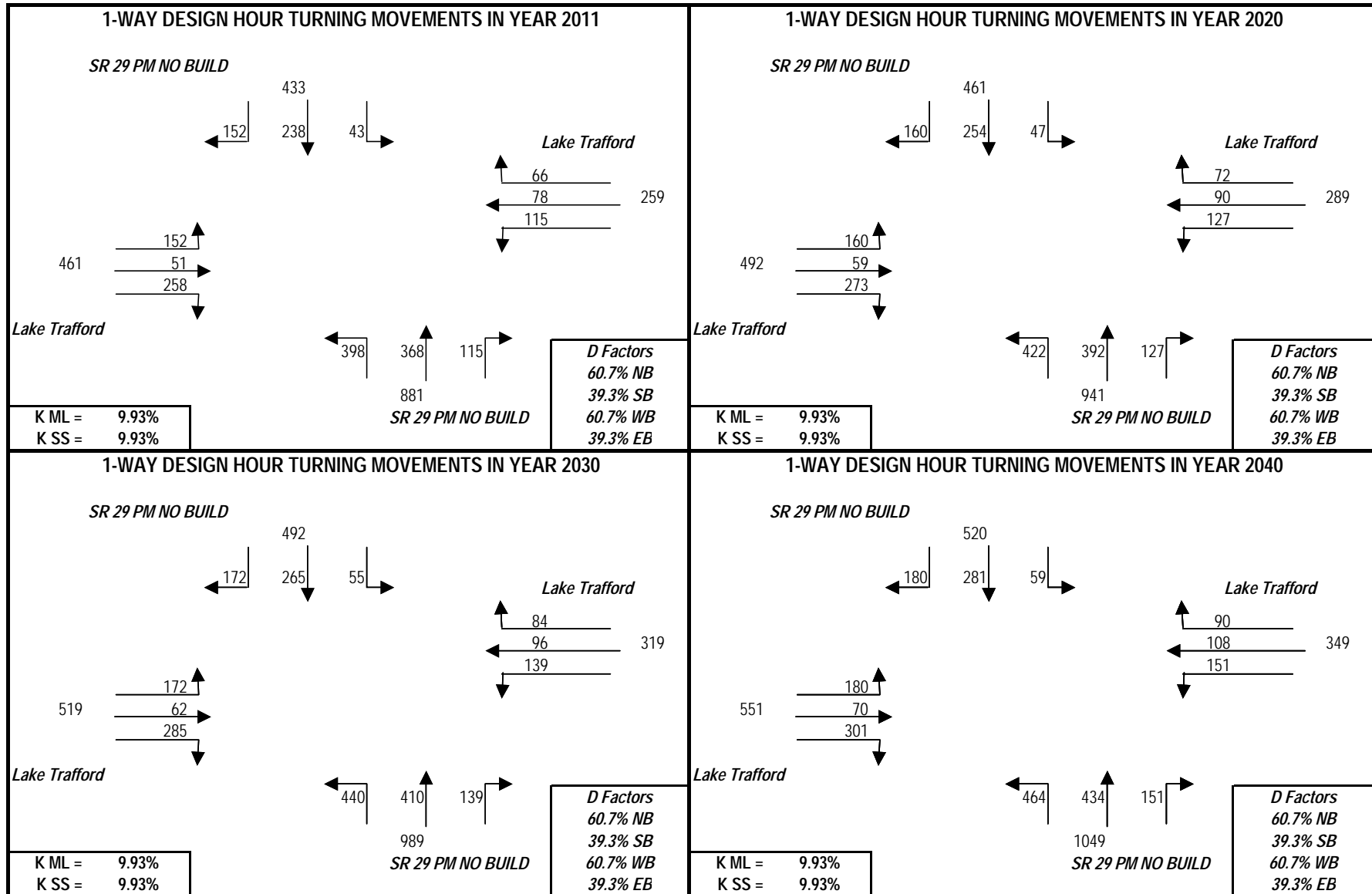
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## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT Lake Trafford: Oil Well Rd TO SR 82

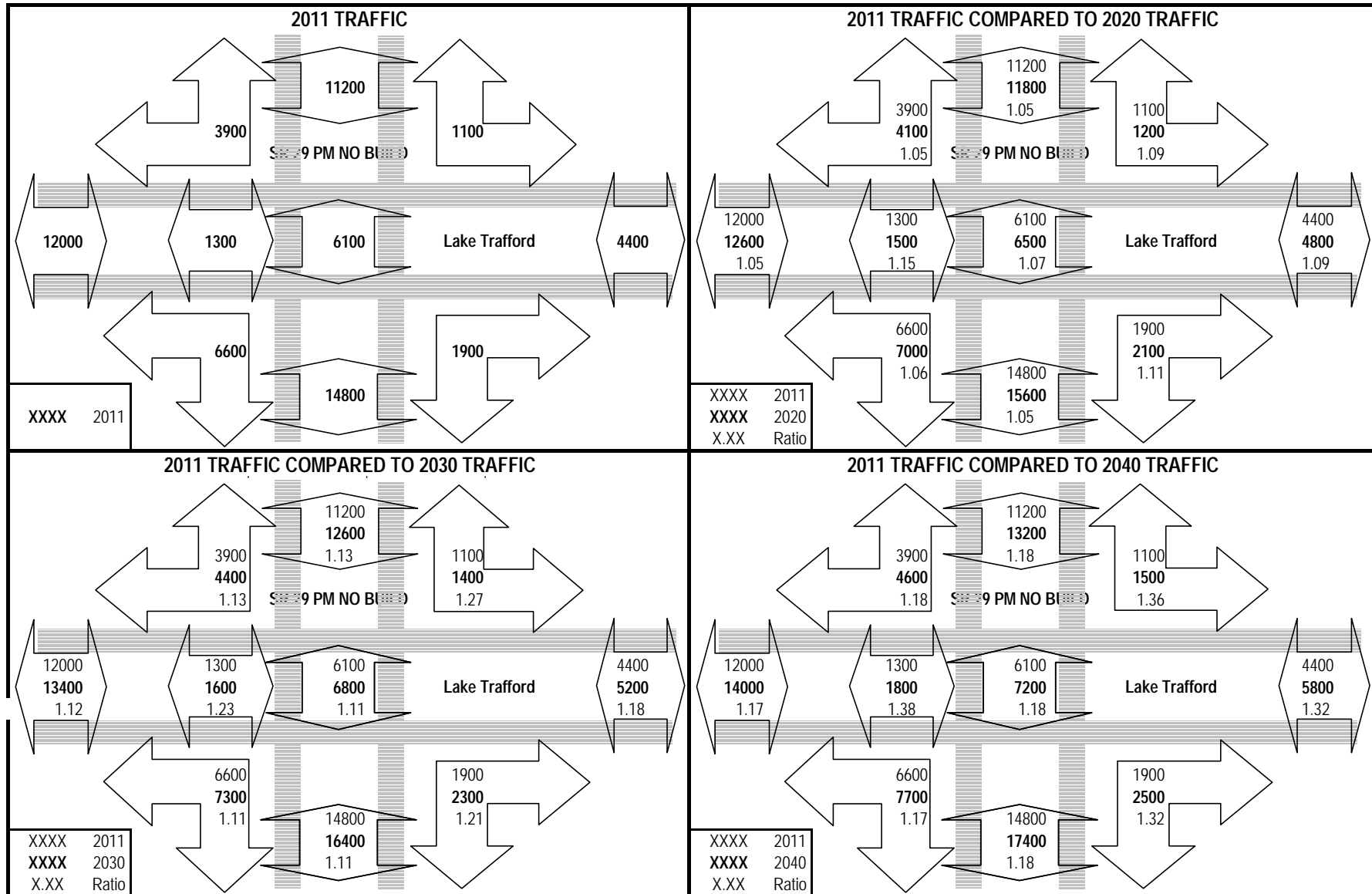


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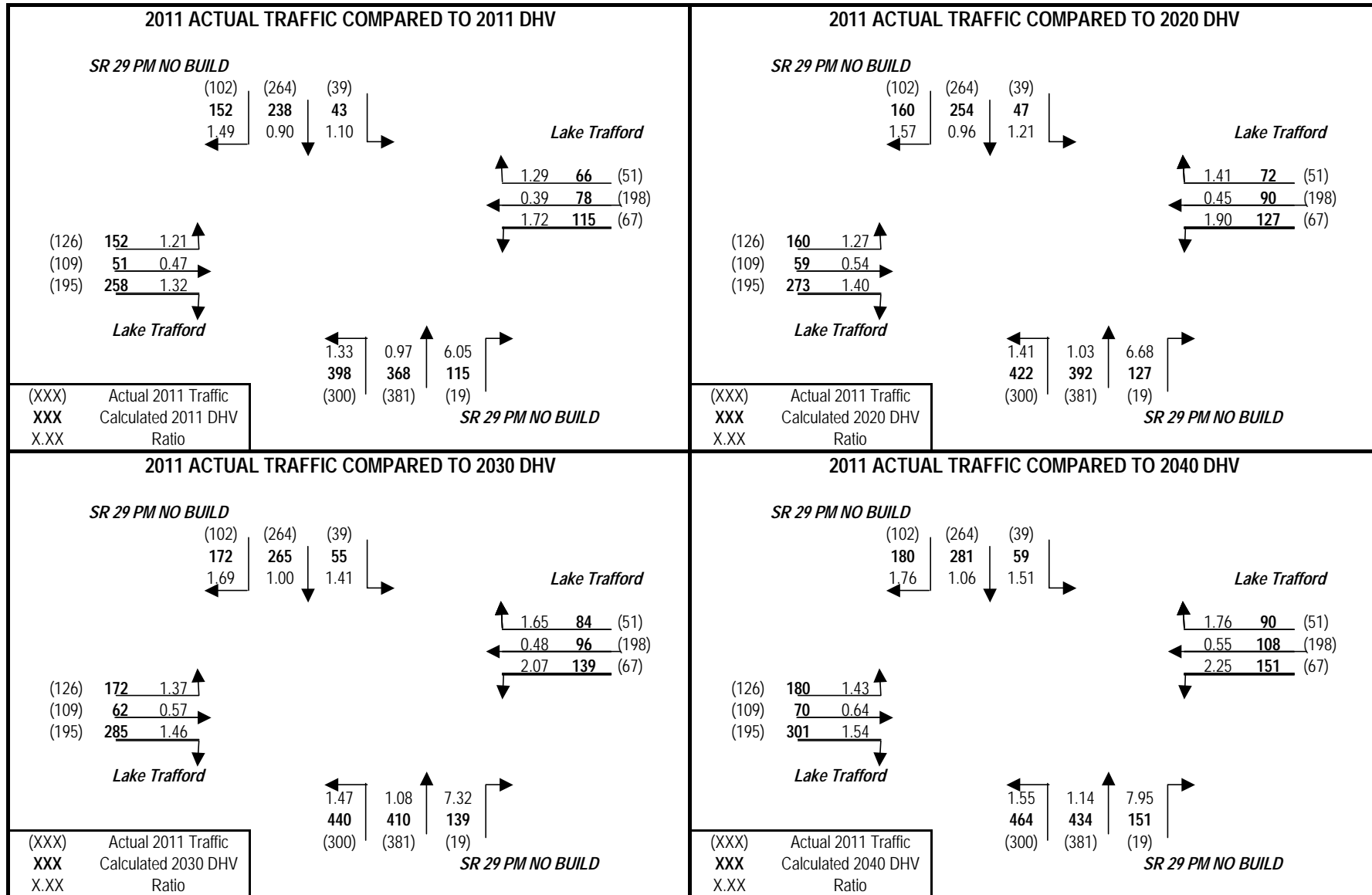




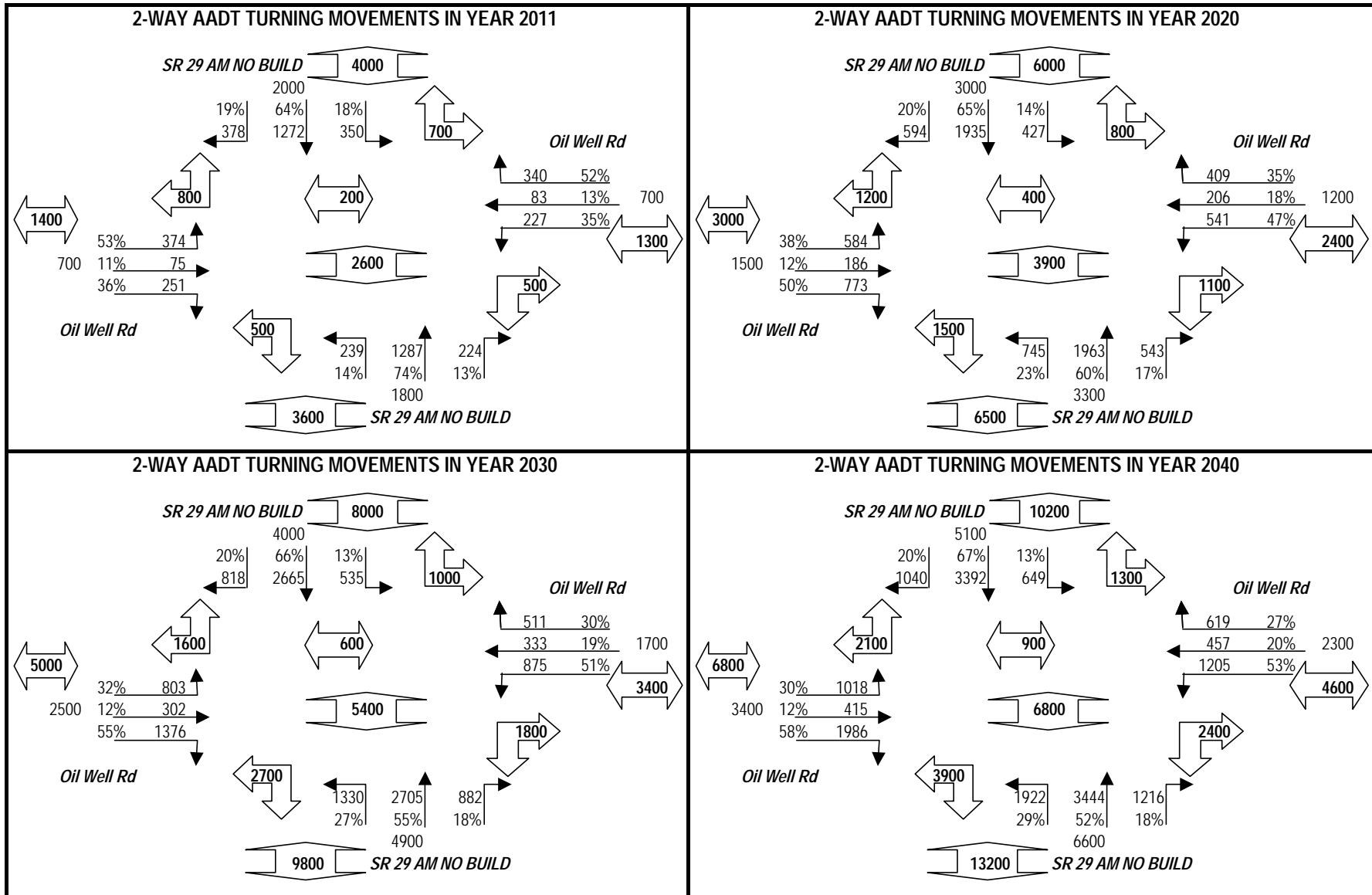
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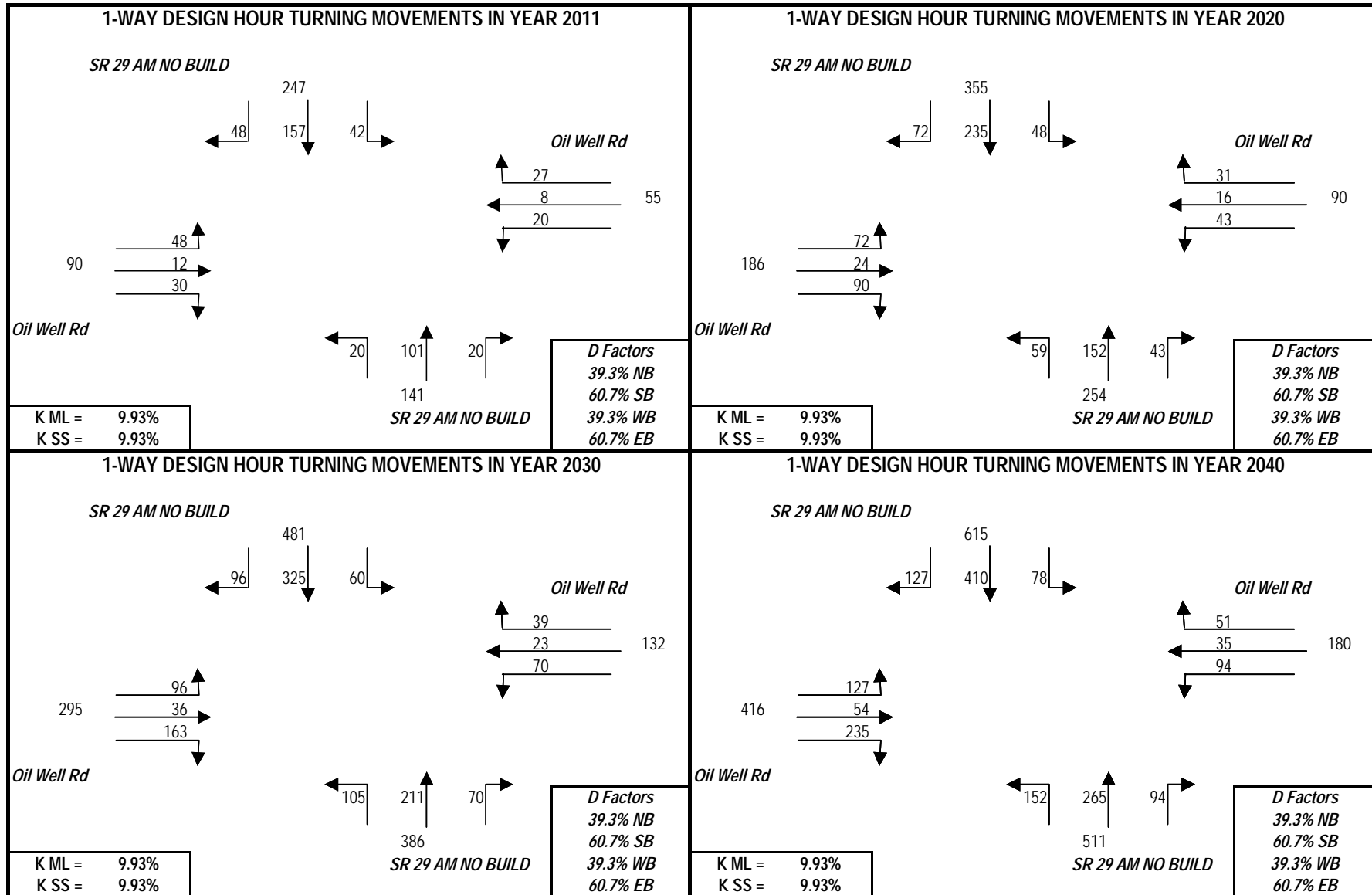
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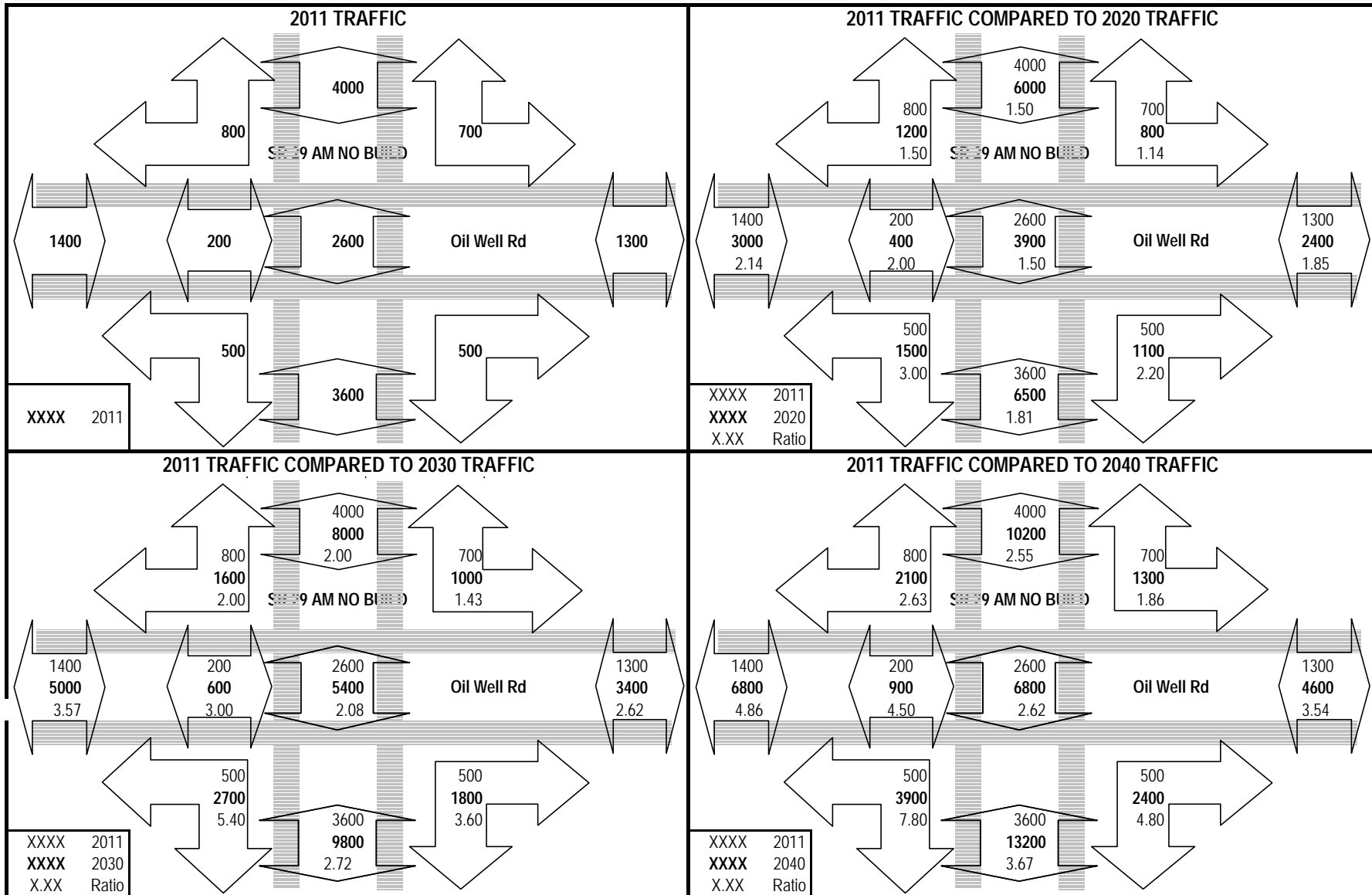
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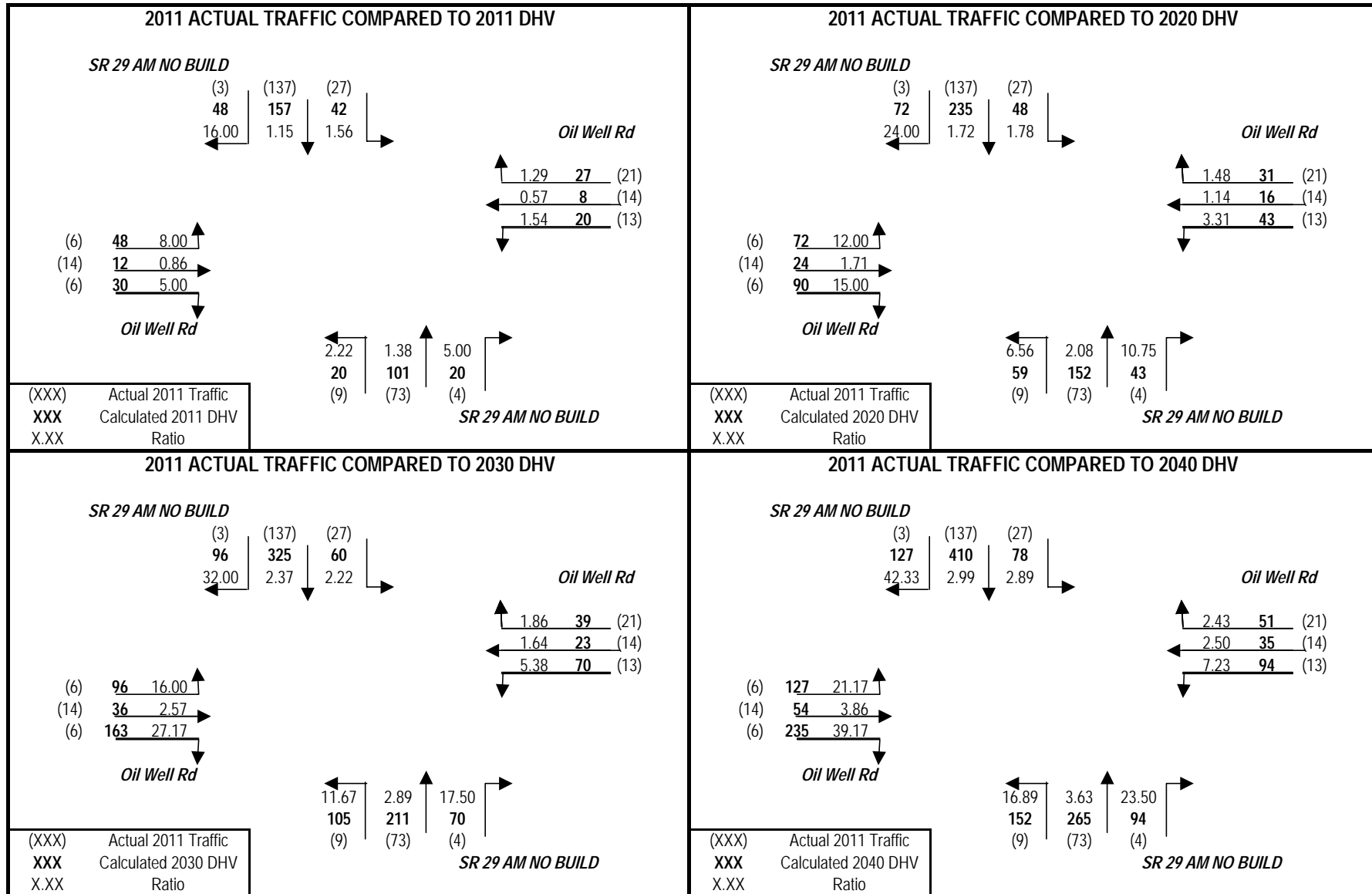
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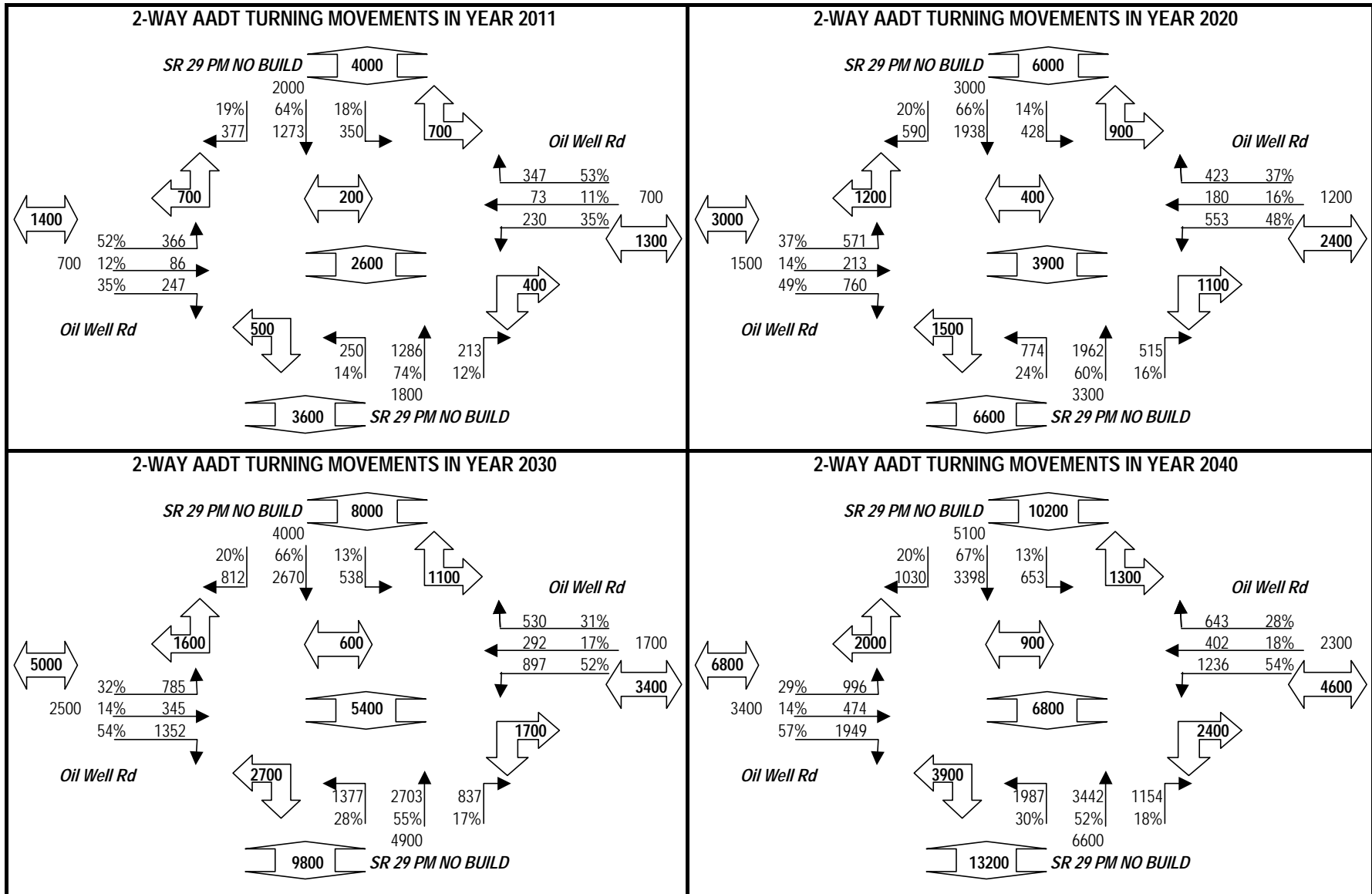
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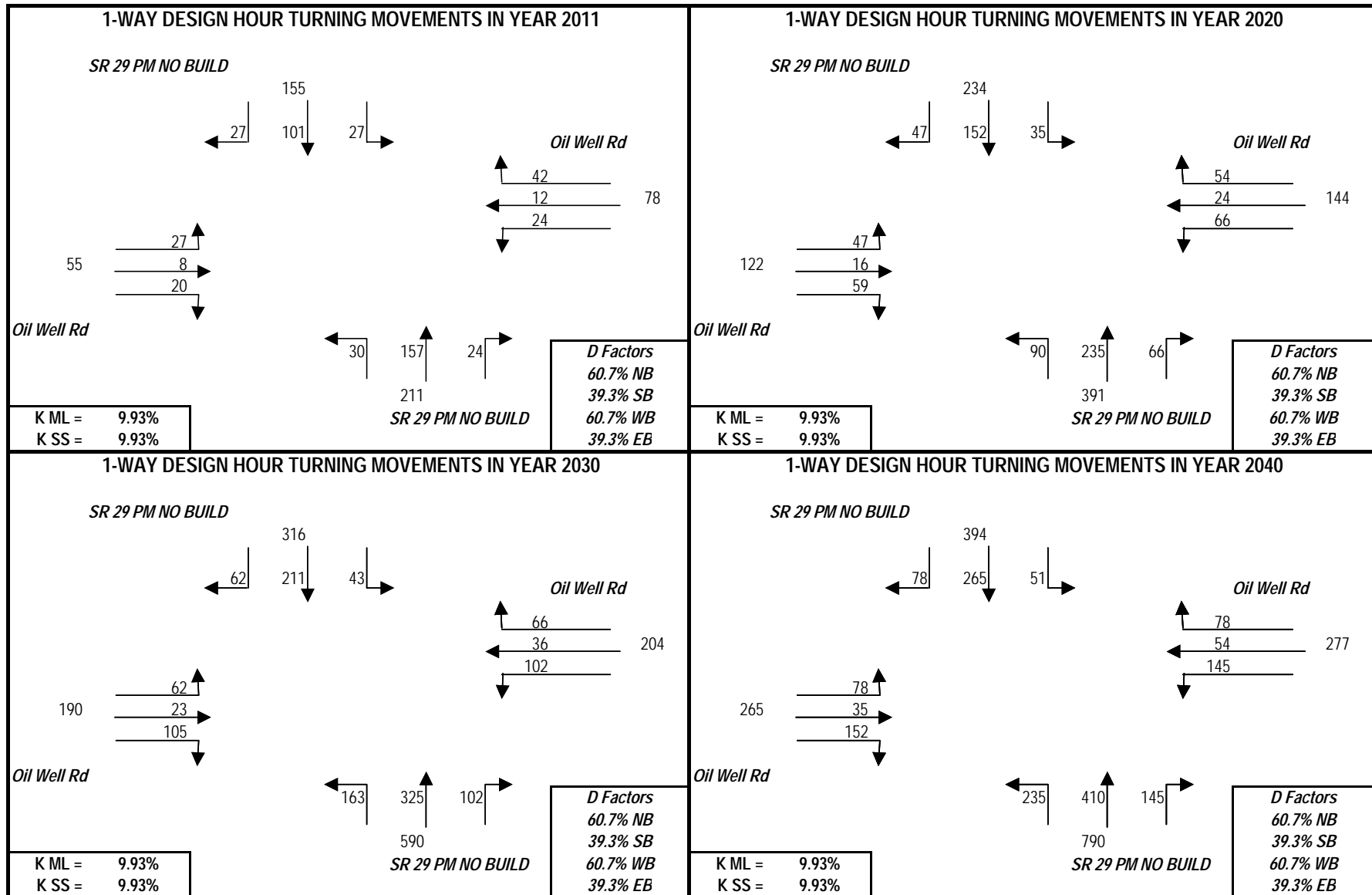
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT Oil Well Rd: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT Oil Well Rd: Oil Well Rd TO SR 82

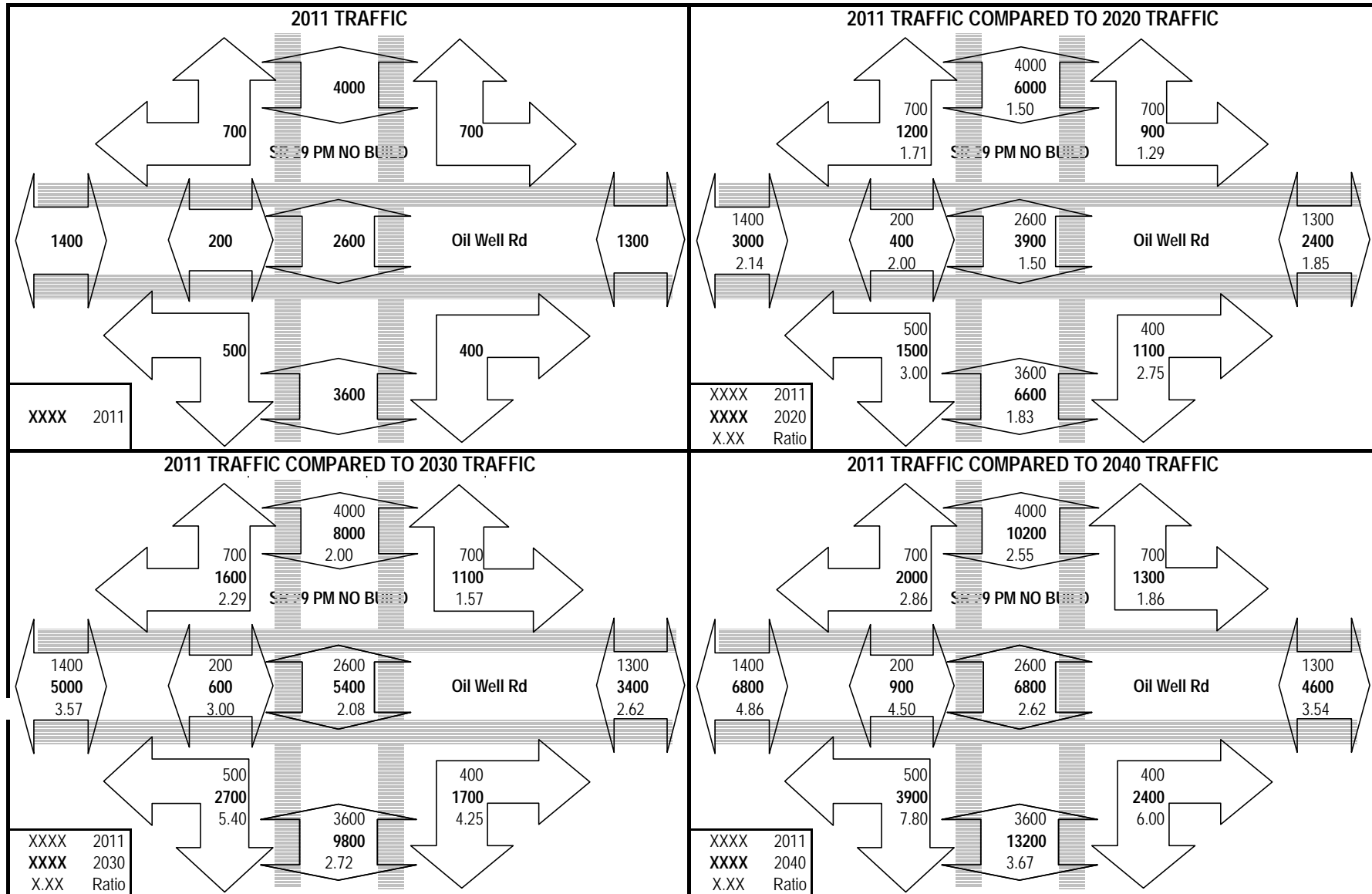


## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT Oil Well Rd: Oil Well Rd TO SR 82

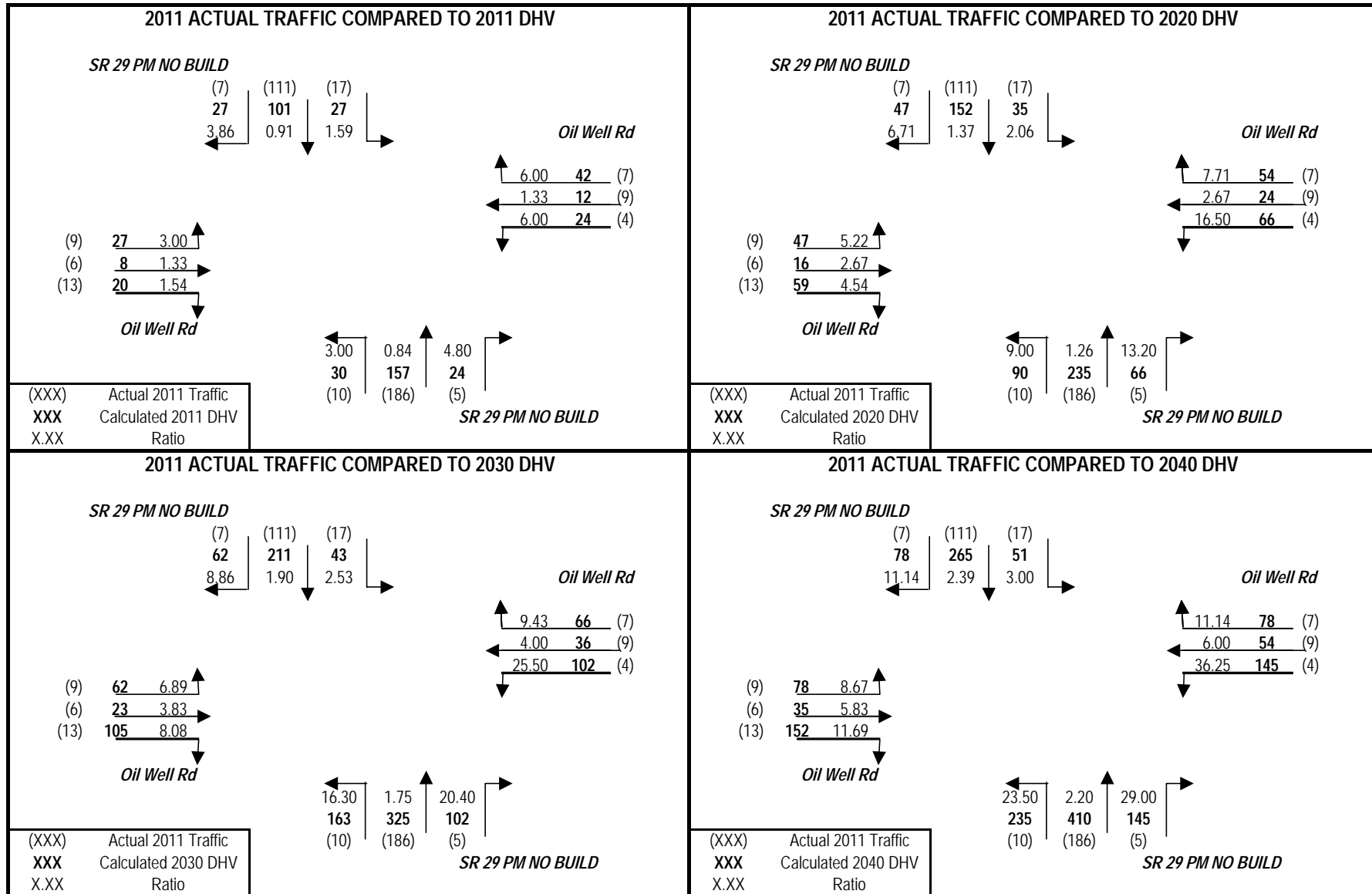




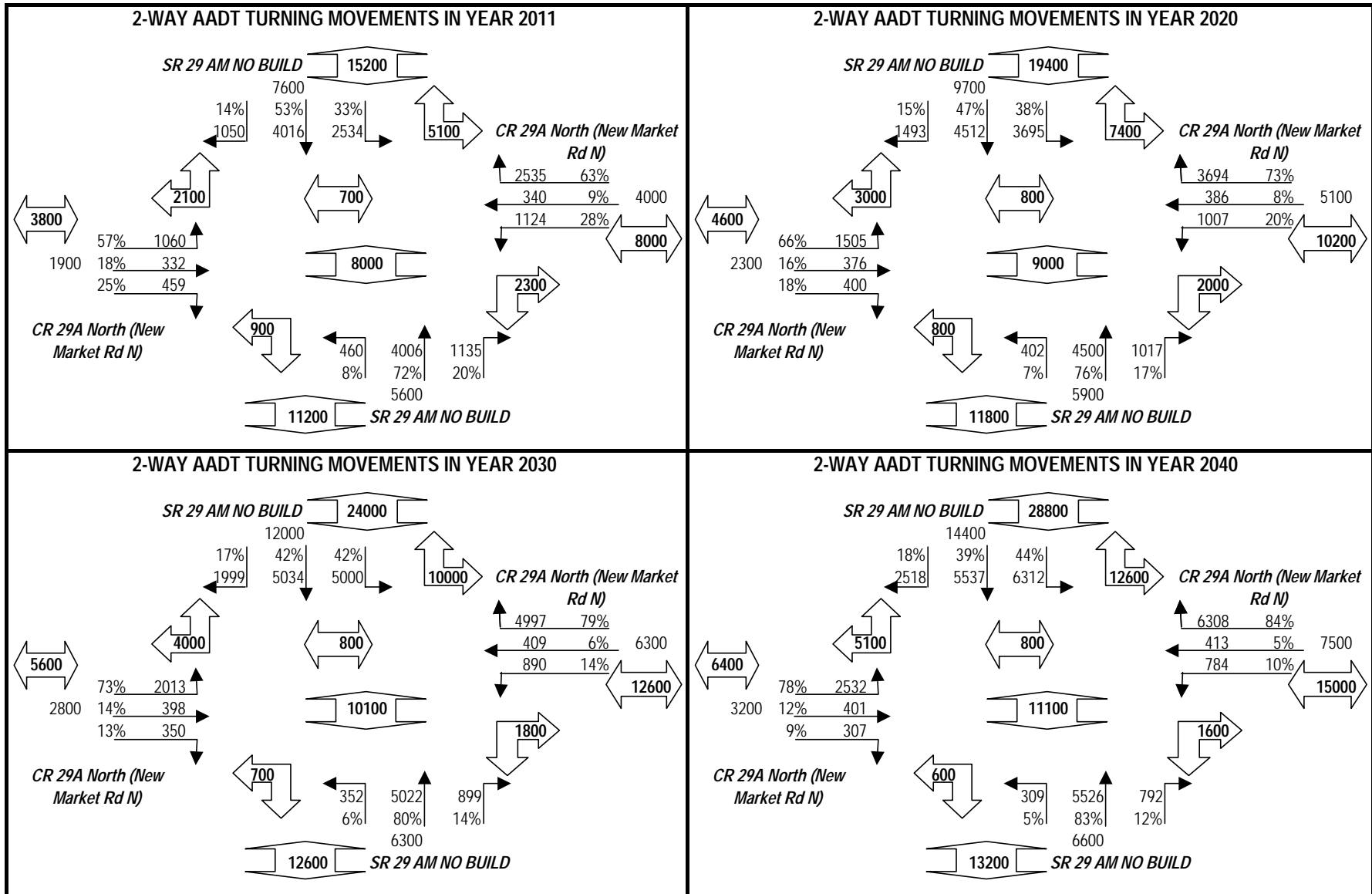
## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT Oil Well Rd: Oil Well Rd TO SR 82



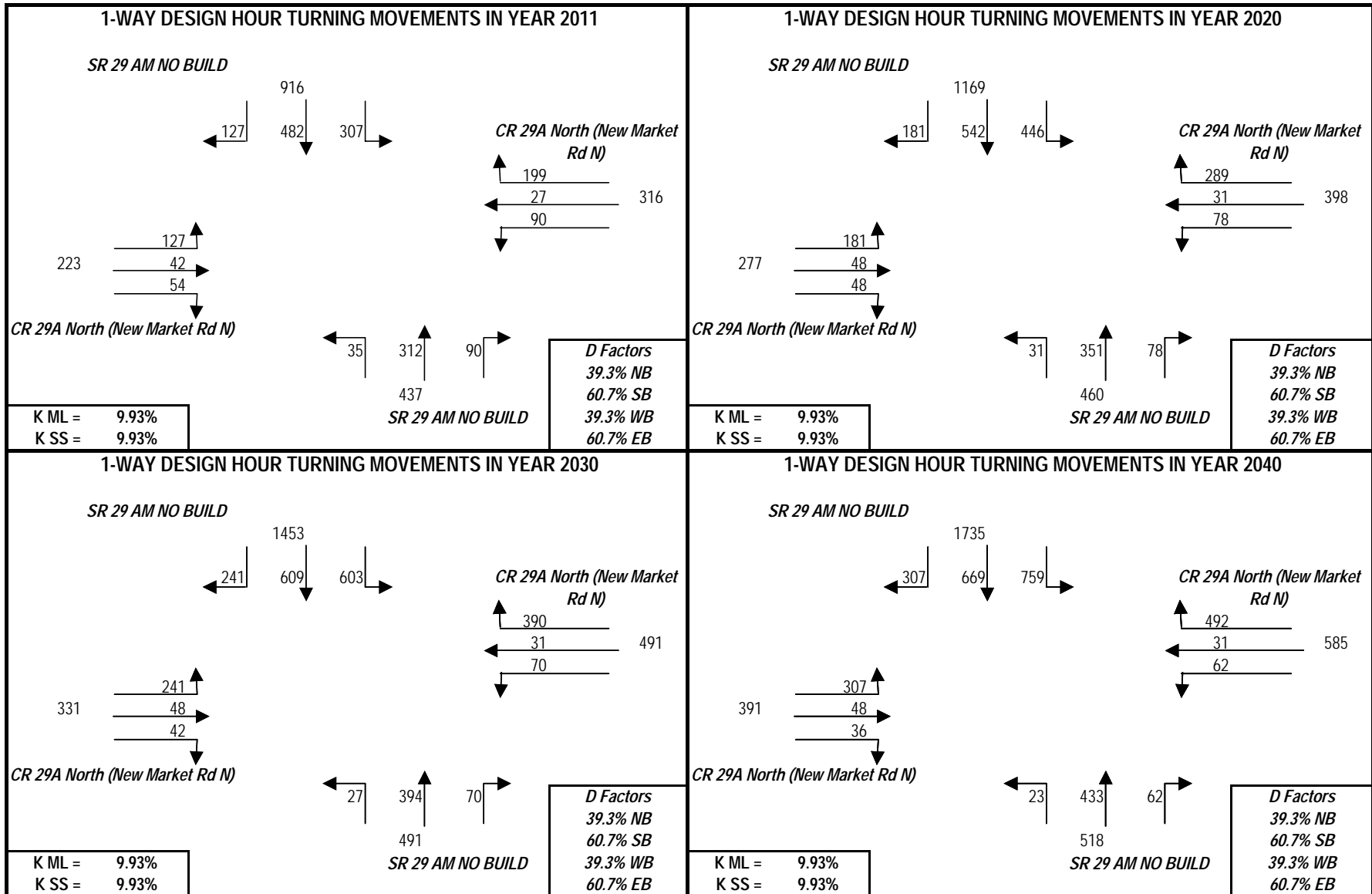
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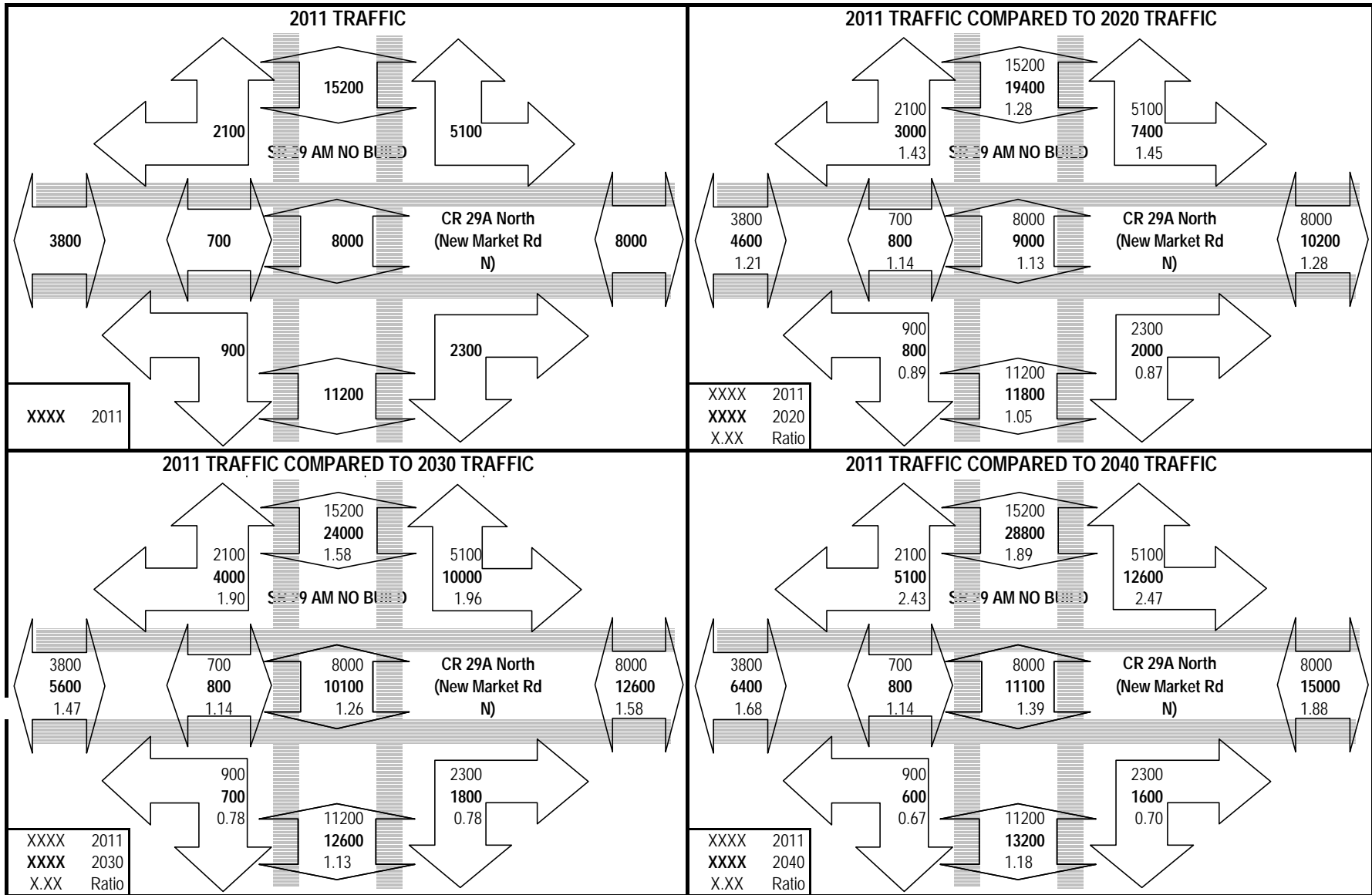
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82



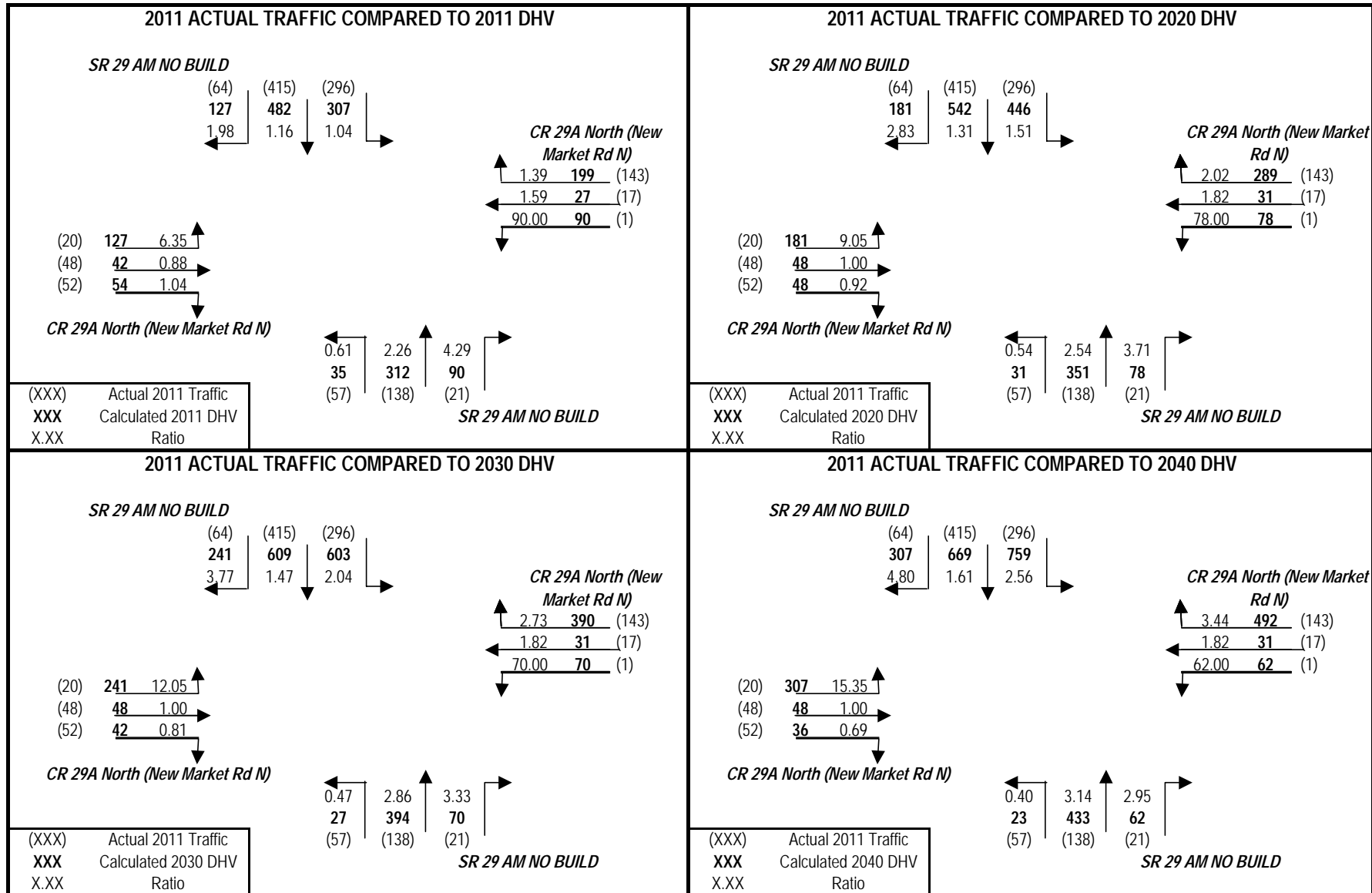
# PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82



# PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82

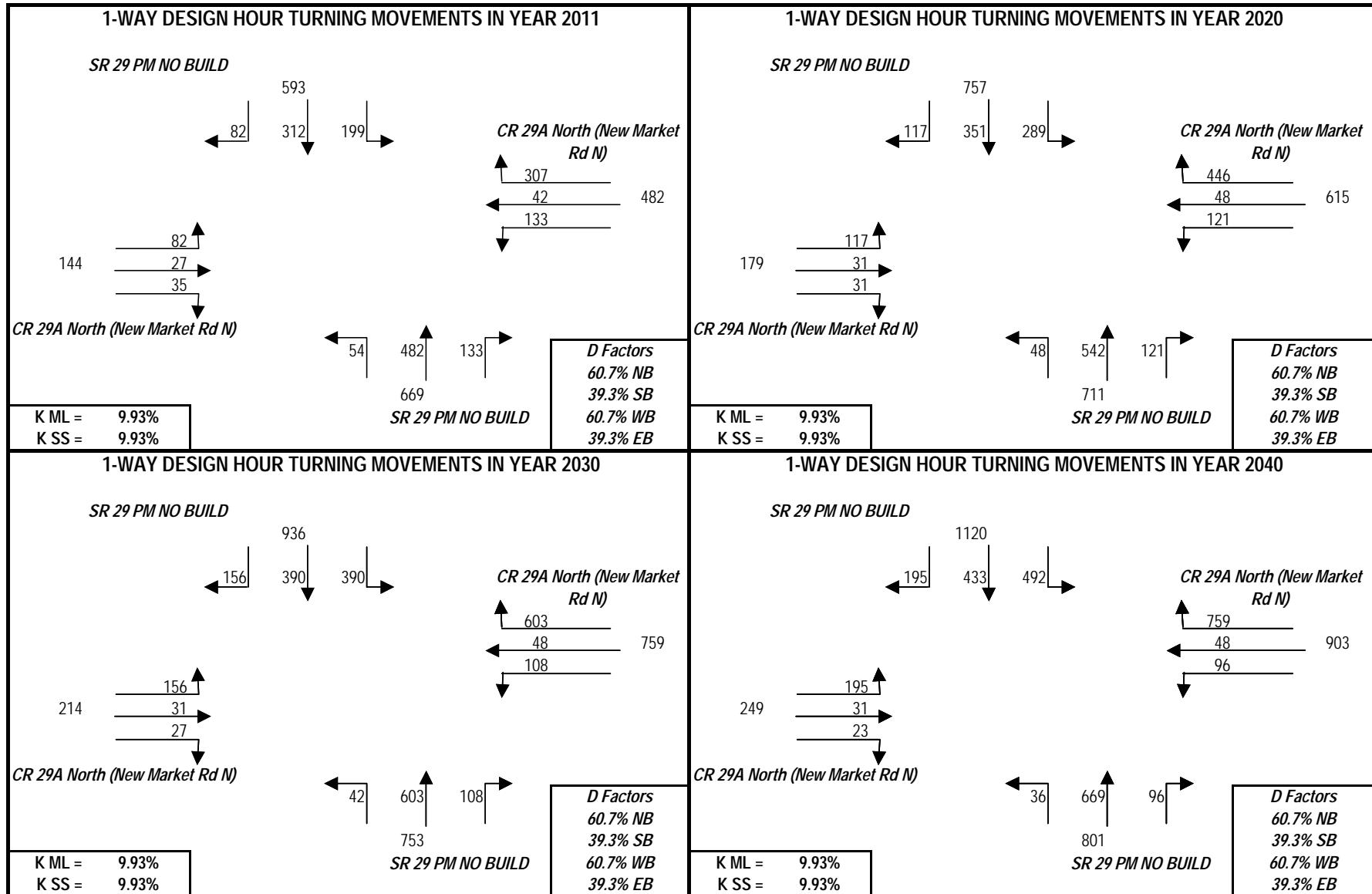


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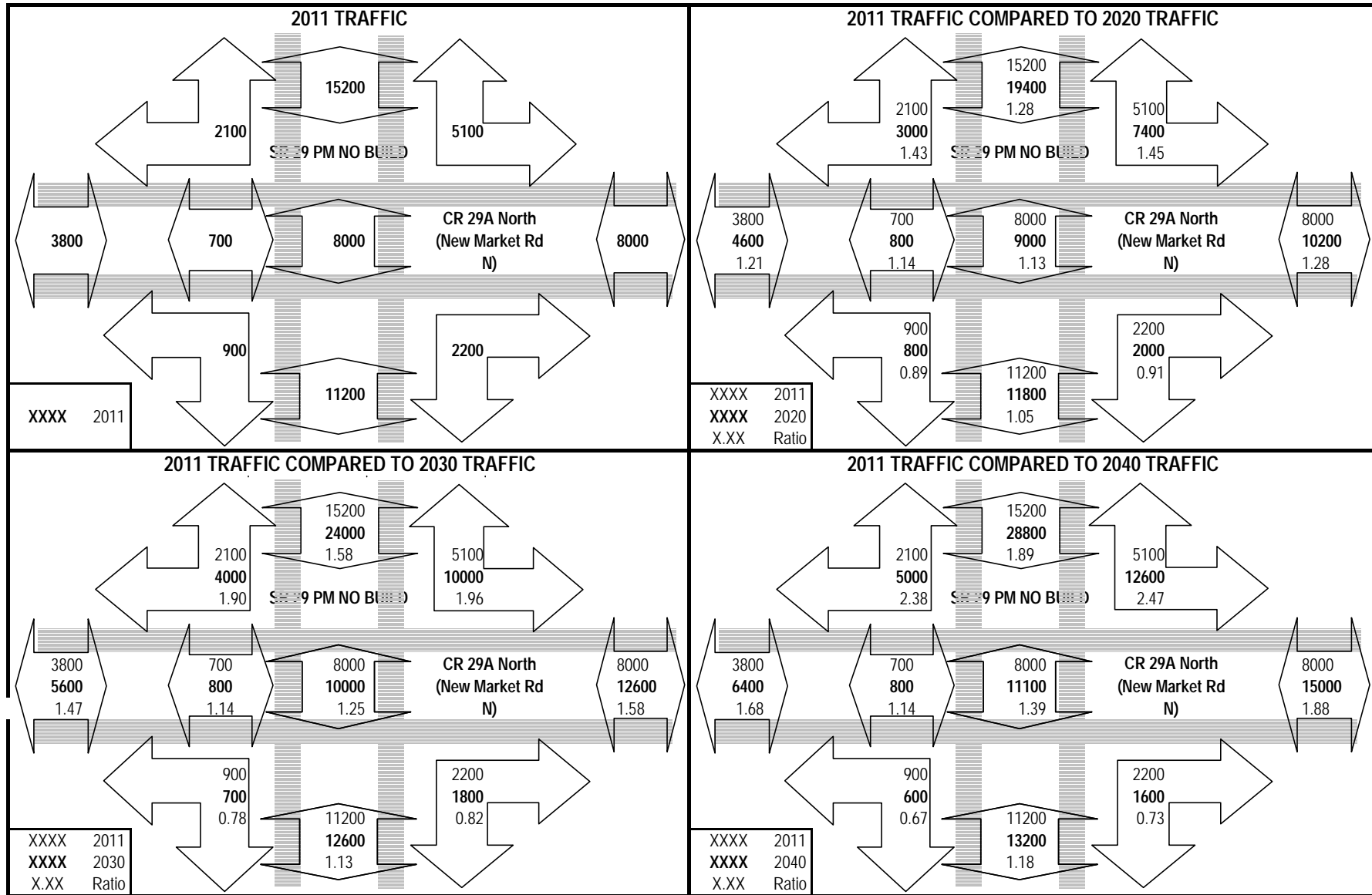


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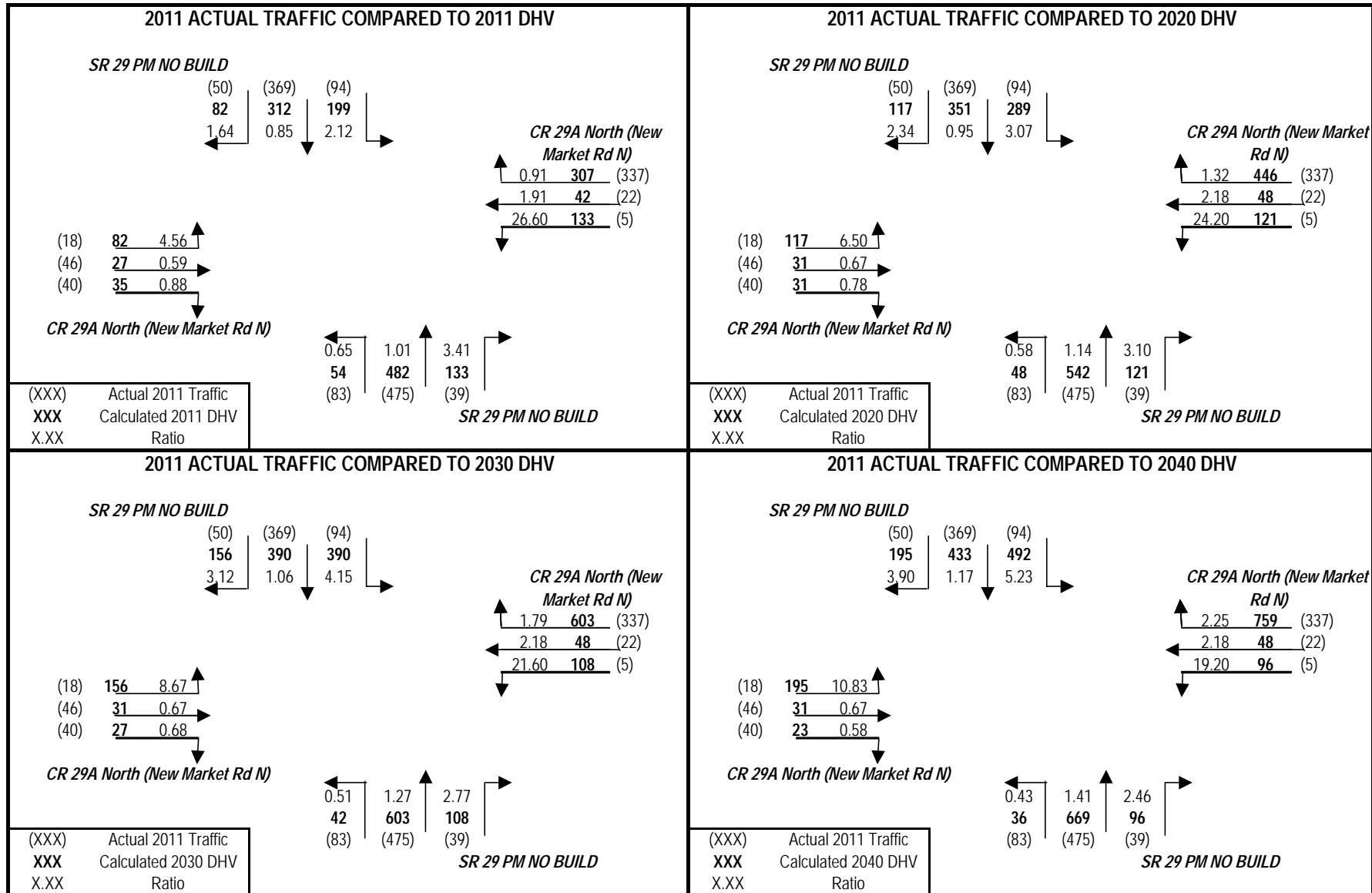




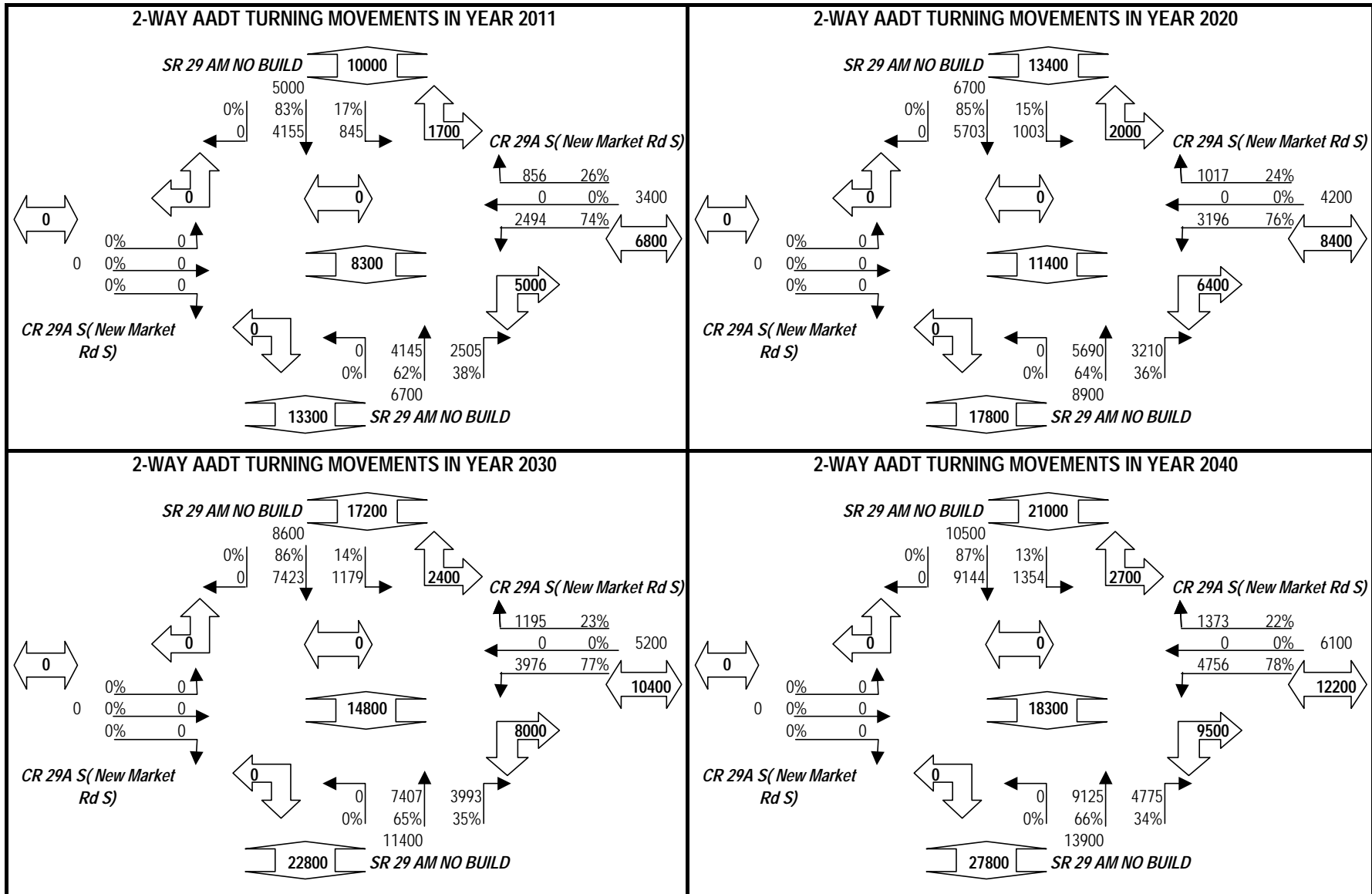
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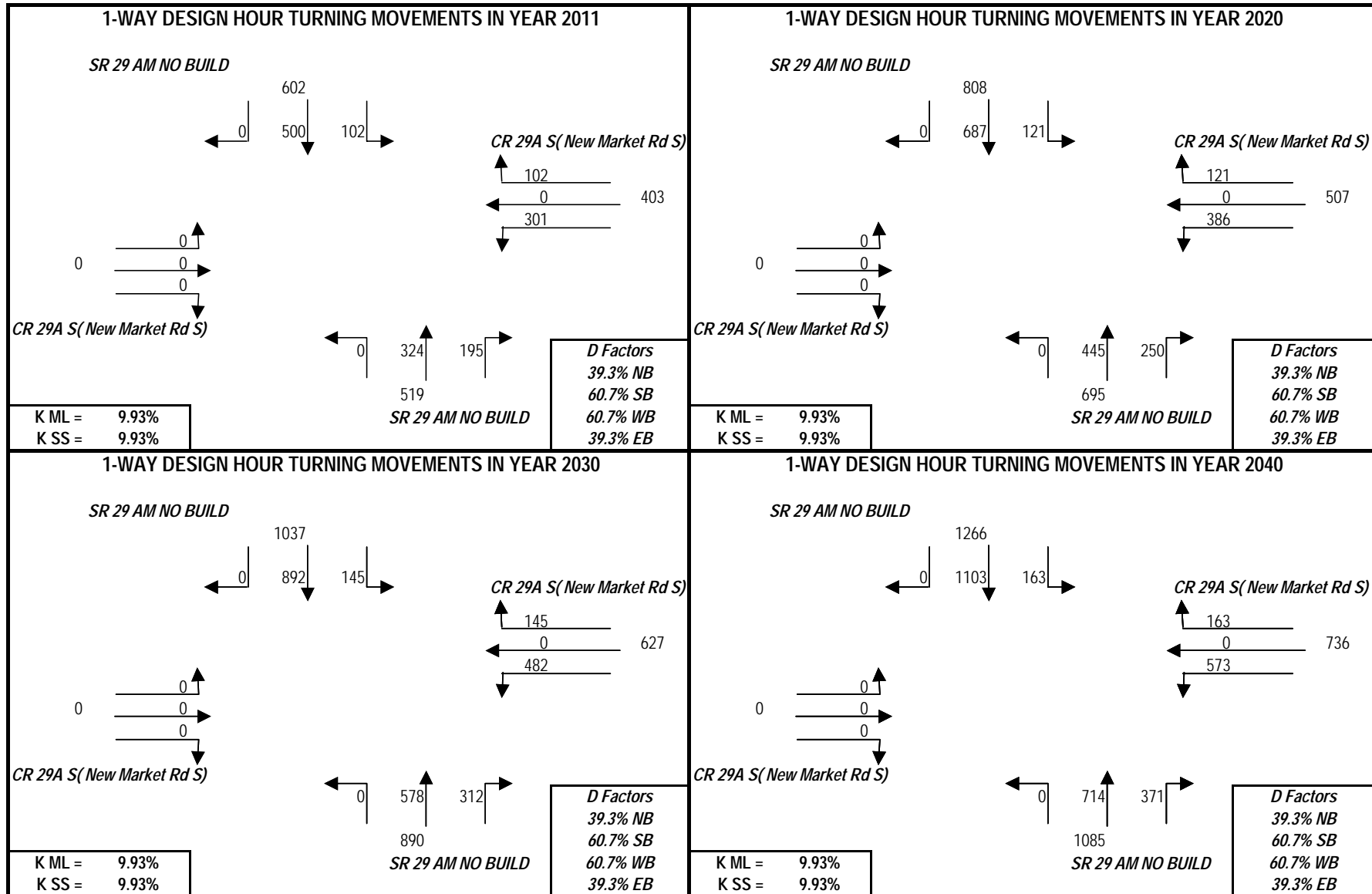
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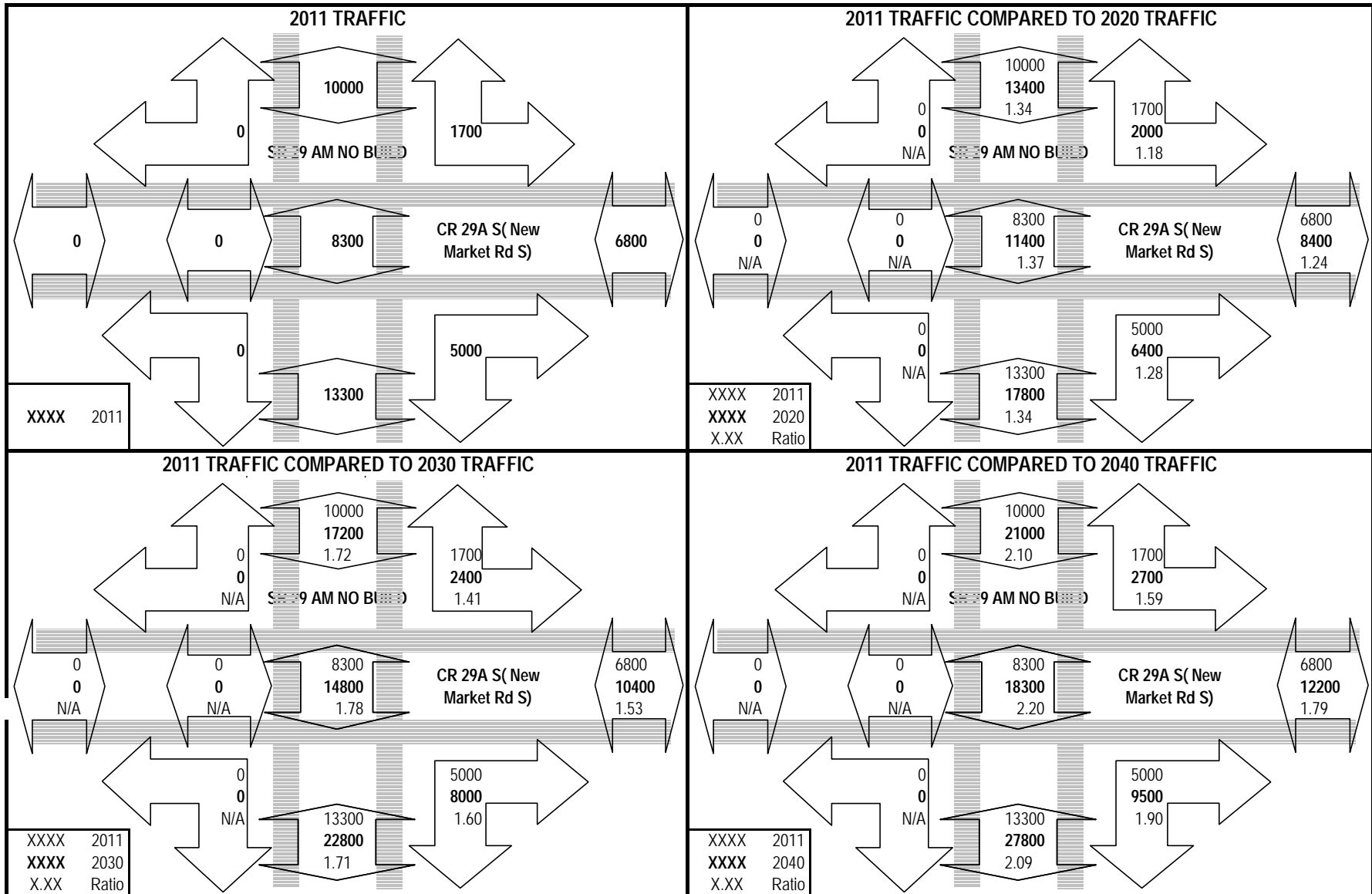
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



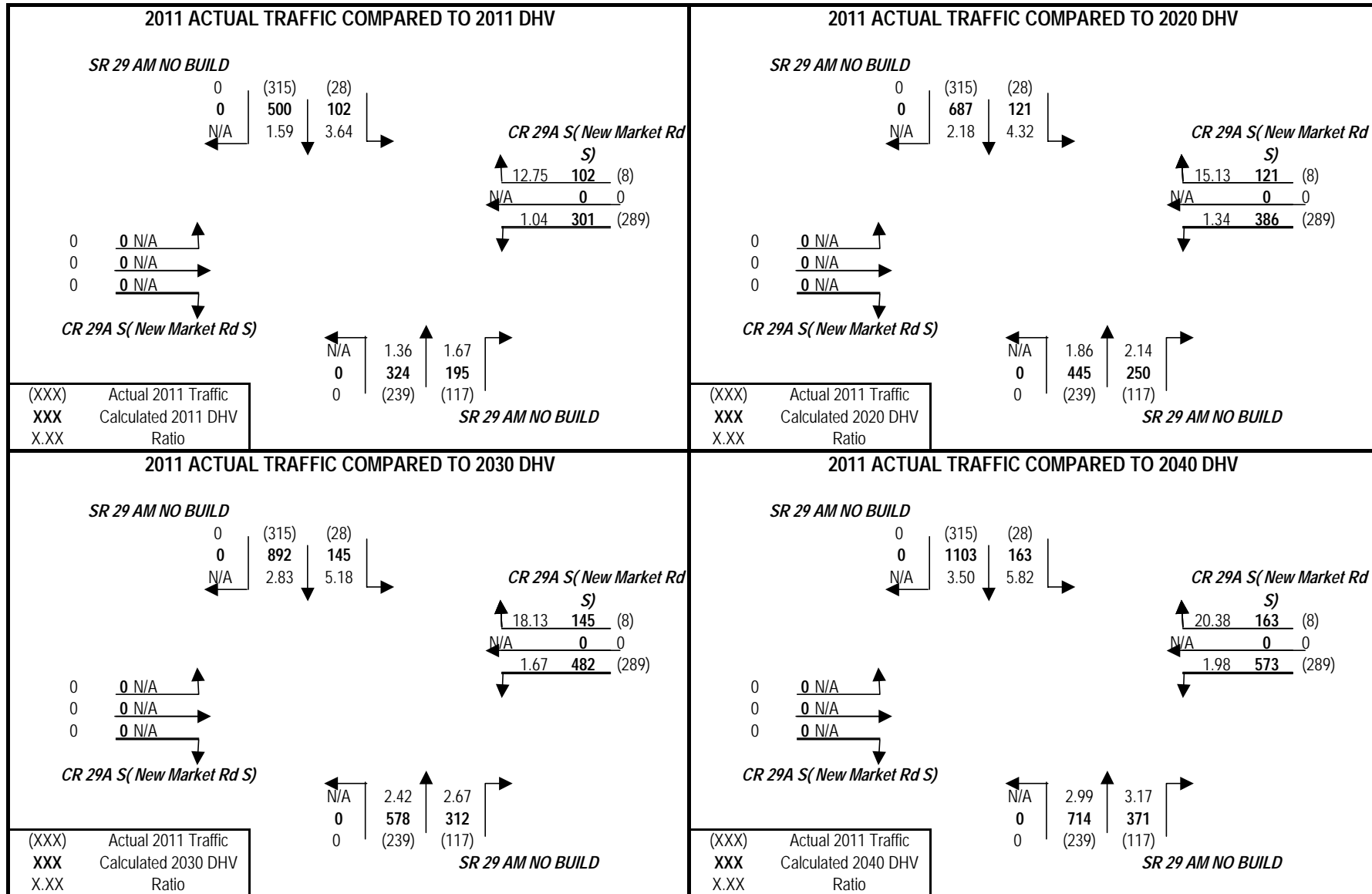
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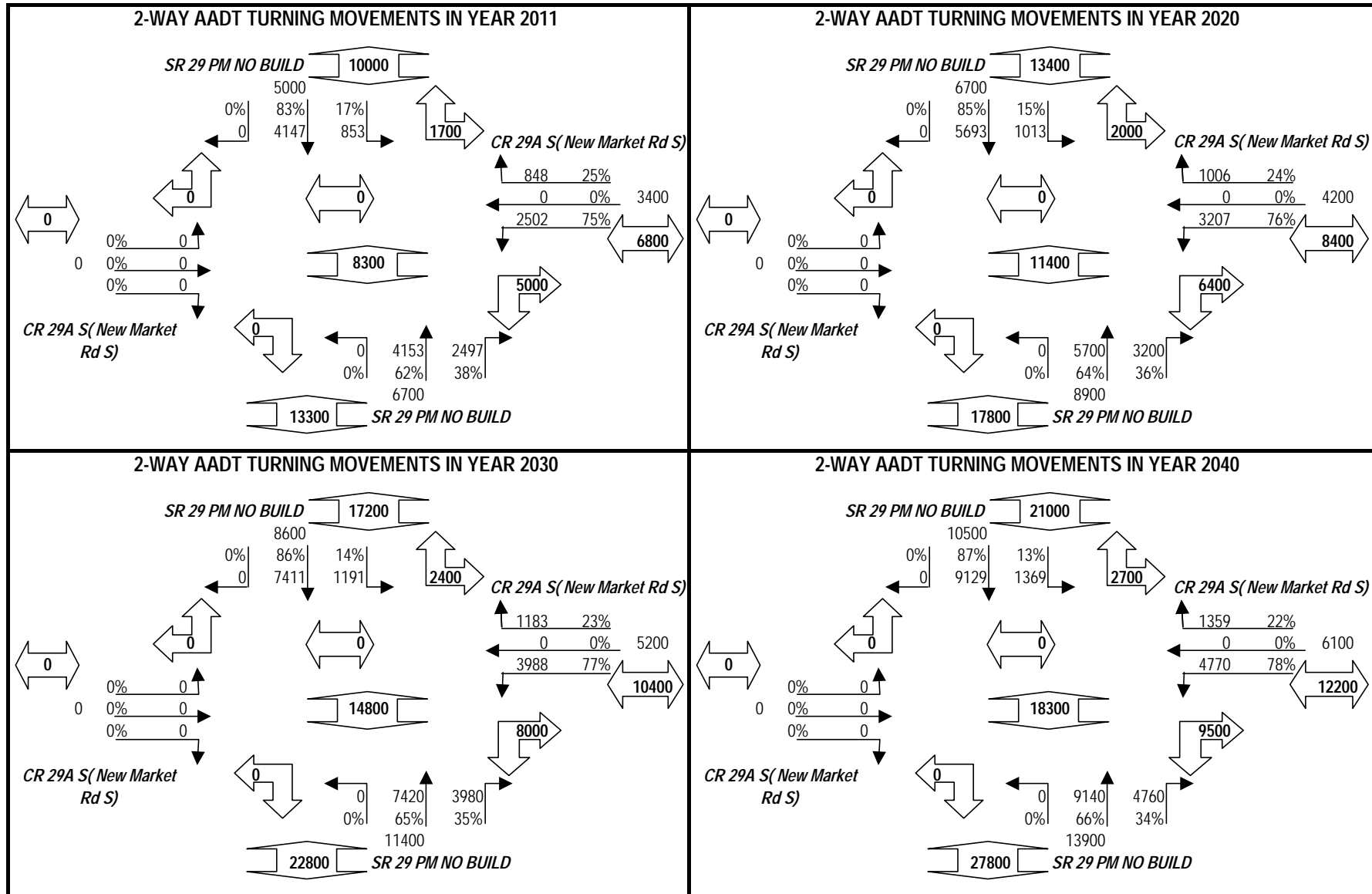
# PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



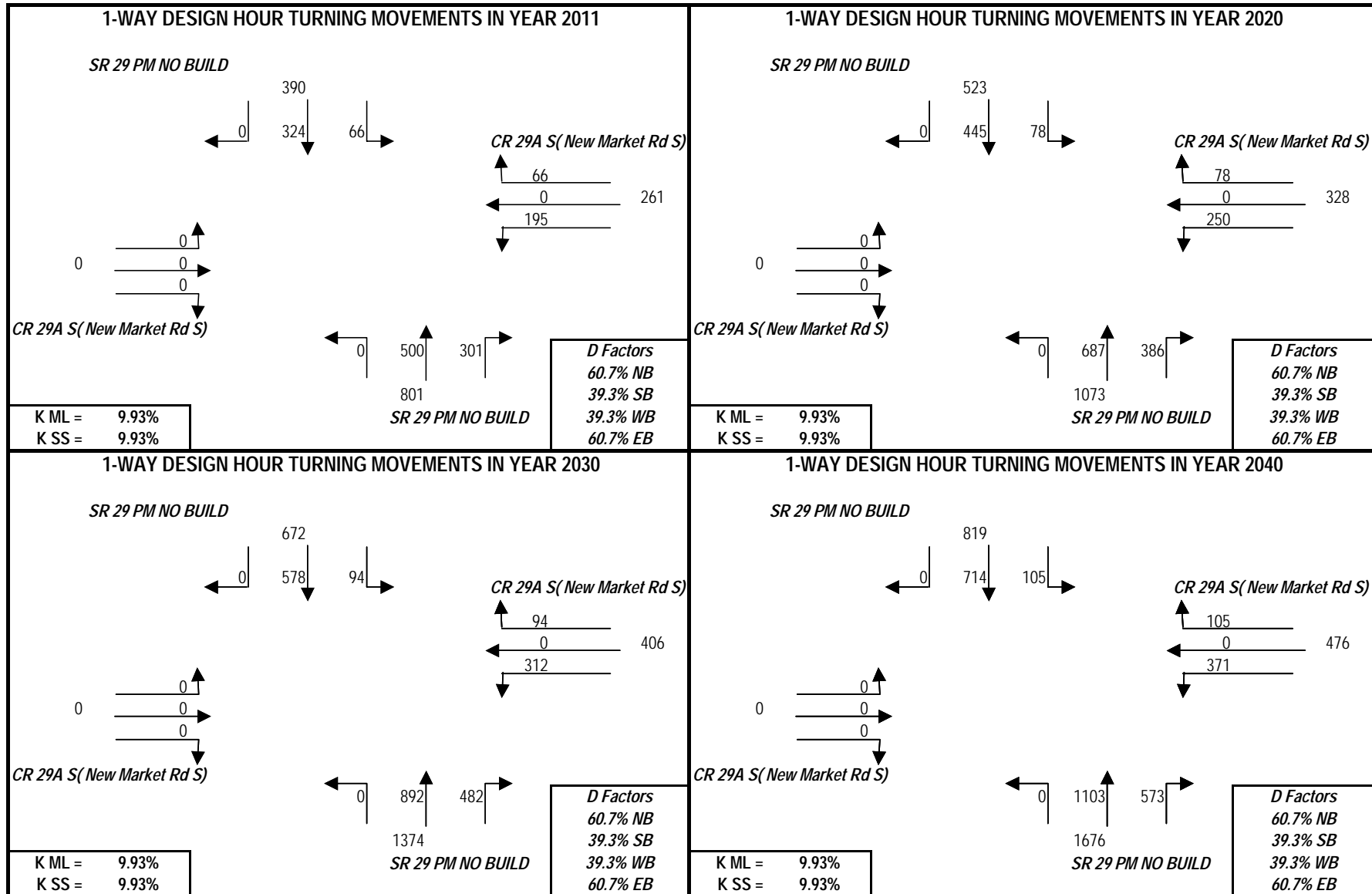
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82

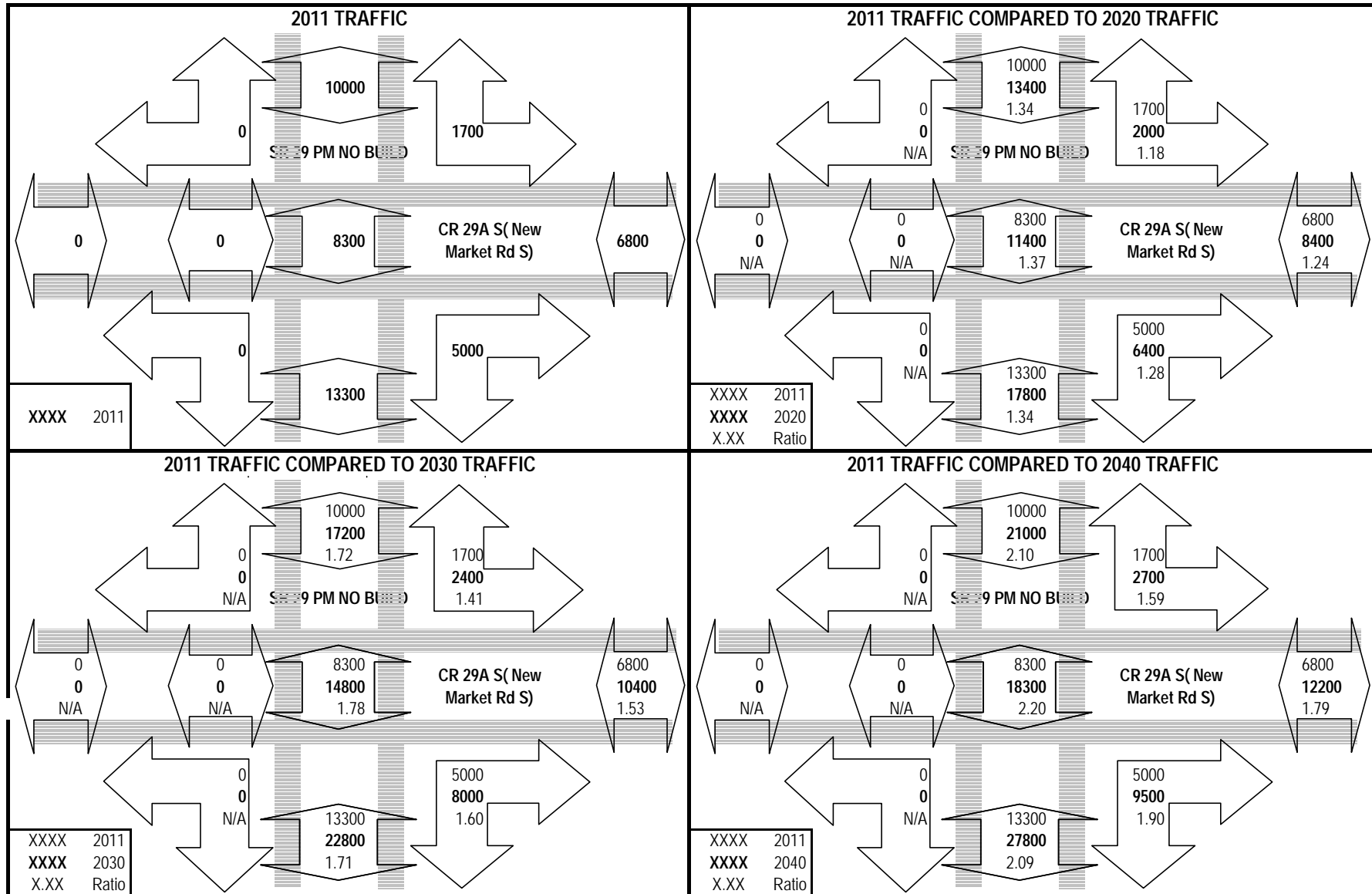


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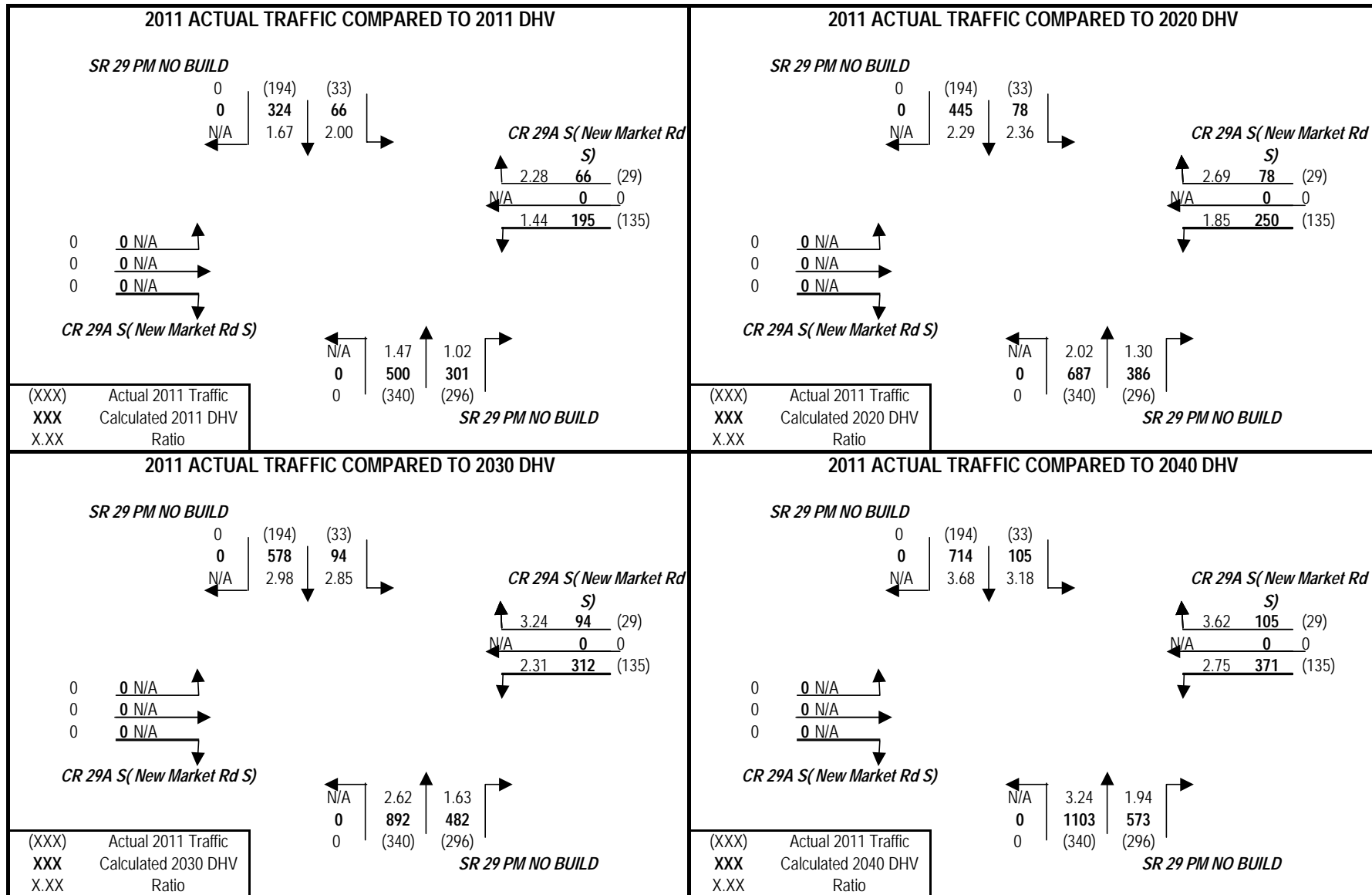




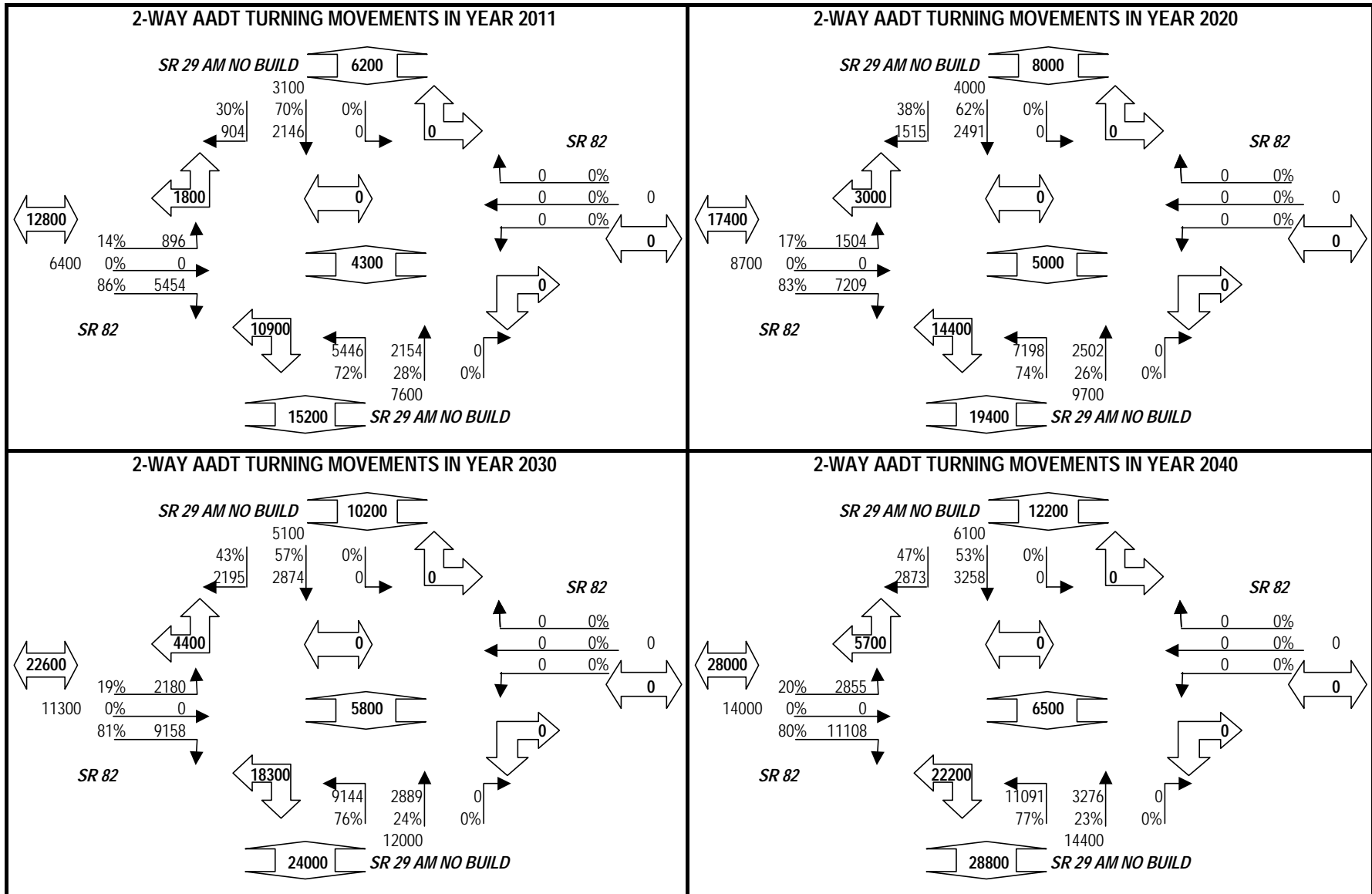
# PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



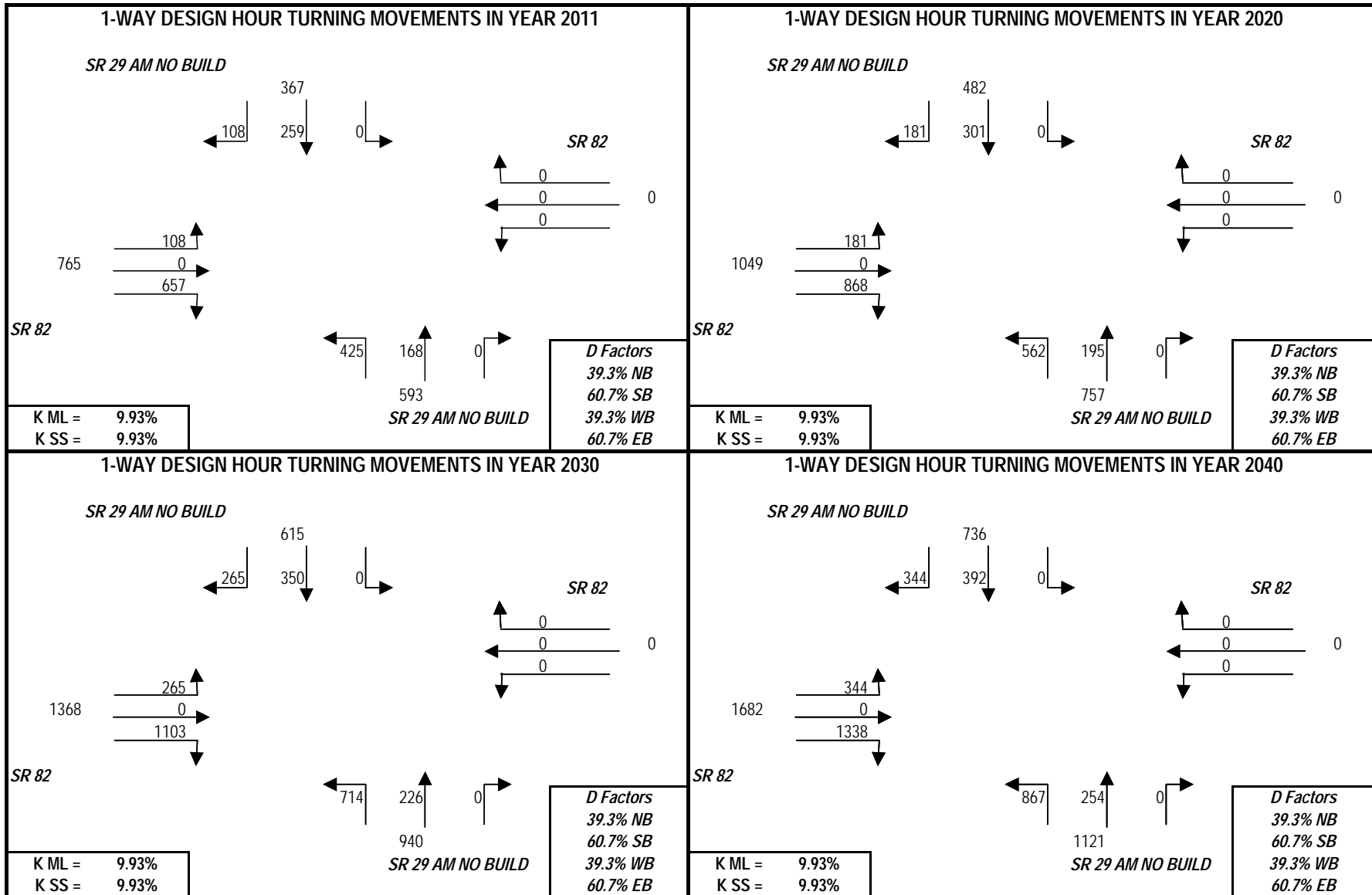
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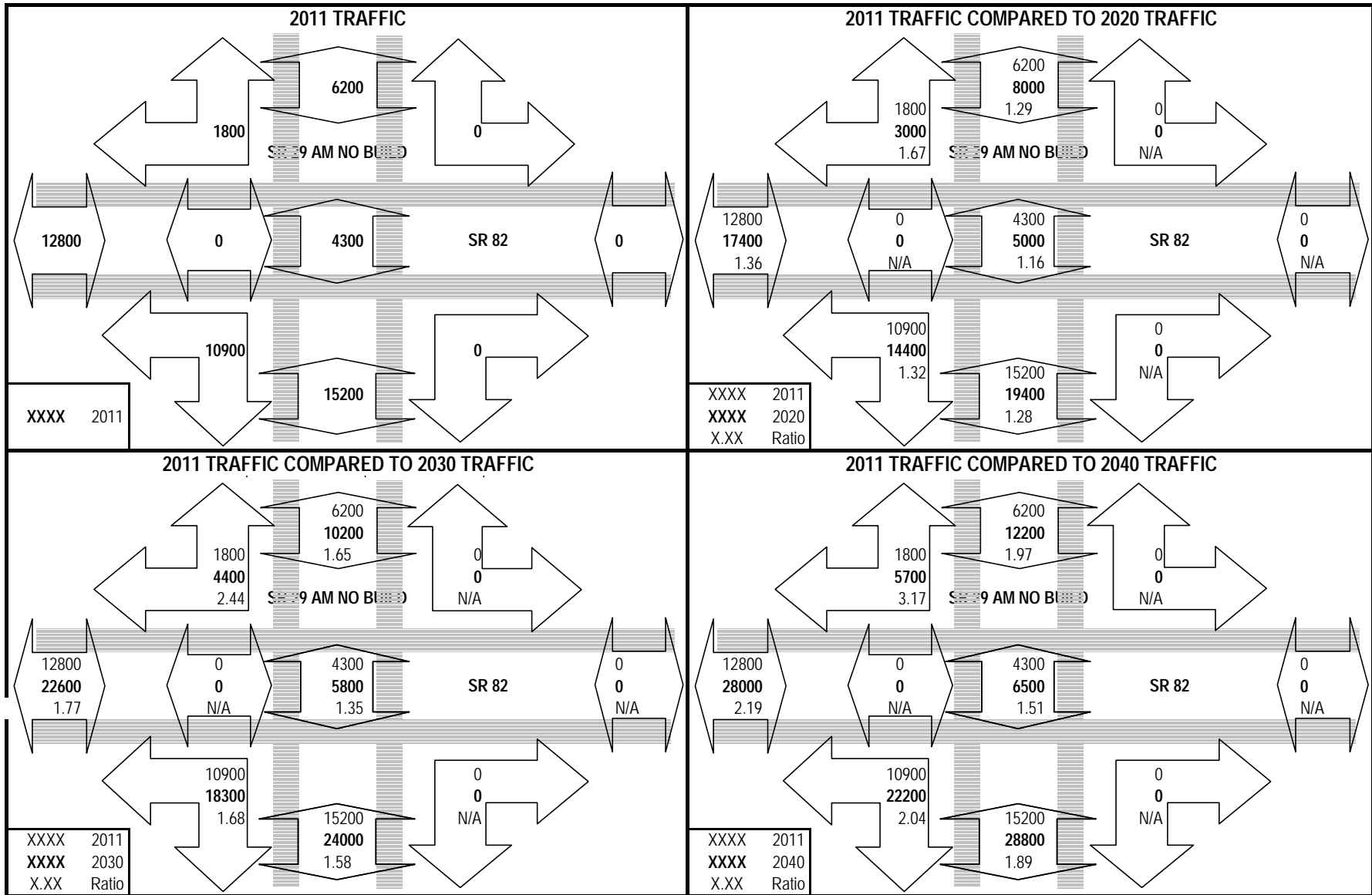
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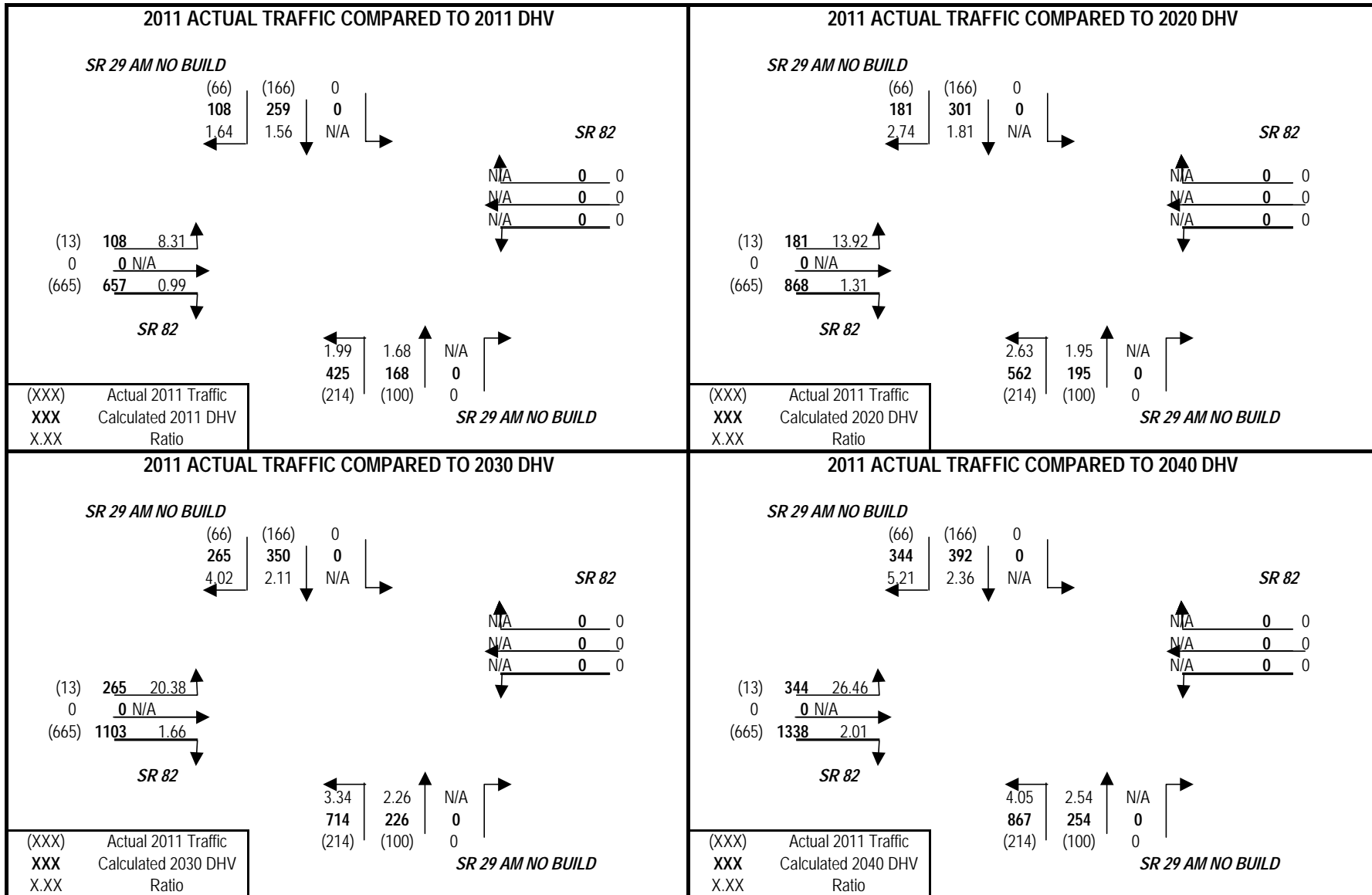
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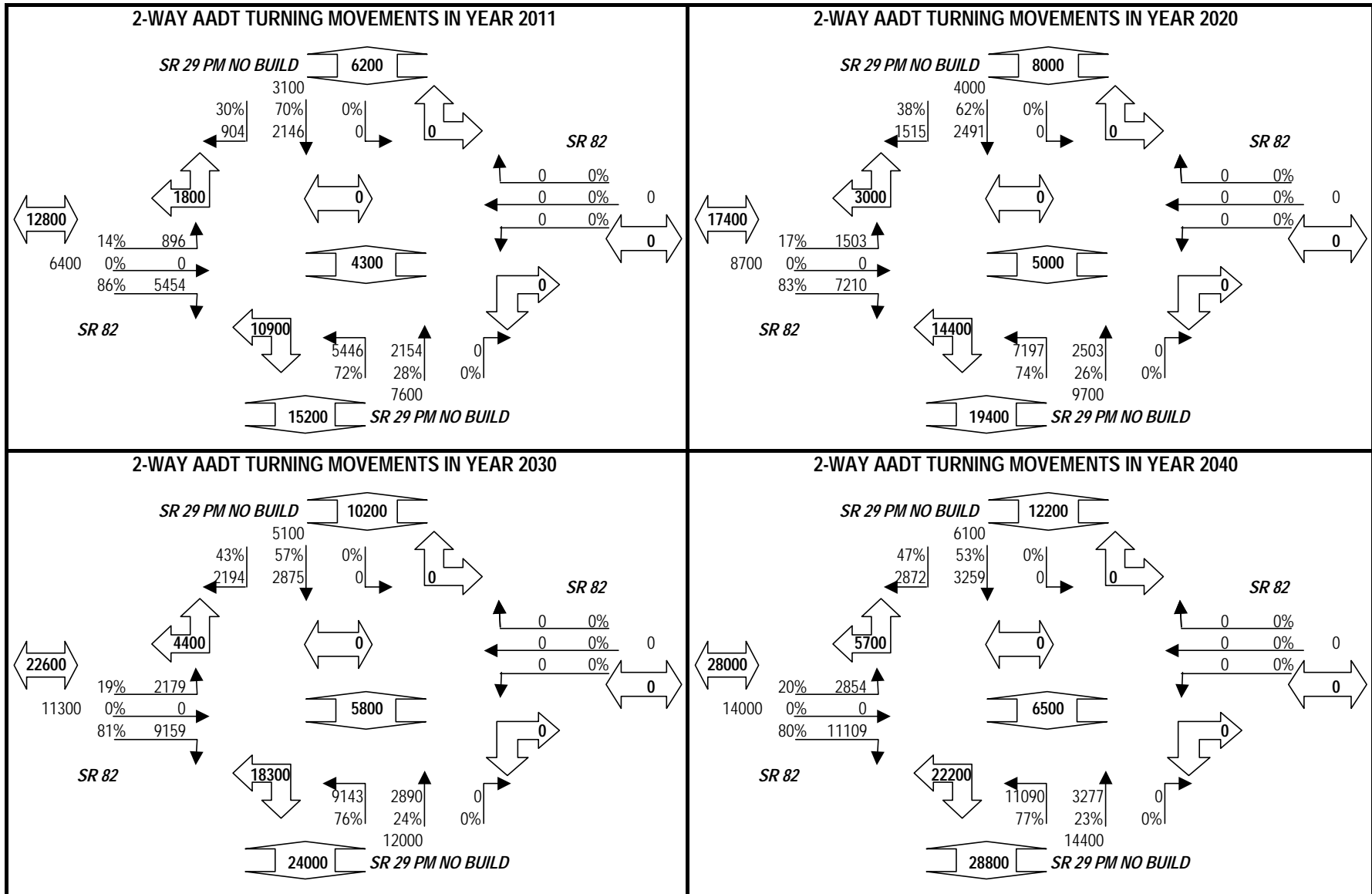
**PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT SR 82: Oil Well Rd TO SR 82**



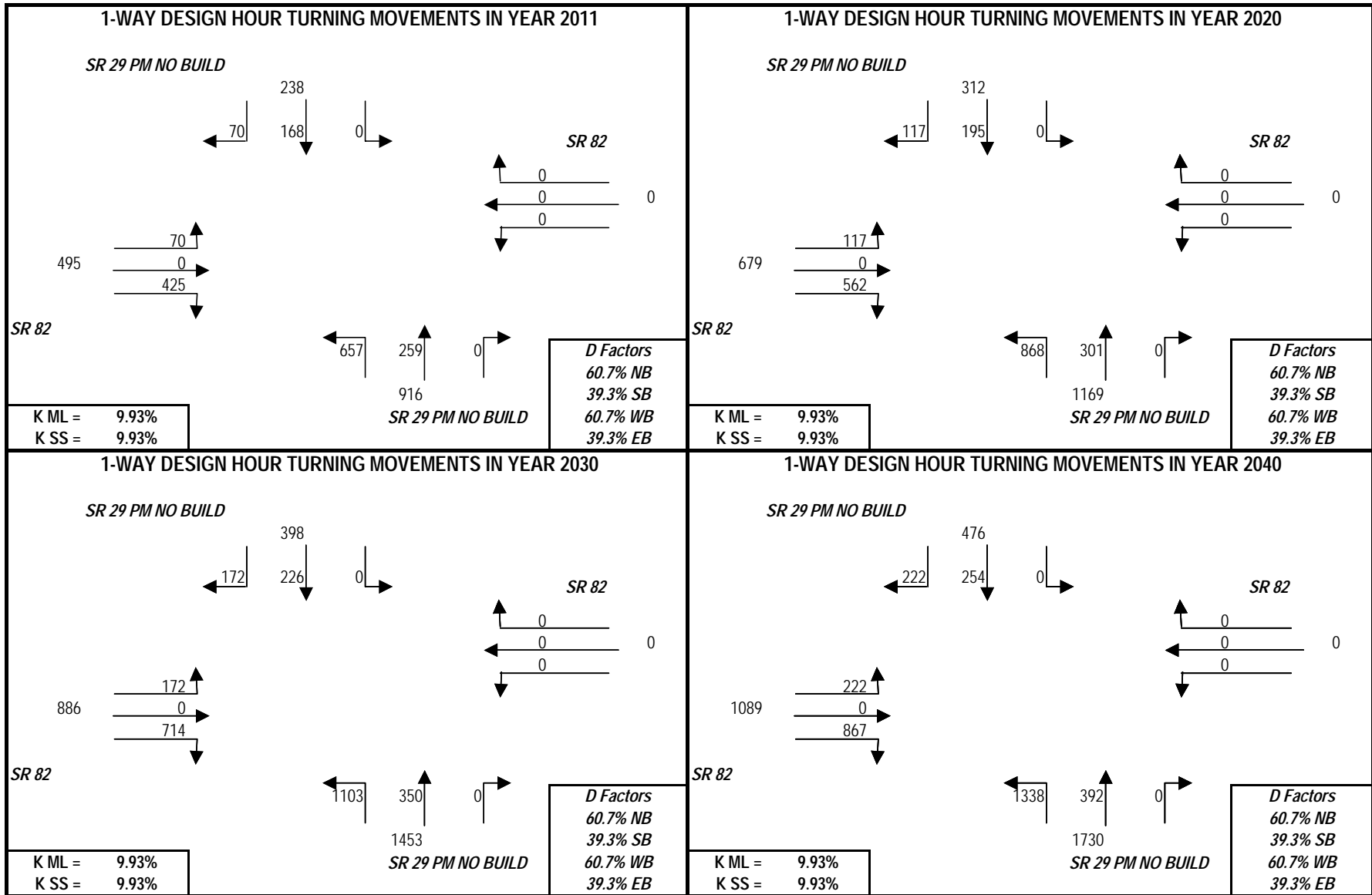
## PROJECT TRAFFIC FOR SR 29 AM NO BUILD AT SR 82: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT SR 82: Oil Well Rd TO SR 82

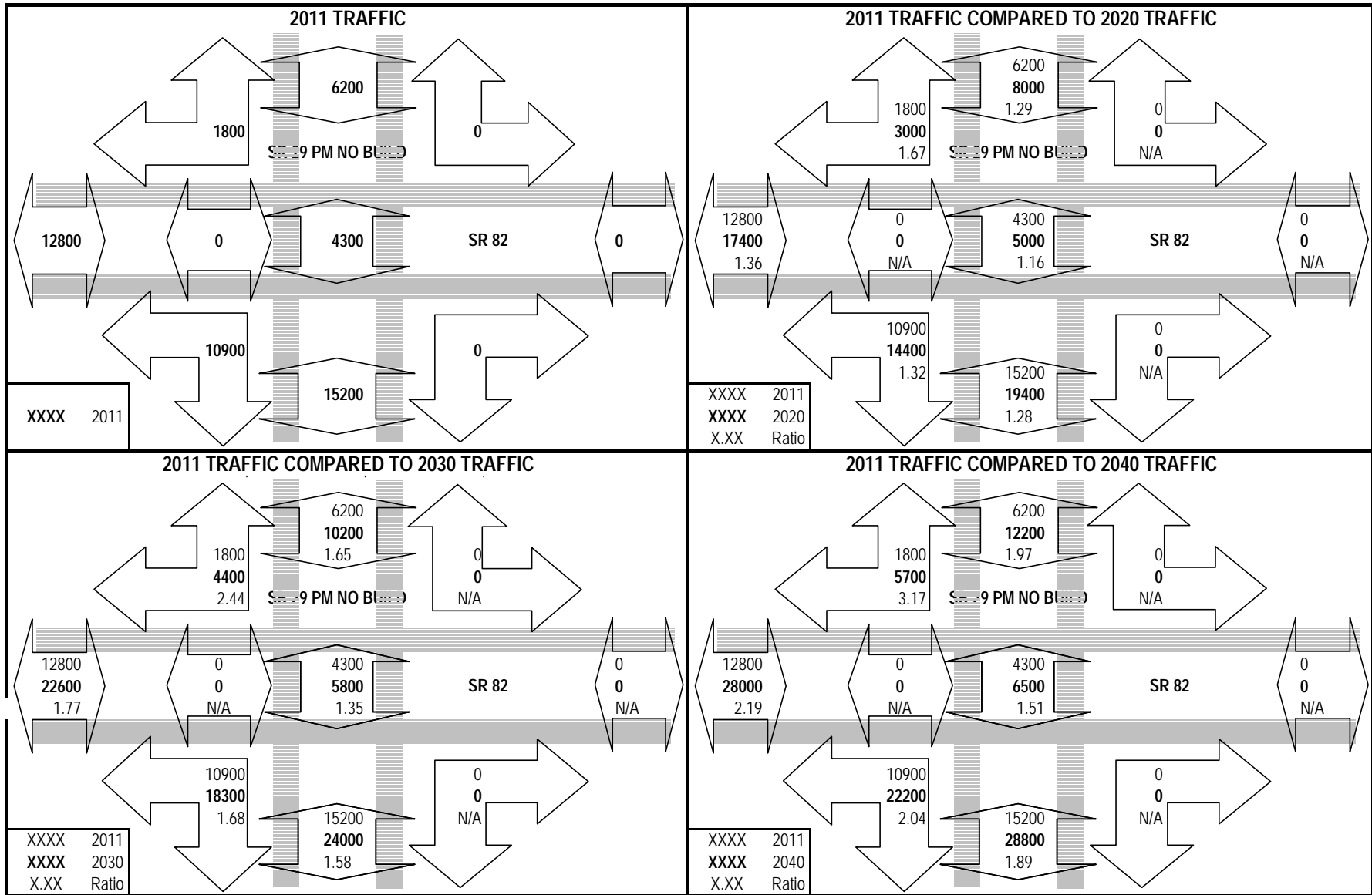


# PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT SR 82: Oil Well Rd TO SR 82

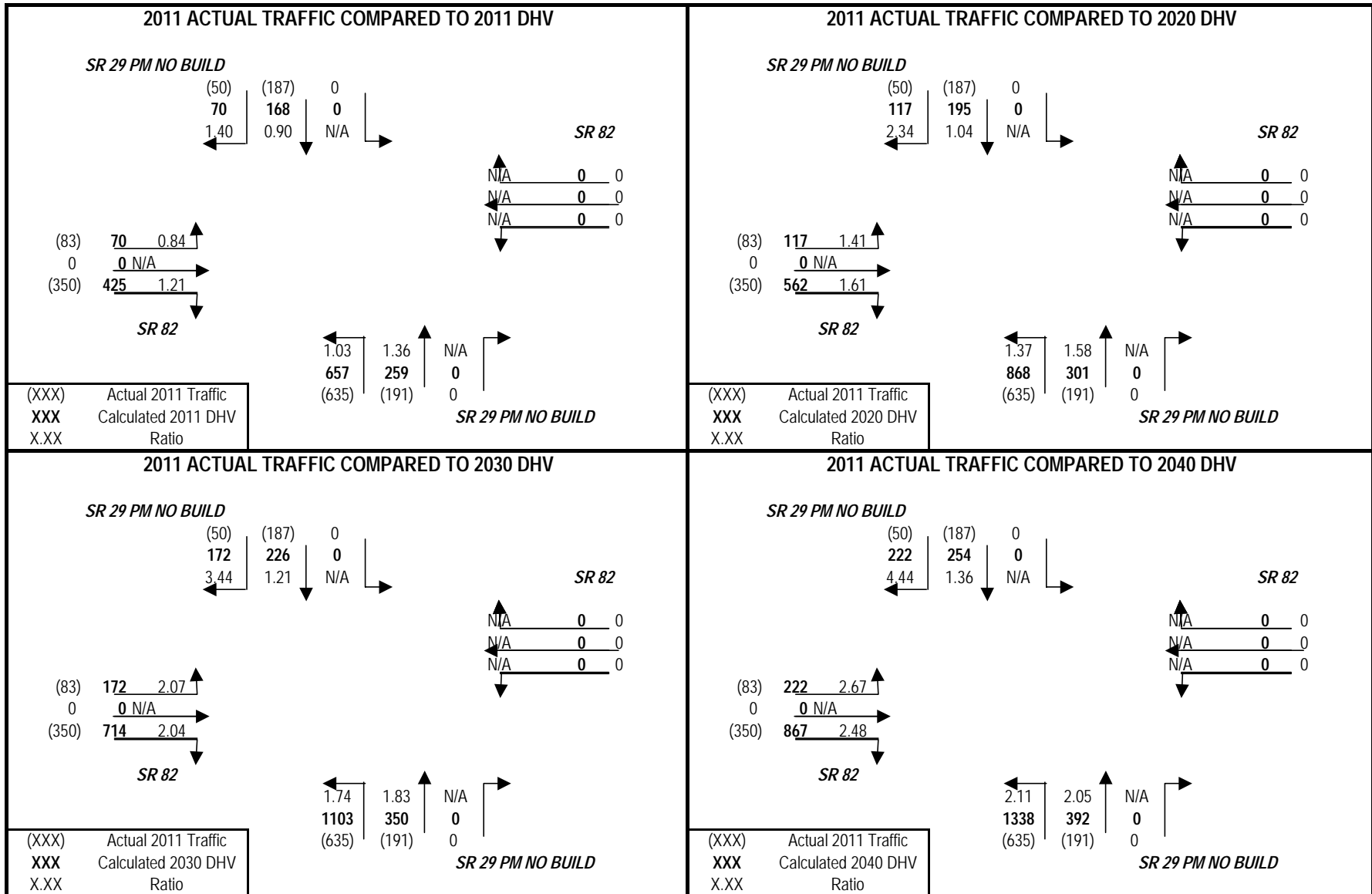




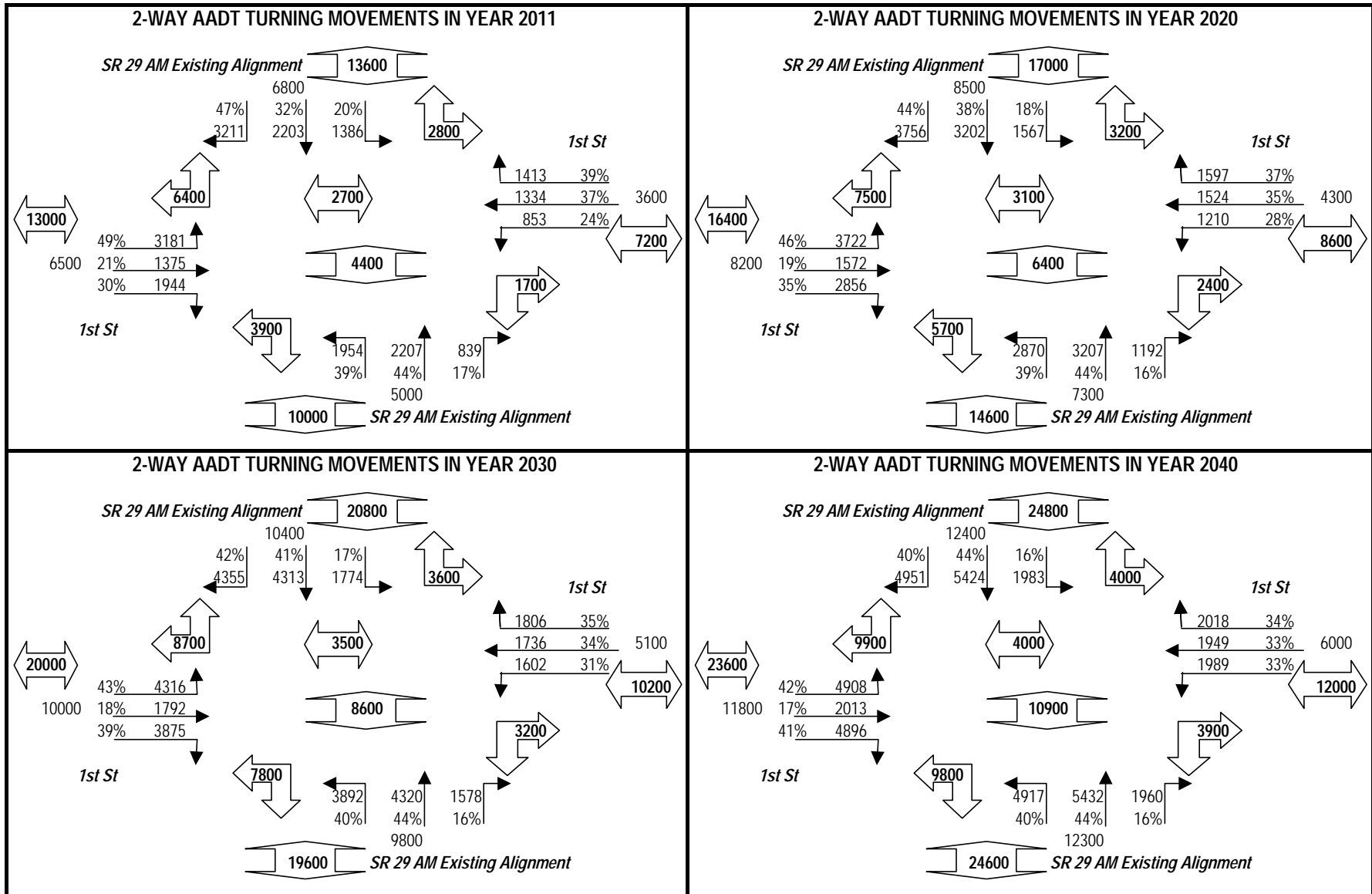
**PROJECT TRAFFIC FOR SR 29 PM NO BUILD AT SR 82: Oil Well Rd TO SR 82**



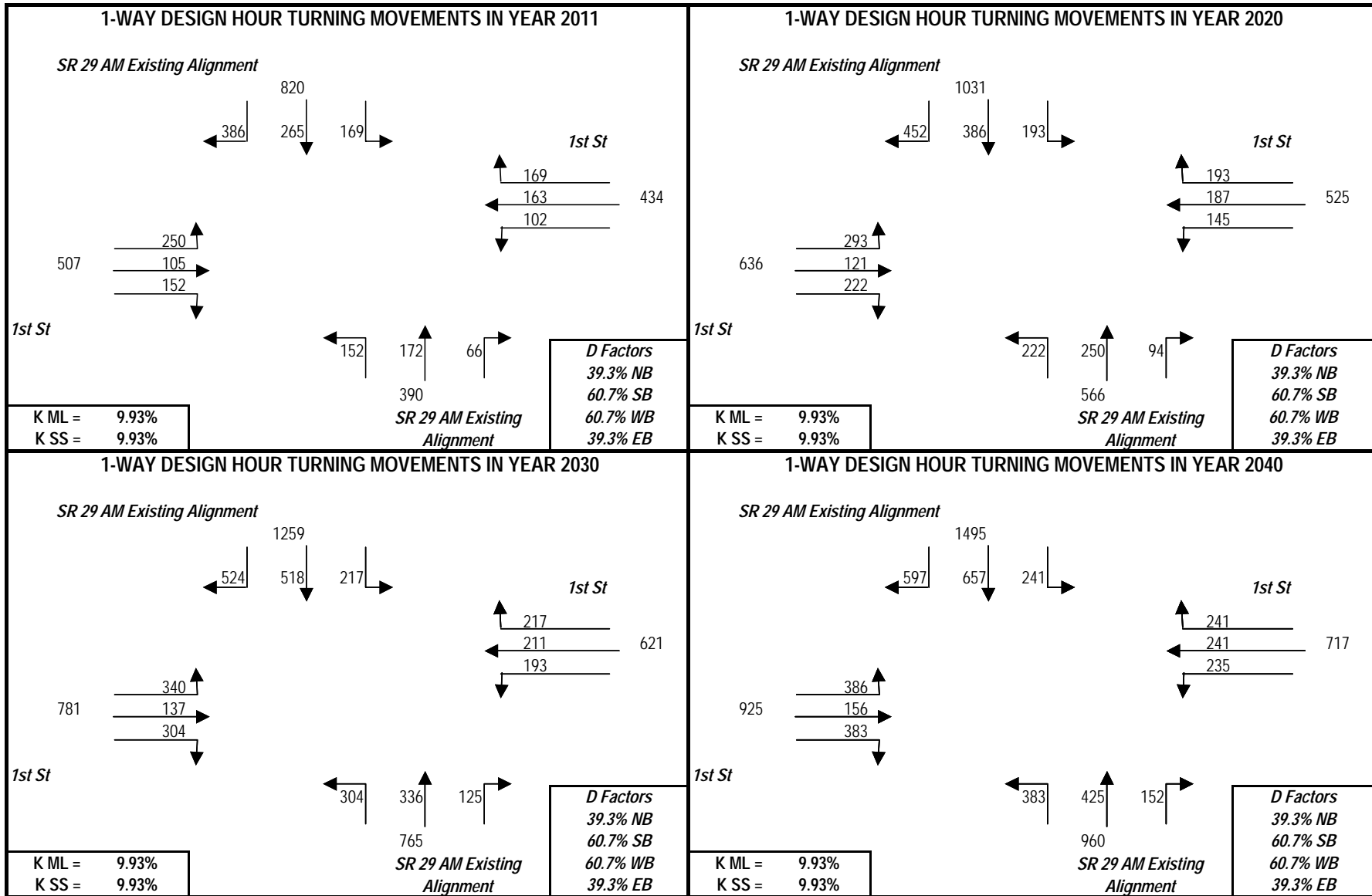
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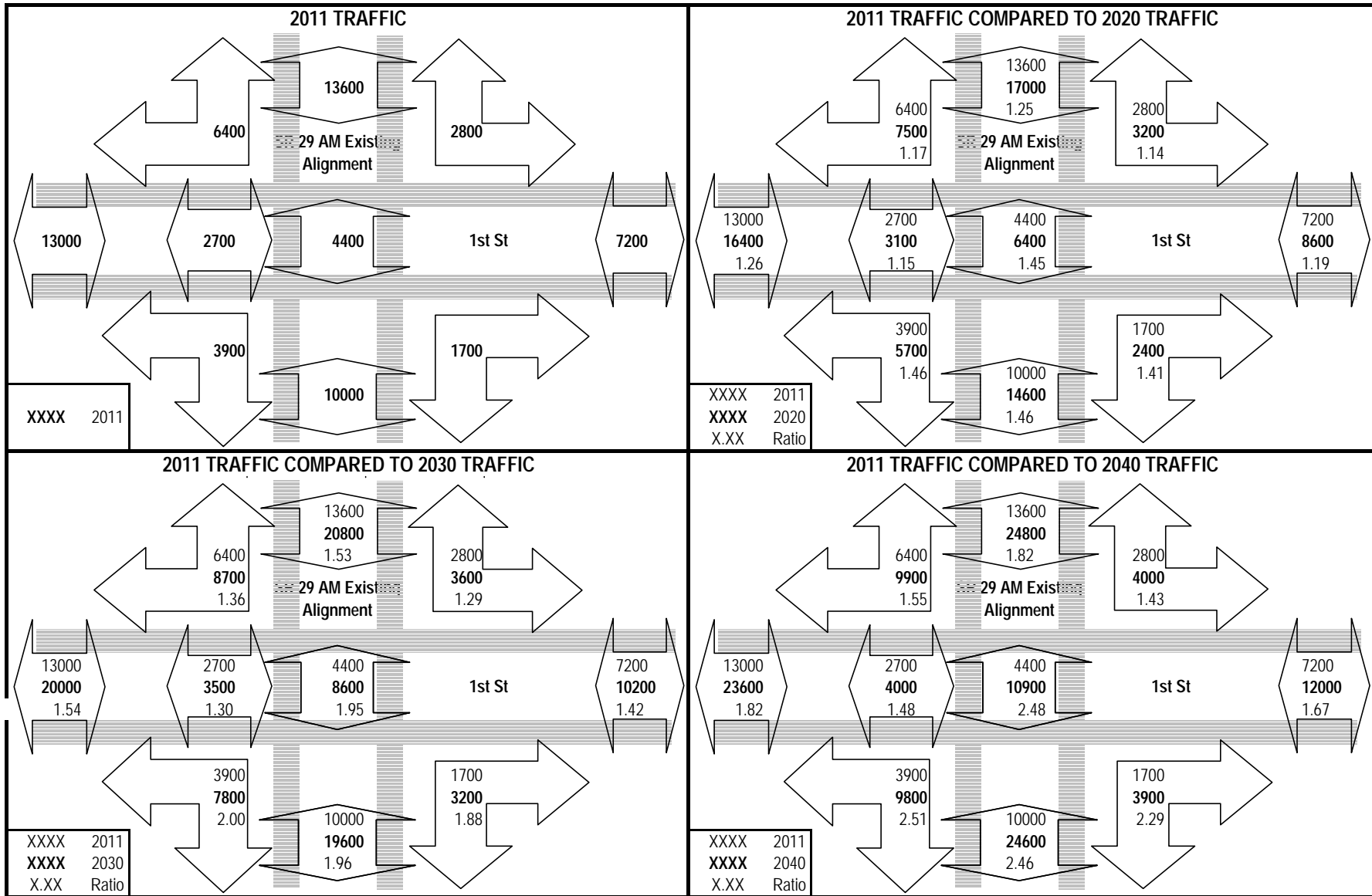
## PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT 1st St: Oil Well Rd TO SR 82



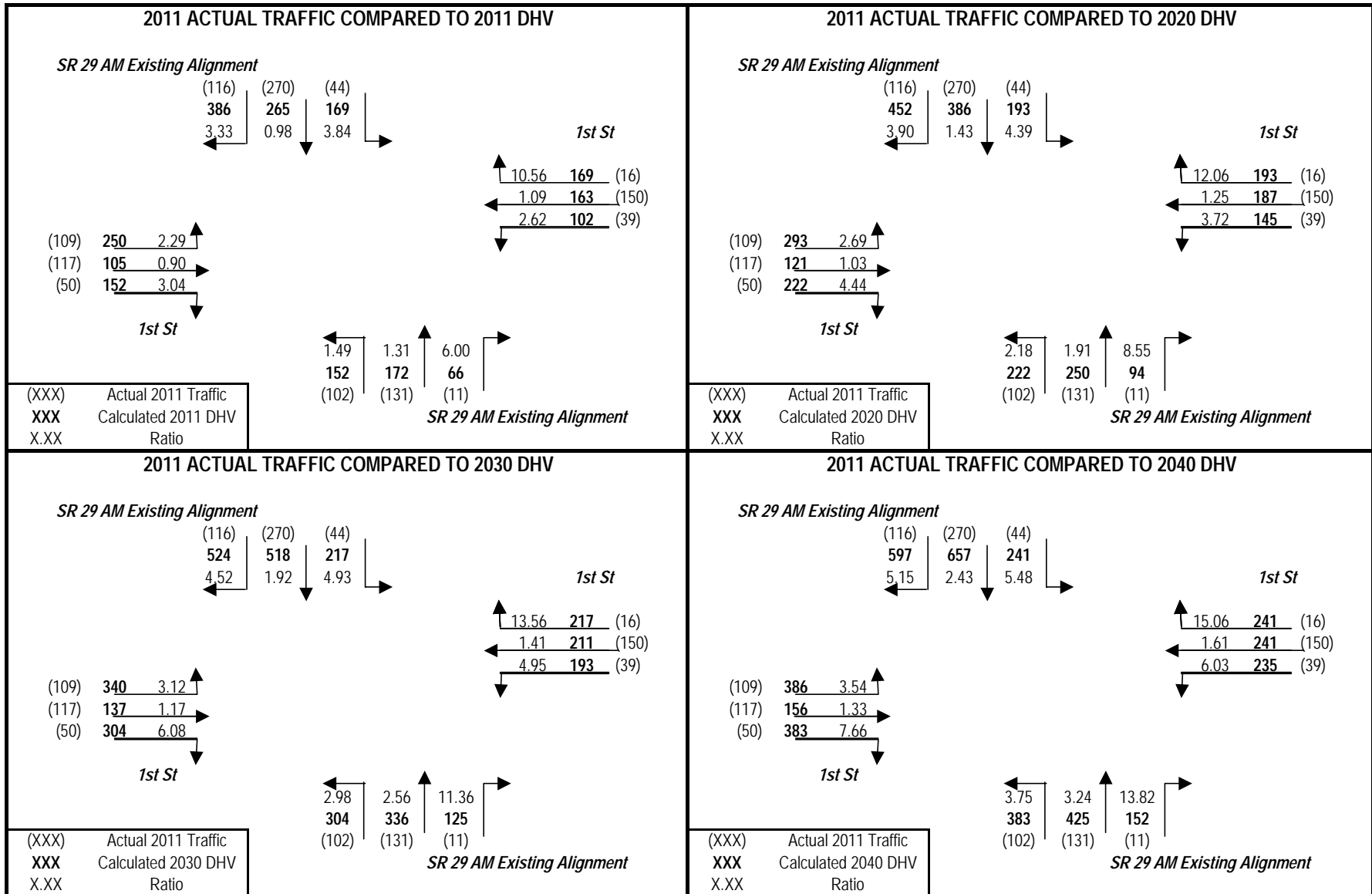
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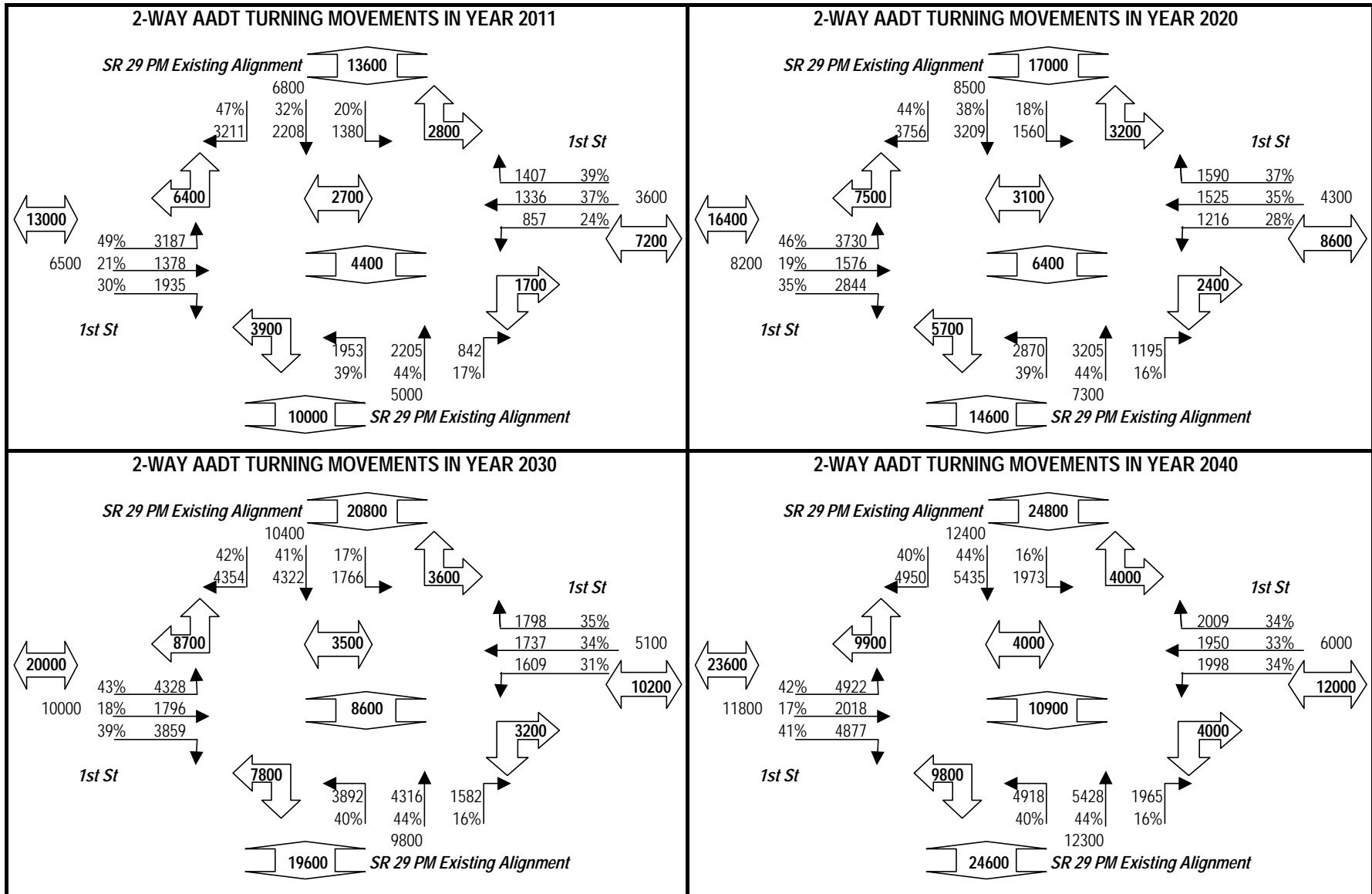
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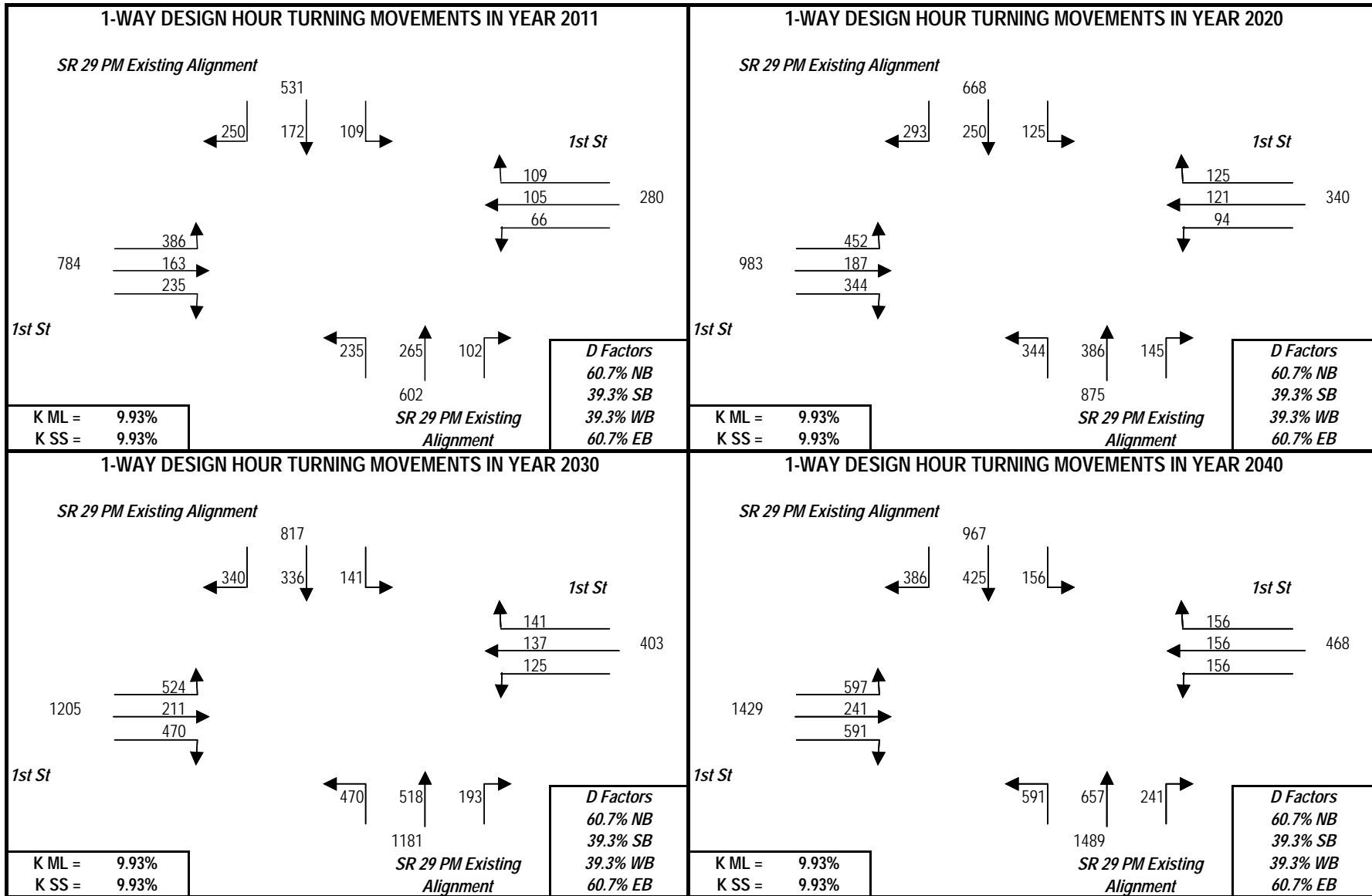
## PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT 1st St: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT 1st St: Oil Well Rd TO SR 82

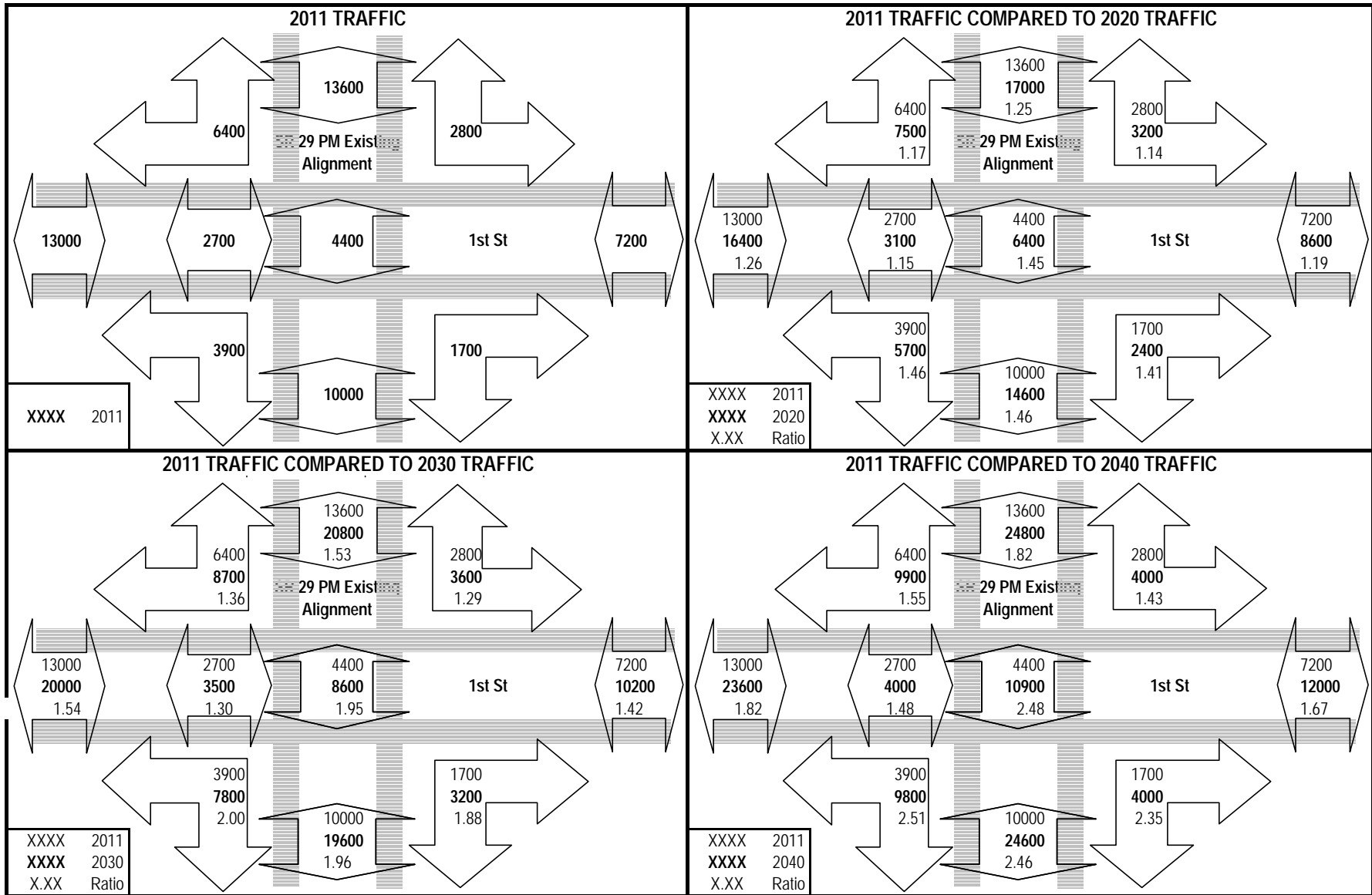


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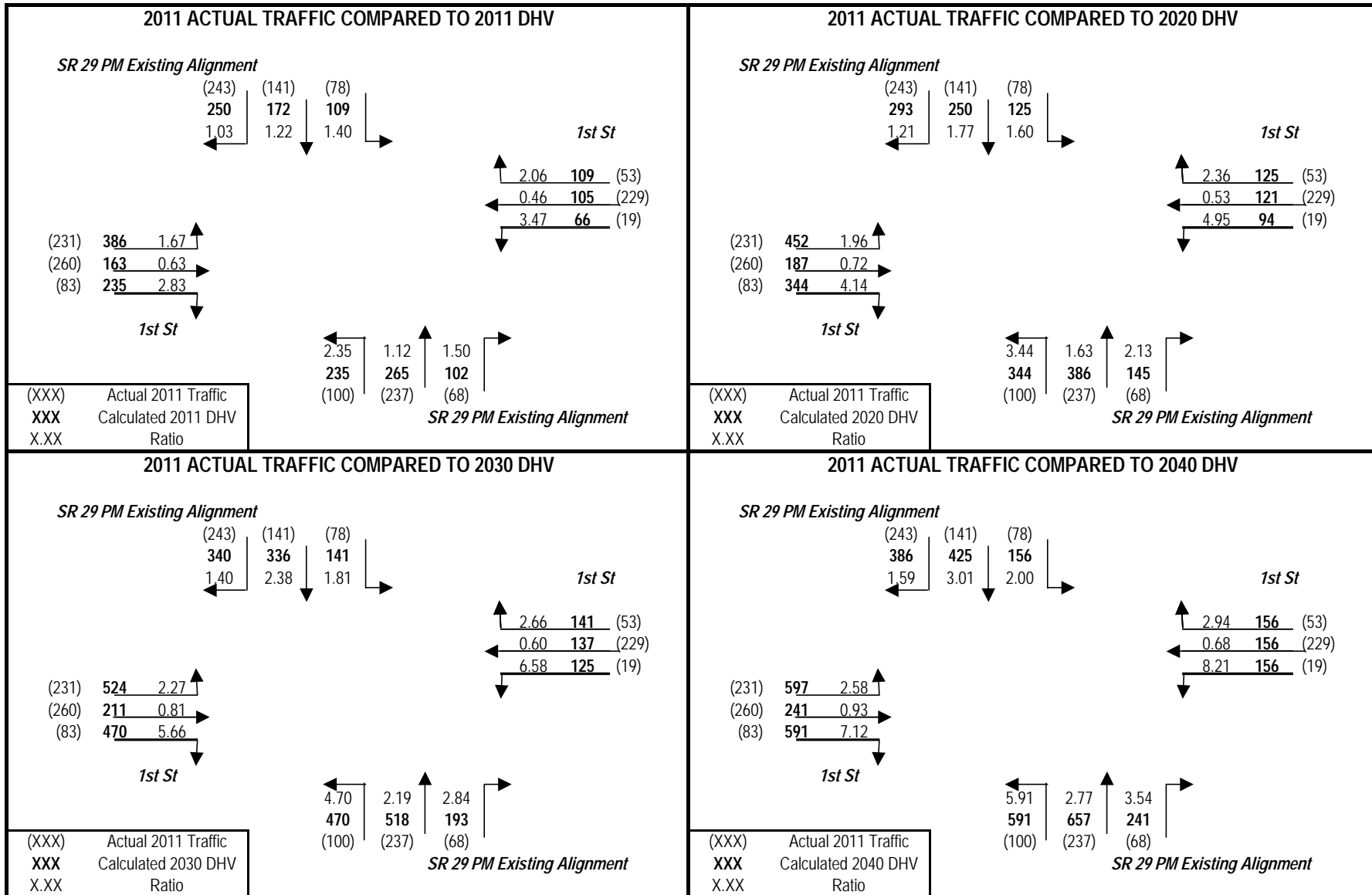




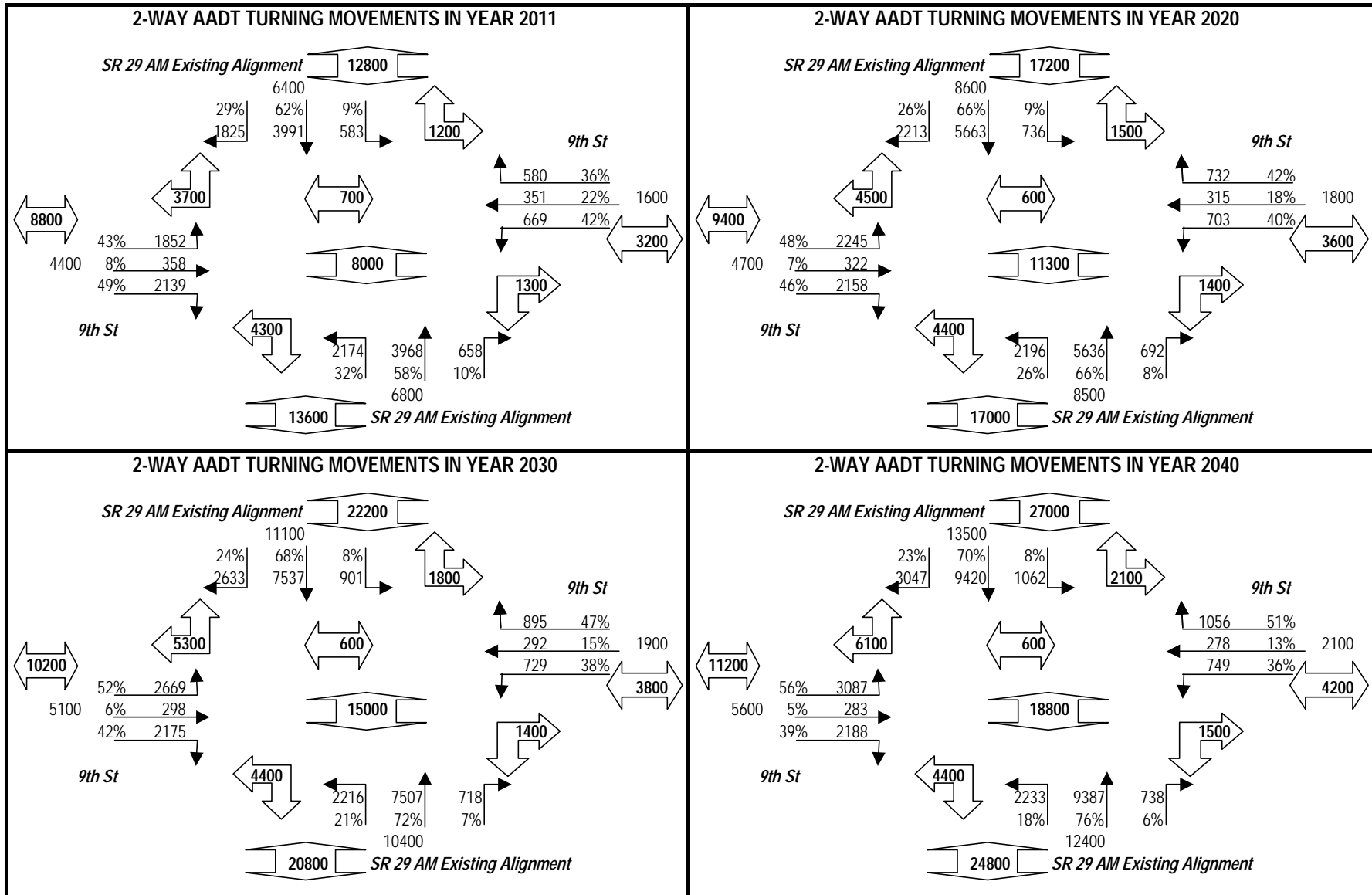
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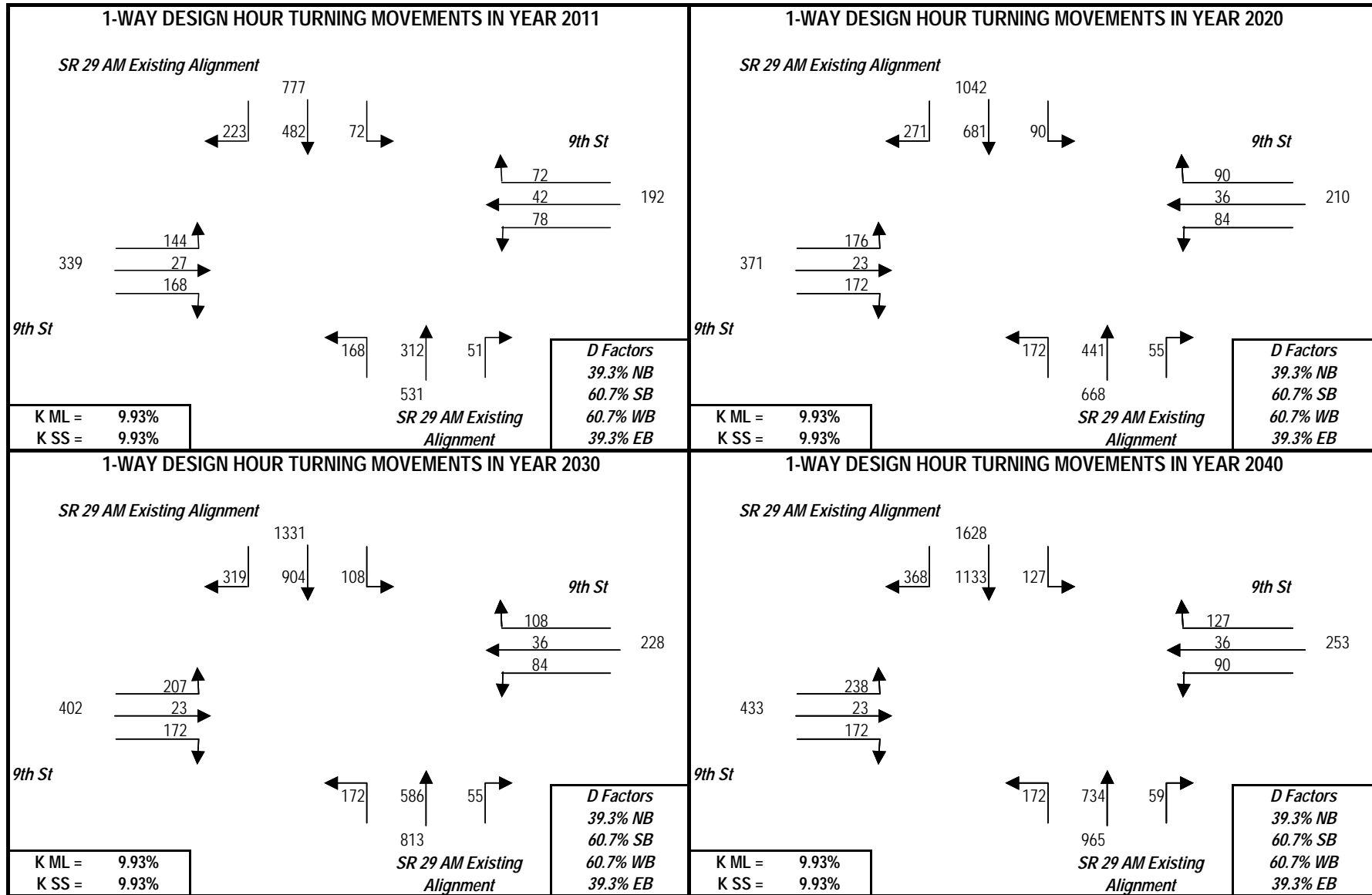
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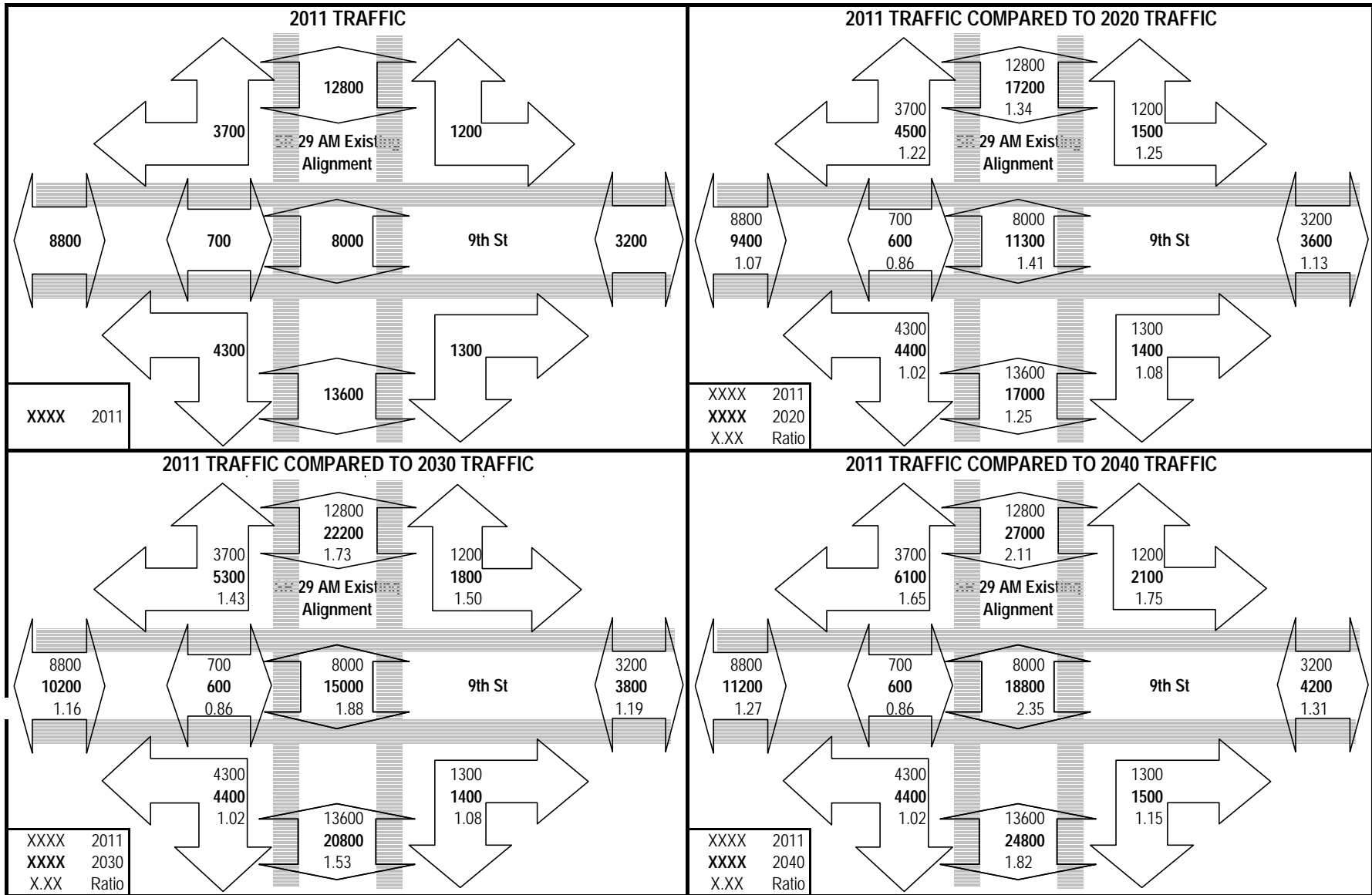
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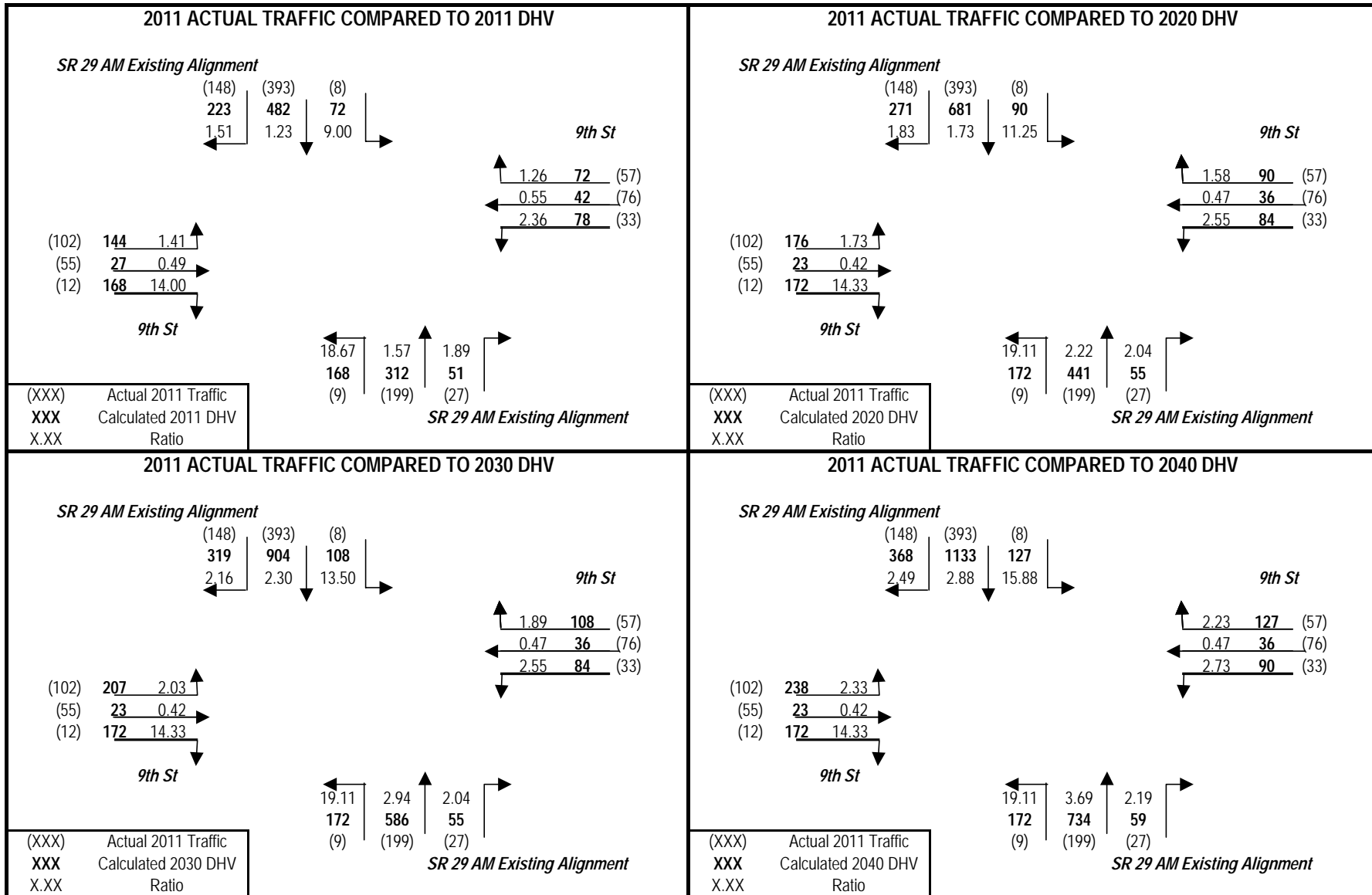
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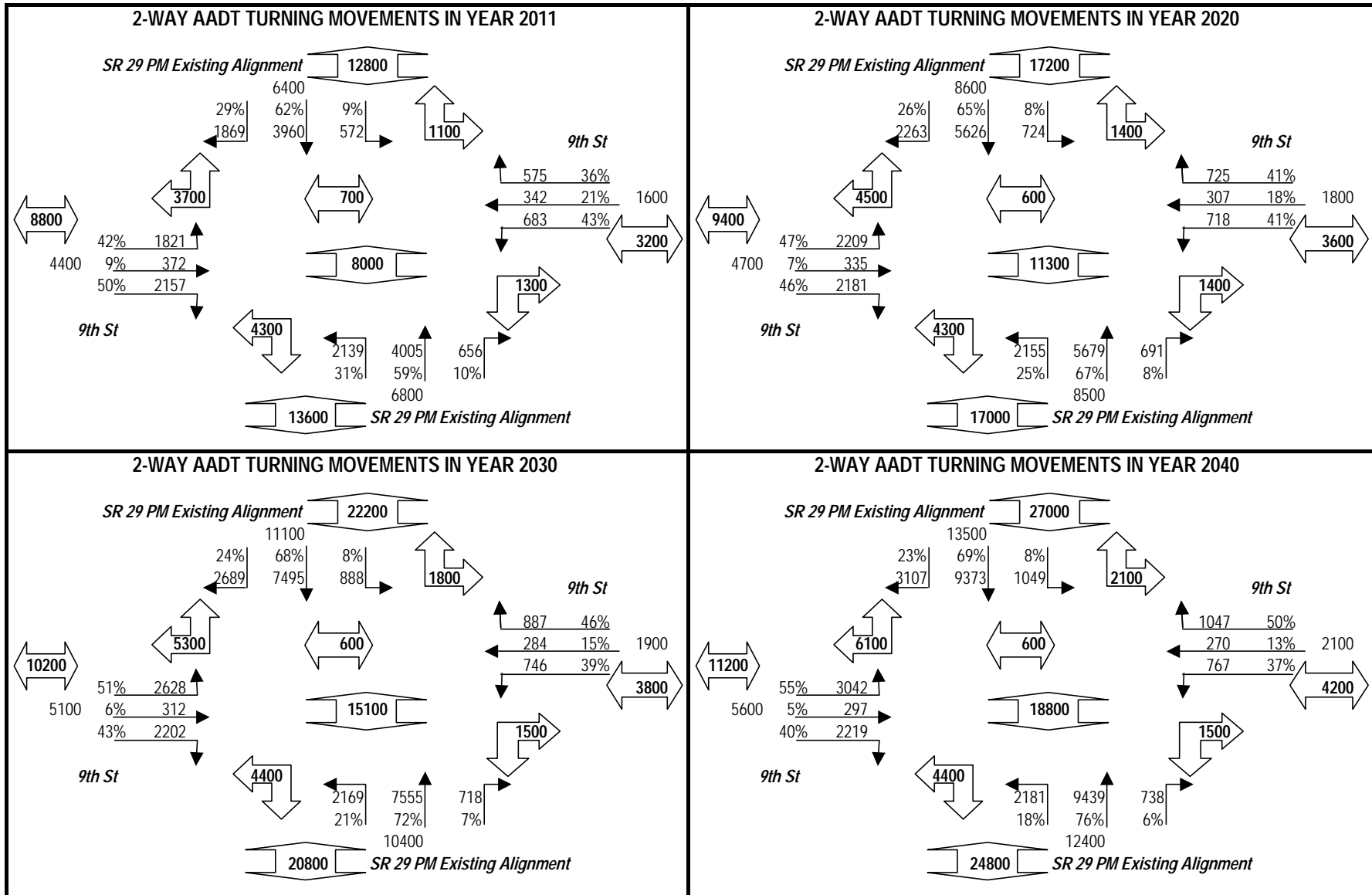
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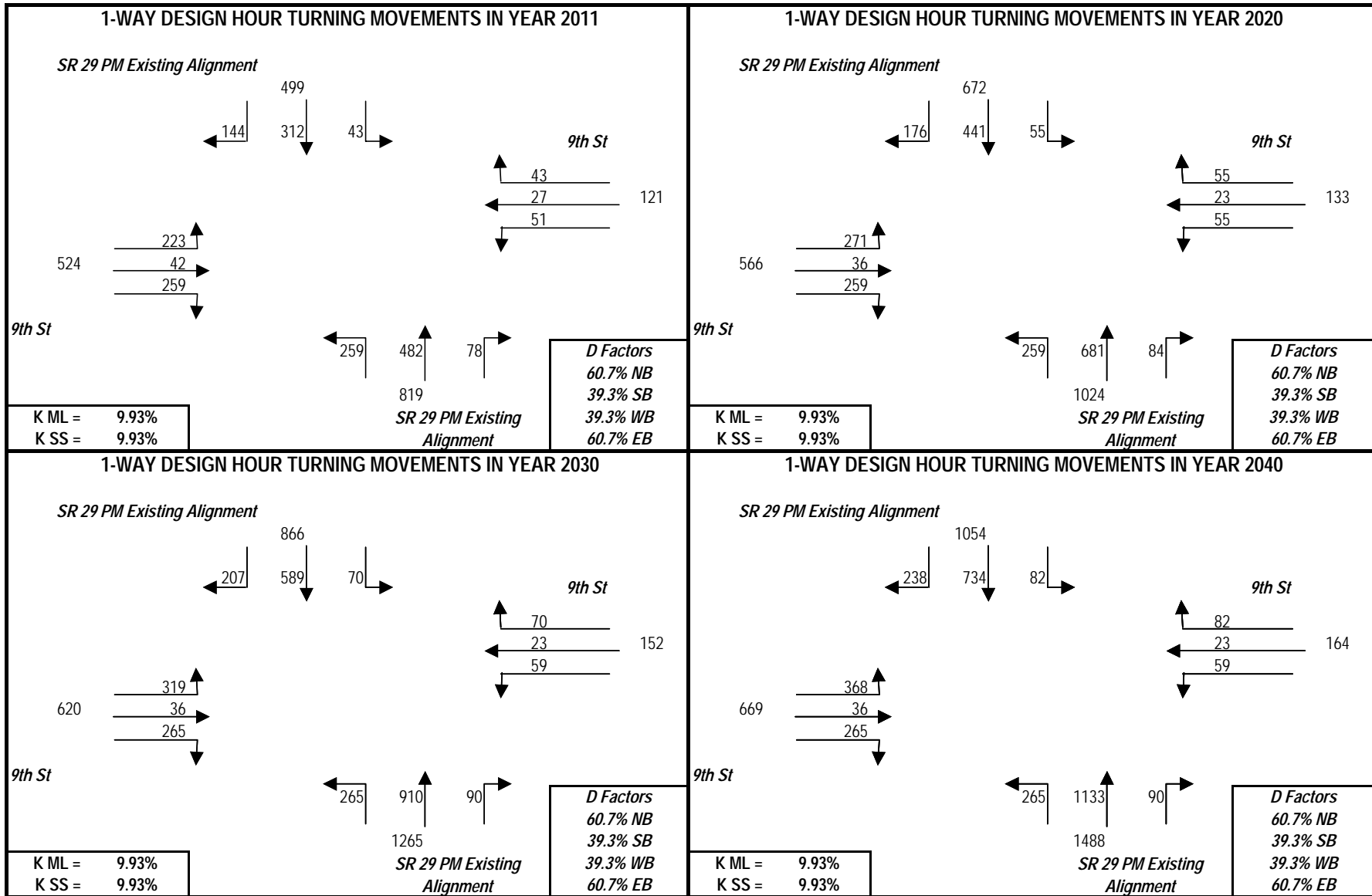
## PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT 9th St: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT 9th St: Oil Well Rd TO SR 82

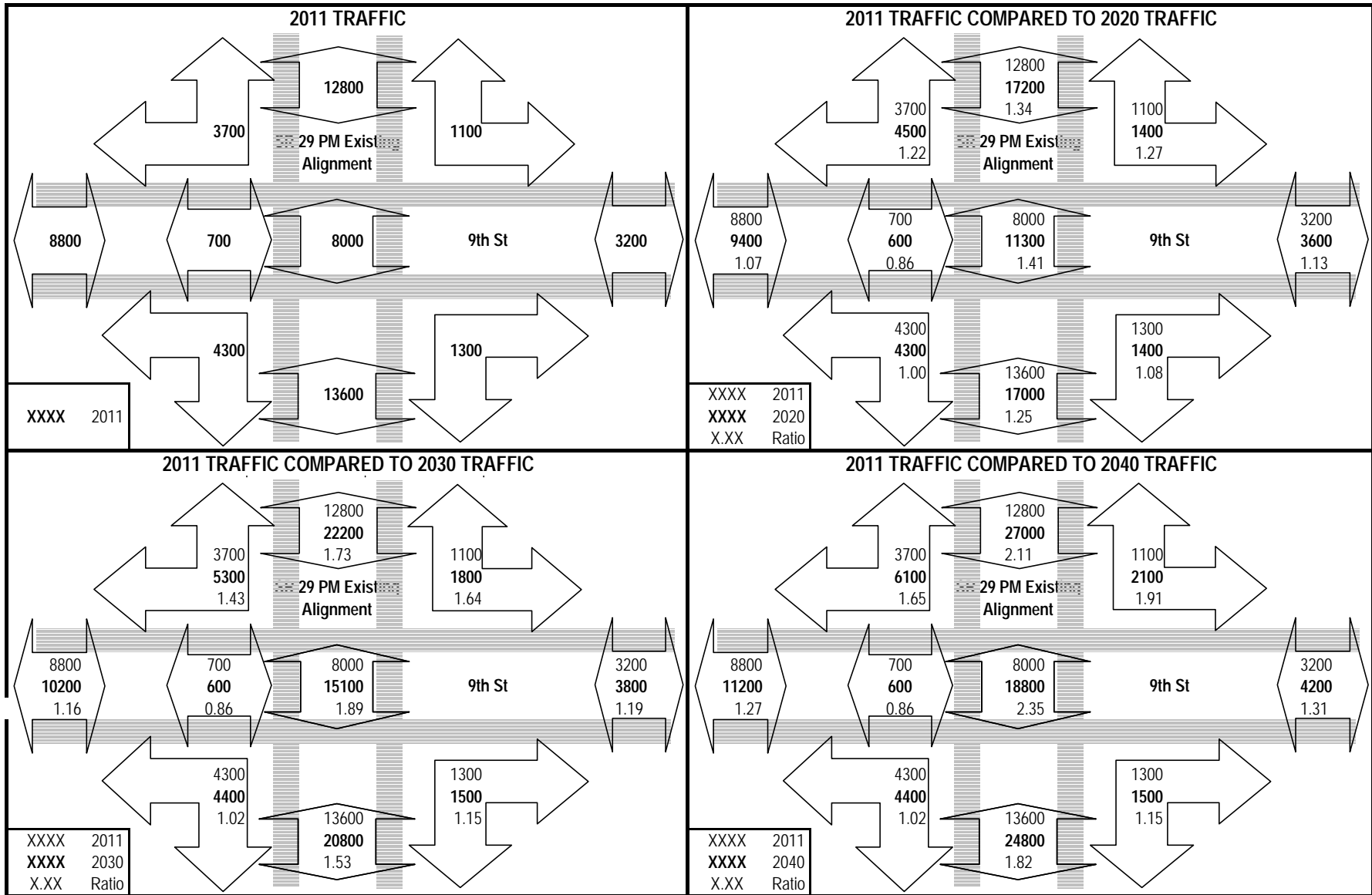


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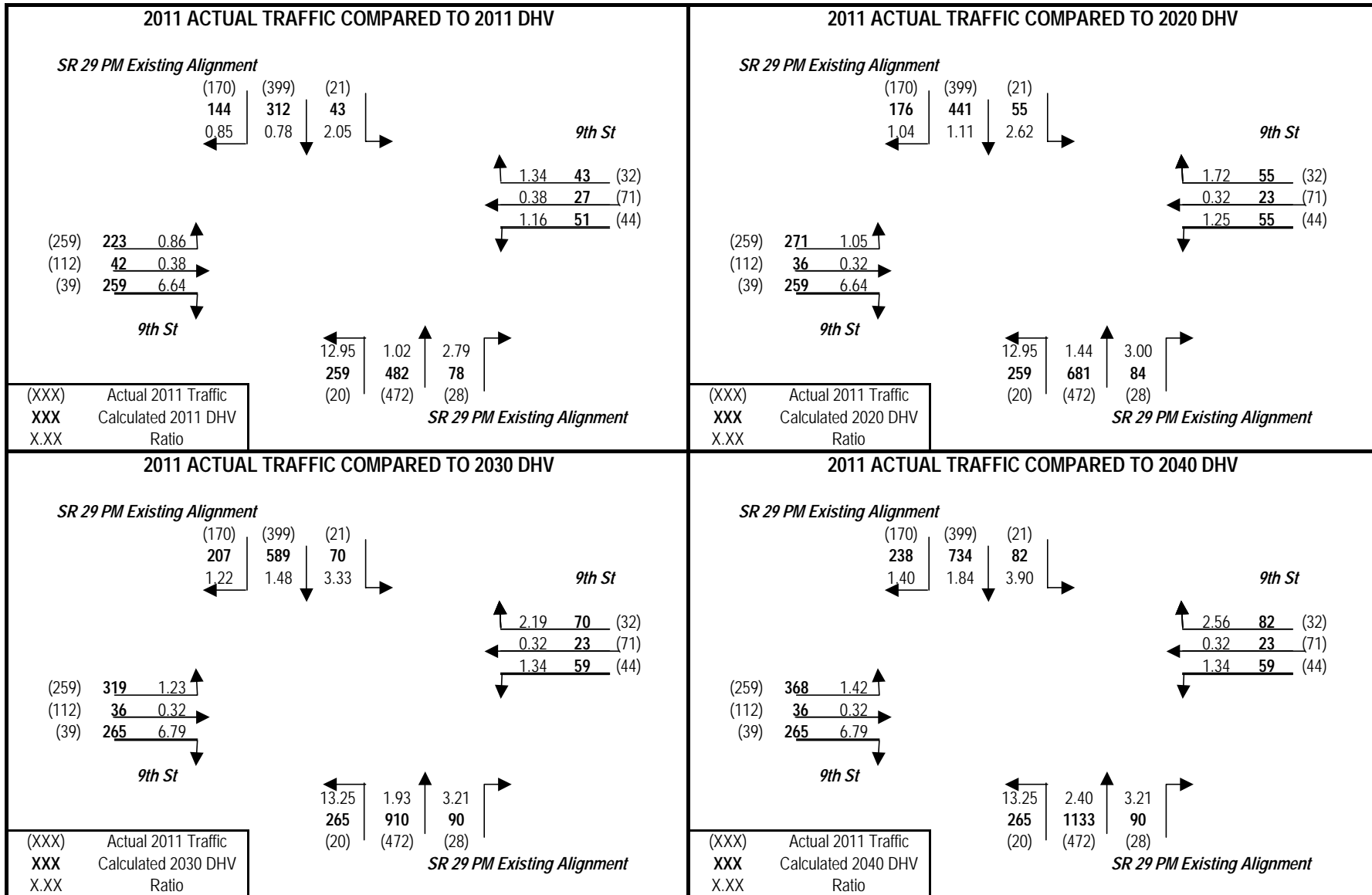




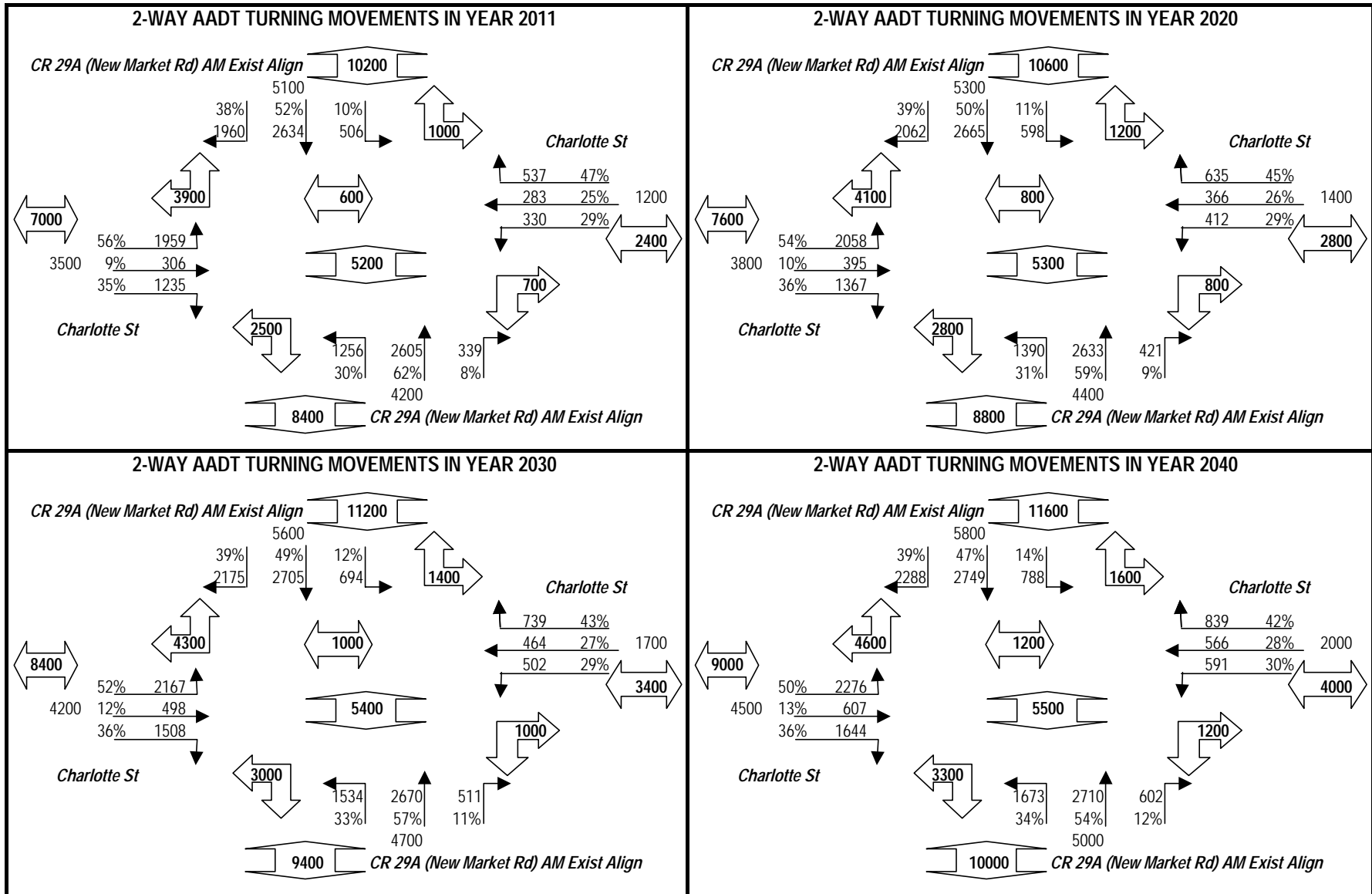
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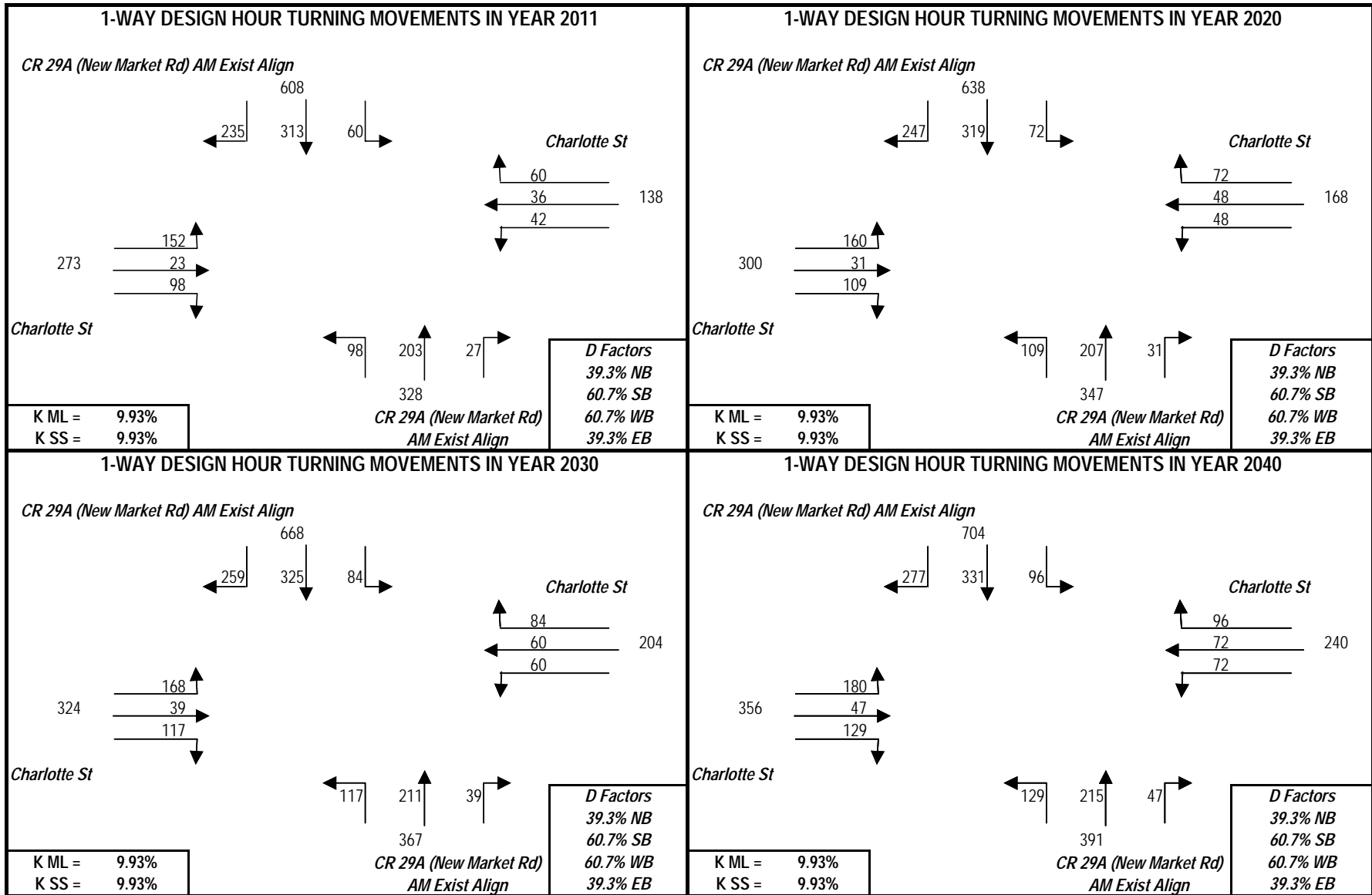
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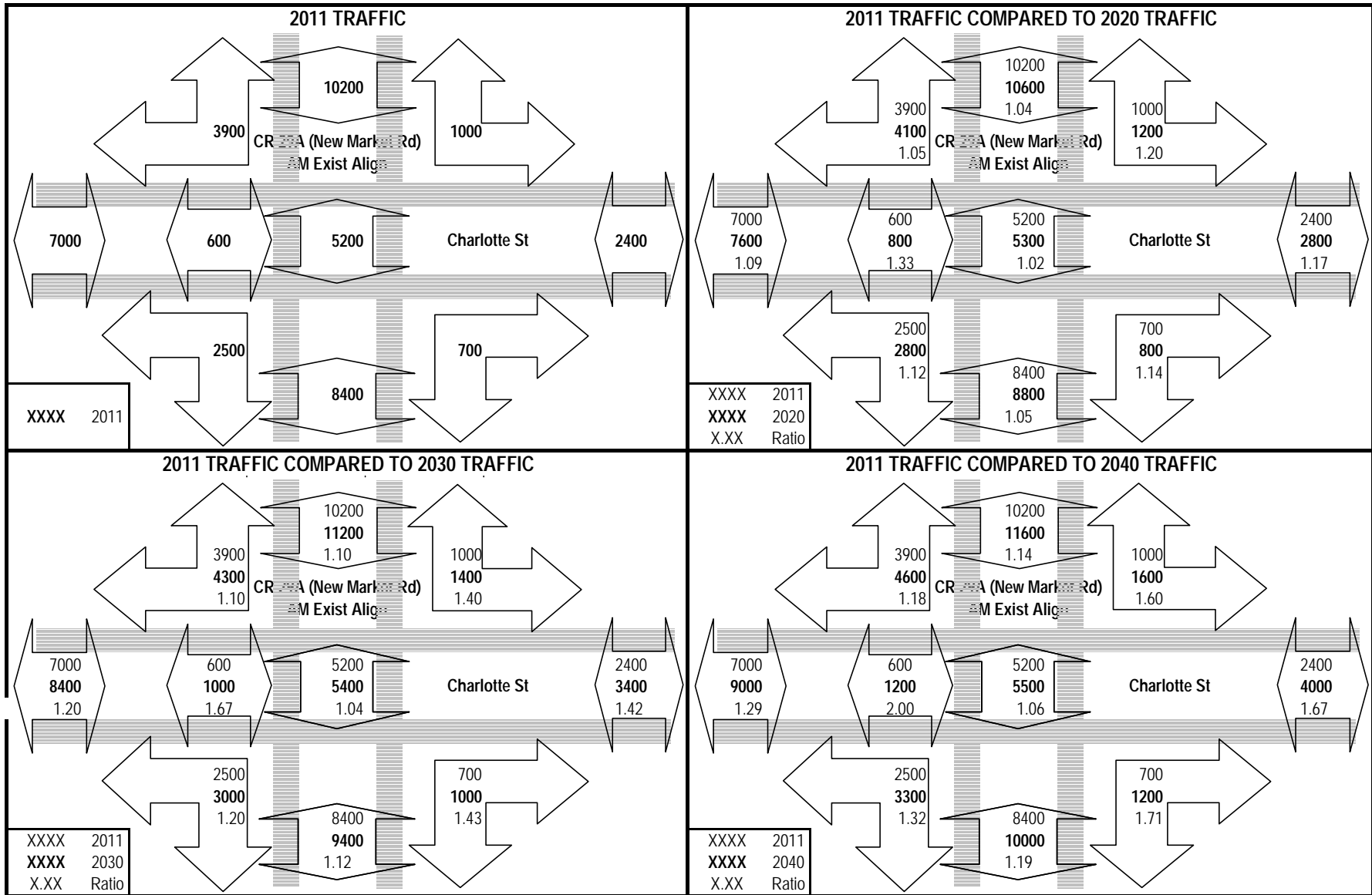
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM Exist Align AT Charlotte St: Oil Well Rd TO SR 82



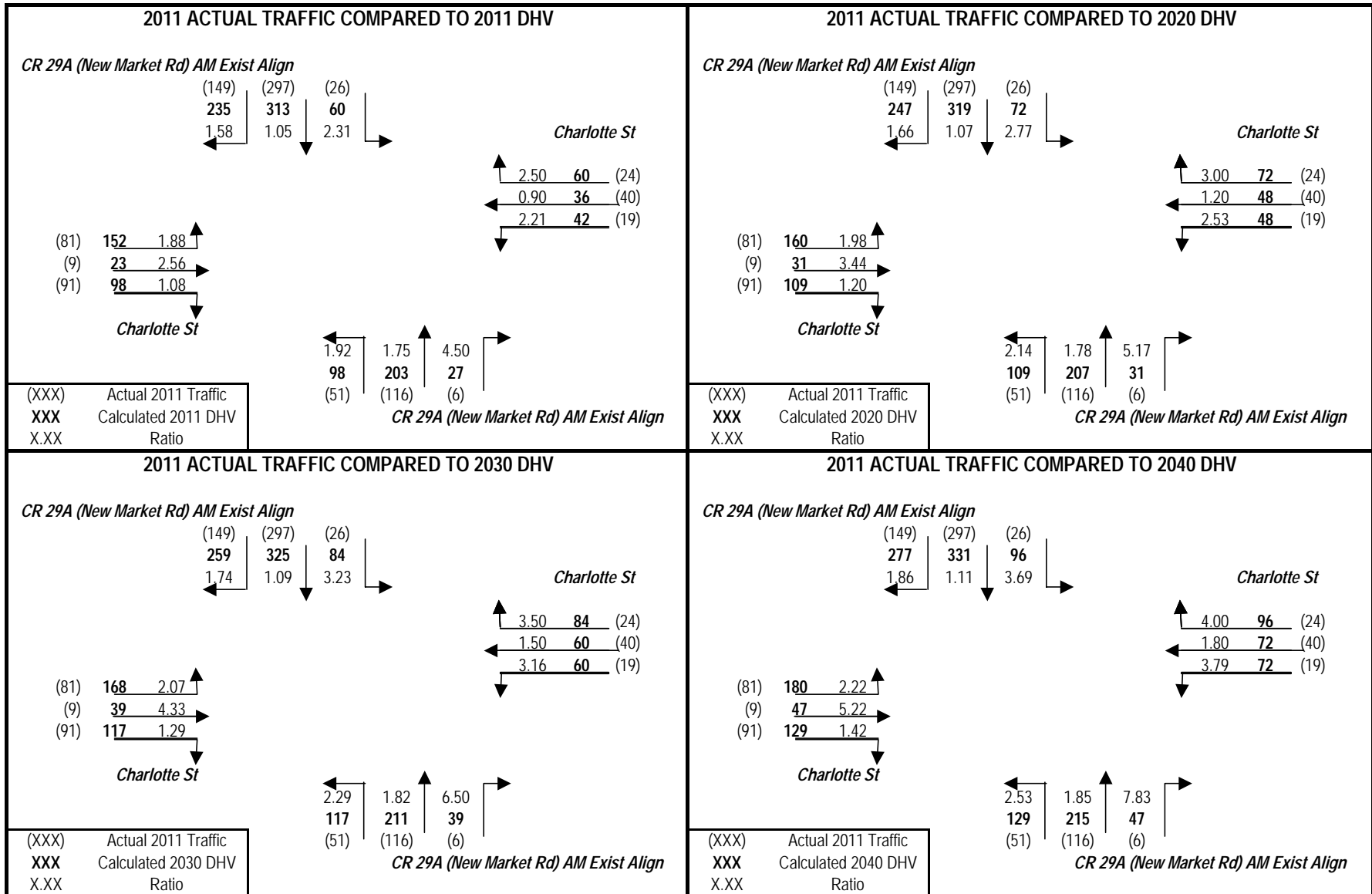
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM Exist Align AT Charlotte St: Oil Well Rd TO SR 82



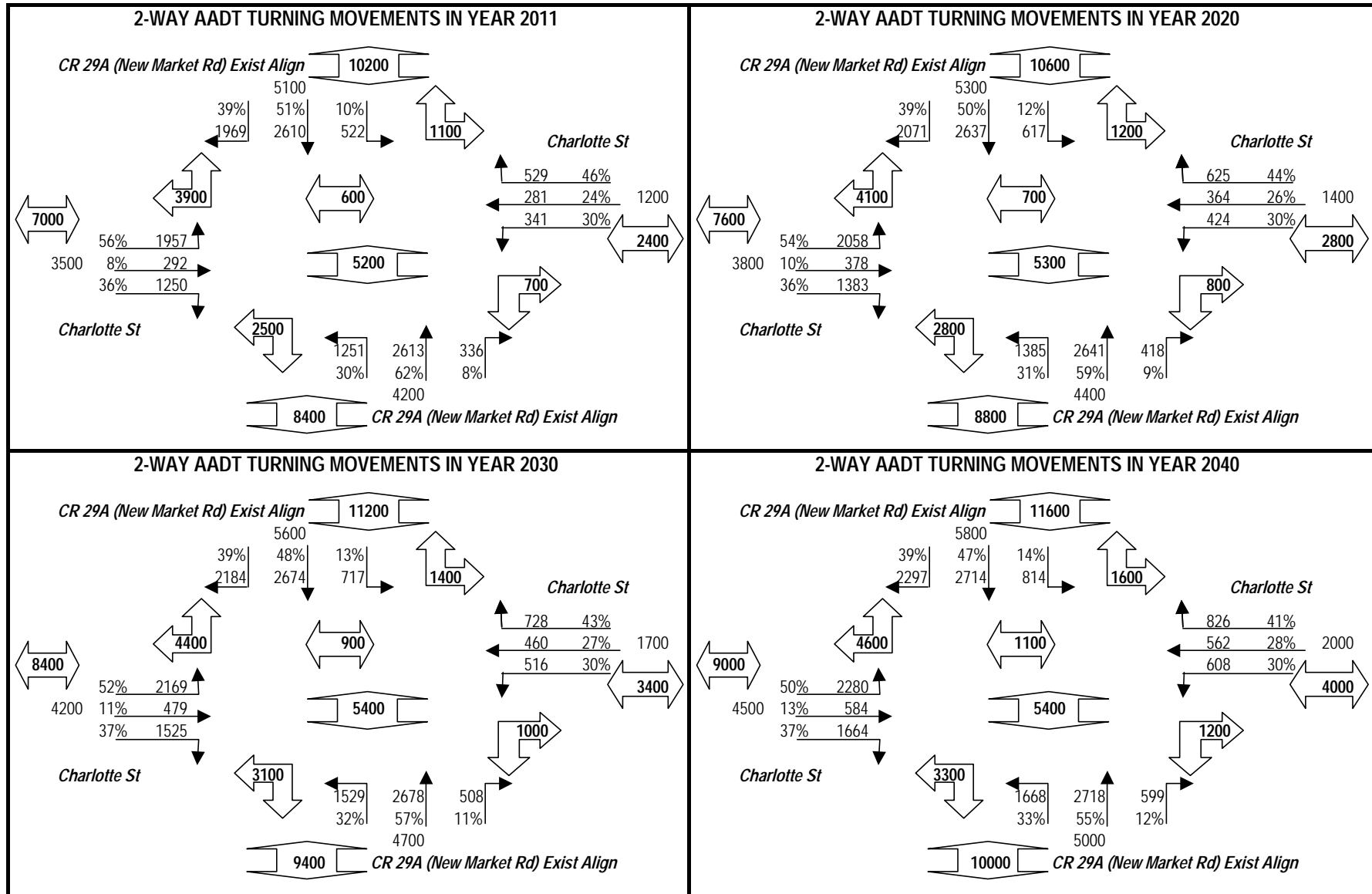
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM Exist Align AT Charlotte St: Oil Well Rd TO SR 82



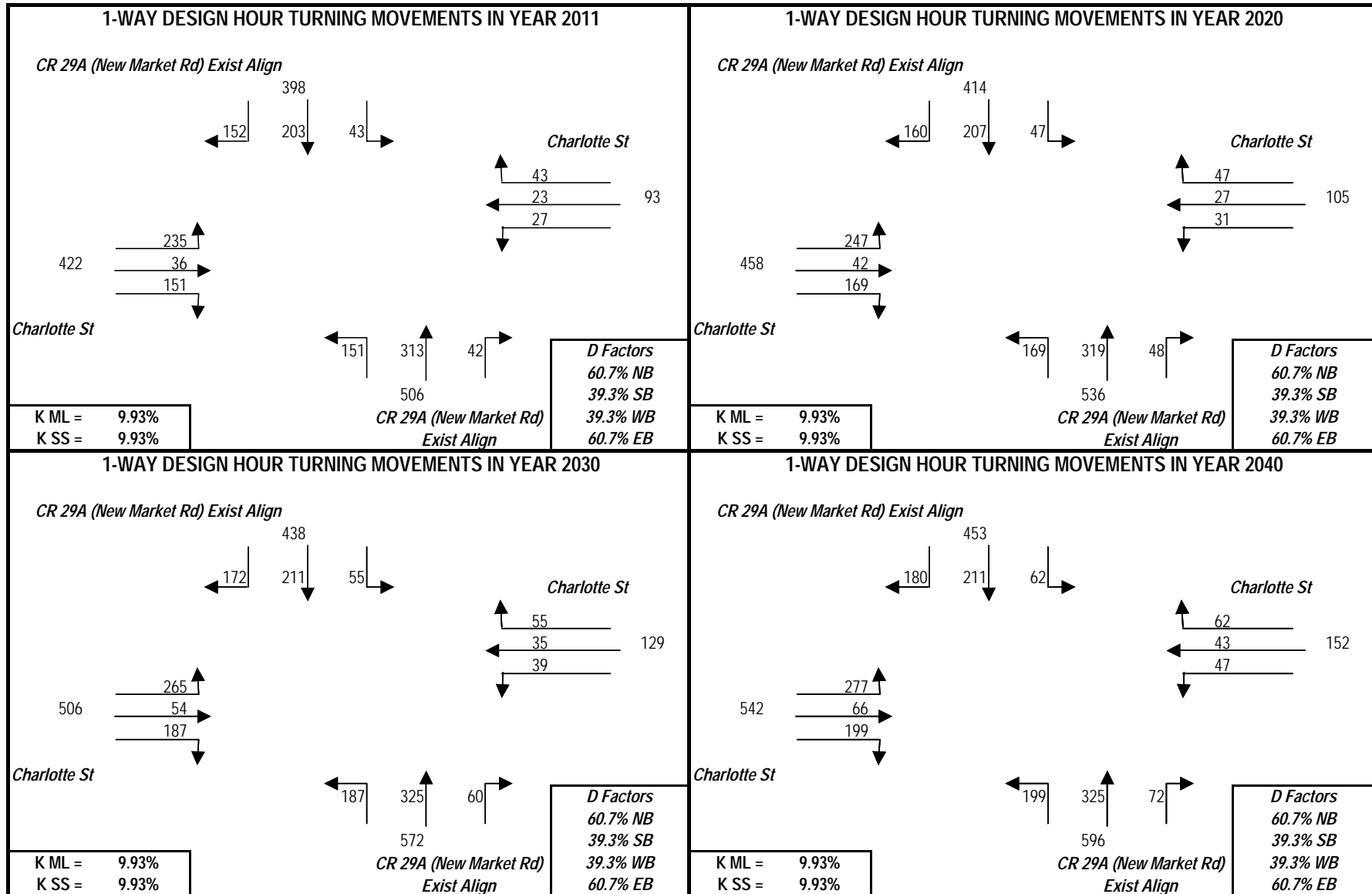
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM Exist Align AT Charlotte St: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR CR 29A (New Market Rd) Exist Align AT Charlotte St: Oil Well Rd TO SR 82

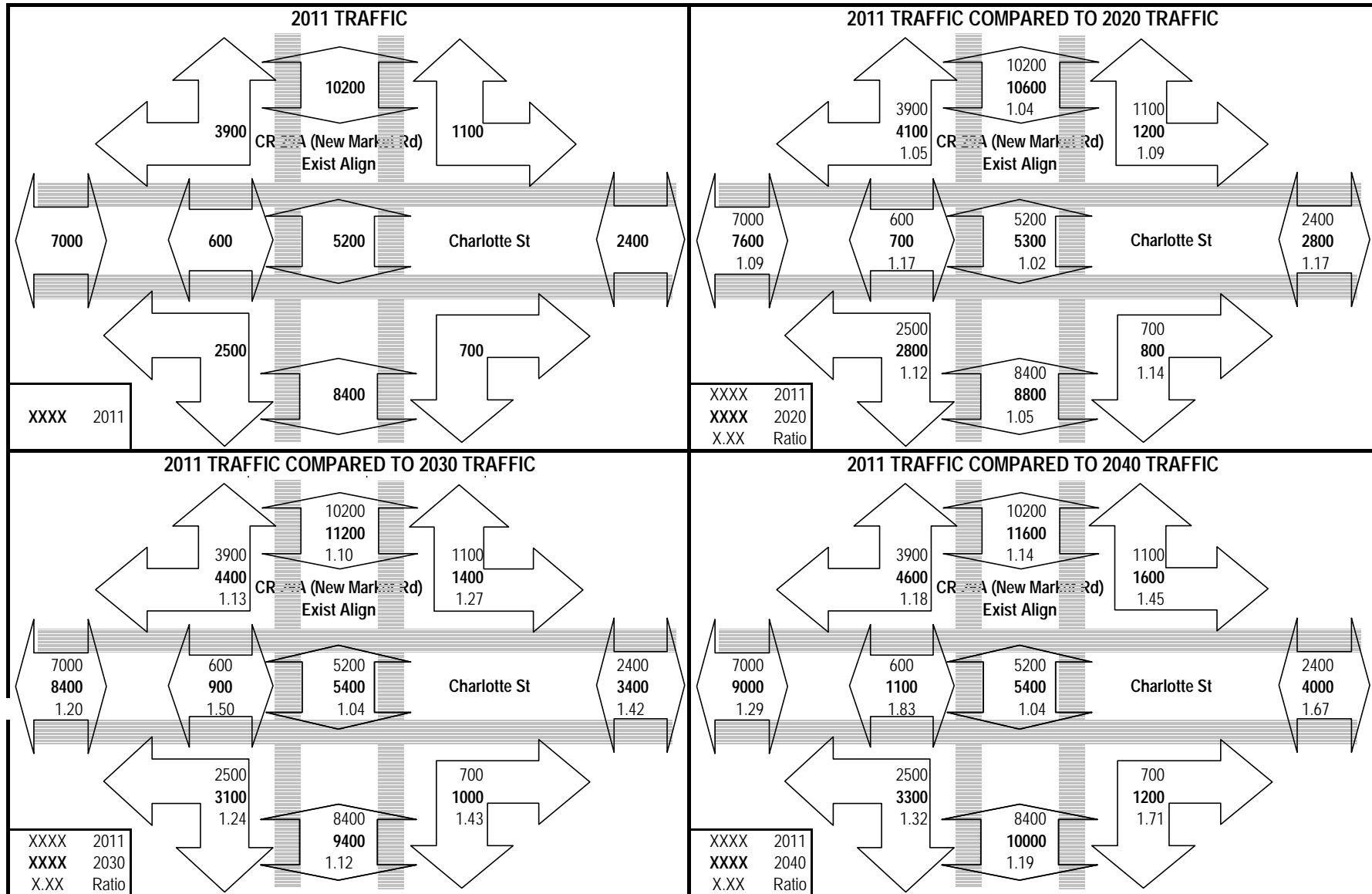


# PROJECT TRAFFIC FOR CR 29A (New Market Rd) Exist Align AT Charlotte St: Oil Well Rd TO SR 82

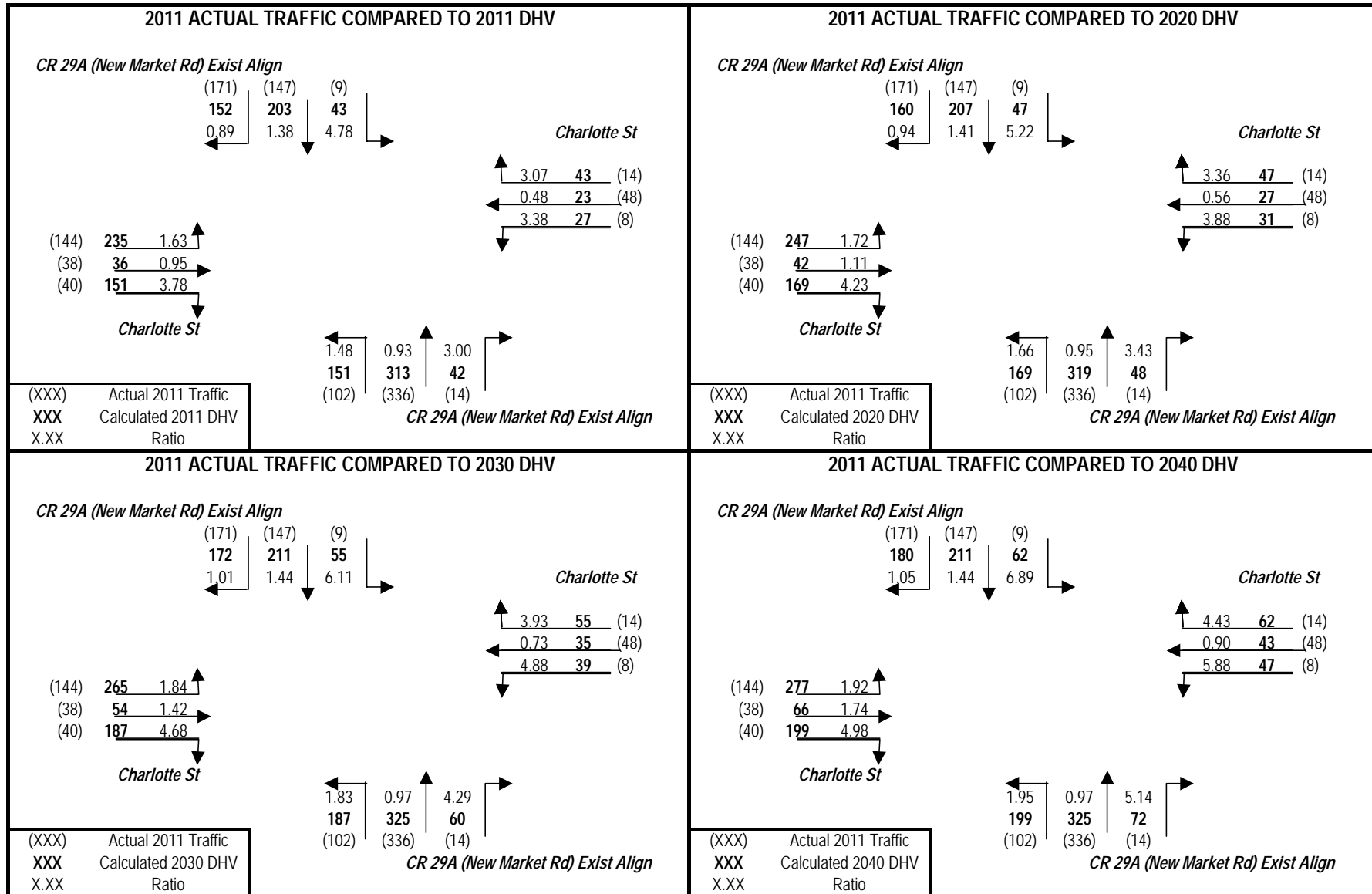




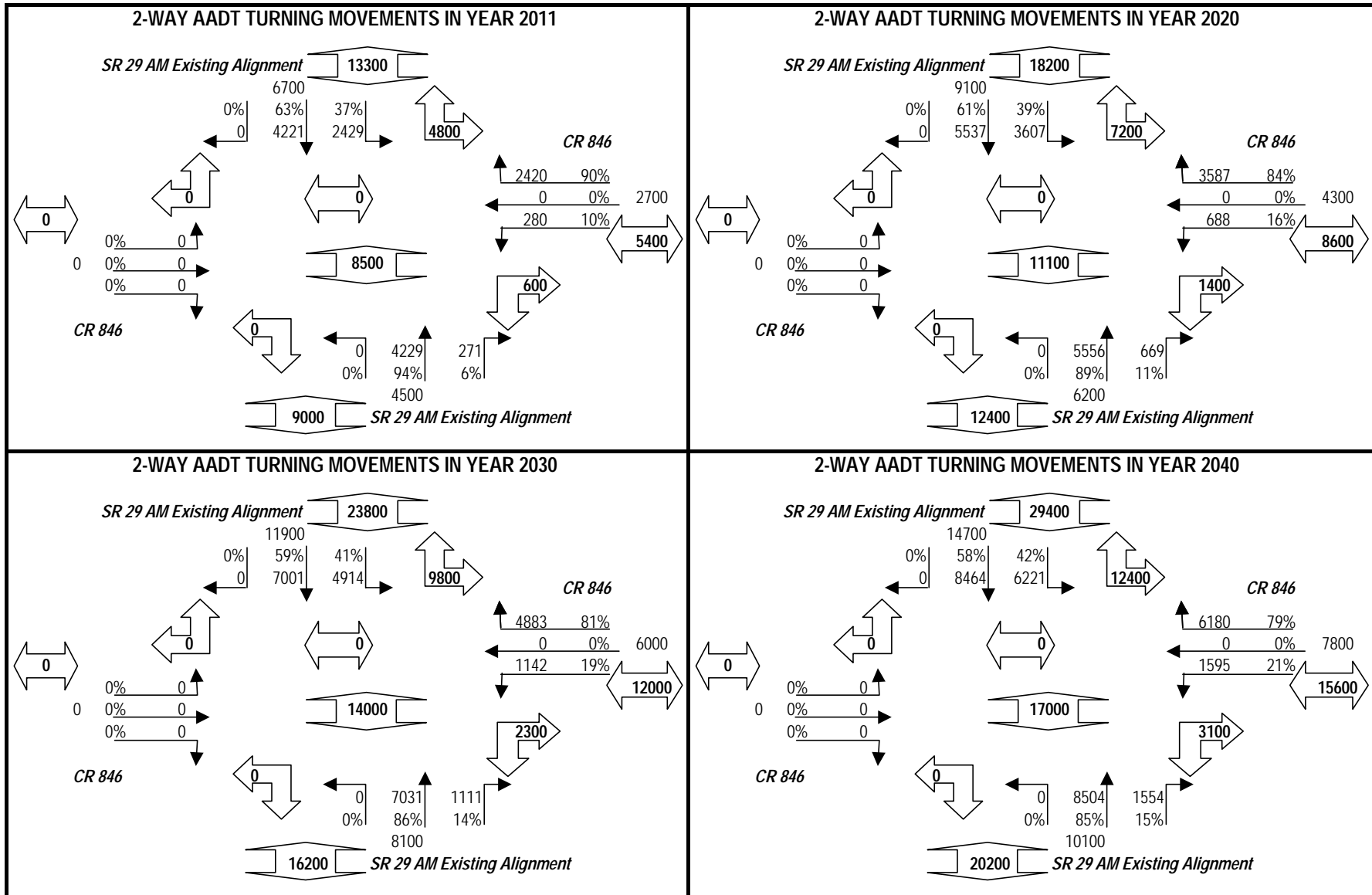
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) Exist Align AT Charlotte St: Oil Well Rd TO SR 82



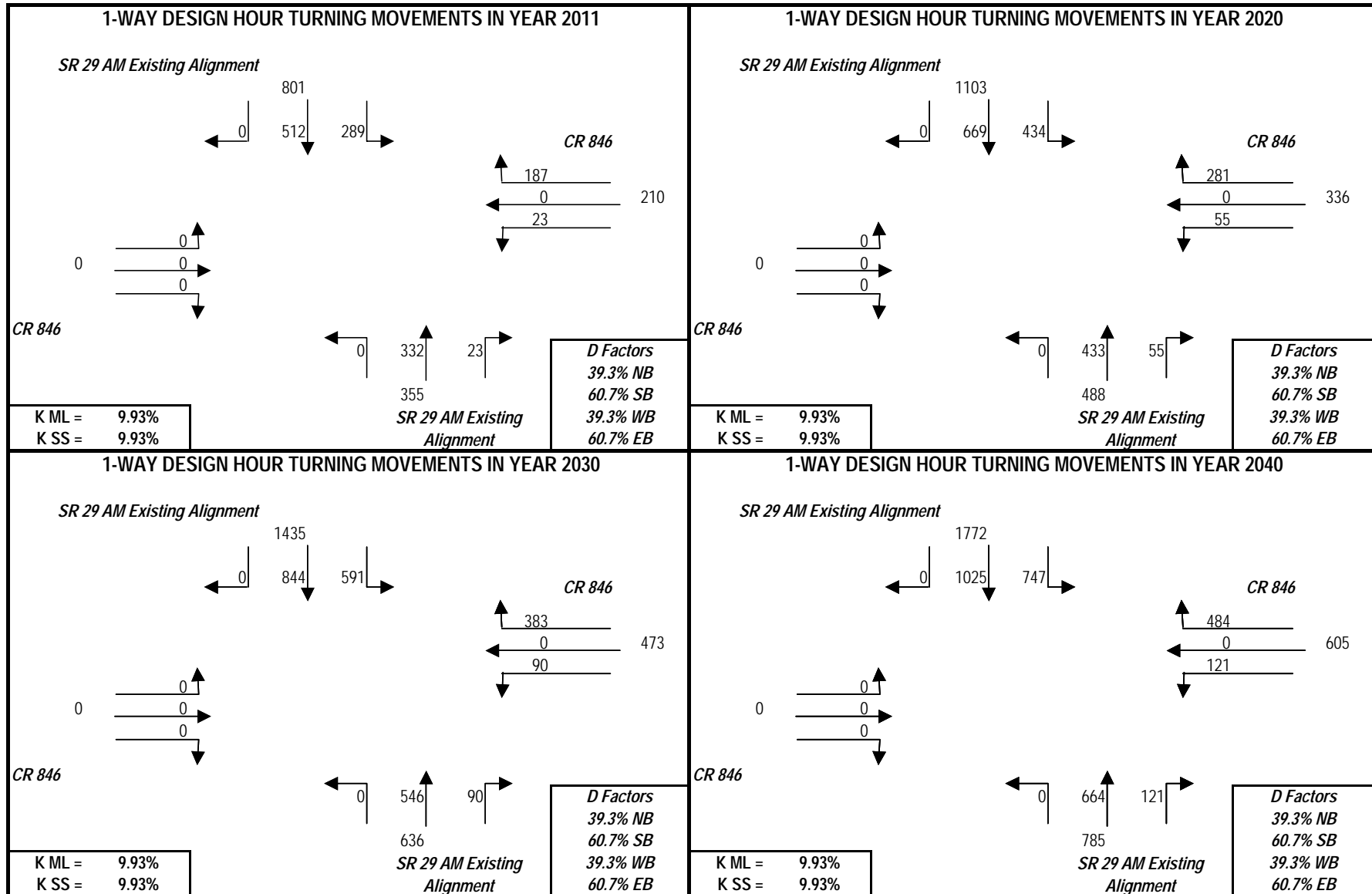
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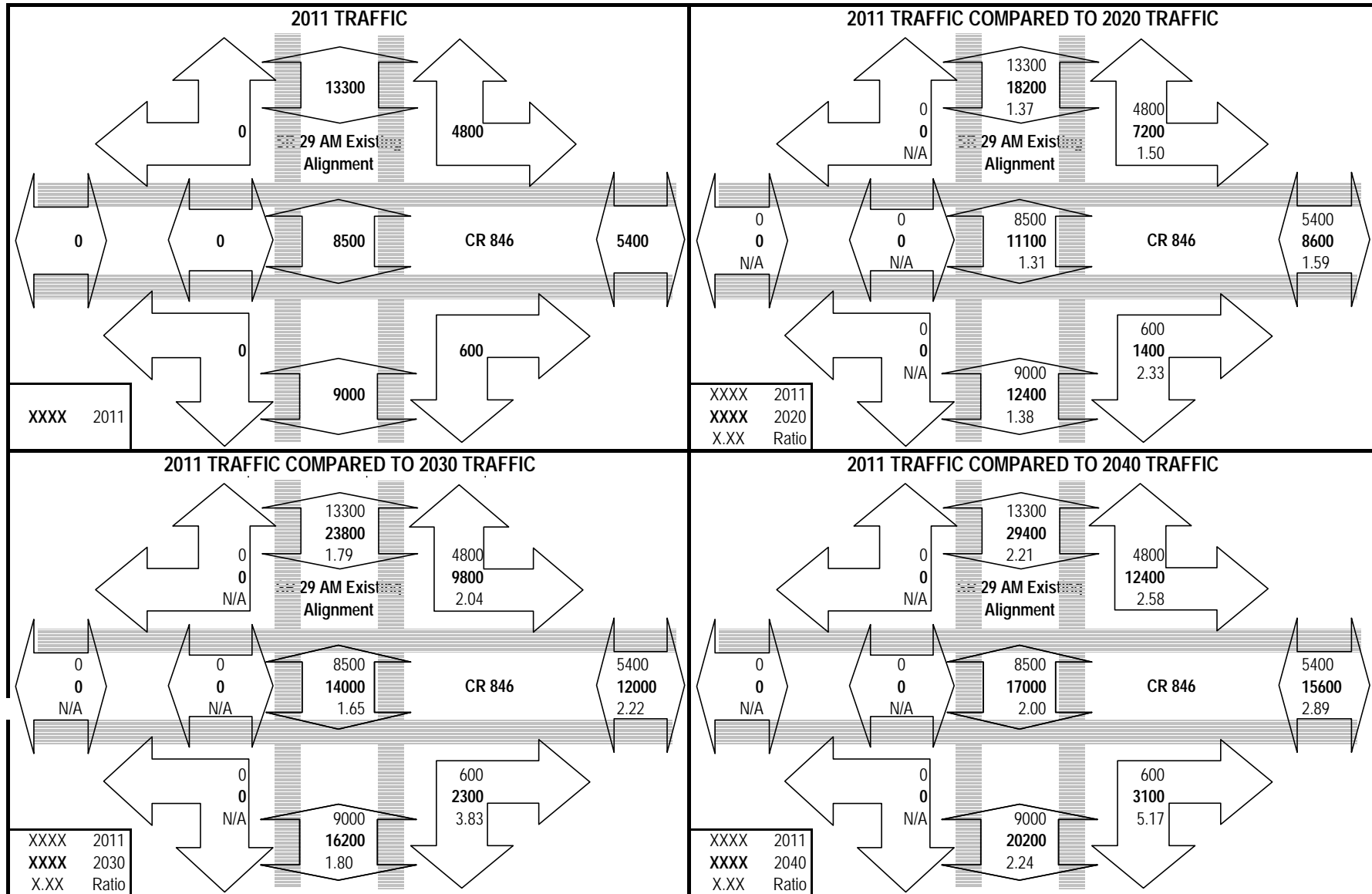
## PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT CR 846: Oil Well Rd TO SR 82



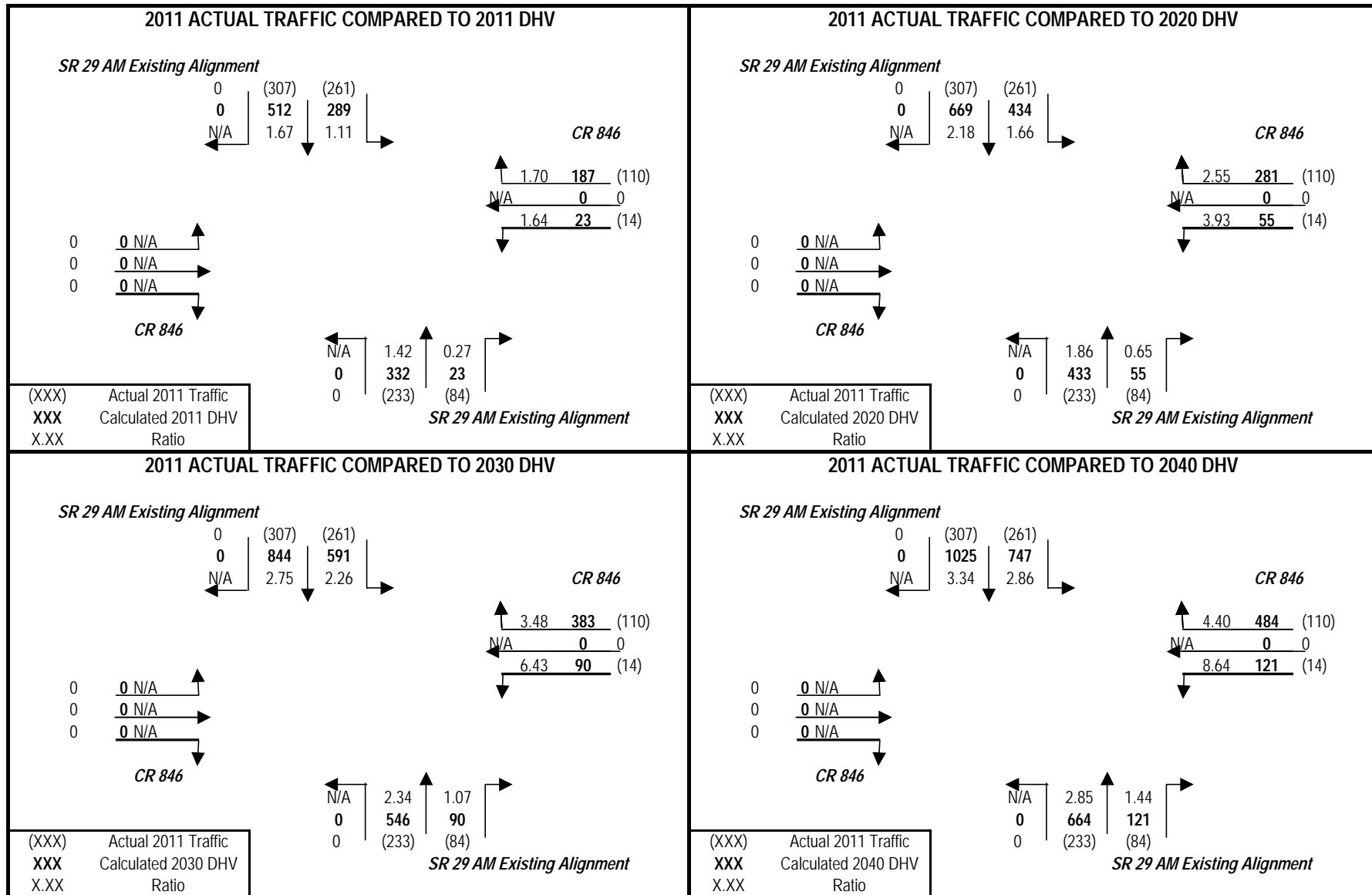
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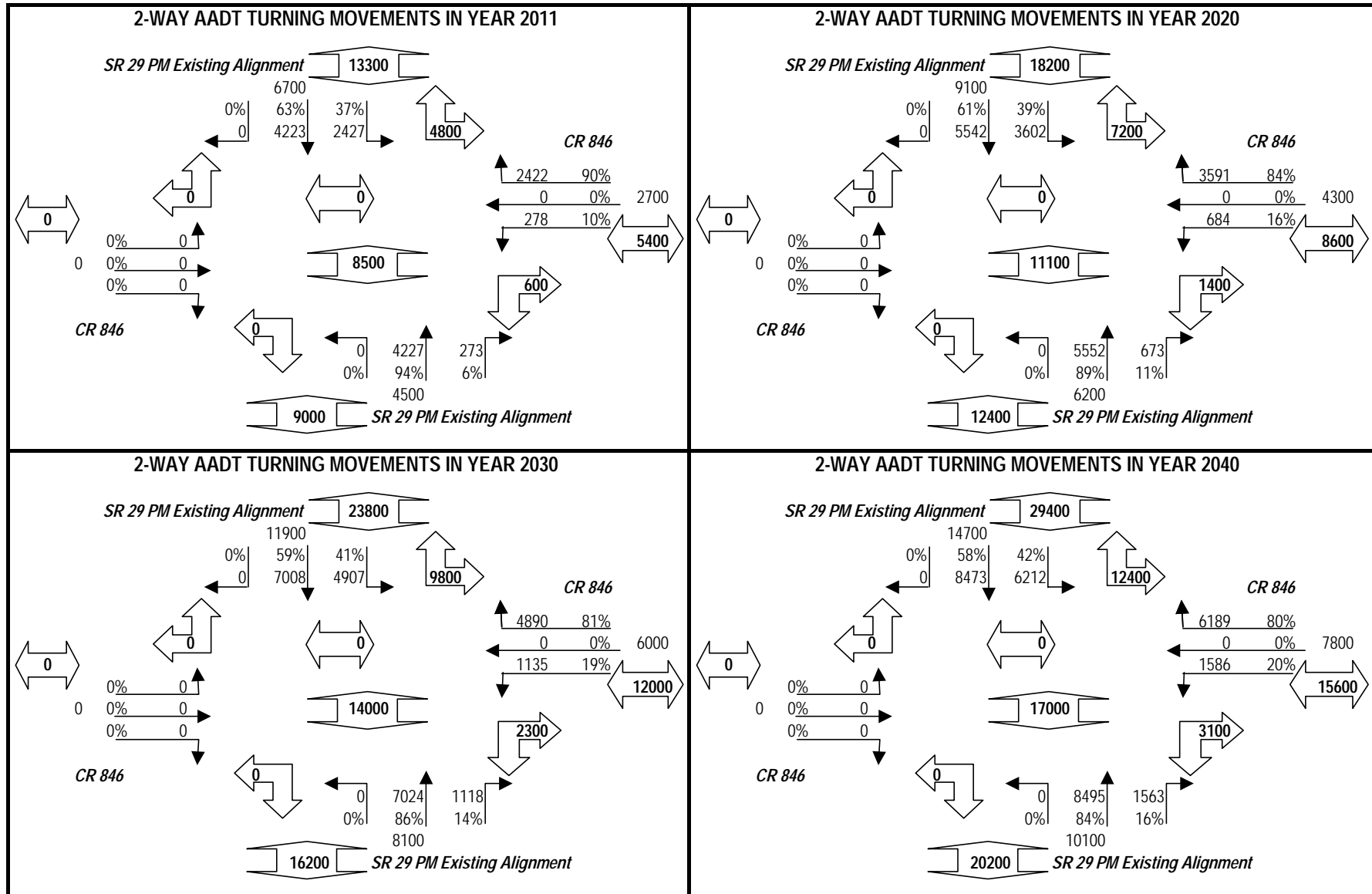
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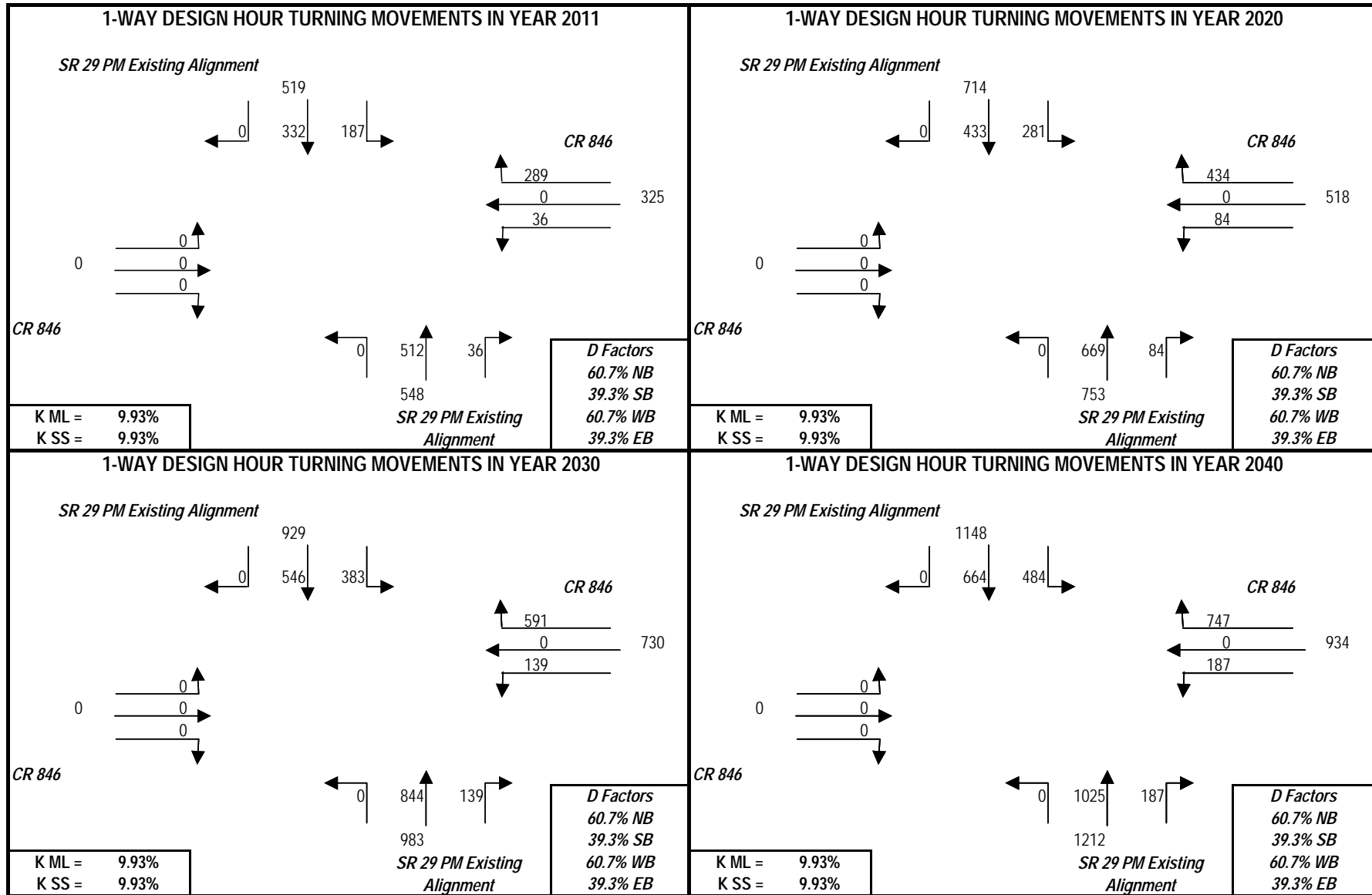
## PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT CR 846: Oil Well Rd TO SR 82



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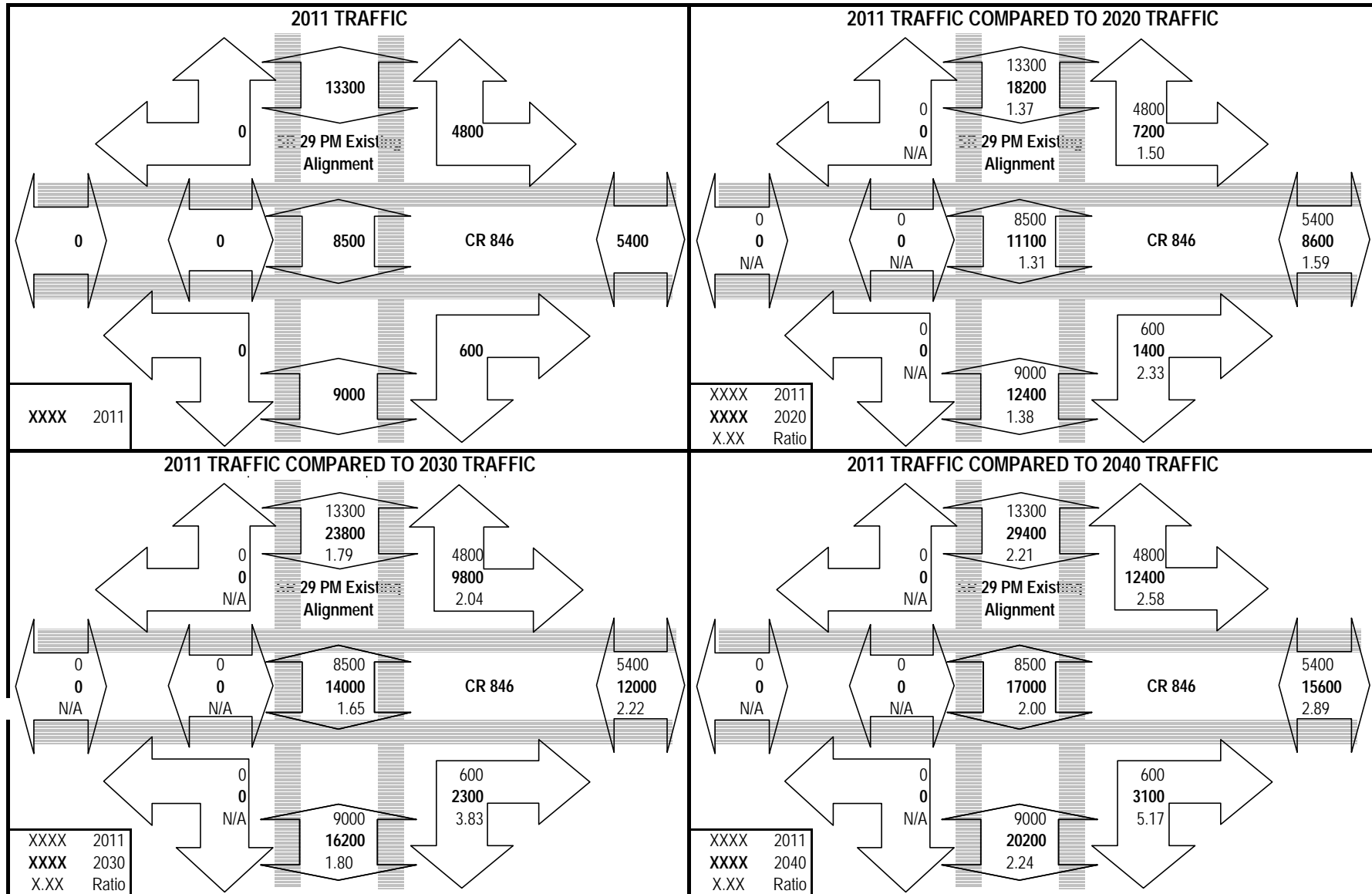


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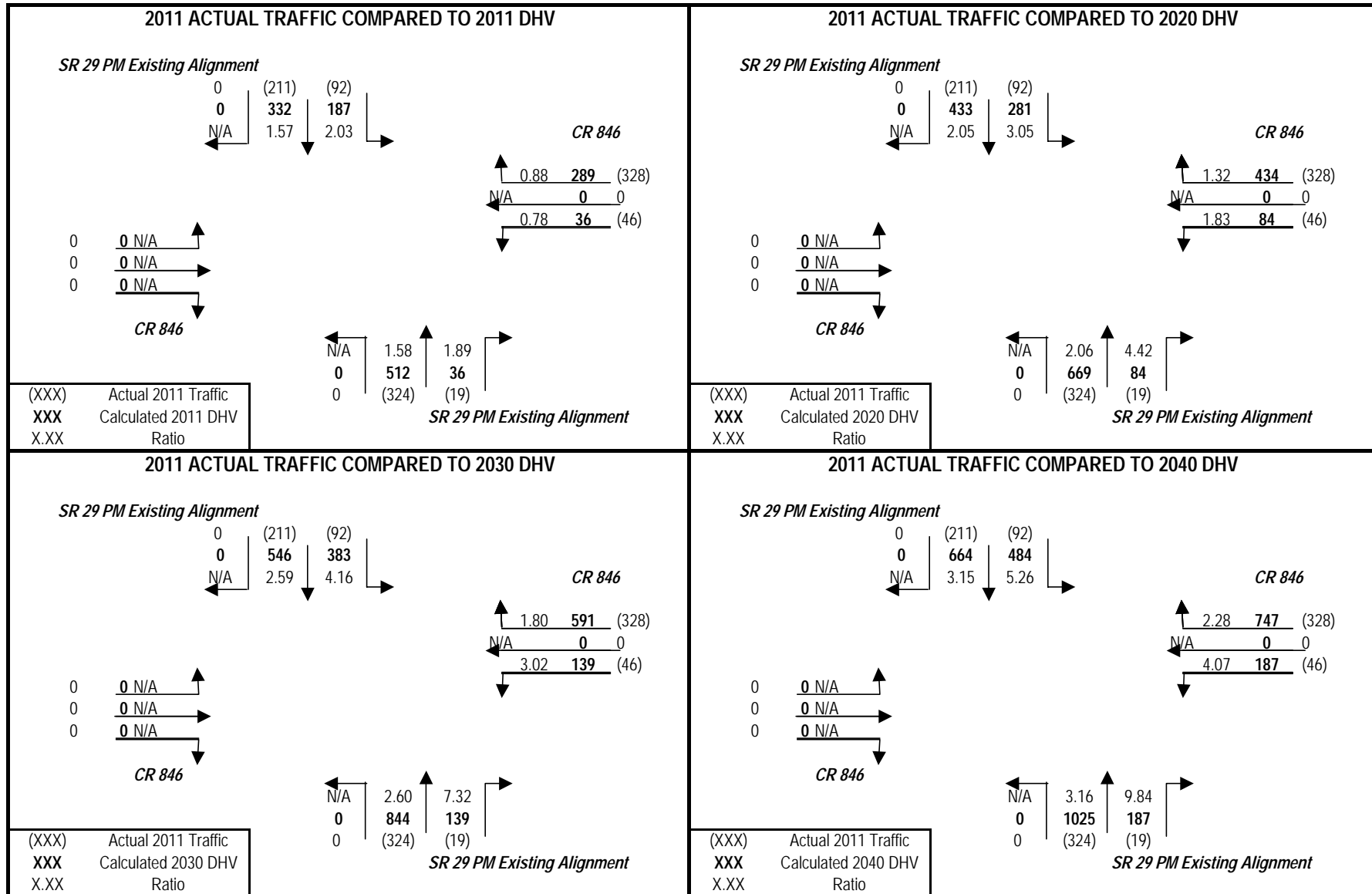




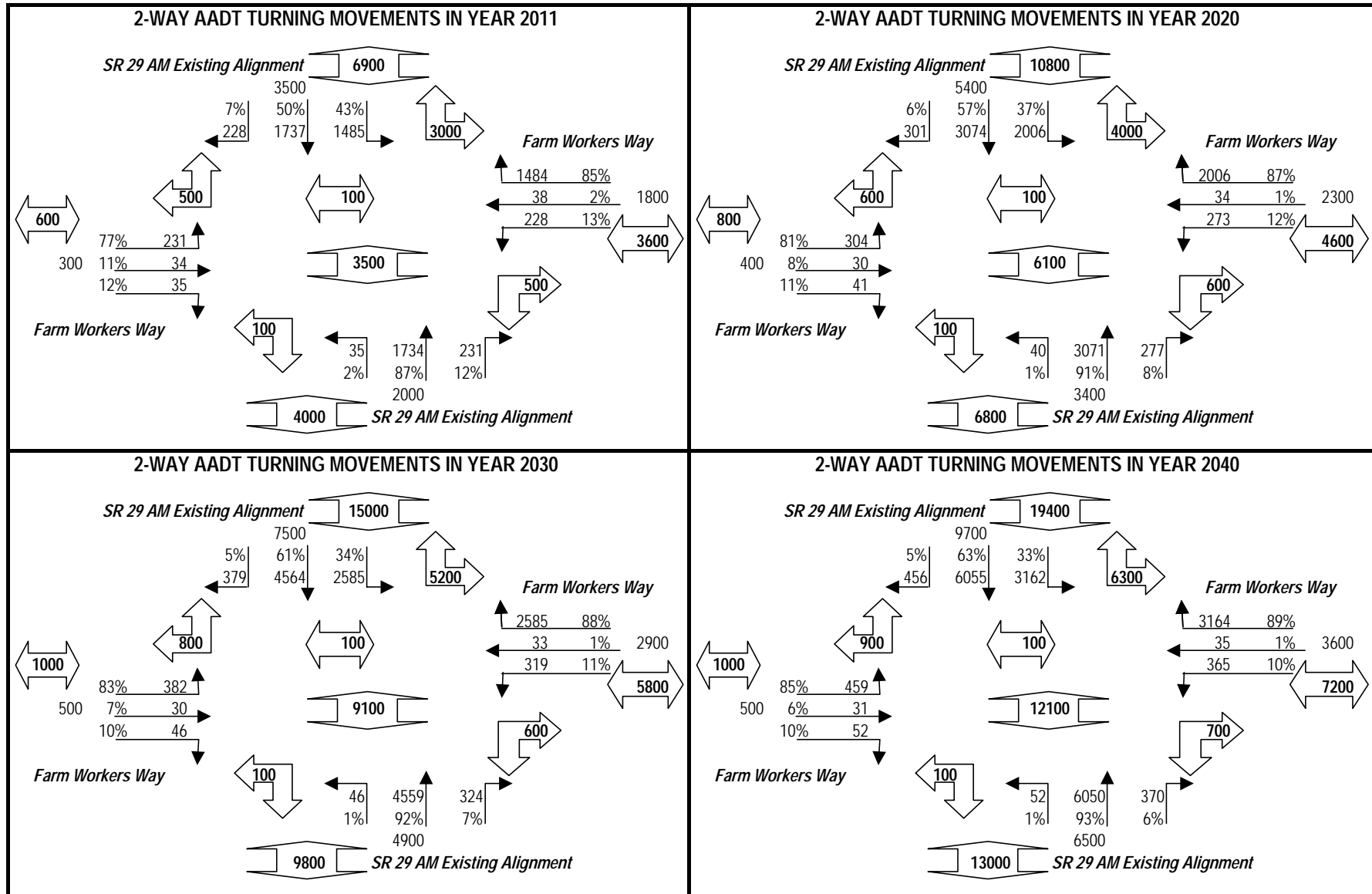
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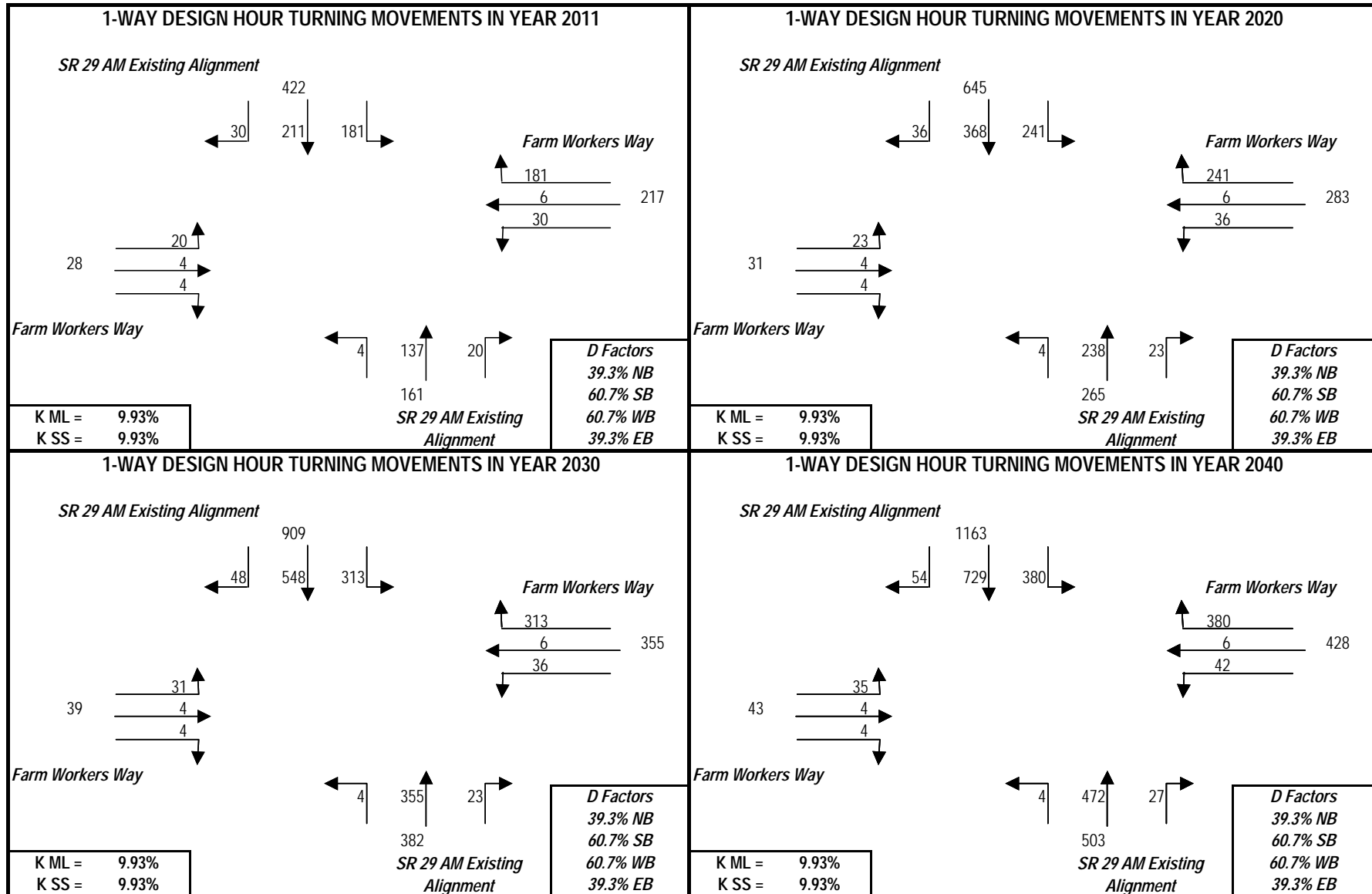
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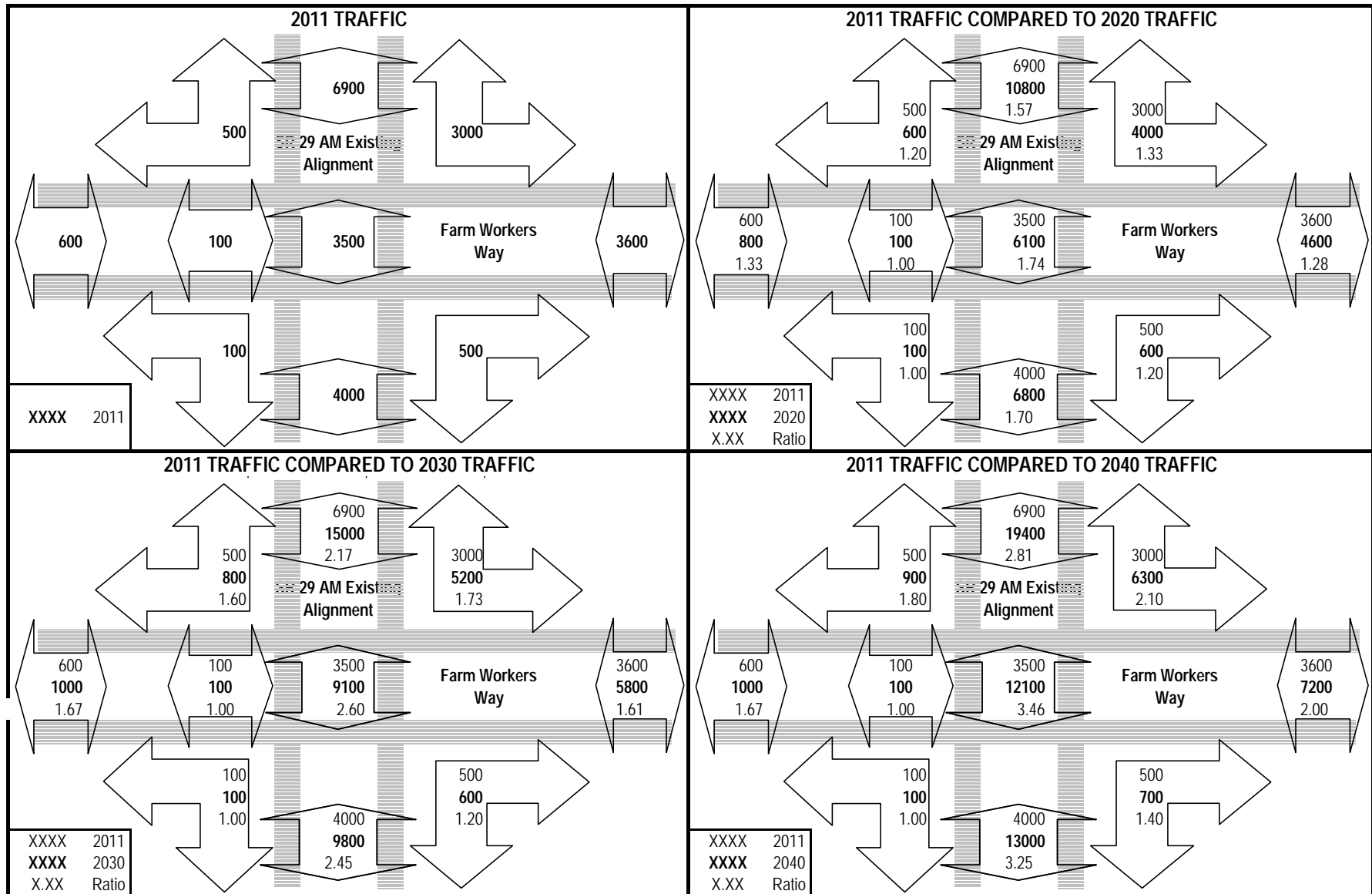
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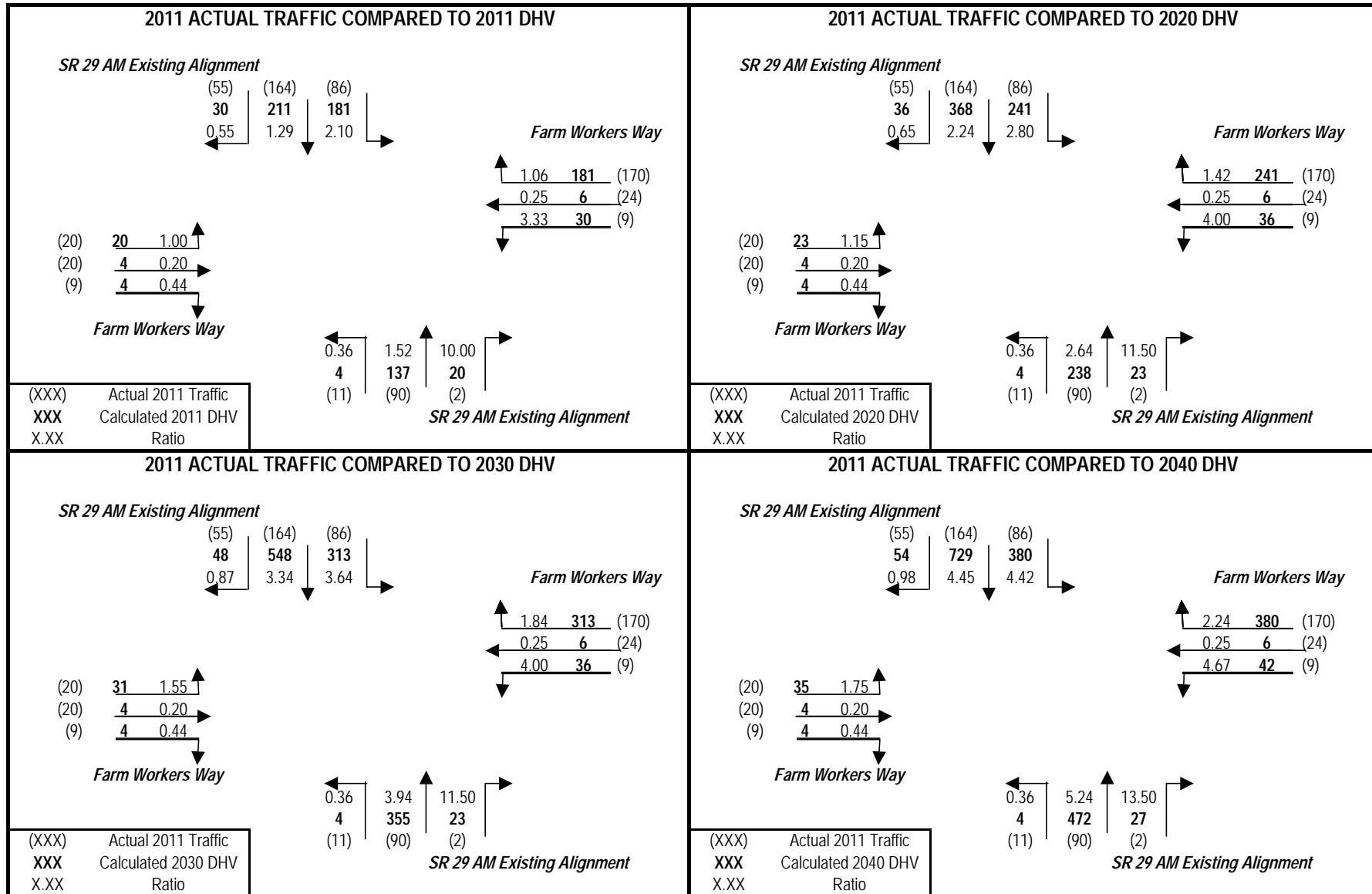
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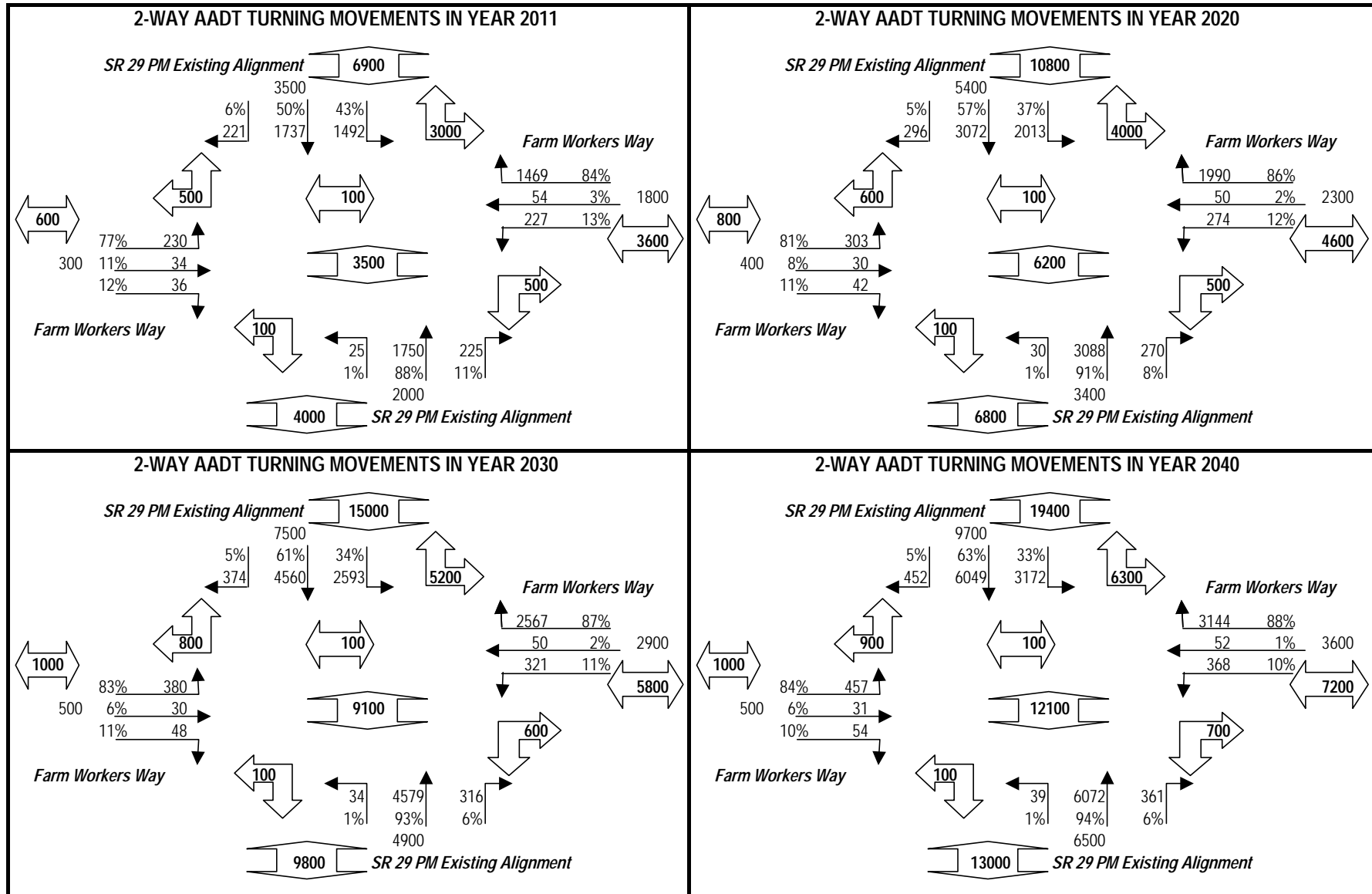
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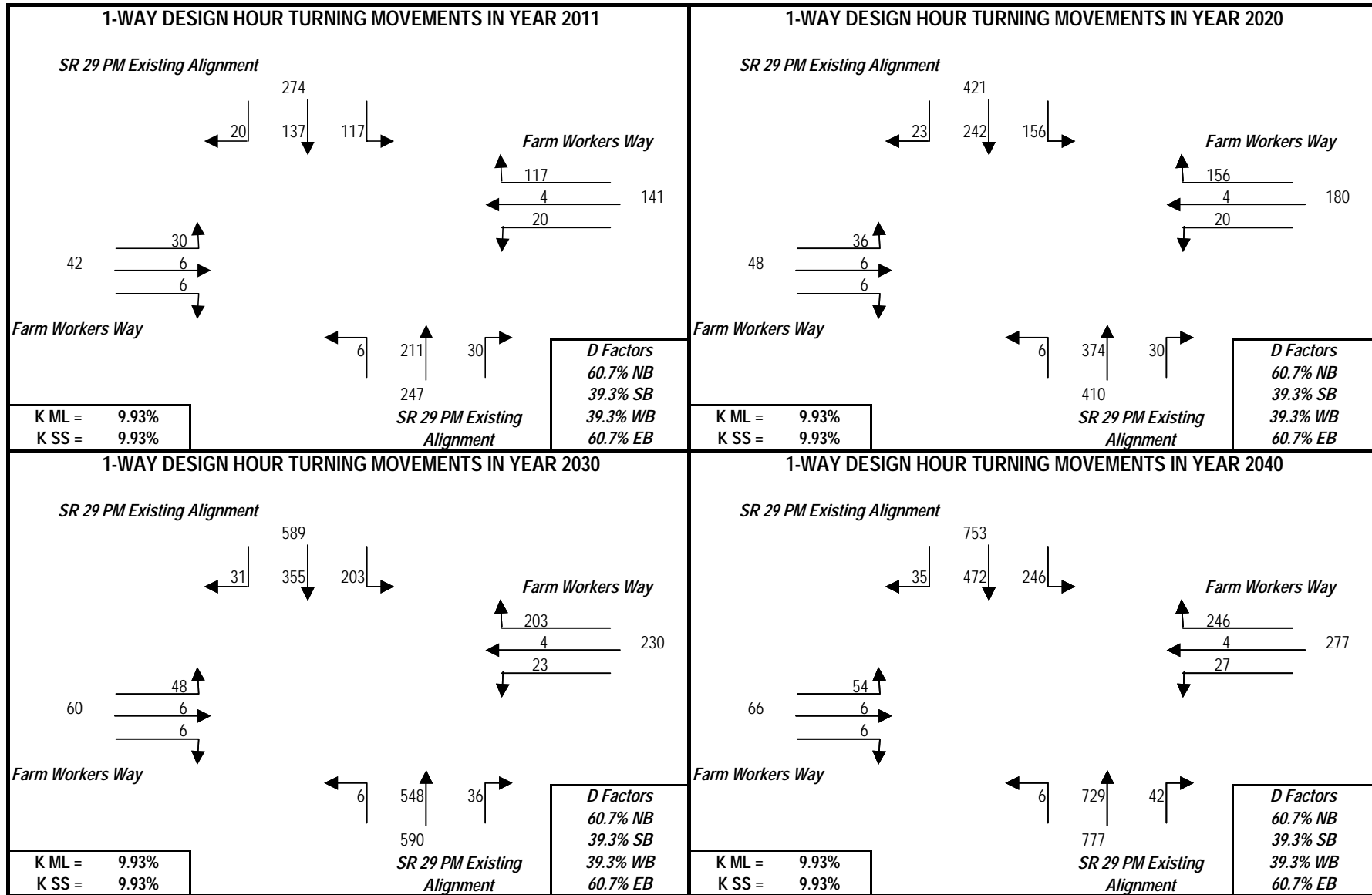
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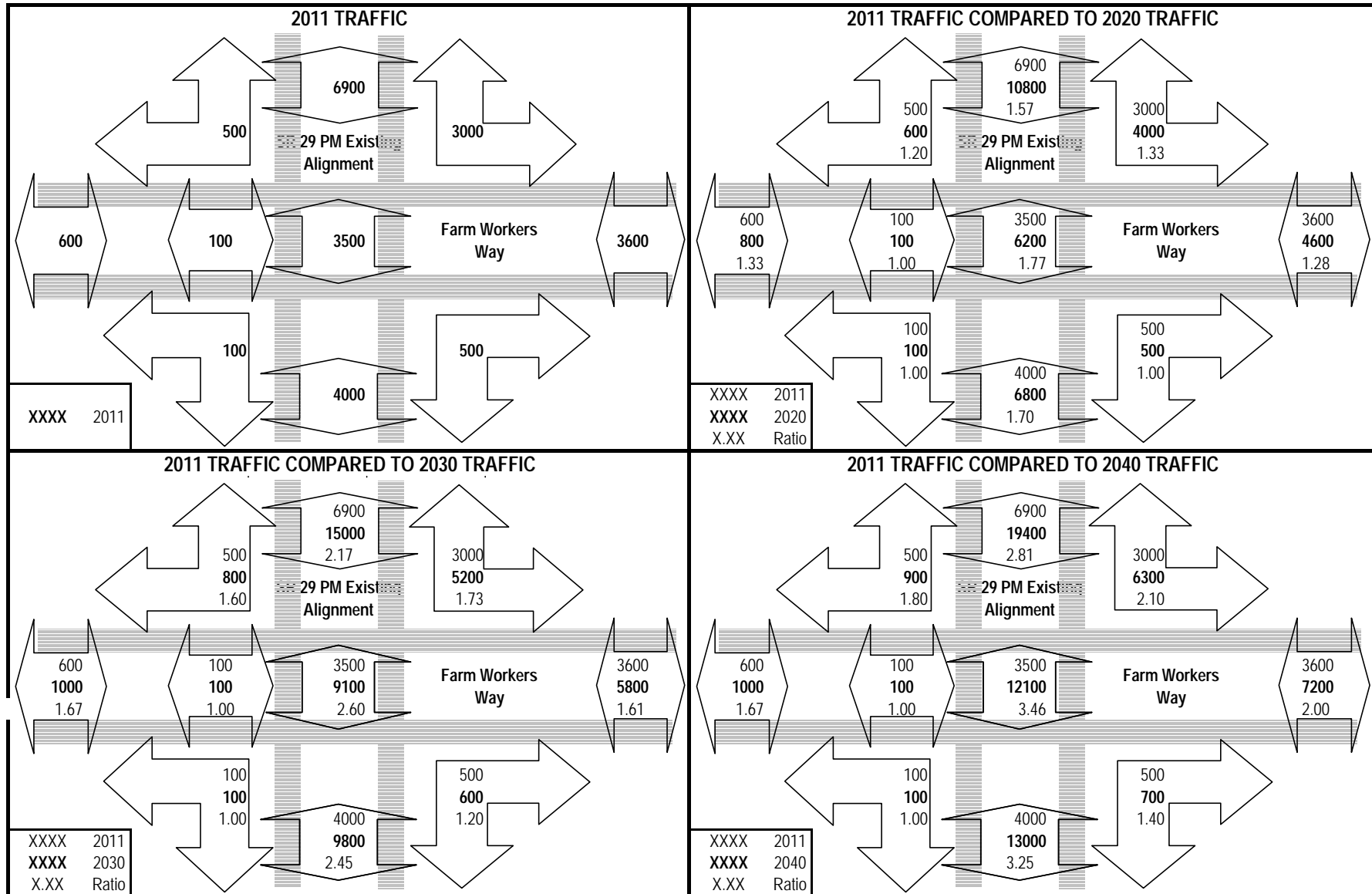


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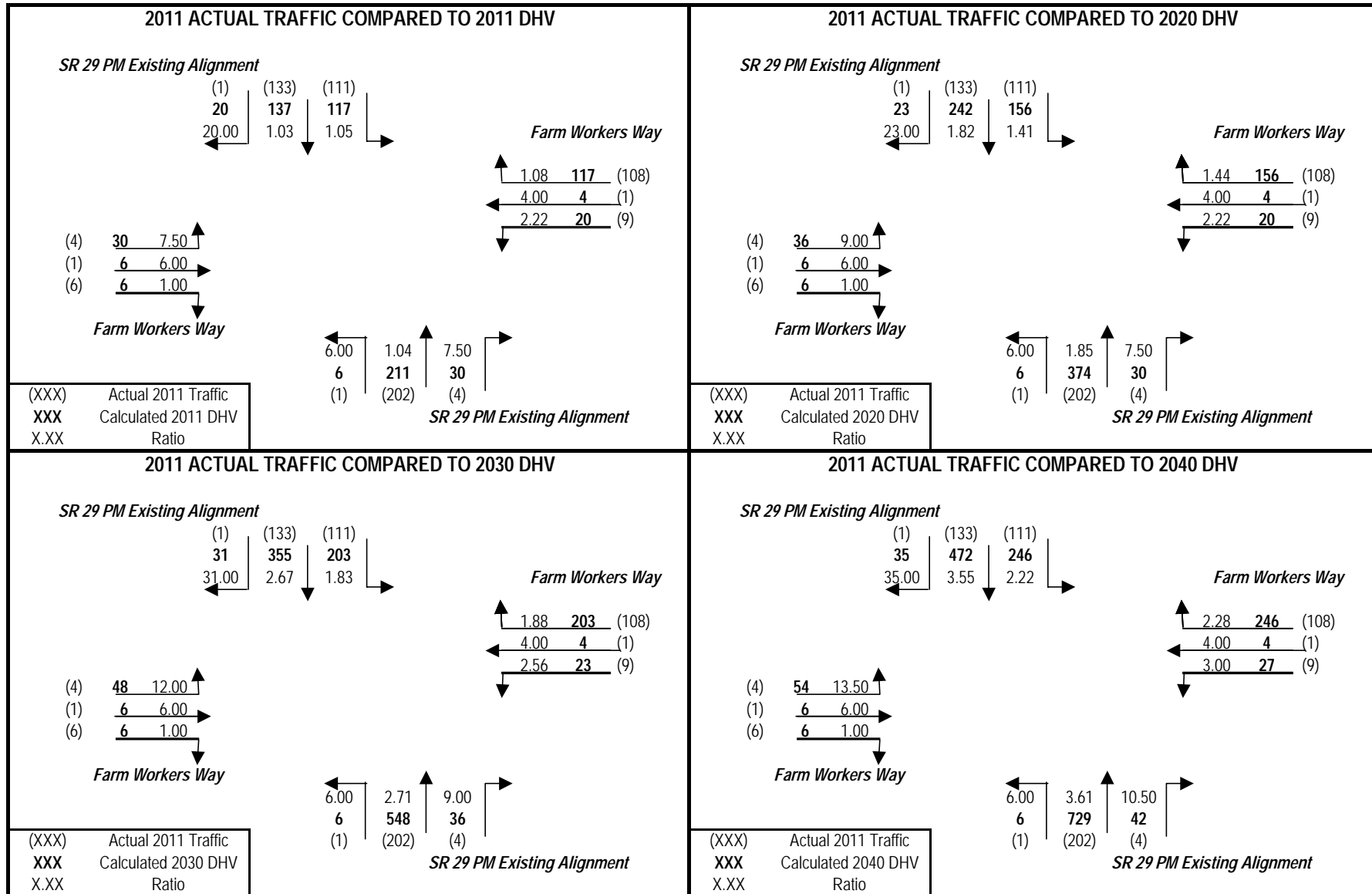




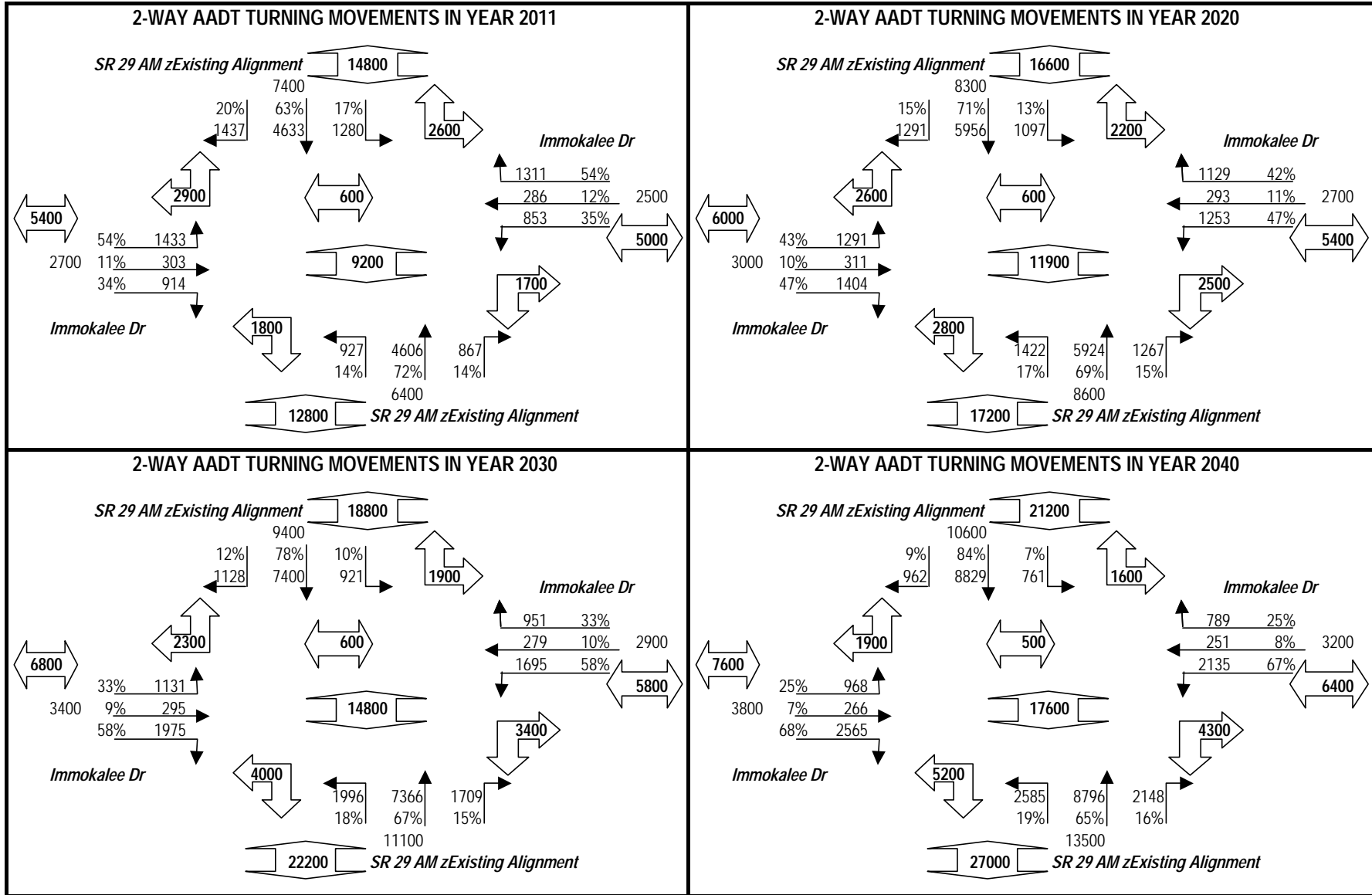
# PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT Farm Workers Way: Oil Well Rd TO SR 82



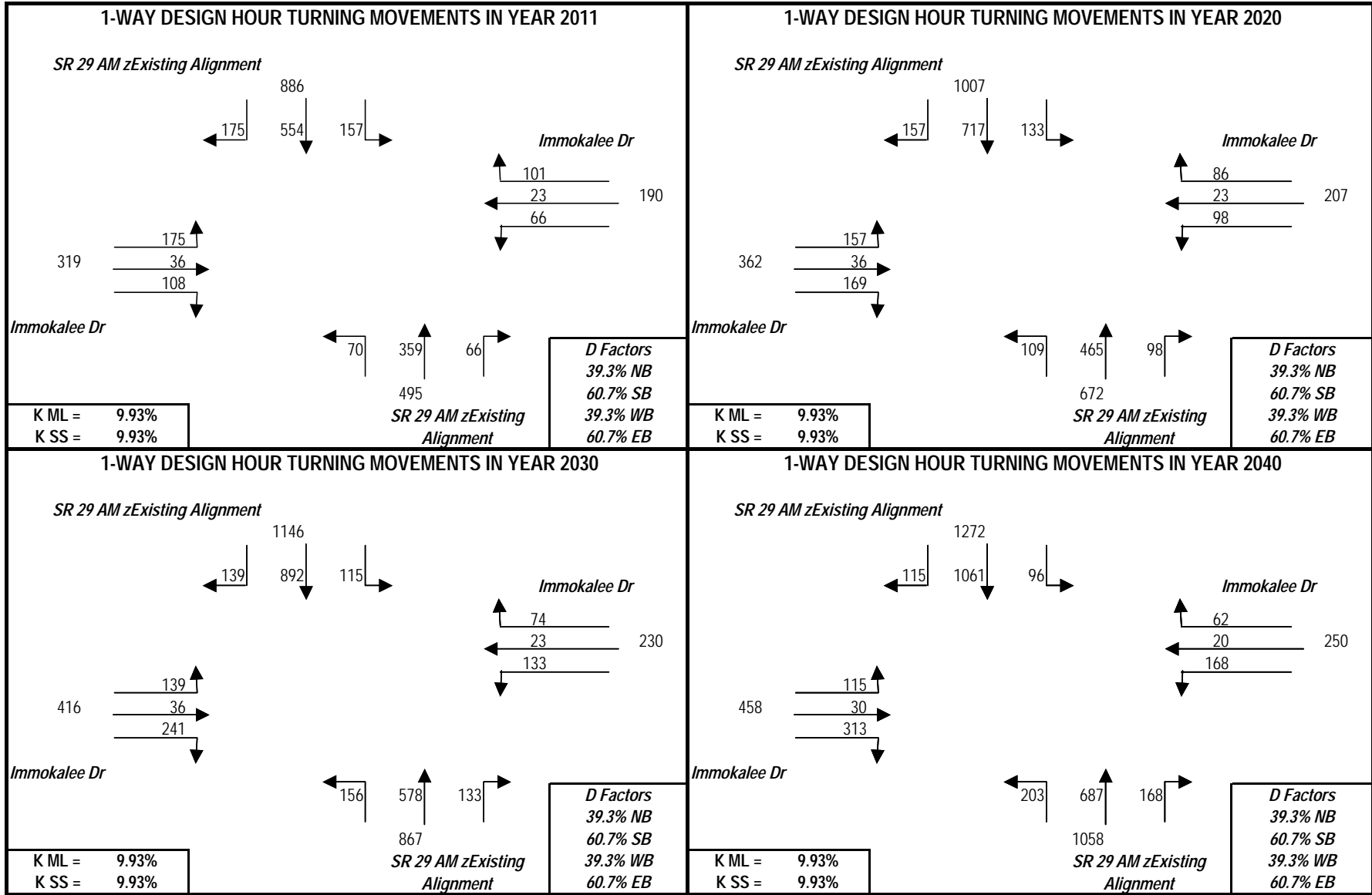
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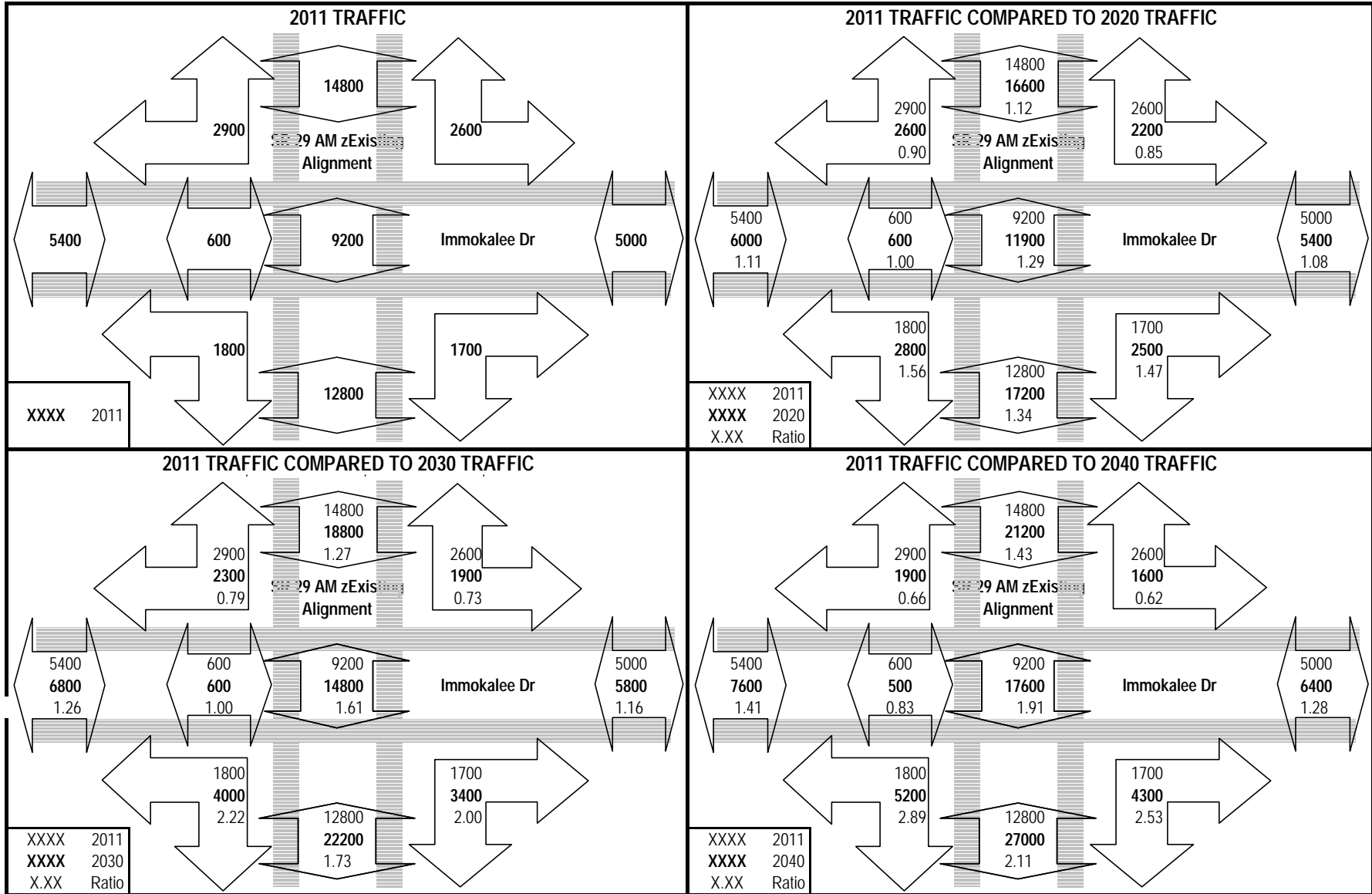
# PROJECT TRAFFIC FOR SR 29 AM zExisting Alignment AT Immokalee Dr: Oil Well Rd TO SR 82



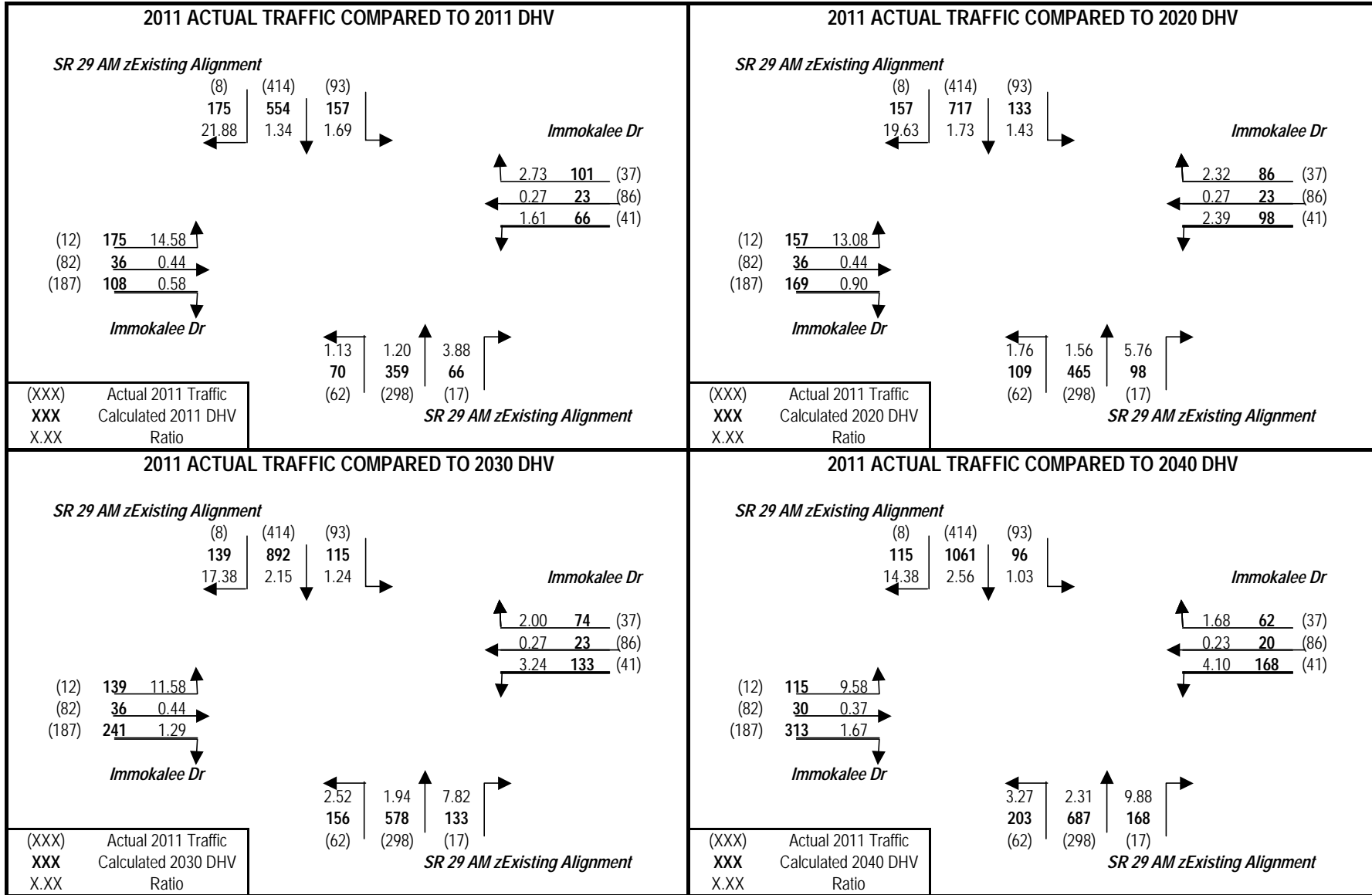
# PROJECT TRAFFIC FOR SR 29 AM zExisting Alignment AT Immokalee Dr: Oil Well Rd TO SR 82



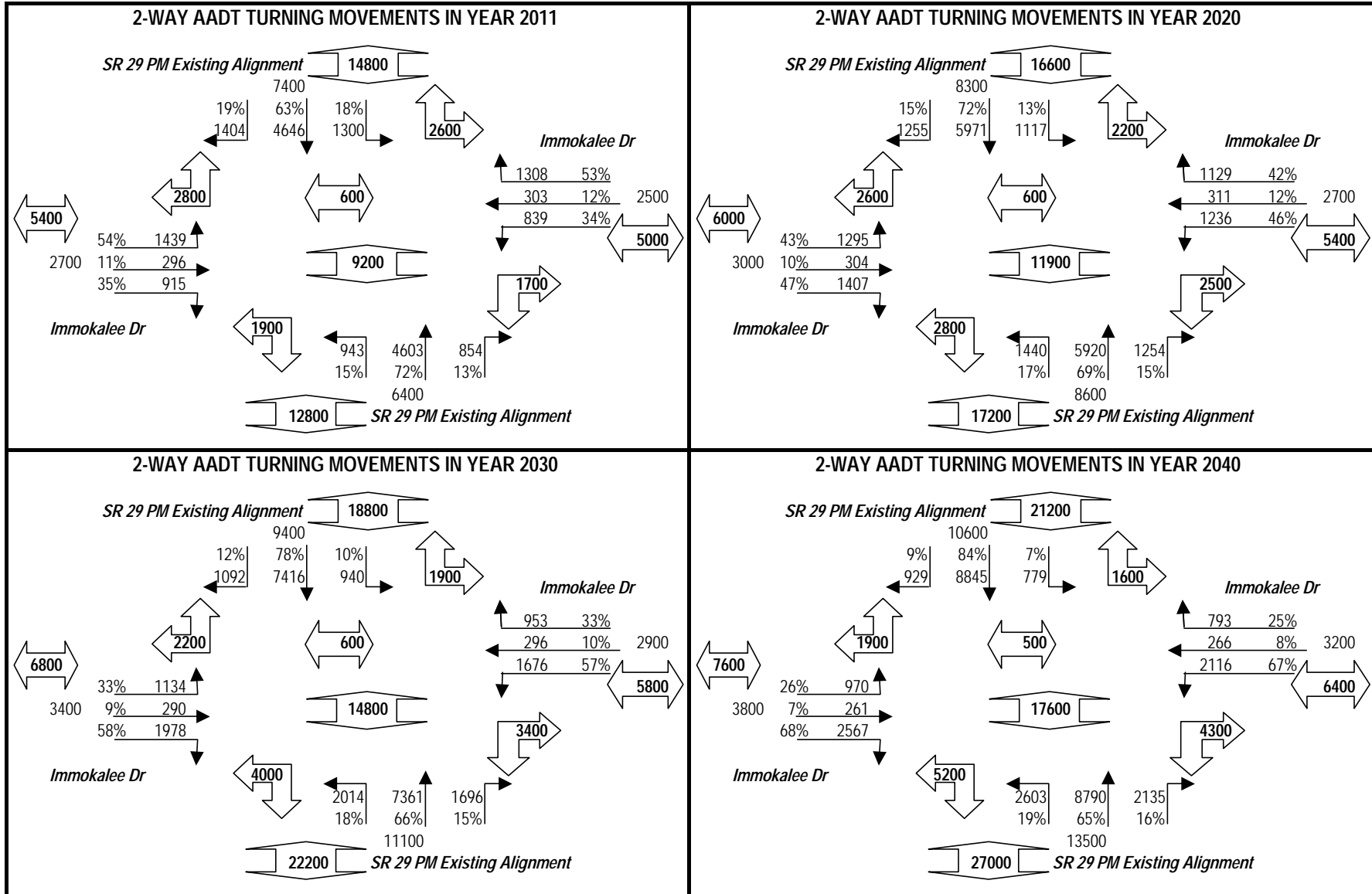
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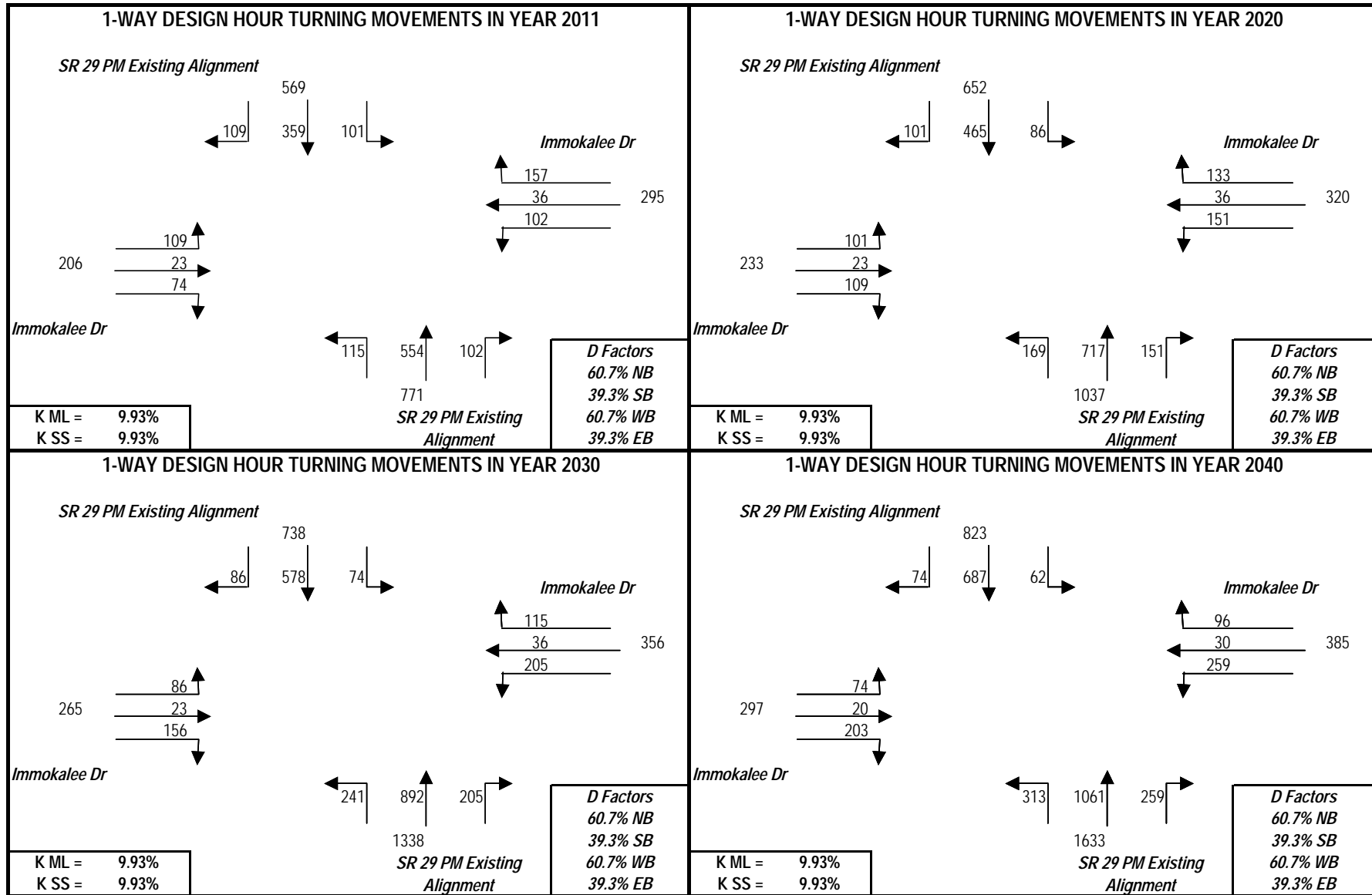
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## PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT Immokalee Dr: Oil Well Rd TO SR 82

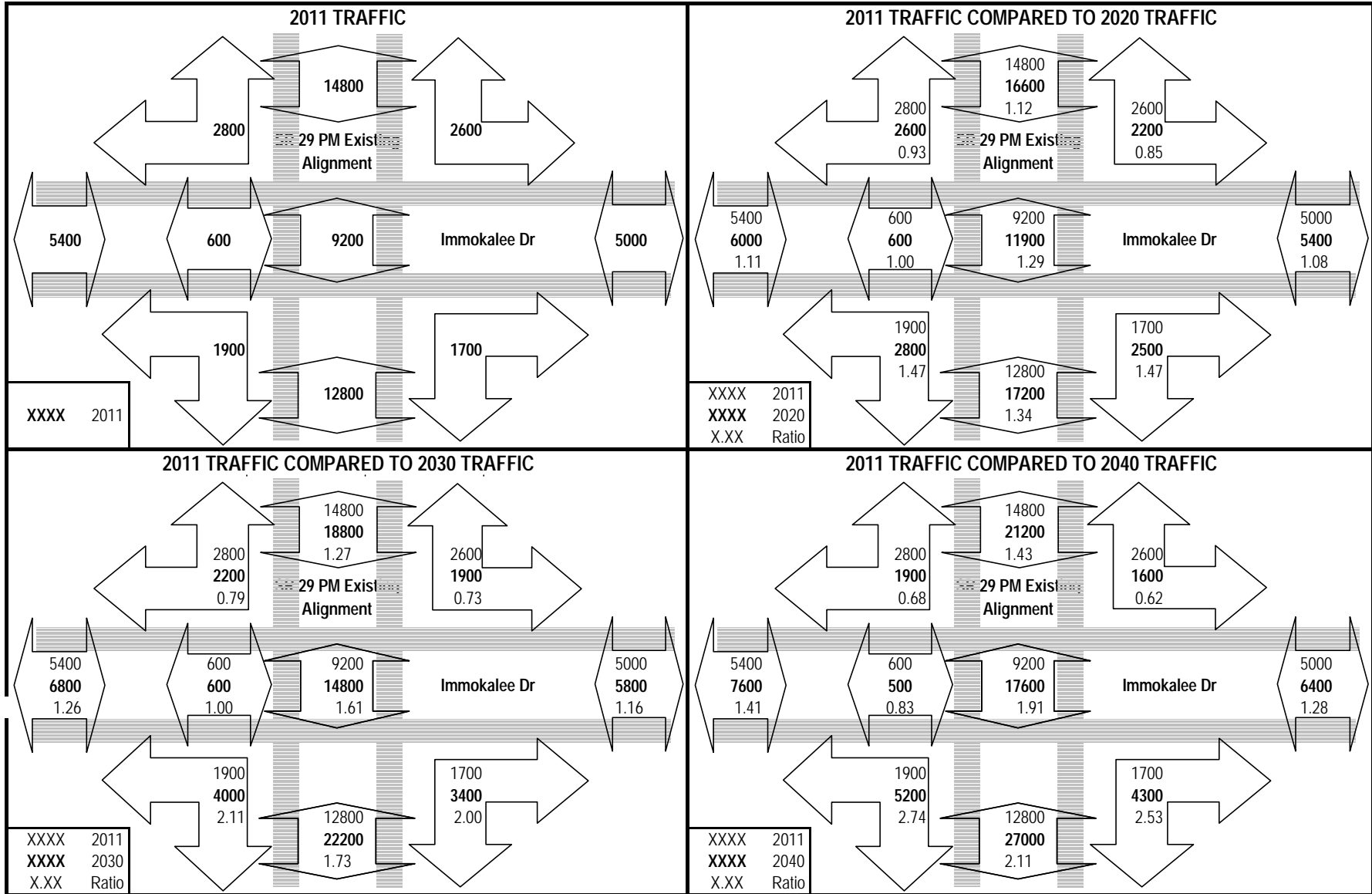


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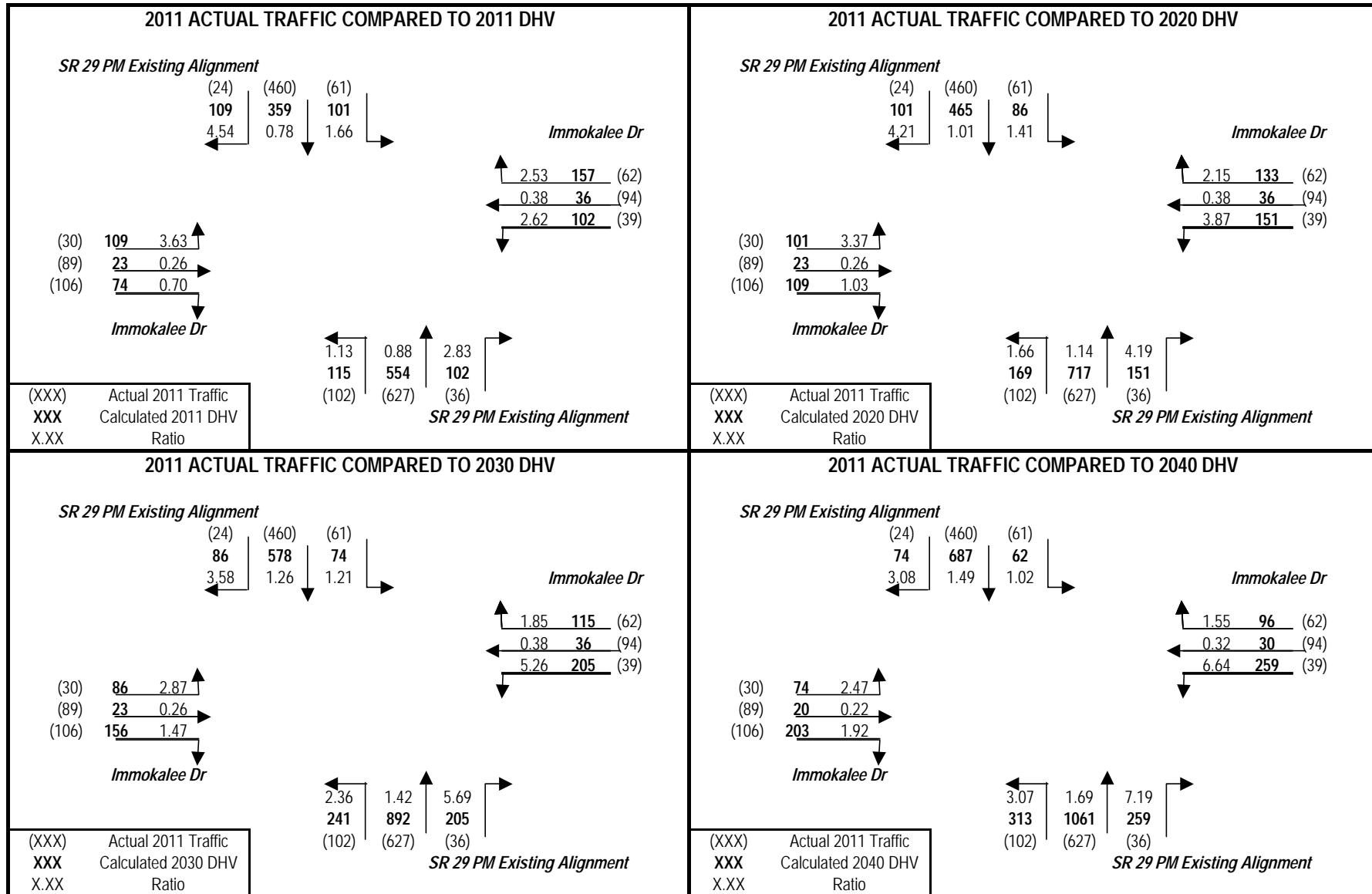




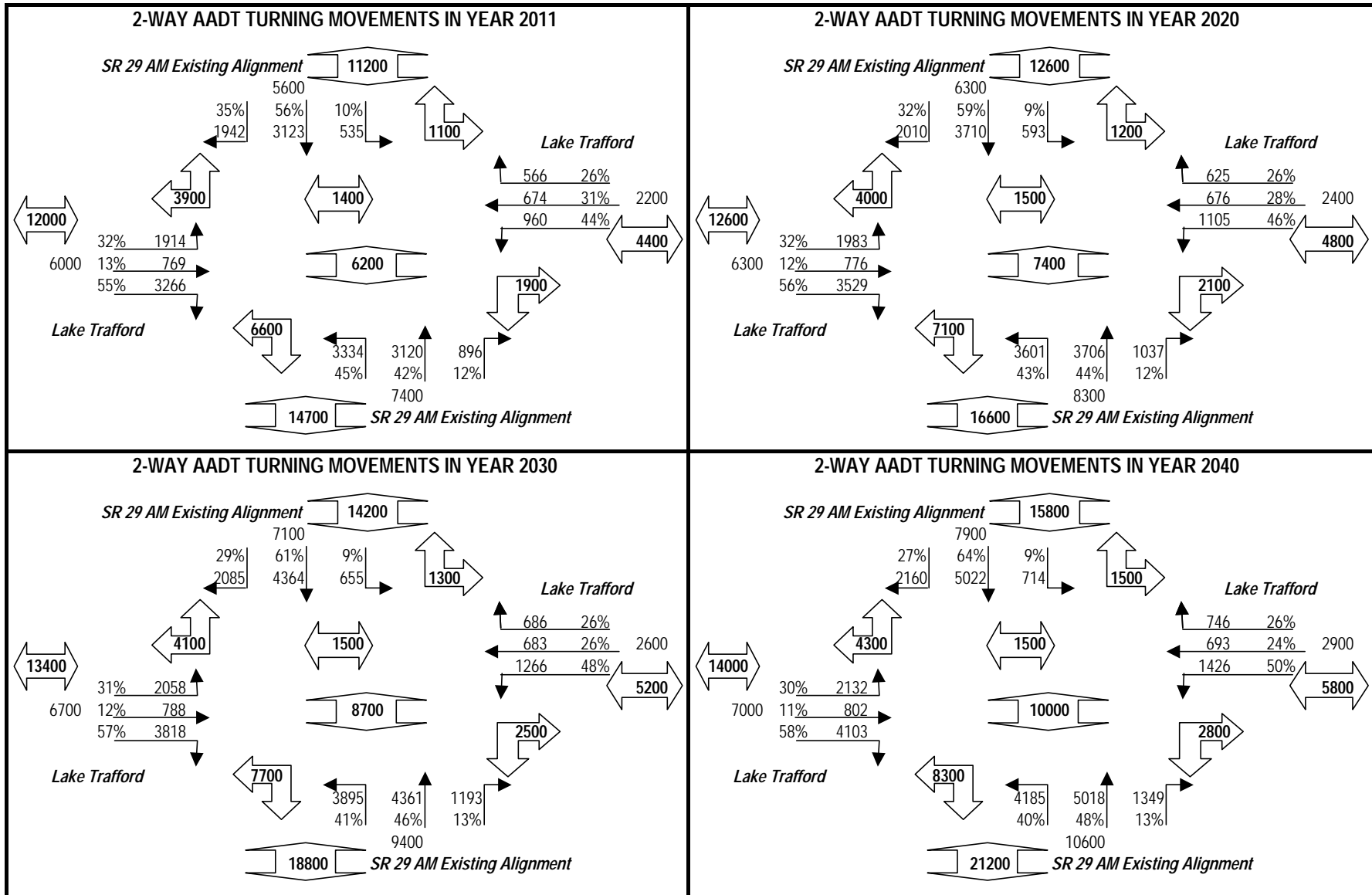
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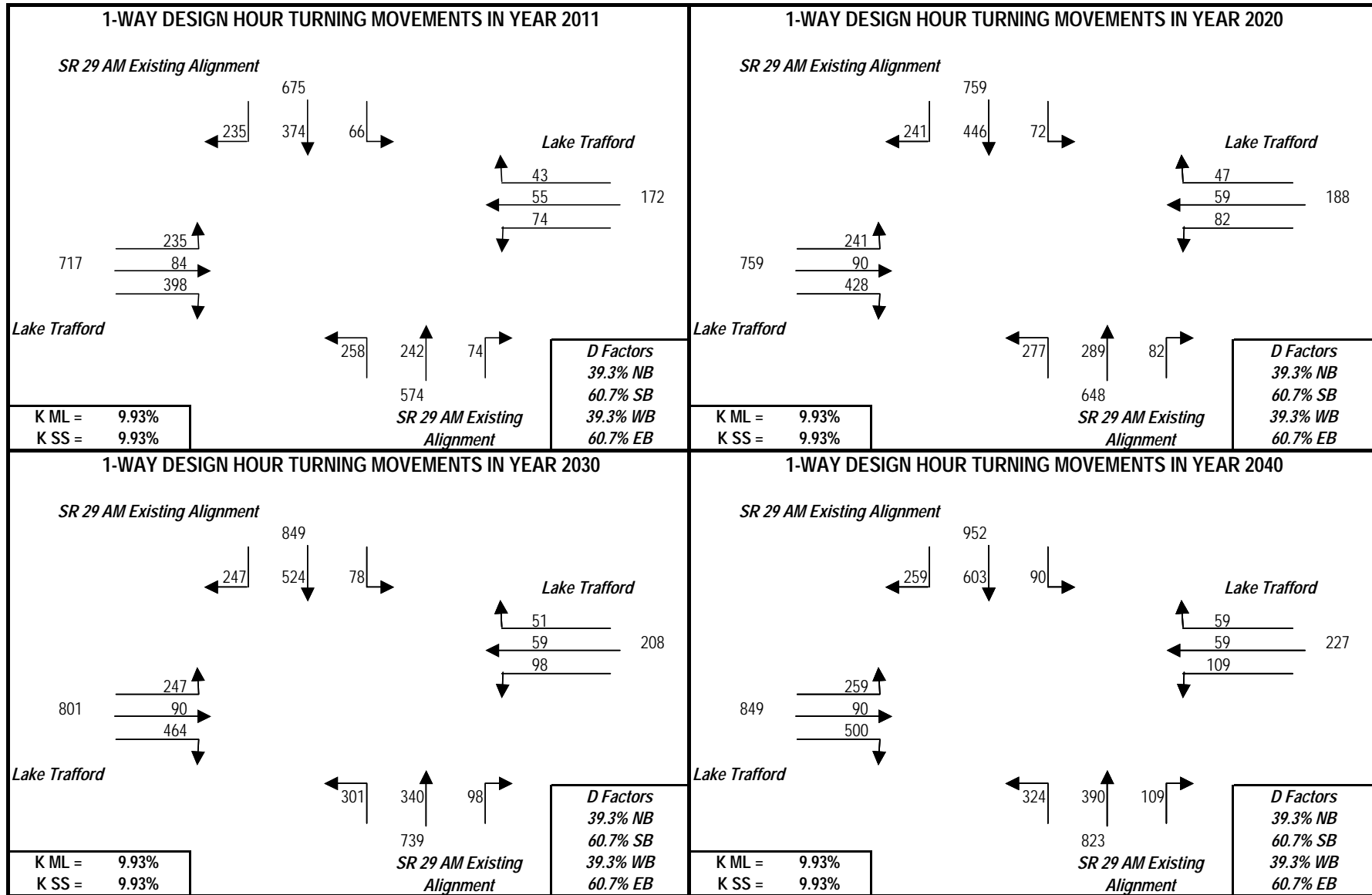
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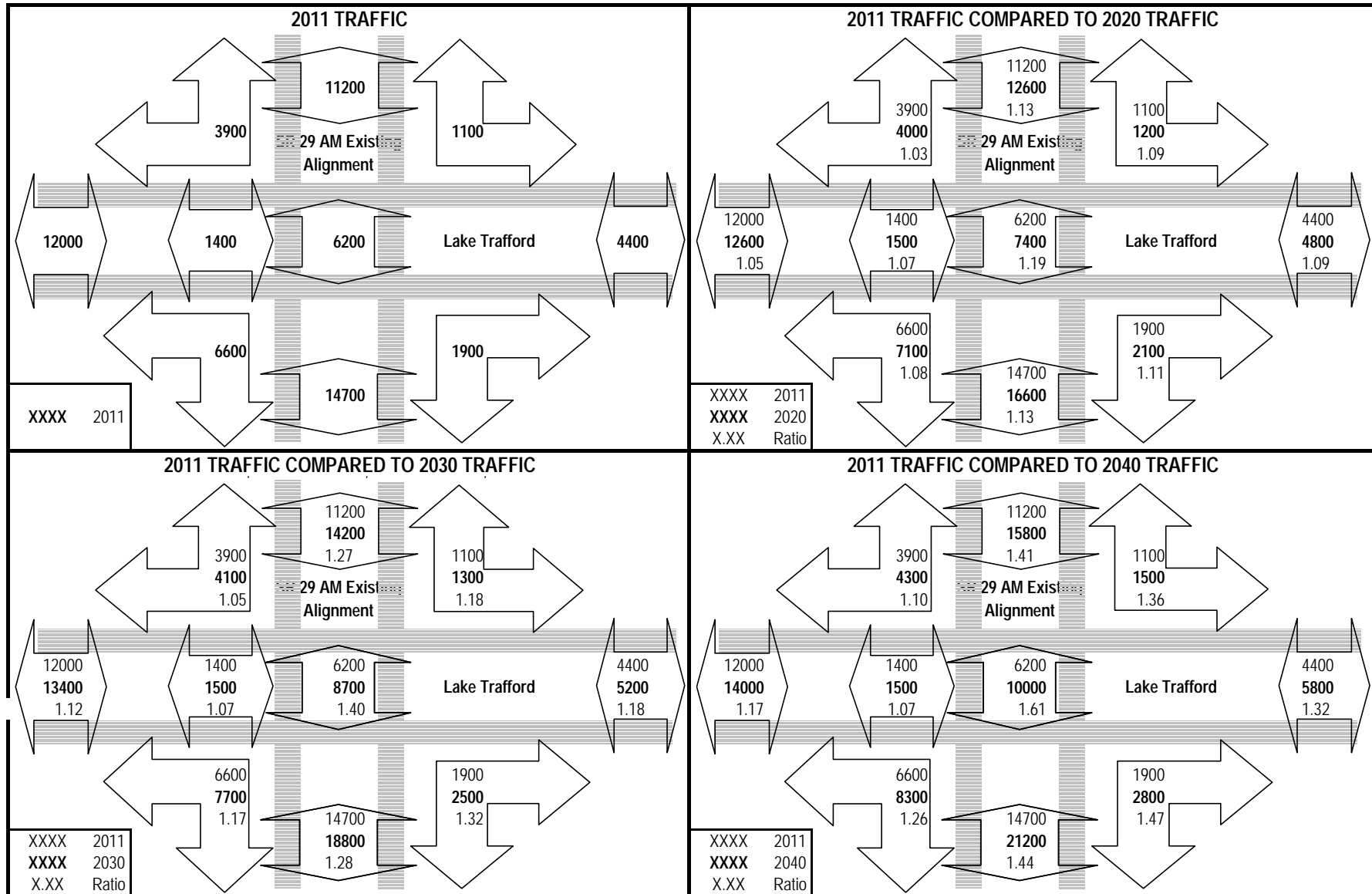
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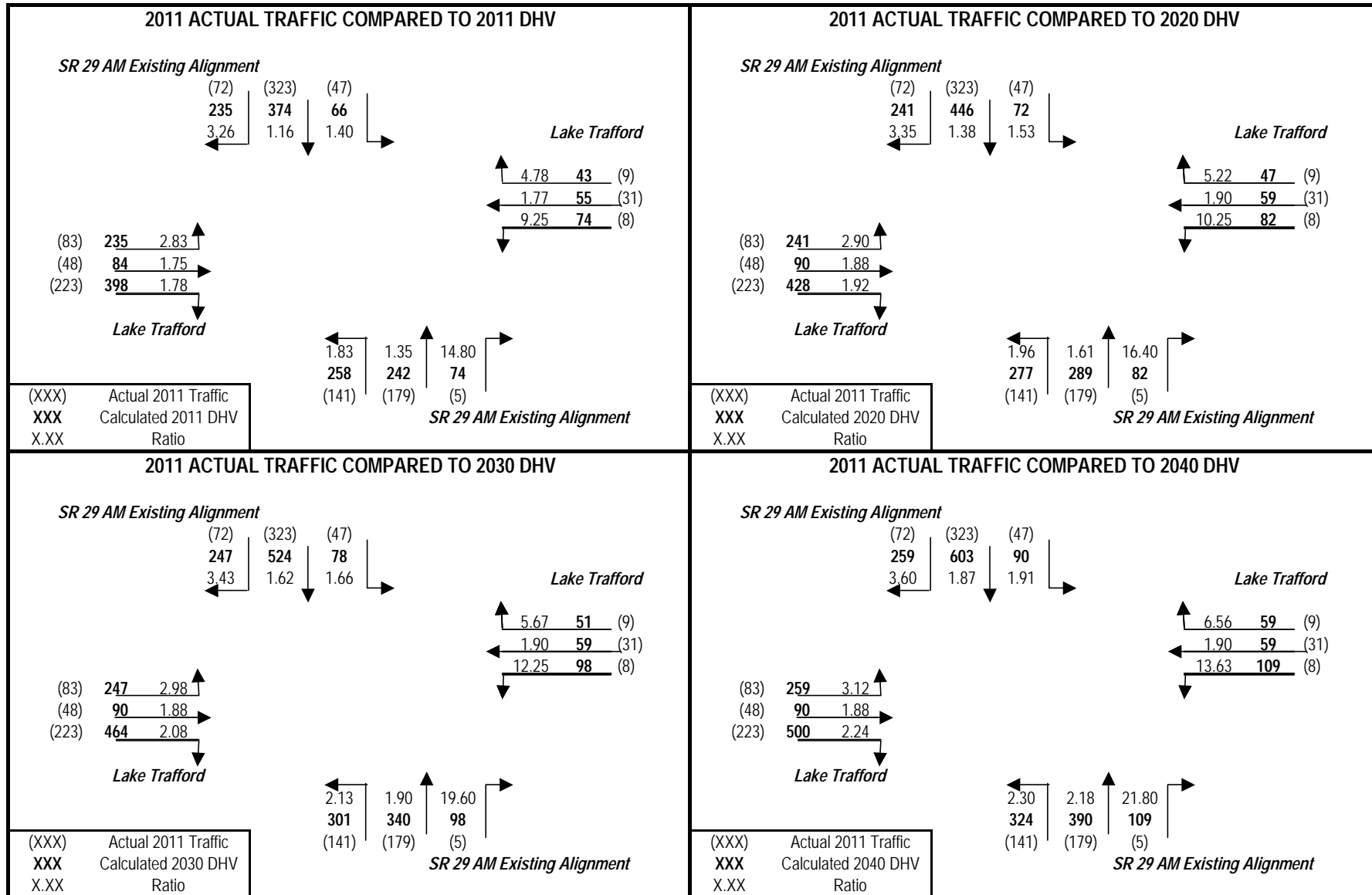
## PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT Lake Trafford: Oil Well Rd TO SR 82



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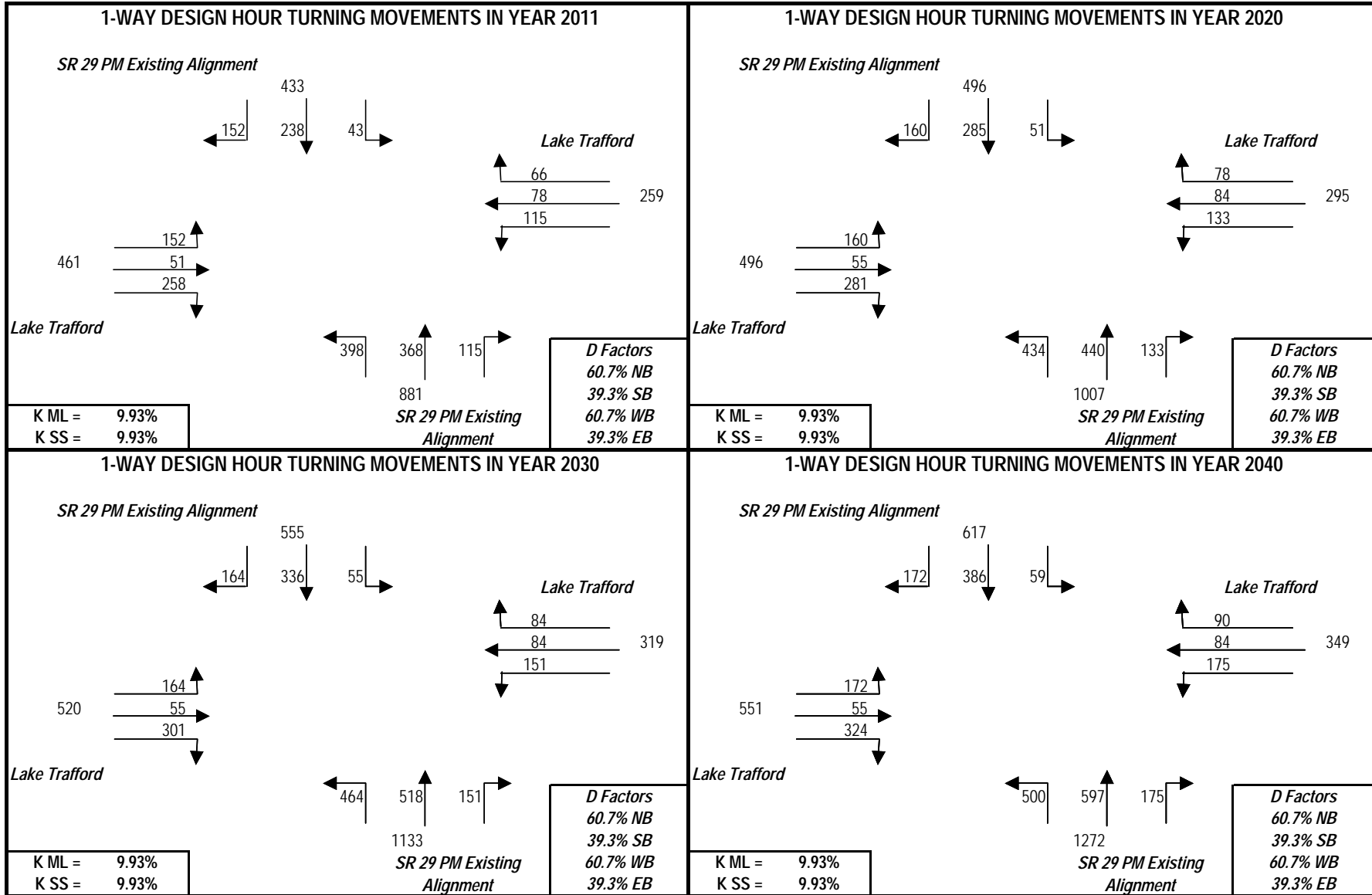


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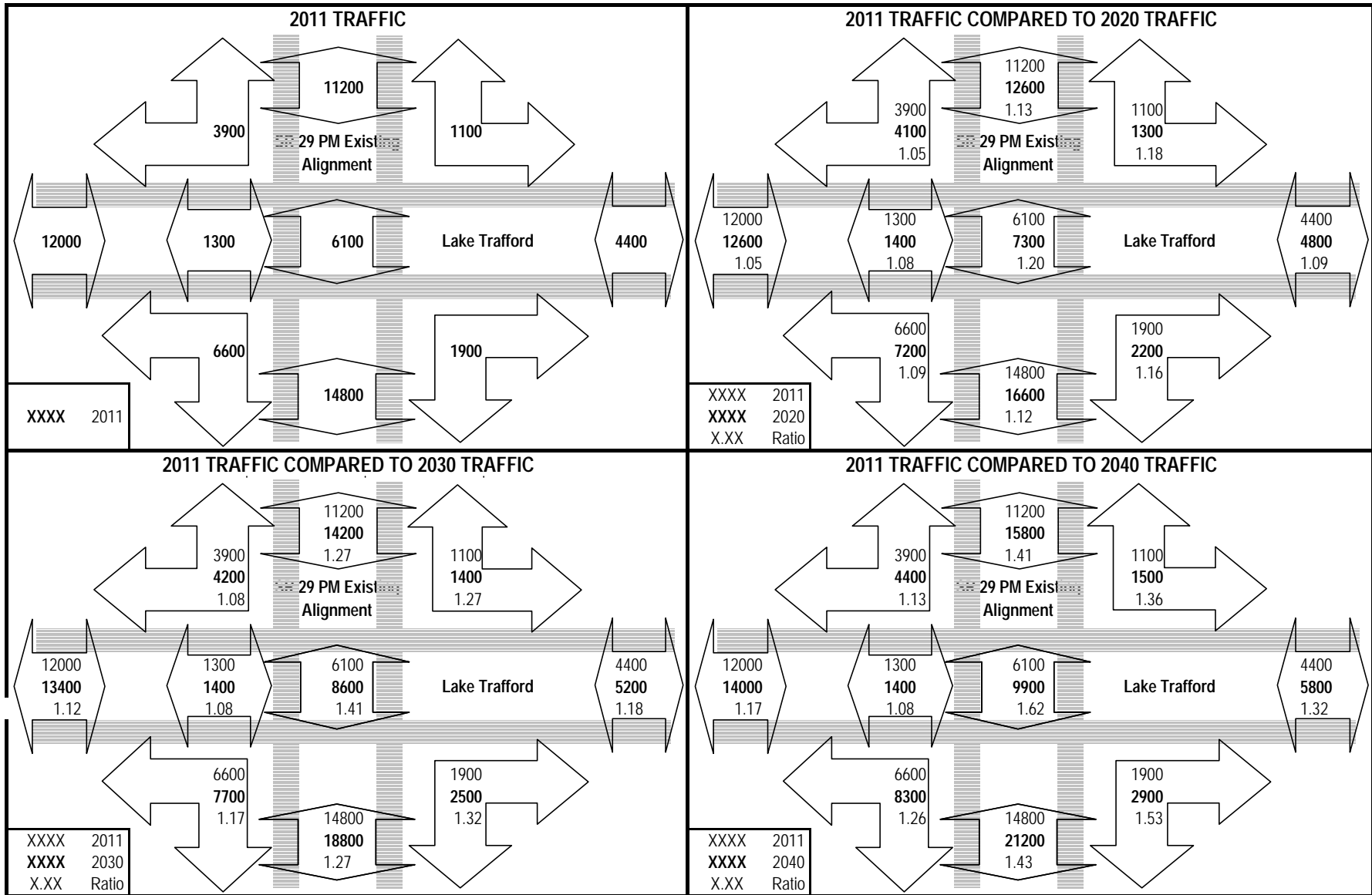


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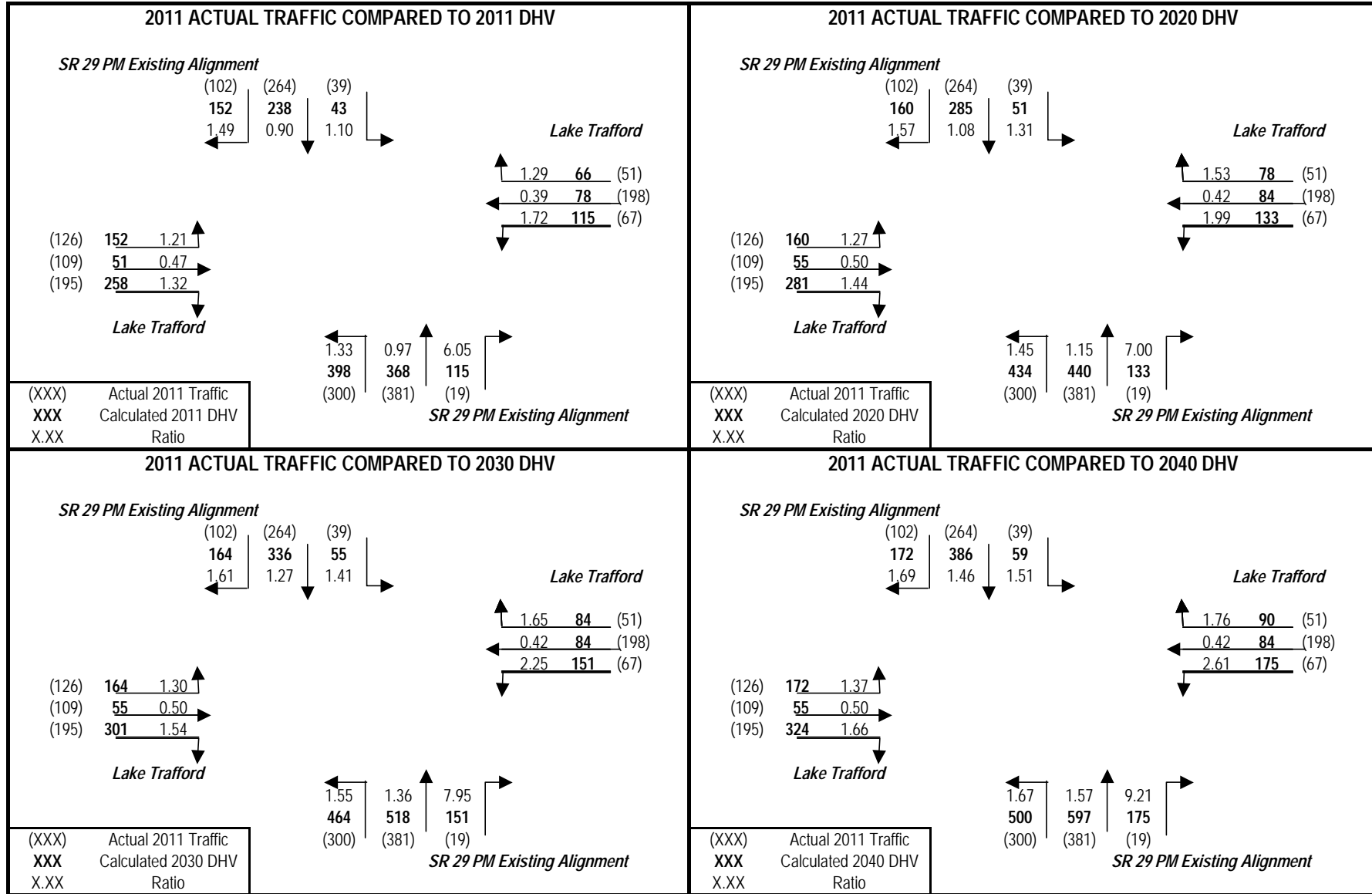




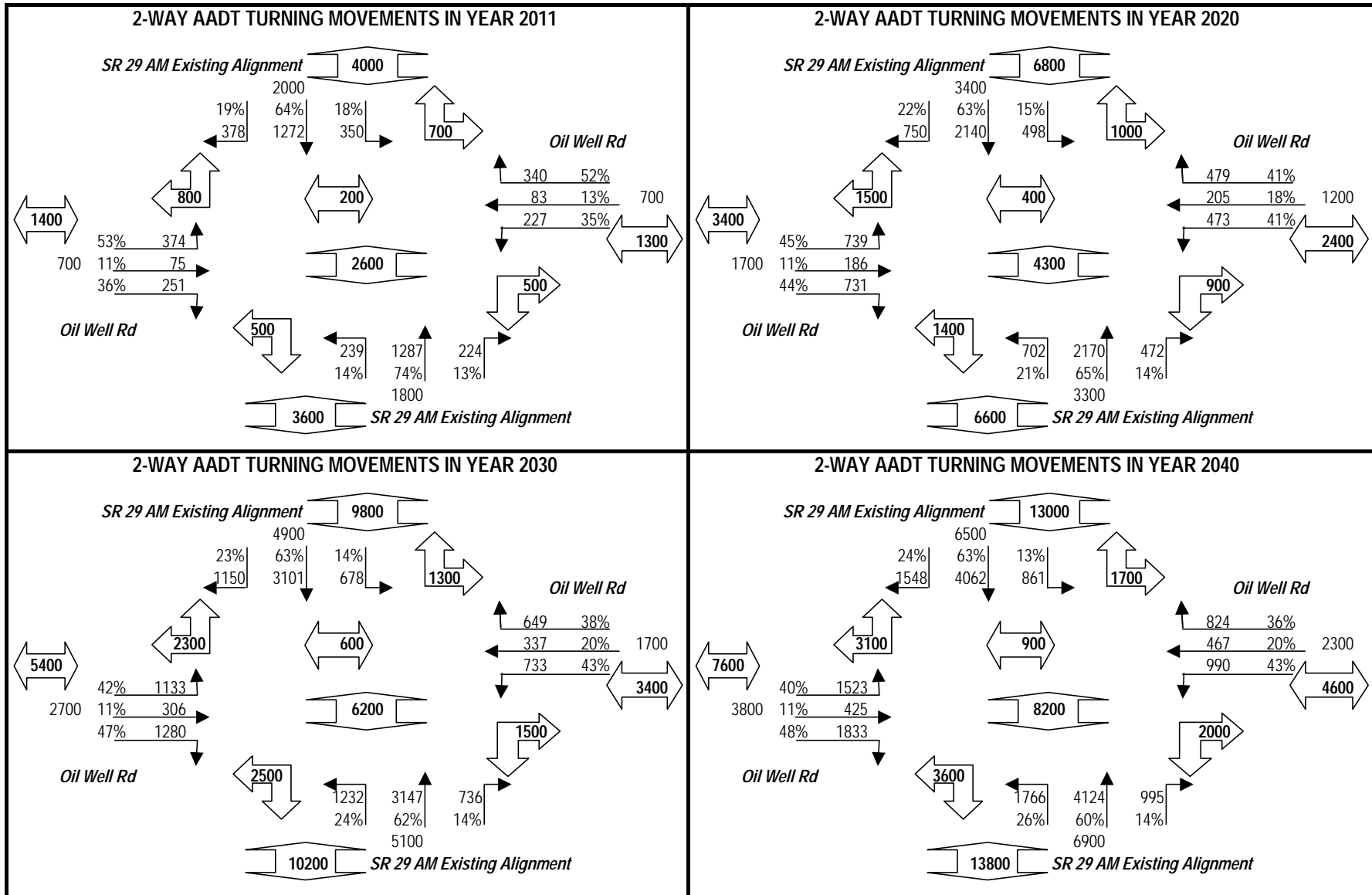
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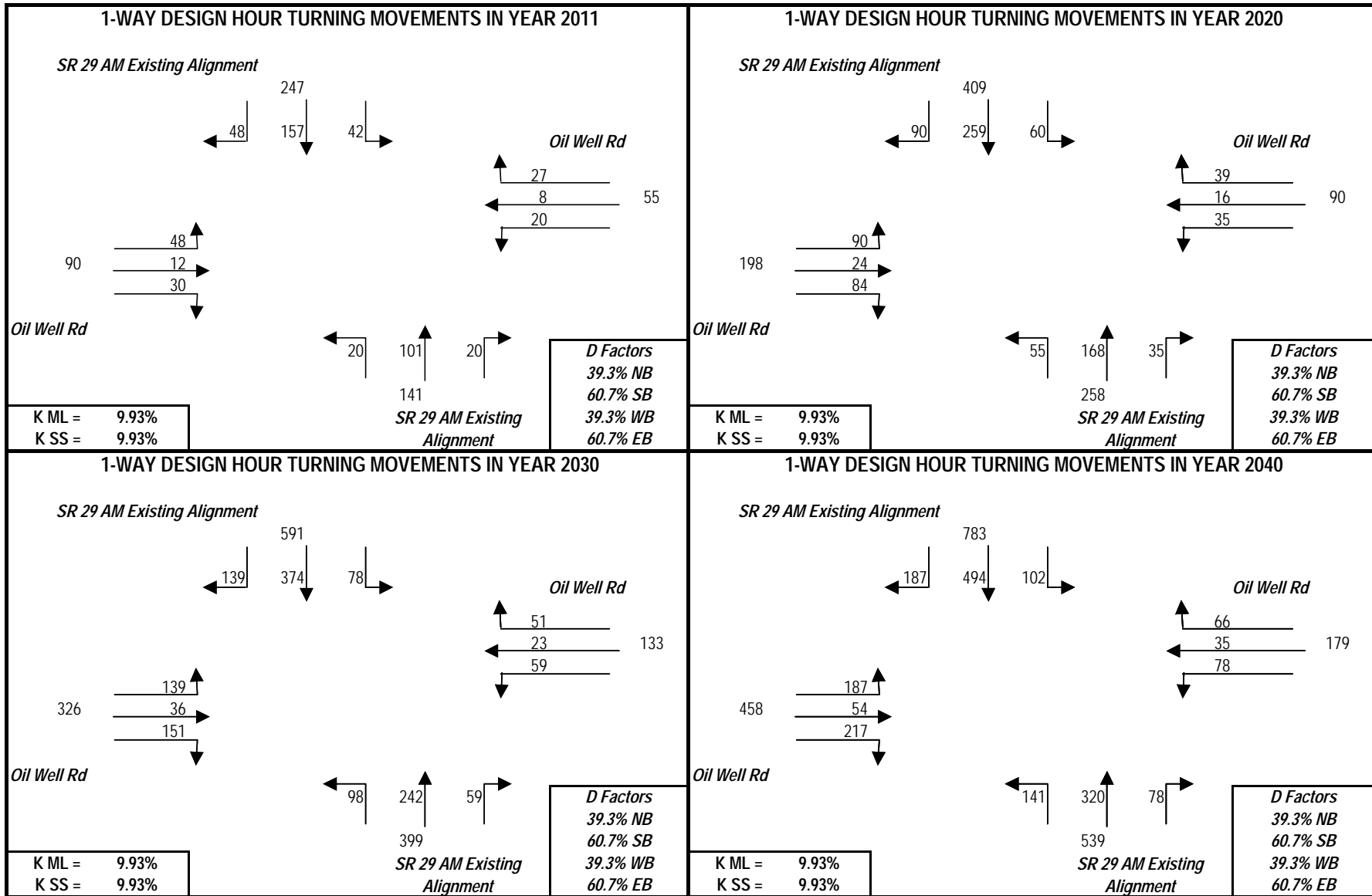
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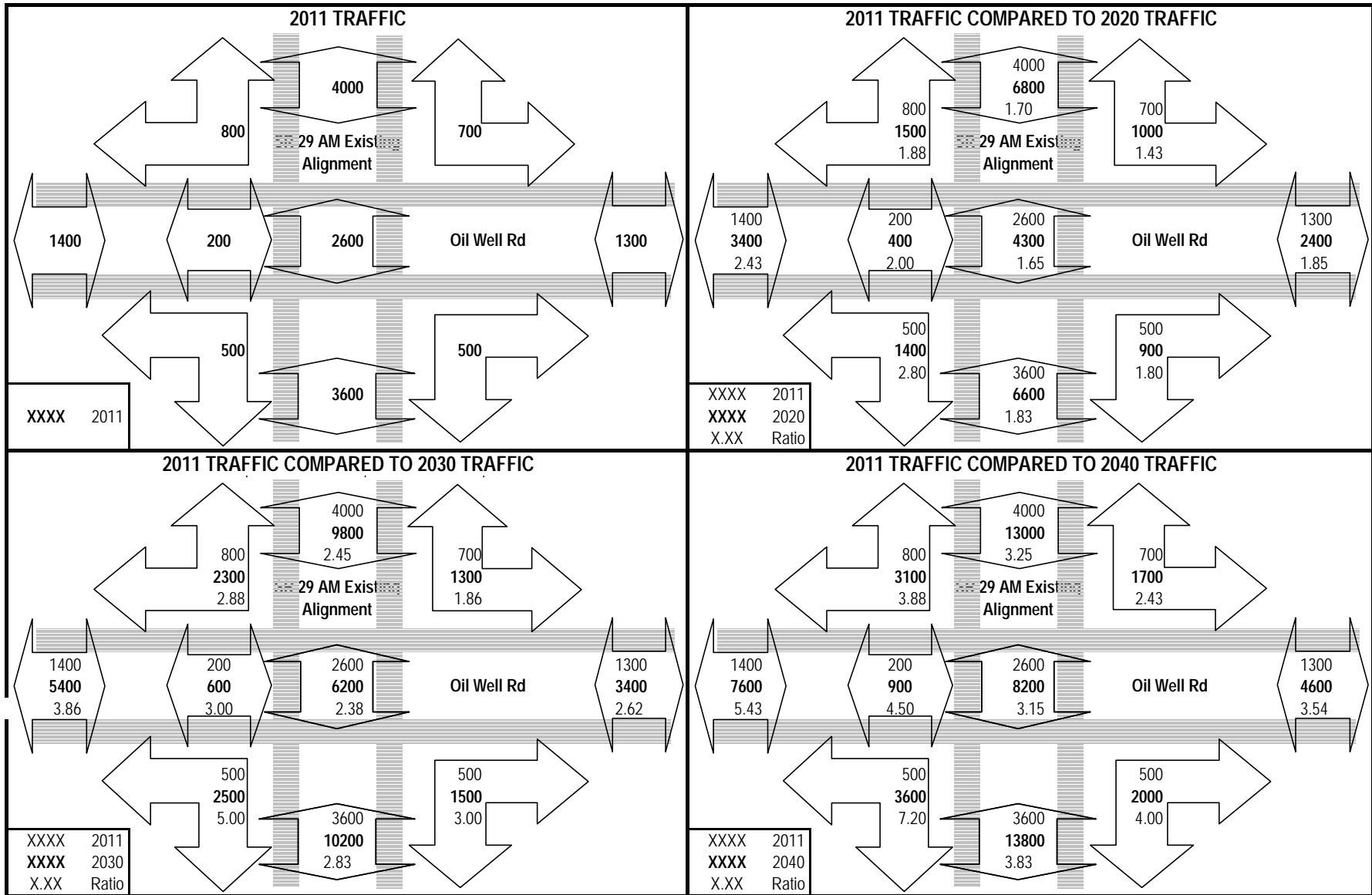
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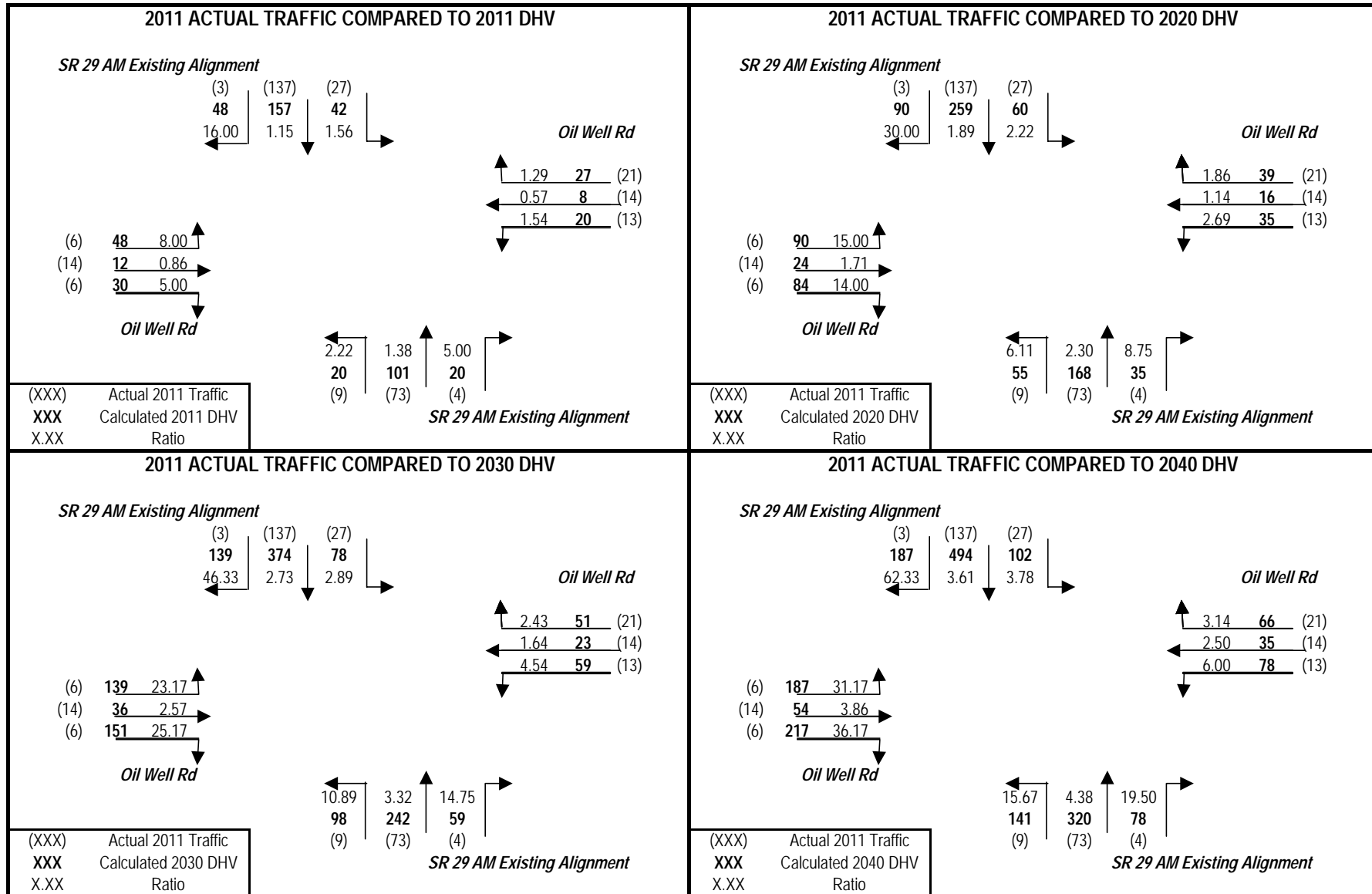
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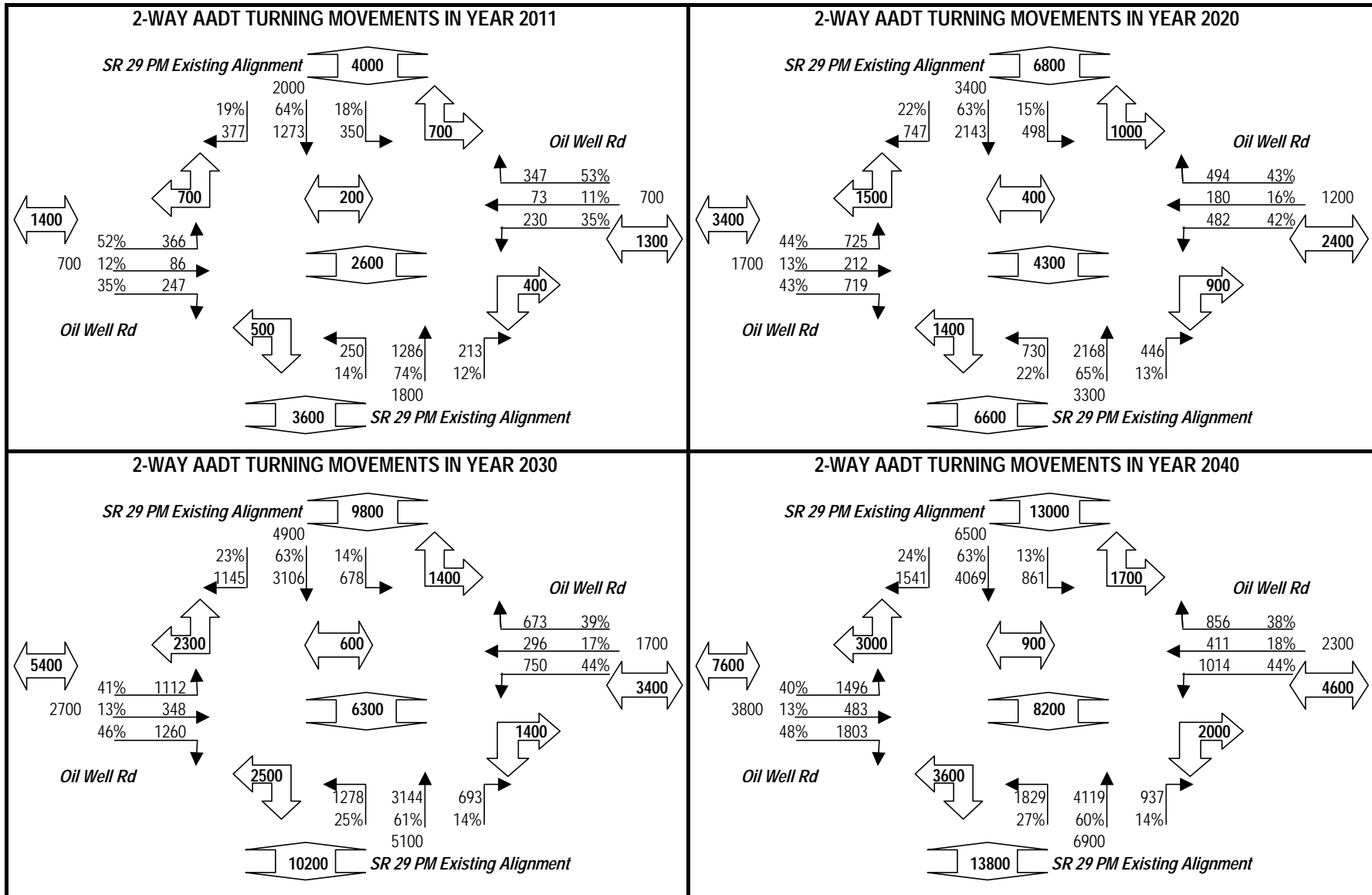
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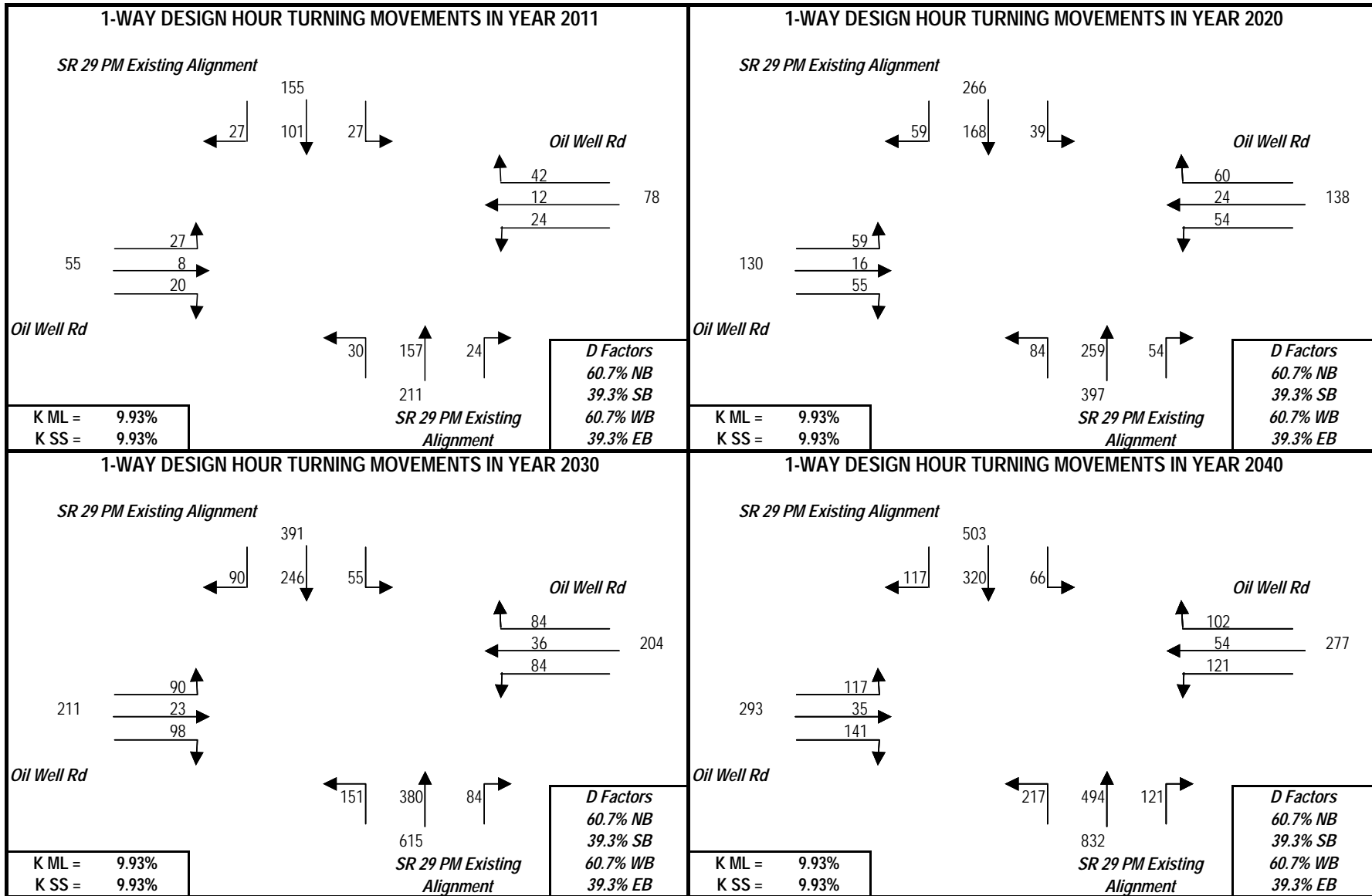
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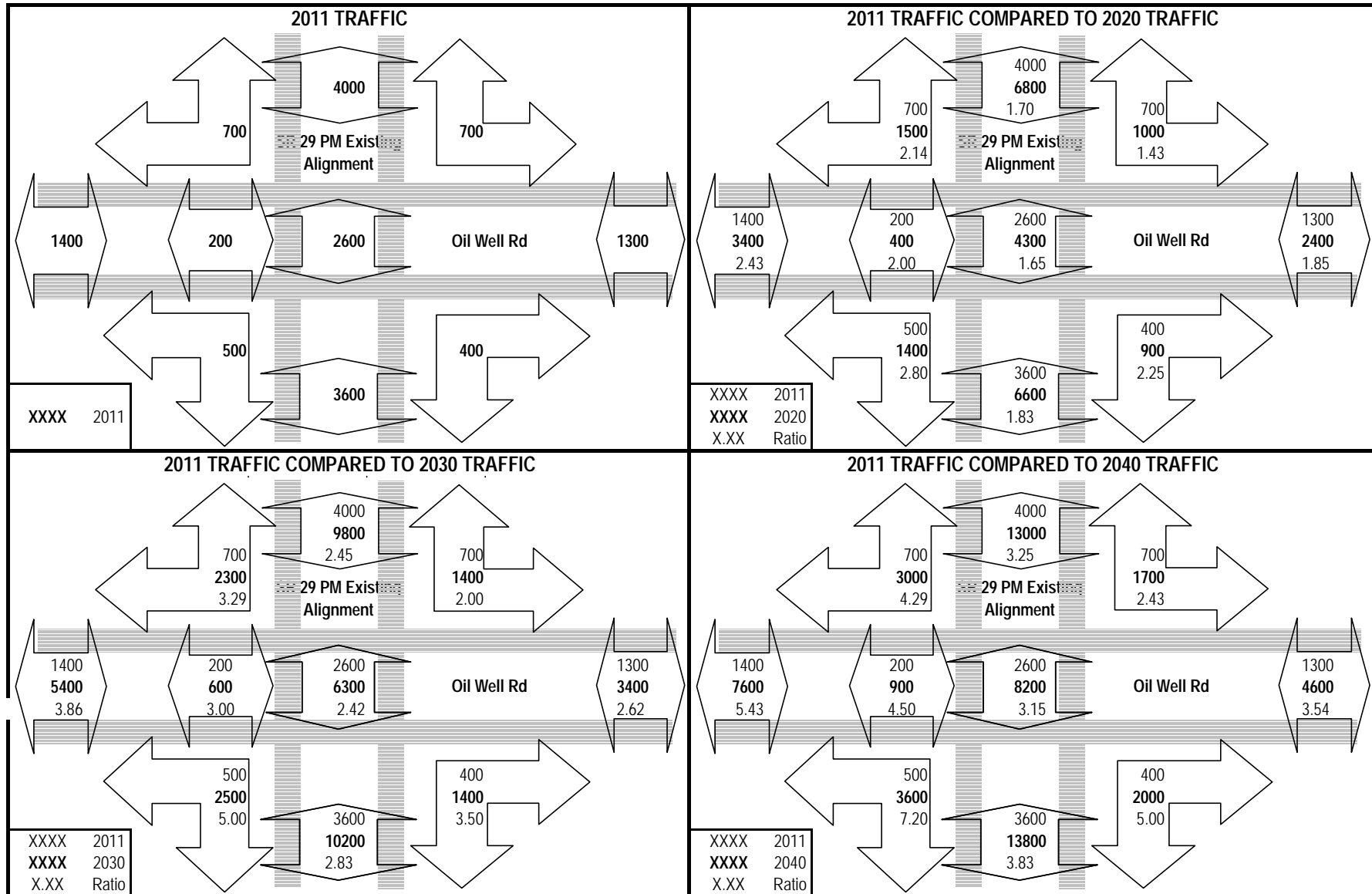


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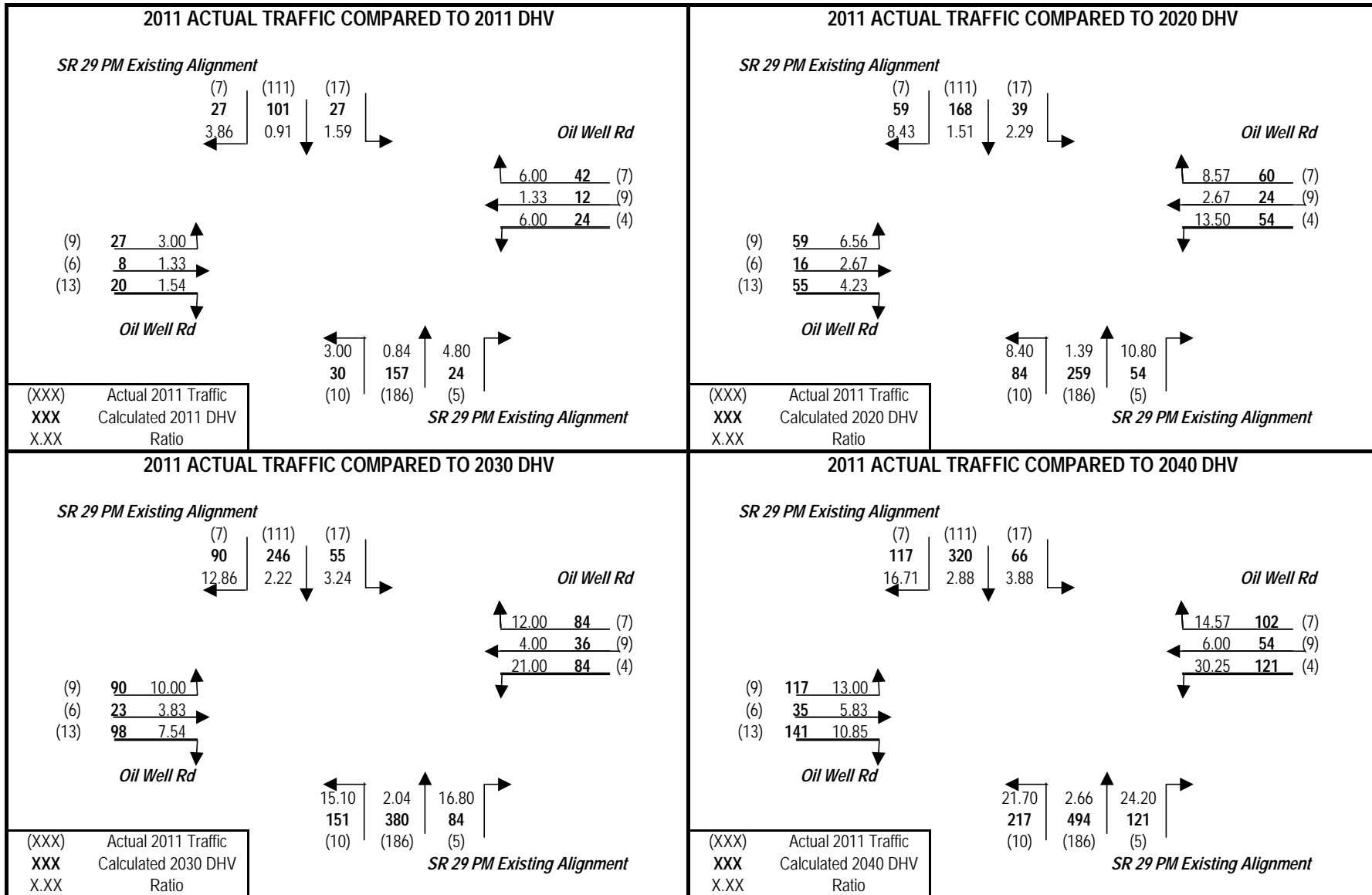




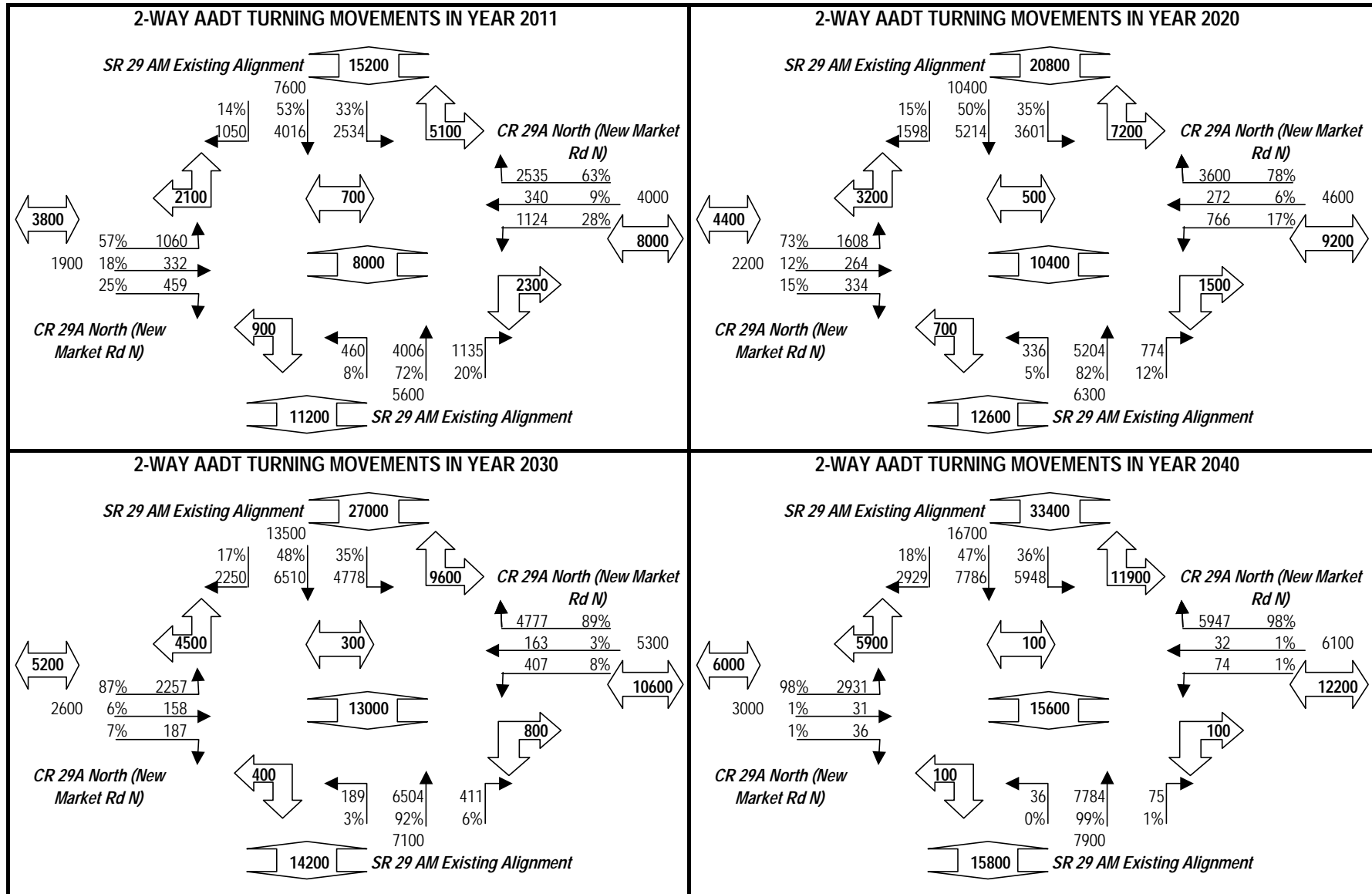
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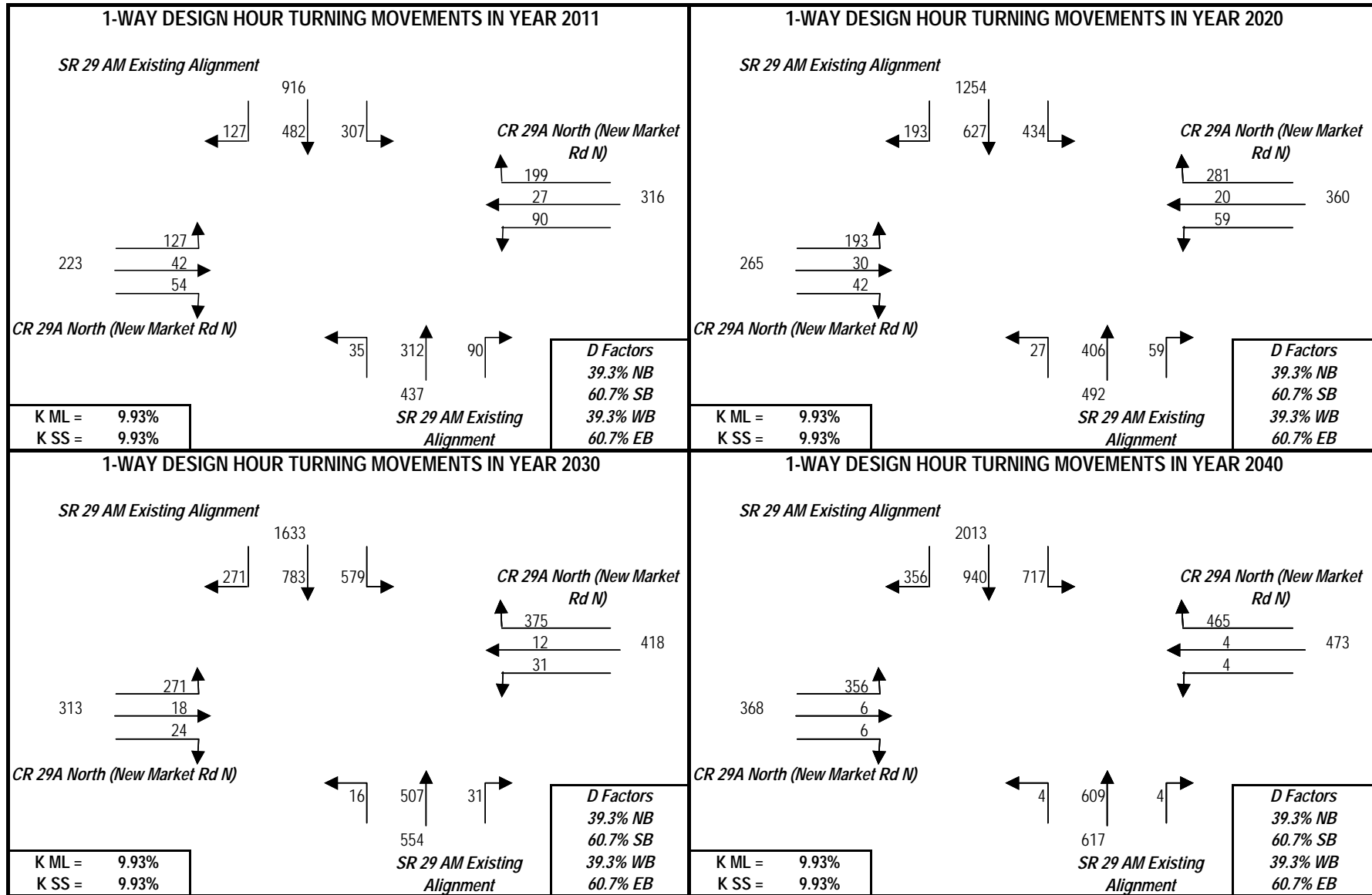
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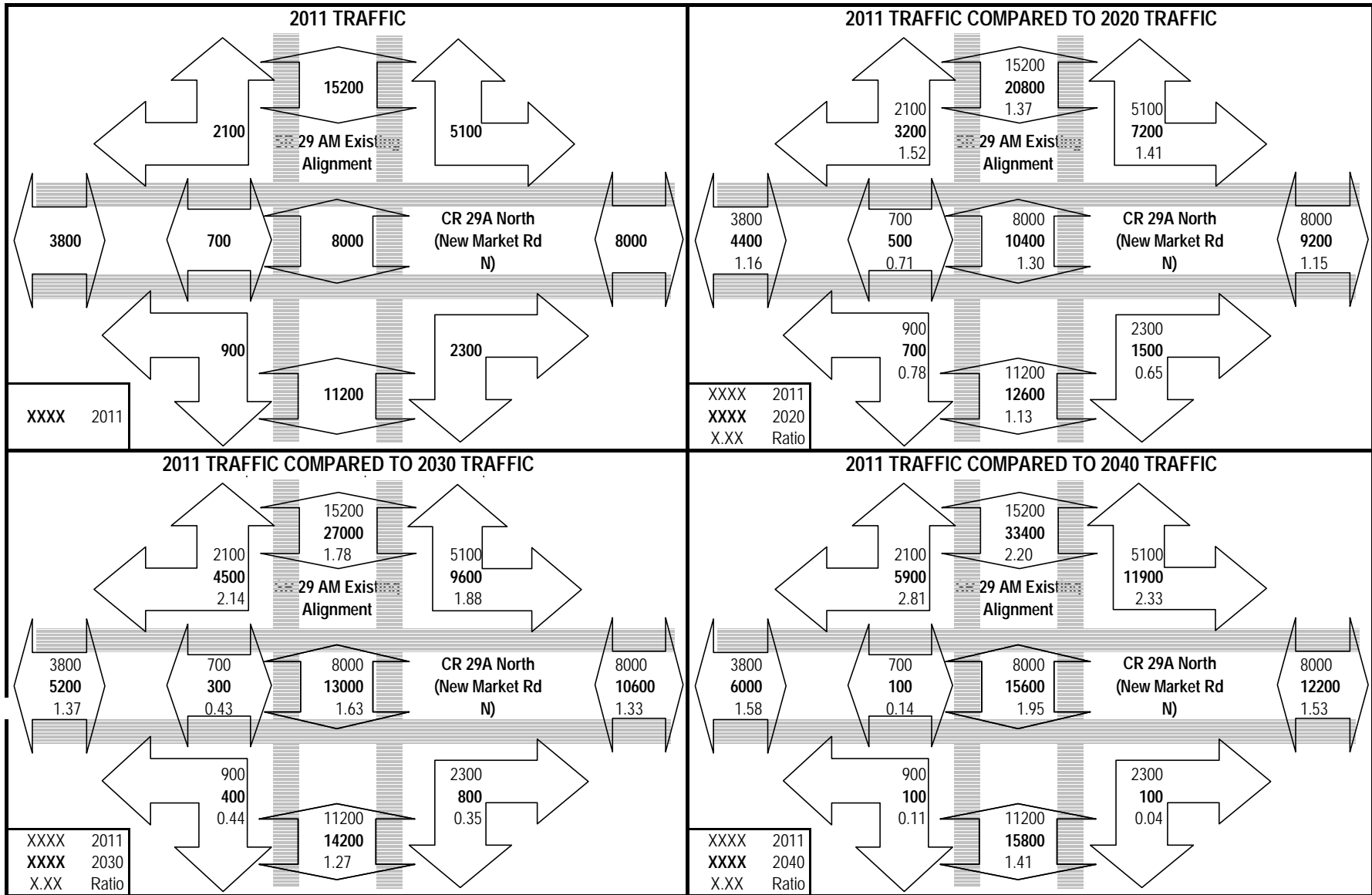
# PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82



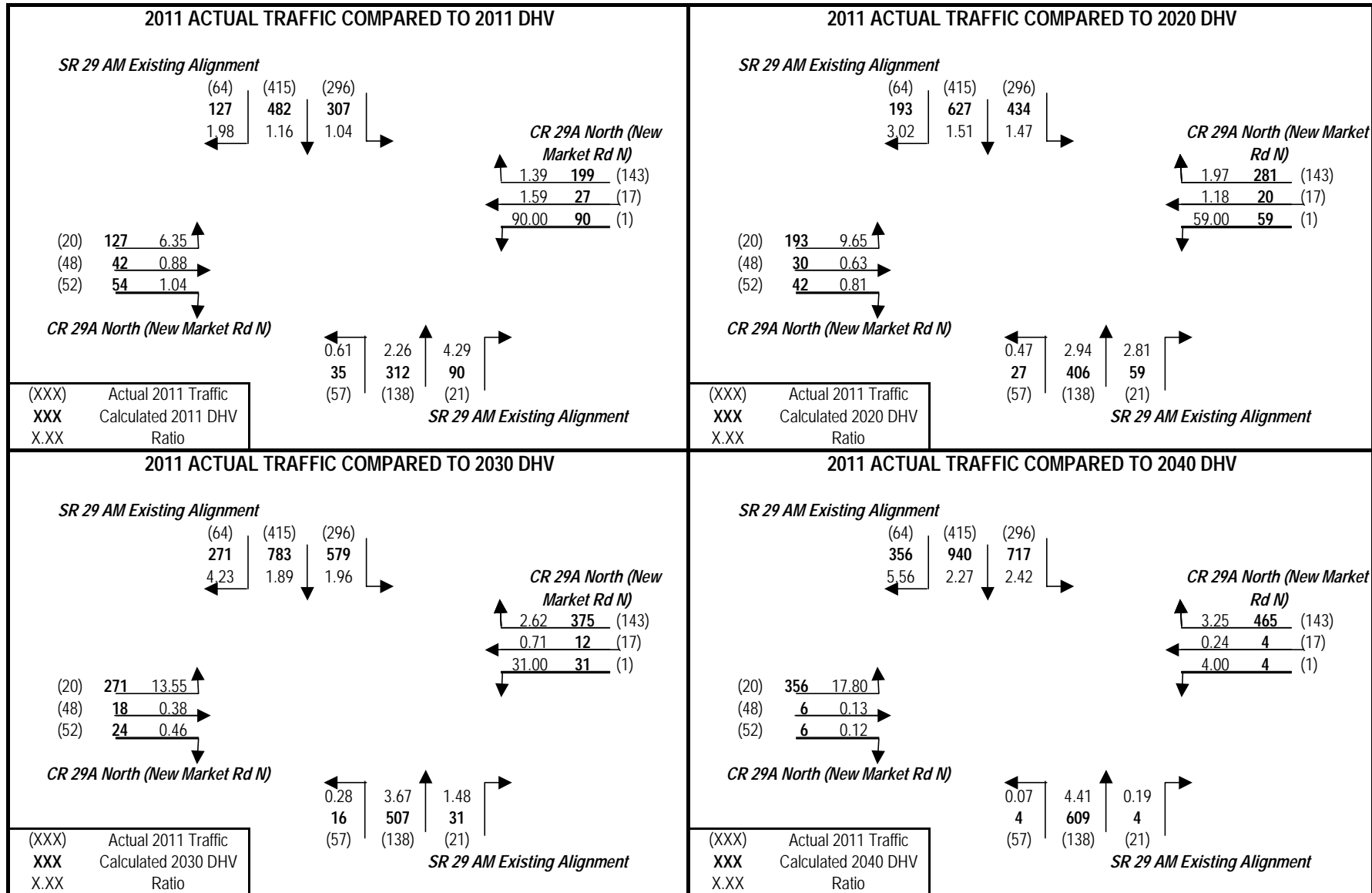
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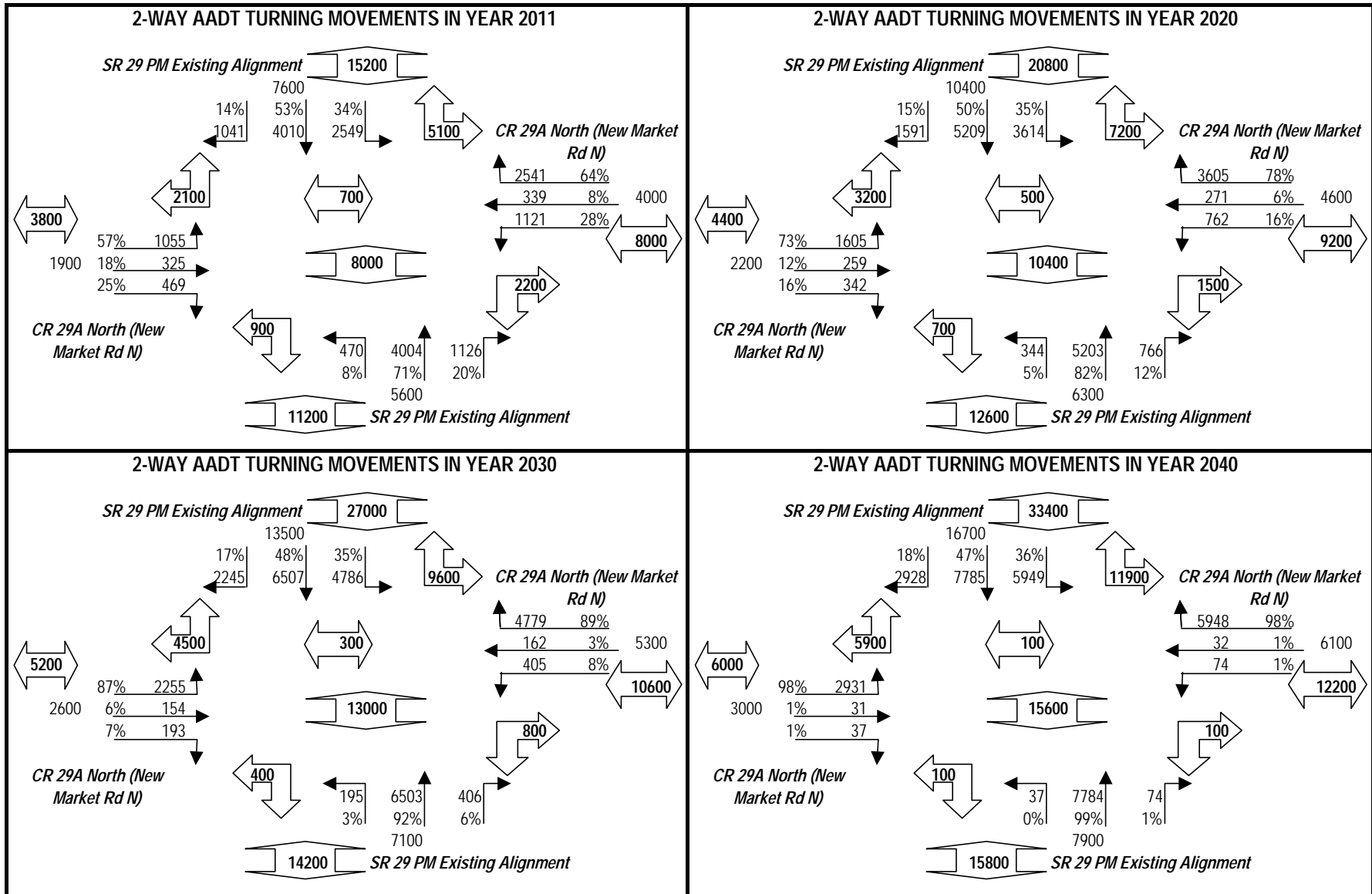
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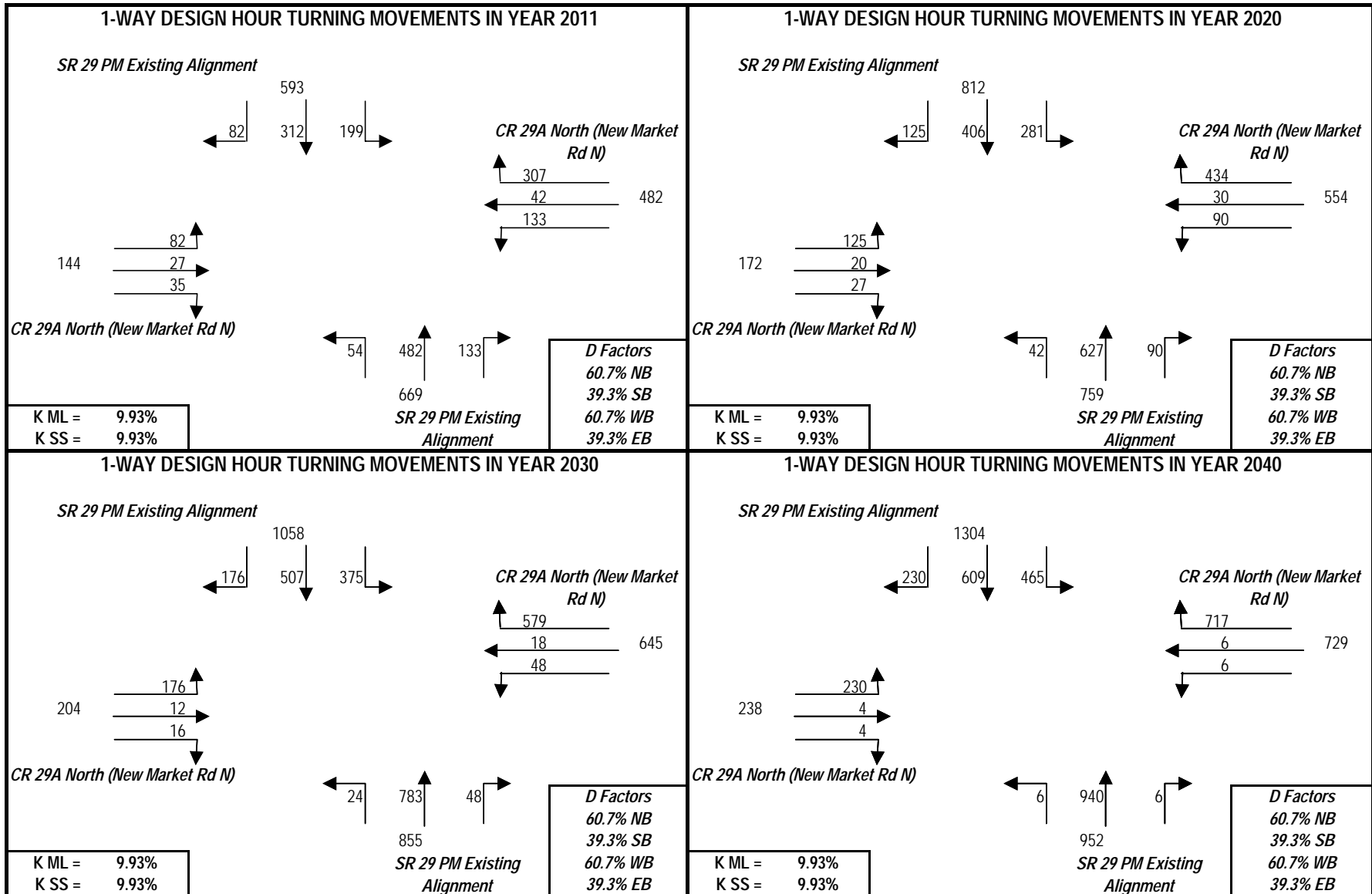
# PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82



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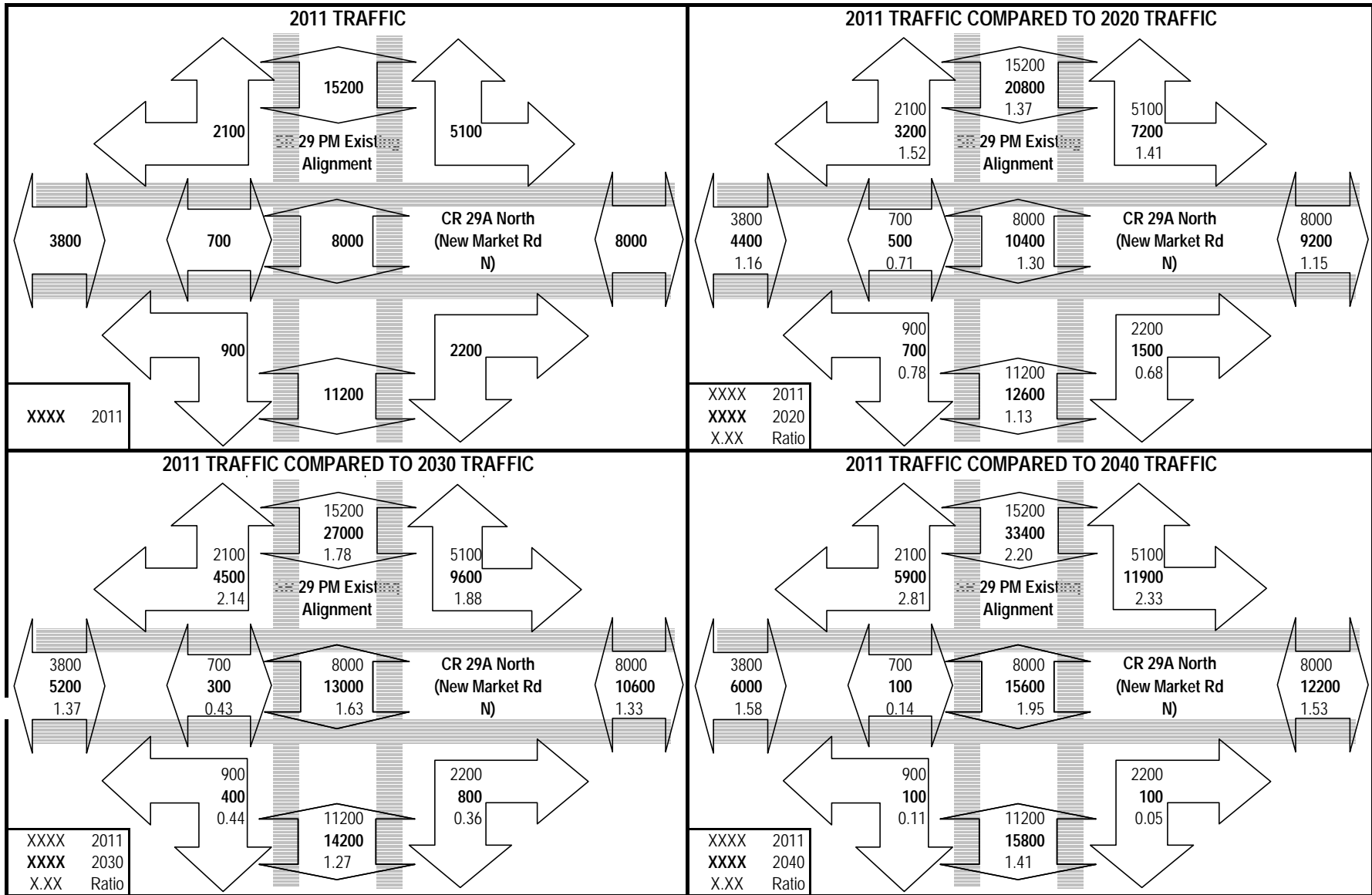


# PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82

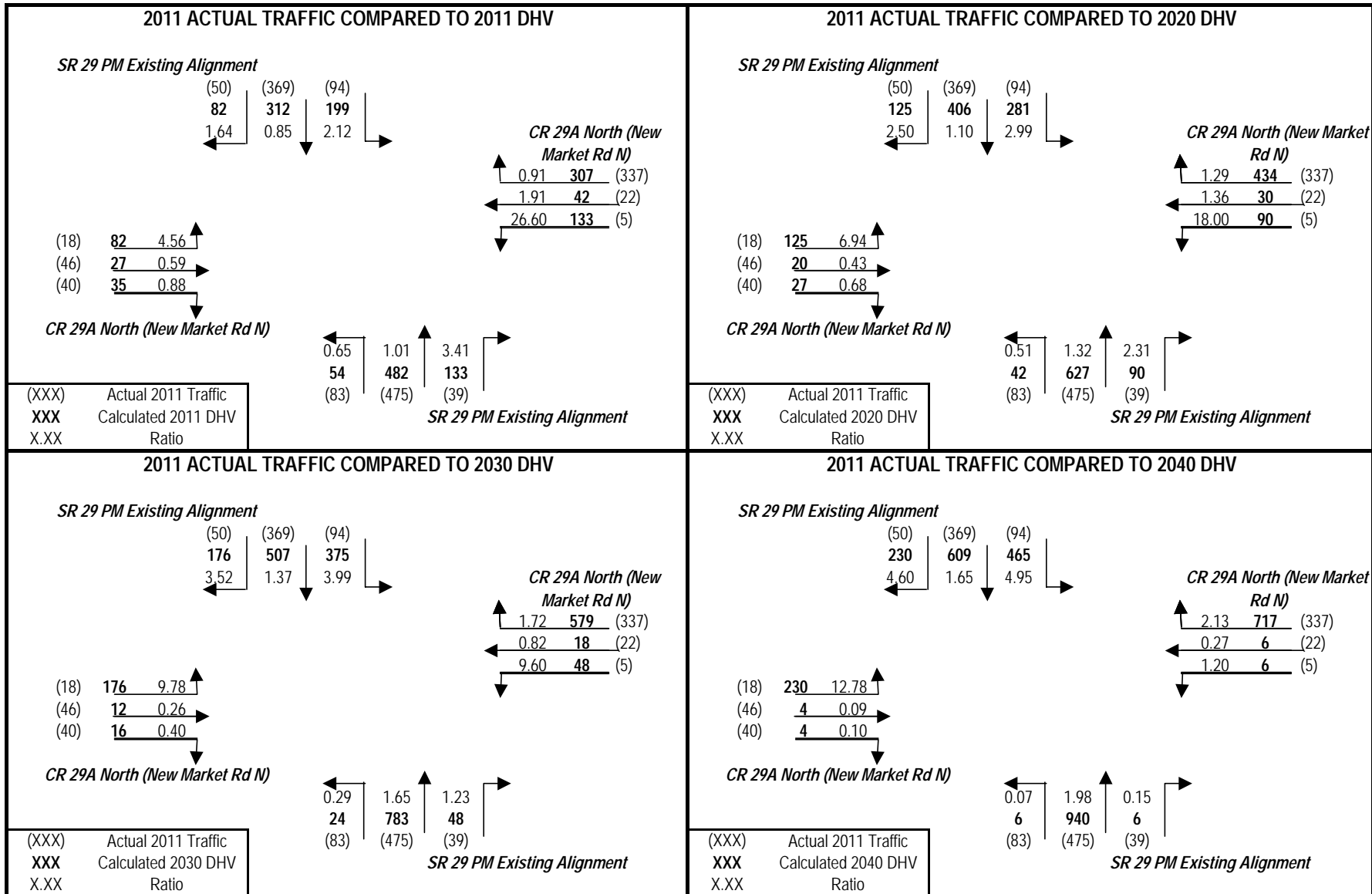




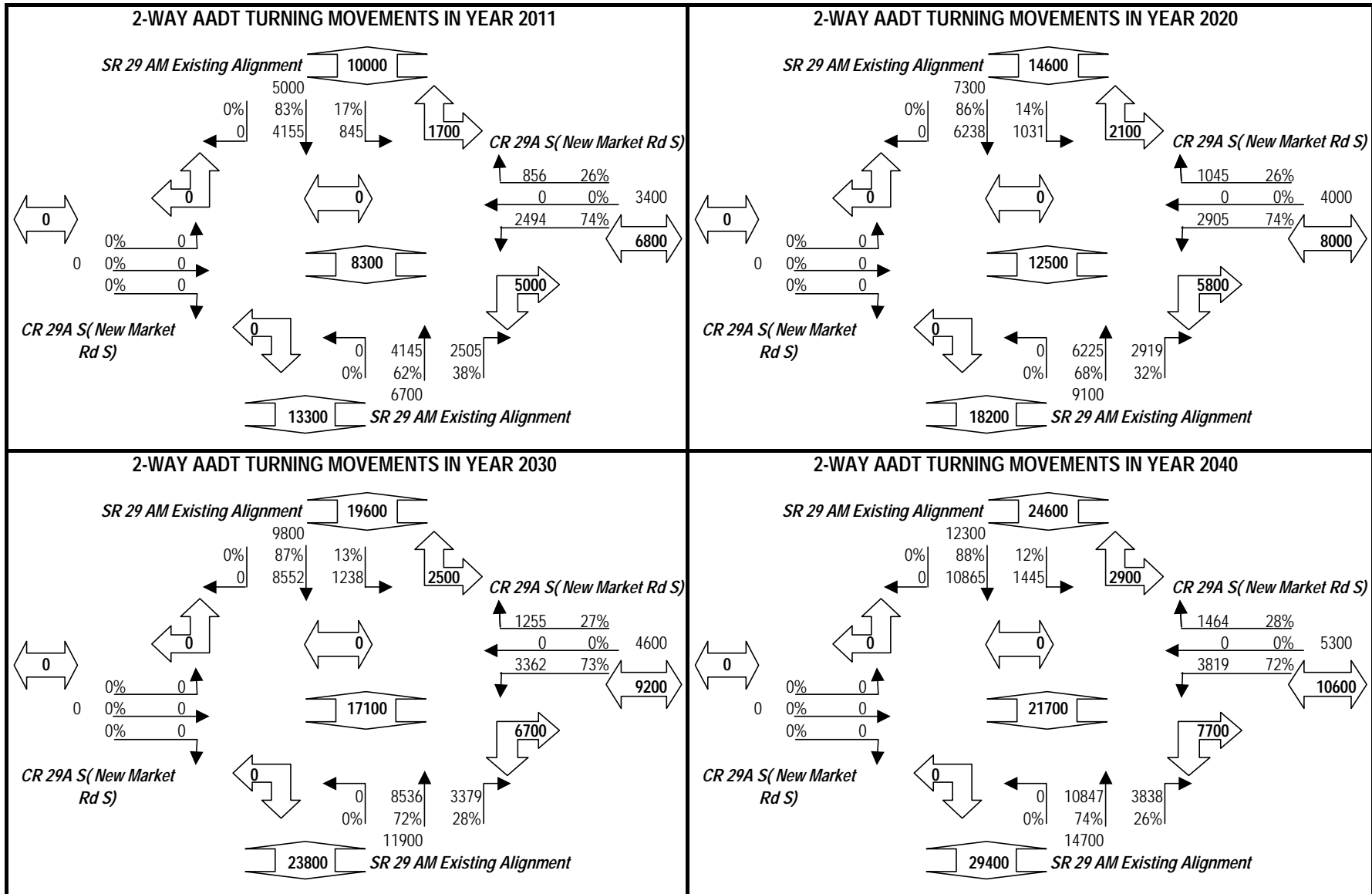
# PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82



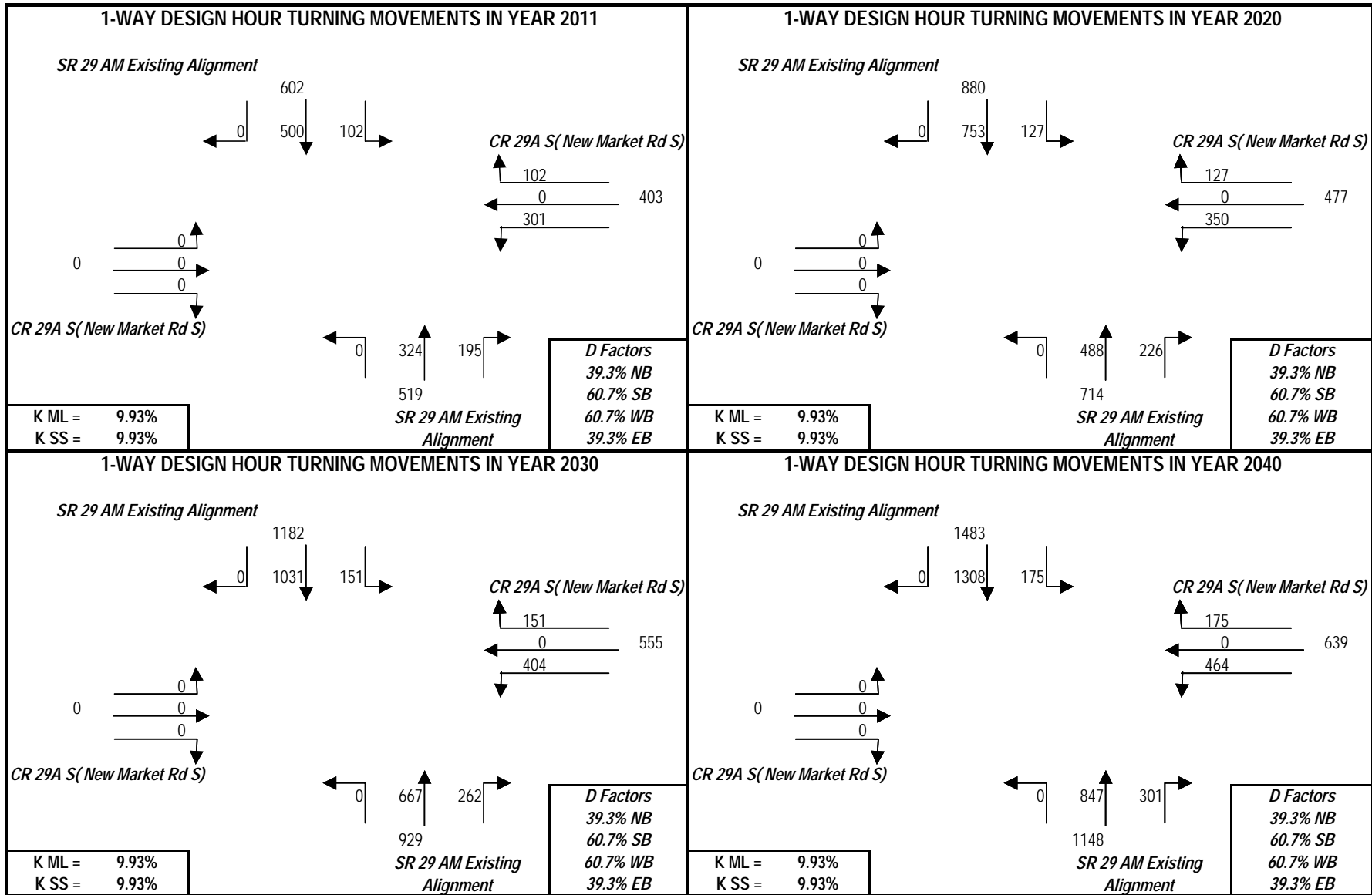
# PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82



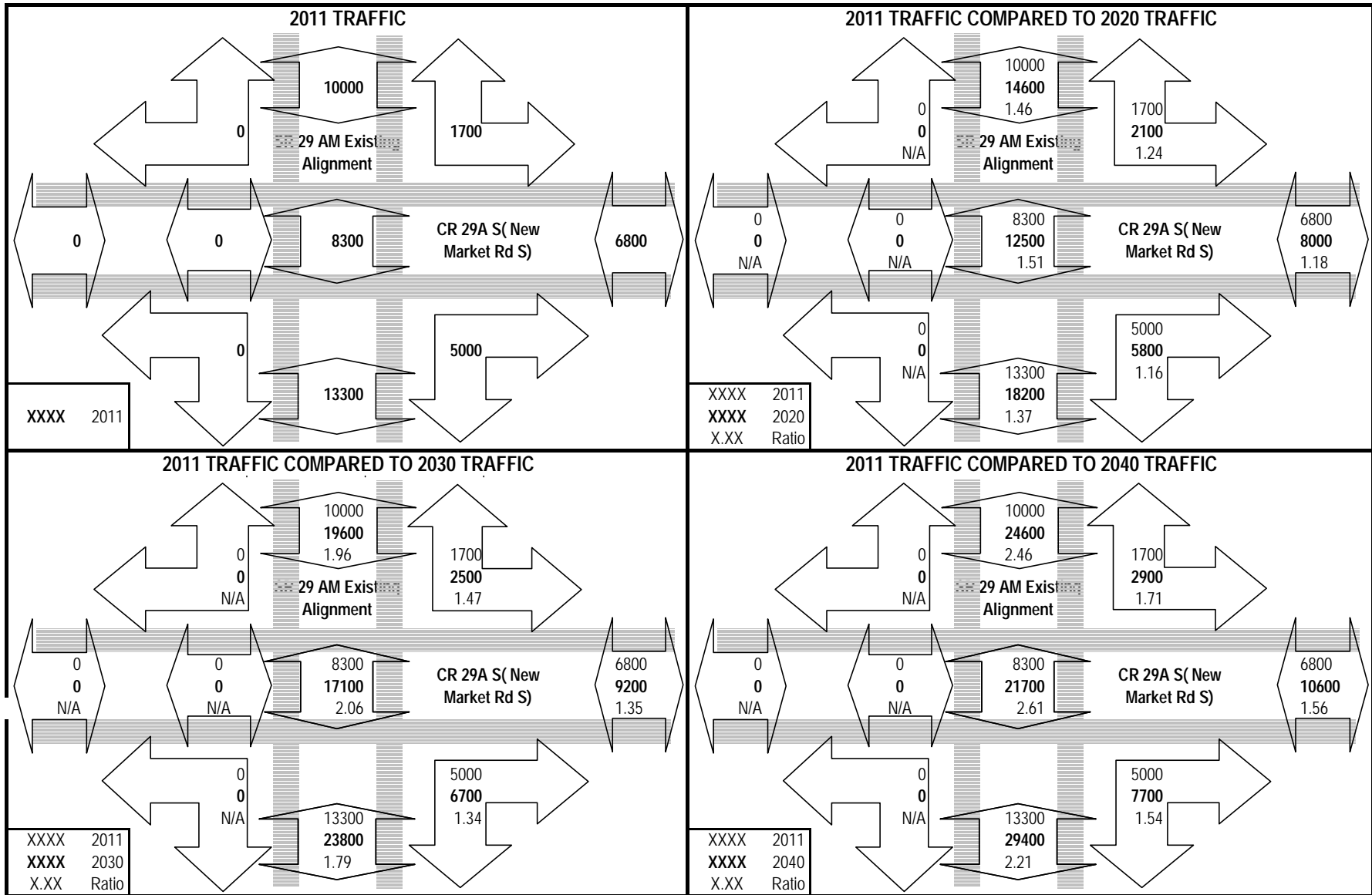
# PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



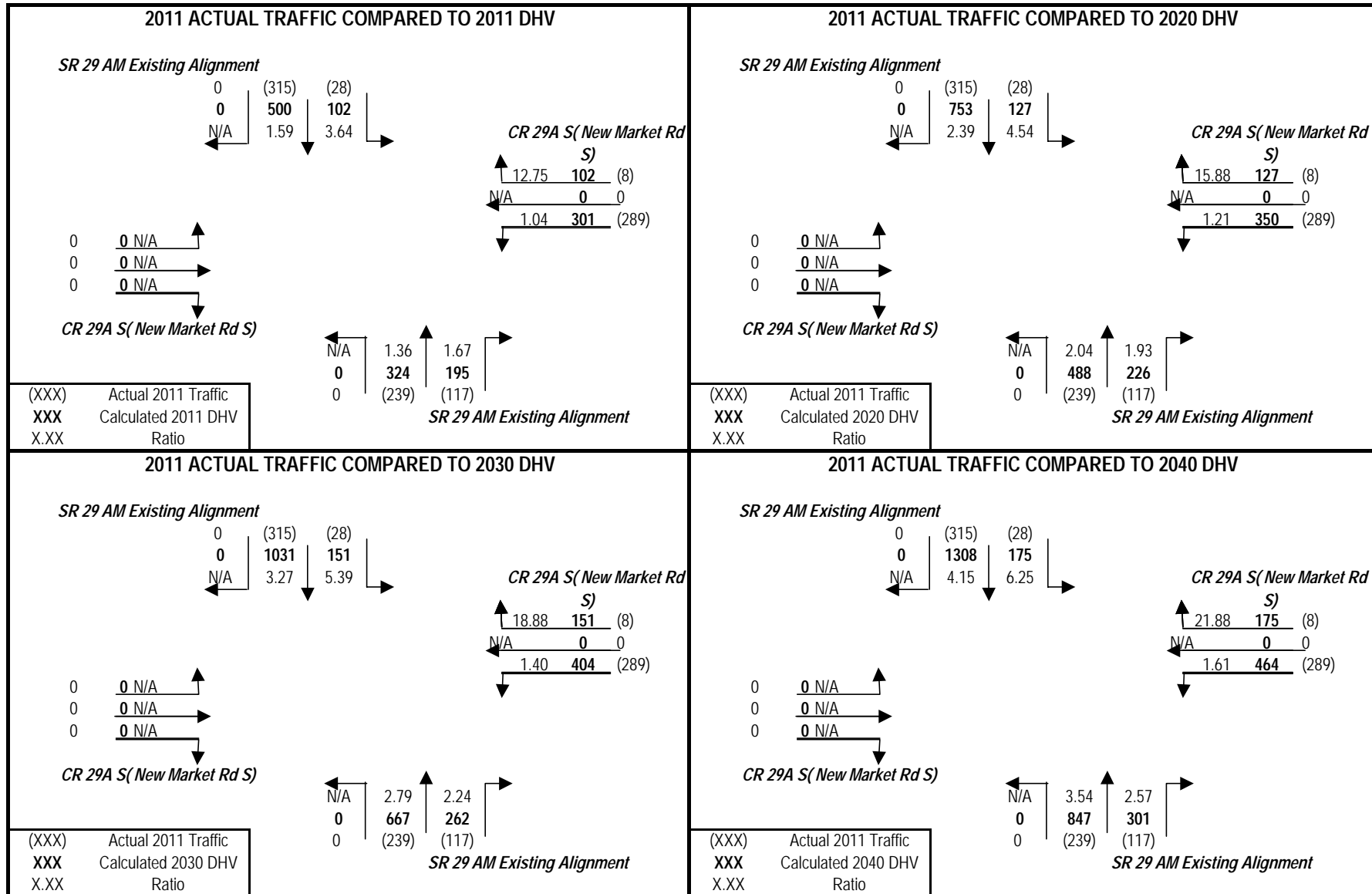
# PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



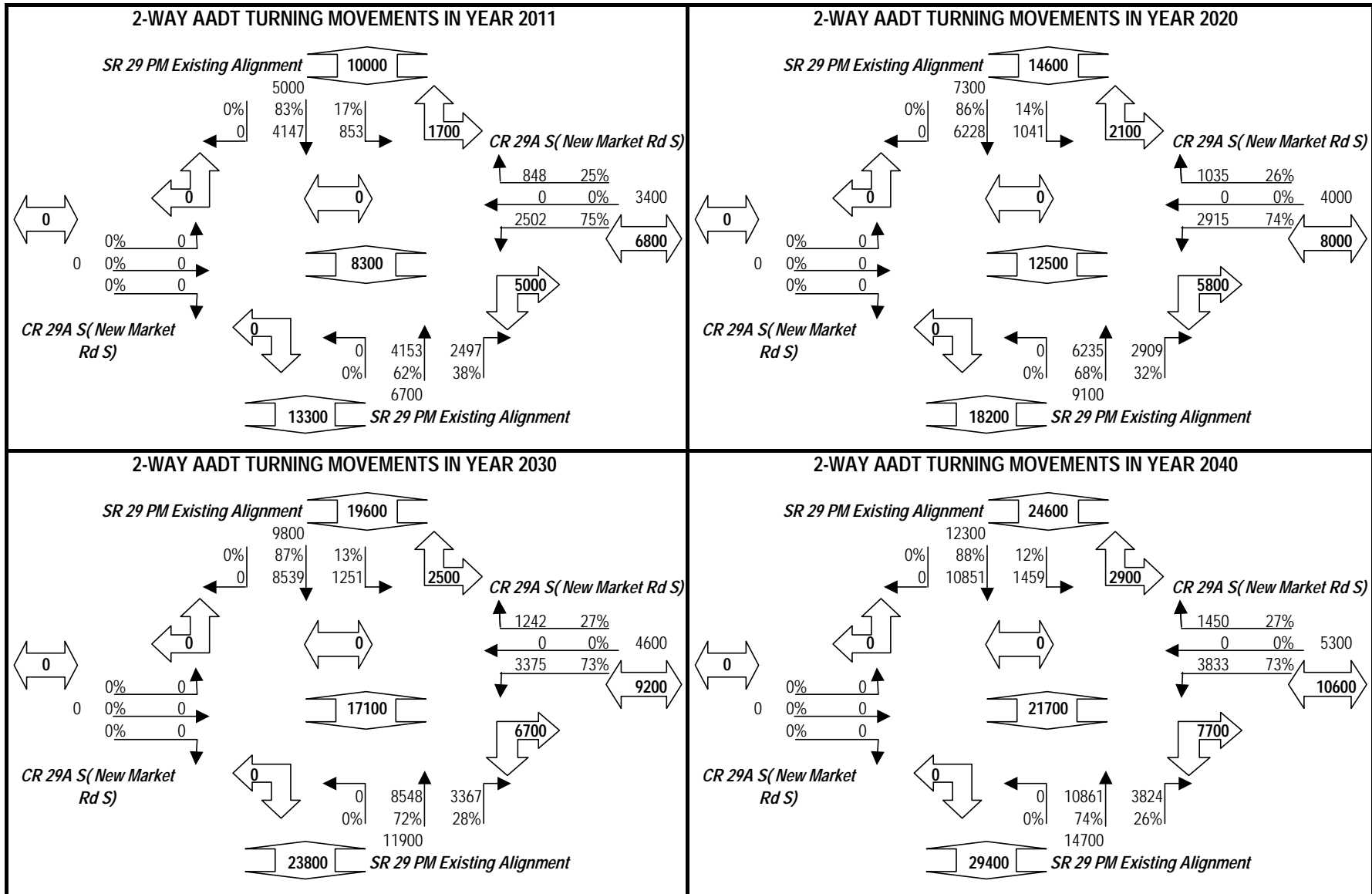
# PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



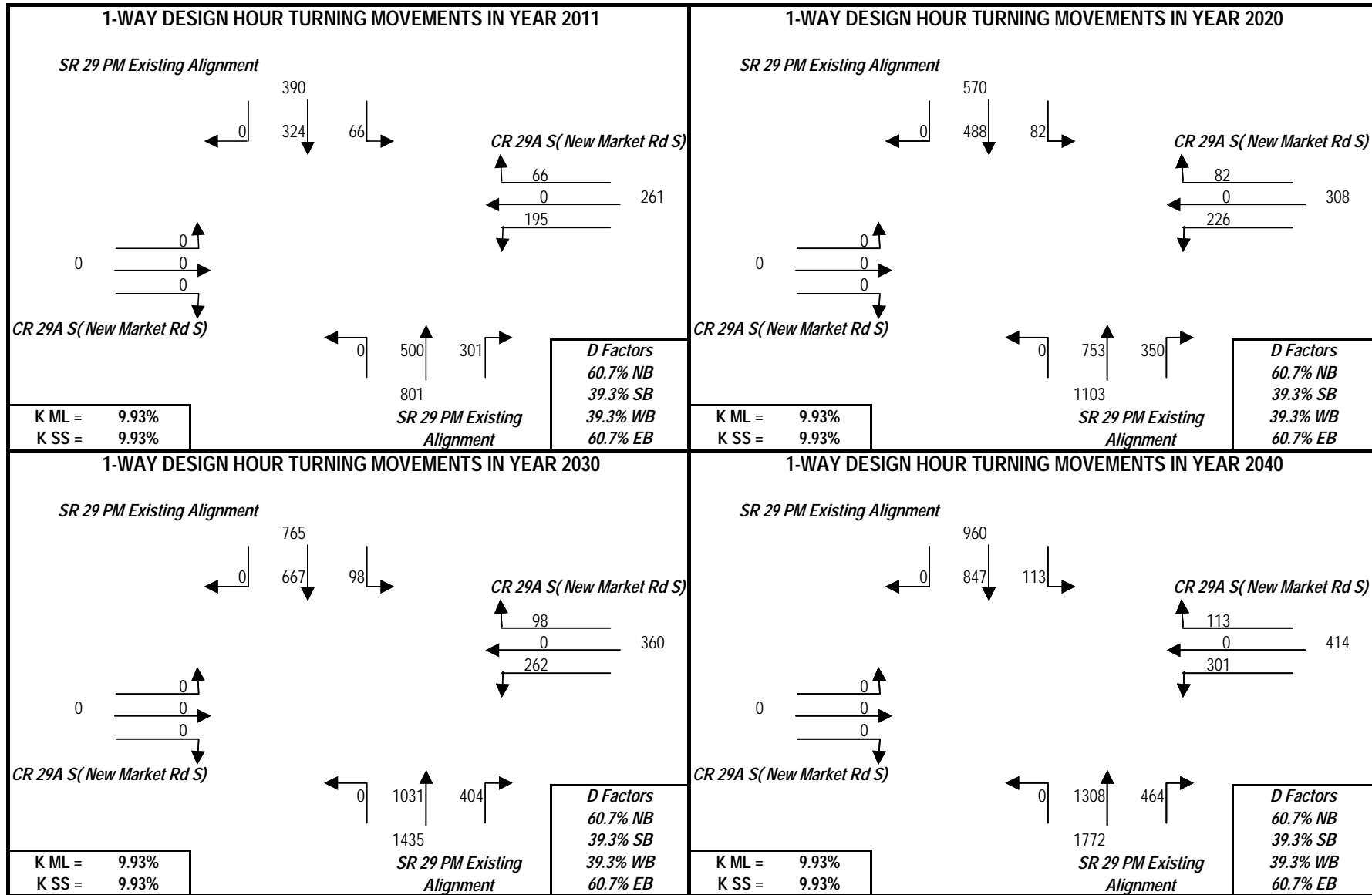
## PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



# PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82

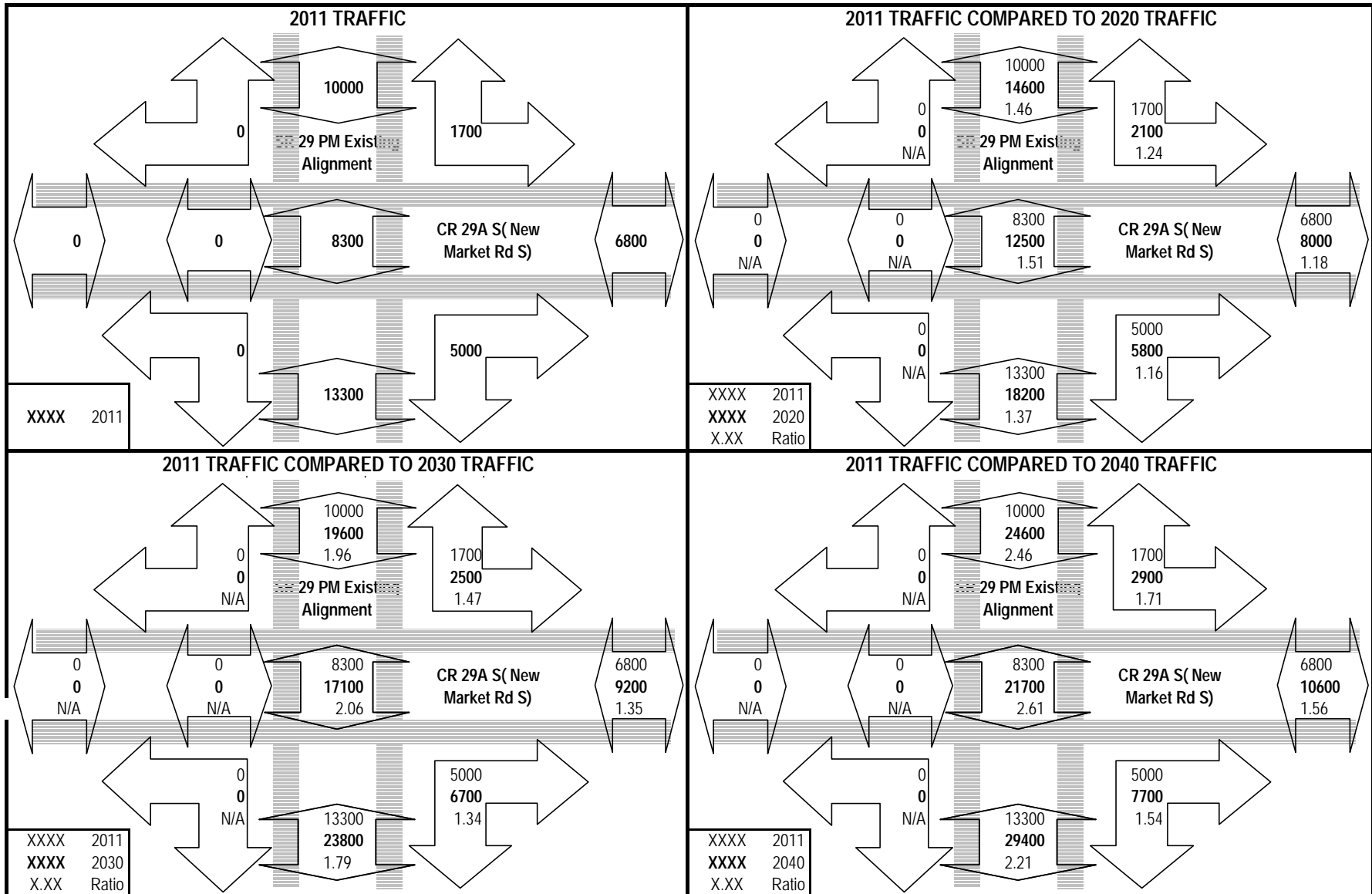


# PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82

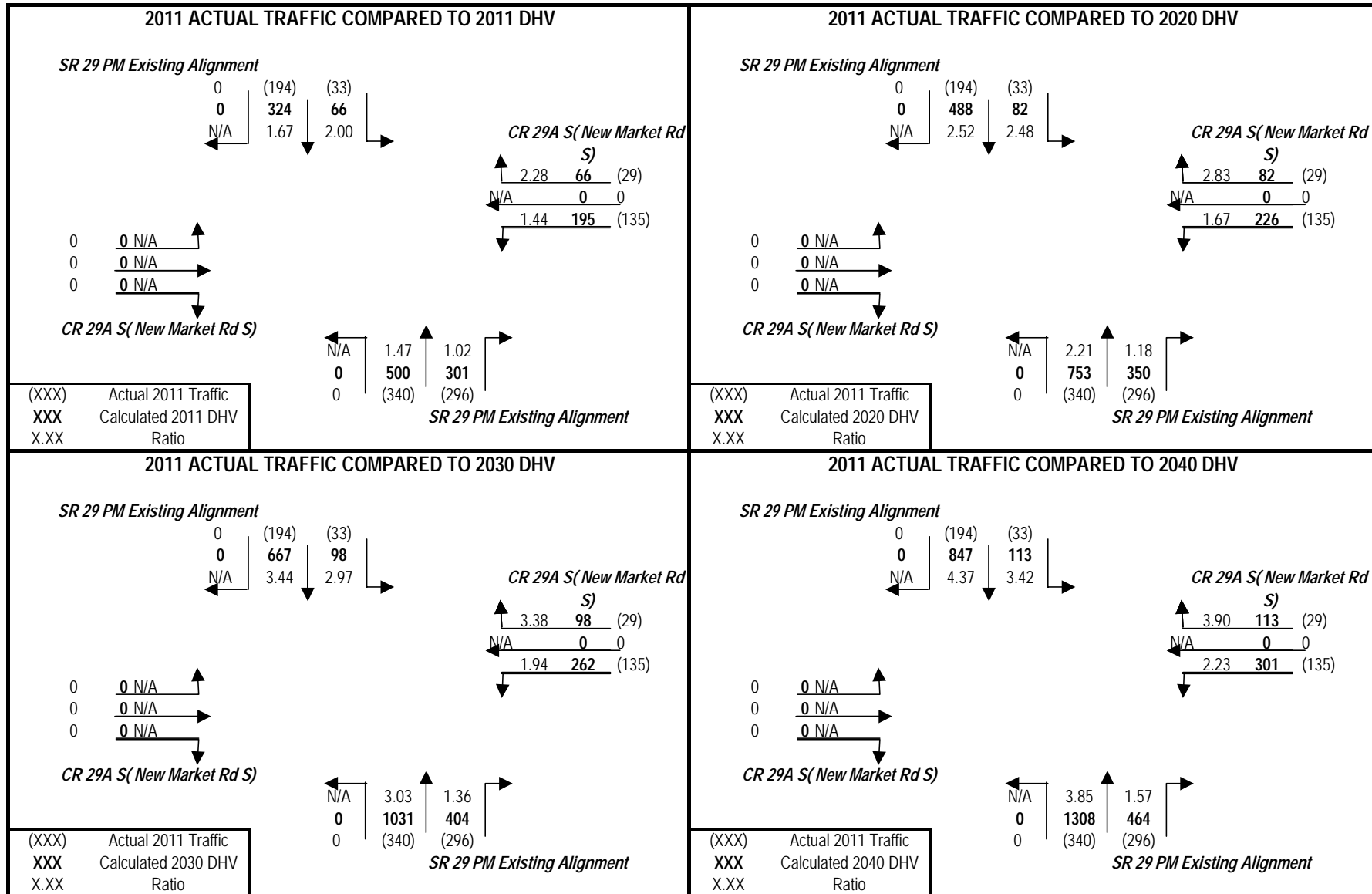




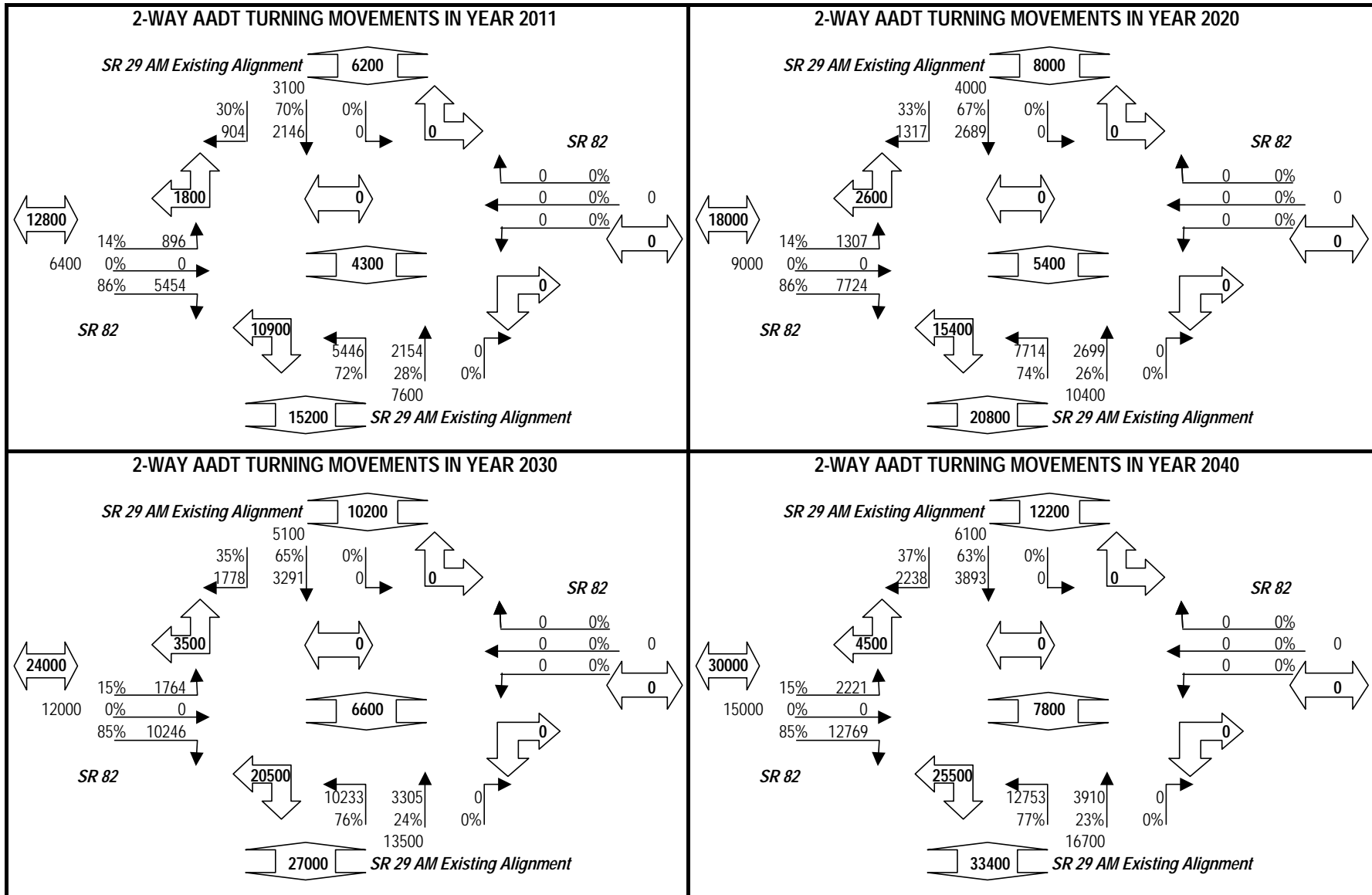
# PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



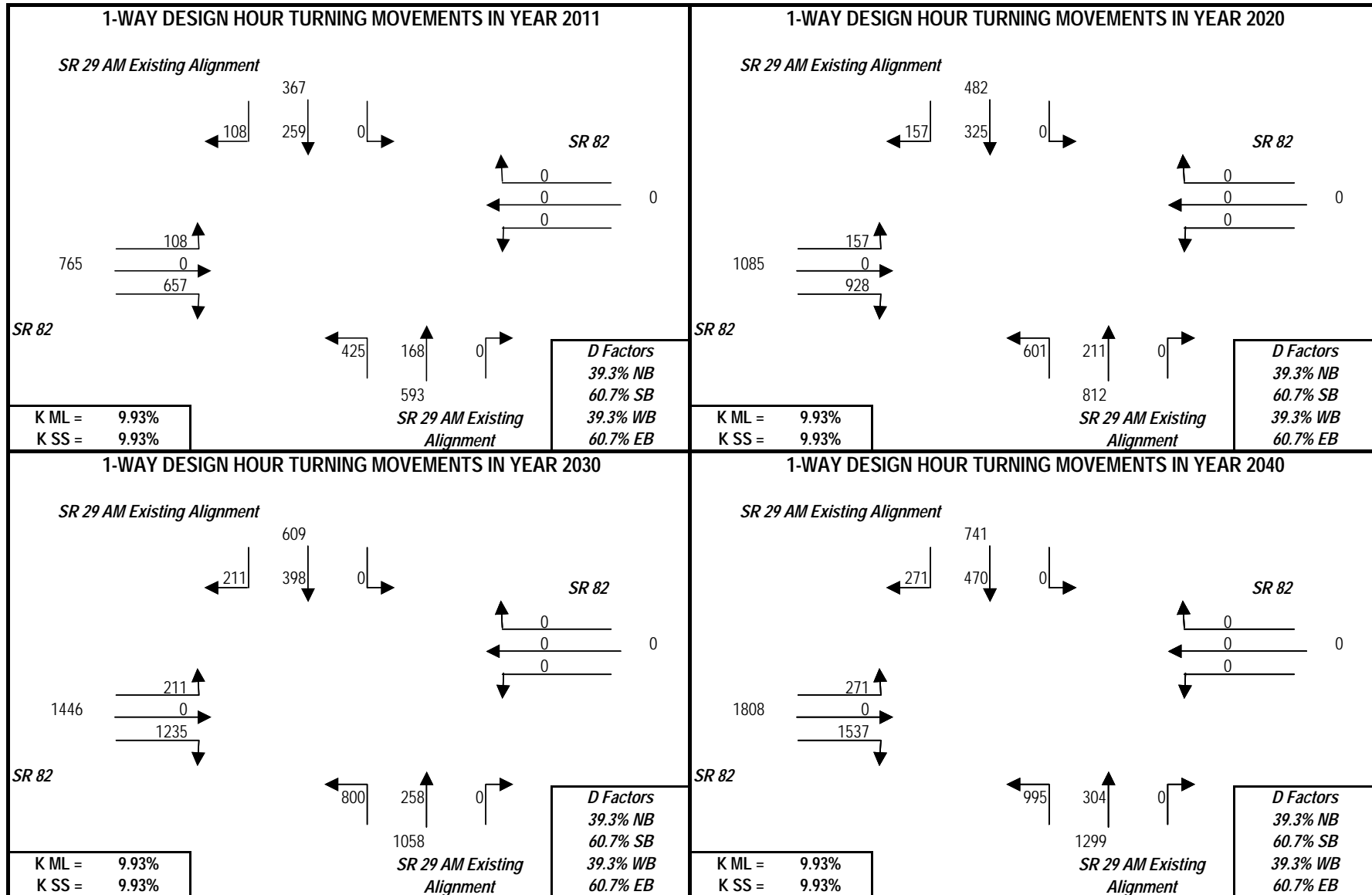
## PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



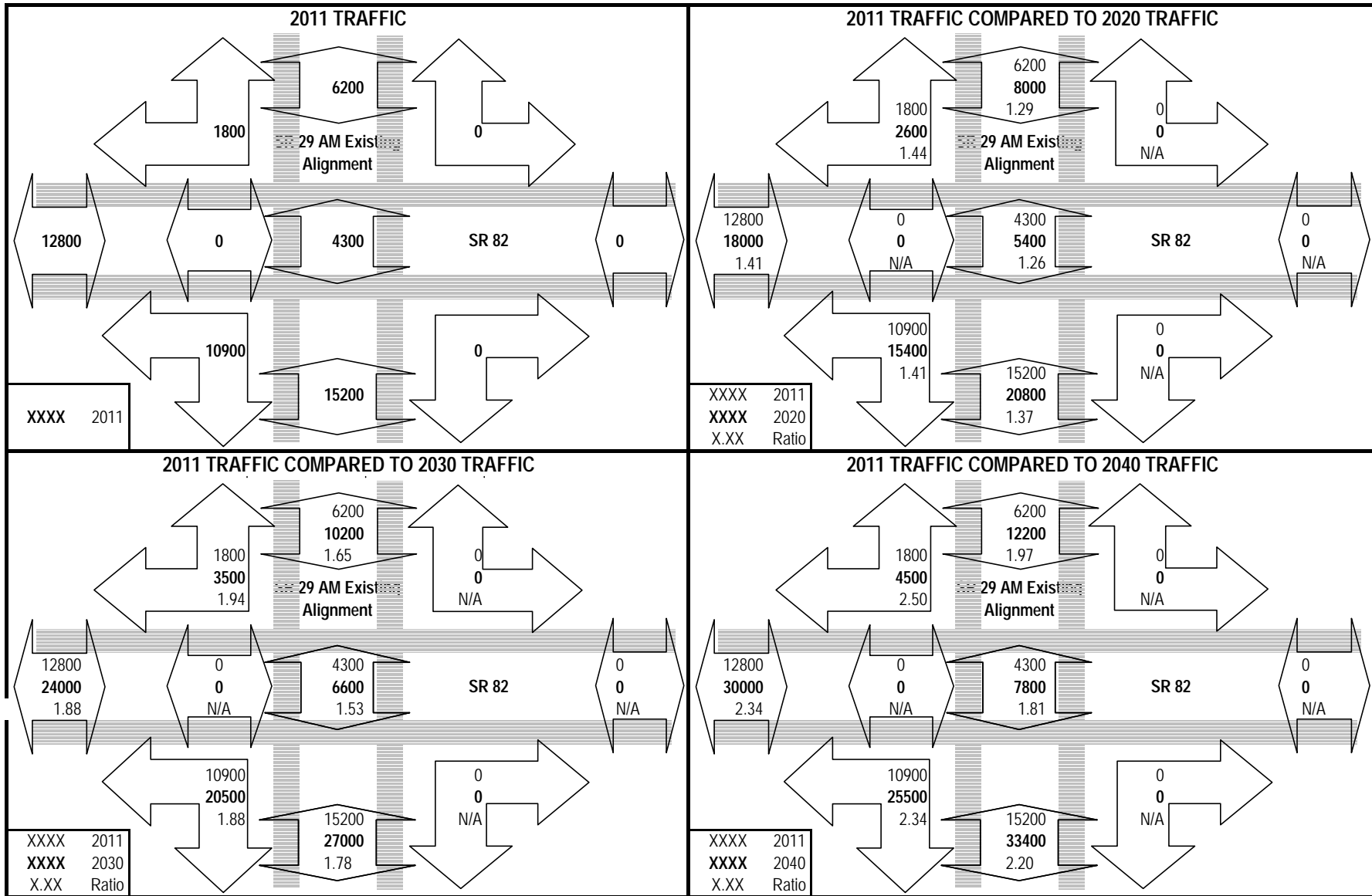
## PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT SR 82: Oil Well Rd TO SR 82



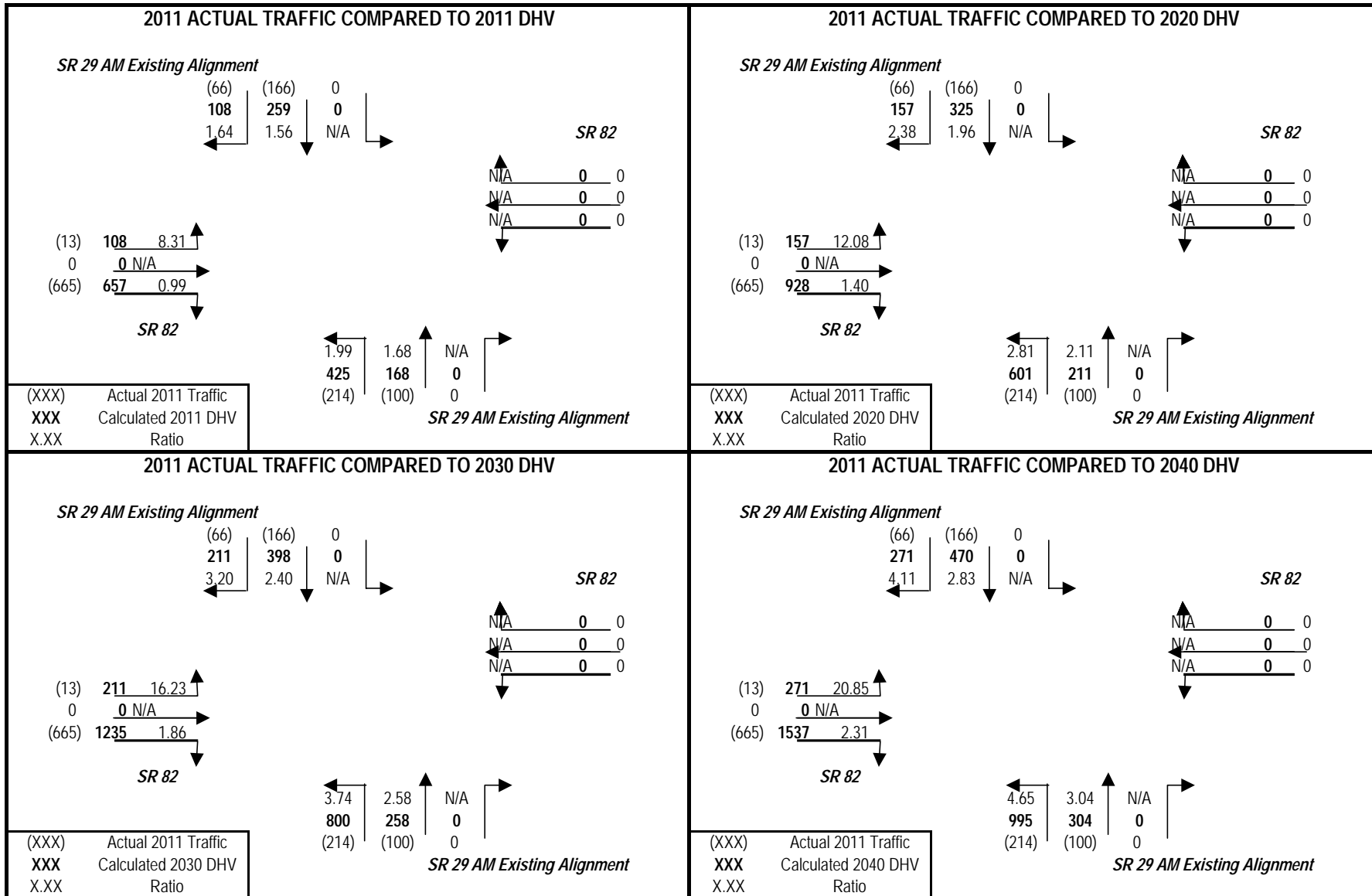
## PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT SR 82: Oil Well Rd TO SR 82



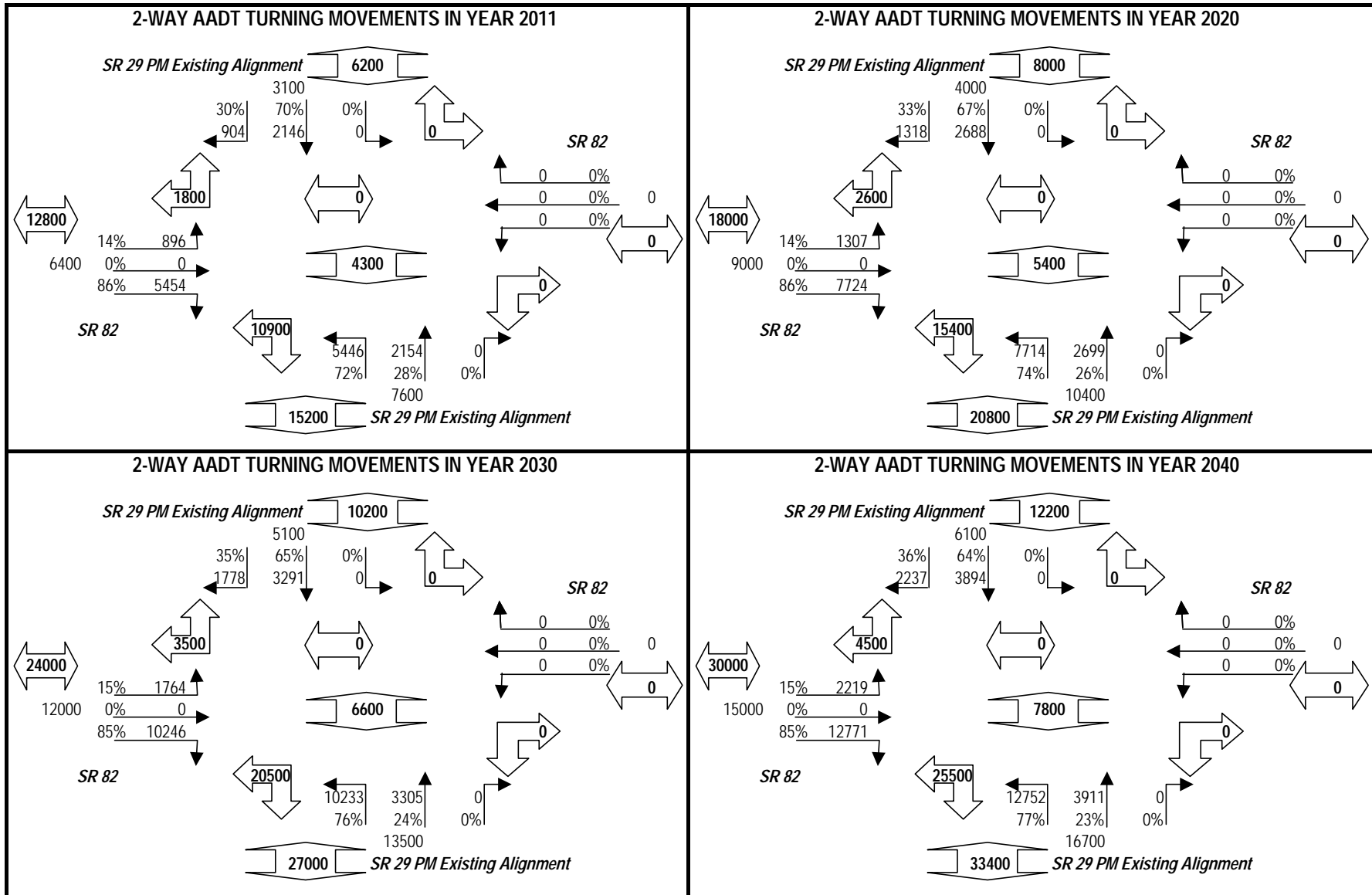
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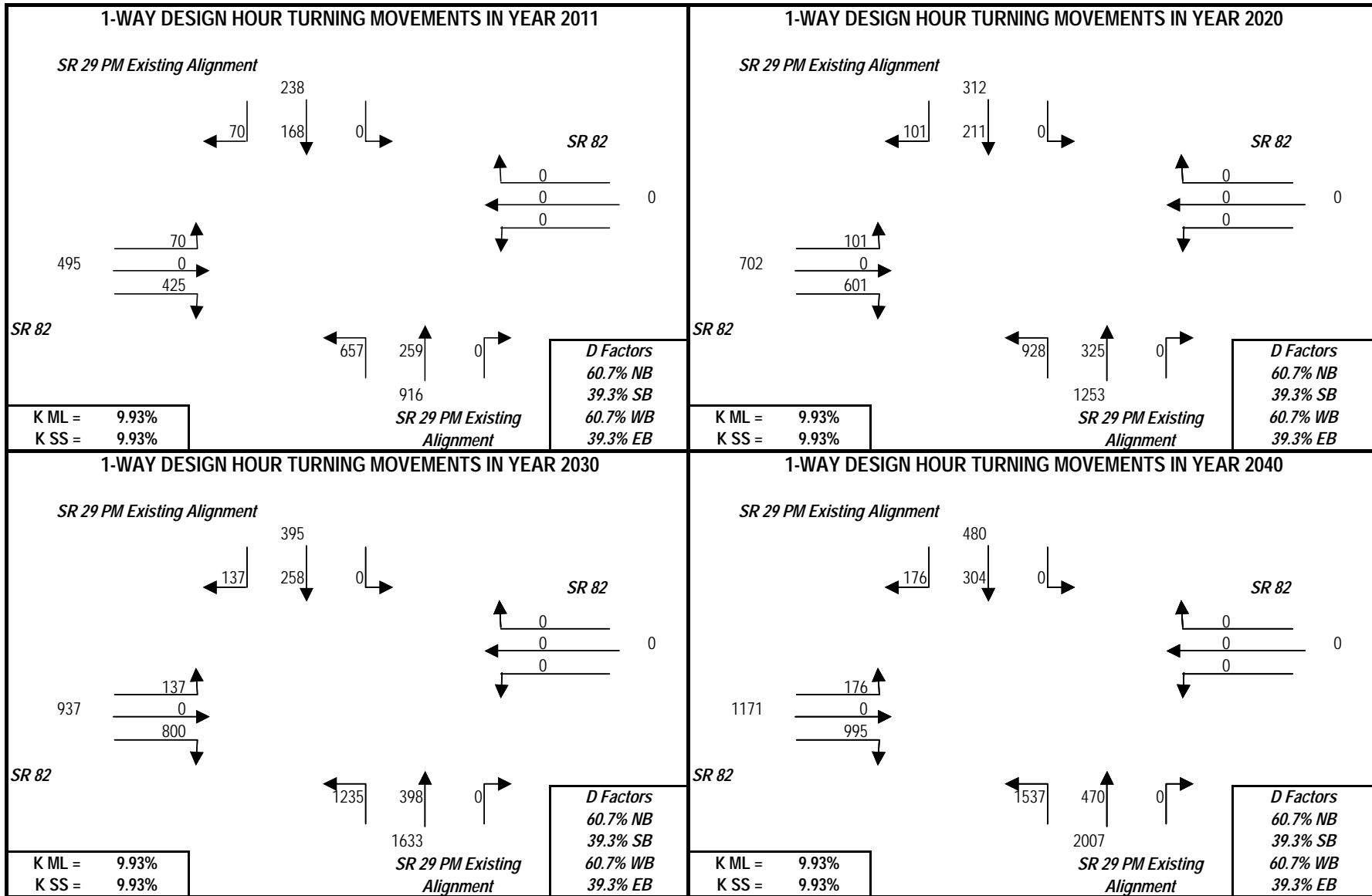
## PROJECT TRAFFIC FOR SR 29 AM Existing Alignment AT SR 82: Oil Well Rd TO SR 82



# PROJECT TRAFFIC FOR SR 29 PM Existing Alignment AT SR 82: Oil Well Rd TO SR 82

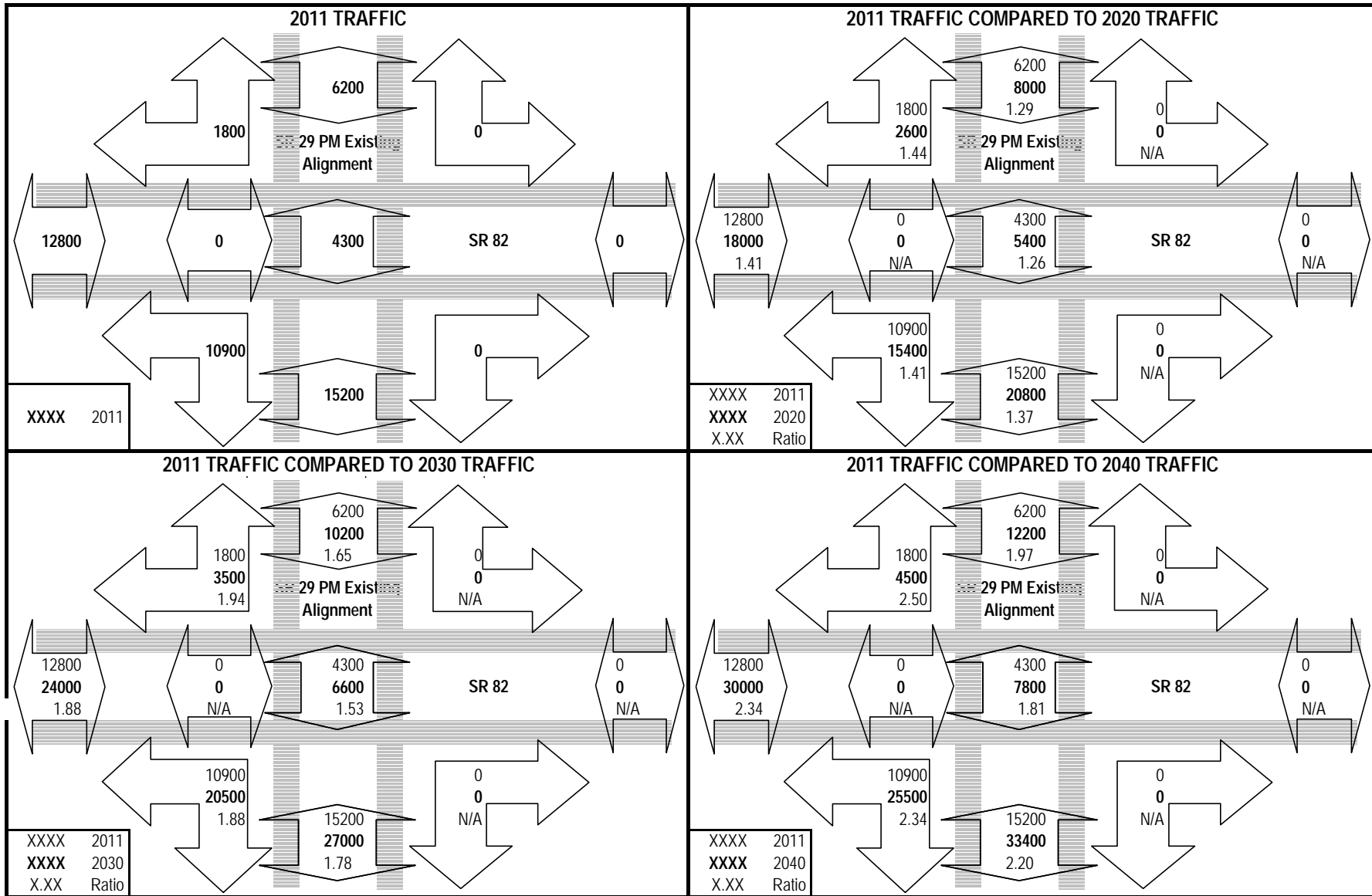


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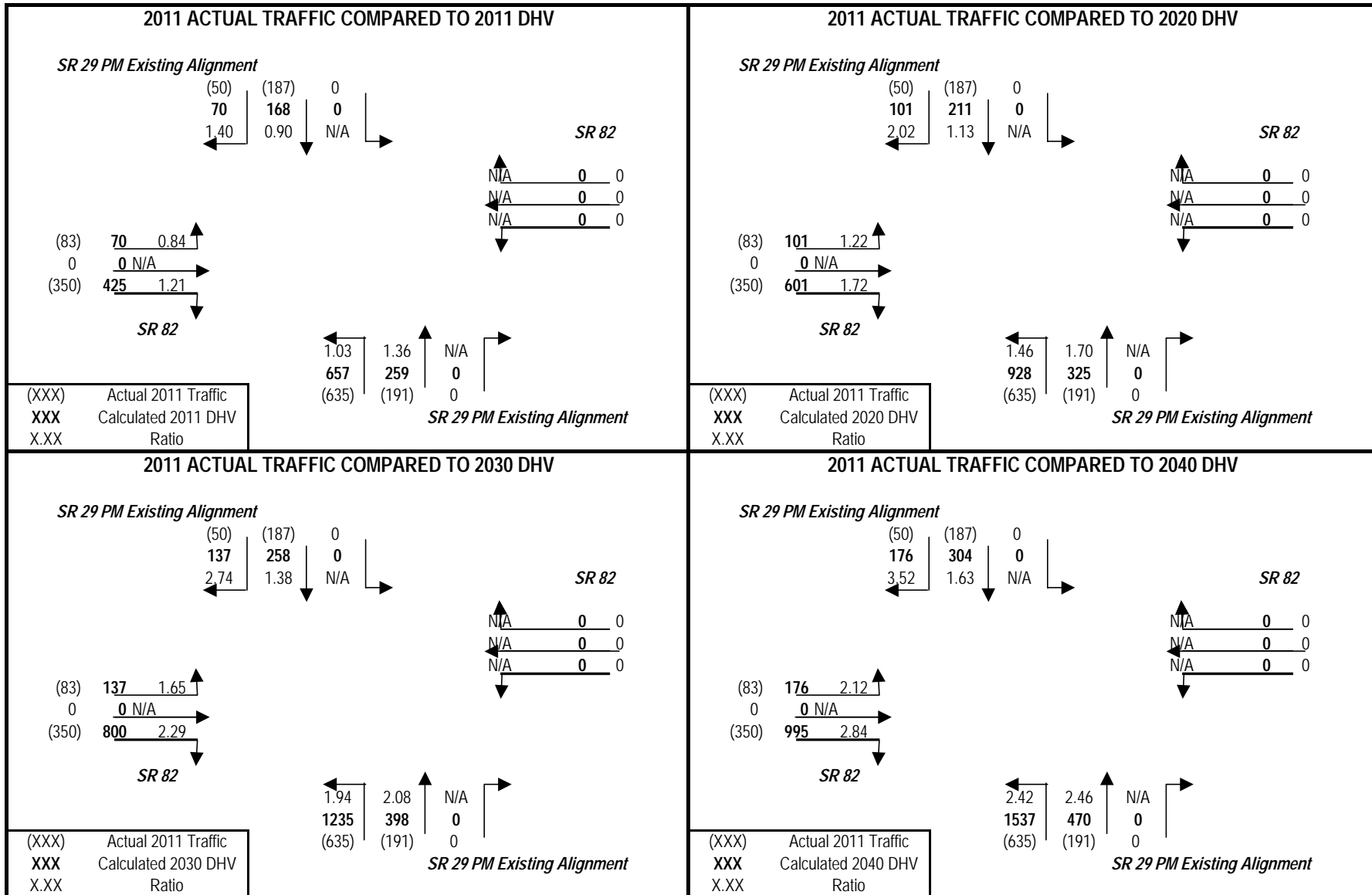




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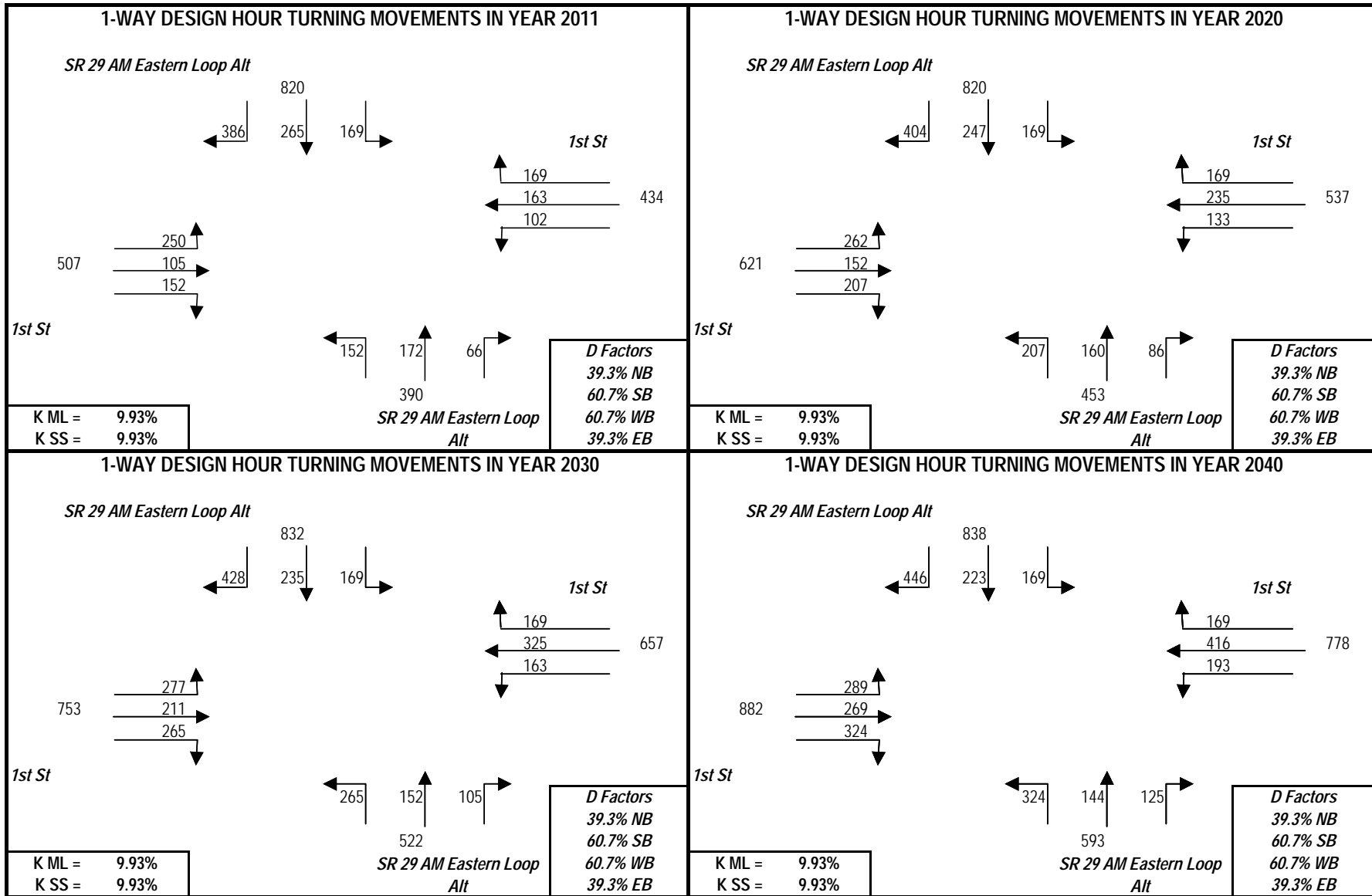


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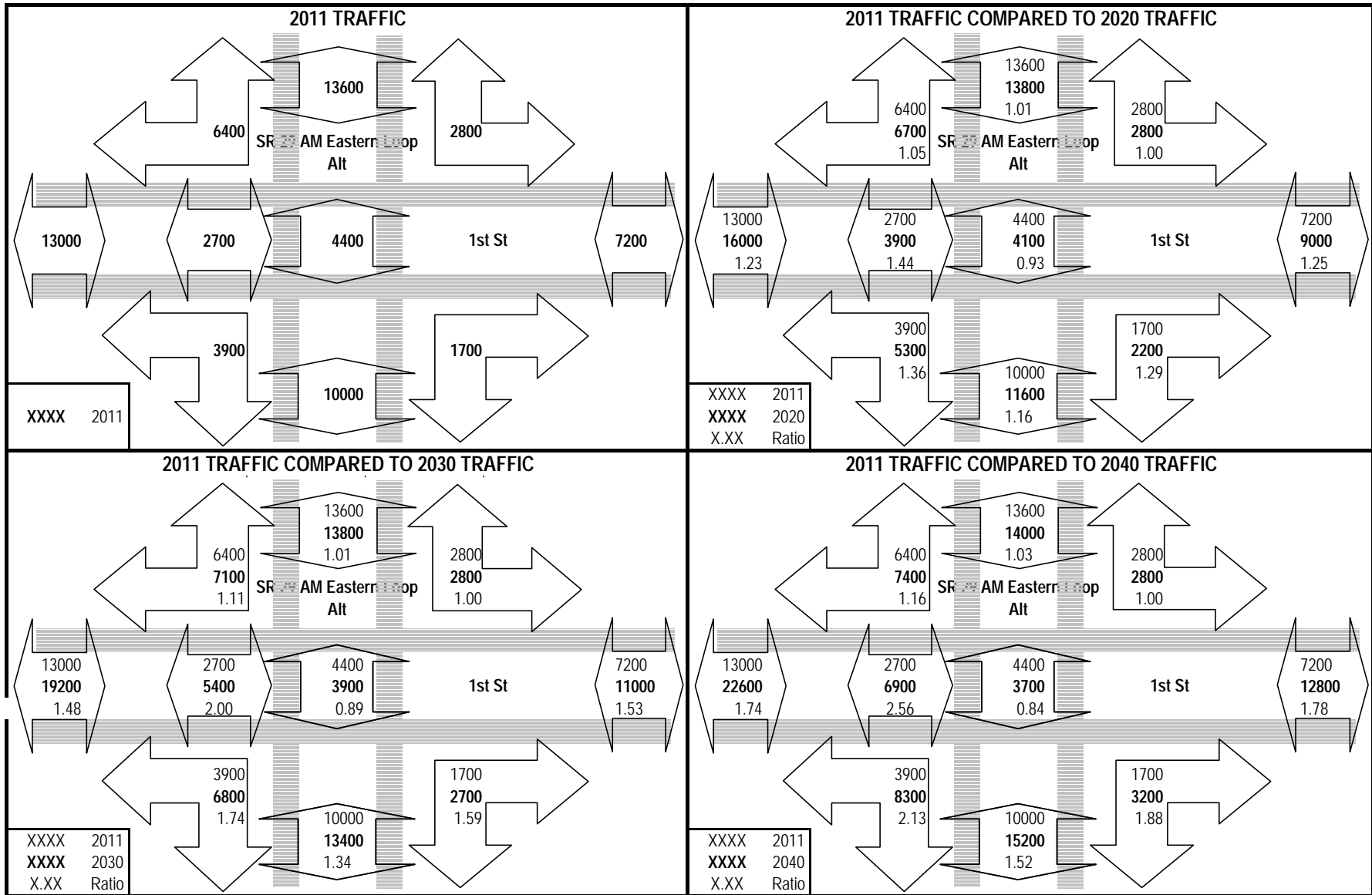




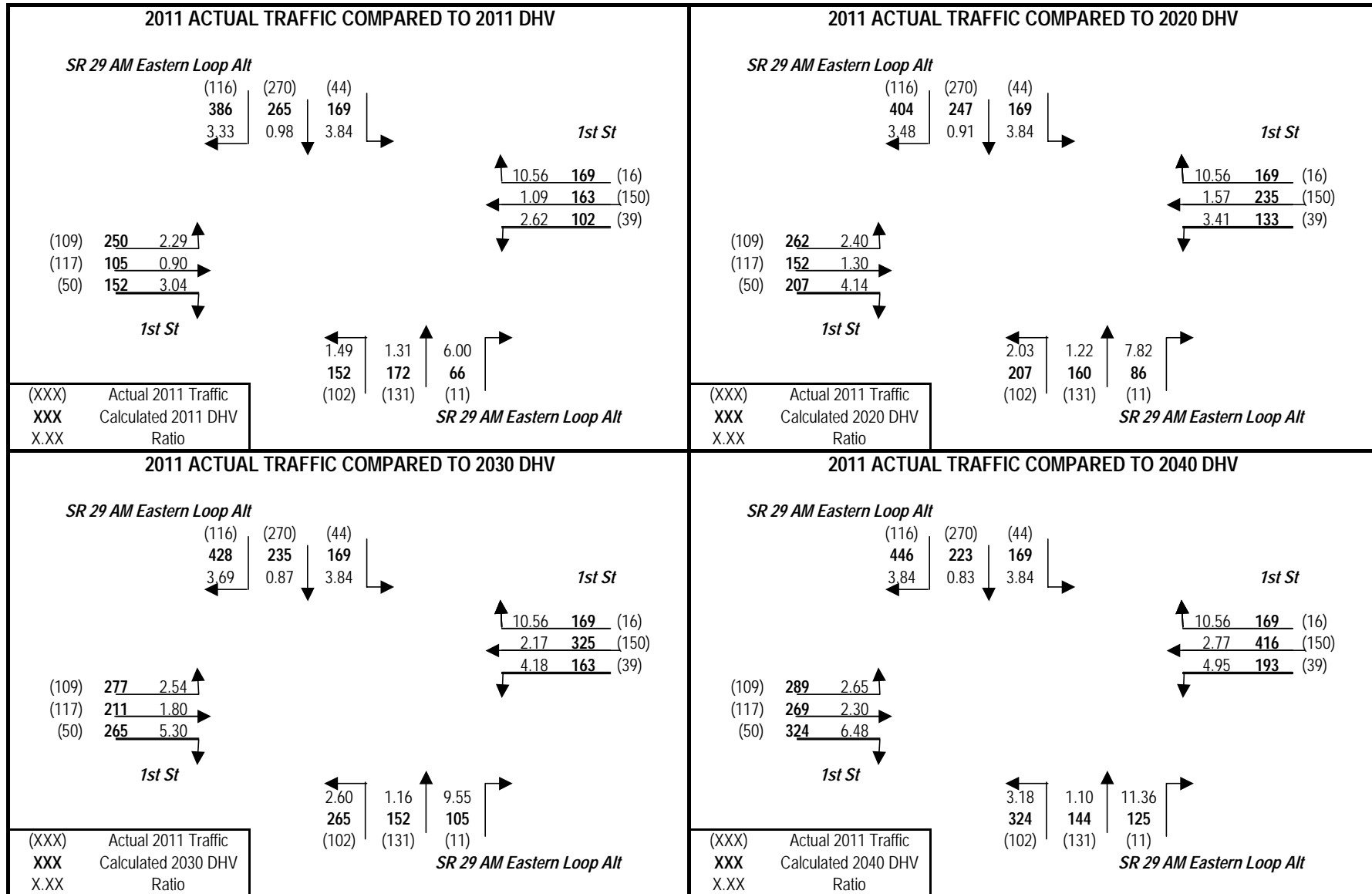
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT 1st St: Oil Well Rd TO SR 82



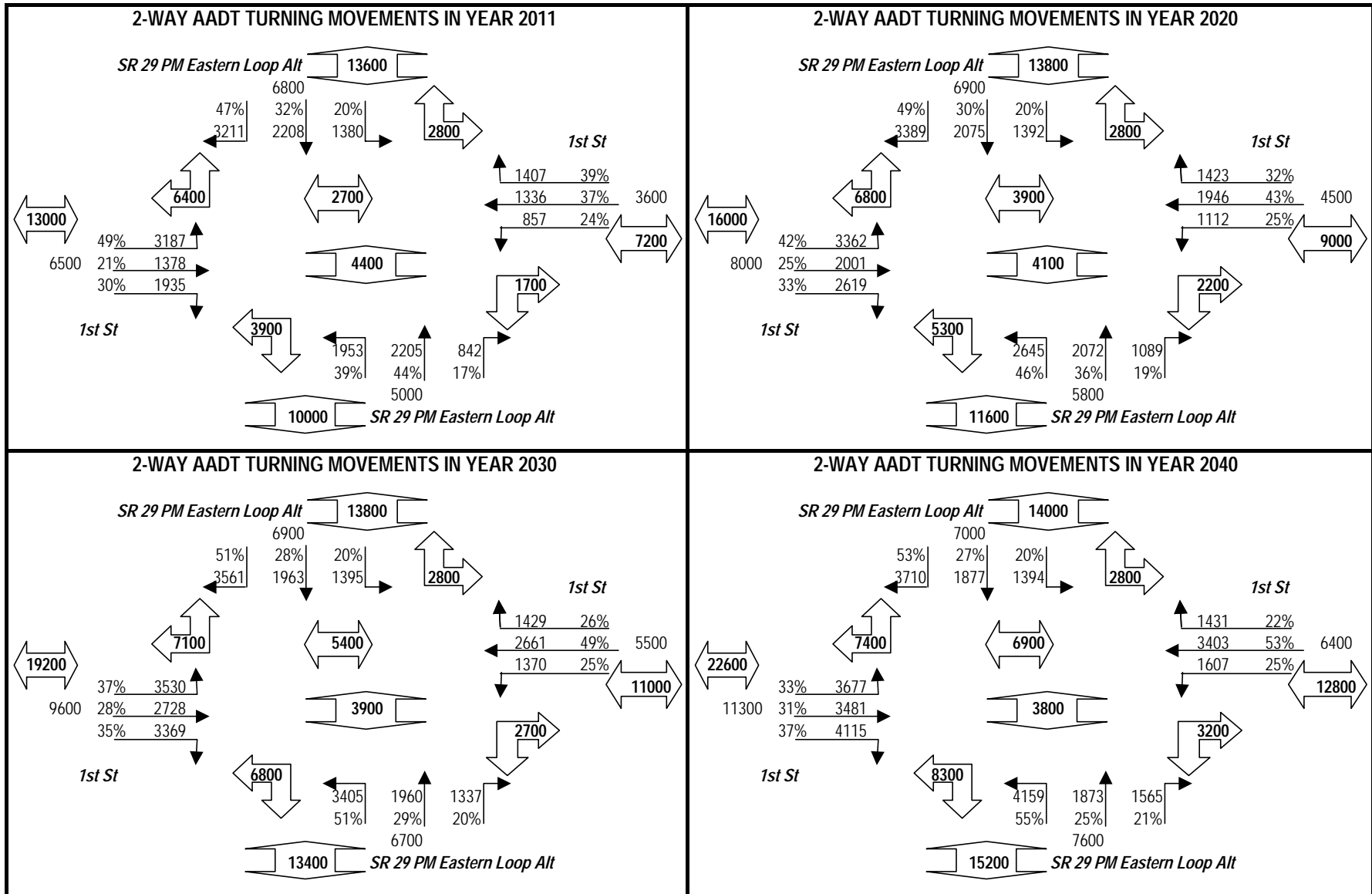
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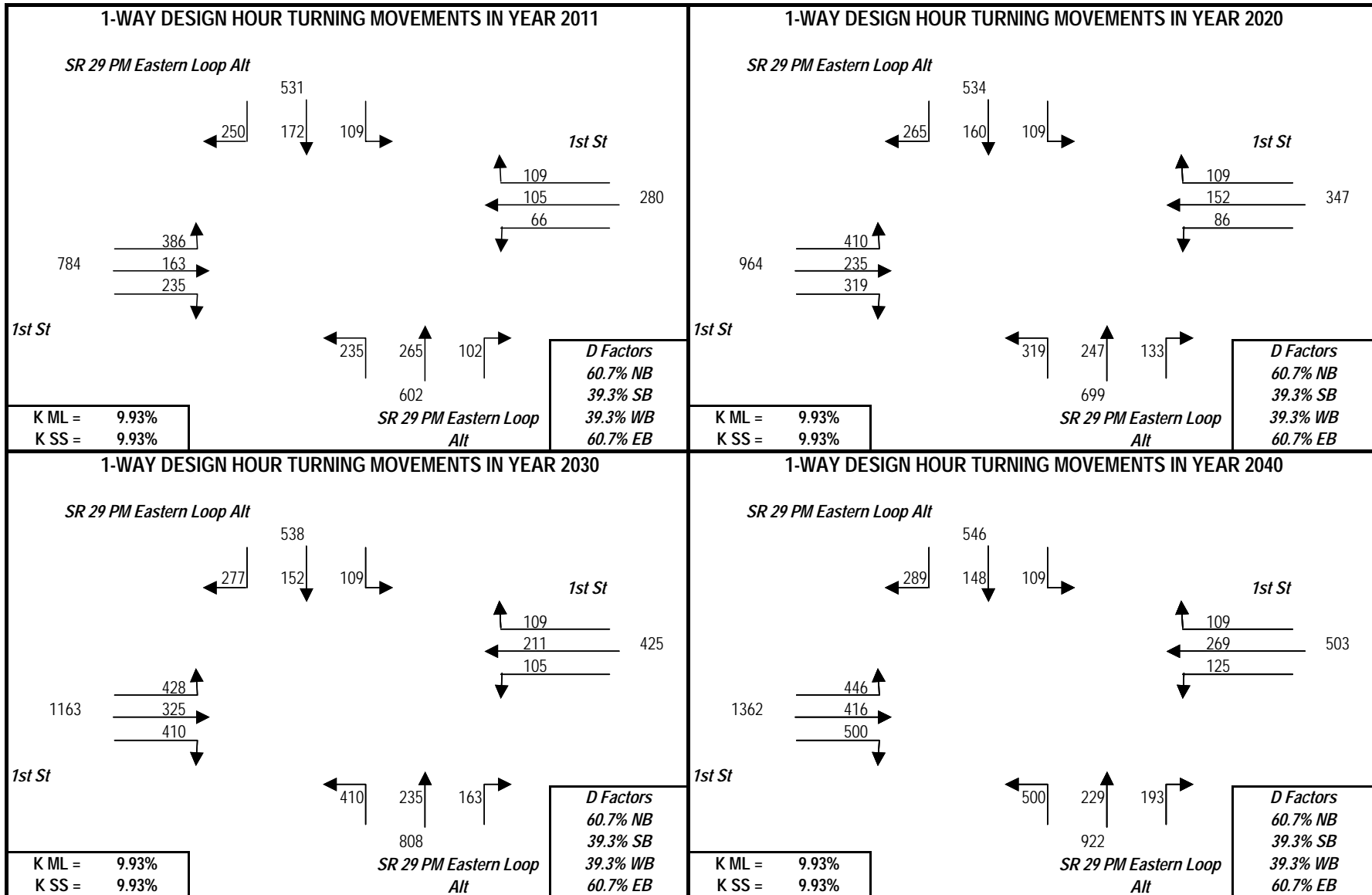
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT 1st St: Oil Well Rd TO SR 82



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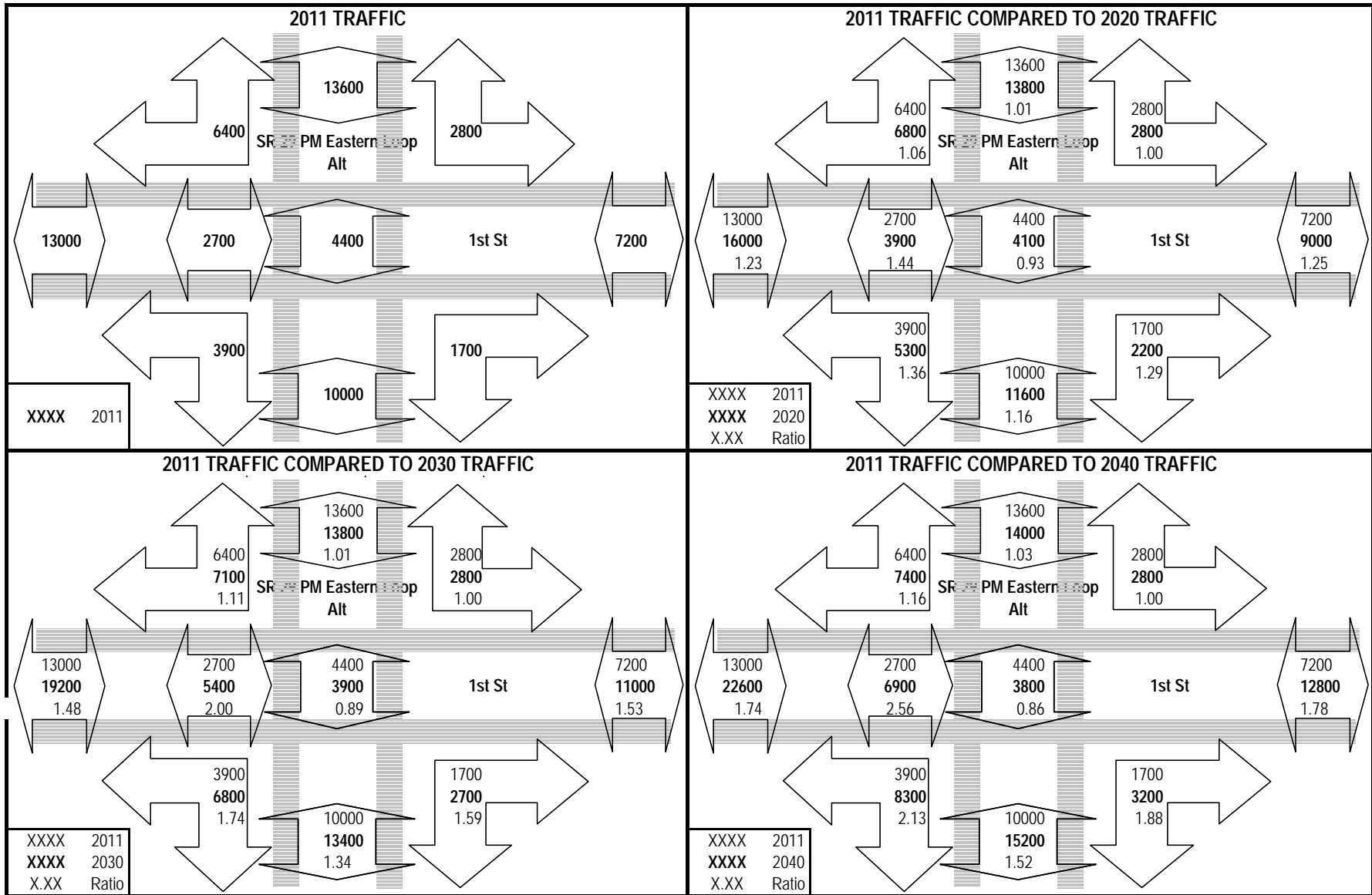


## PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT 1st St: Oil Well Rd TO SR 82

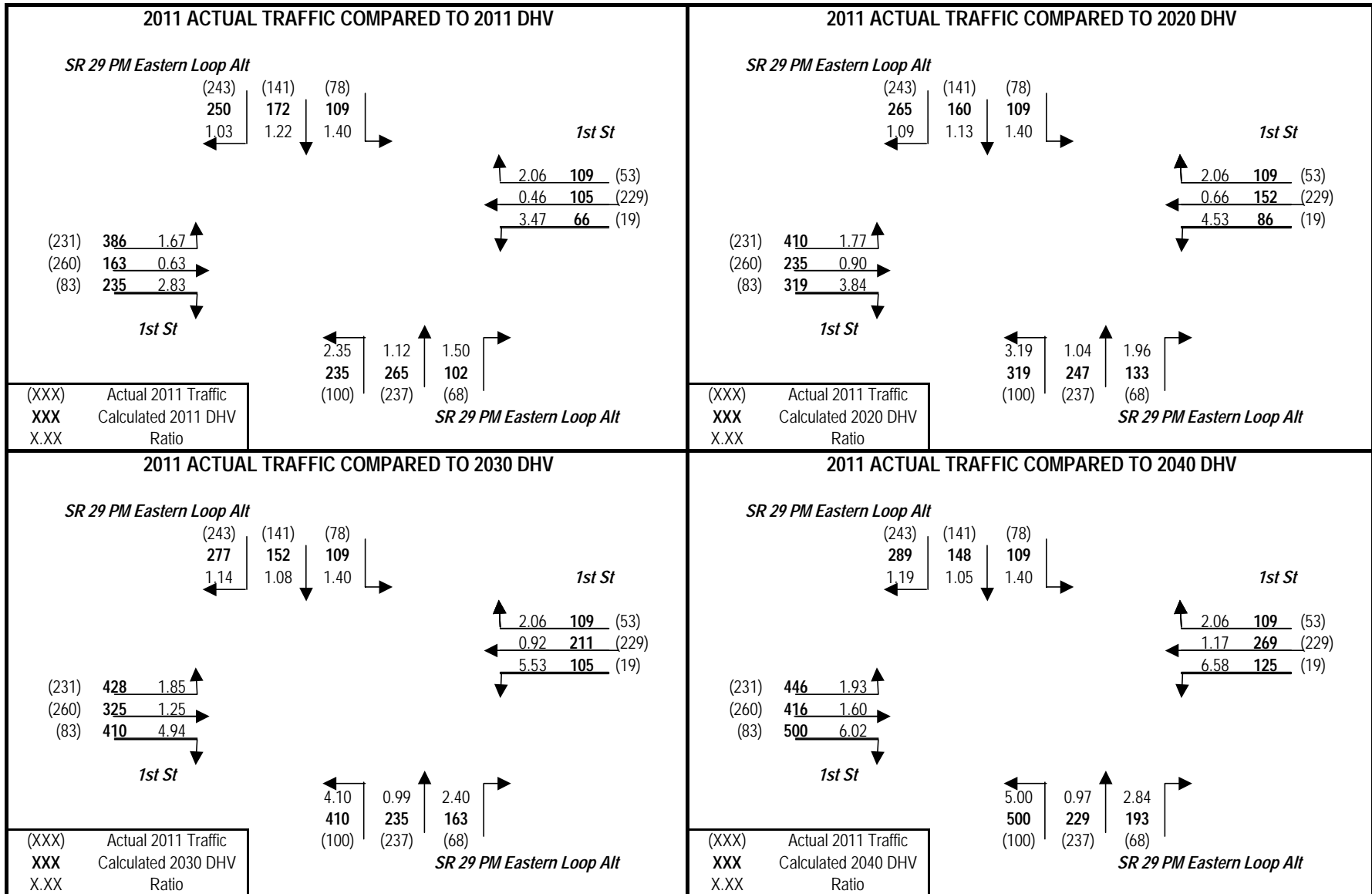




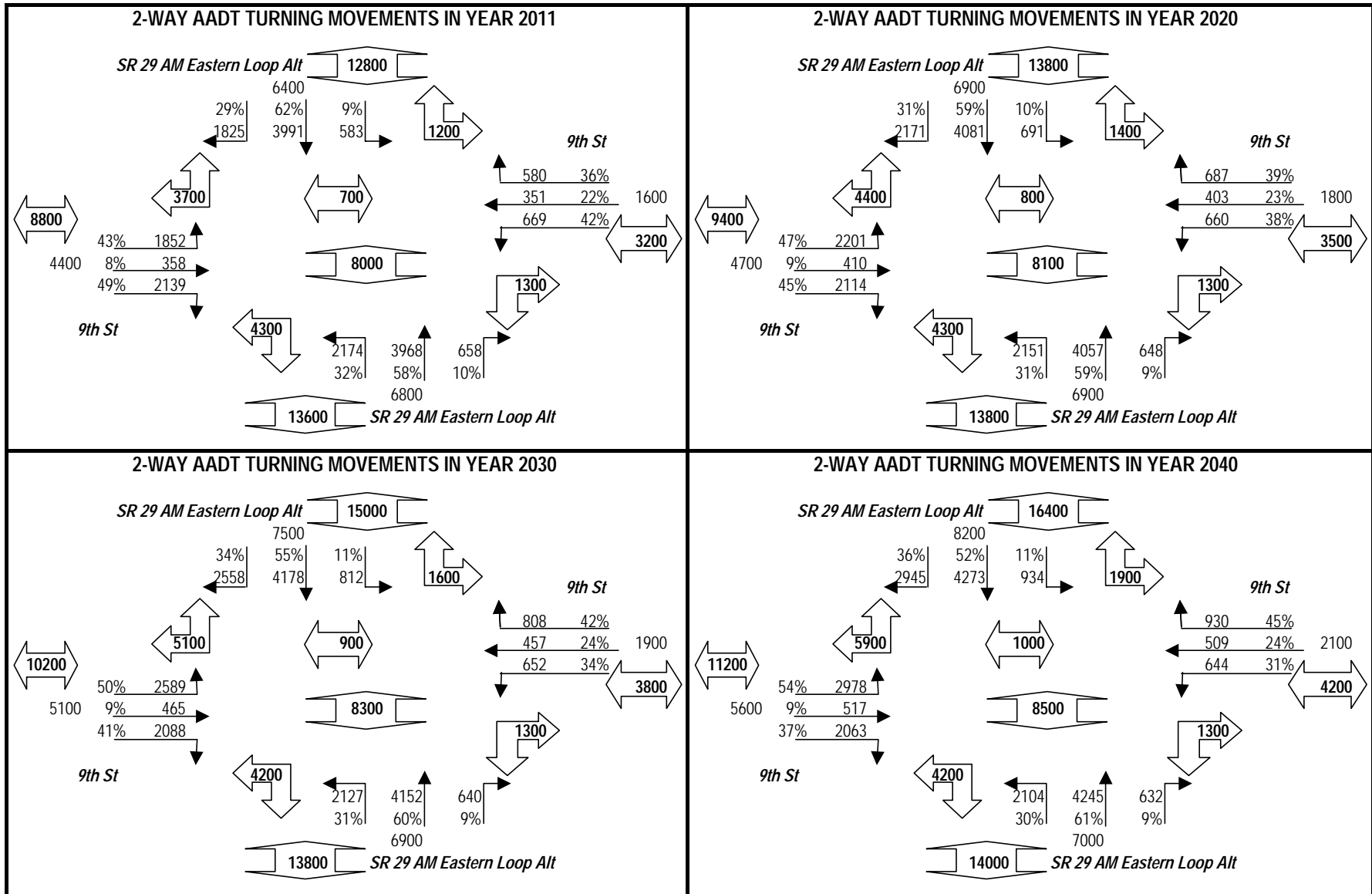
## PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT 1st St: Oil Well Rd TO SR 82



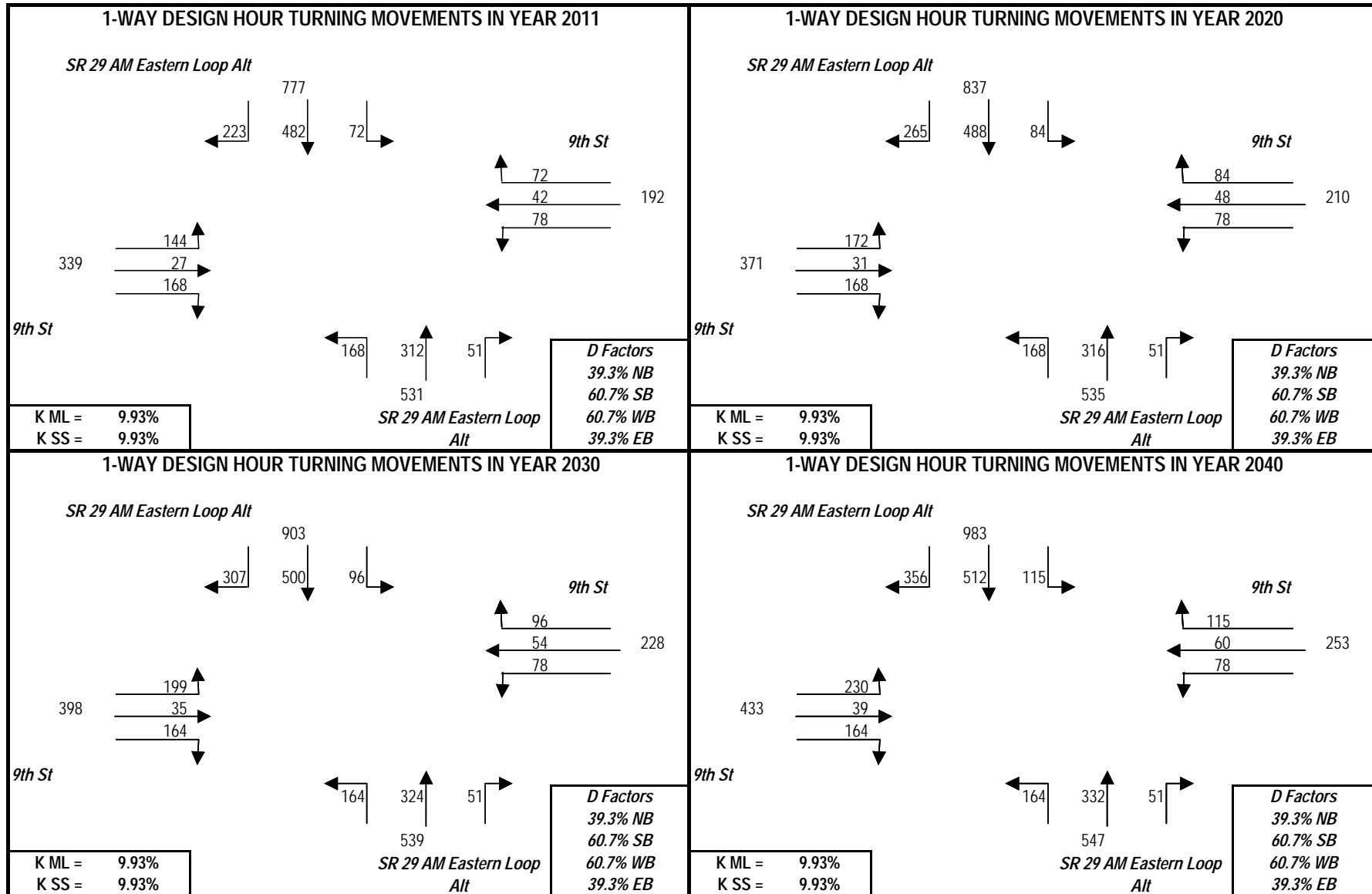
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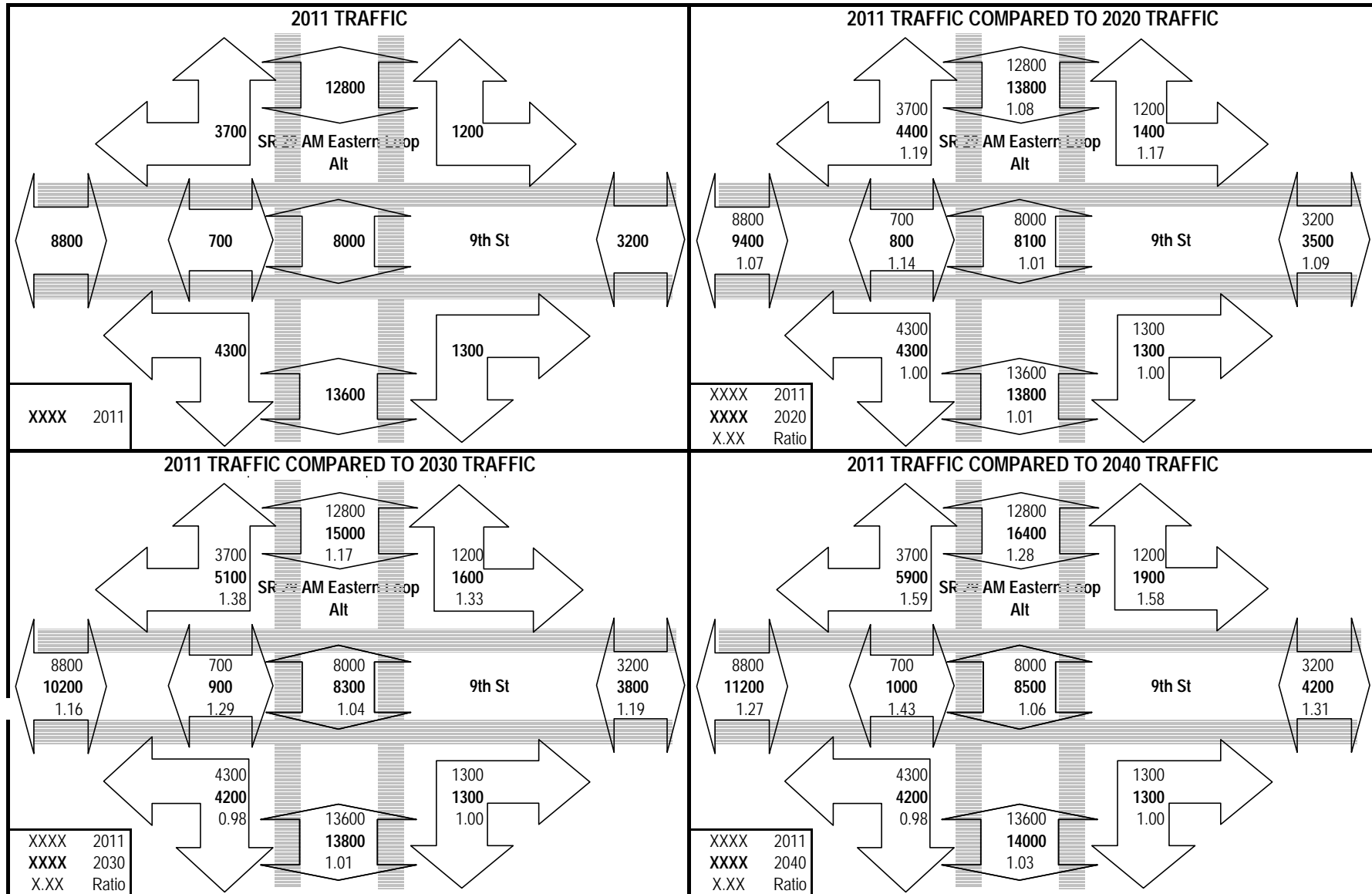
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT 9th St: Oil Well Rd TO SR 82



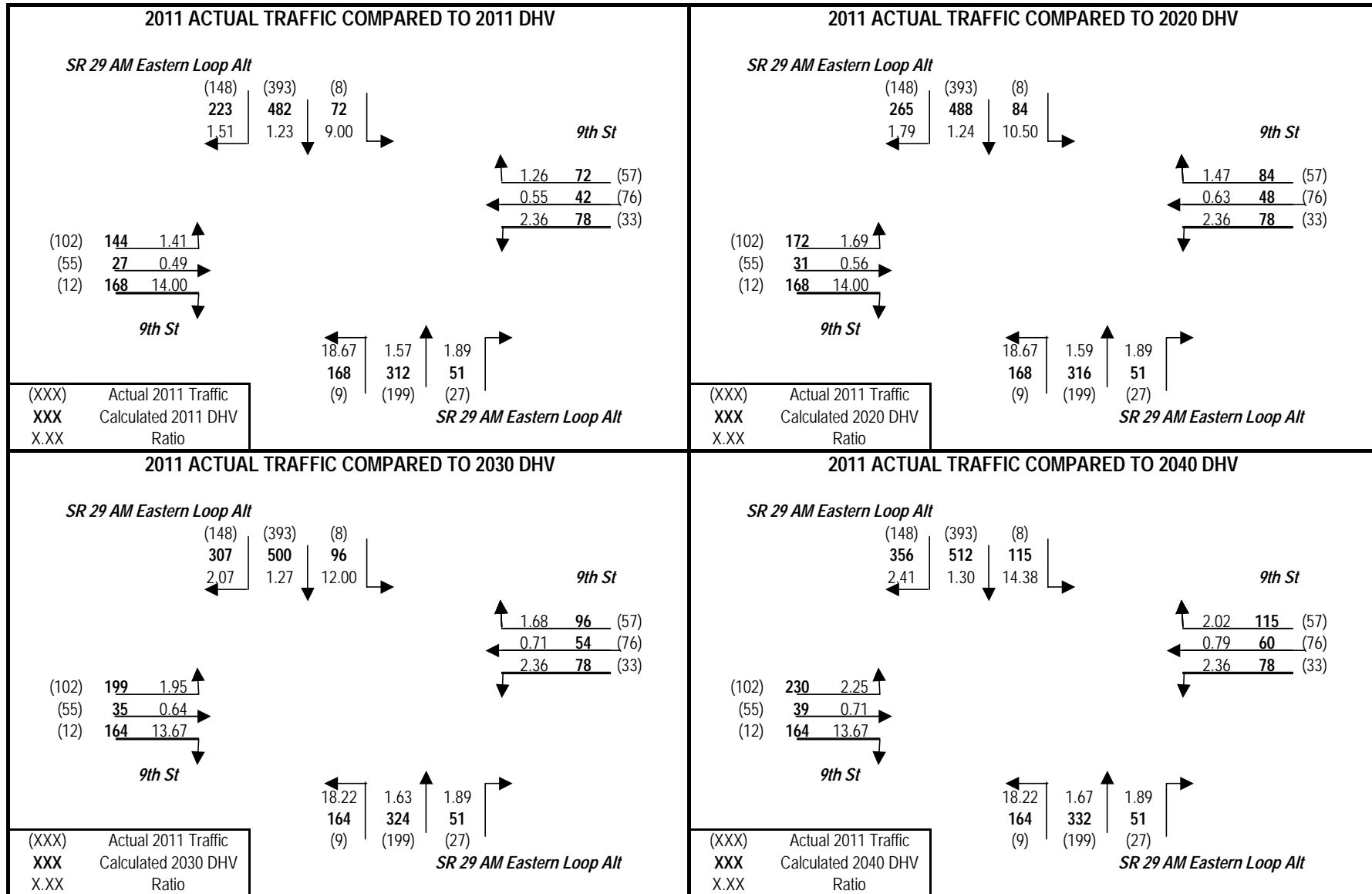
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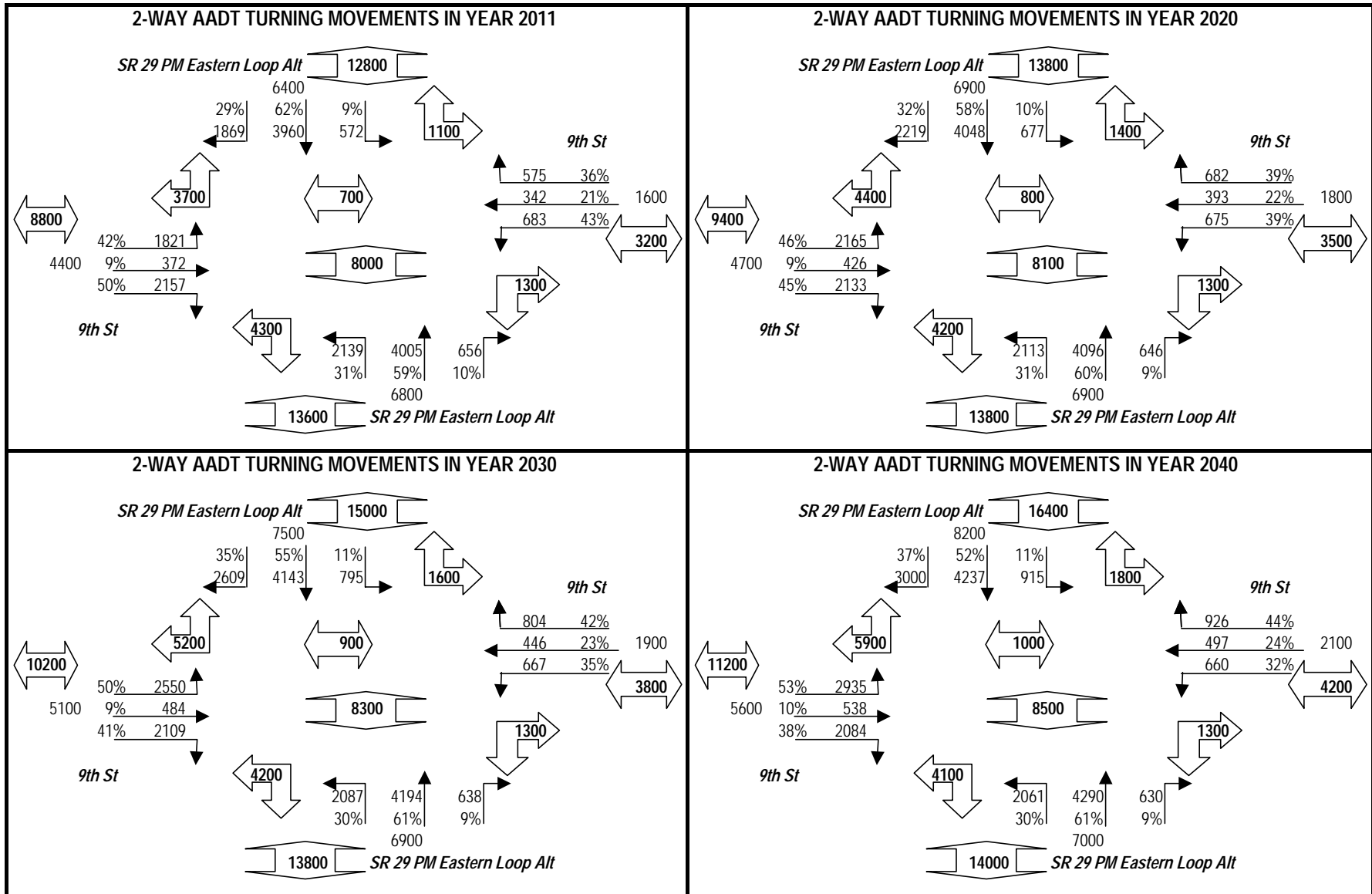
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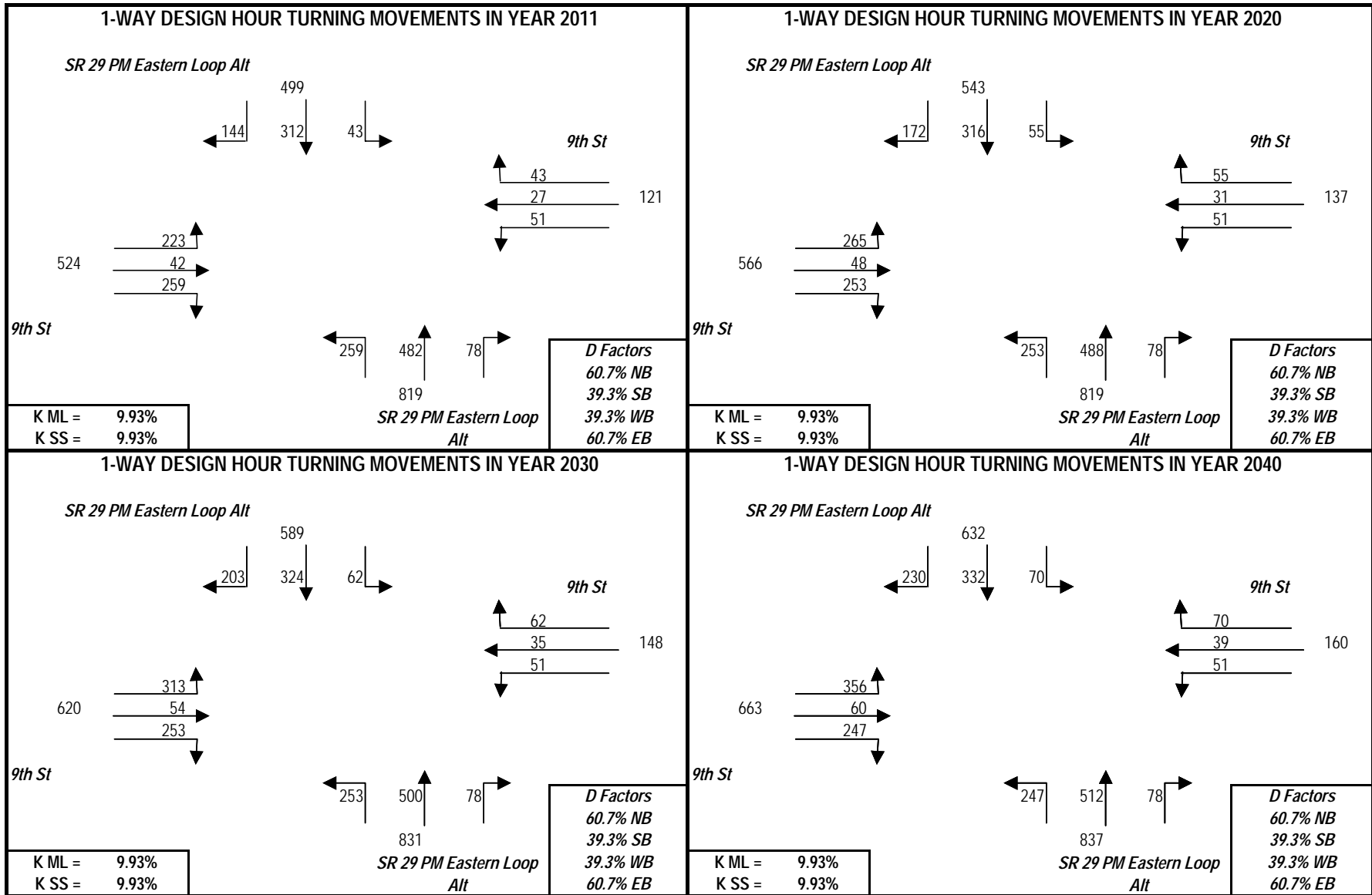
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT 9th St: Oil Well Rd TO SR 82



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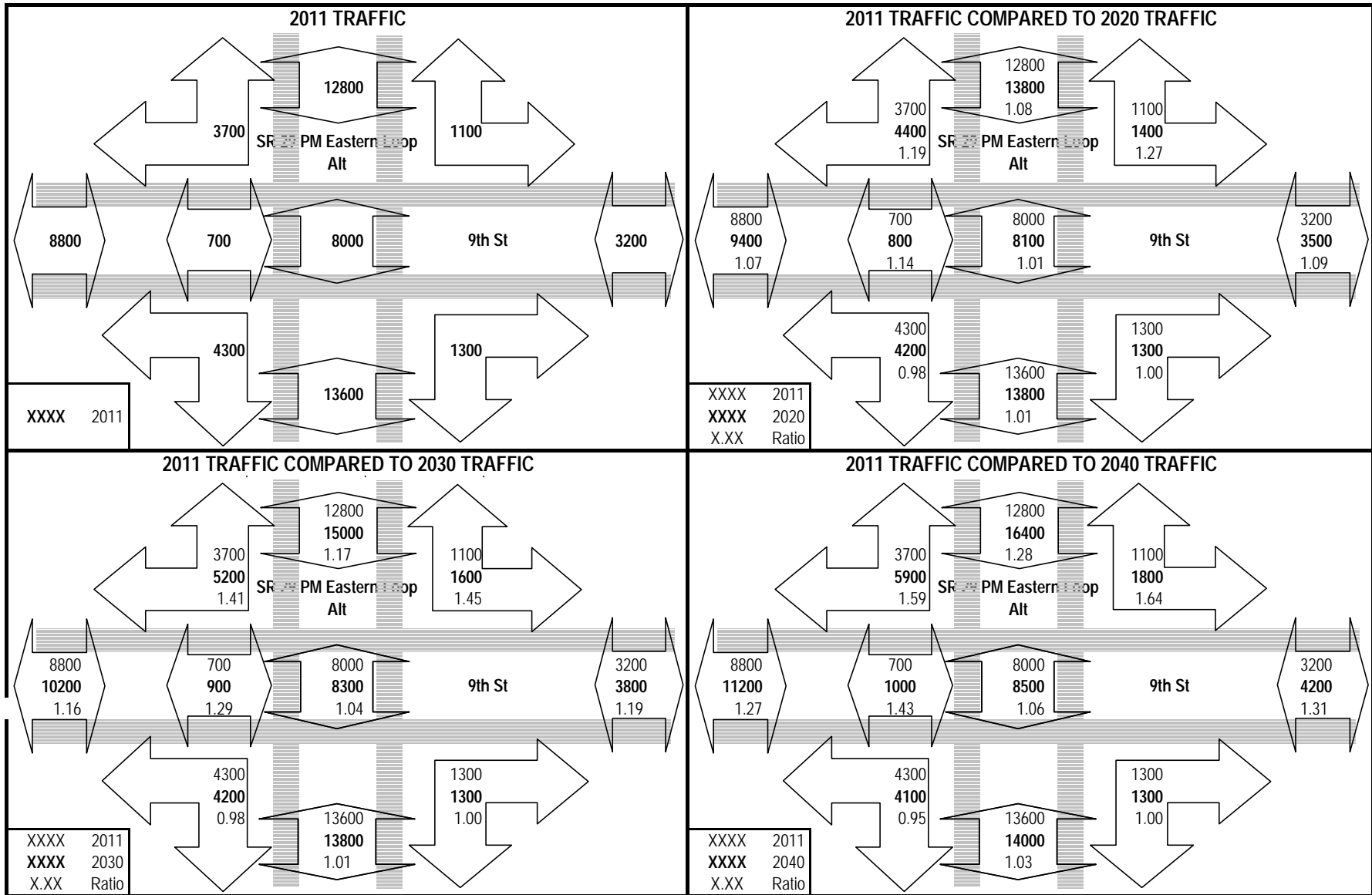


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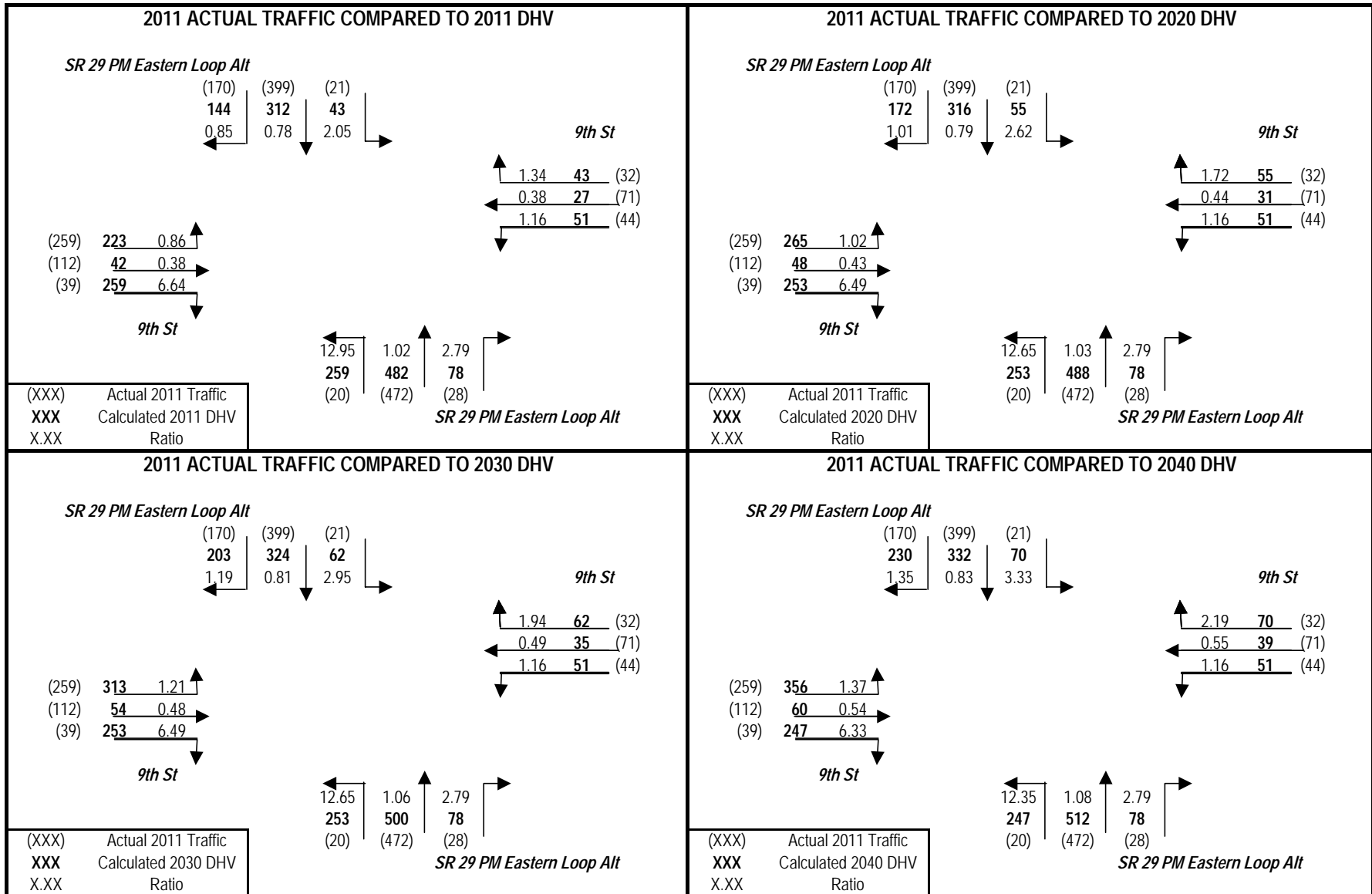




## PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT 9th St: Oil Well Rd TO SR 82

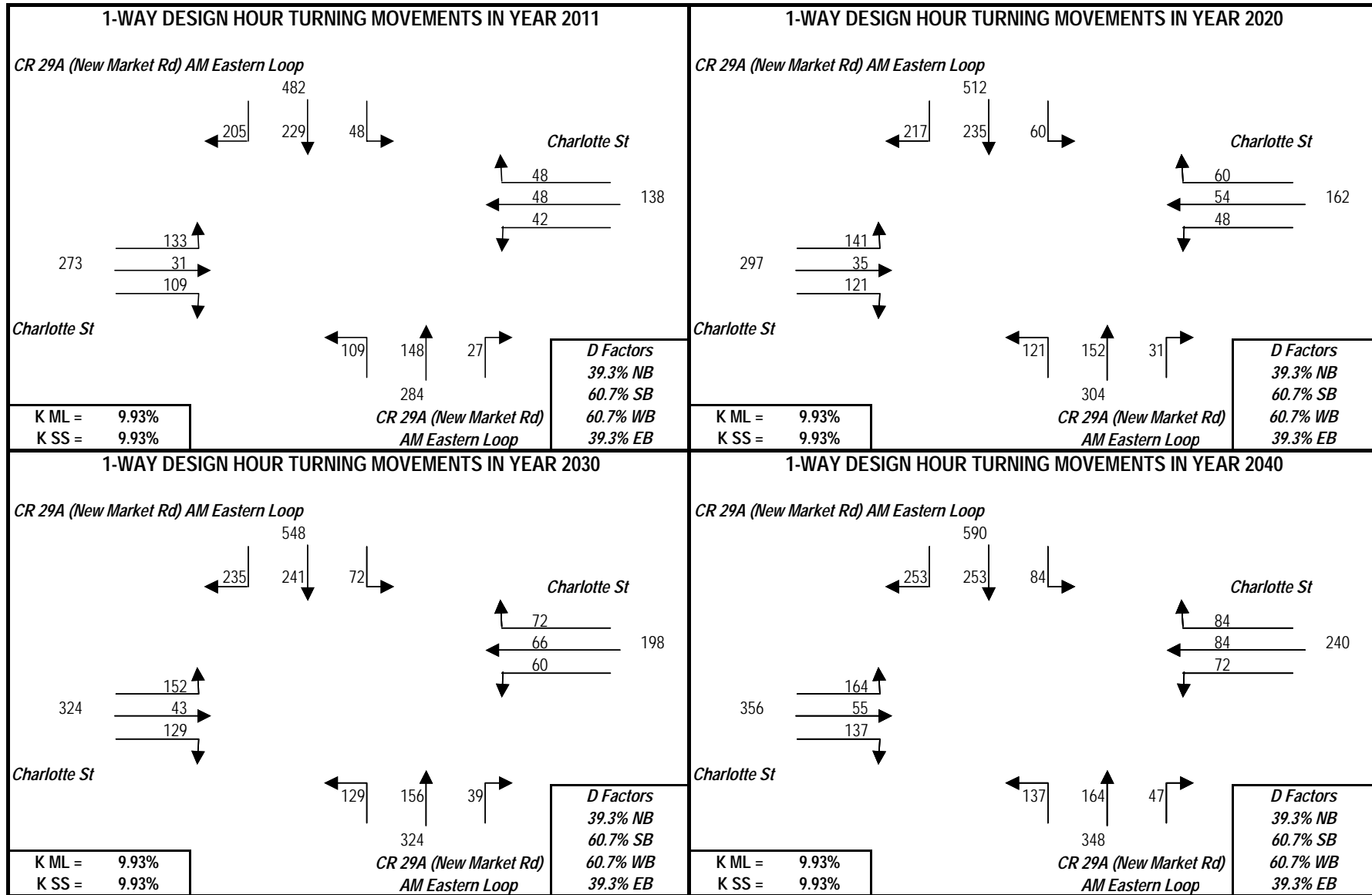


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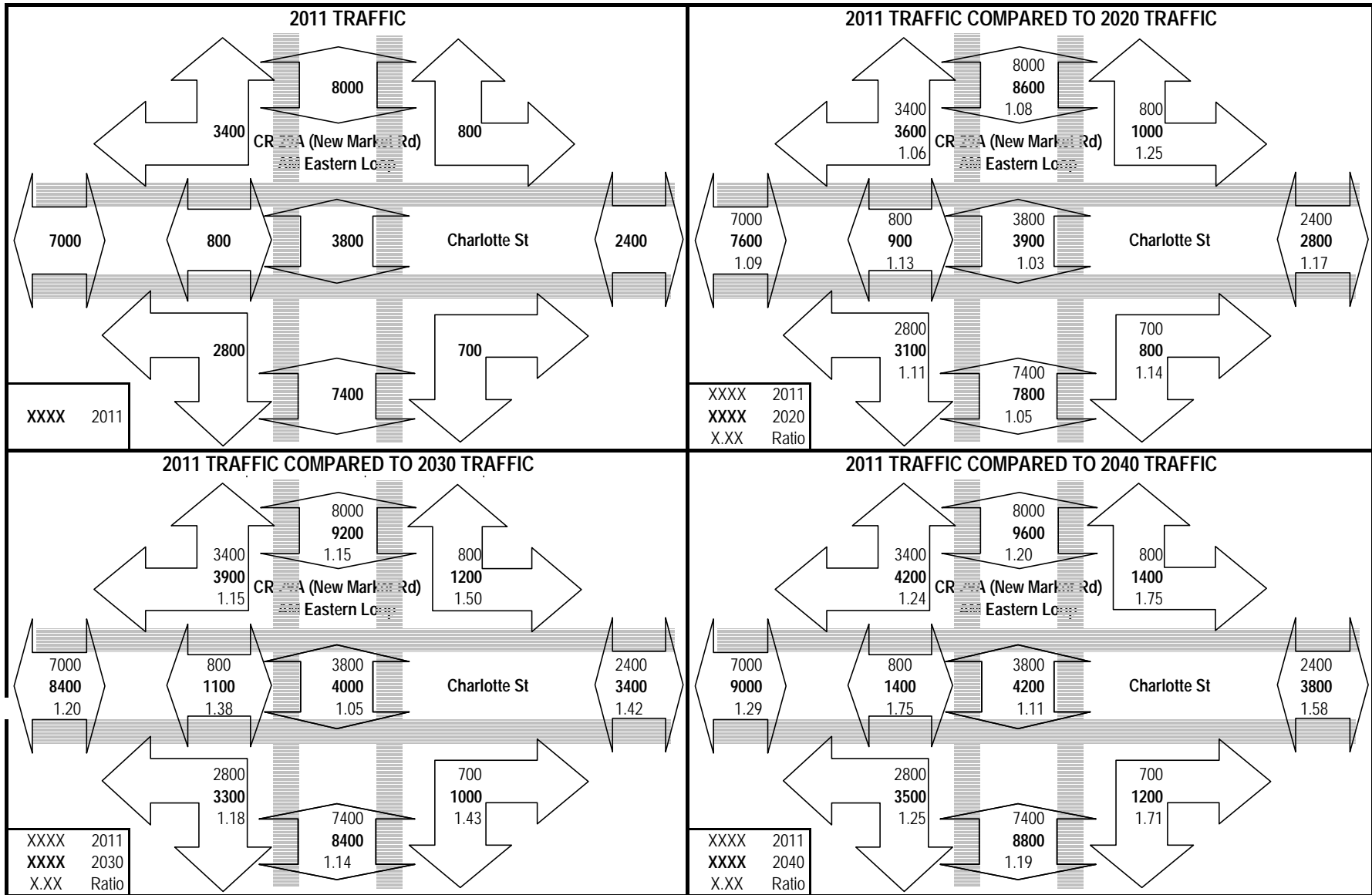




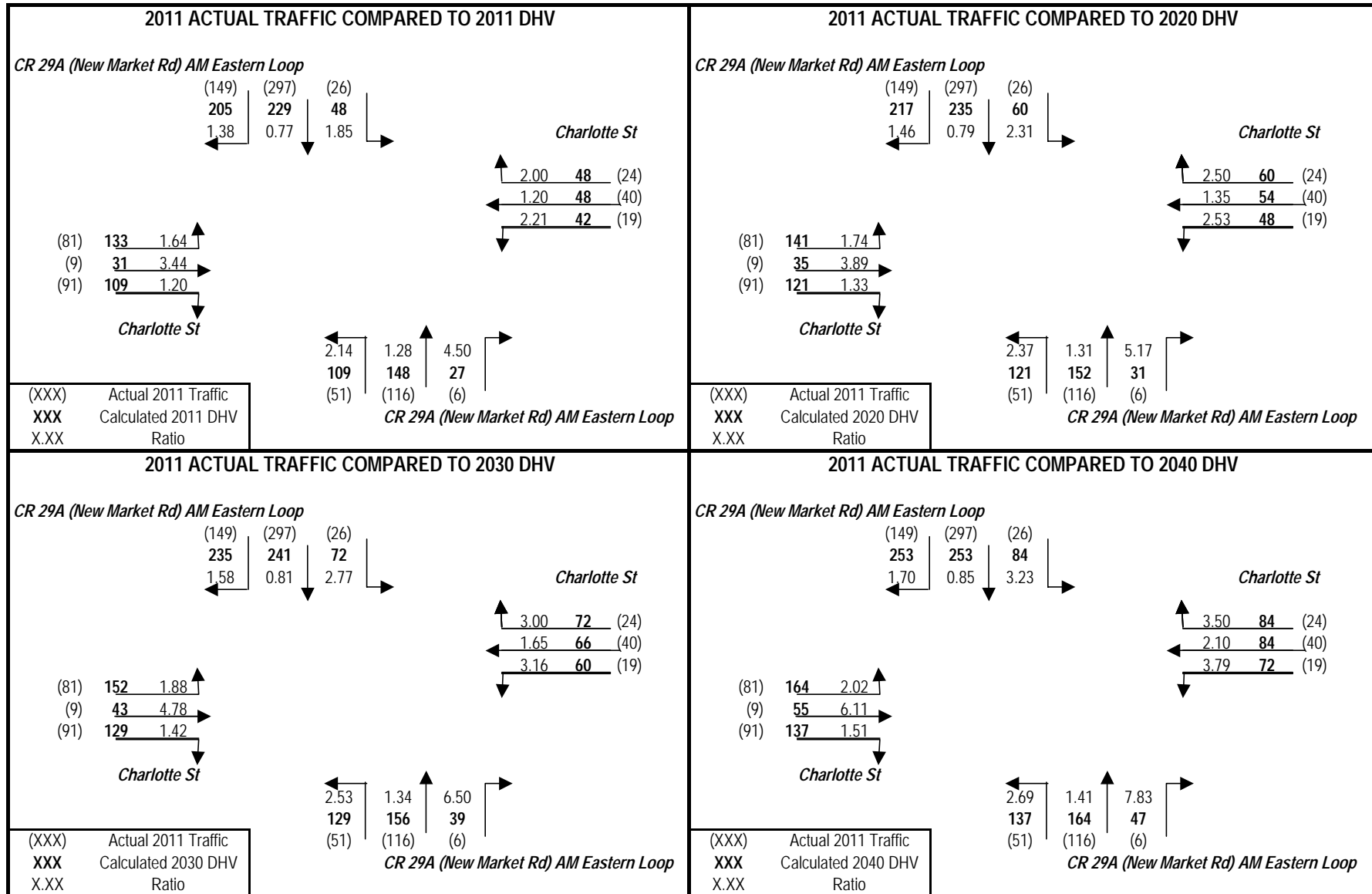
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM Eastern Loop AT Charlotte St: Oil Well Rd TO SR 82



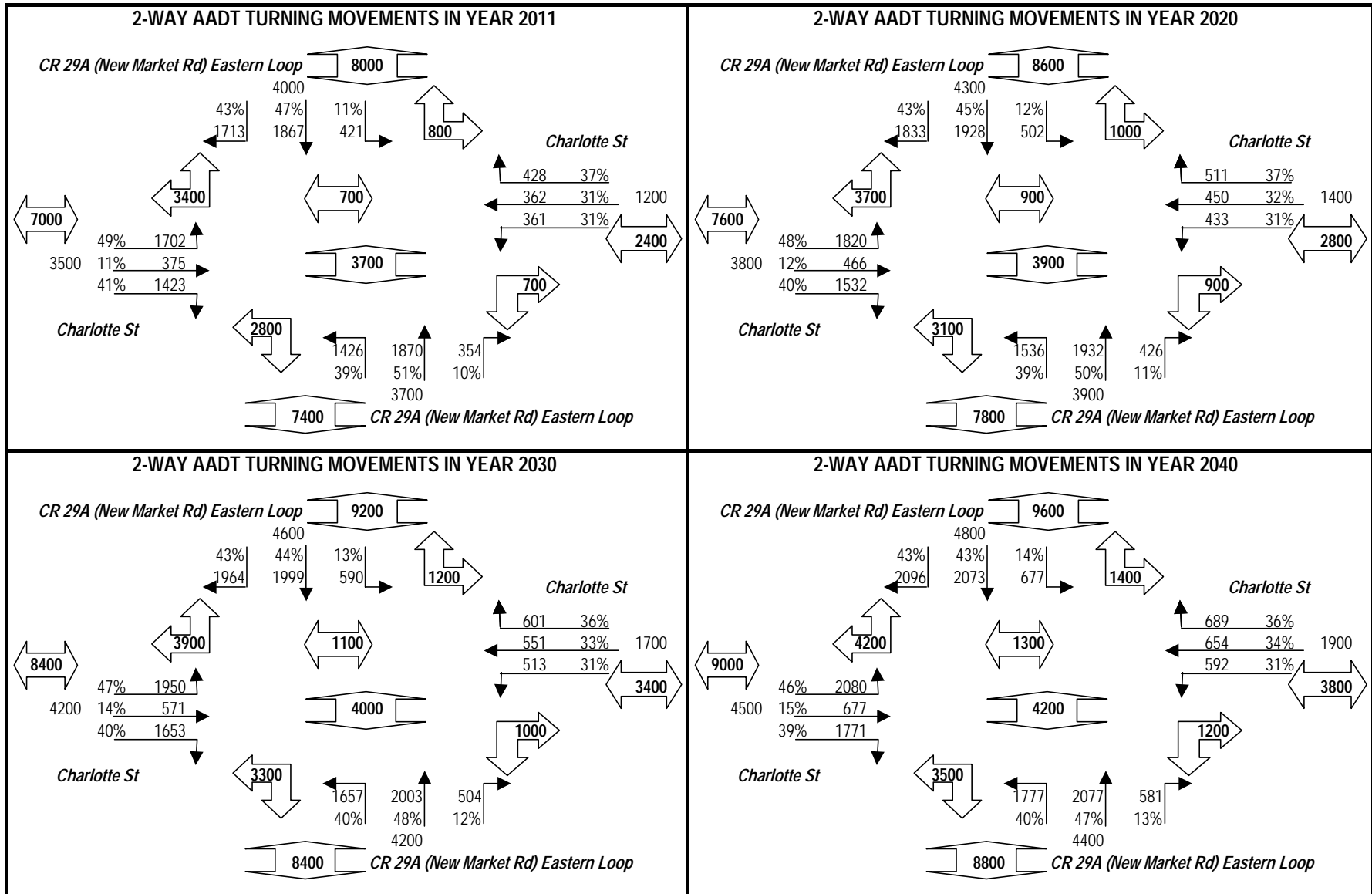
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM Eastern Loop AT Charlotte St: Oil Well Rd TO SR 82



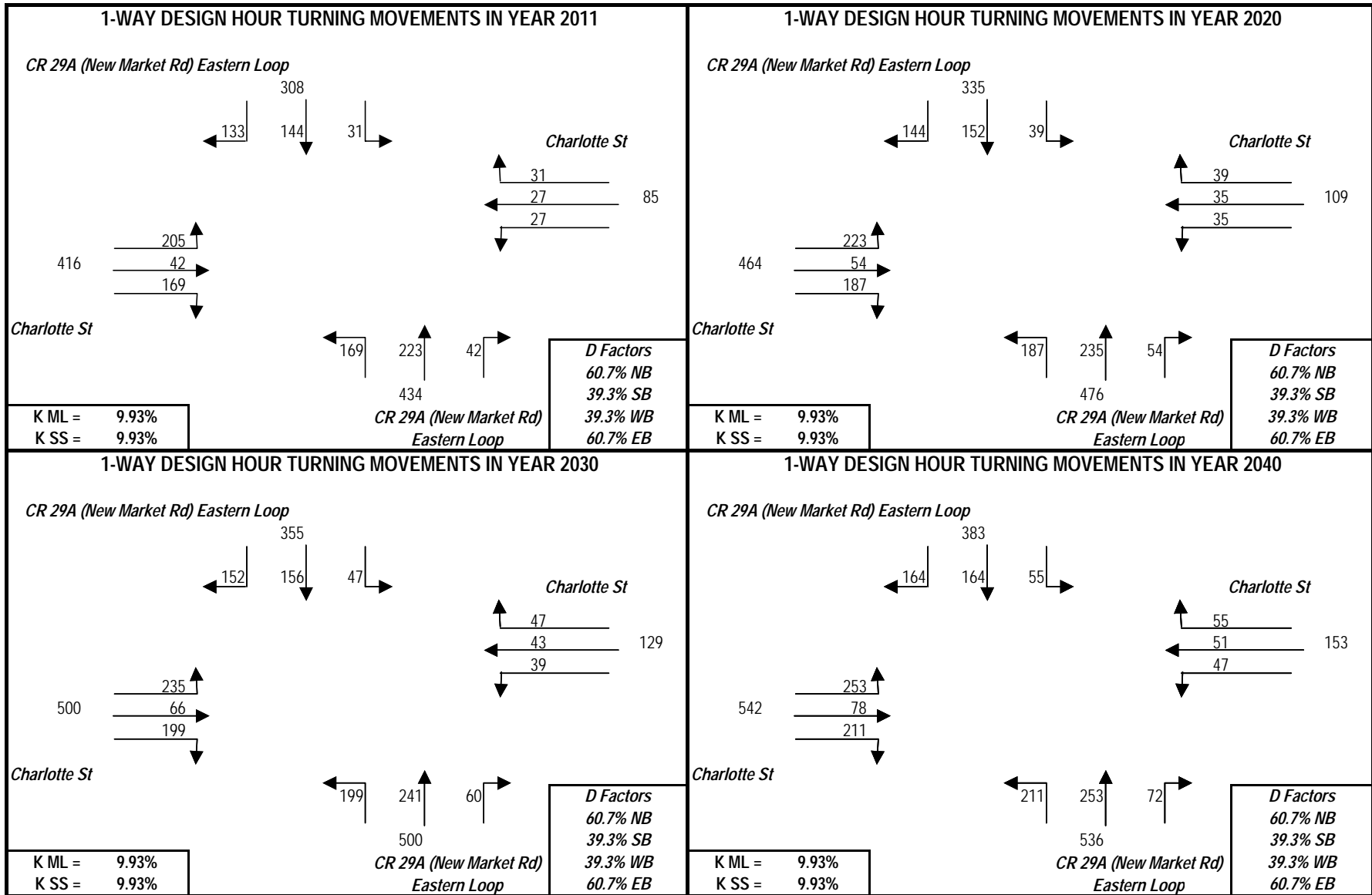
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM Eastern Loop AT Charlotte St: Oil Well Rd TO SR 82



# PROJECT TRAFFIC FOR CR 29A (New Market Rd) Eastern Loop AT Charlotte St: Oil Well Rd TO SR 82

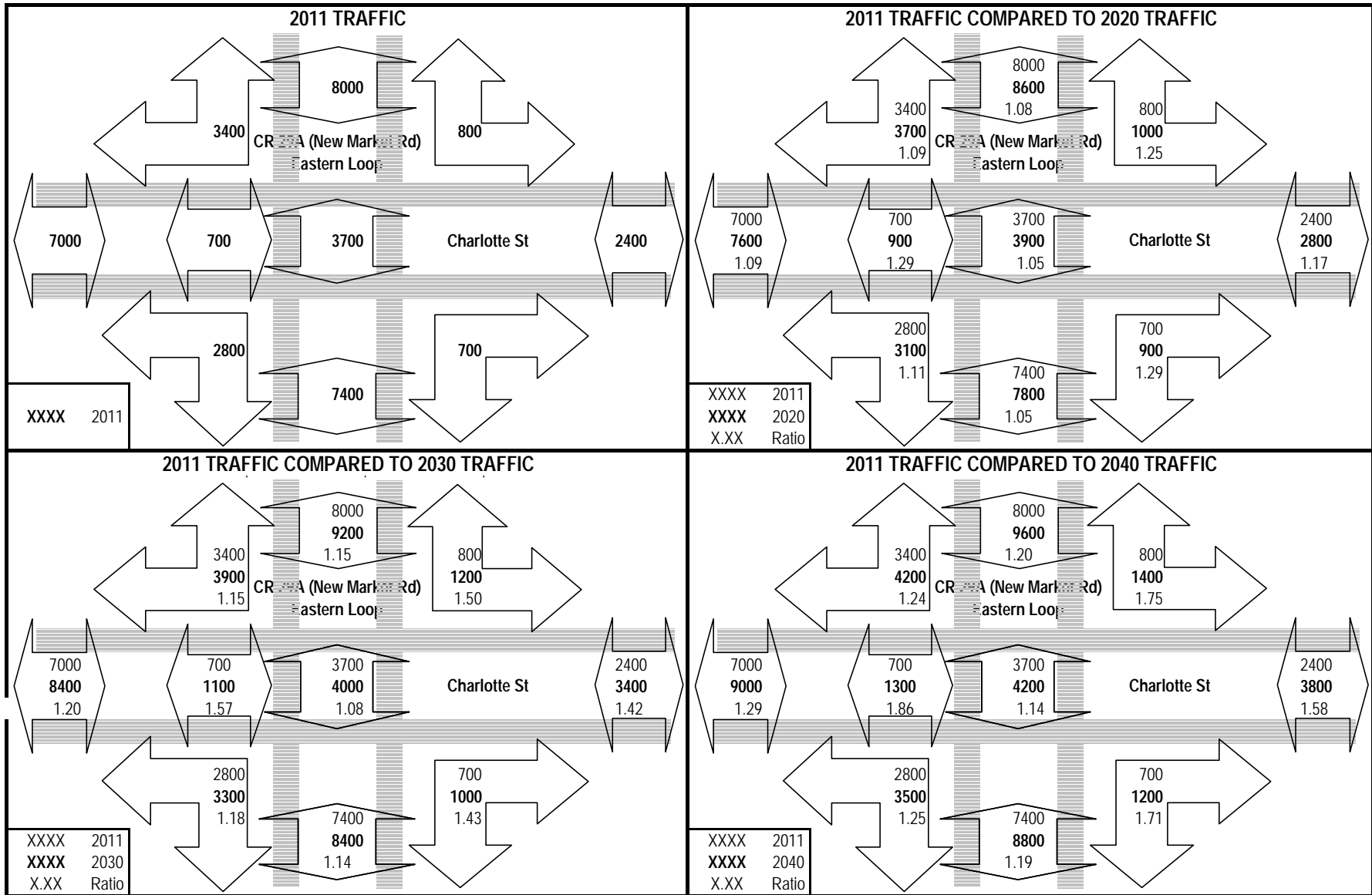


# PROJECT TRAFFIC FOR CR 29A (New Market Rd) Eastern Loop AT Charlotte St: Oil Well Rd TO SR 82

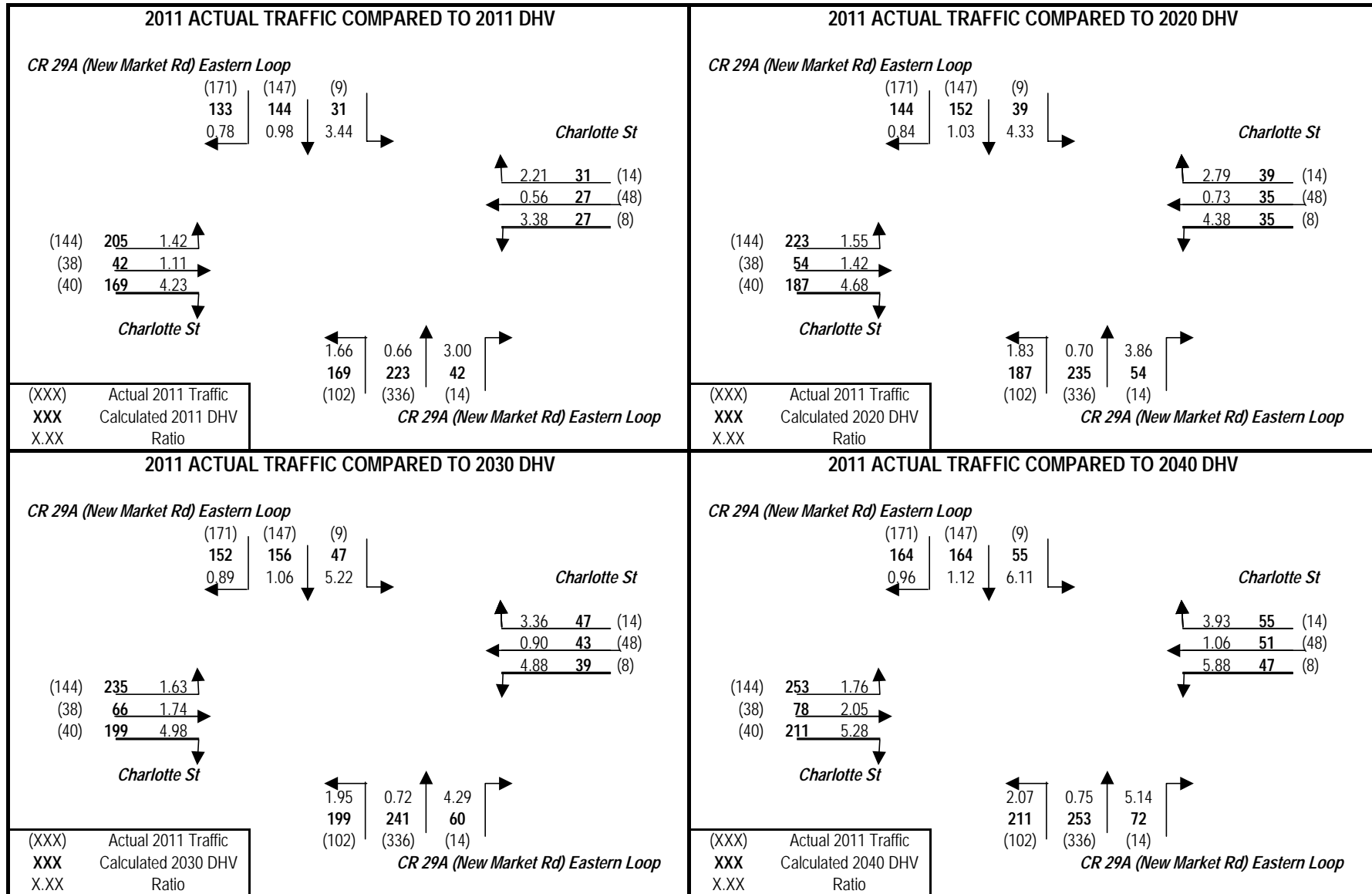




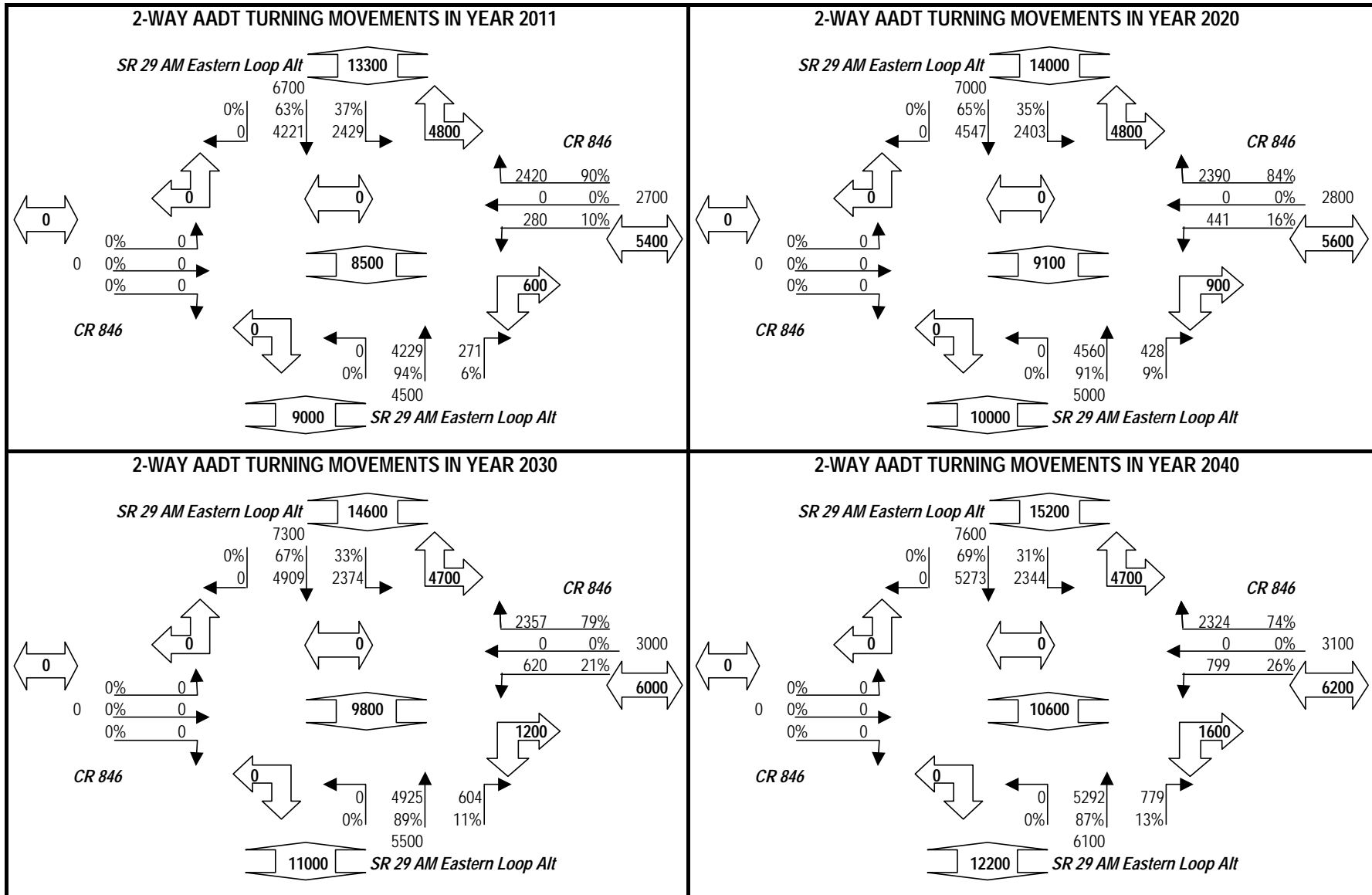
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) Eastern Loop AT Charlotte St: Oil Well Rd TO SR 82



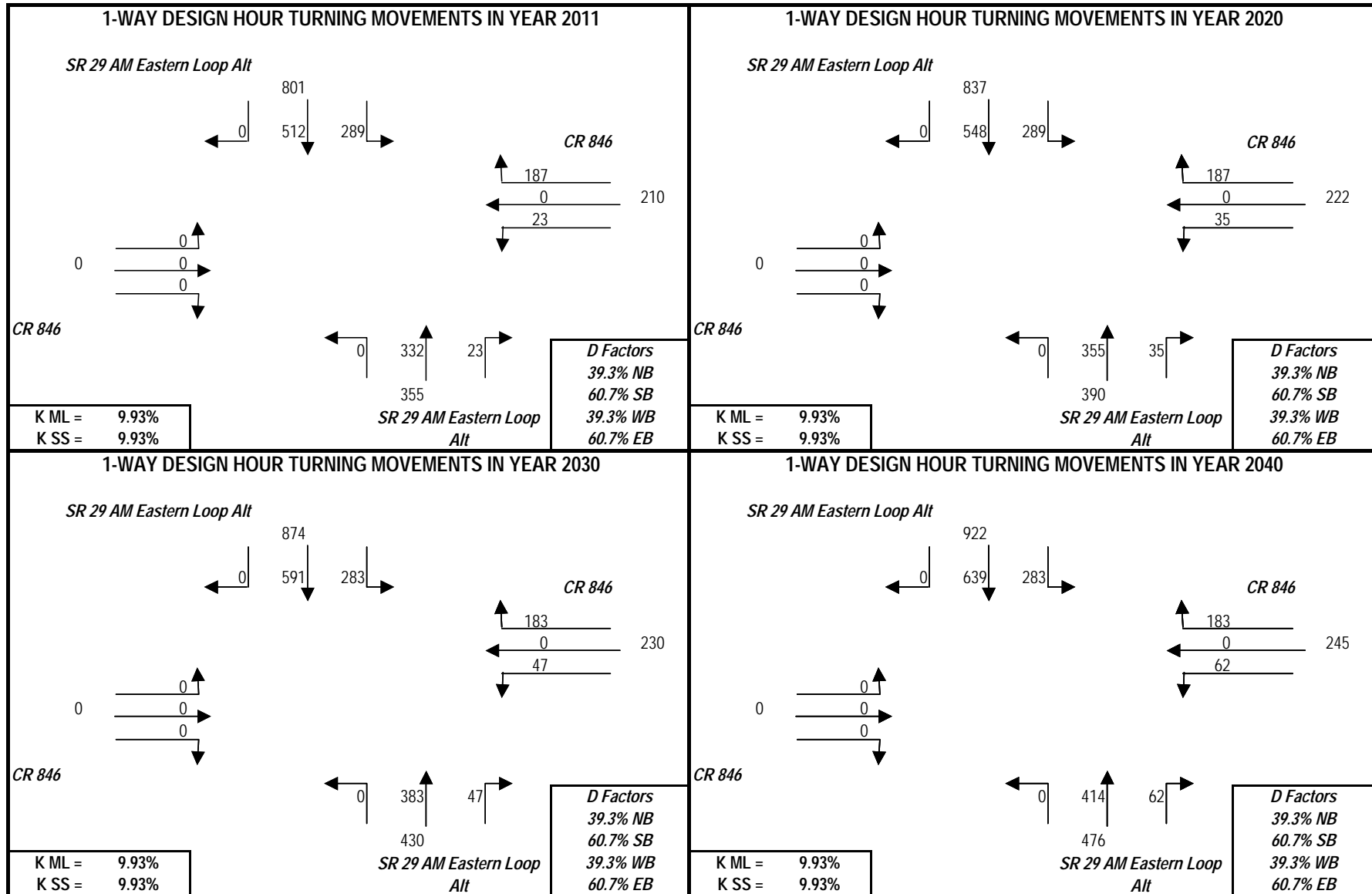
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) Eastern Loop AT Charlotte St: Oil Well Rd TO SR 82



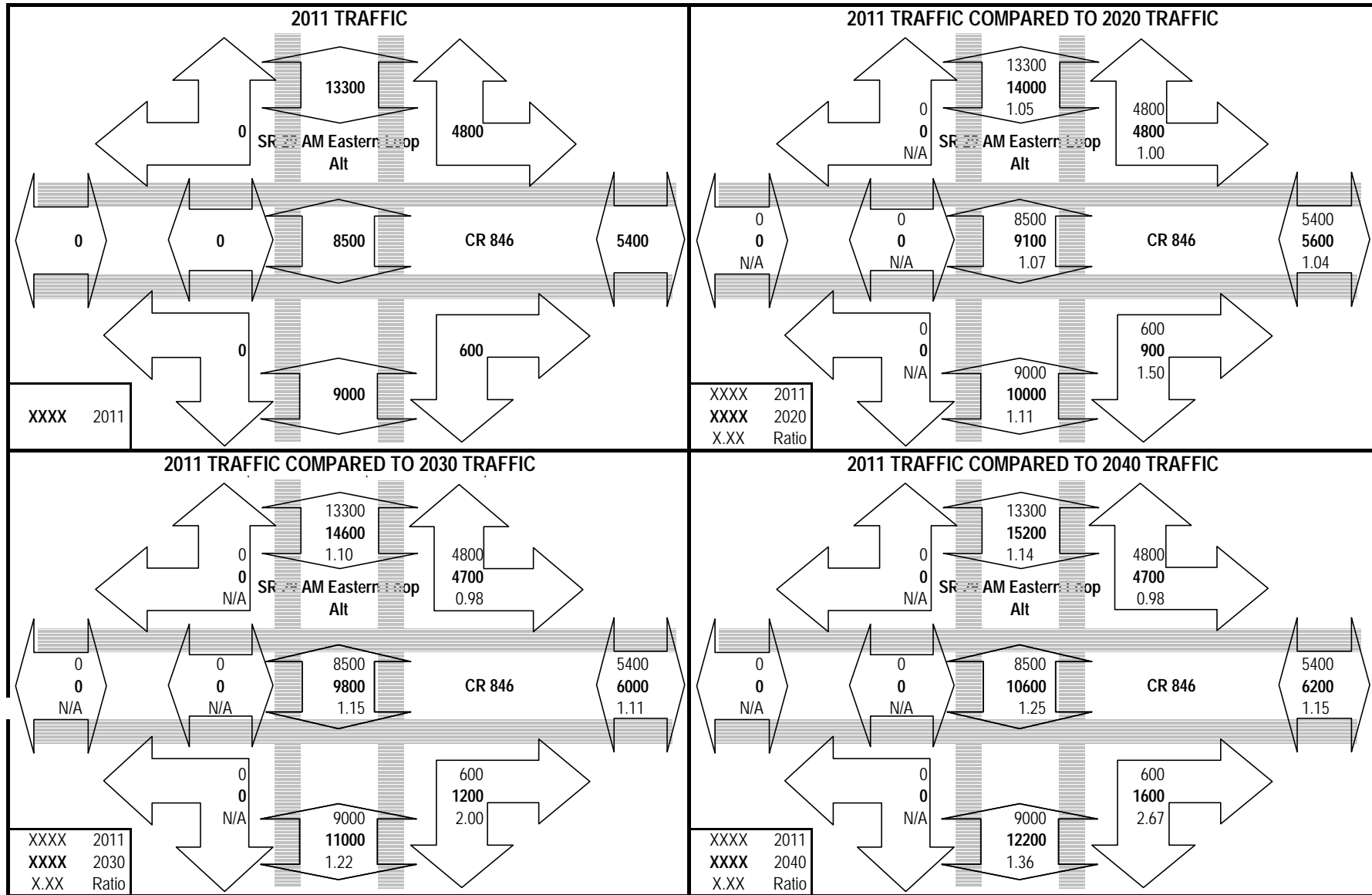
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82



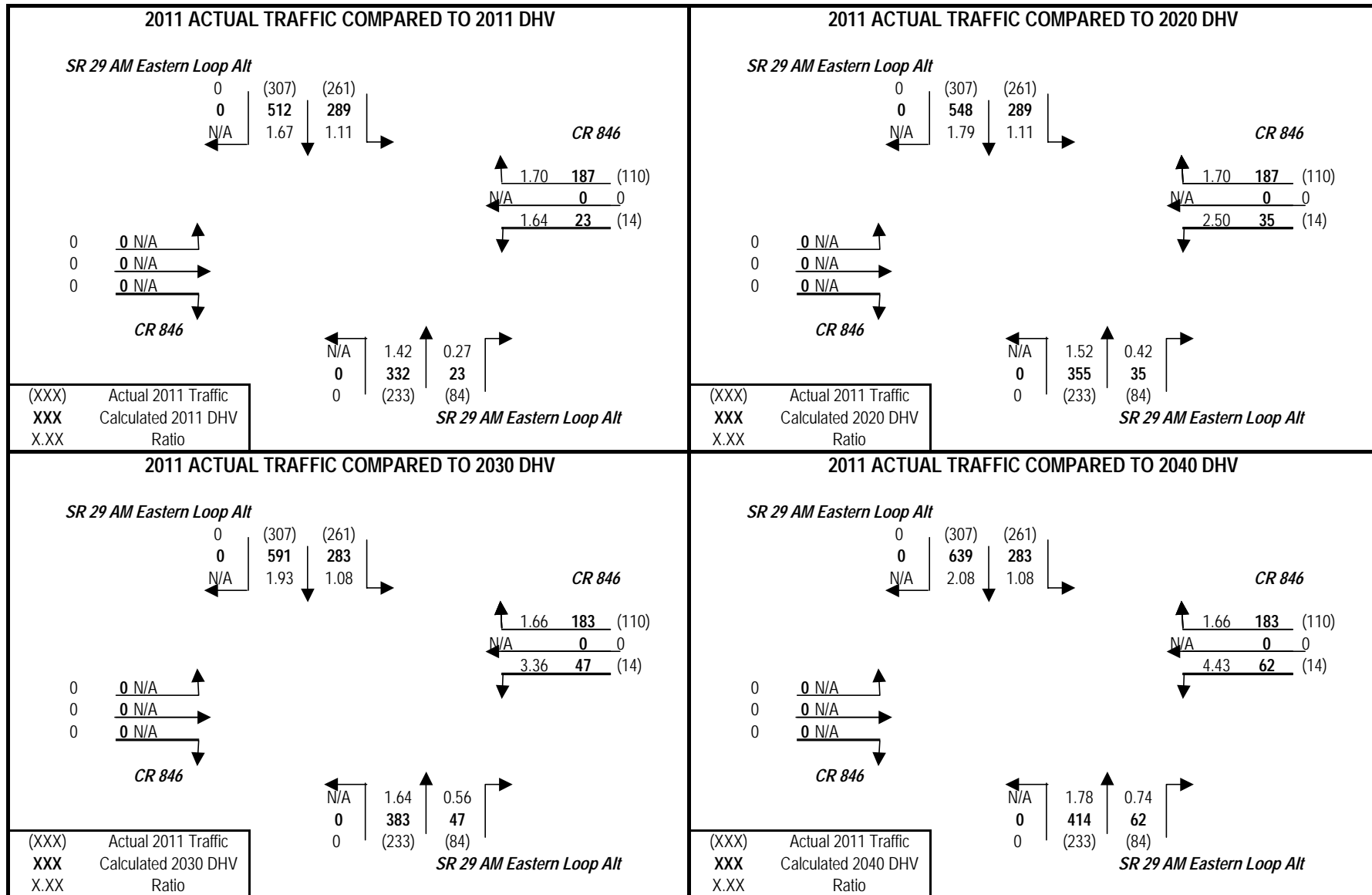
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82



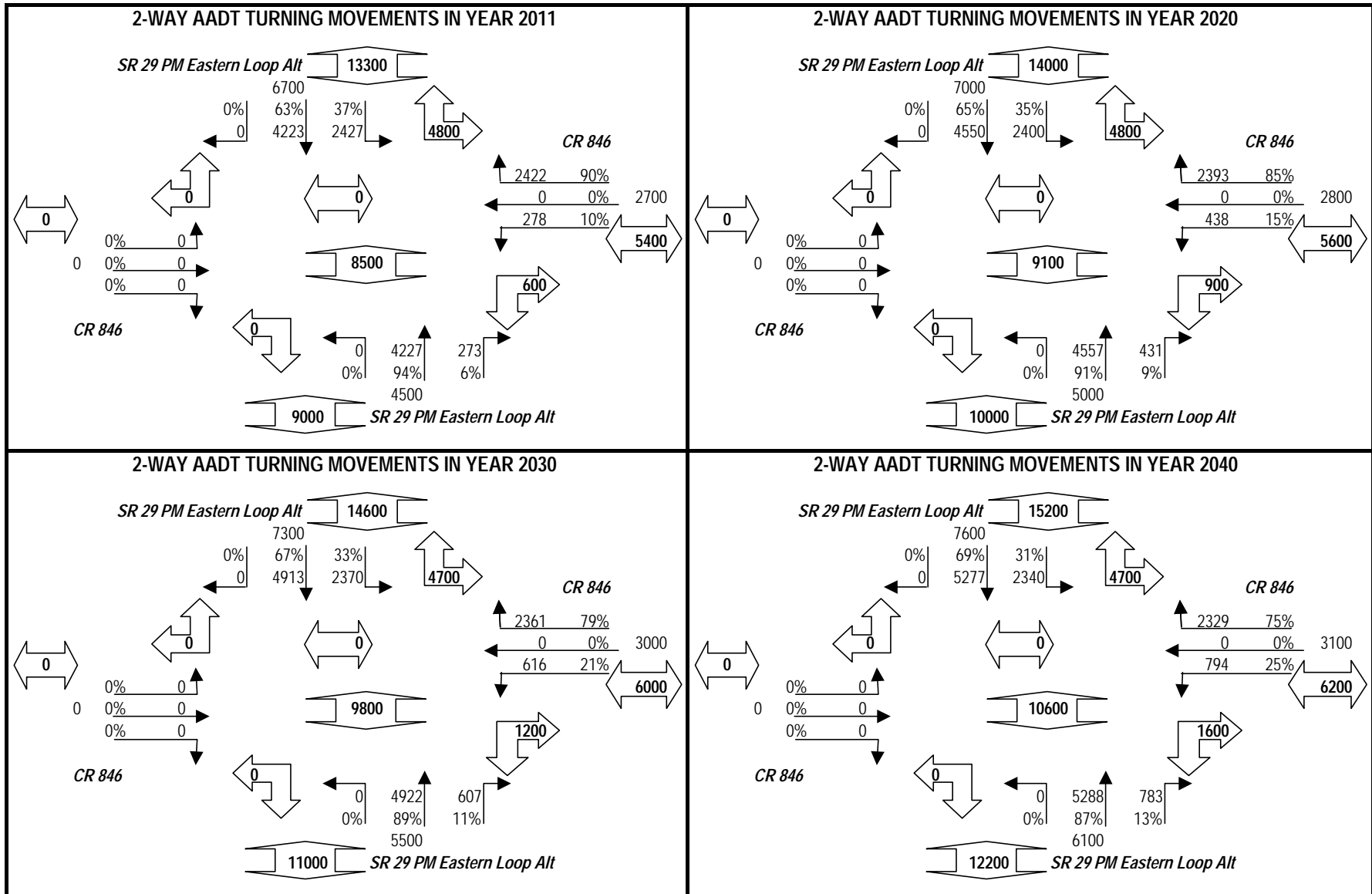
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82



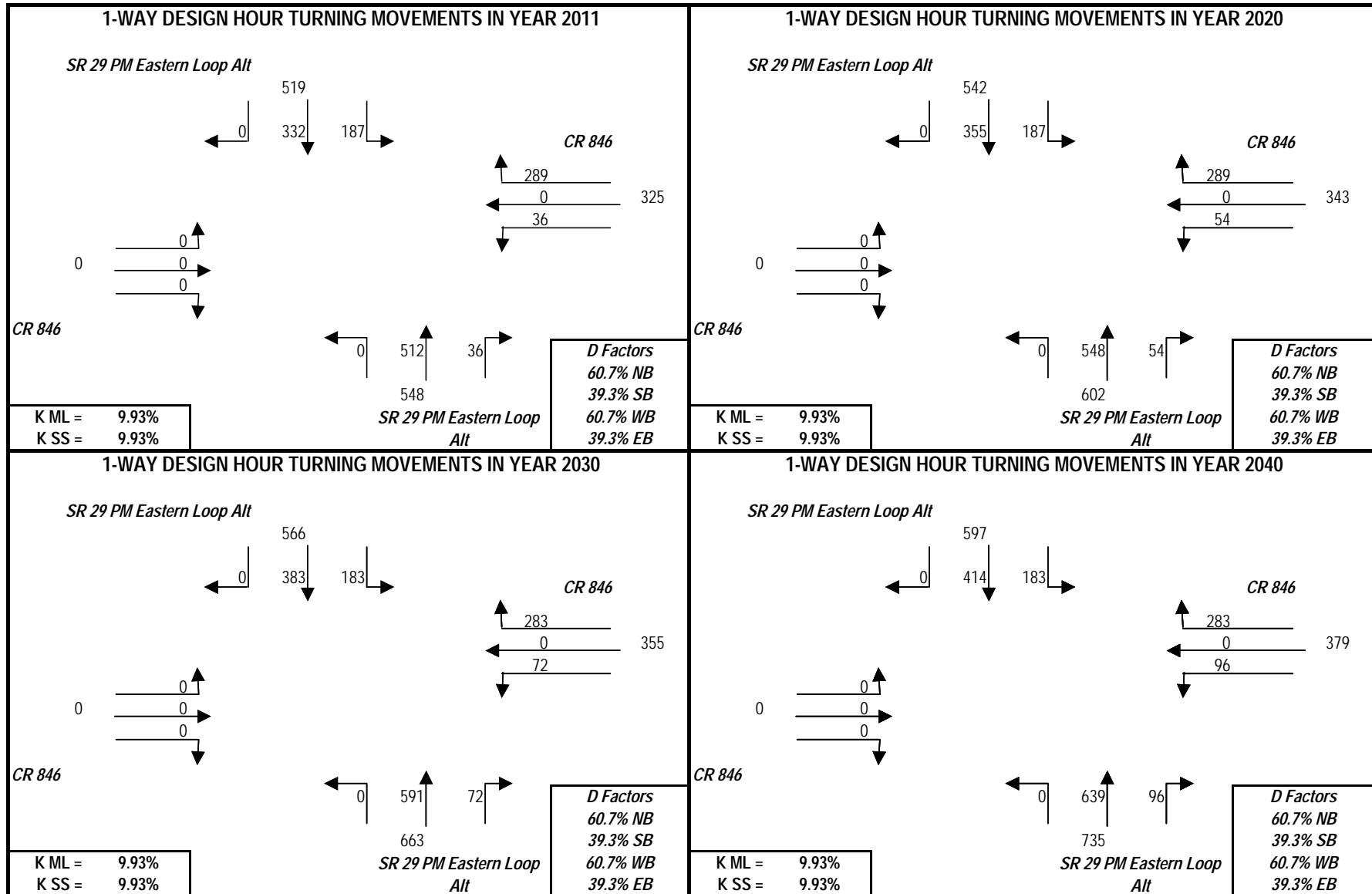
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82

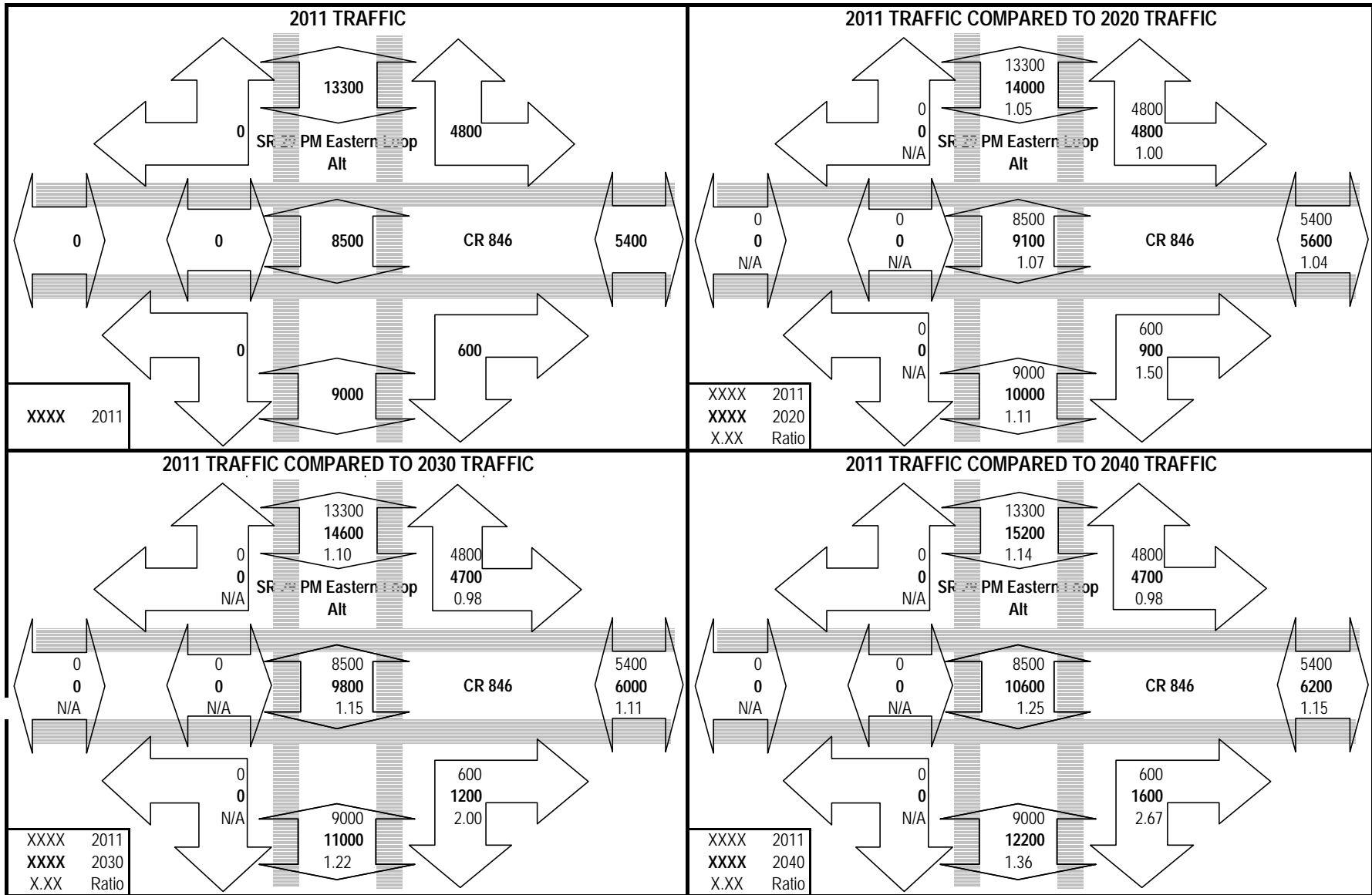


## PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82

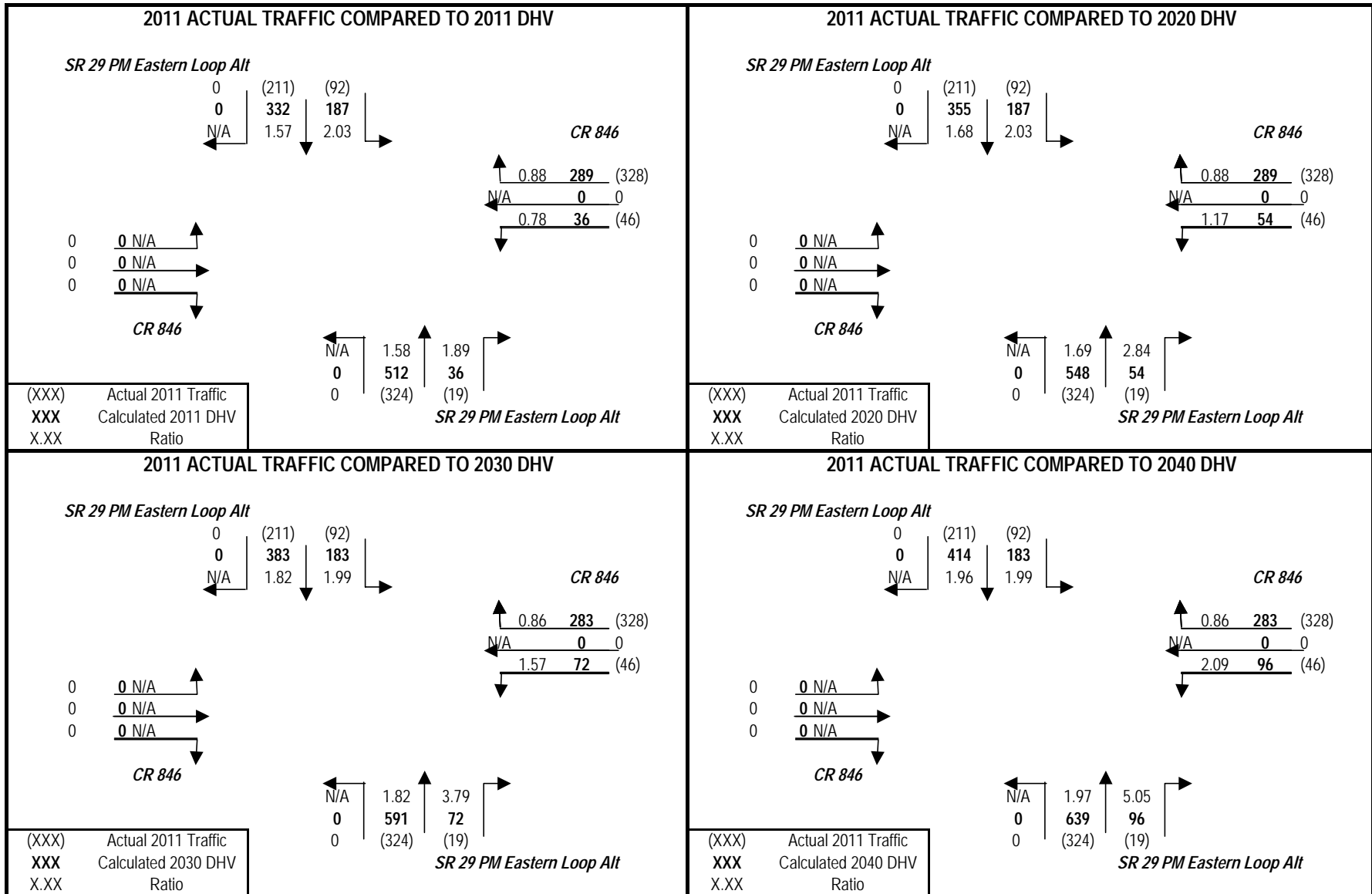




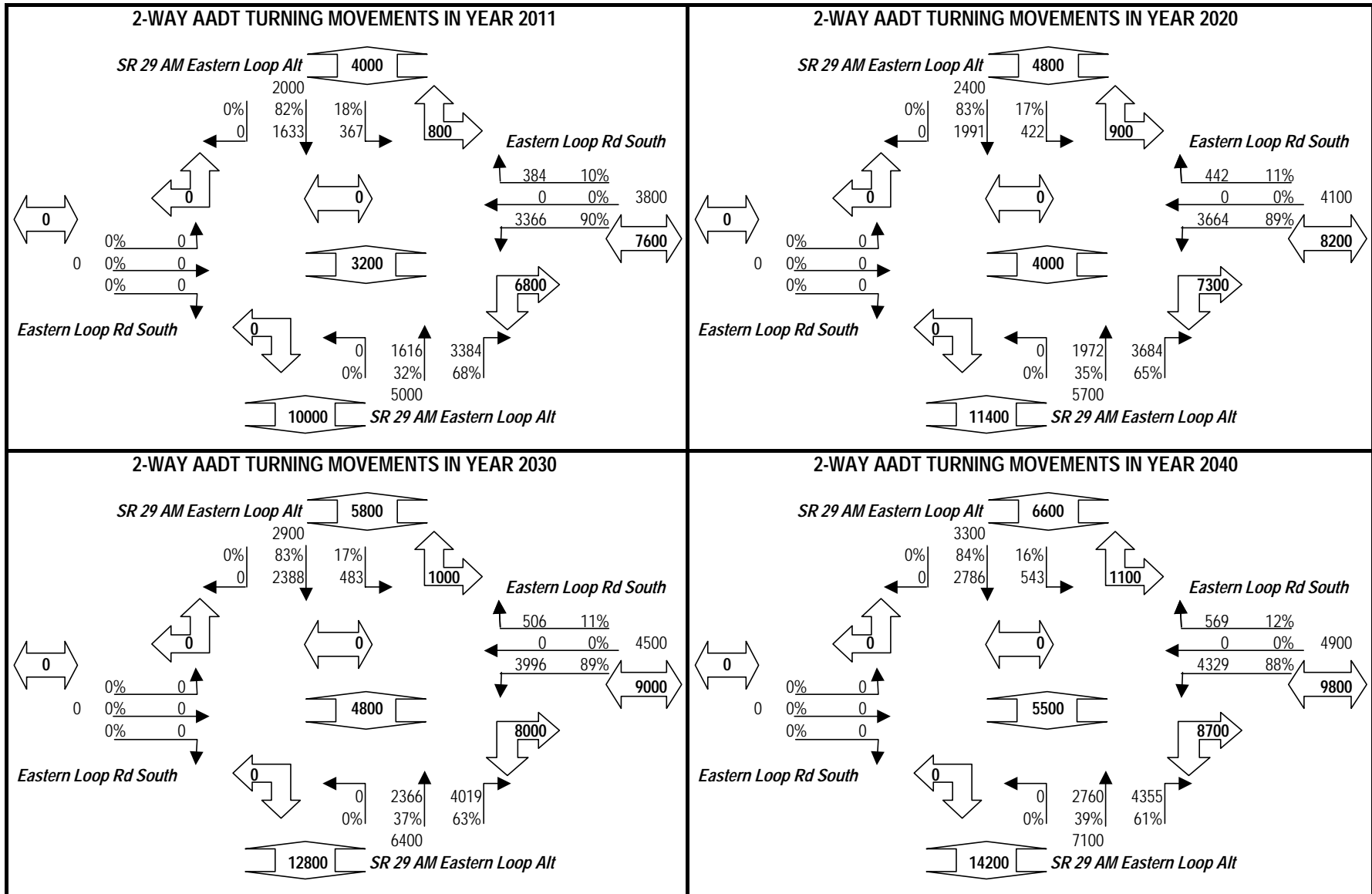
## PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82



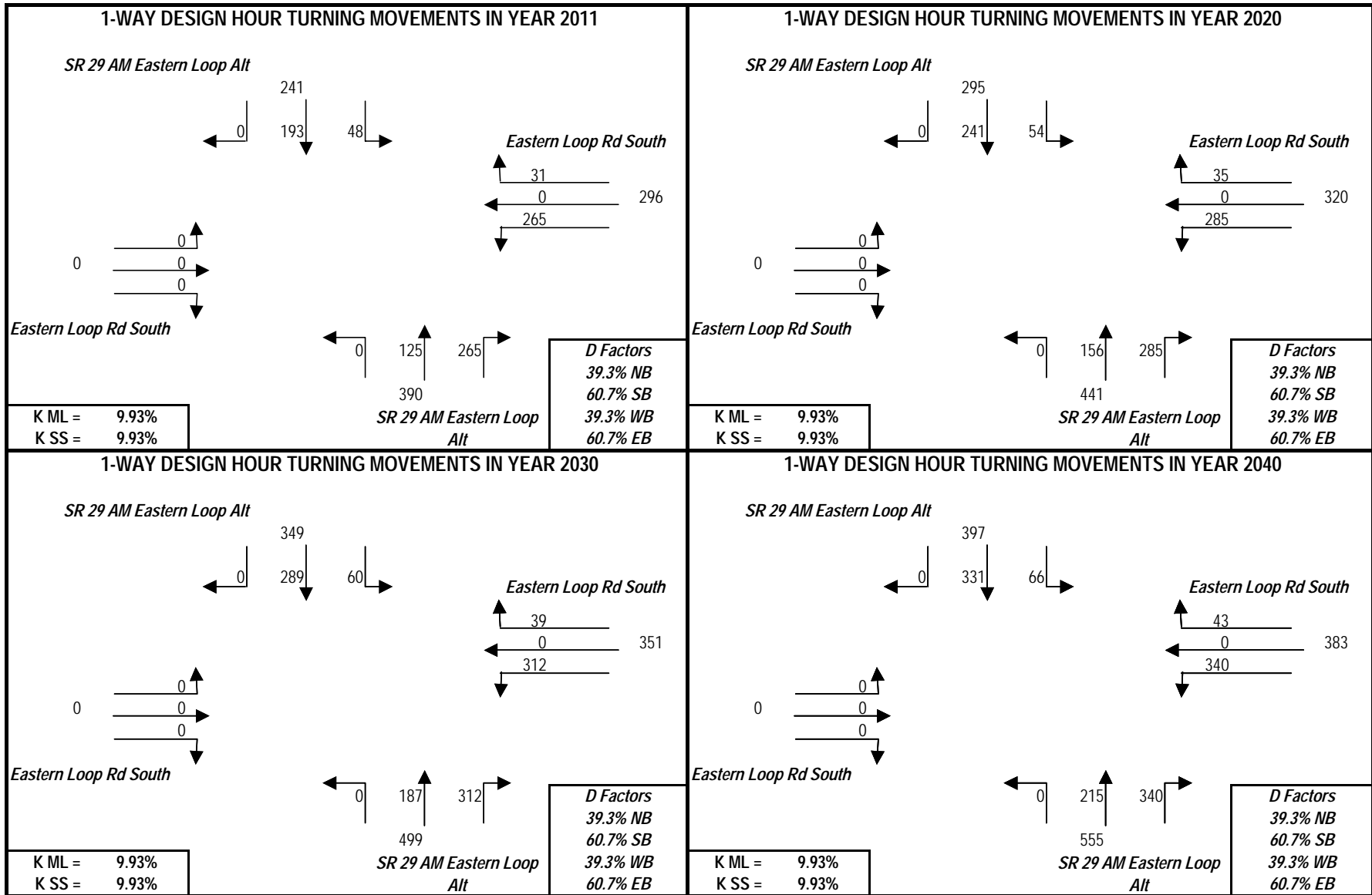
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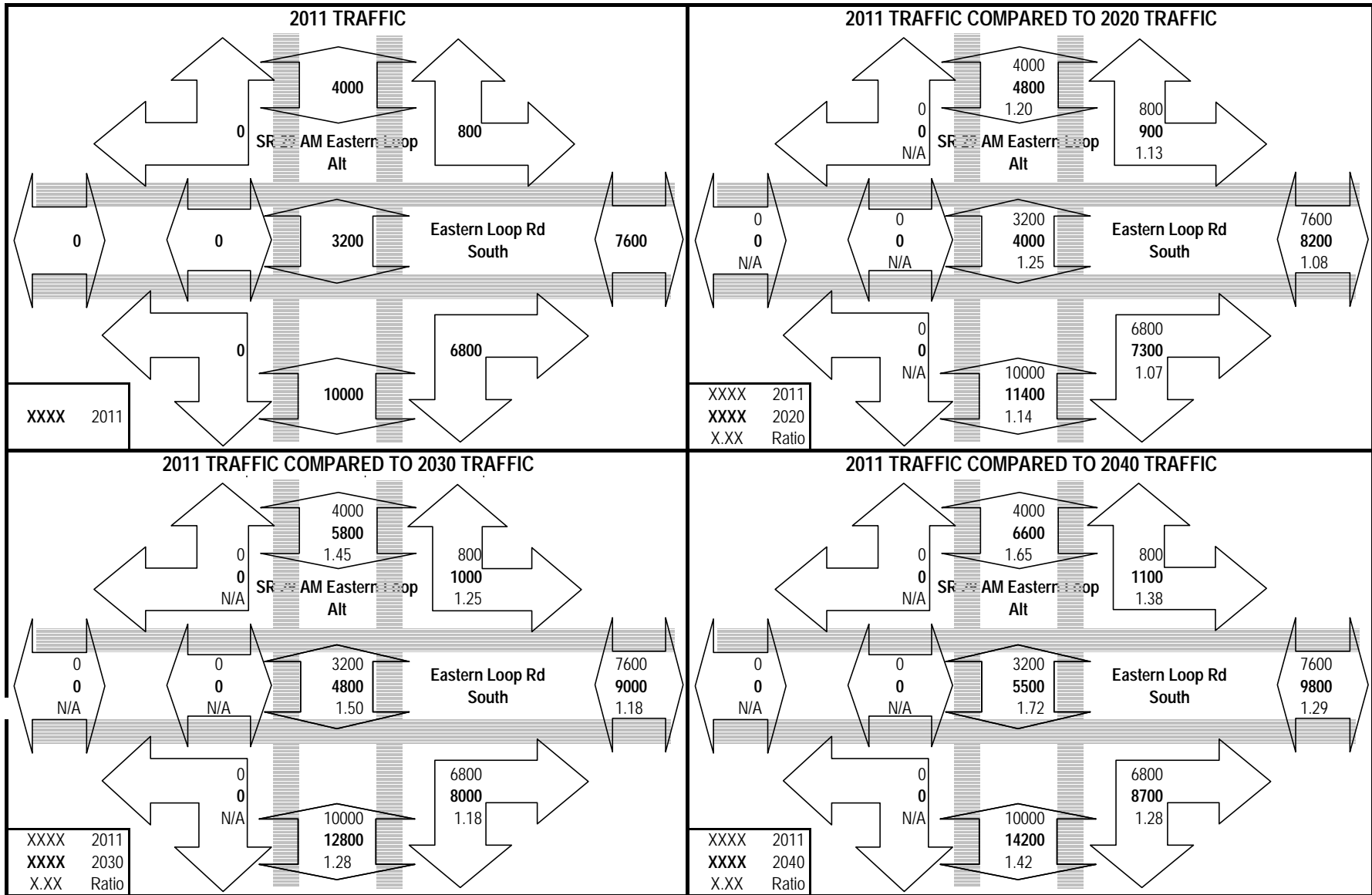
# PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT Eastern Loop Rd South: Oil Well Rd TO SR 82



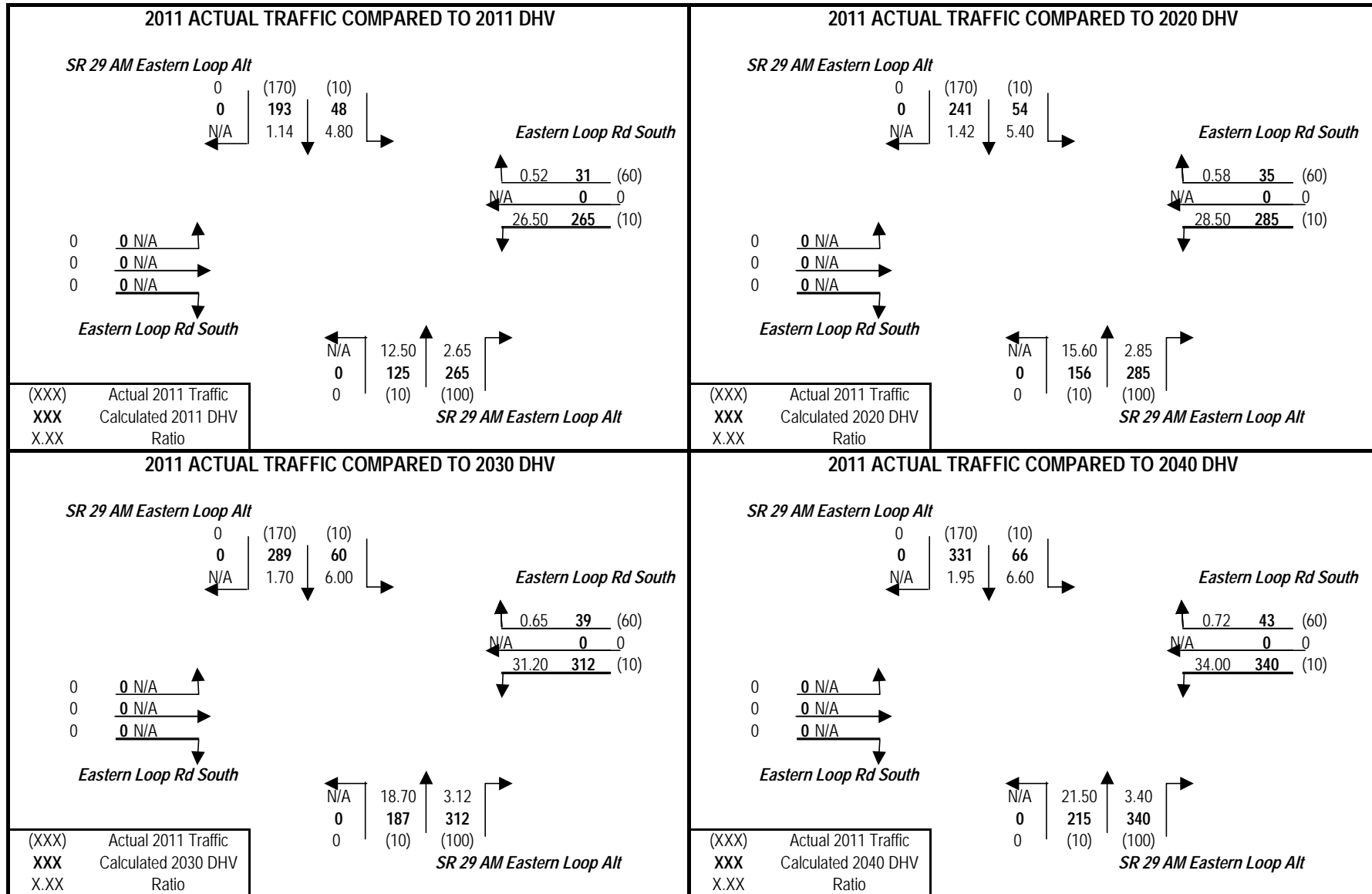
# PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT Eastern Loop Rd South: Oil Well Rd TO SR 82



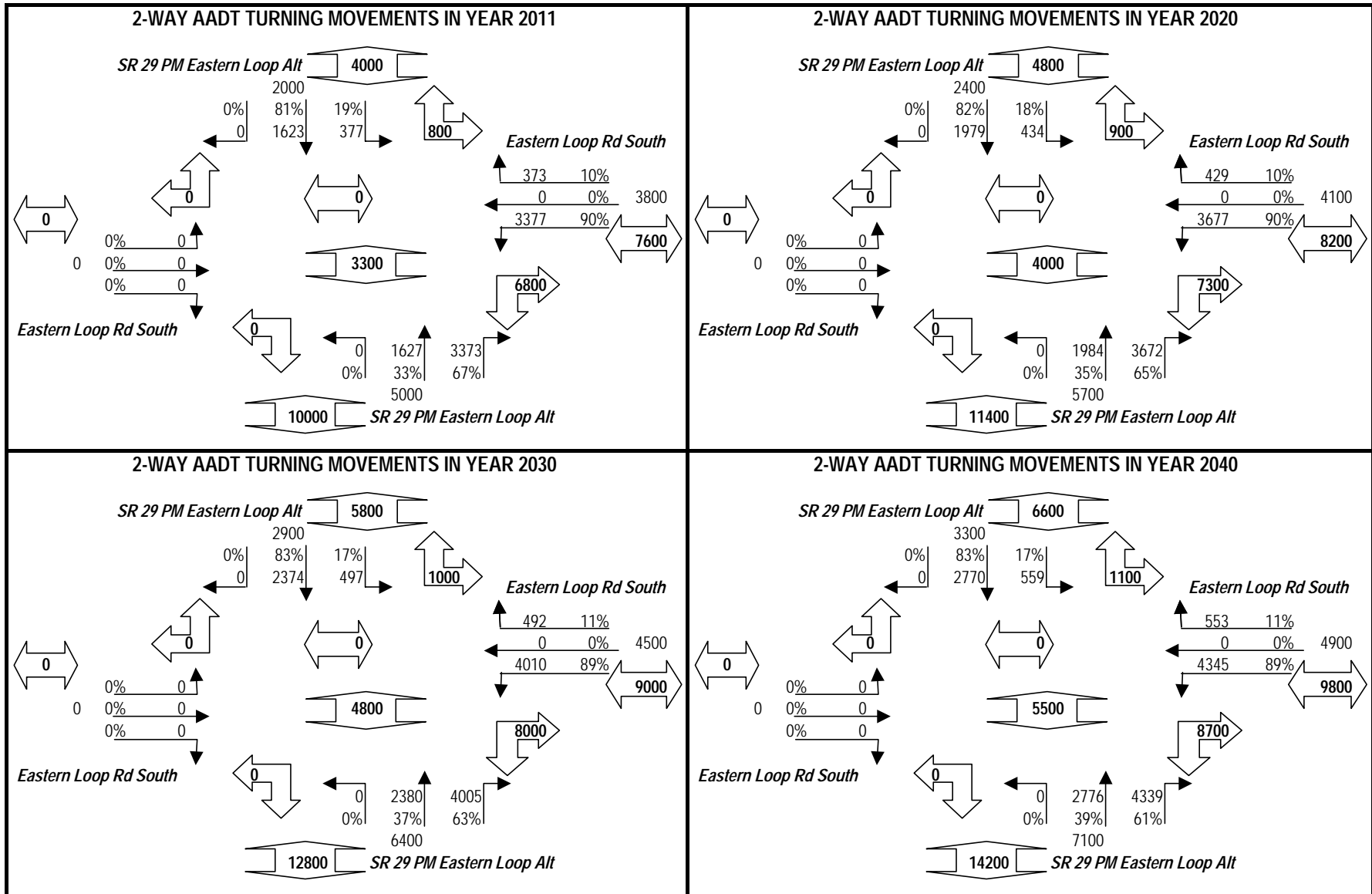
# PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT Eastern Loop Rd South: Oil Well Rd TO SR 82



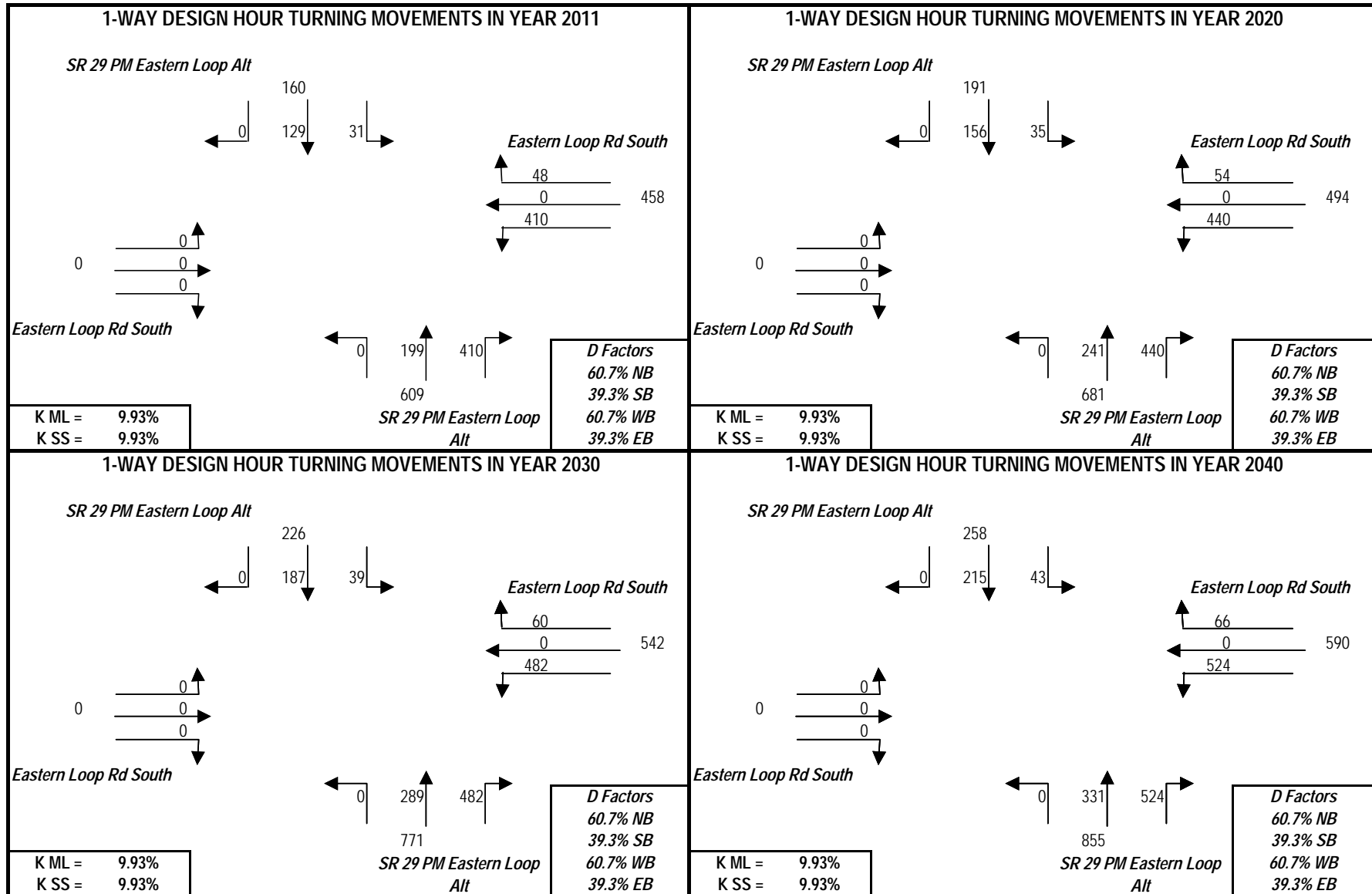
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT Eastern Loop Rd South: Oil Well Rd TO SR 82



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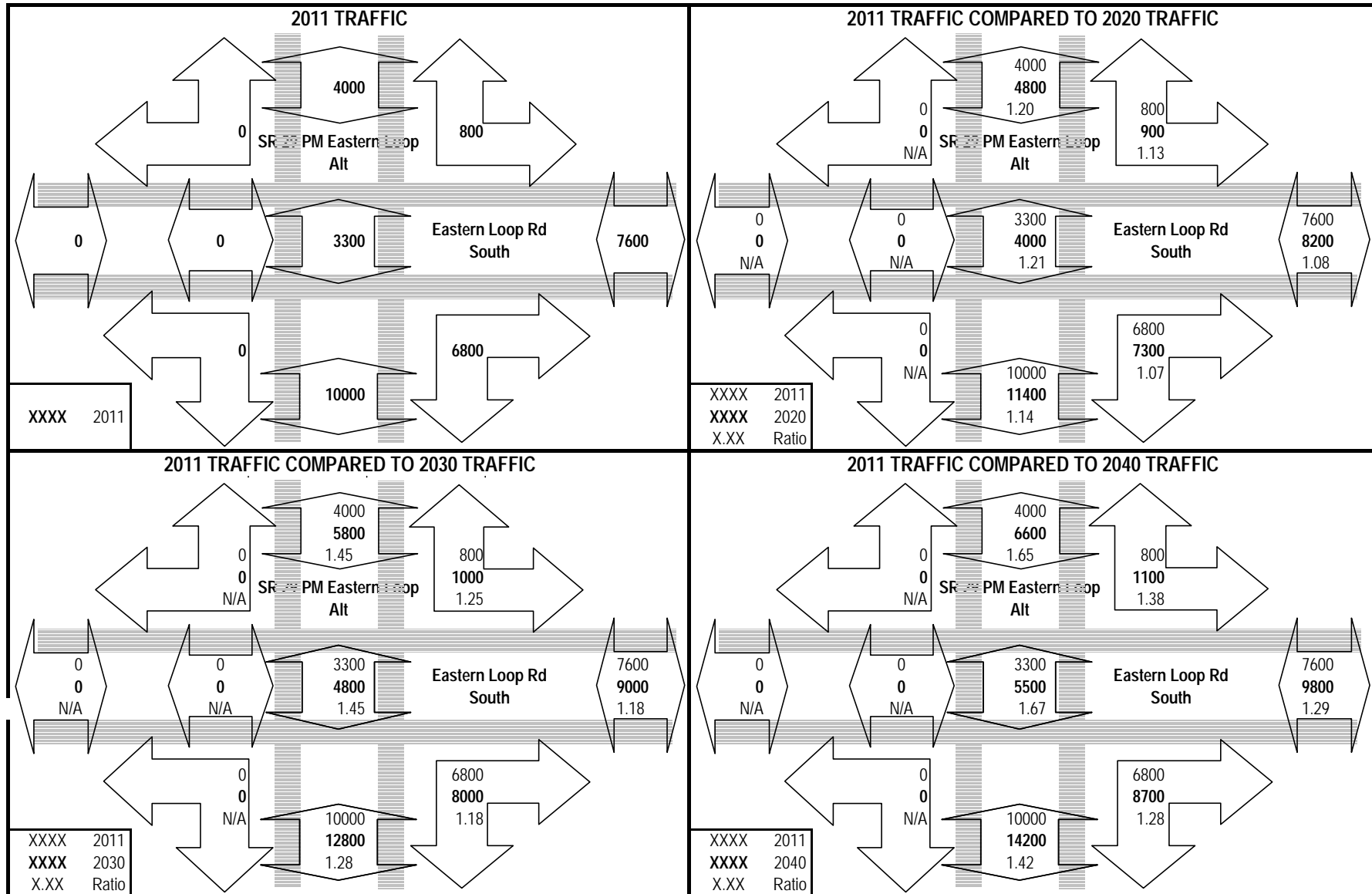


# PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT Eastern Loop Rd South: Oil Well Rd TO SR 82

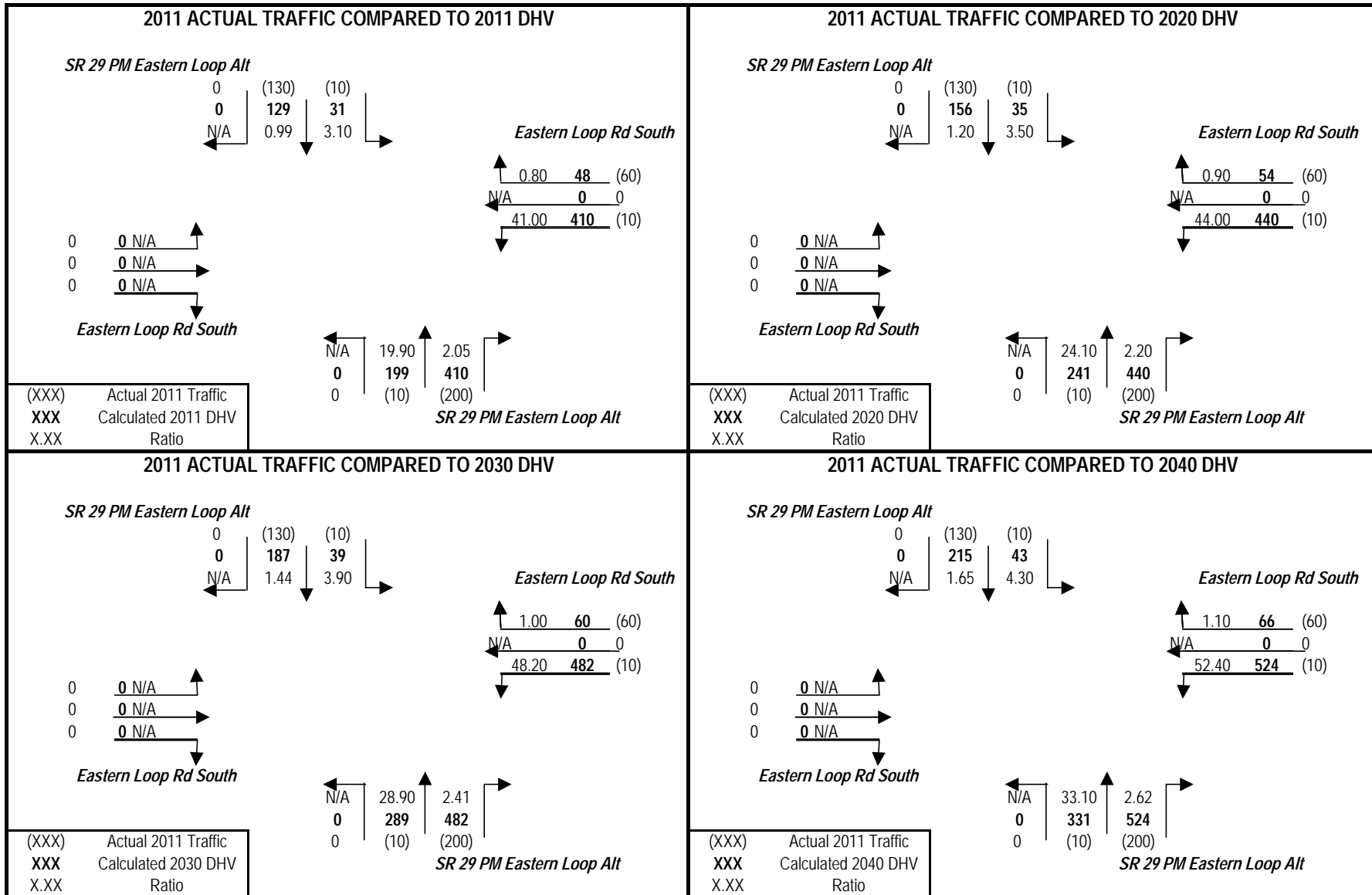




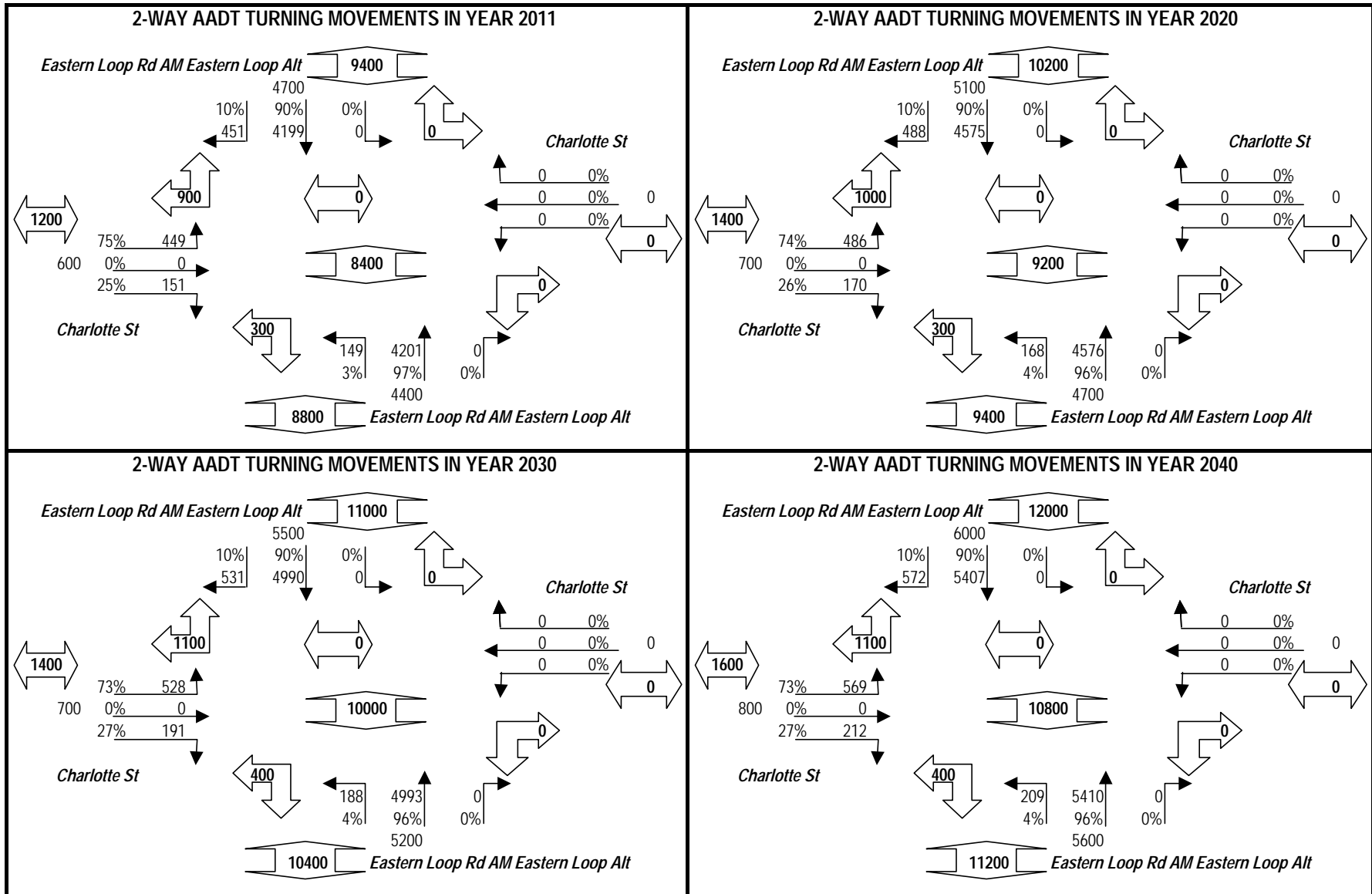
# PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT Eastern Loop Rd South: Oil Well Rd TO SR 82



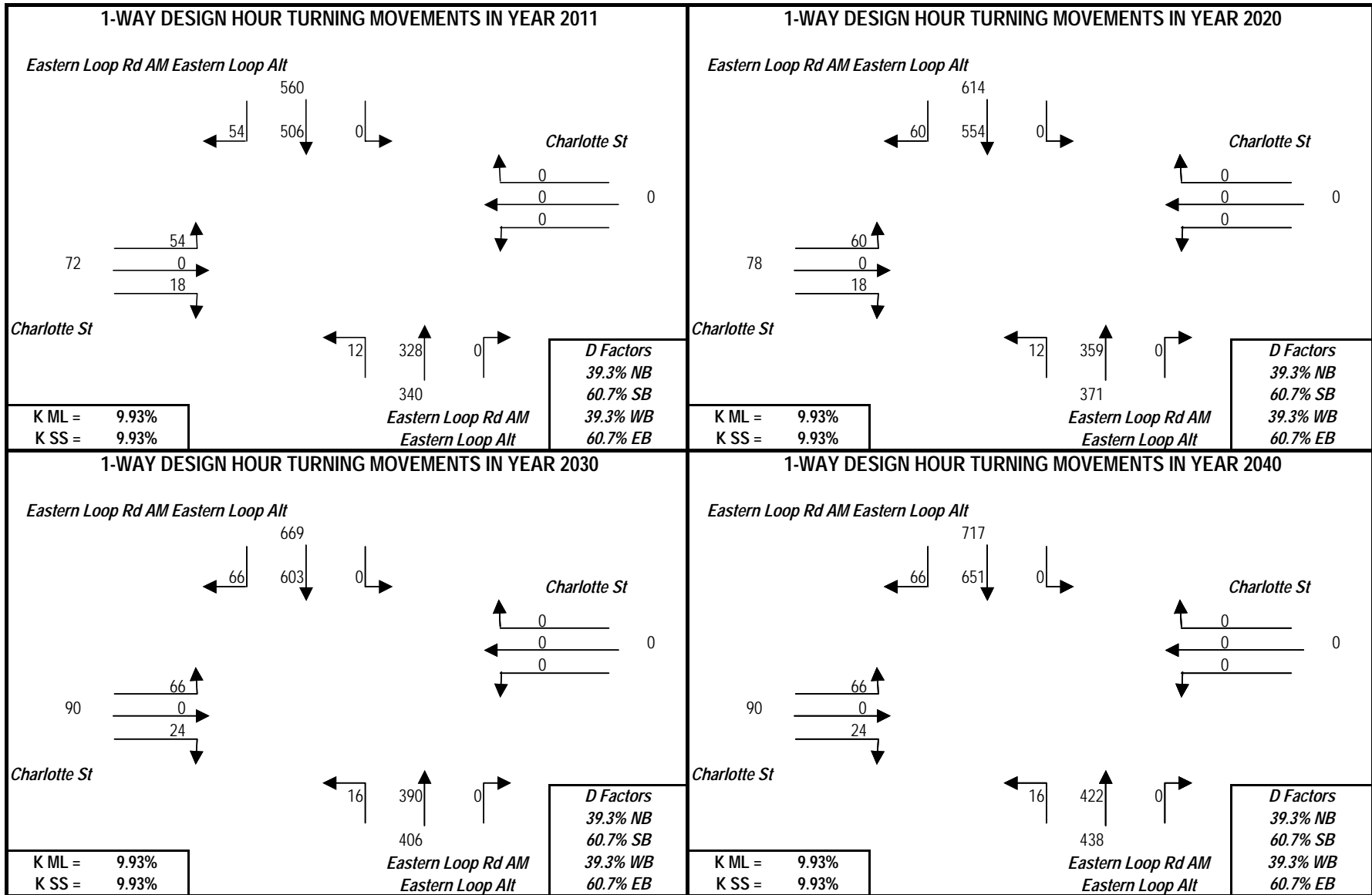
## PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT Eastern Loop Rd South: Oil Well Rd TO SR 82



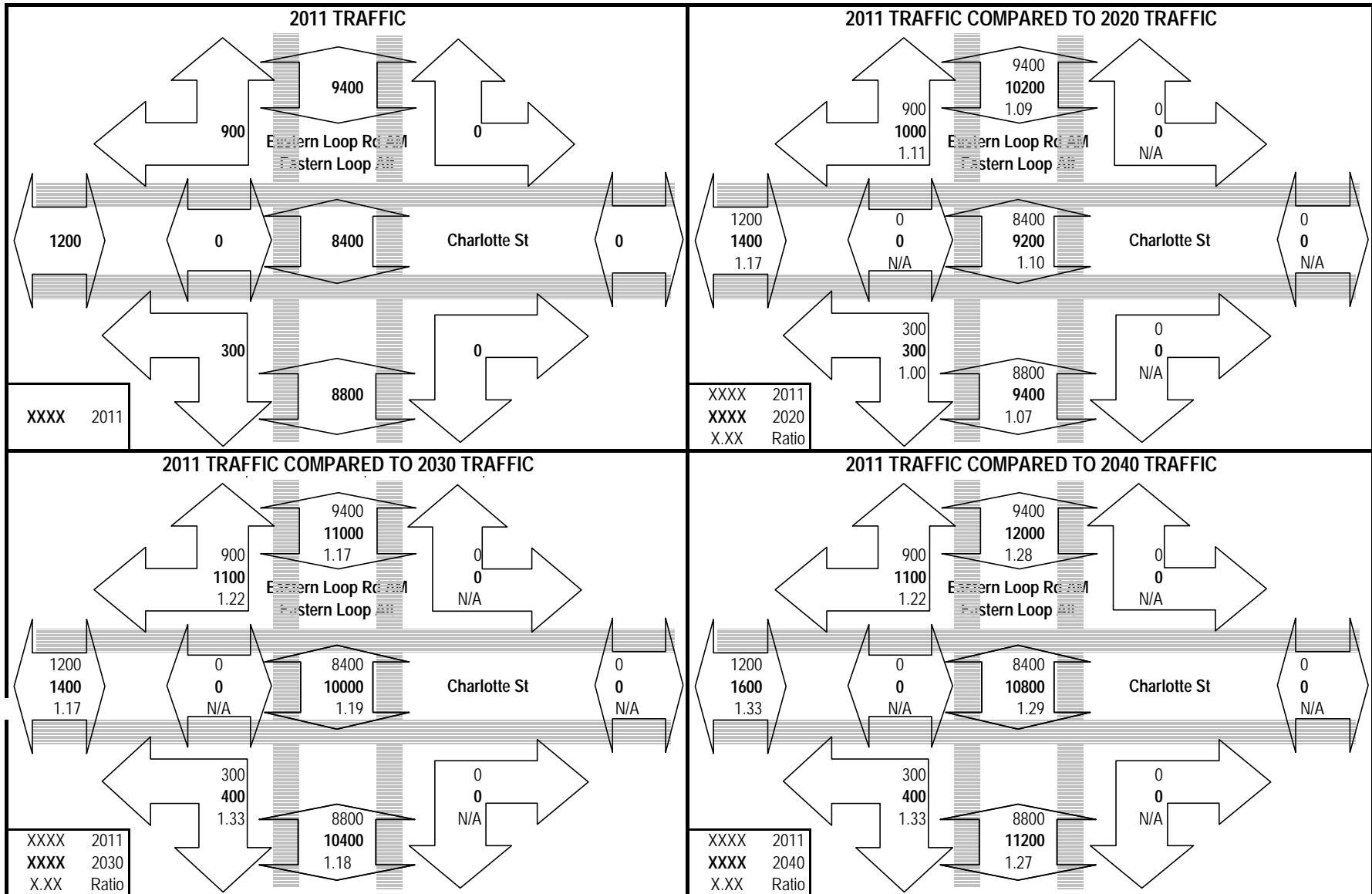
# PROJECT TRAFFIC FOR Eastern Loop Rd AM Eastern Loop Alt AT Charlotte St: Oil Well Rd TO SR 82



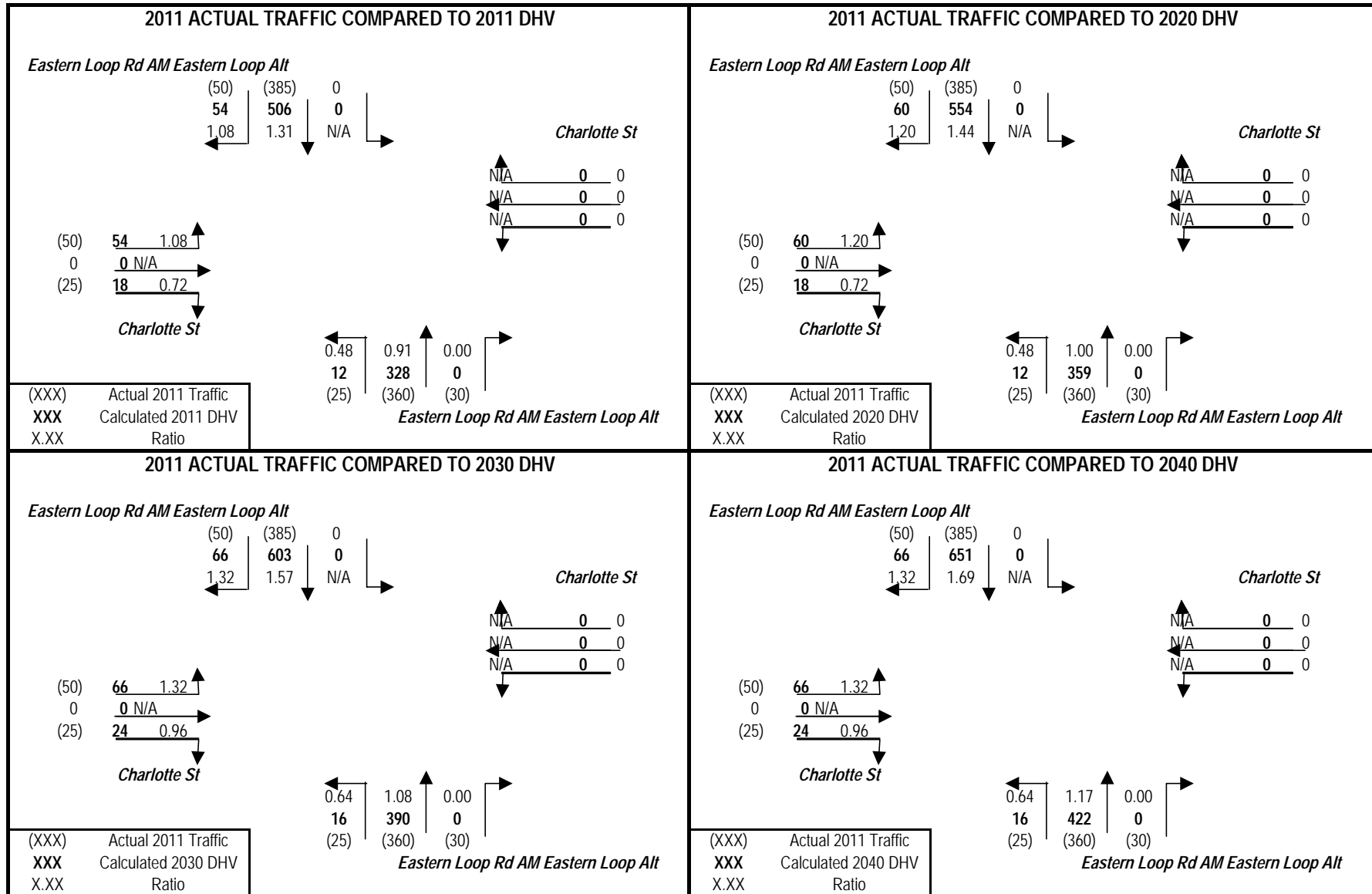
# PROJECT TRAFFIC FOR Eastern Loop Rd AM Eastern Loop Alt AT Charlotte St: Oil Well Rd TO SR 82



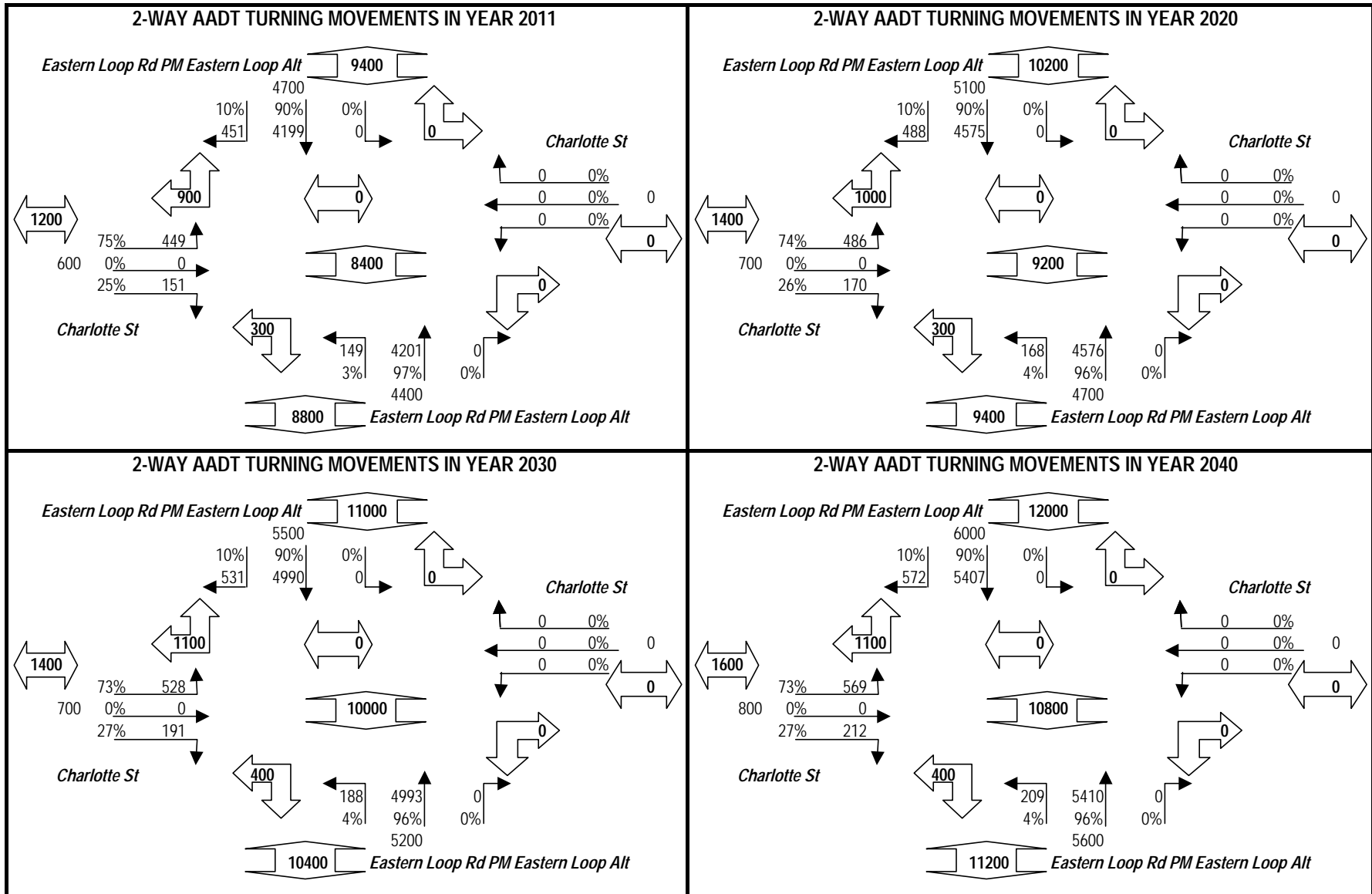
# PROJECT TRAFFIC FOR Eastern Loop Rd AM Eastern Loop Alt AT Charlotte St: Oil Well Rd TO SR 82



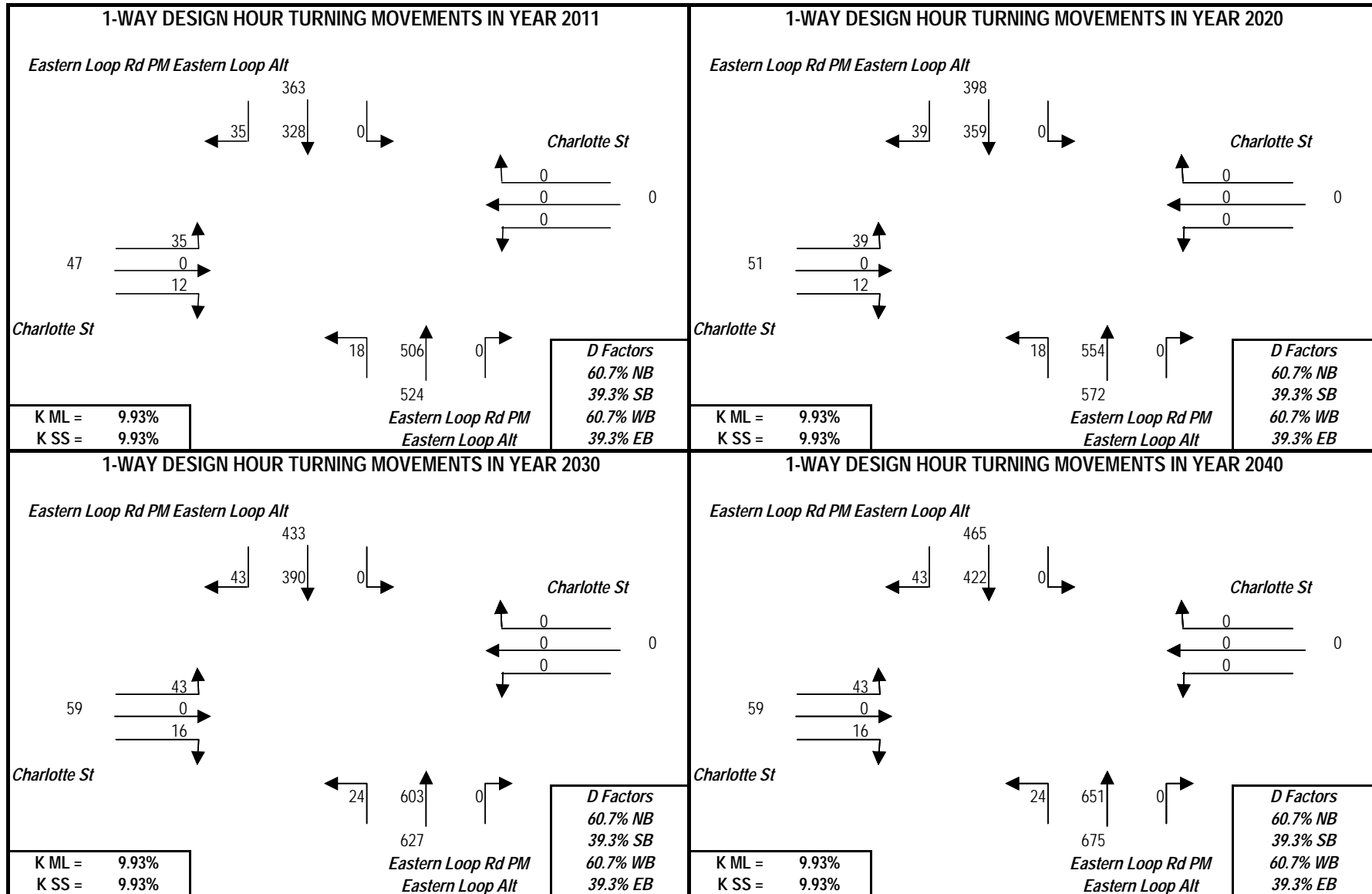
# PROJECT TRAFFIC FOR Eastern Loop Rd AM Eastern Loop Alt AT Charlotte St: Oil Well Rd TO SR 82



# PROJECT TRAFFIC FOR Eastern Loop Rd PM Eastern Loop Alt AT Charlotte St: Oil Well Rd TO SR 82

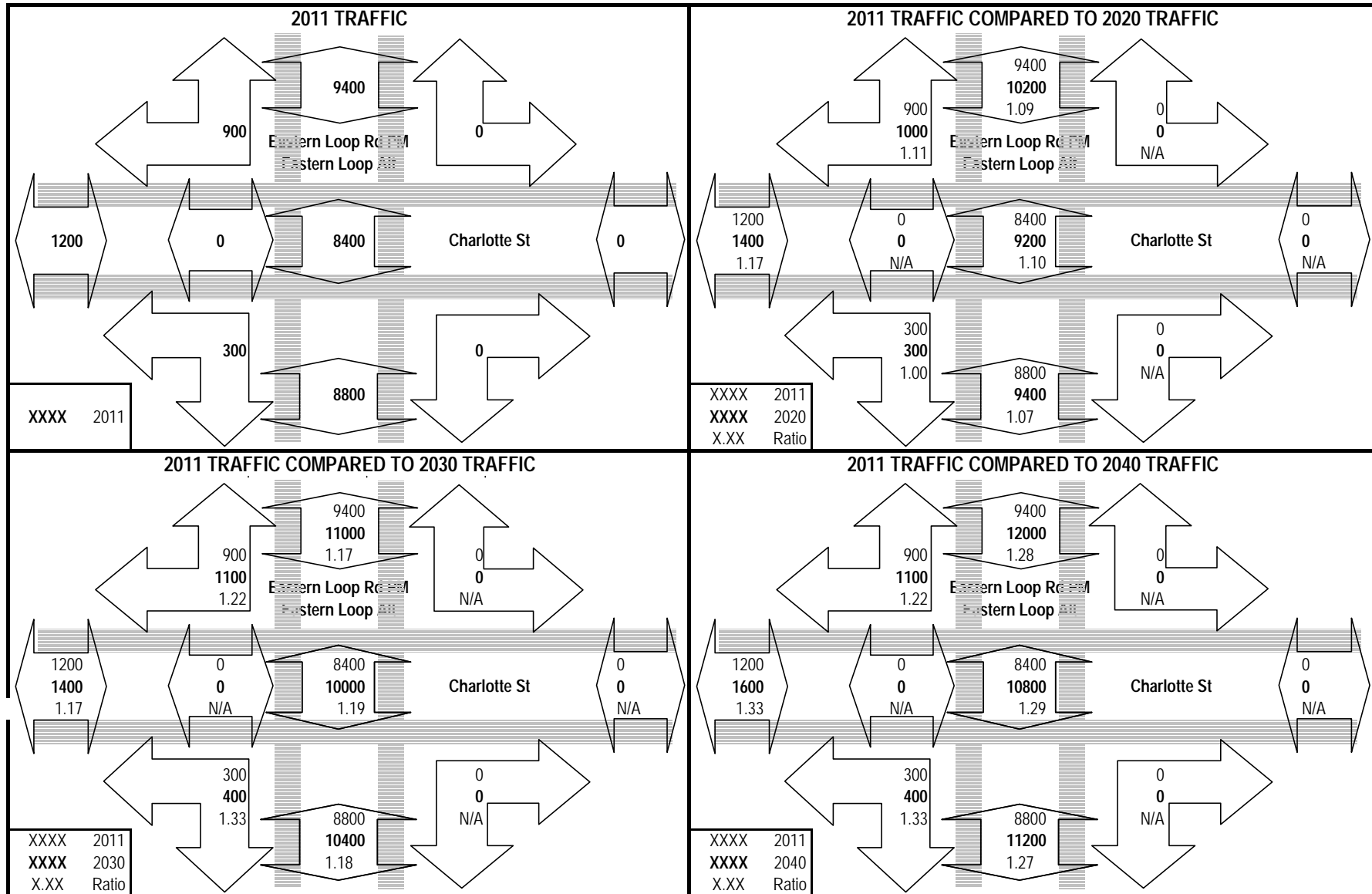


# PROJECT TRAFFIC FOR Eastern Loop Rd PM Eastern Loop Alt AT Charlotte St: Oil Well Rd TO SR 82

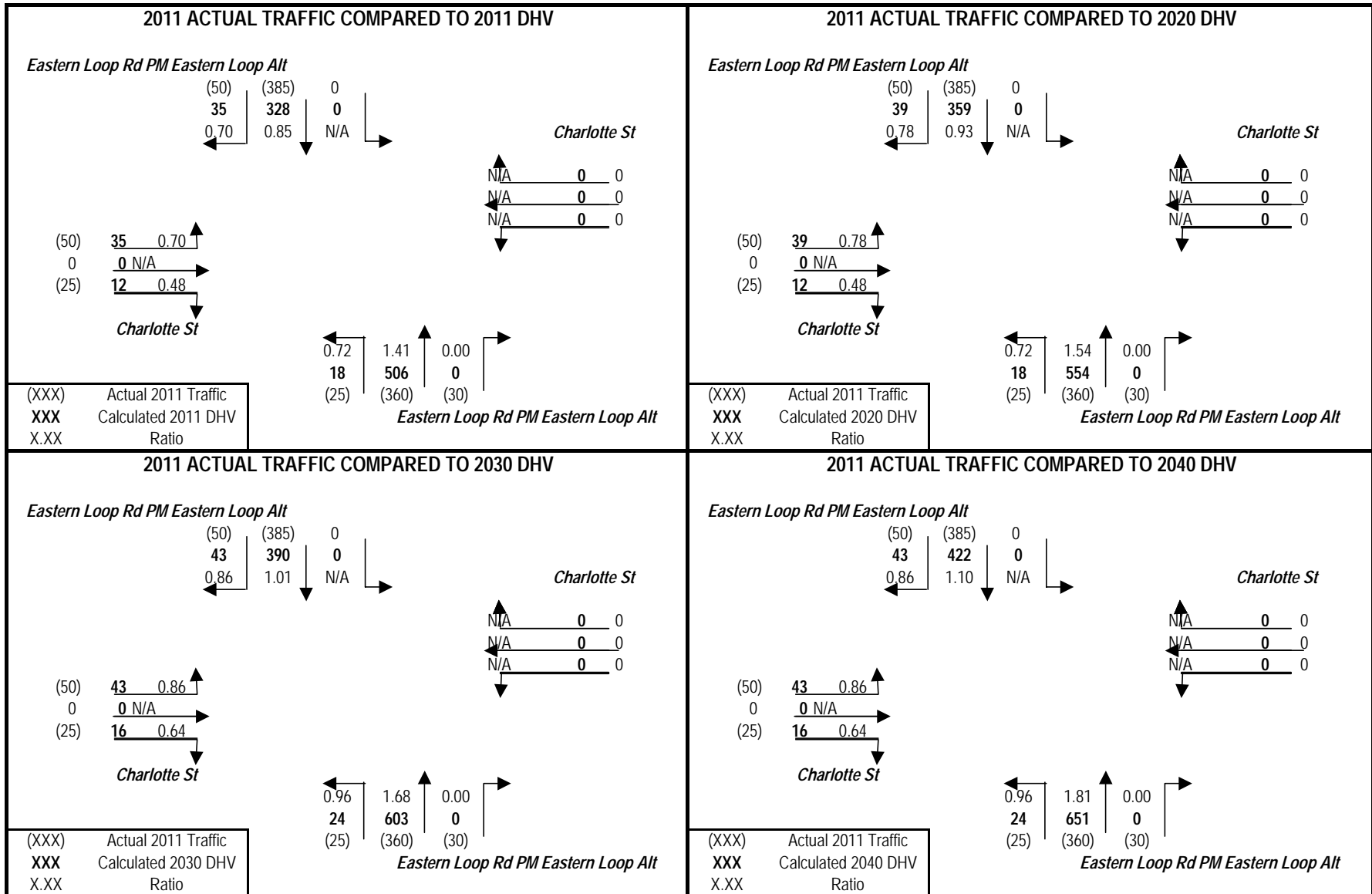




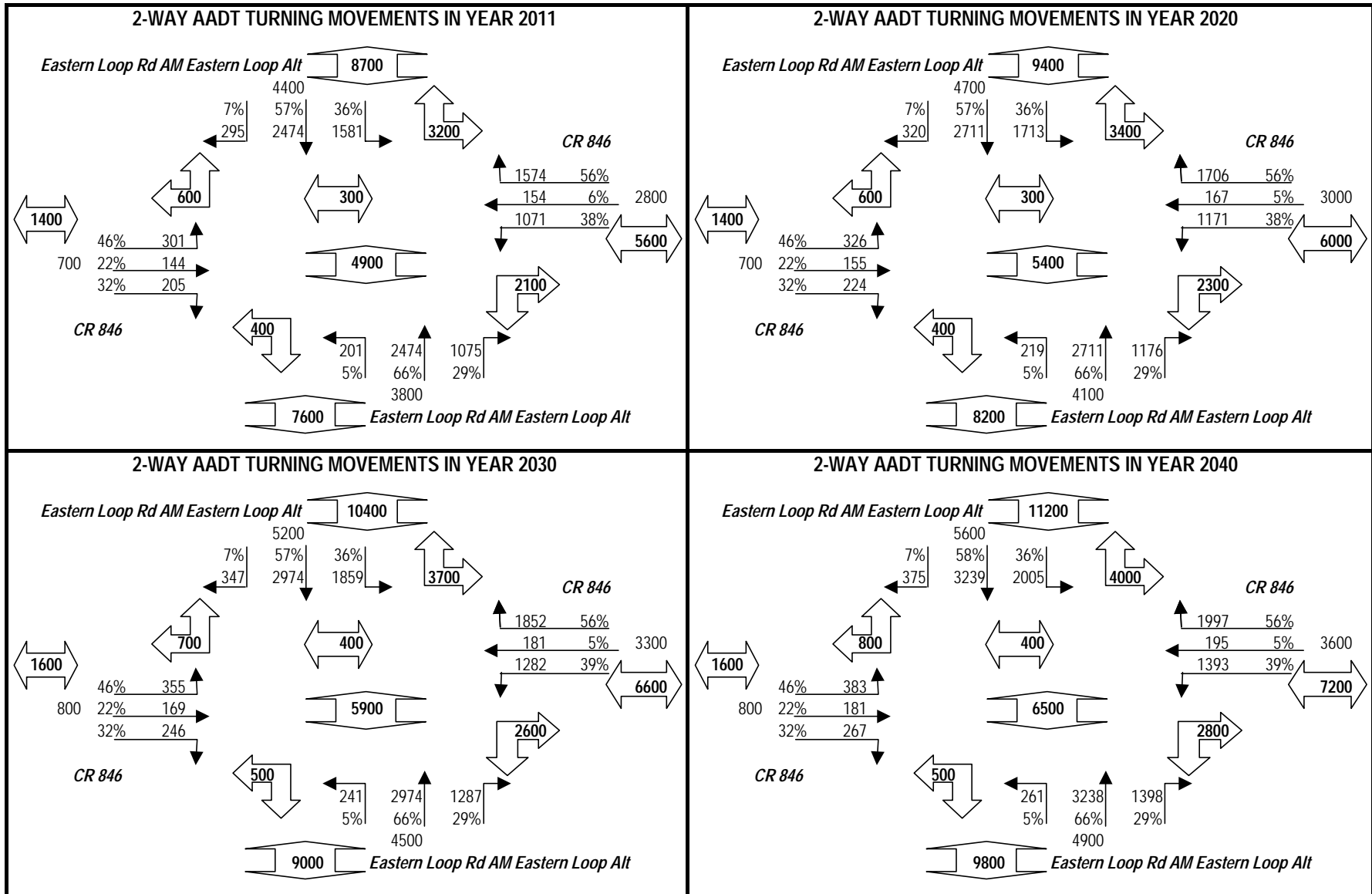
# PROJECT TRAFFIC FOR Eastern Loop Rd PM Eastern Loop Alt AT Charlotte St: Oil Well Rd TO SR 82



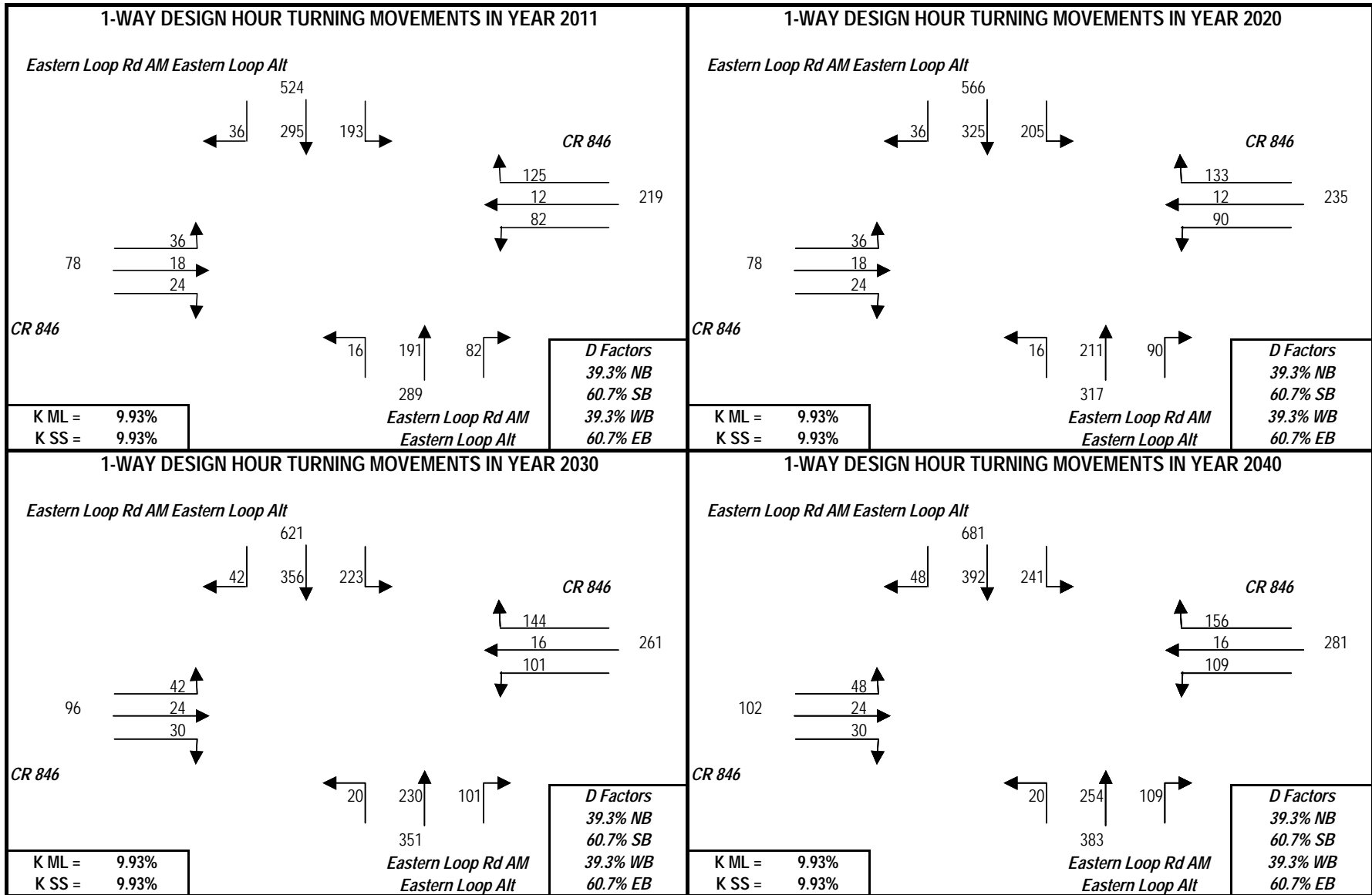
# PROJECT TRAFFIC FOR Eastern Loop Rd PM Eastern Loop Alt AT Charlotte St: Oil Well Rd TO SR 82



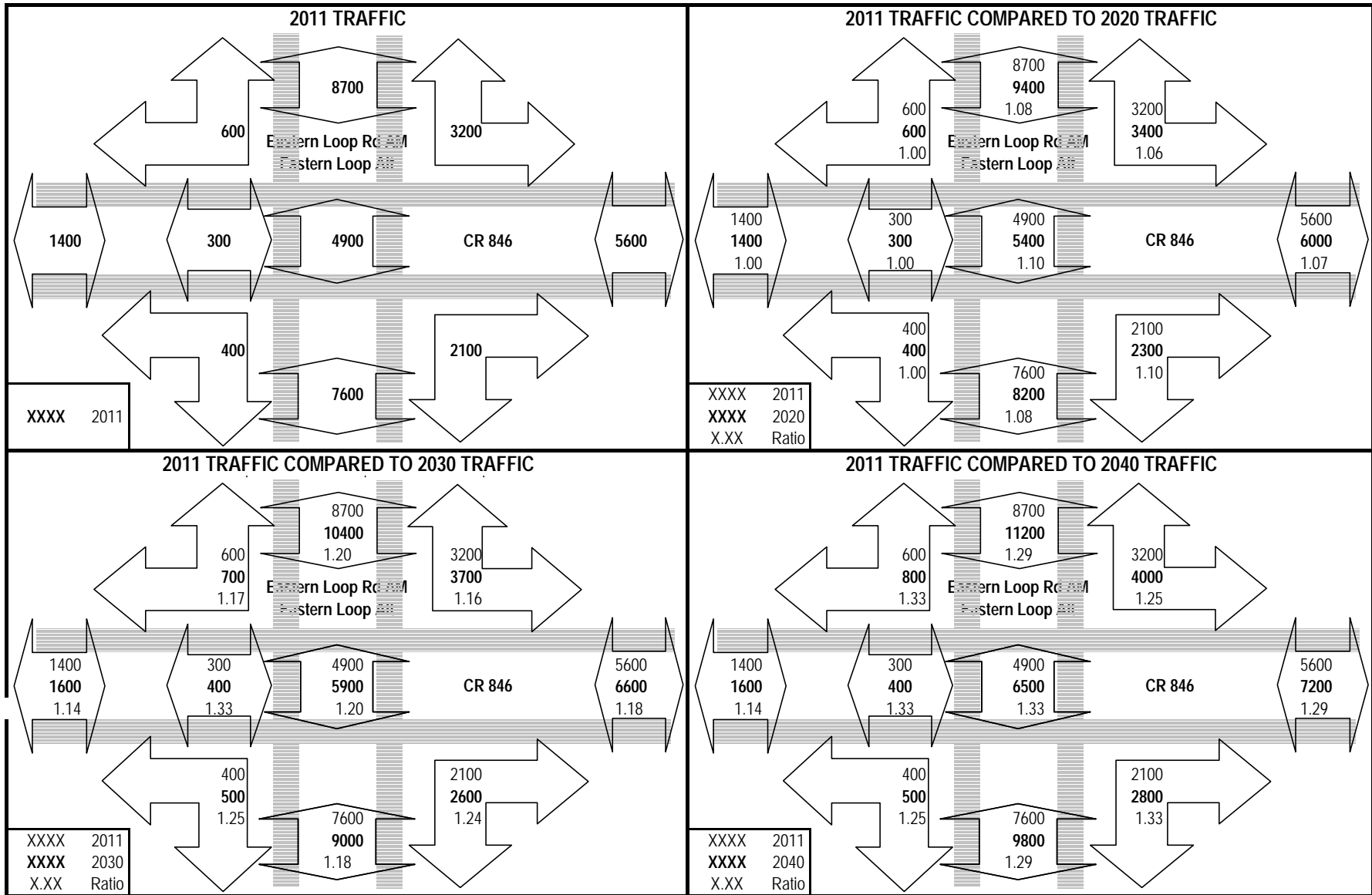
## PROJECT TRAFFIC FOR Eastern Loop Rd AM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82



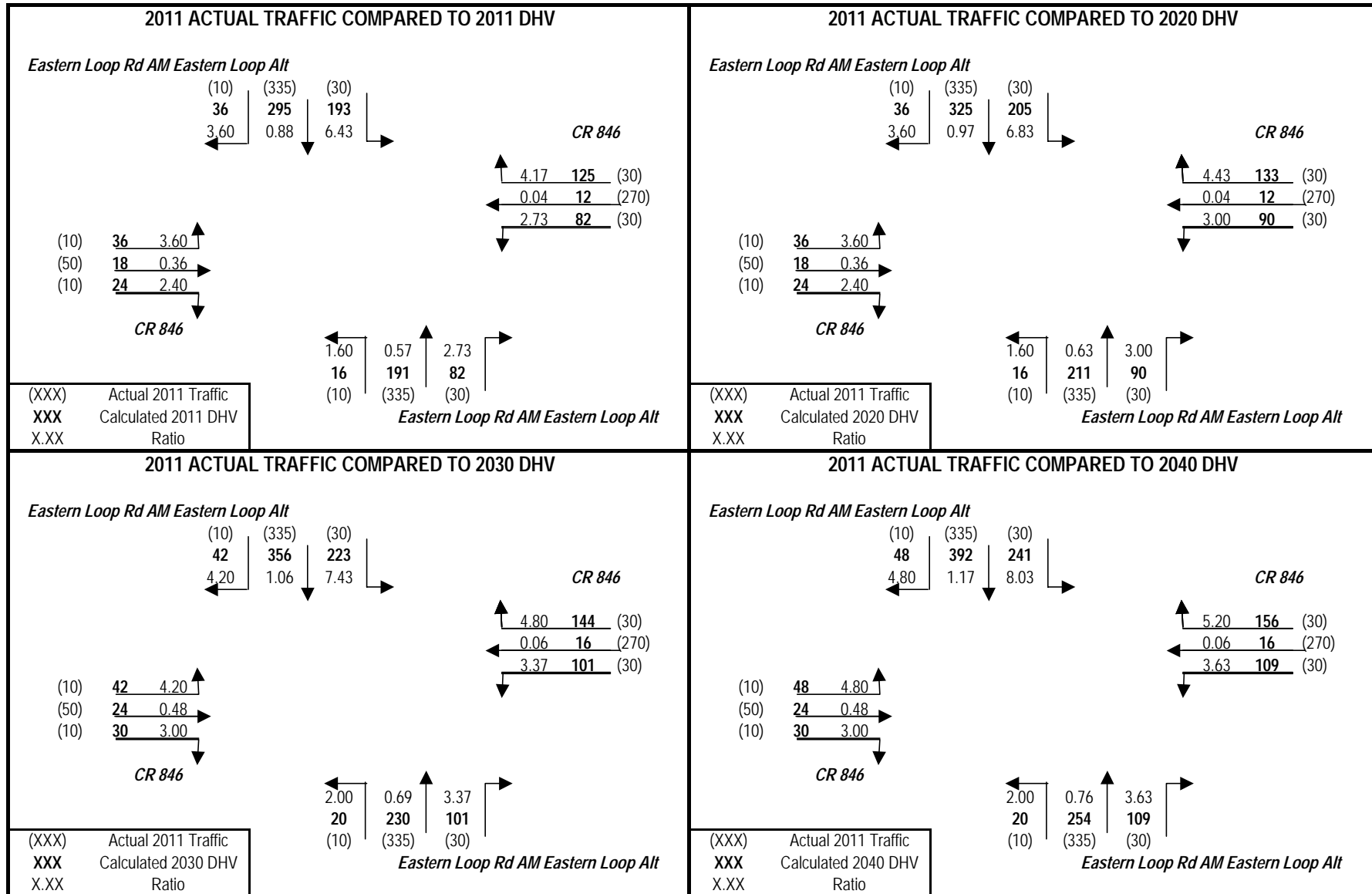
# PROJECT TRAFFIC FOR Eastern Loop Rd AM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82



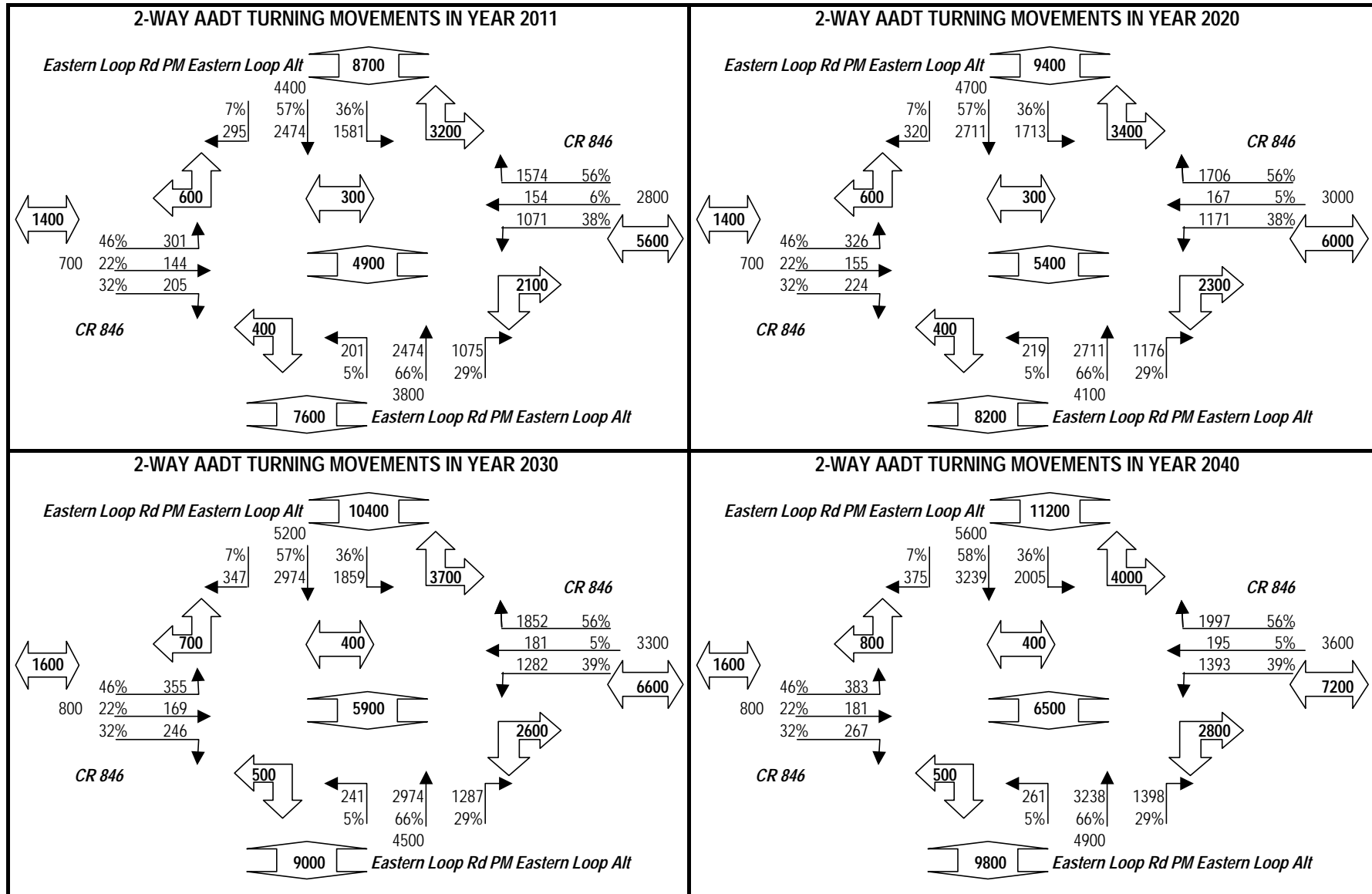
# PROJECT TRAFFIC FOR Eastern Loop Rd AM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82



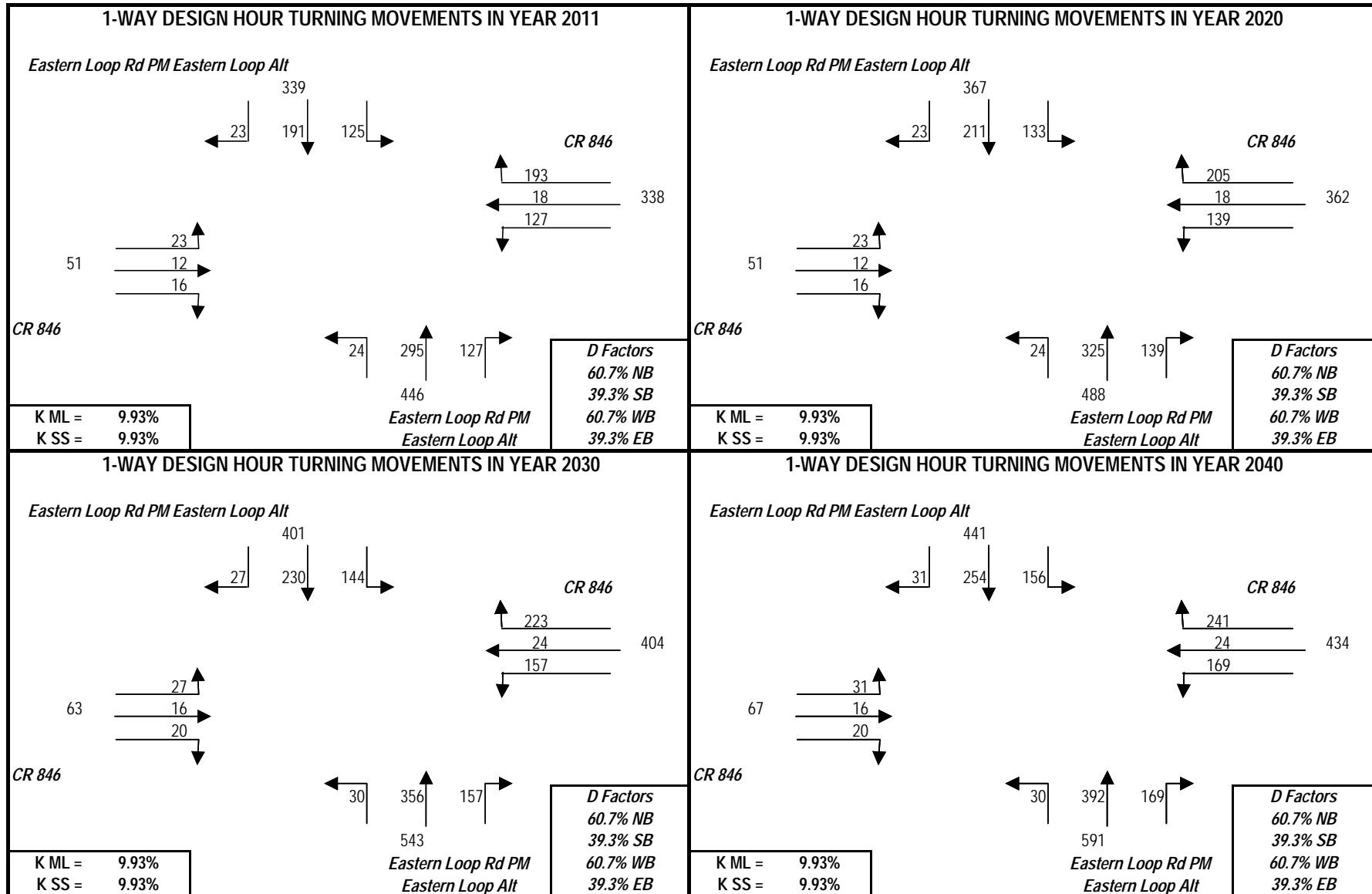
## PROJECT TRAFFIC FOR Eastern Loop Rd AM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82



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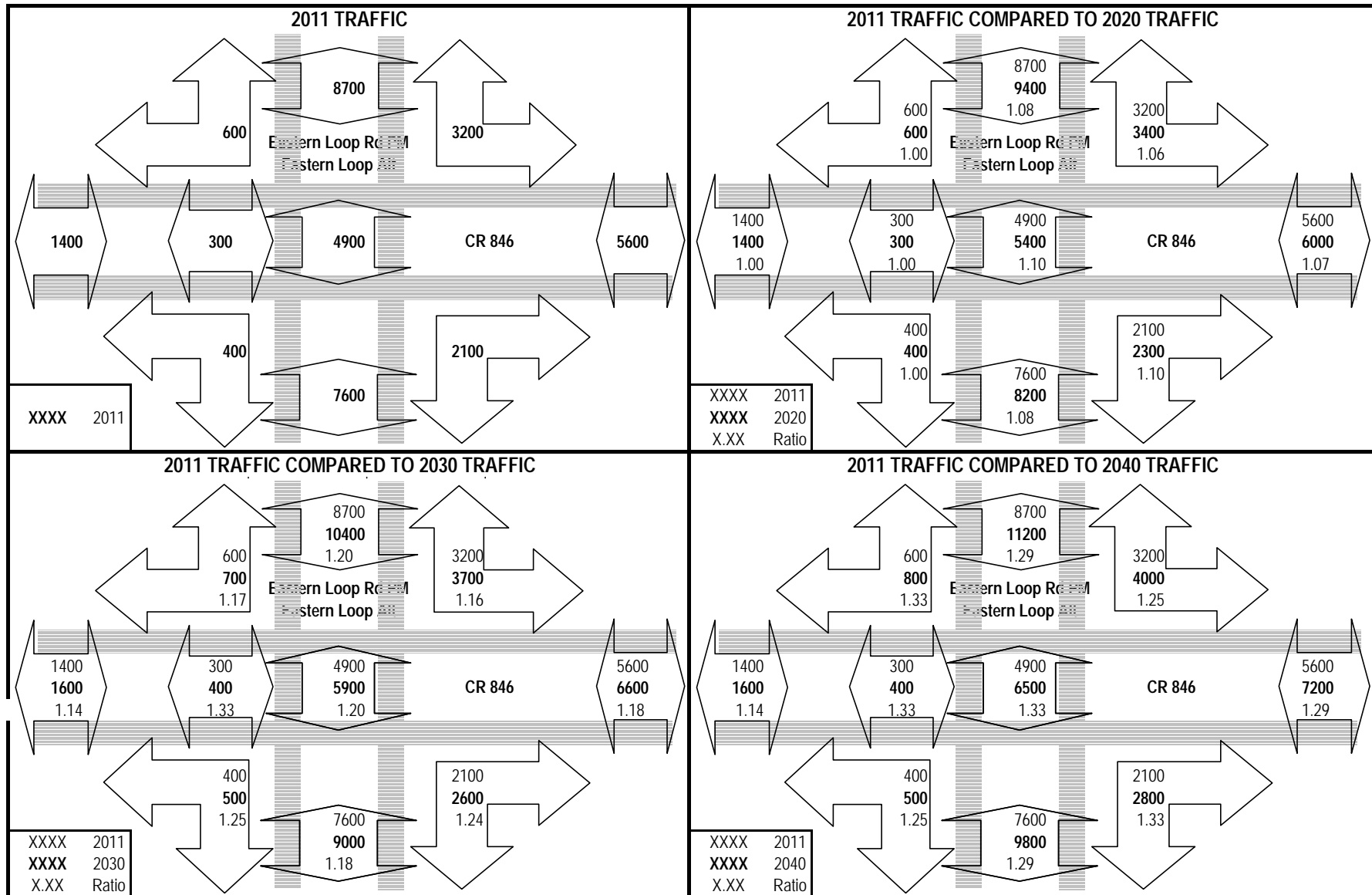


# PROJECT TRAFFIC FOR Eastern Loop Rd PM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82

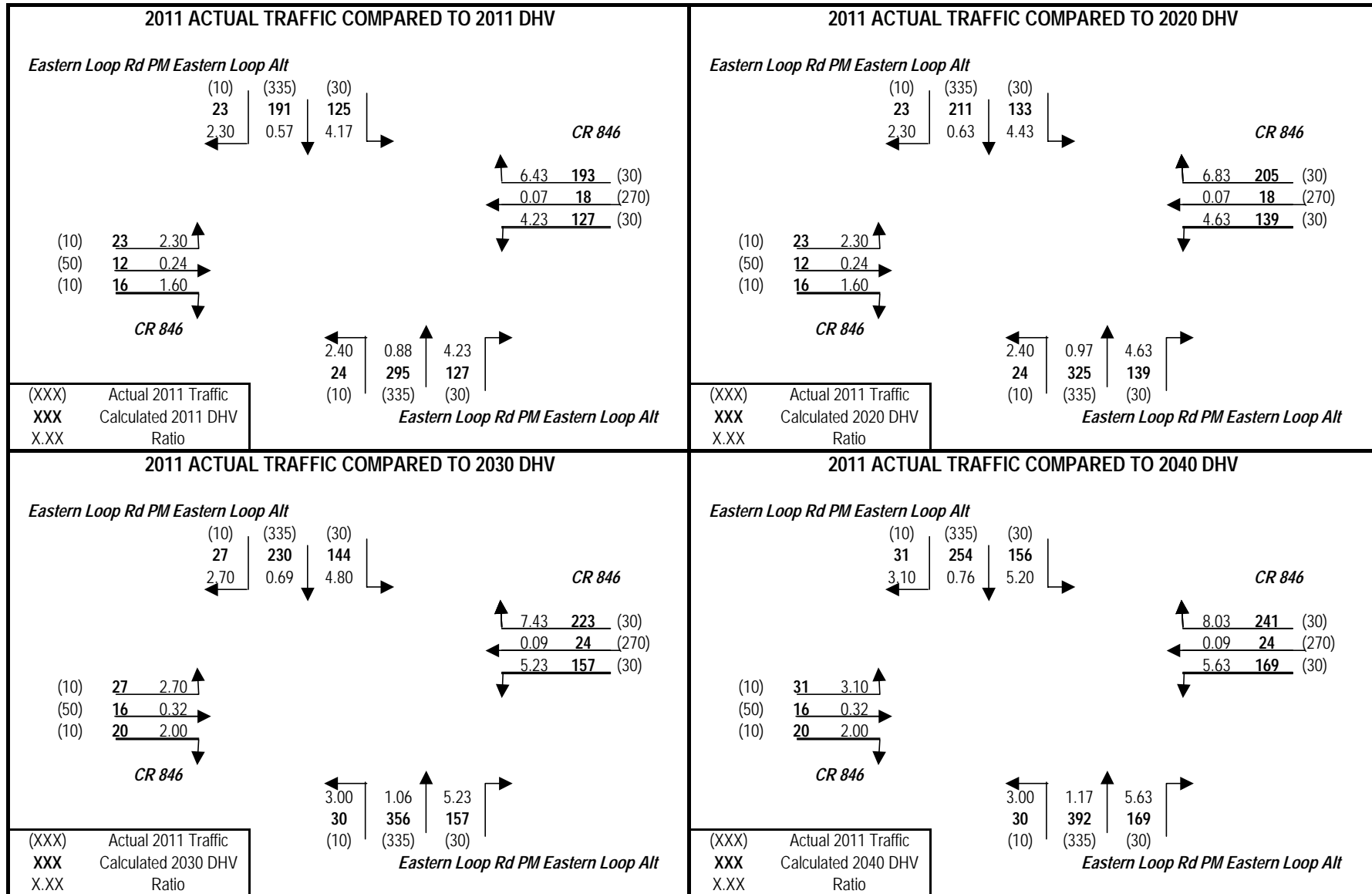




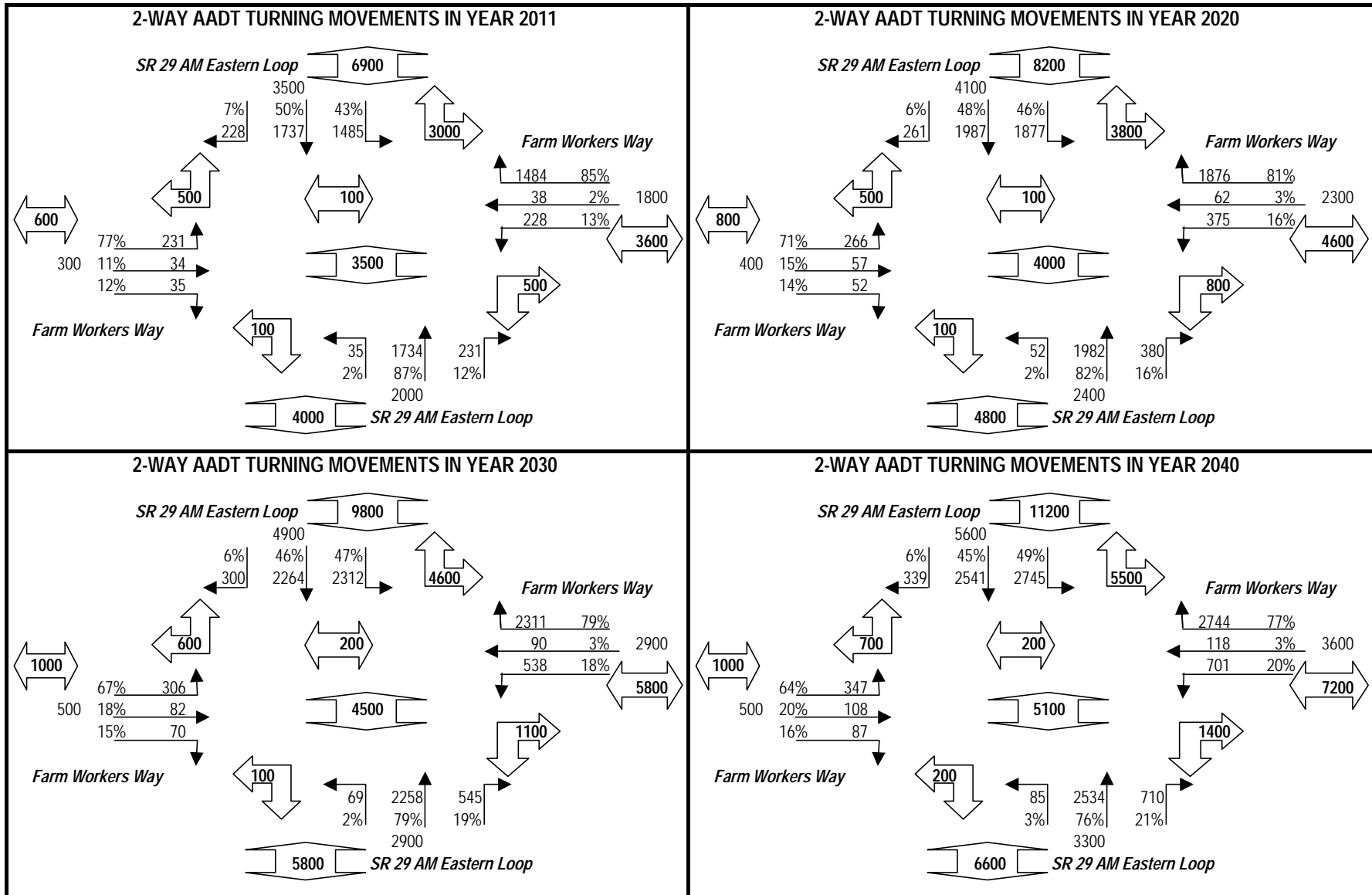
# PROJECT TRAFFIC FOR Eastern Loop Rd PM Eastern Loop Alt AT CR 846: Oil Well Rd TO SR 82



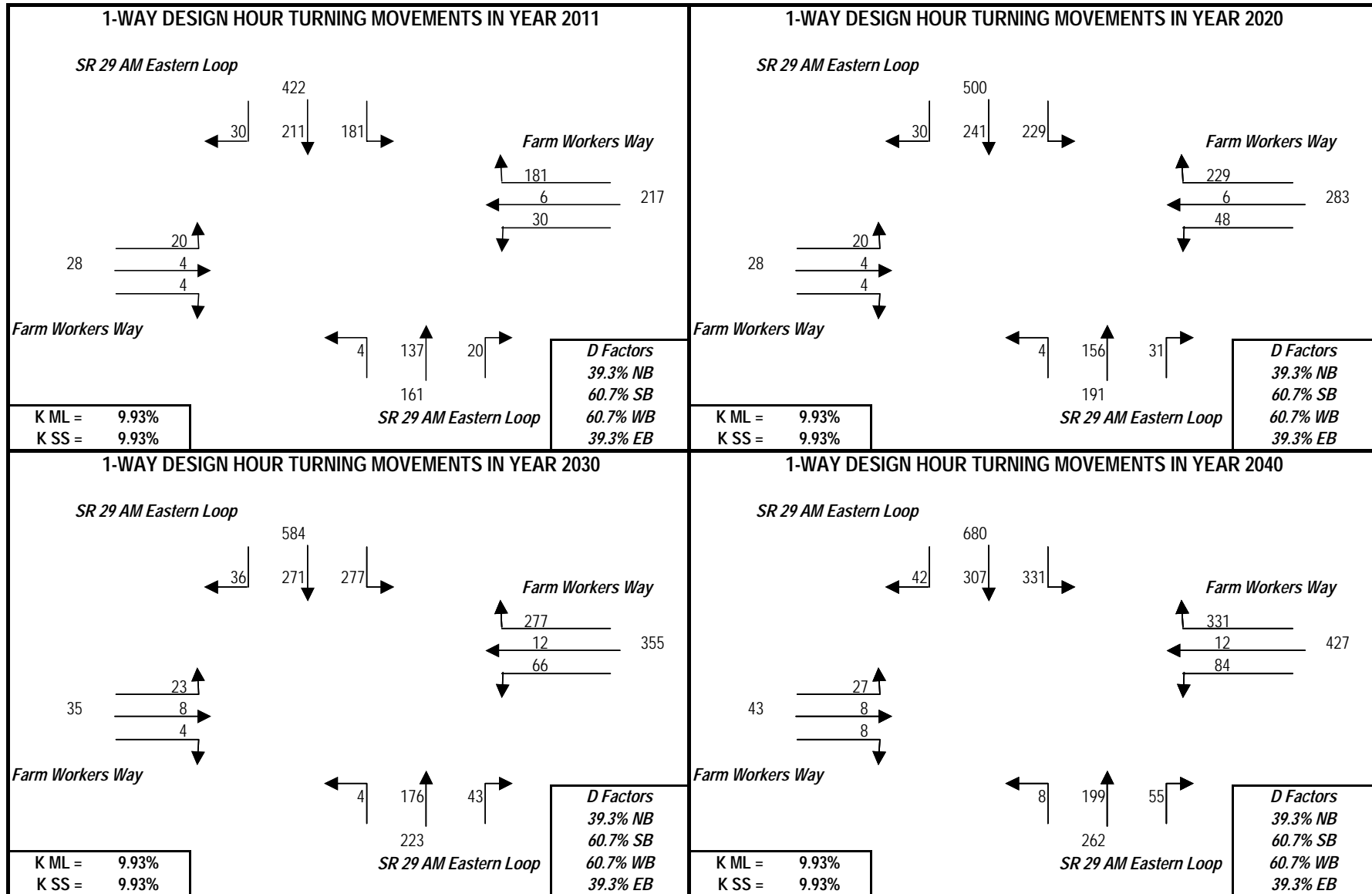
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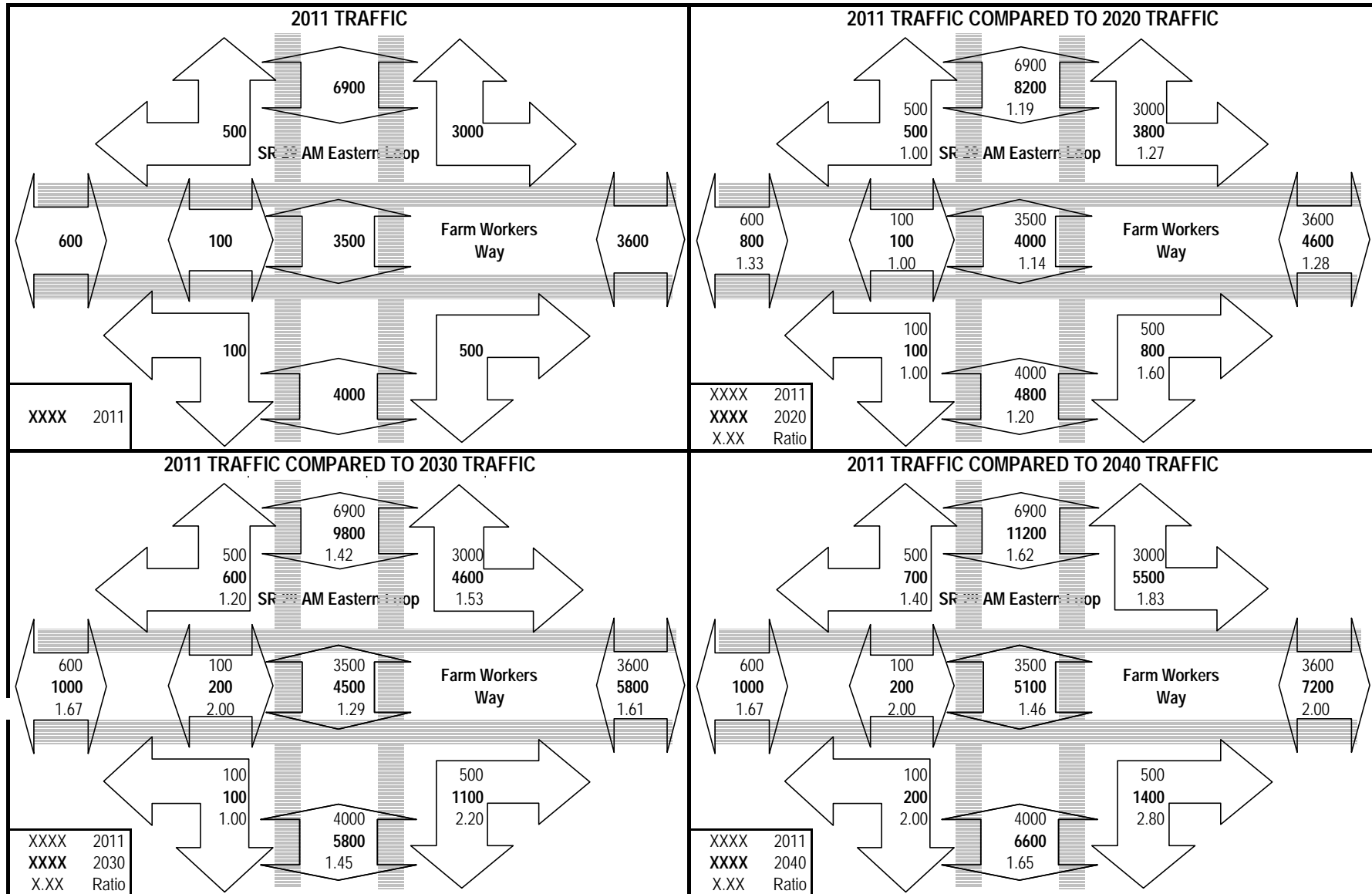
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop AT Farm Workers Way: Oil Well Rd TO SR 82



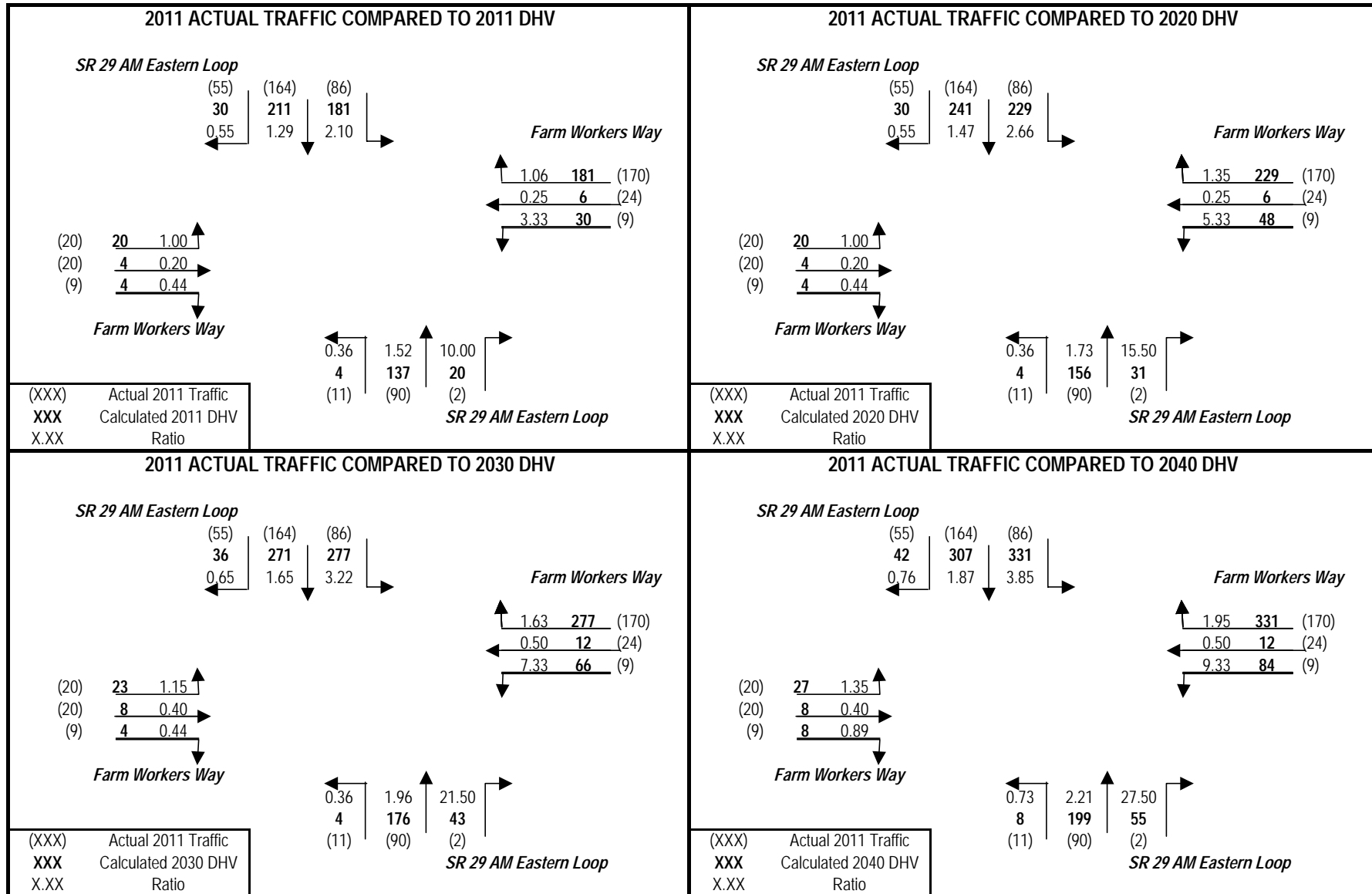
# PROJECT TRAFFIC FOR SR 29 AM Eastern Loop AT Farm Workers Way: Oil Well Rd TO SR 82



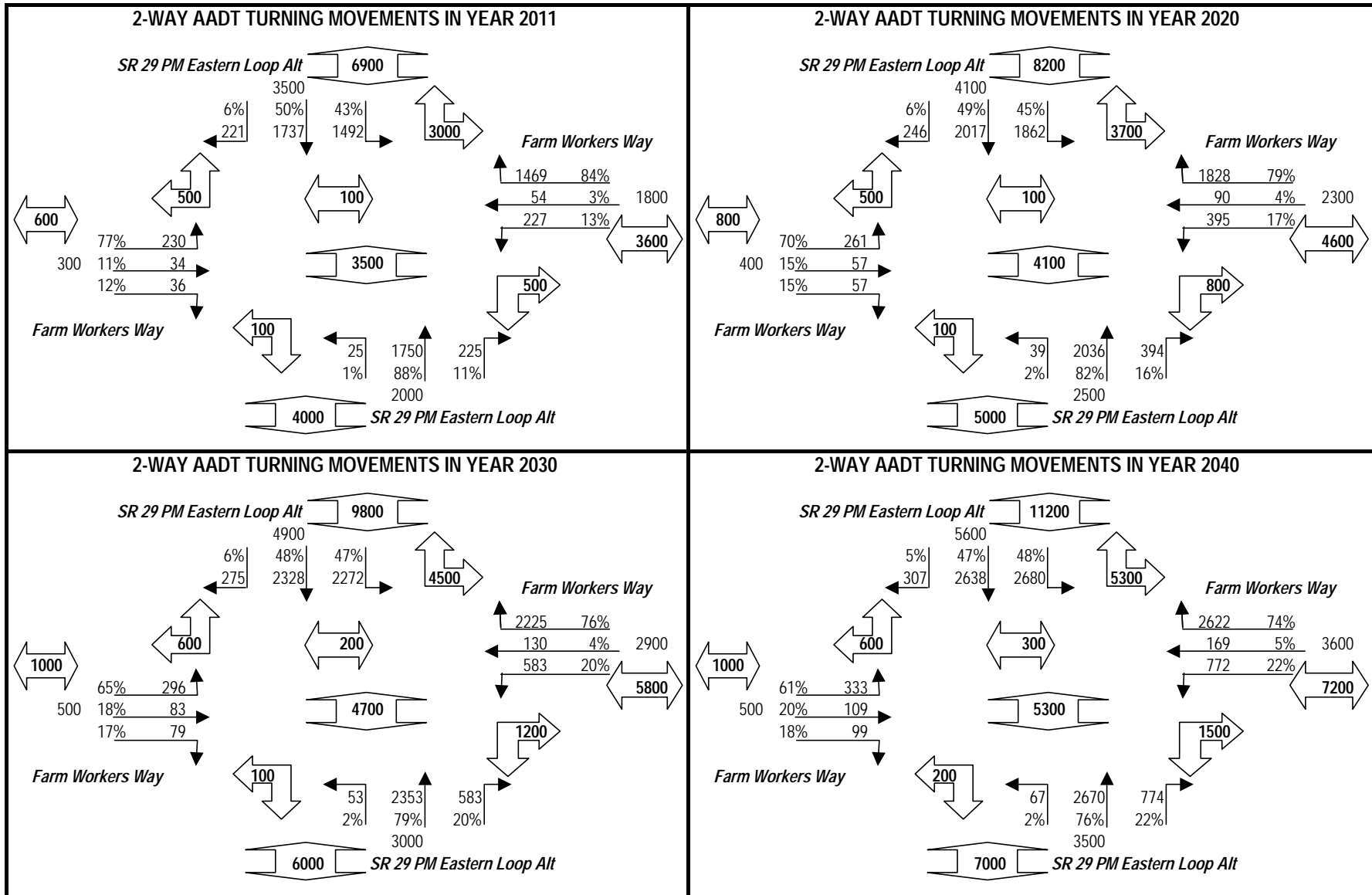
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop AT Farm Workers Way: Oil Well Rd TO SR 82



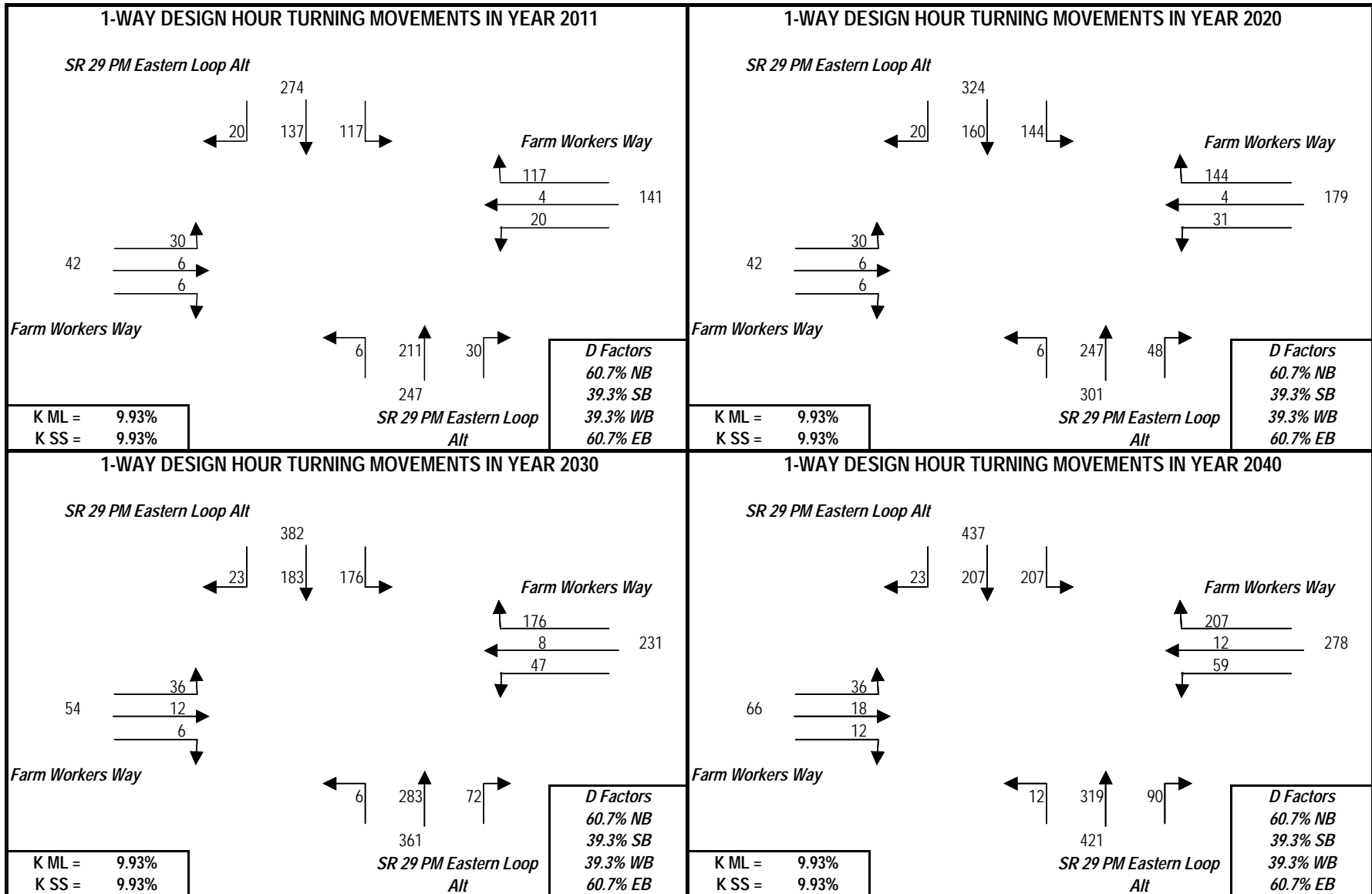
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop AT Farm Workers Way: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT Farm Workers Way: Oil Well Rd TO SR 82

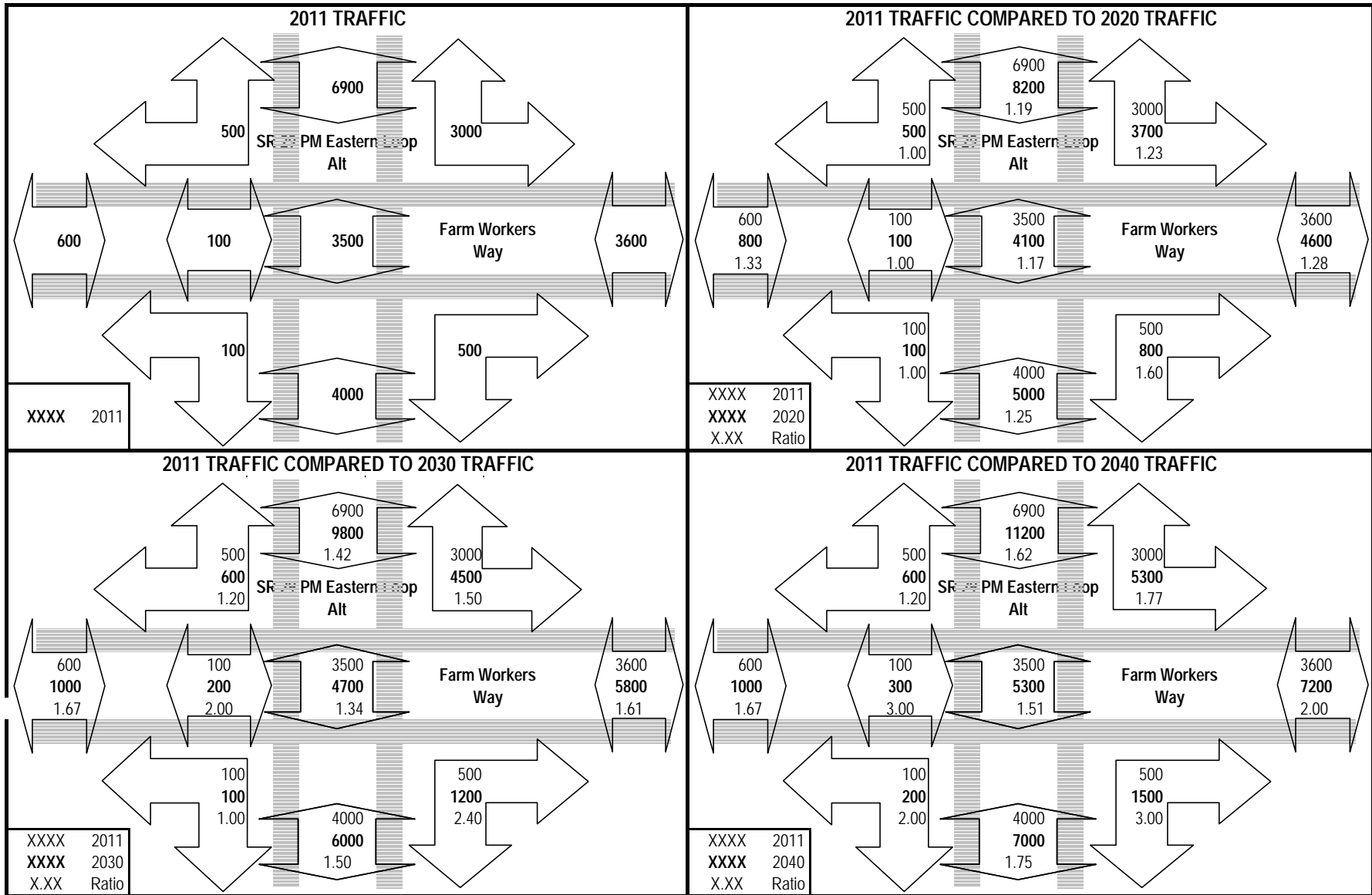


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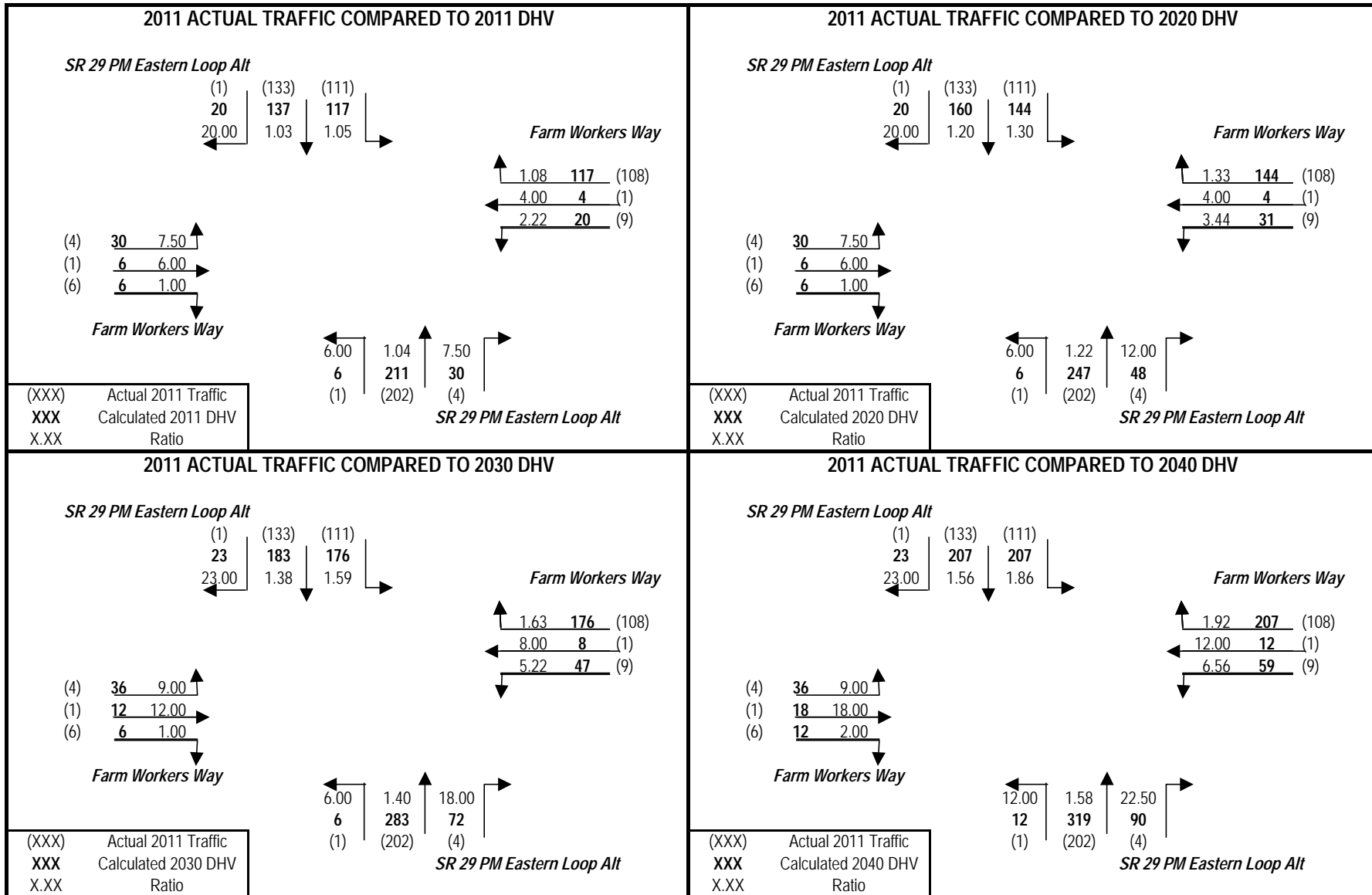




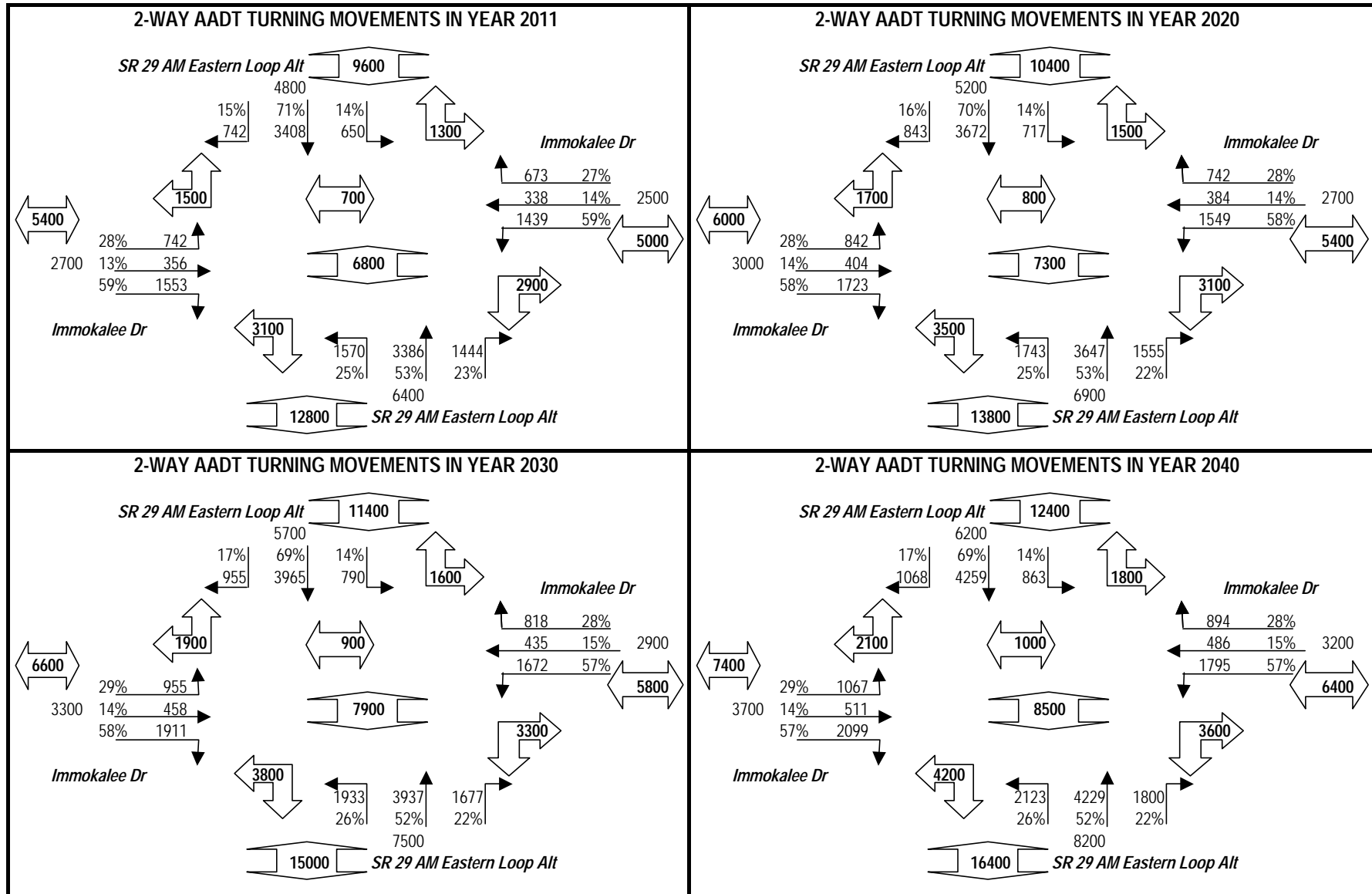
# PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT Farm Workers Way: Oil Well Rd TO SR 82



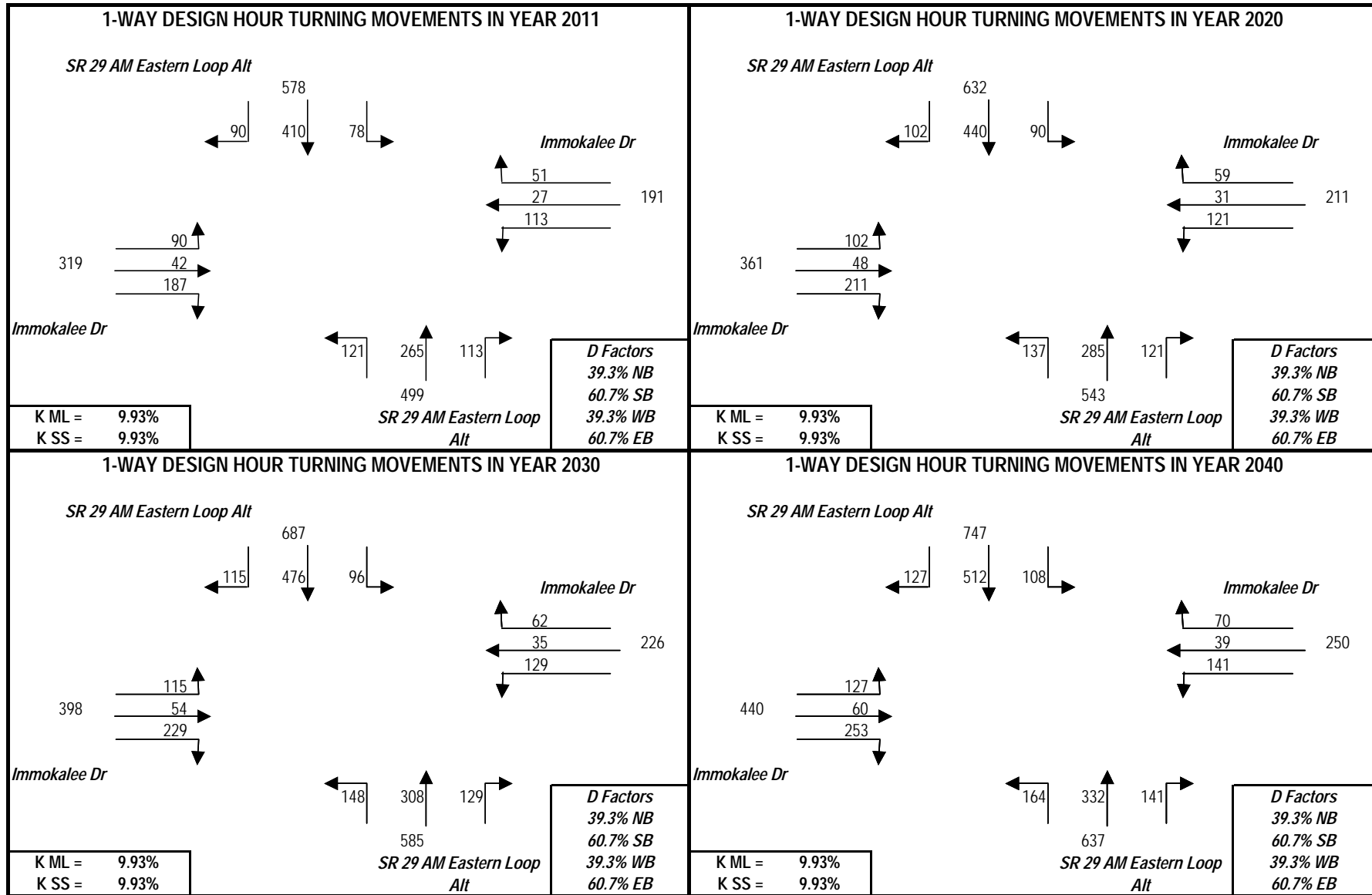
## PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT Farm Workers Way: Oil Well Rd TO SR 82



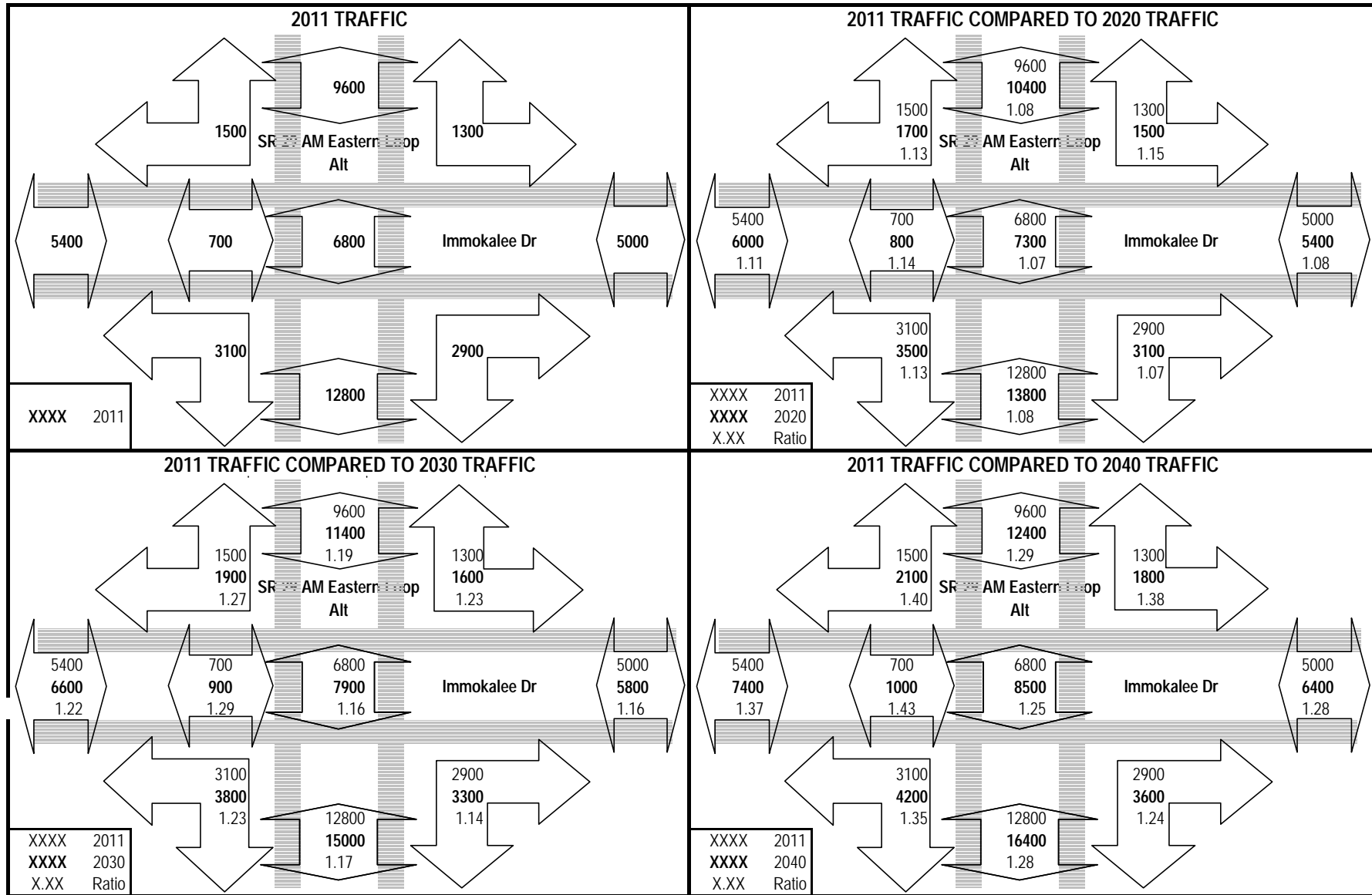
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT Immokalee Dr: Oil Well Rd TO SR 82



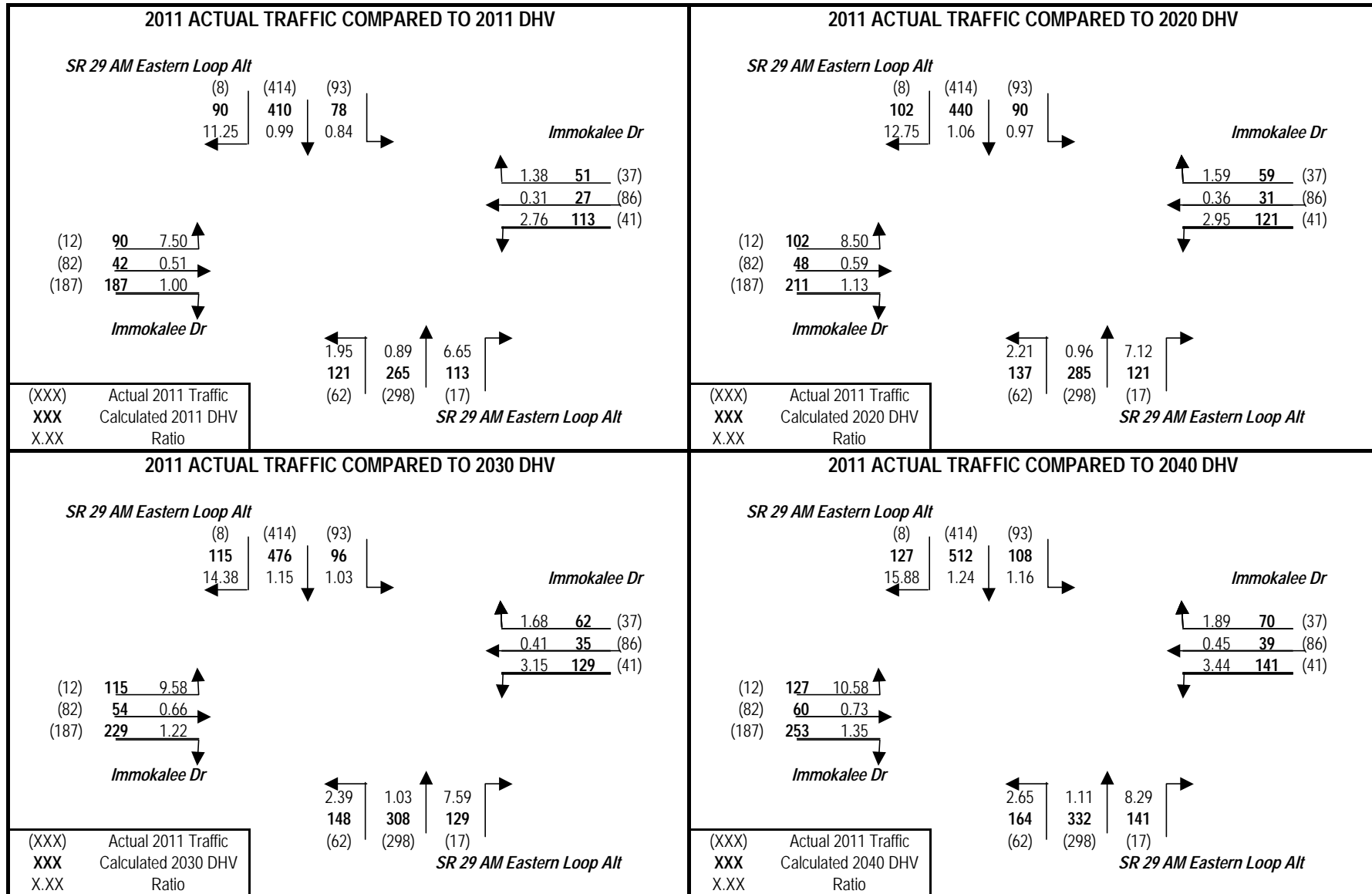
# PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT Immokalee Dr: Oil Well Rd TO SR 82



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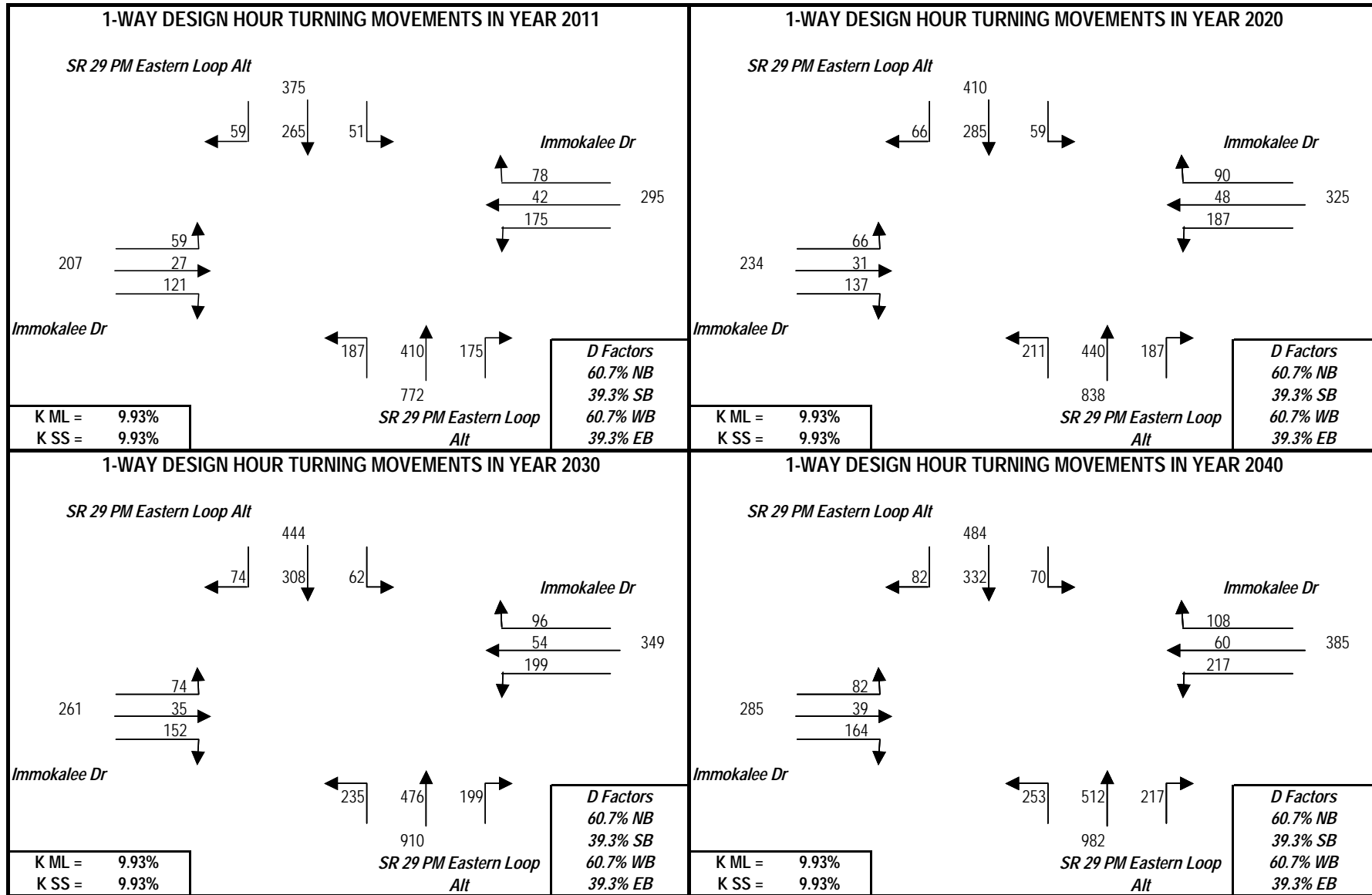


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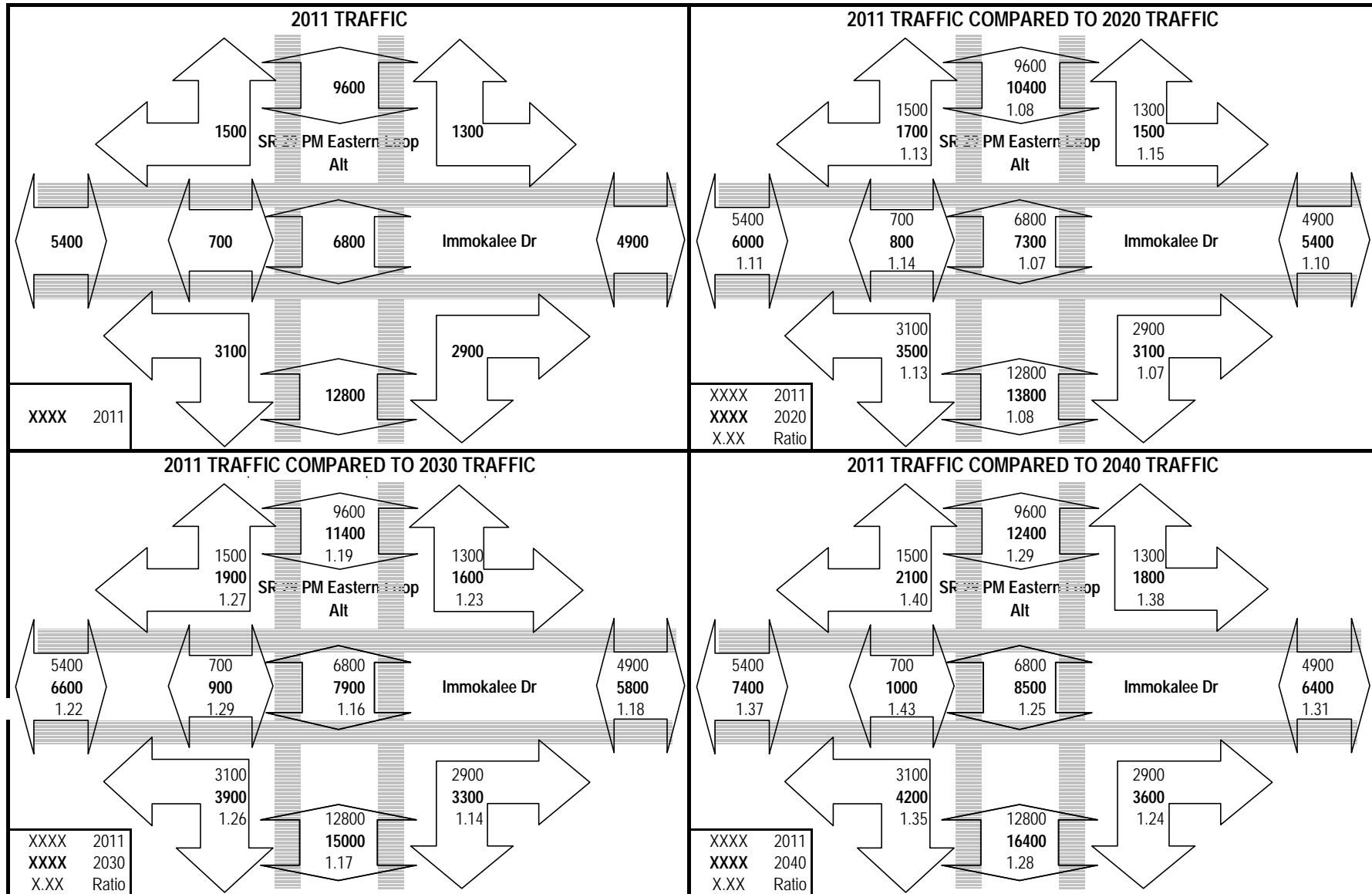


# PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT Immokalee Dr: Oil Well Rd TO SR 82

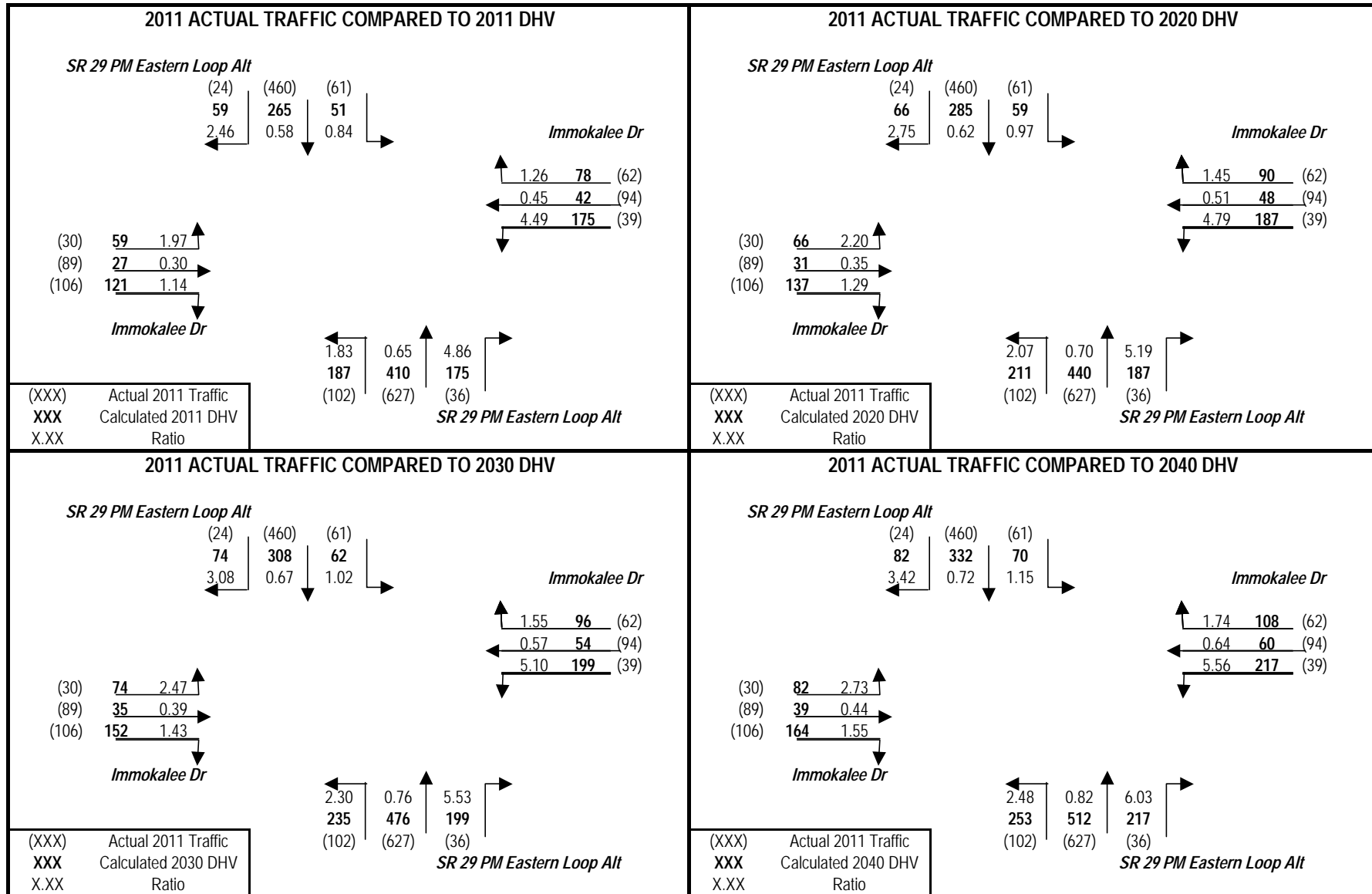




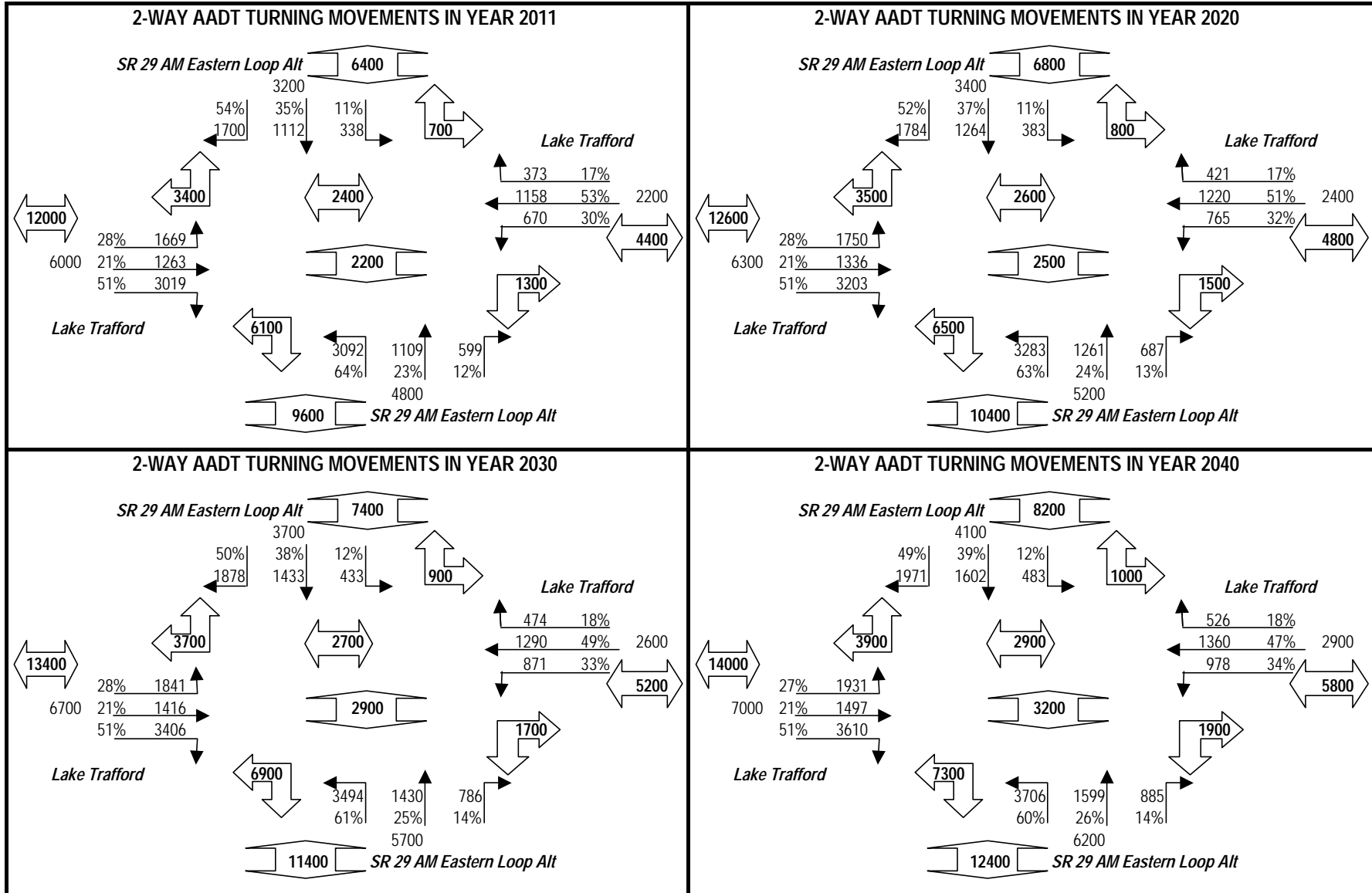
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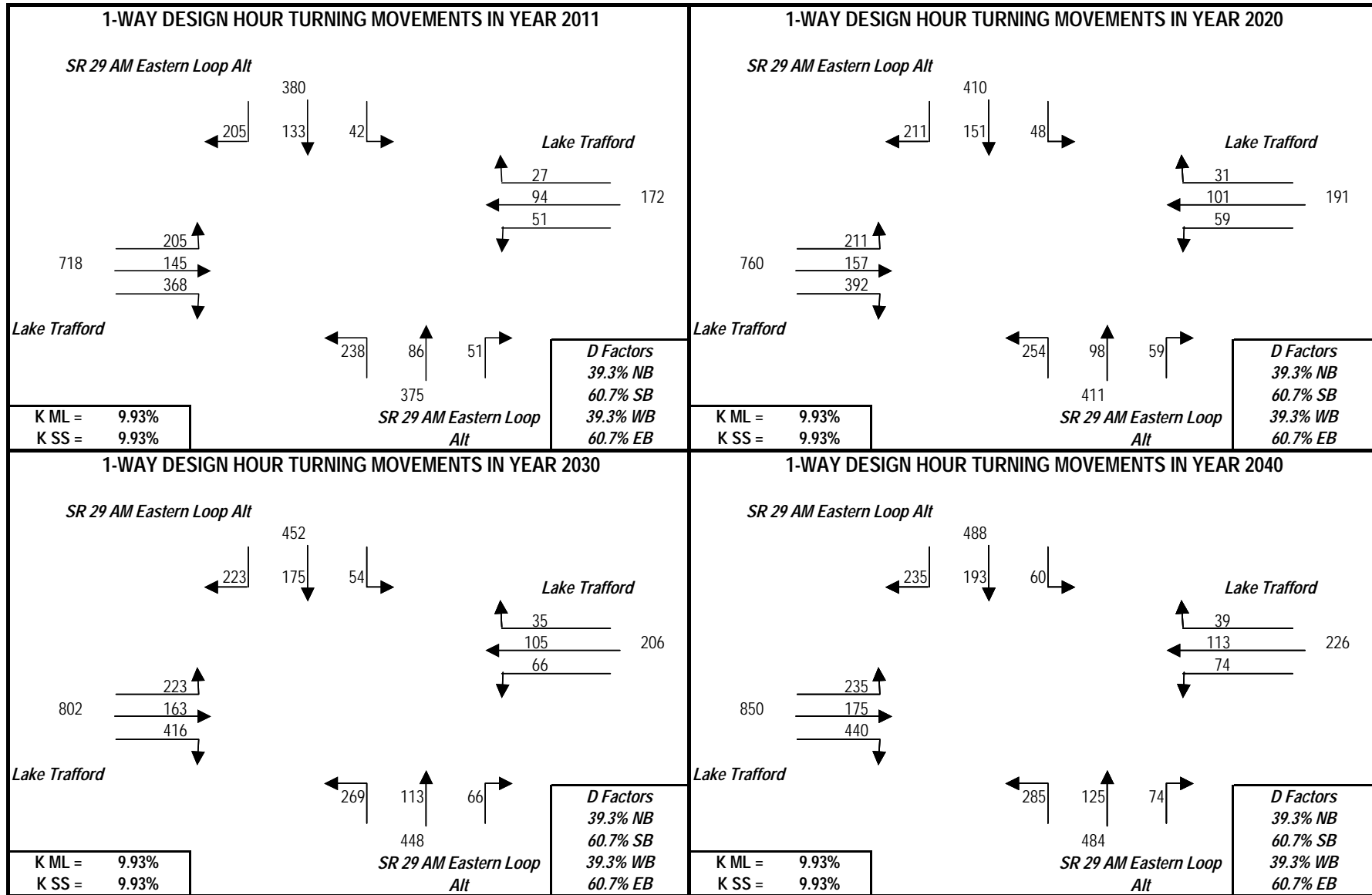
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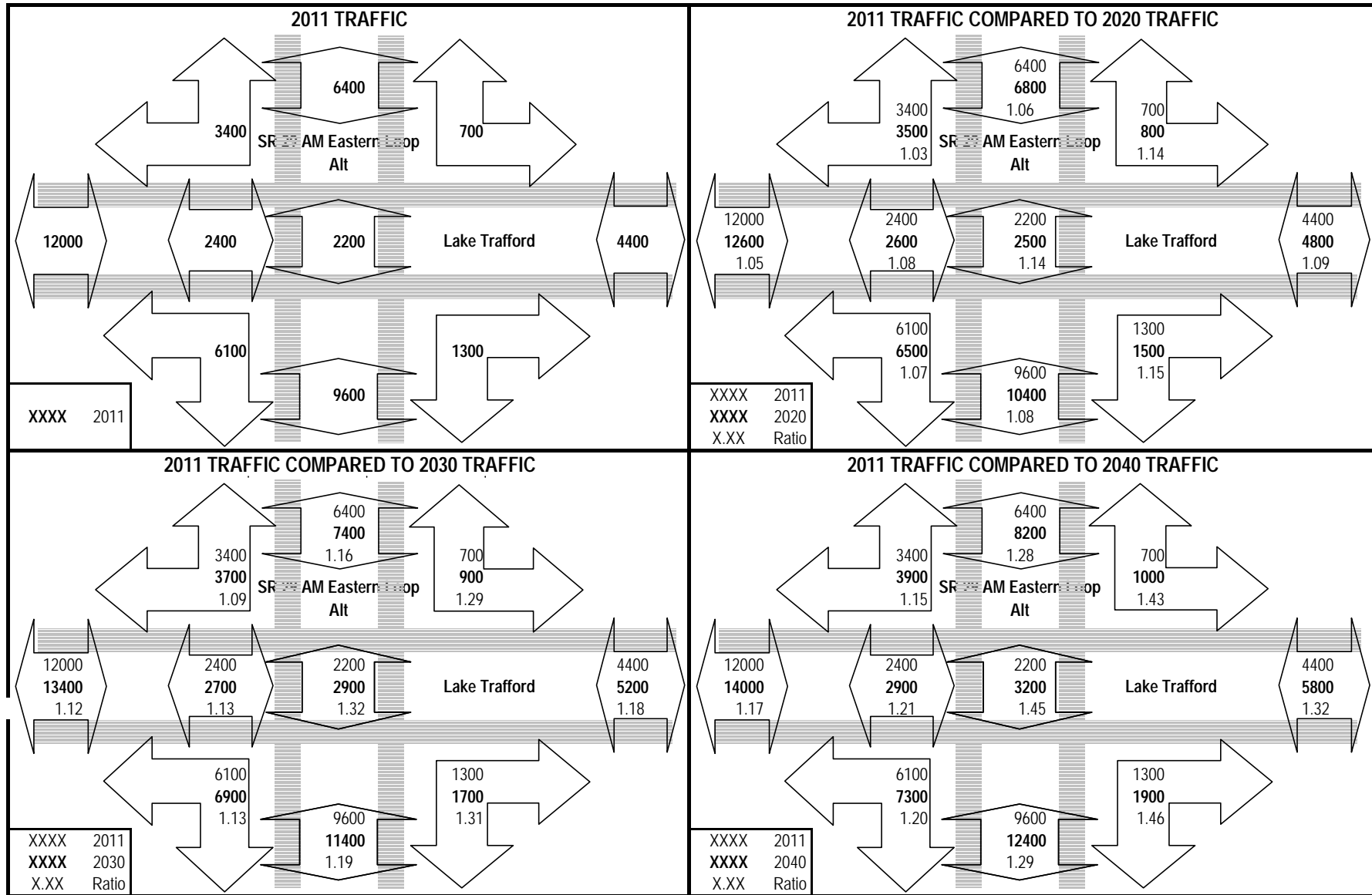
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT Lake Trafford: Oil Well Rd TO SR 82



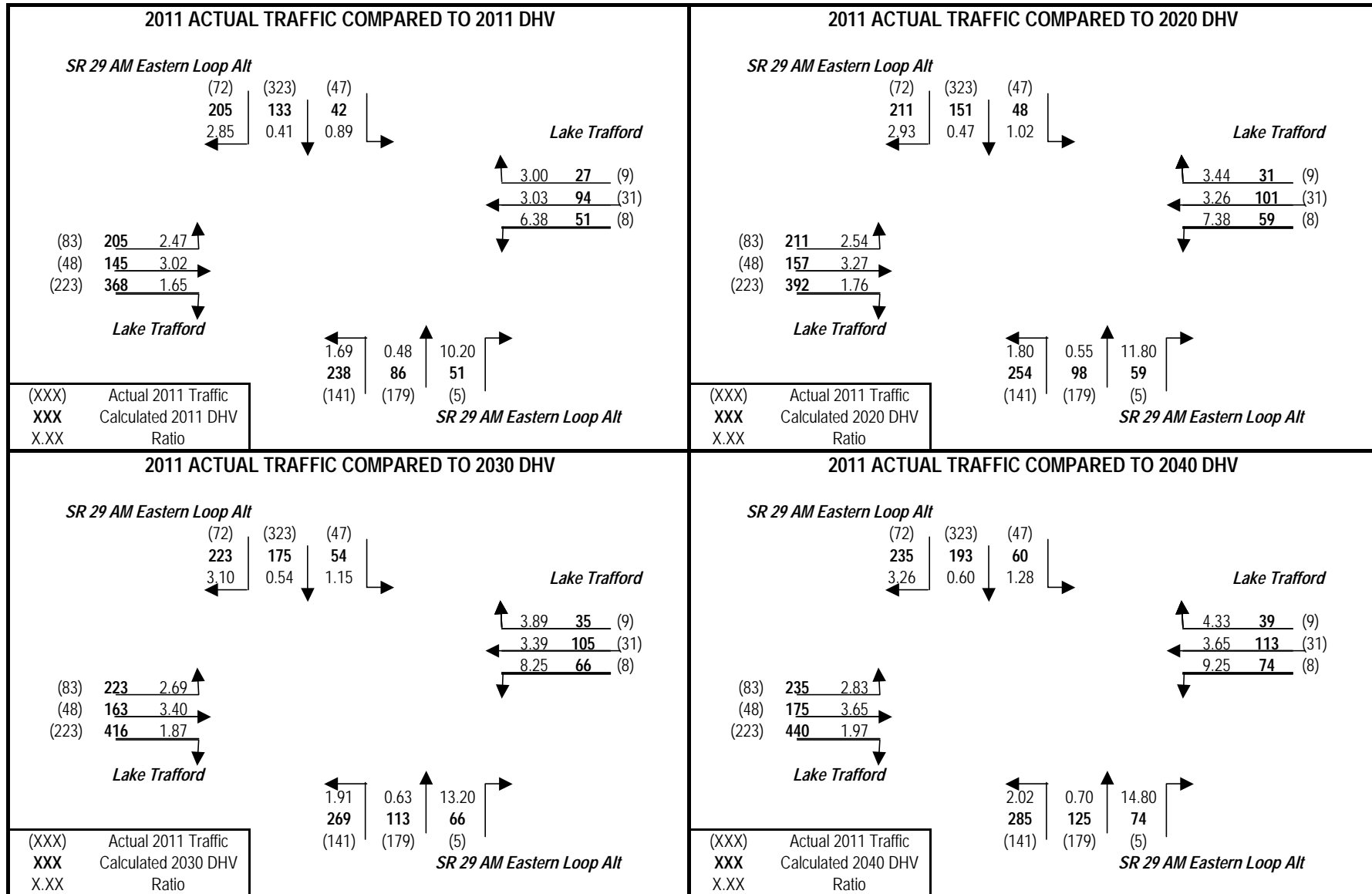
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT Lake Trafford: Oil Well Rd TO SR 82



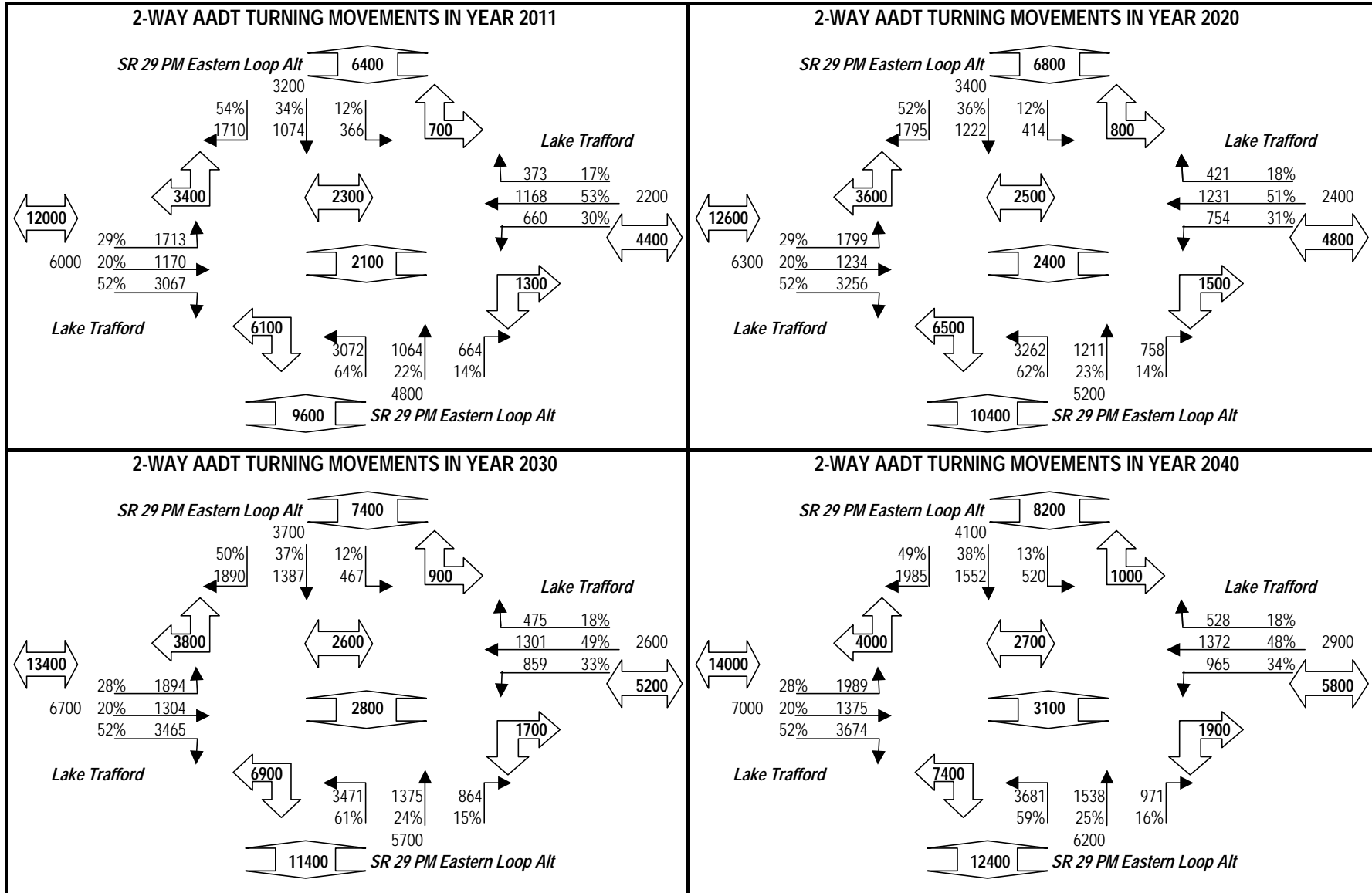
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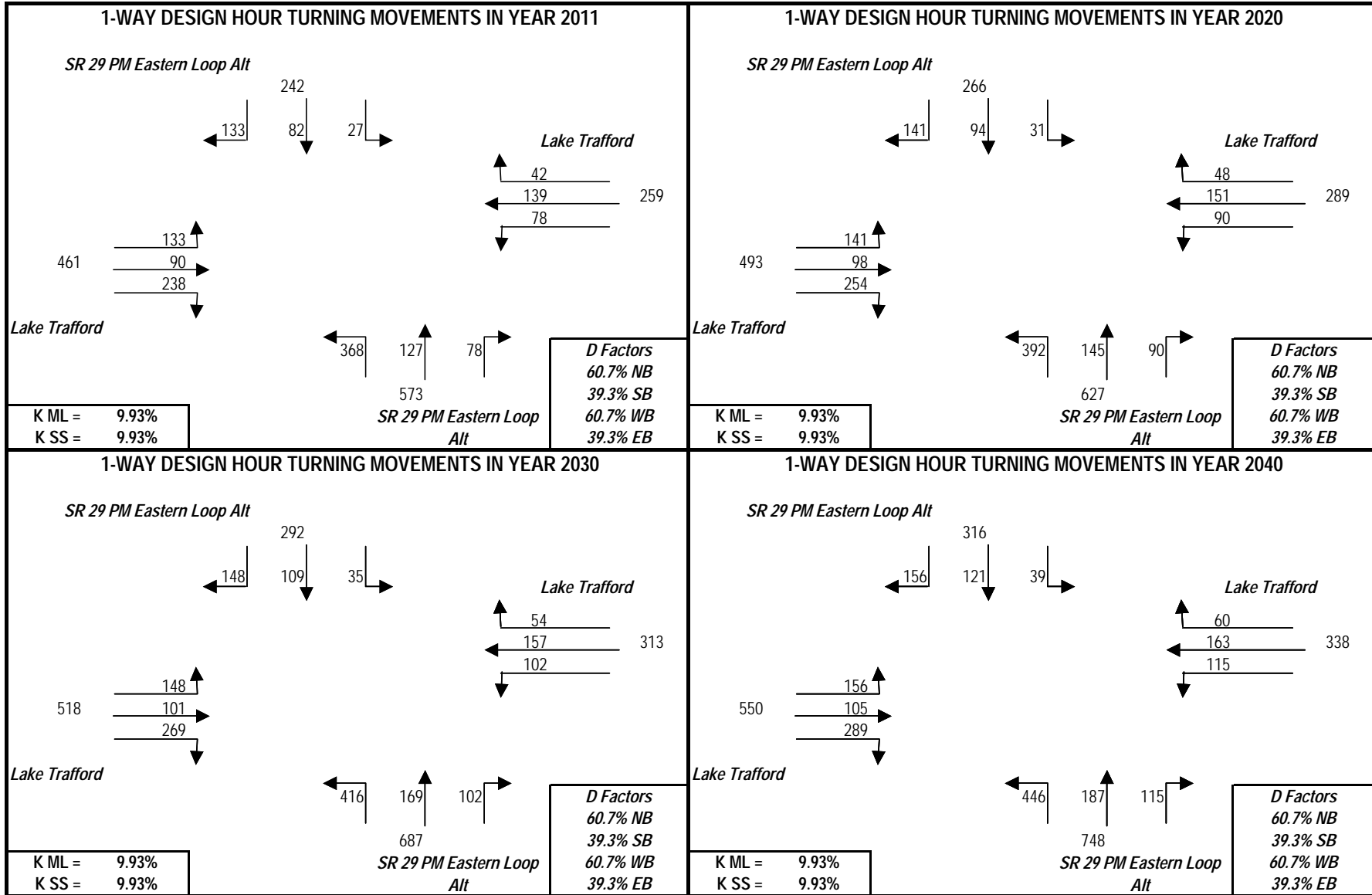
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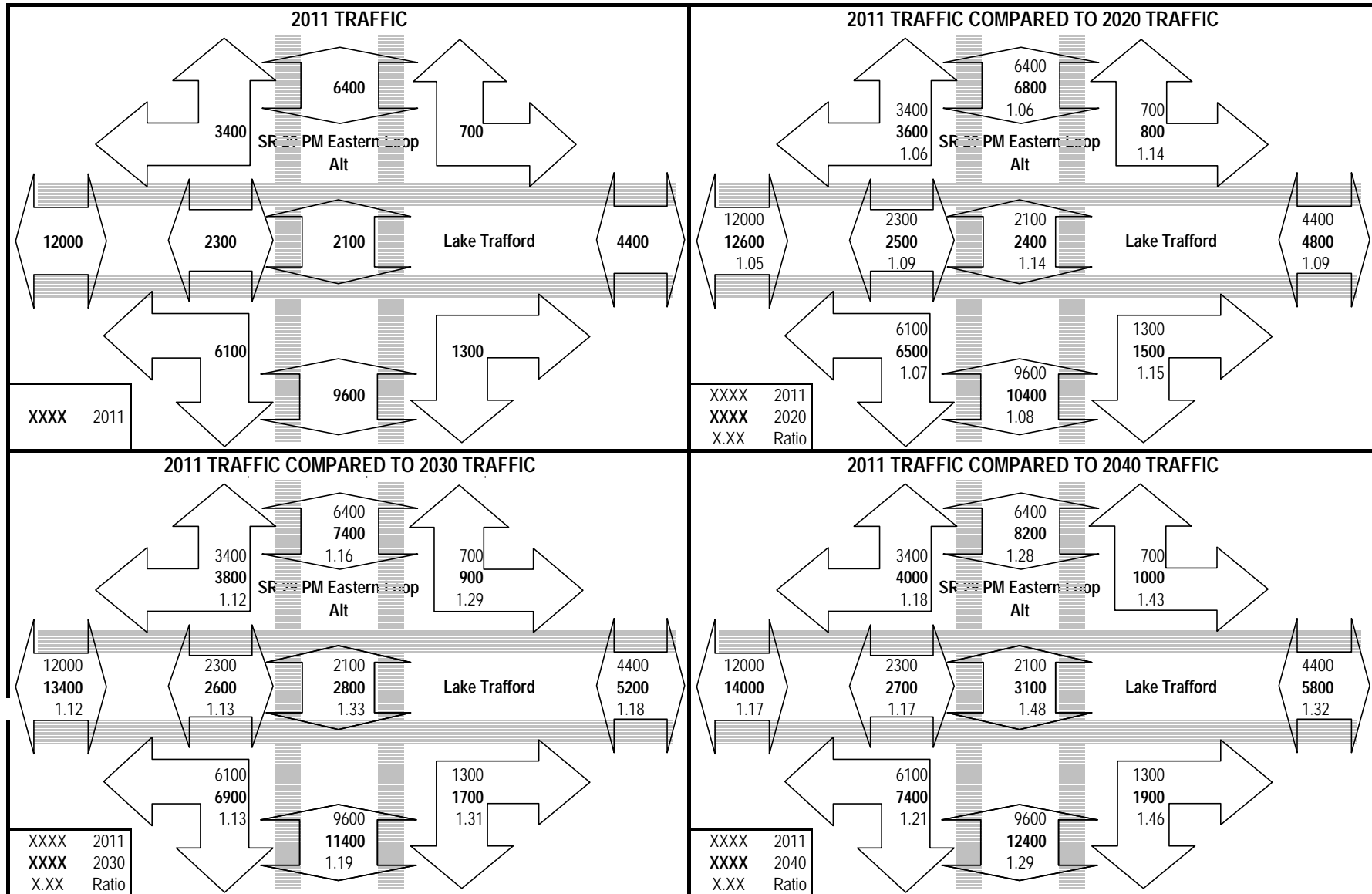


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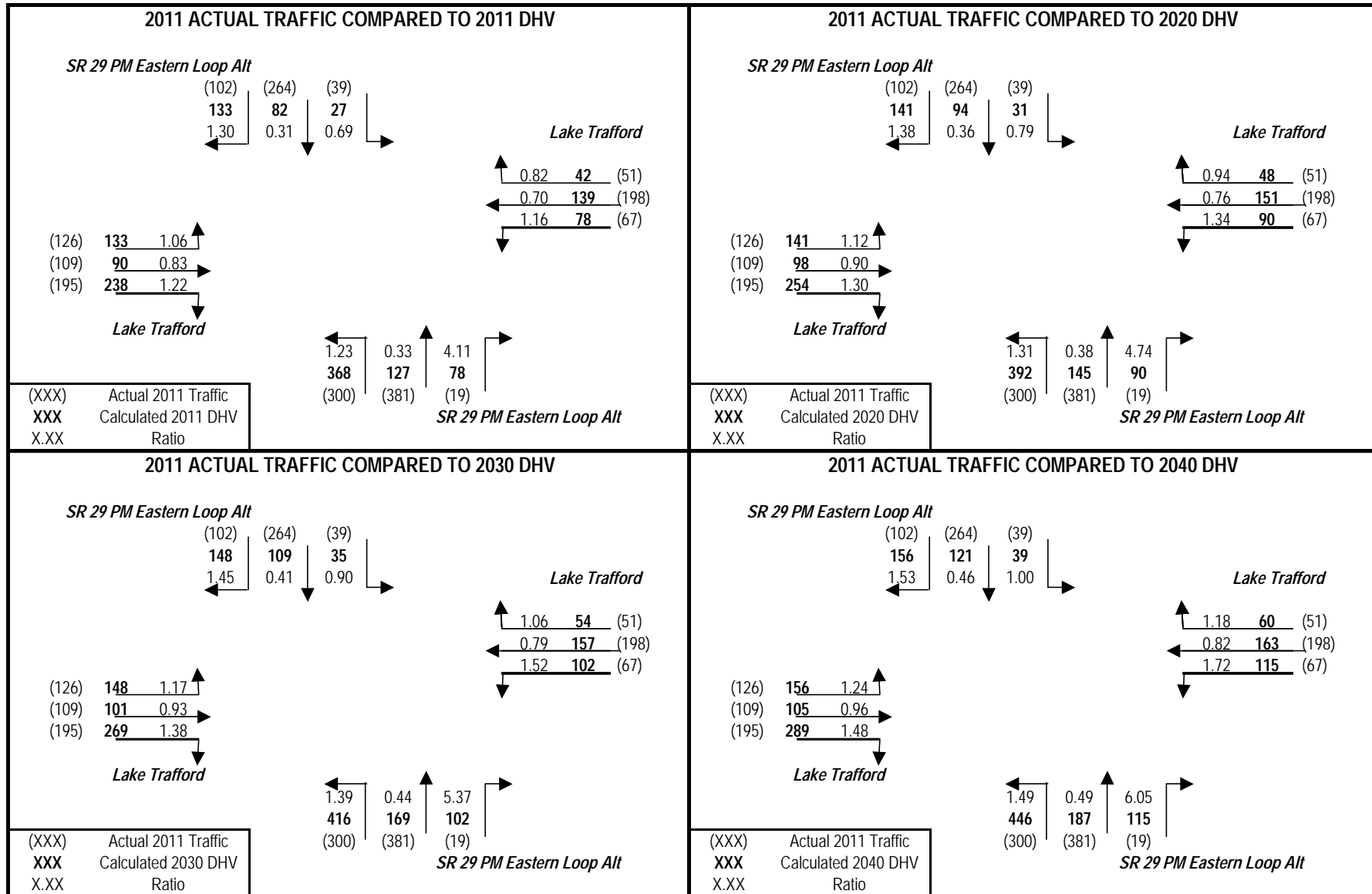




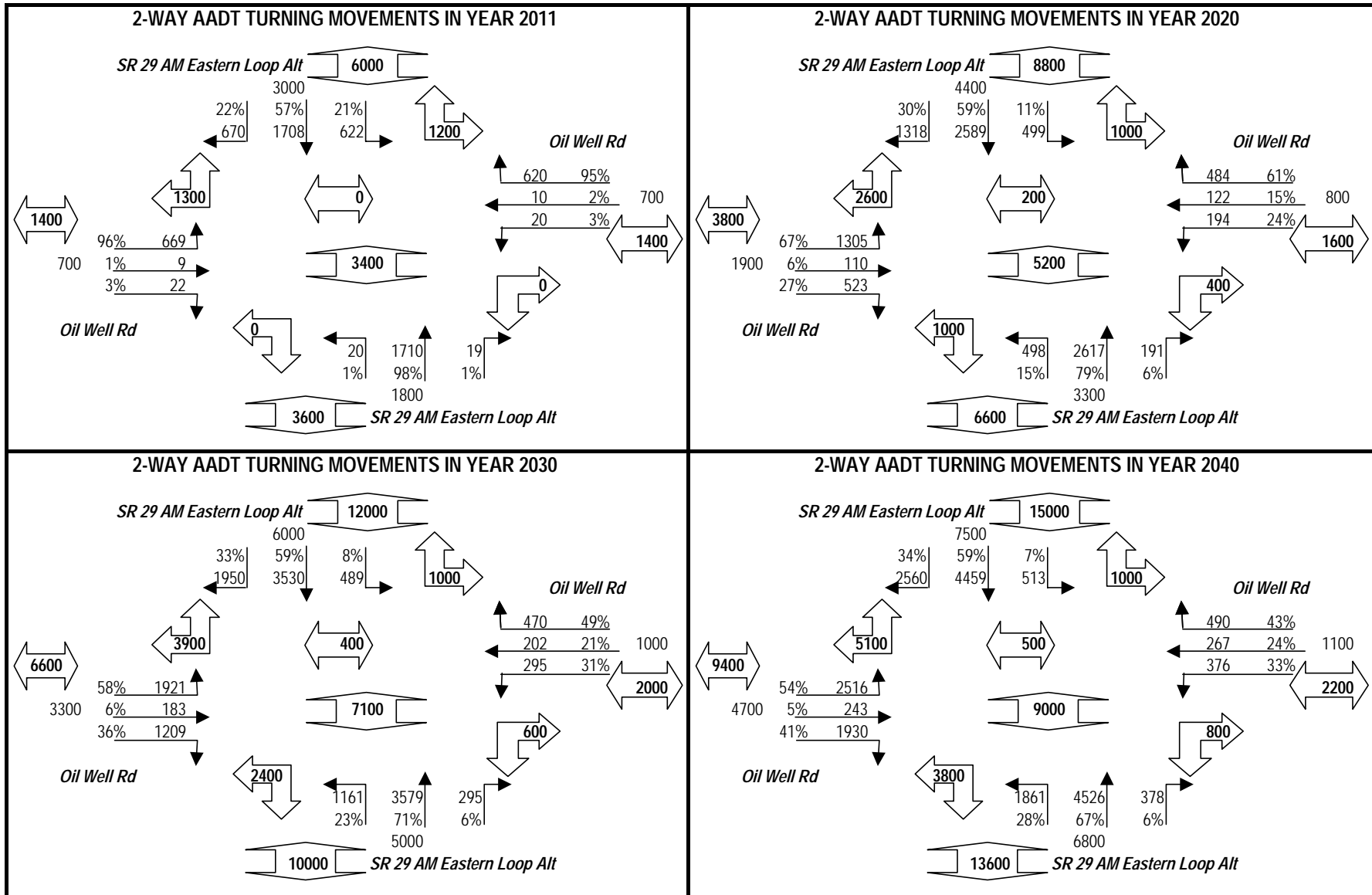
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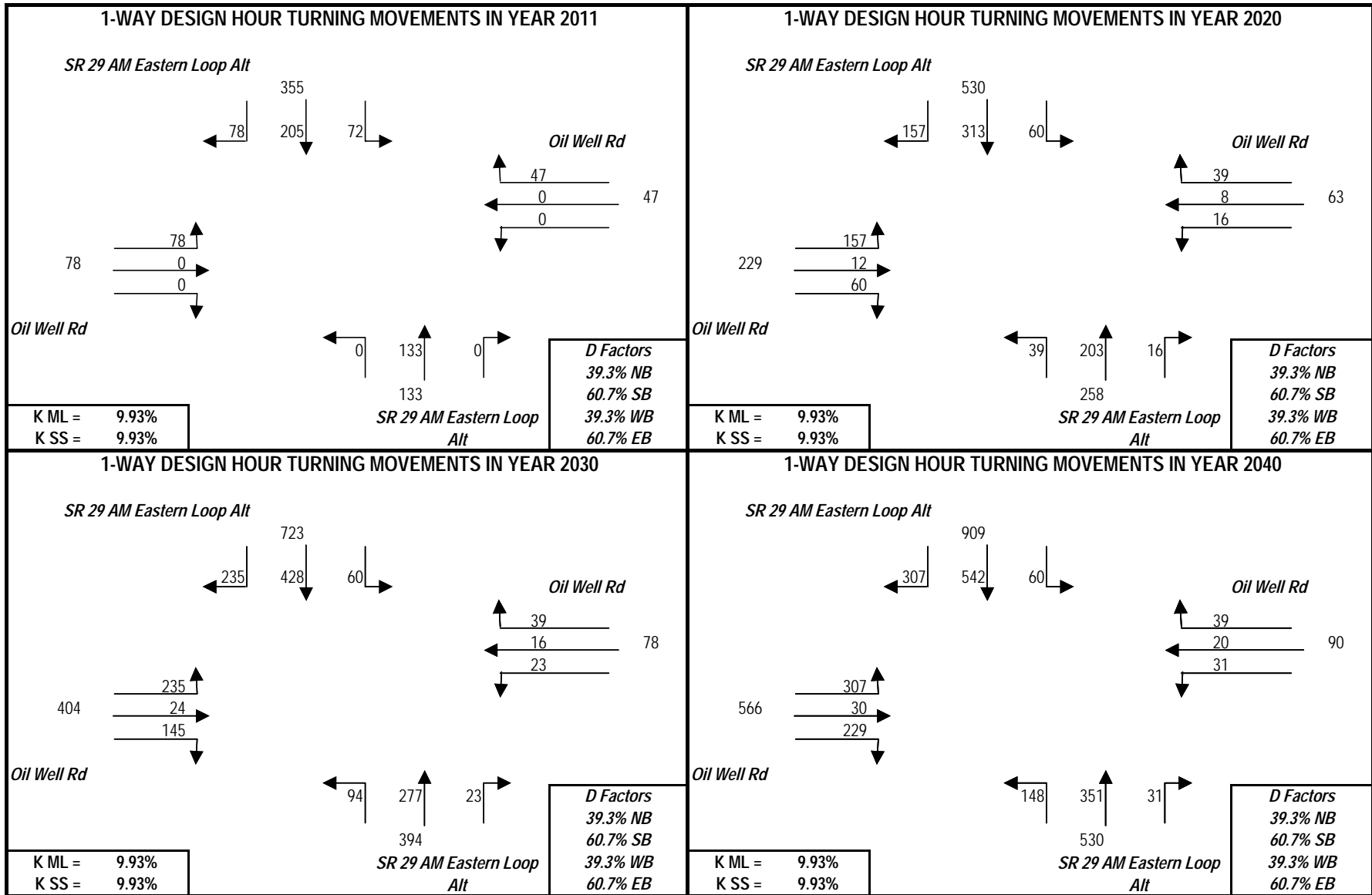
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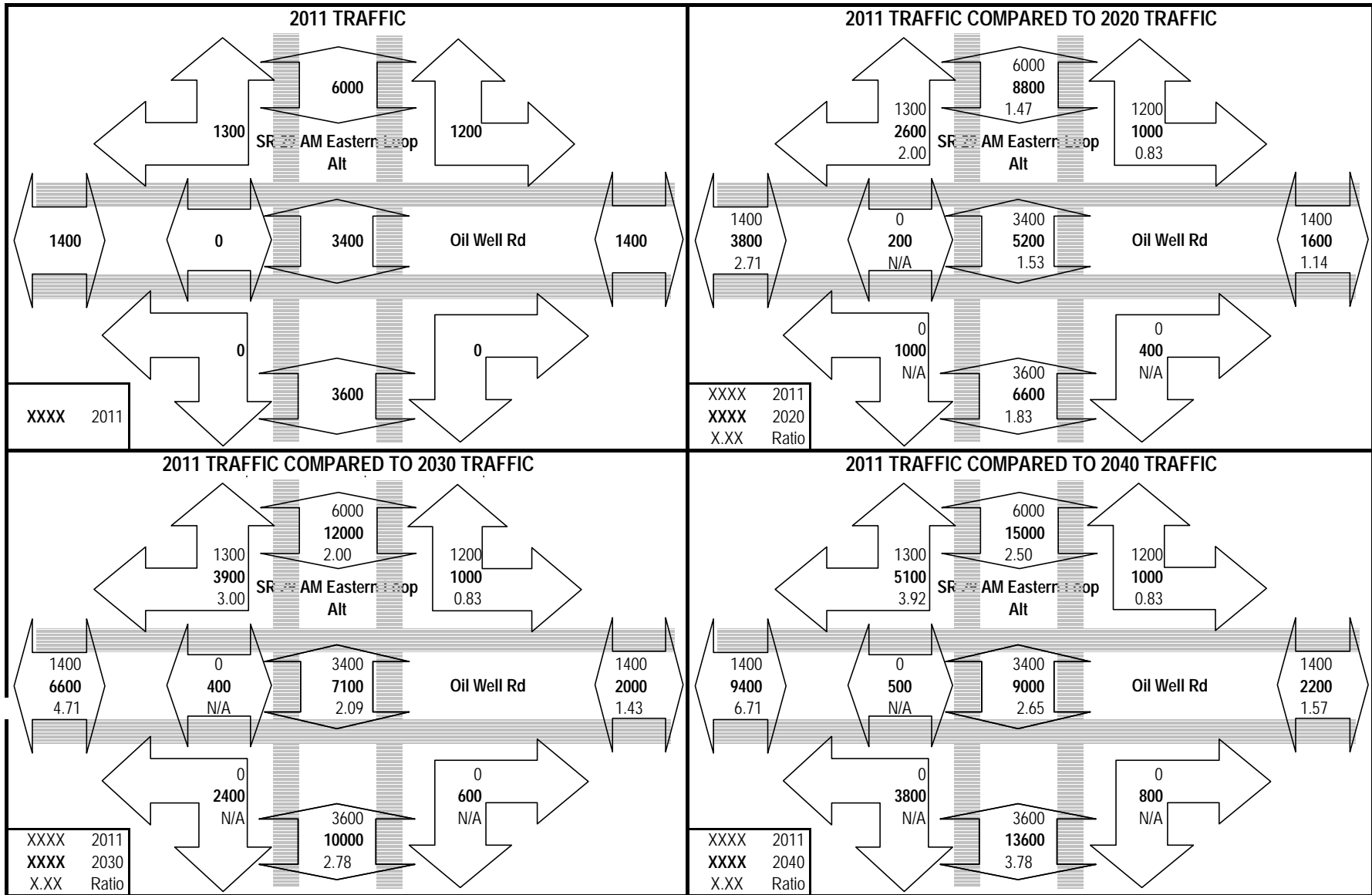
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT Oil Well Rd: Oil Well Rd TO SR 82



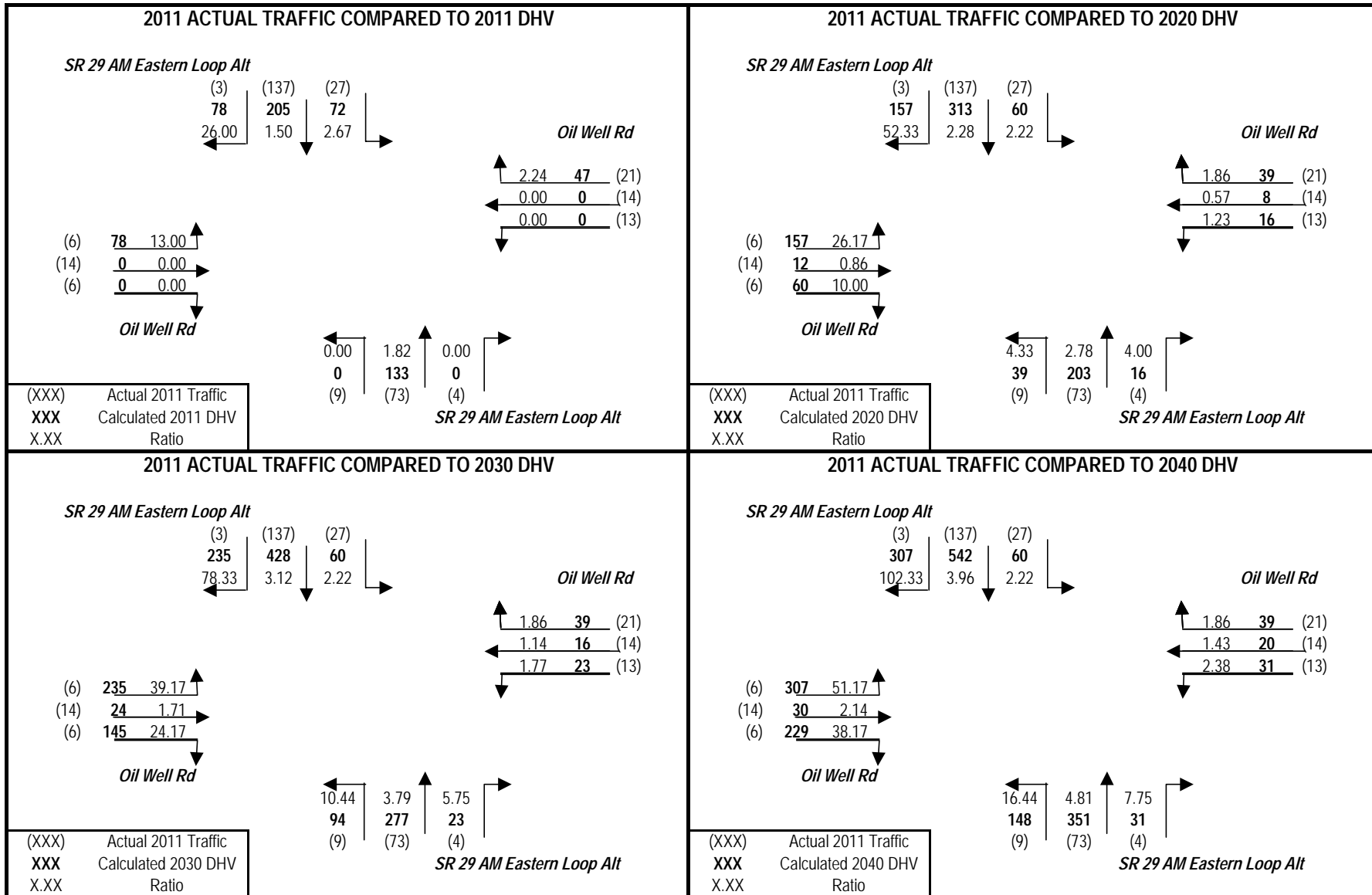
# PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT Oil Well Rd: Oil Well Rd TO SR 82



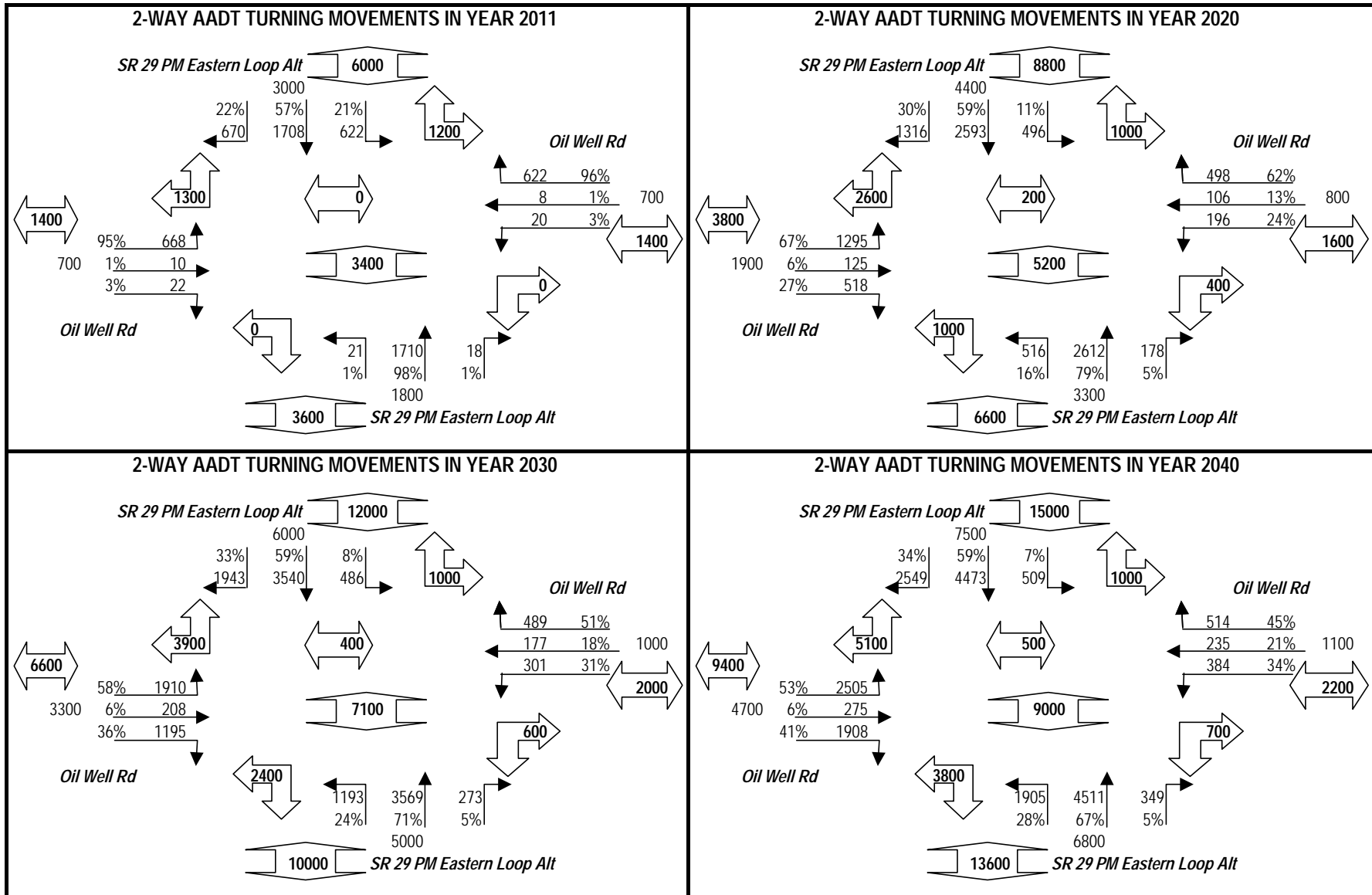
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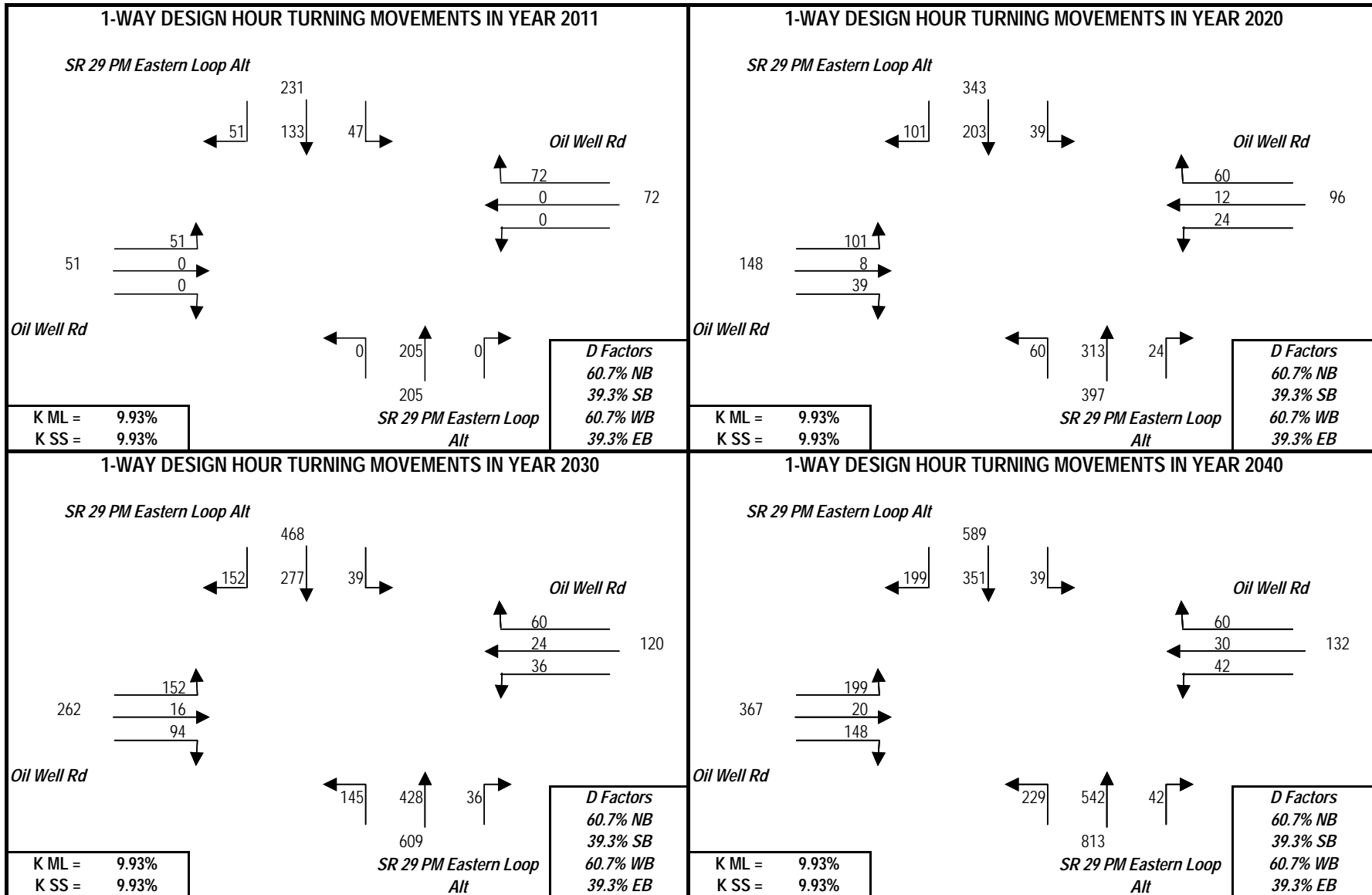
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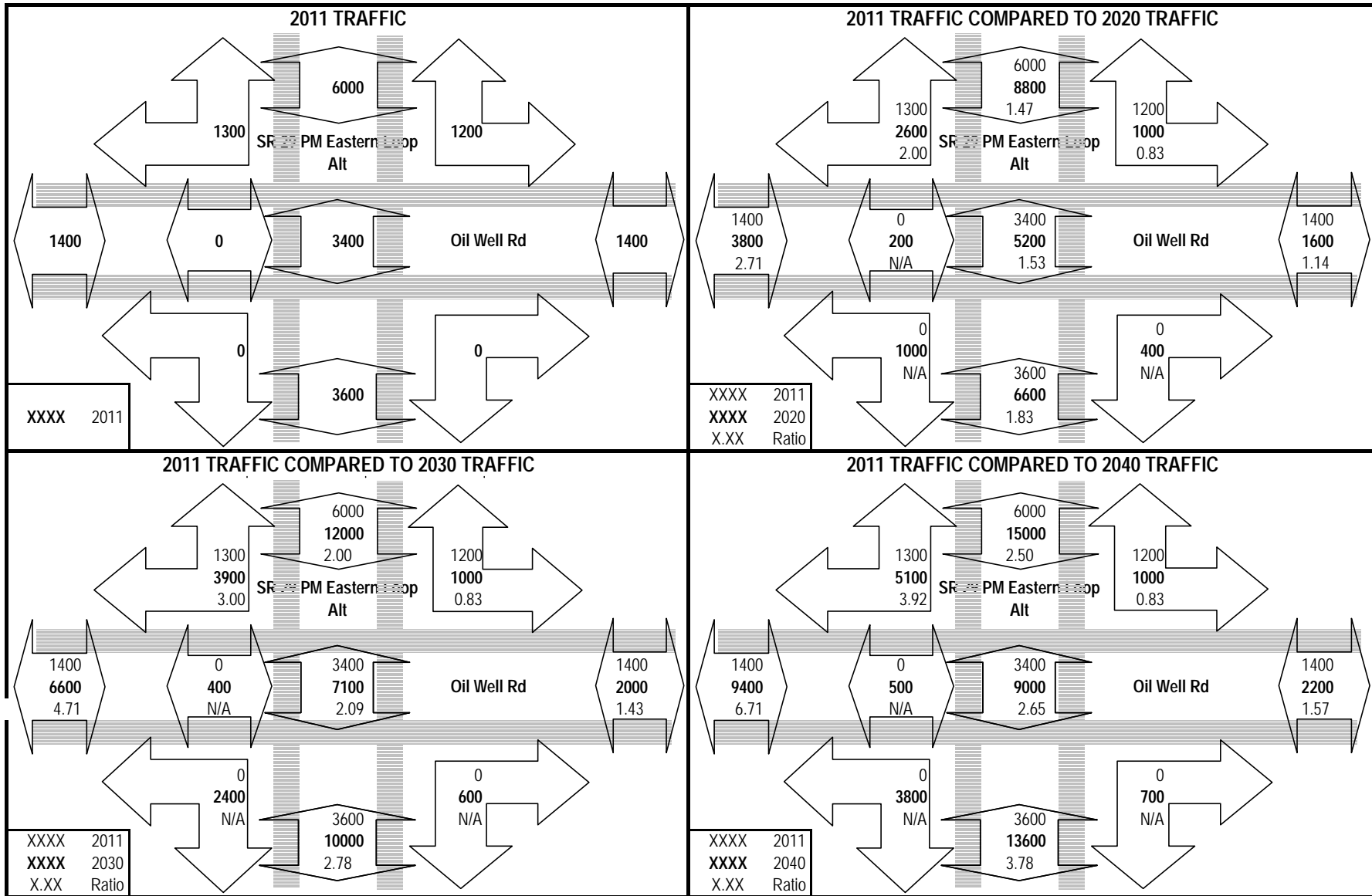


## PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT Oil Well Rd: Oil Well Rd TO SR 82

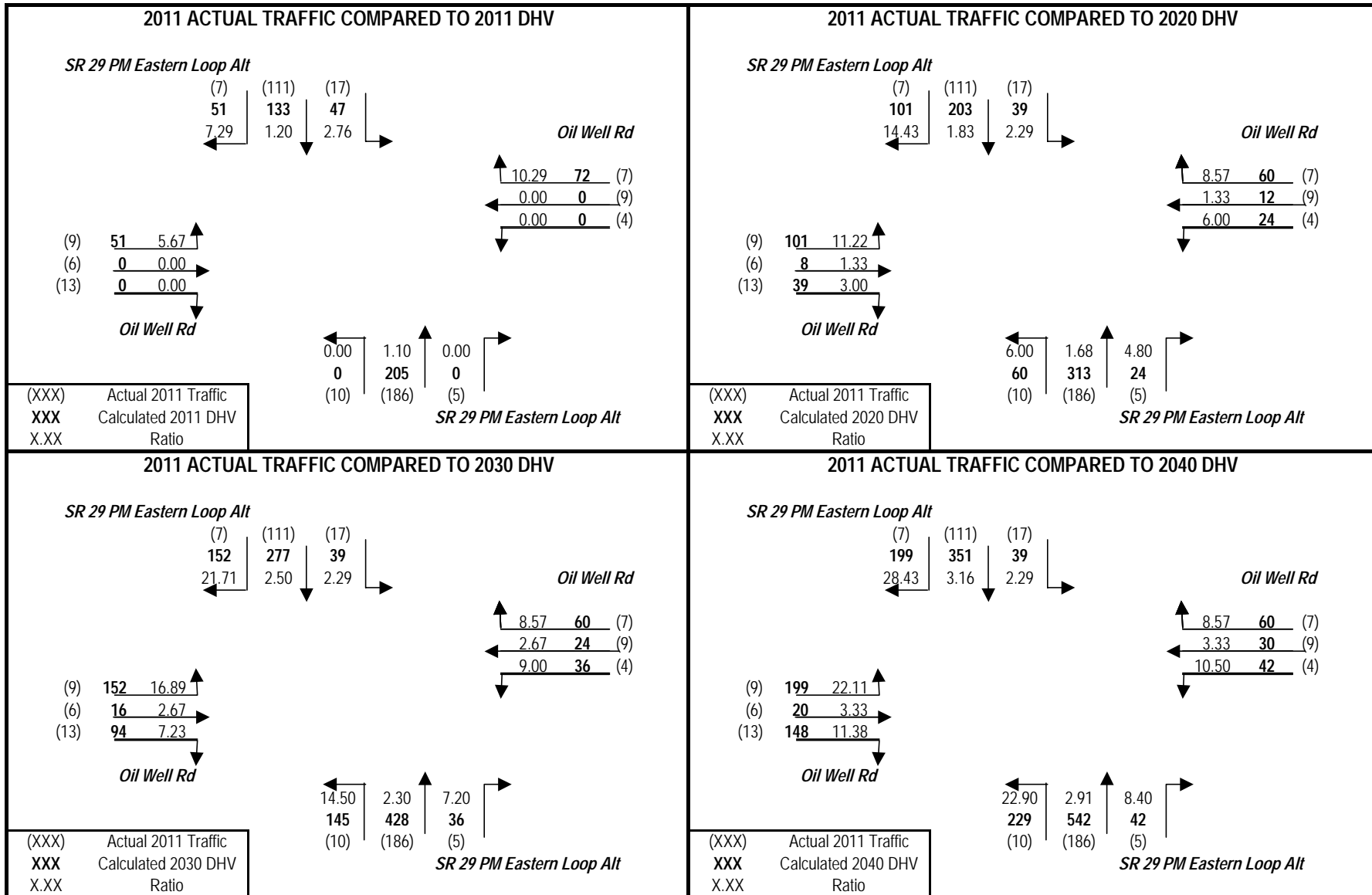




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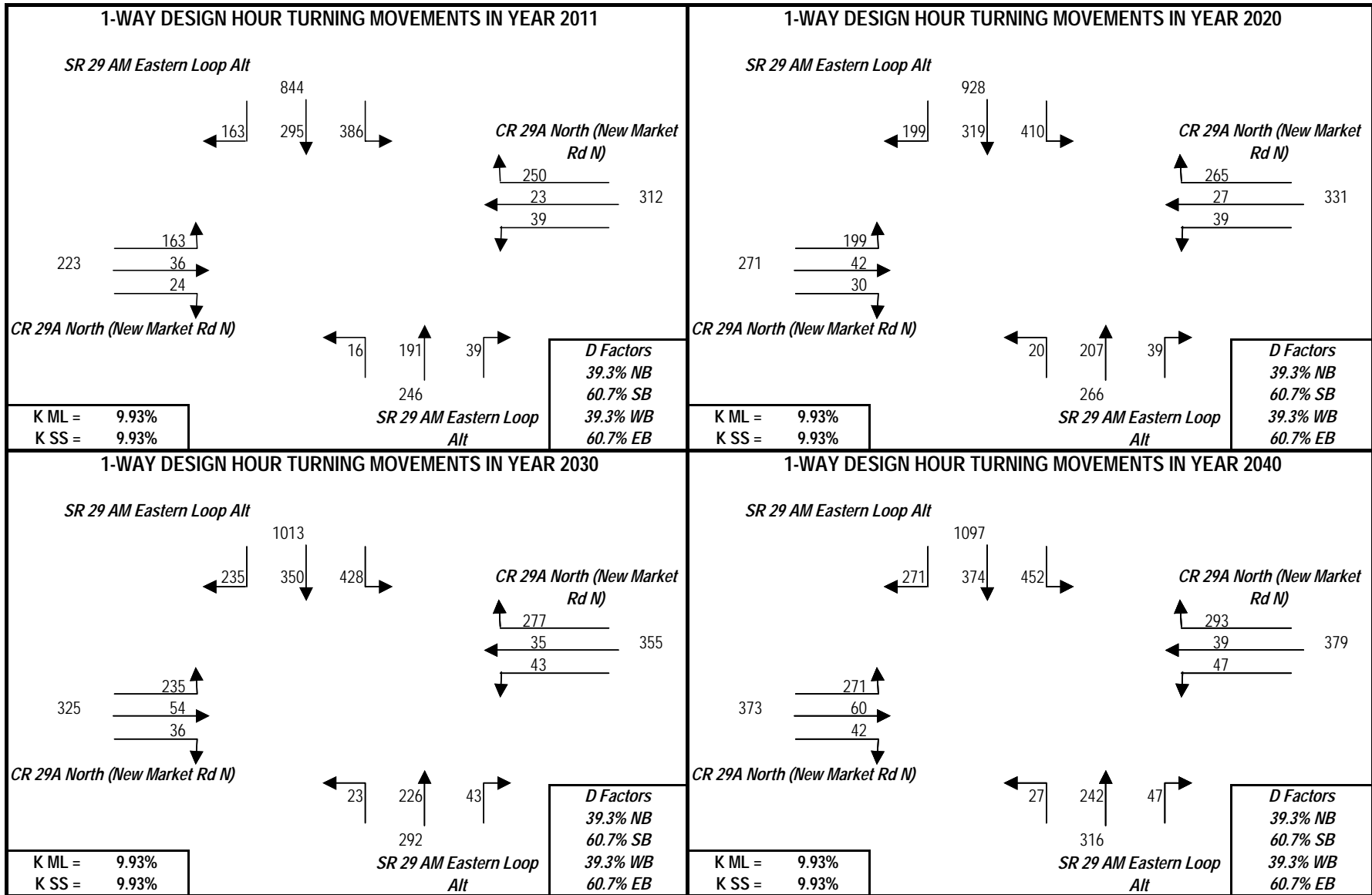


## PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT Oil Well Rd: Oil Well Rd TO SR 82

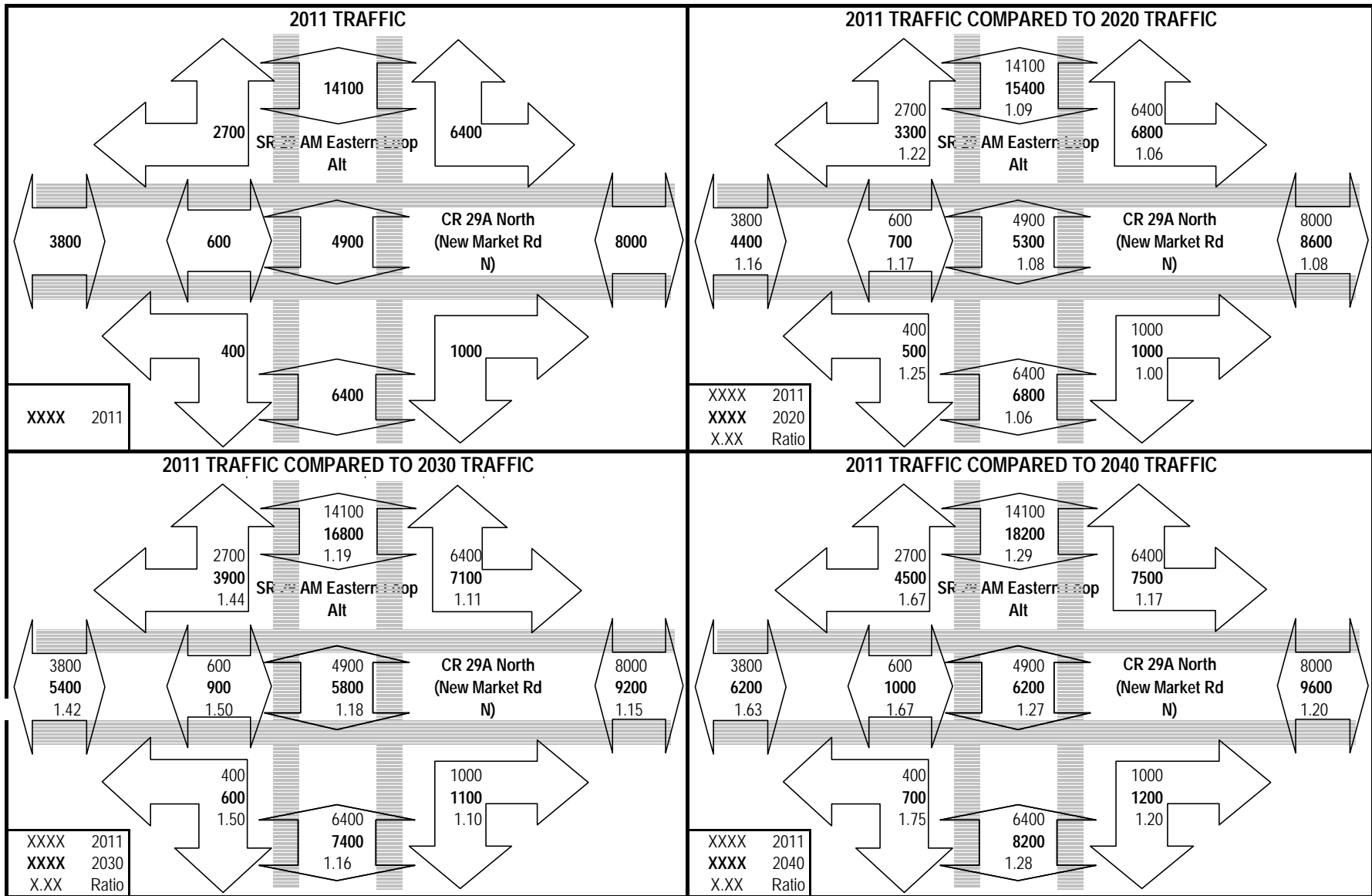




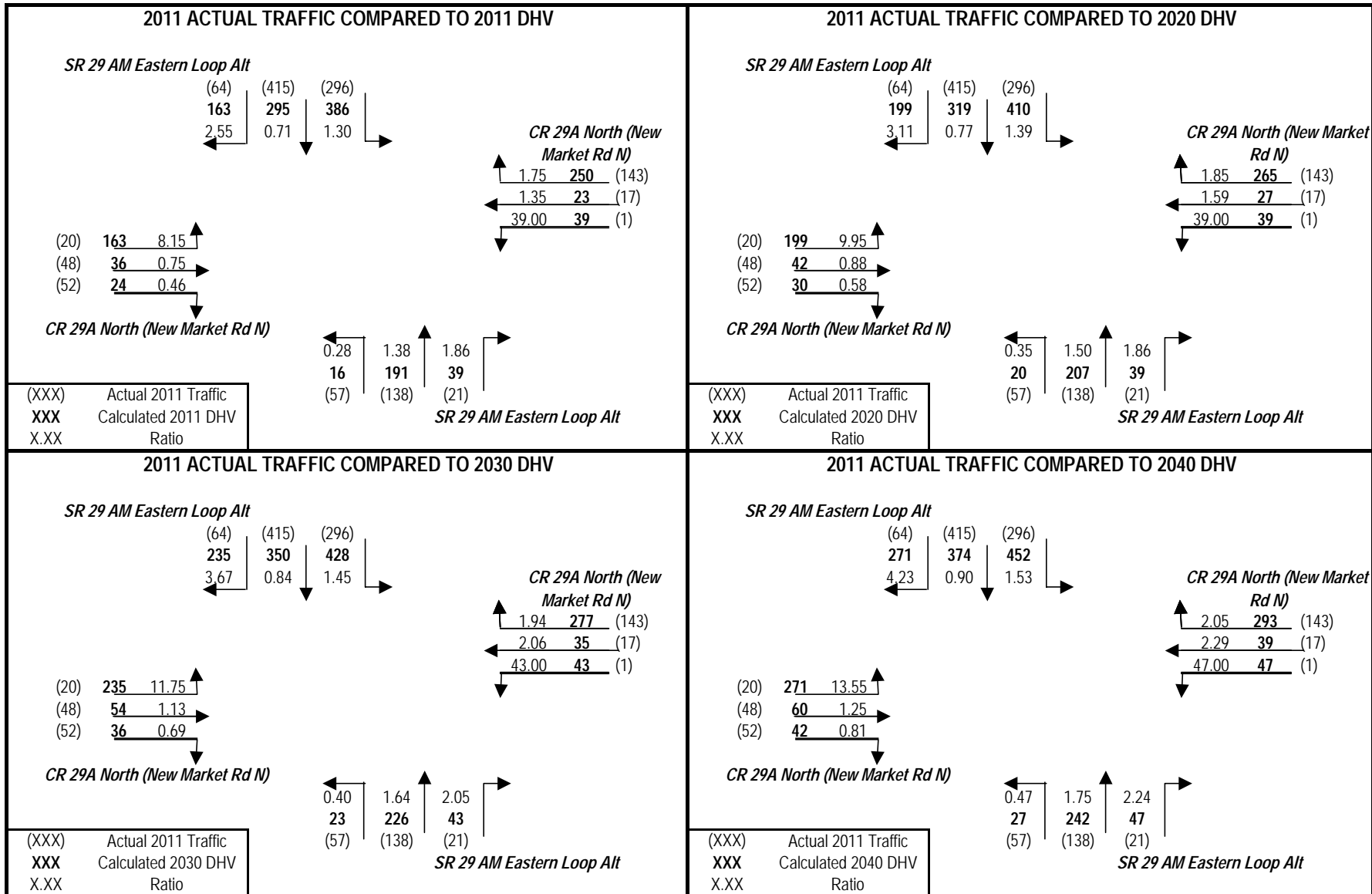
# PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82



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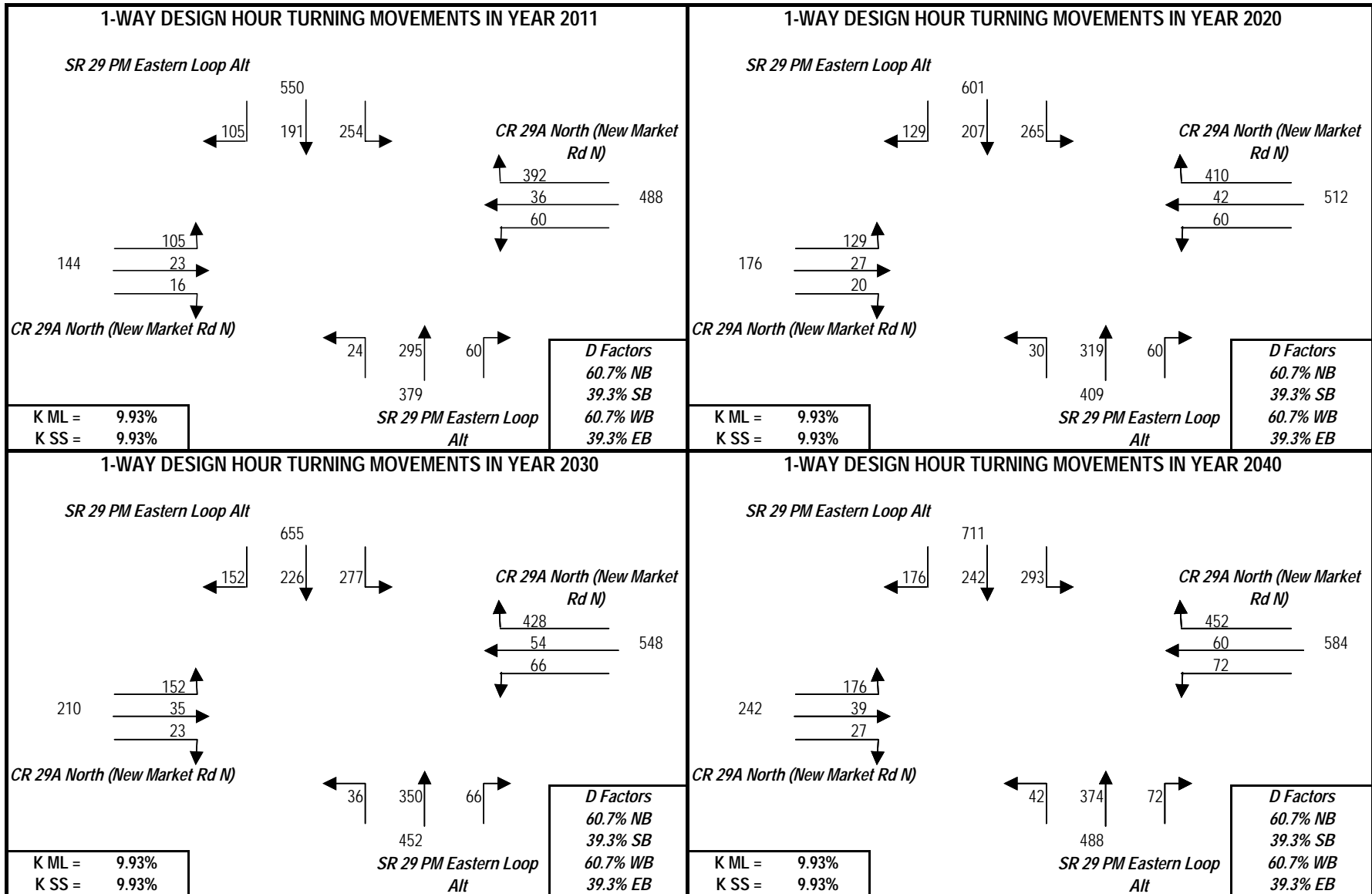


# PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82



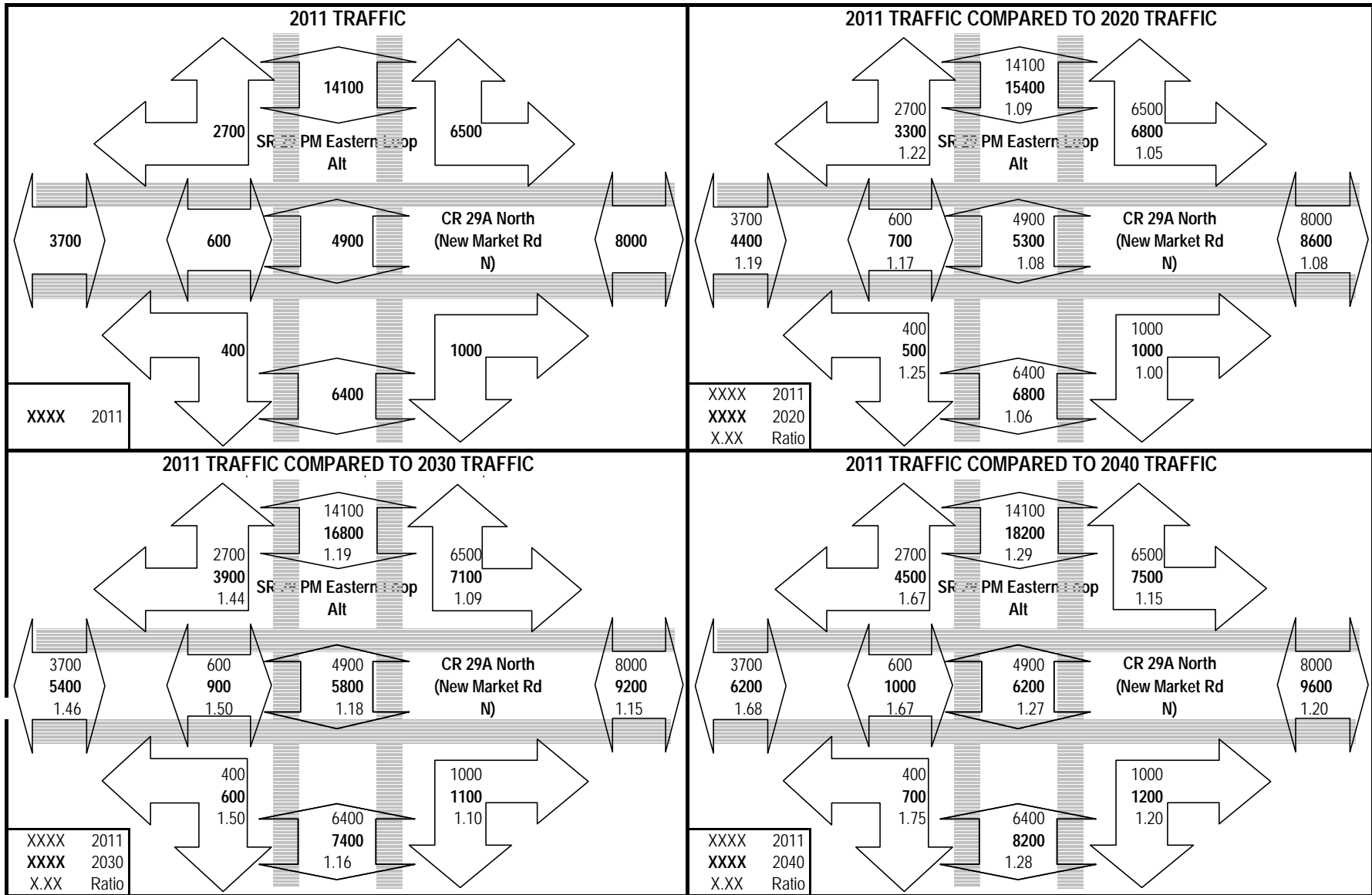


# PROJECT TRAFFIC FOR SR 29 PM Eastern Loop Alt AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82

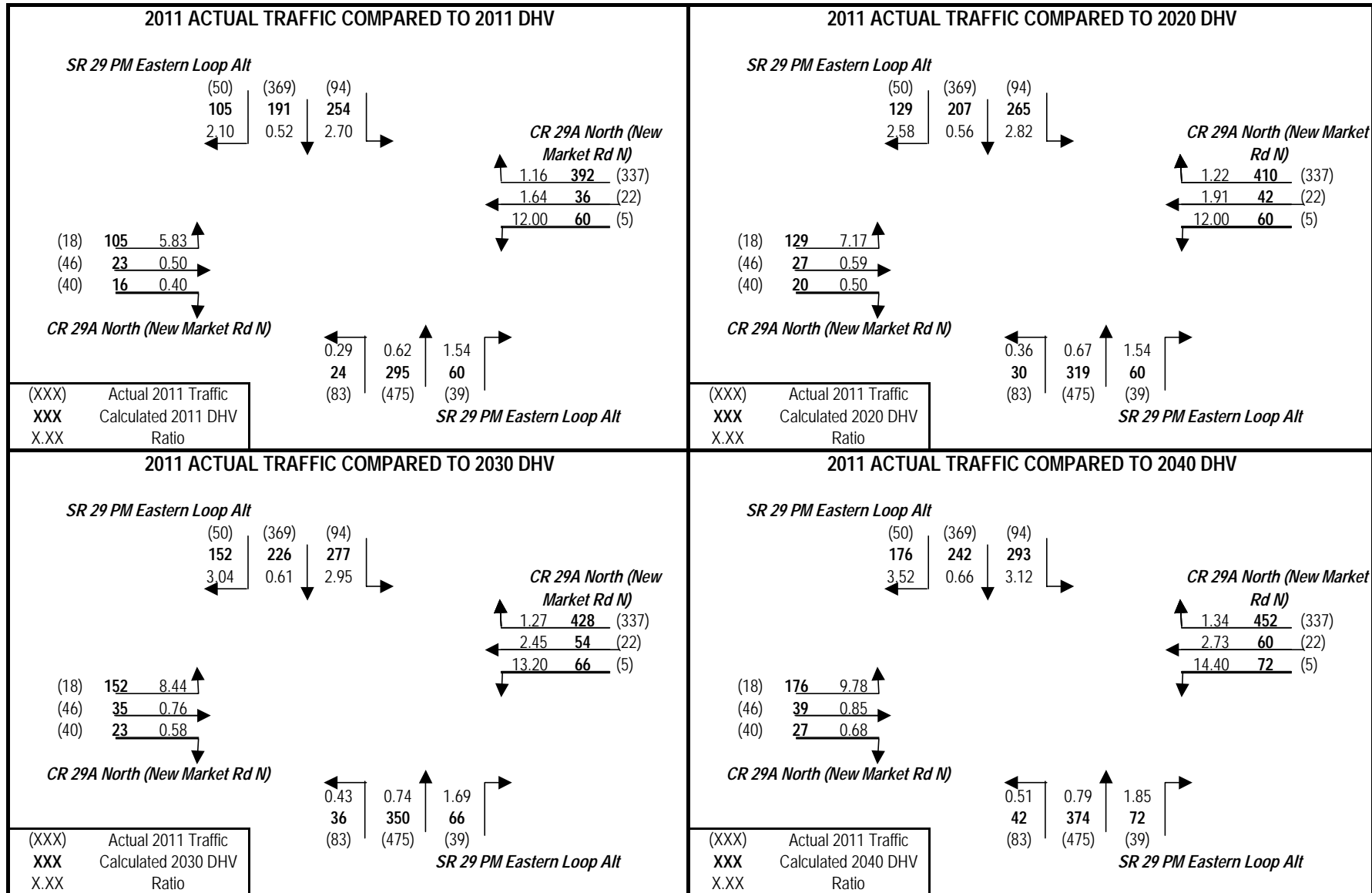




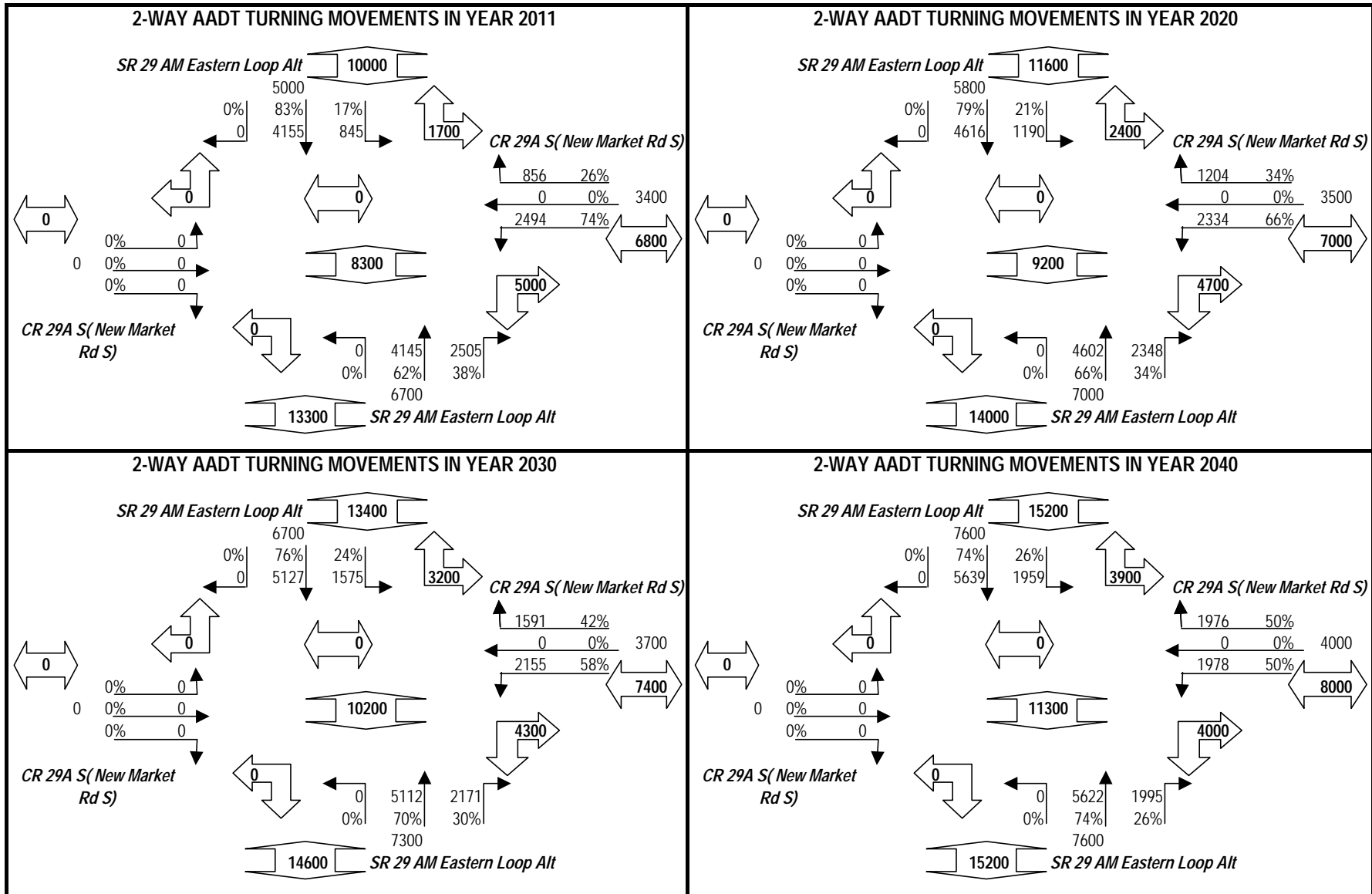
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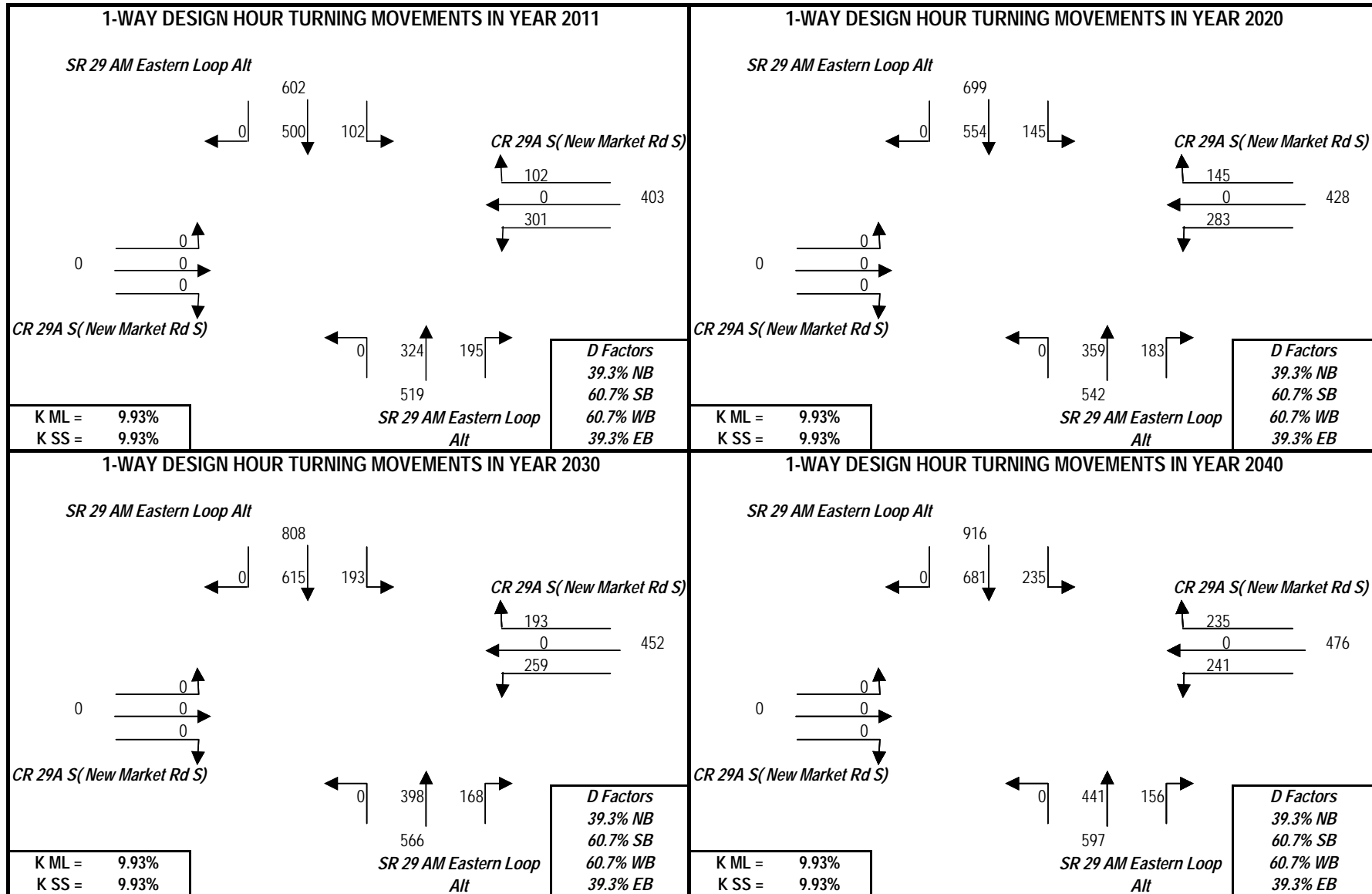
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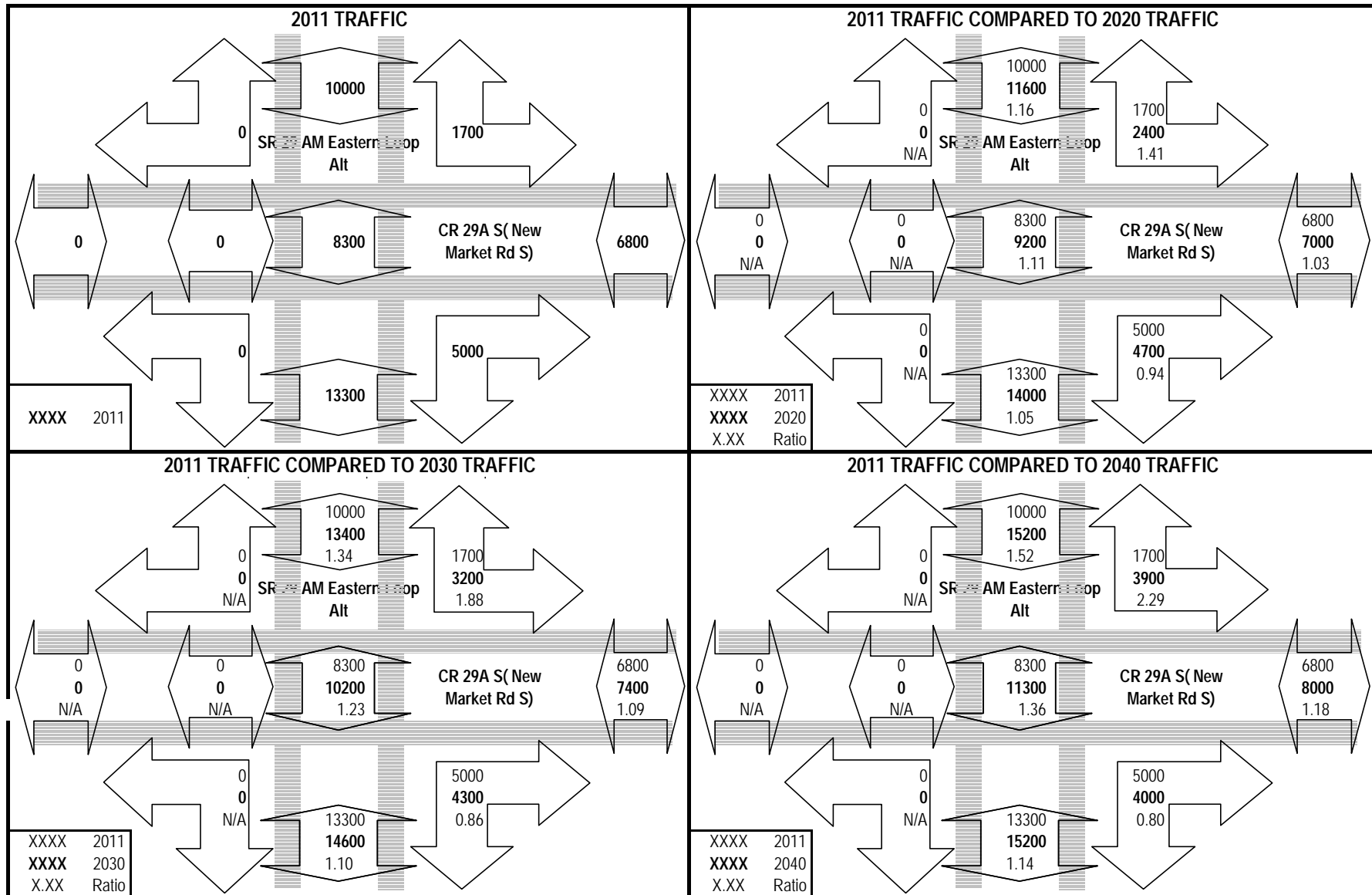
# PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



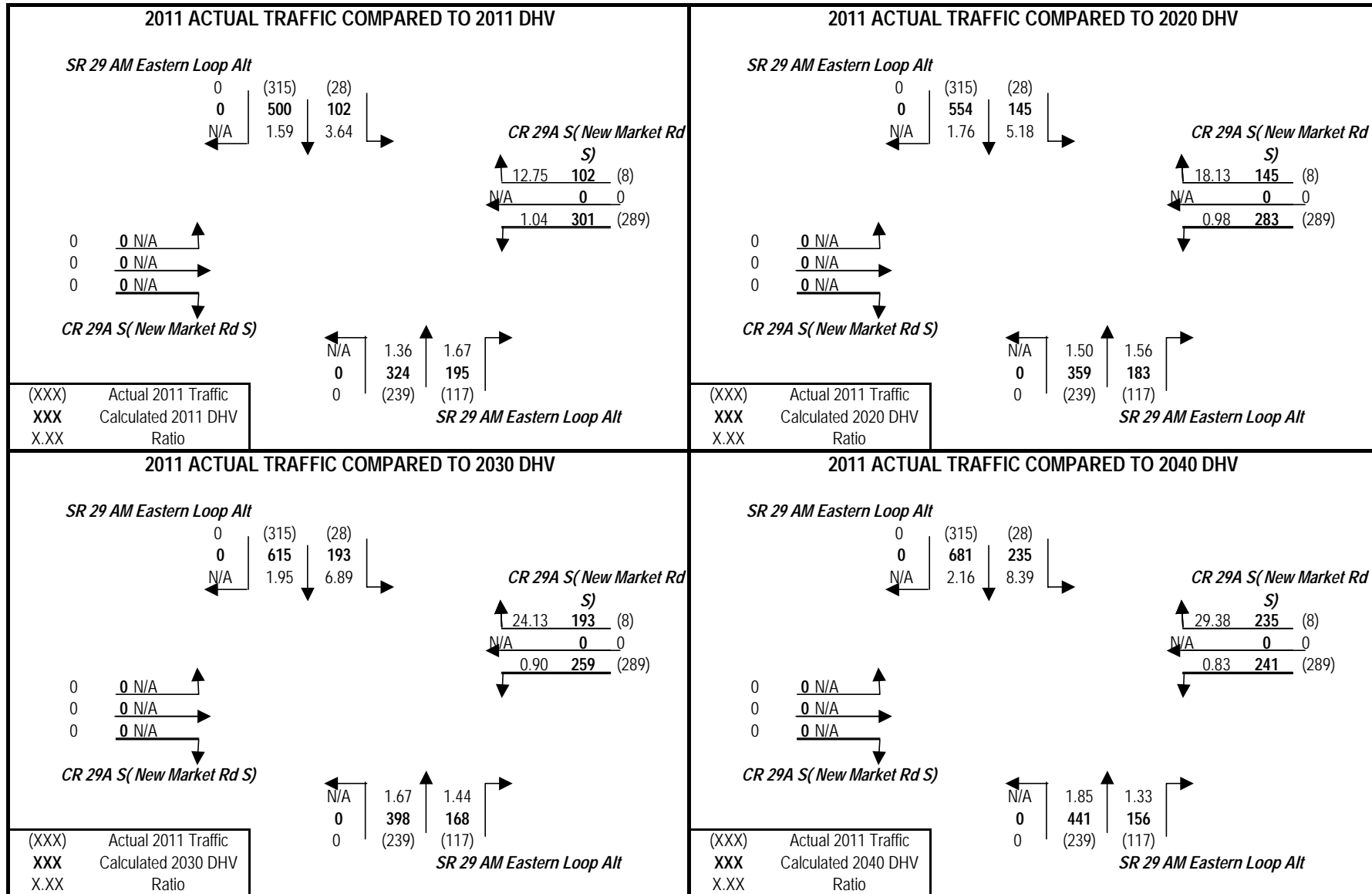
# PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



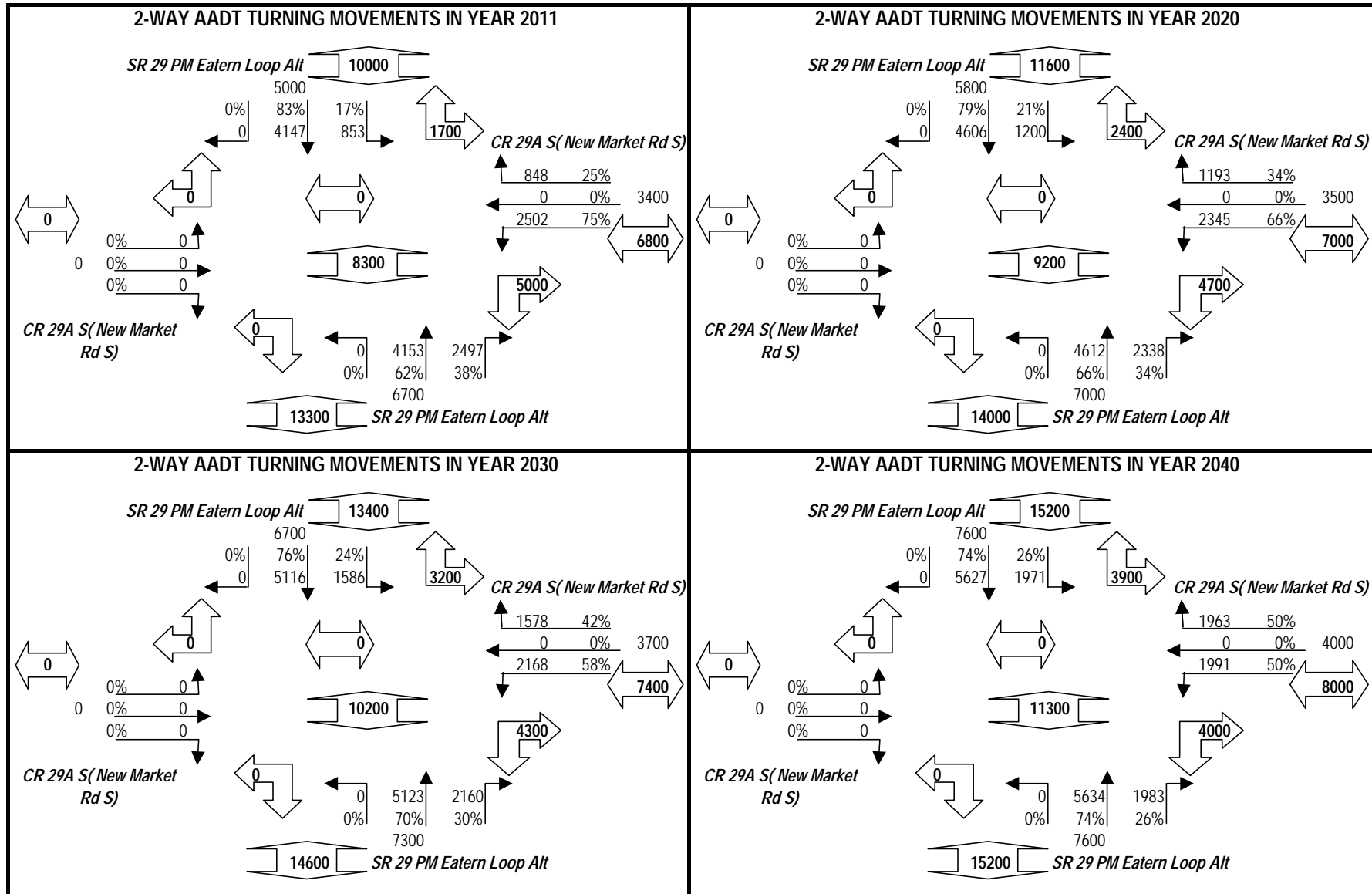
# PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



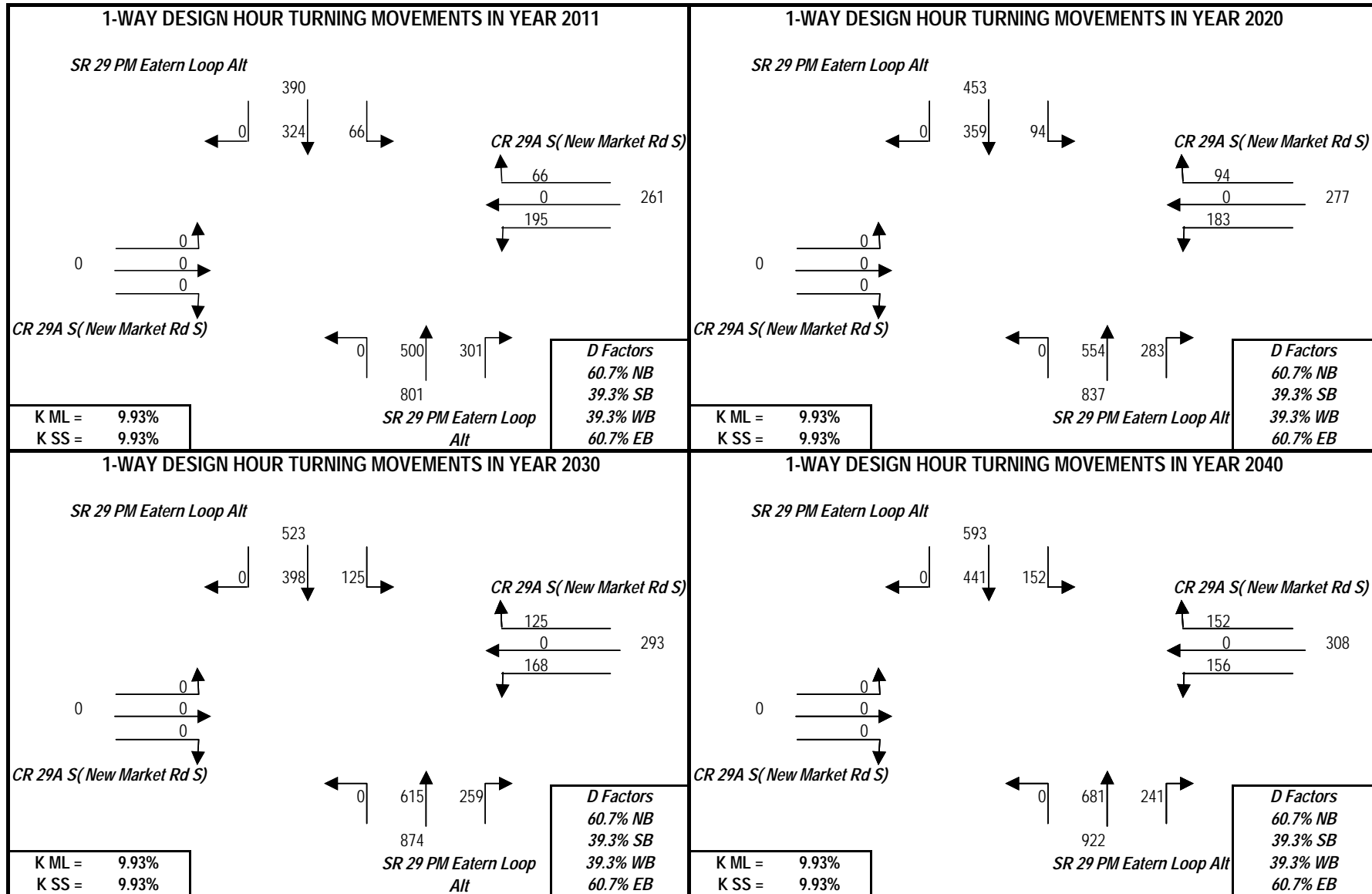
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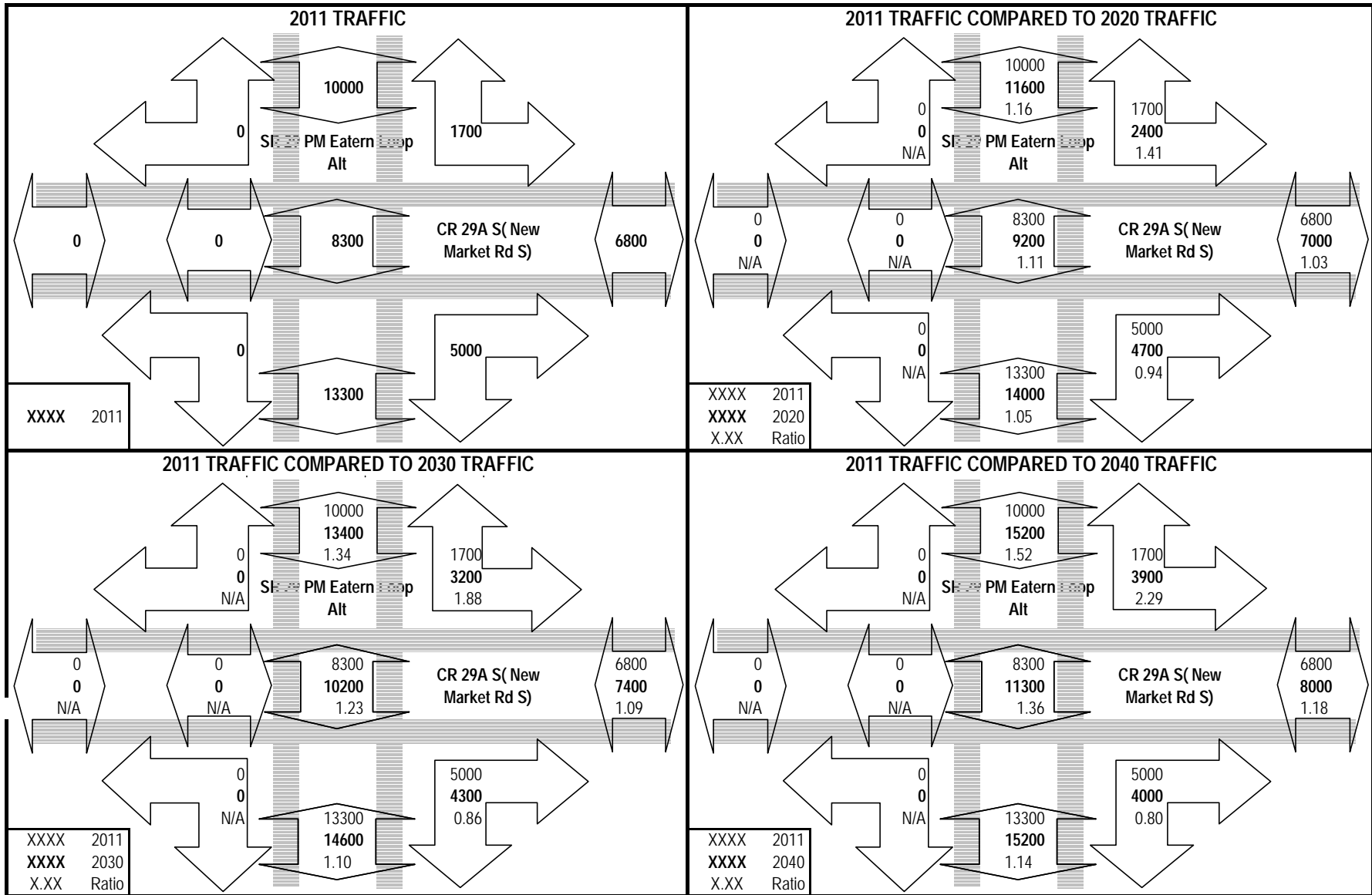


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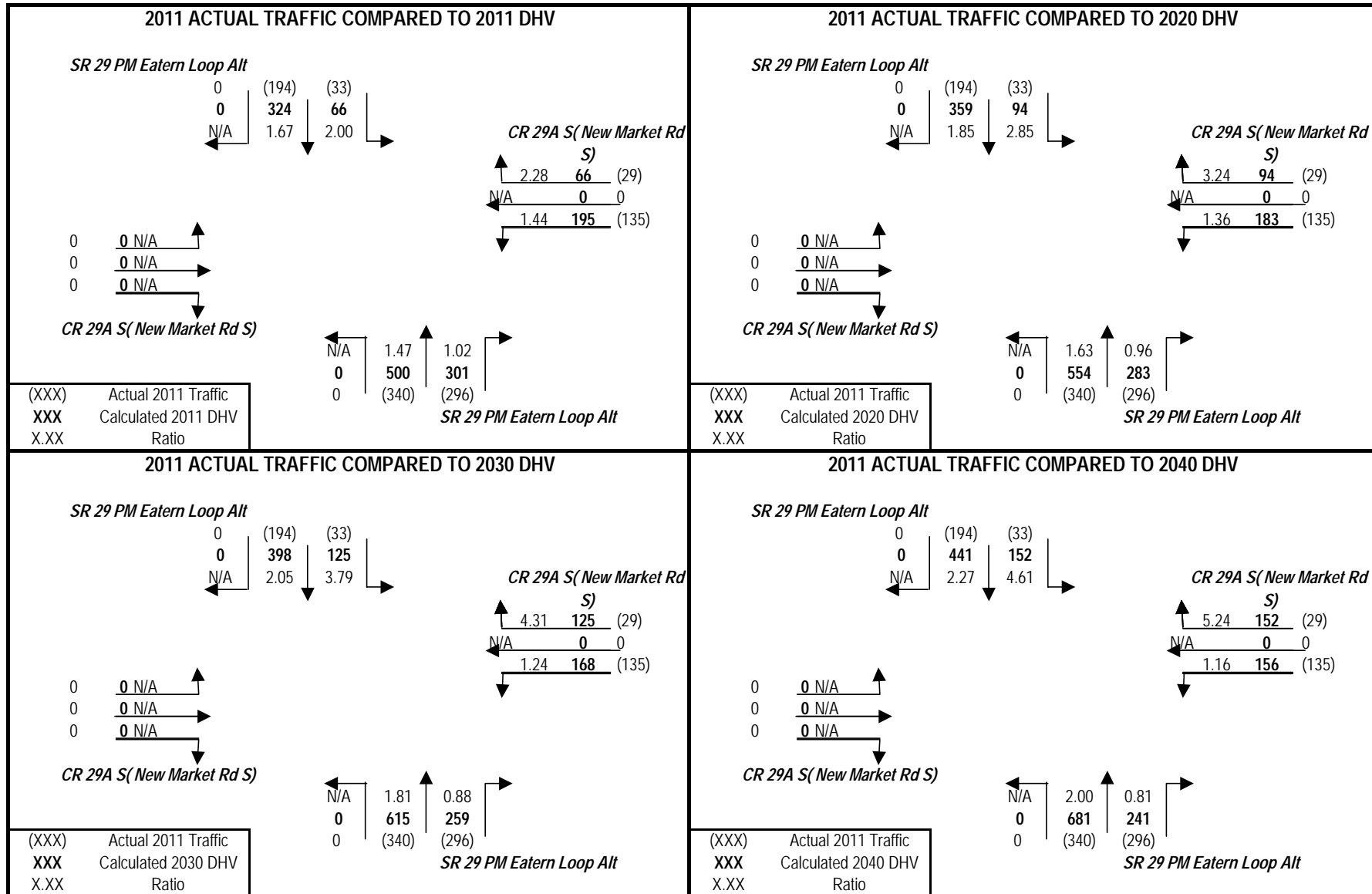




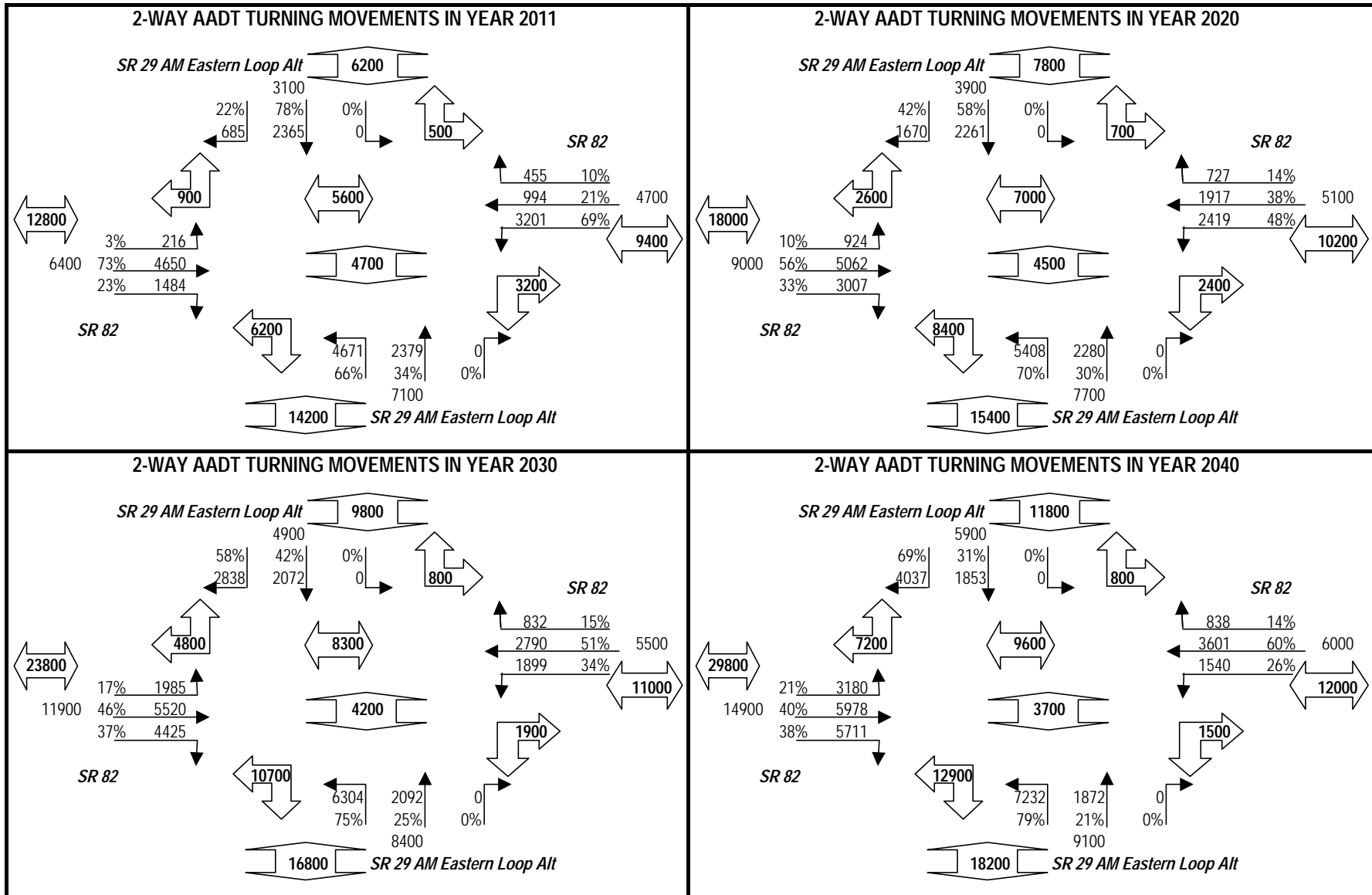
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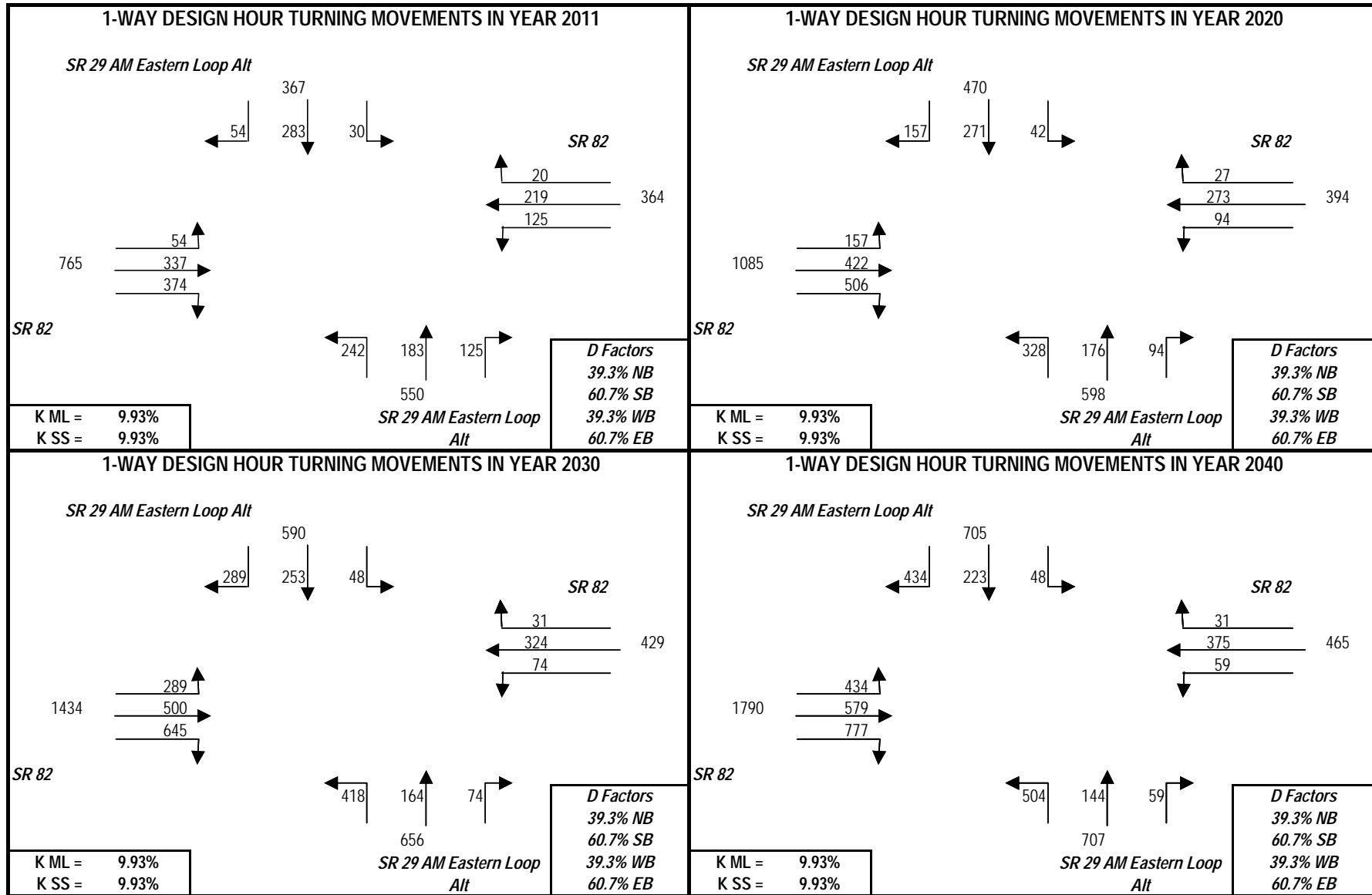
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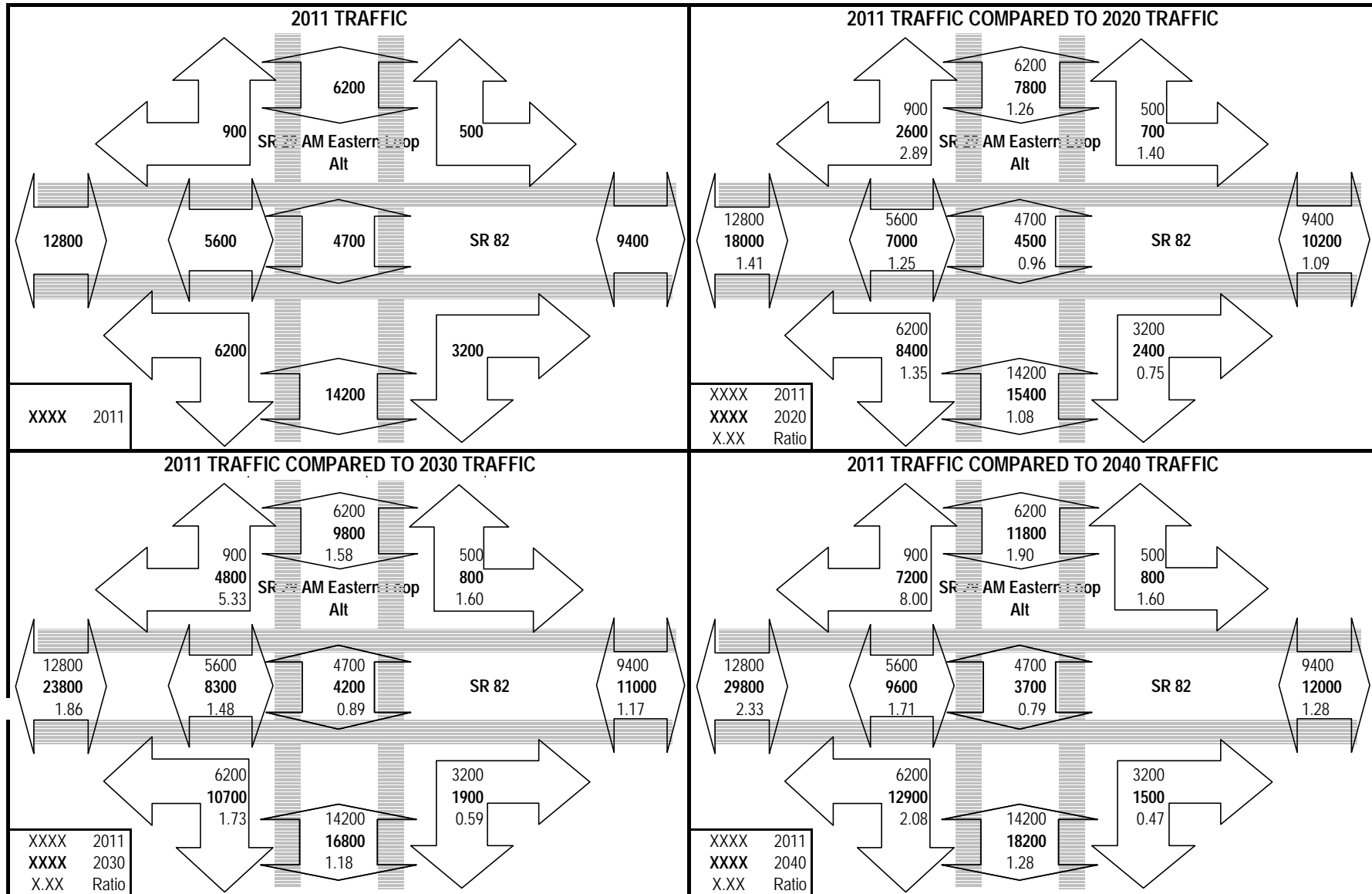
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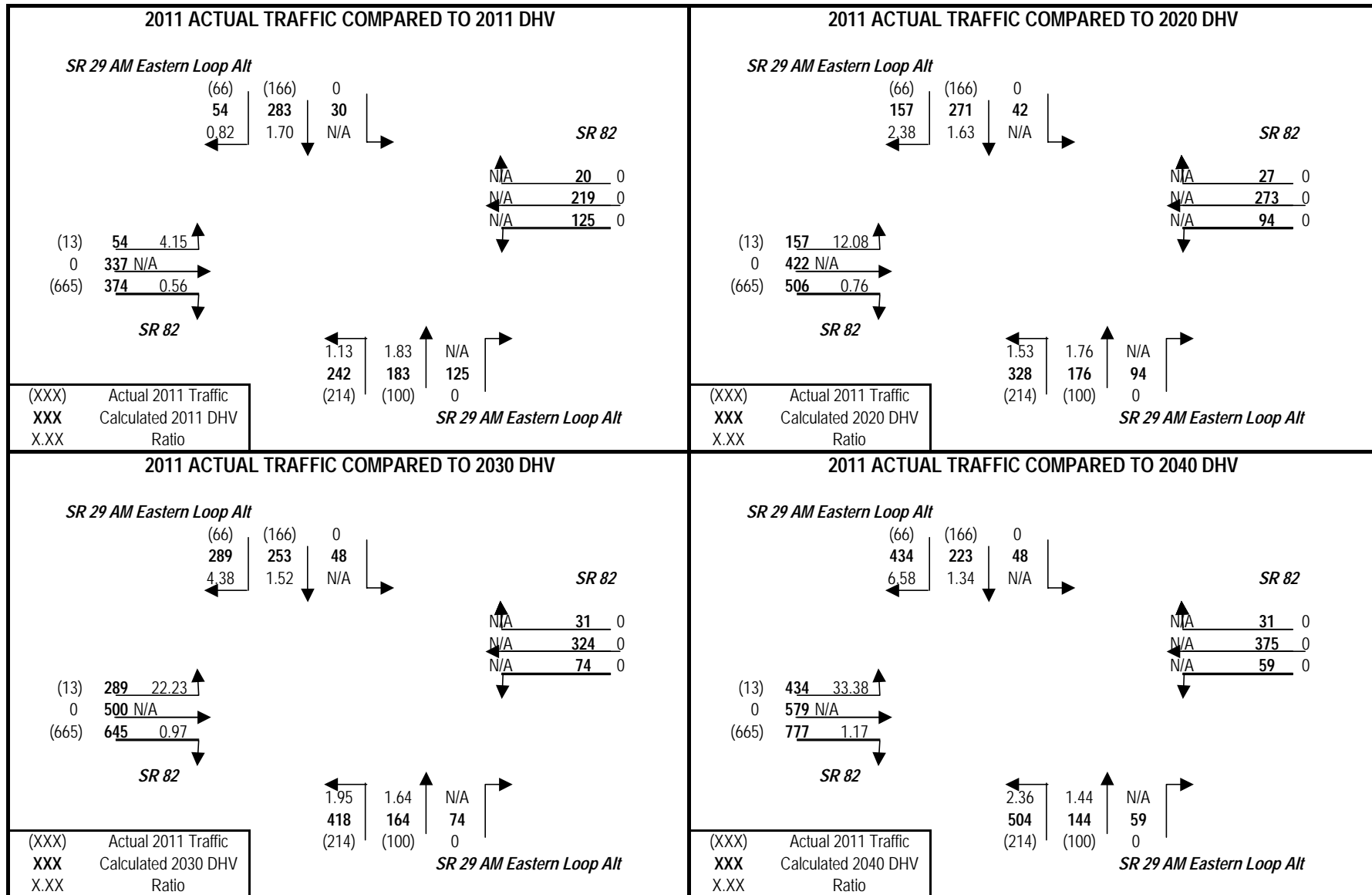
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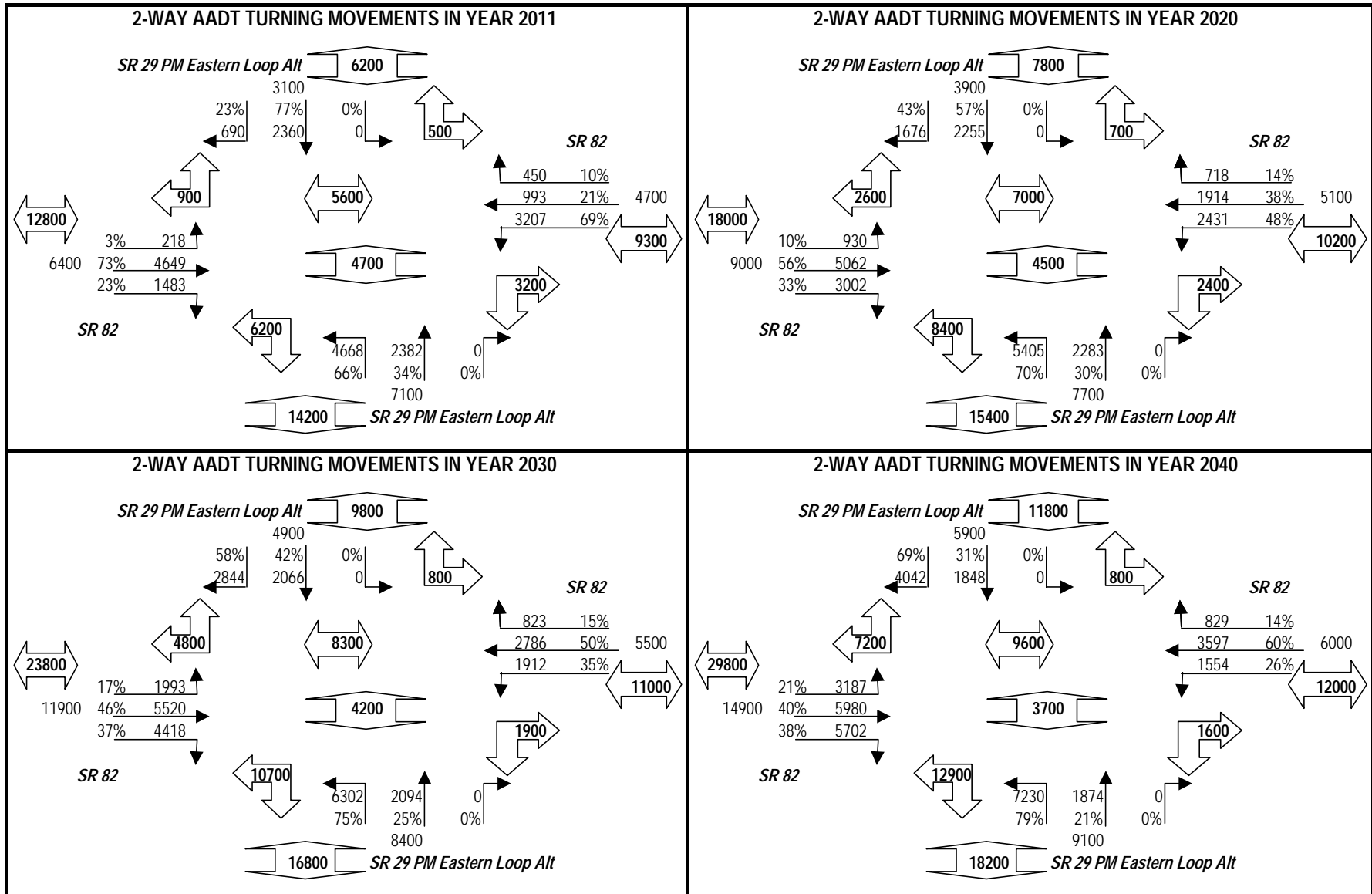
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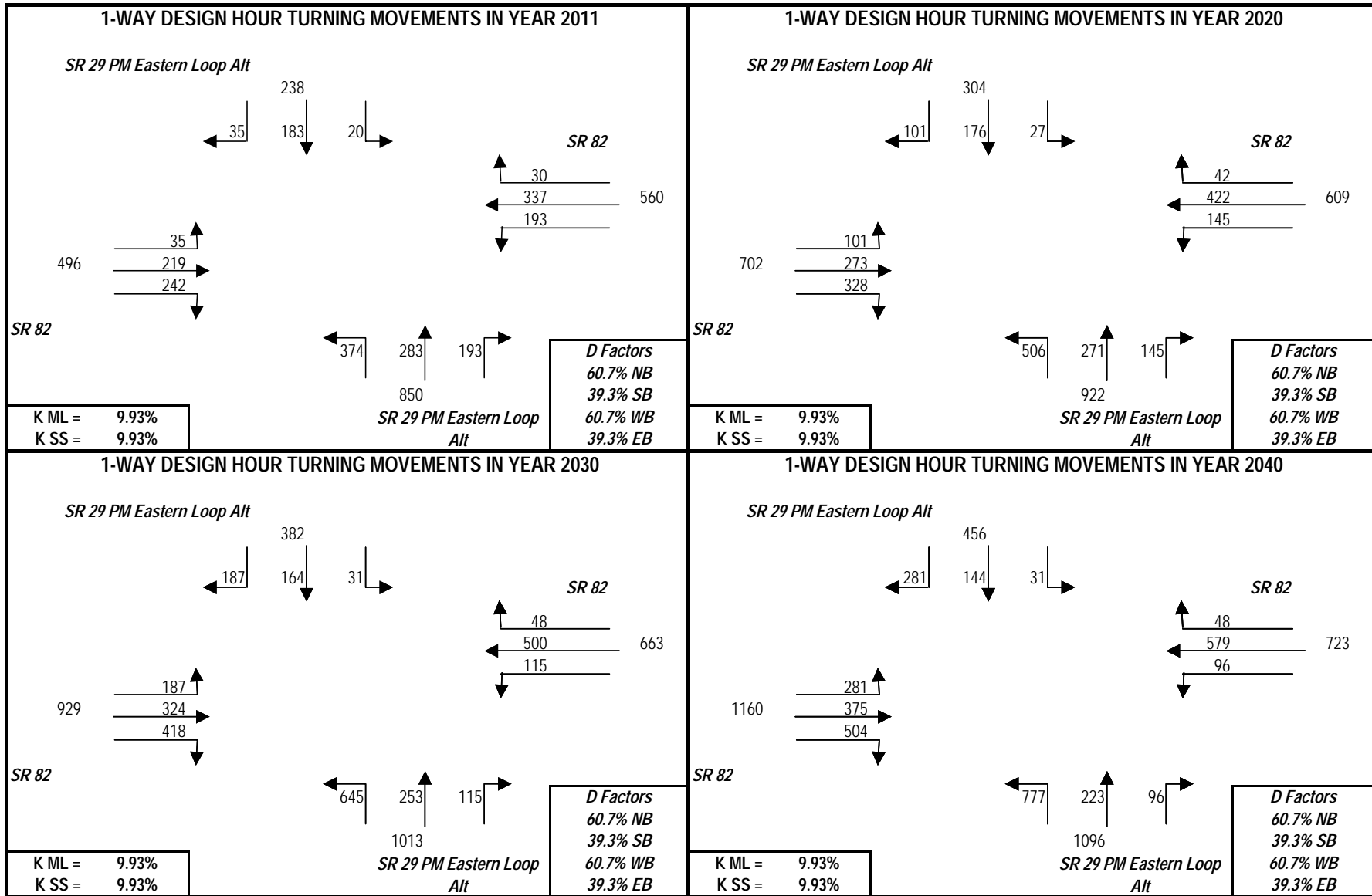
## PROJECT TRAFFIC FOR SR 29 AM Eastern Loop Alt AT SR 82: Oil Well Rd TO SR 82



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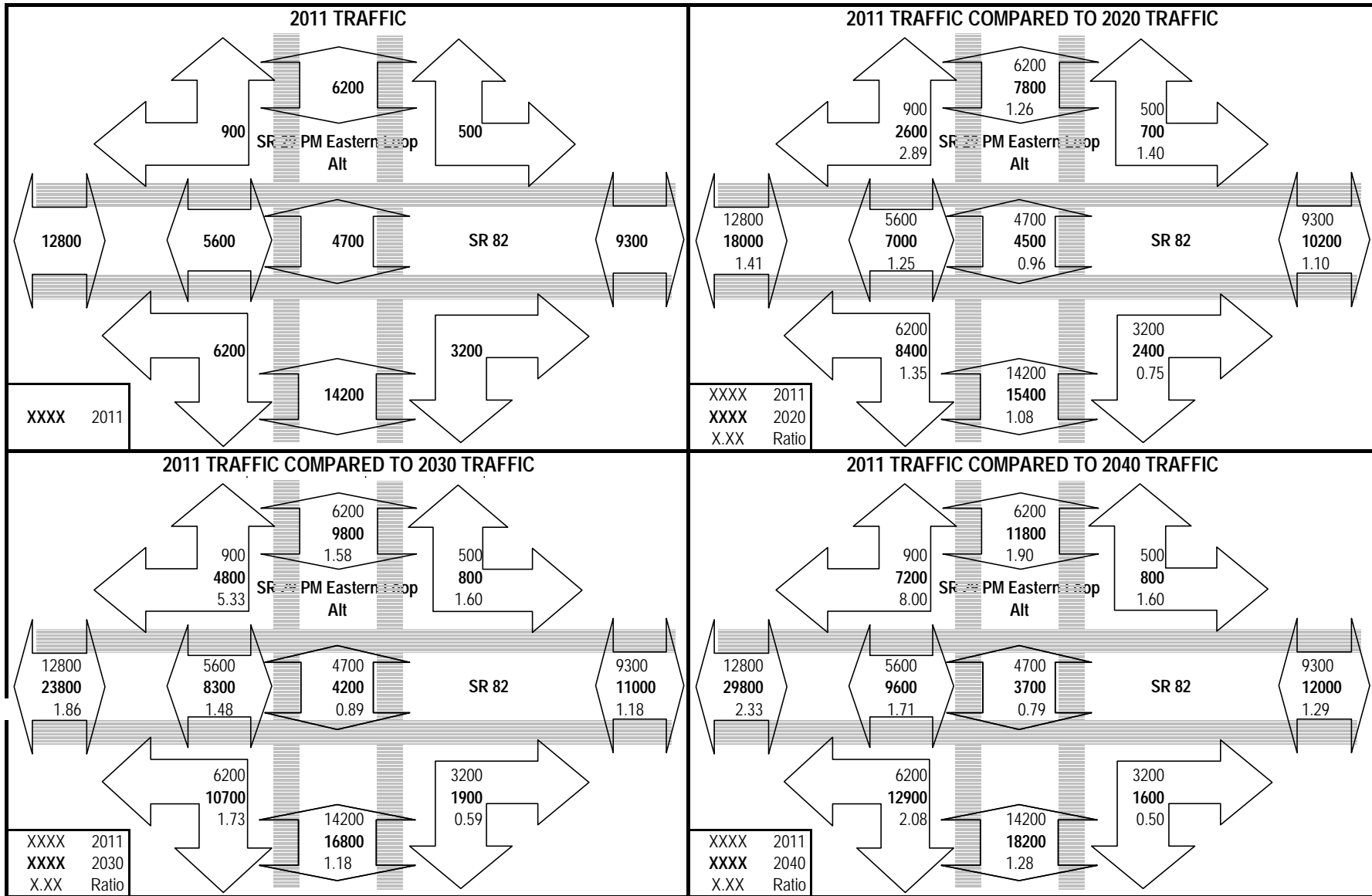


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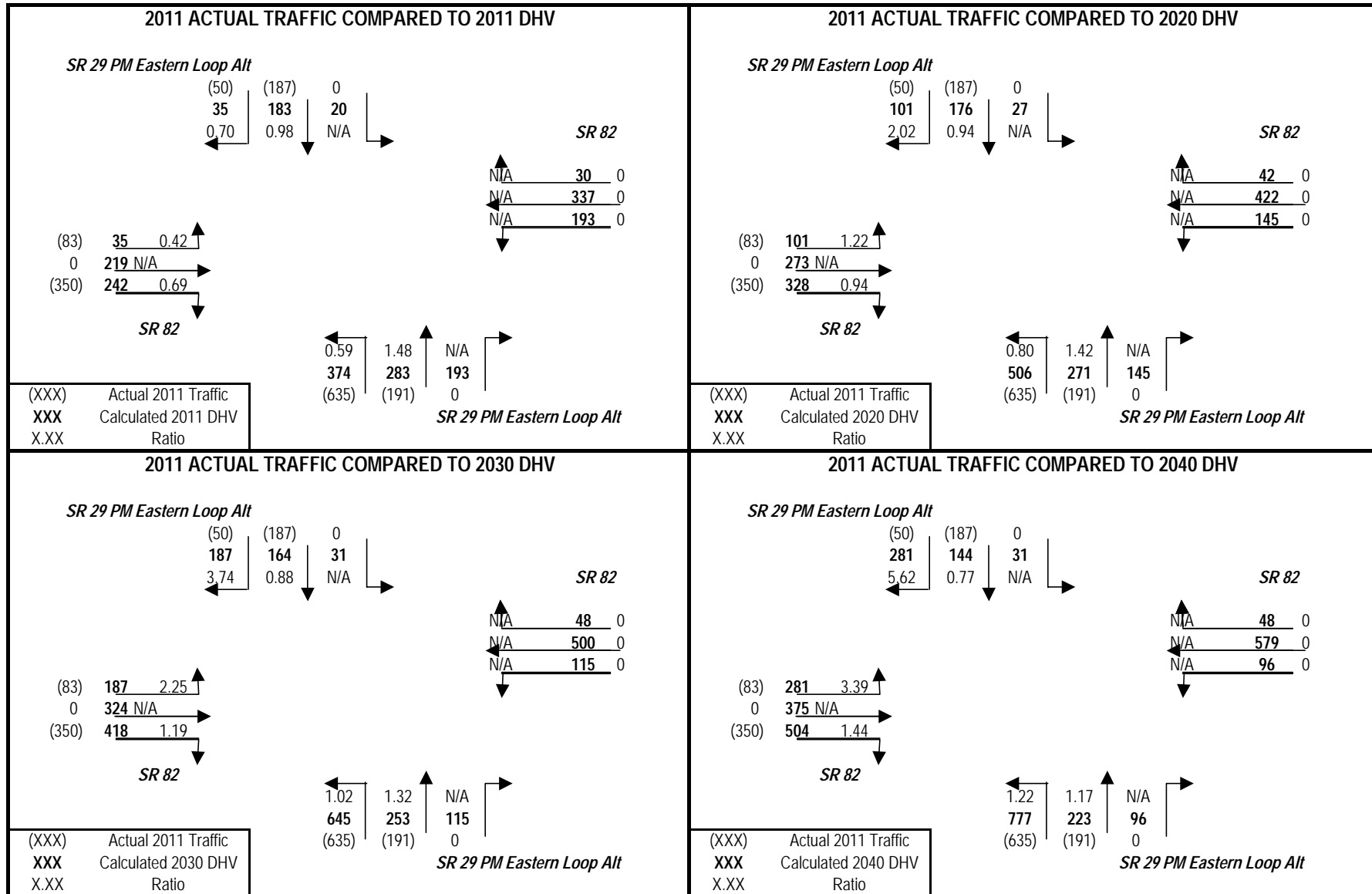




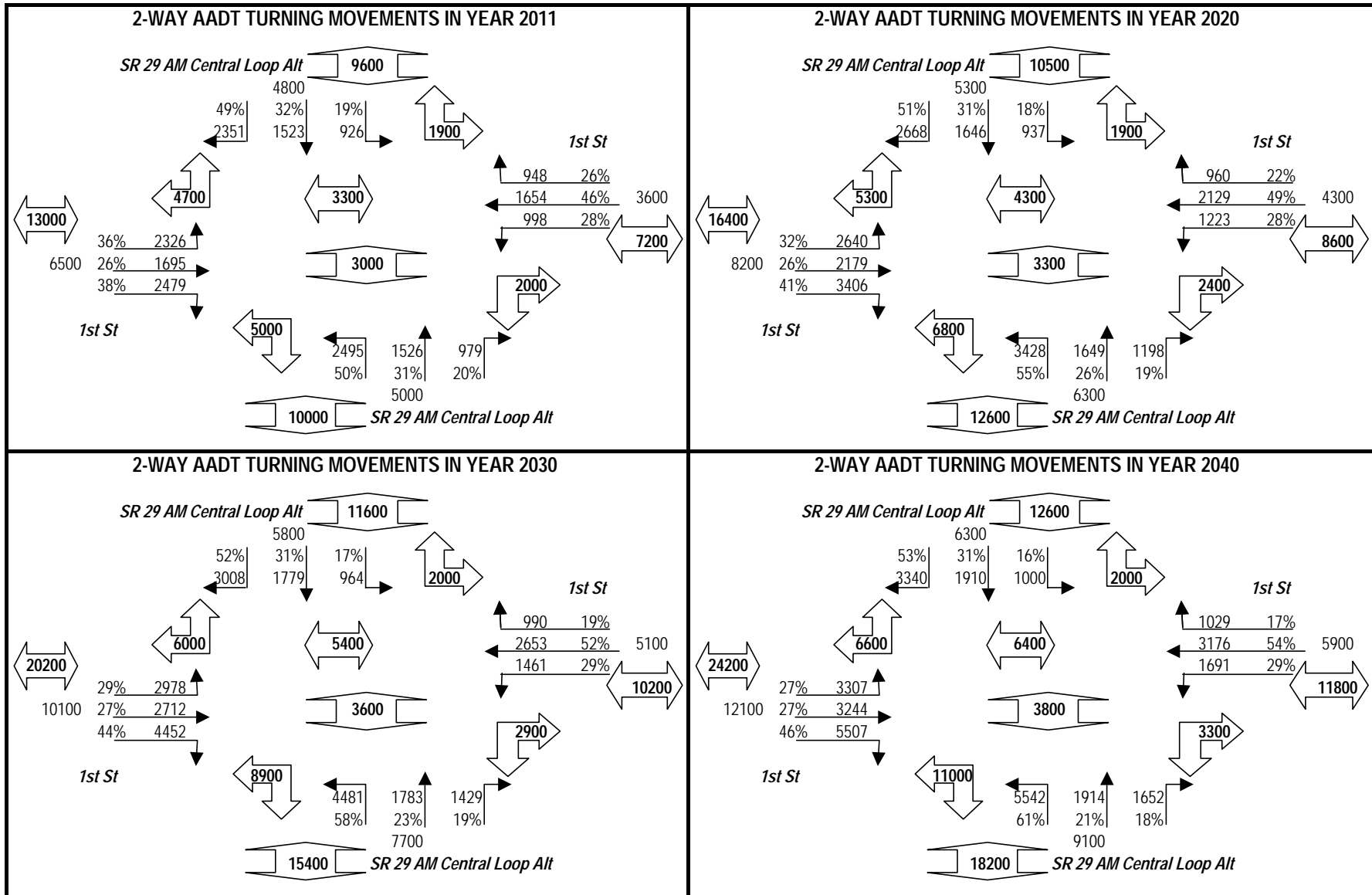
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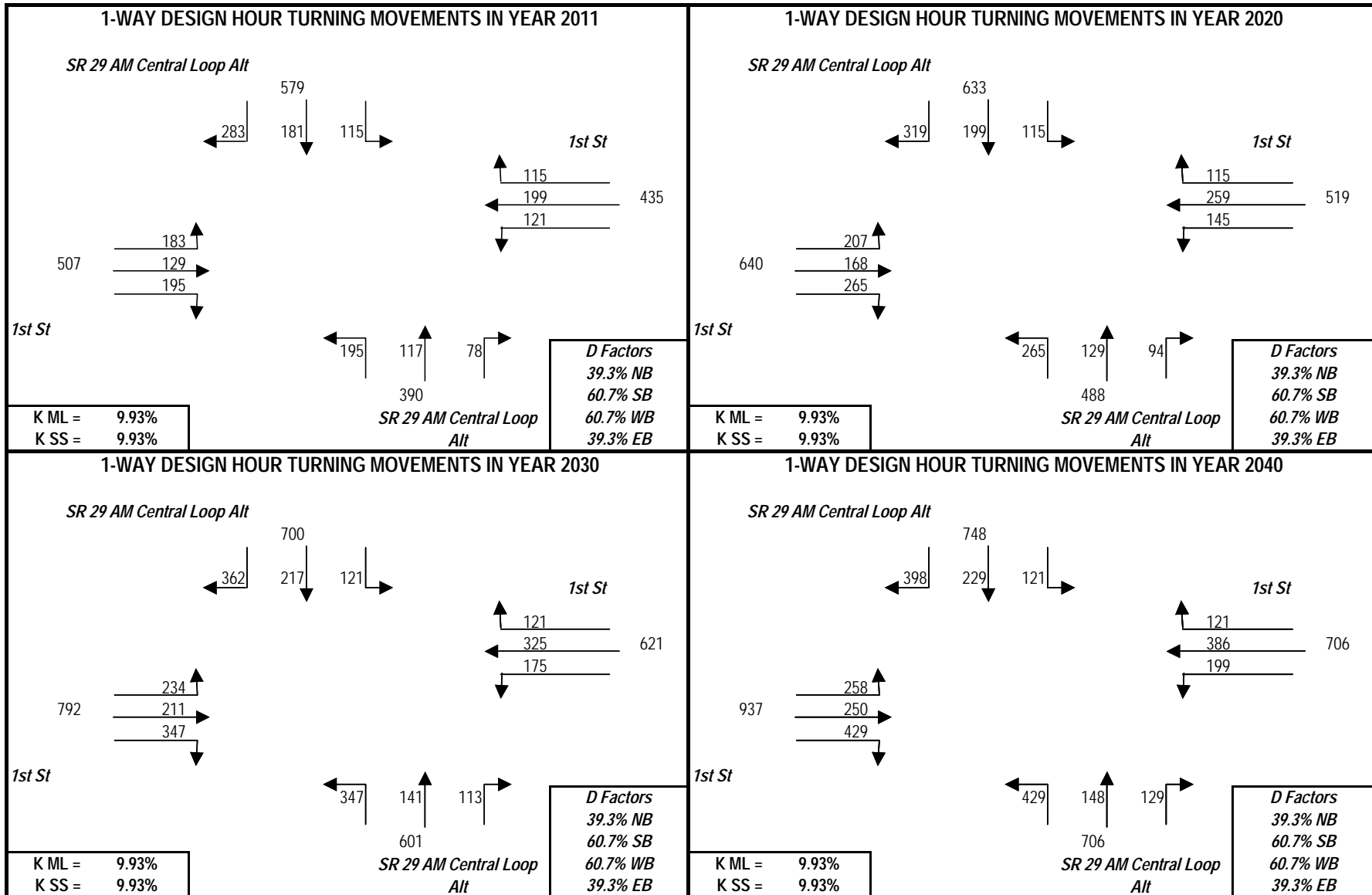
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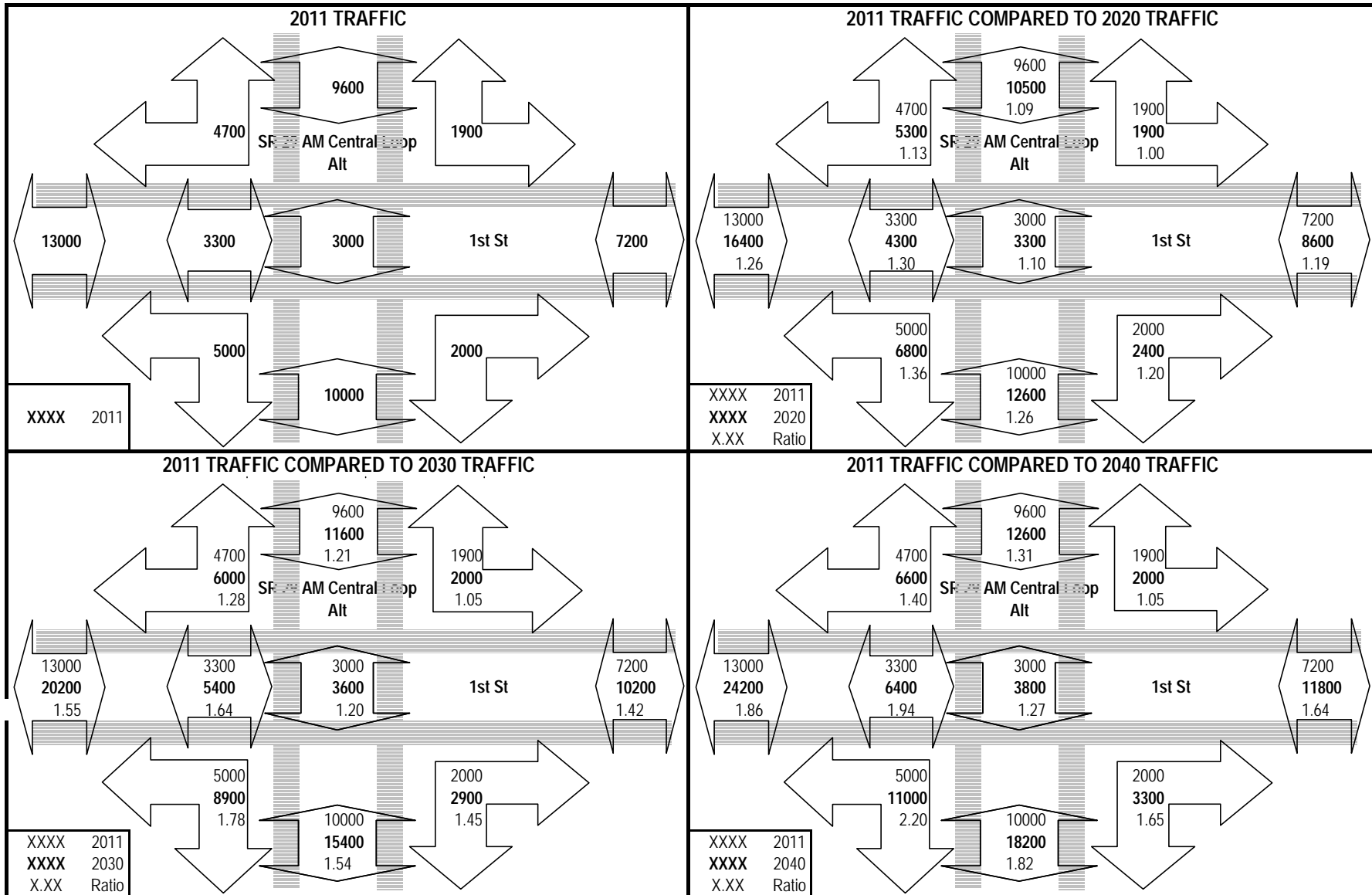
## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT 1st St: Oil Well Rd TO SR 82



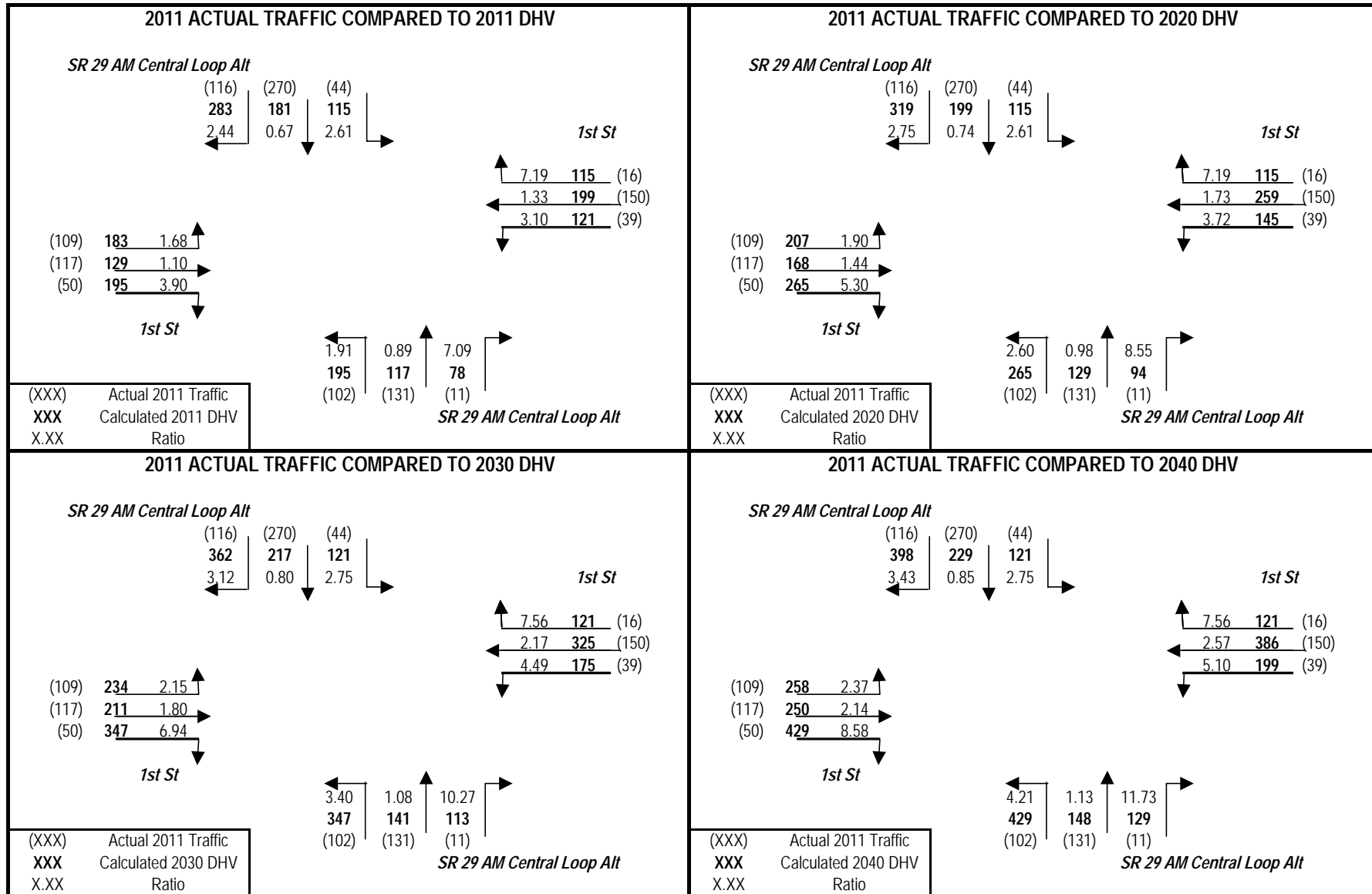
## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT 1st St: Oil Well Rd TO SR 82



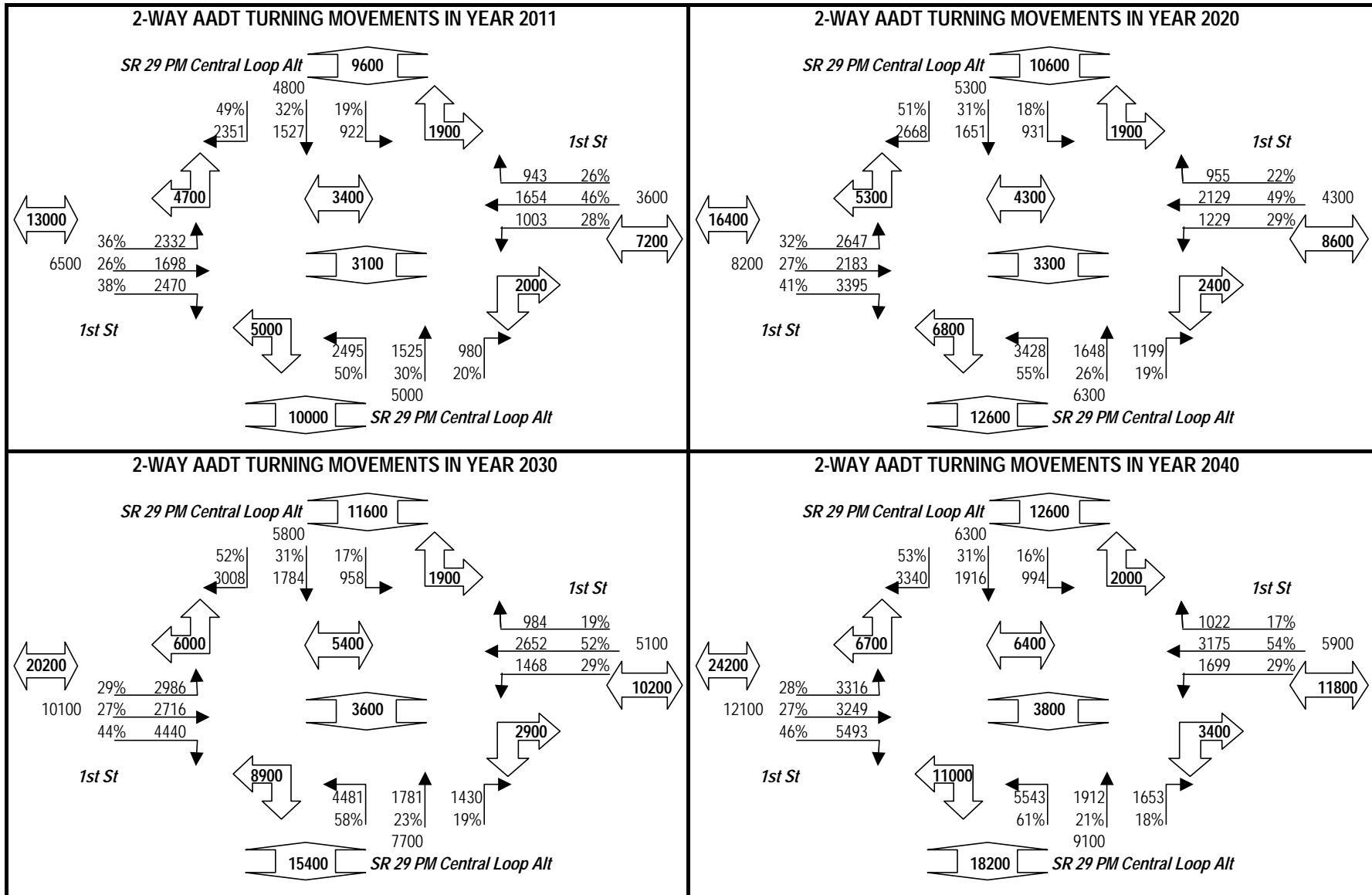
## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT 1st St: Oil Well Rd TO SR 82



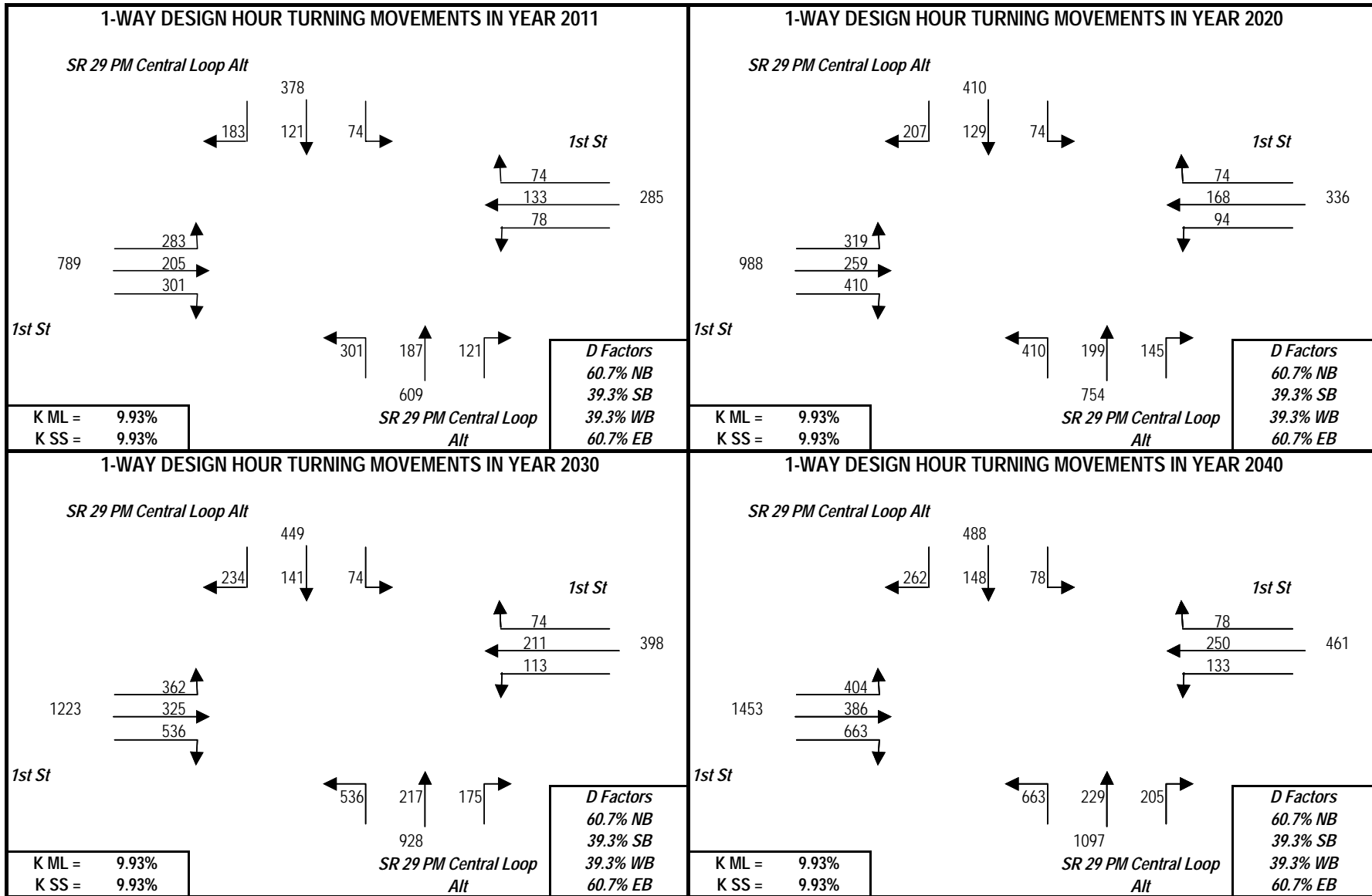
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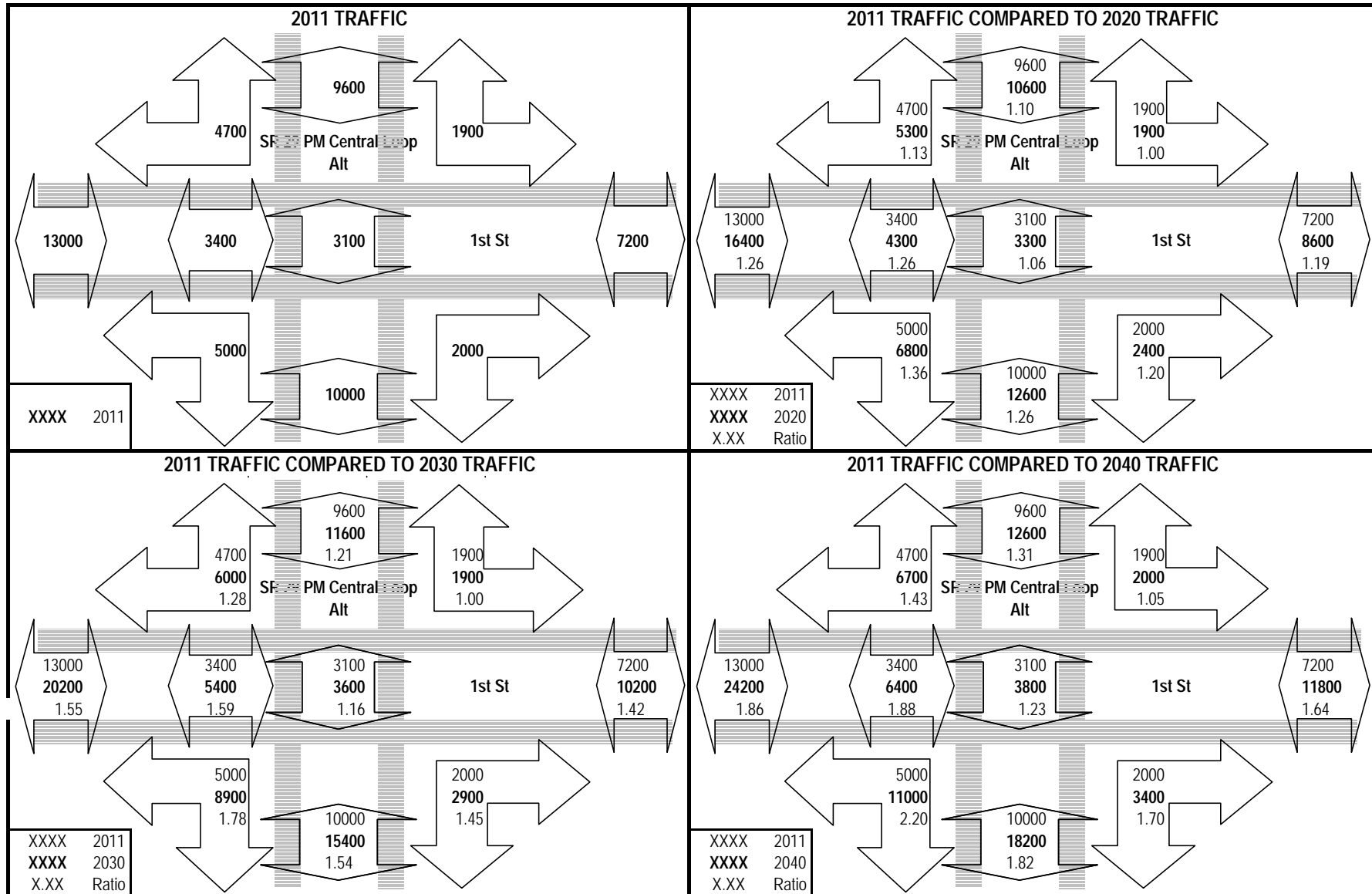


## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT 1st St: Oil Well Rd TO SR 82

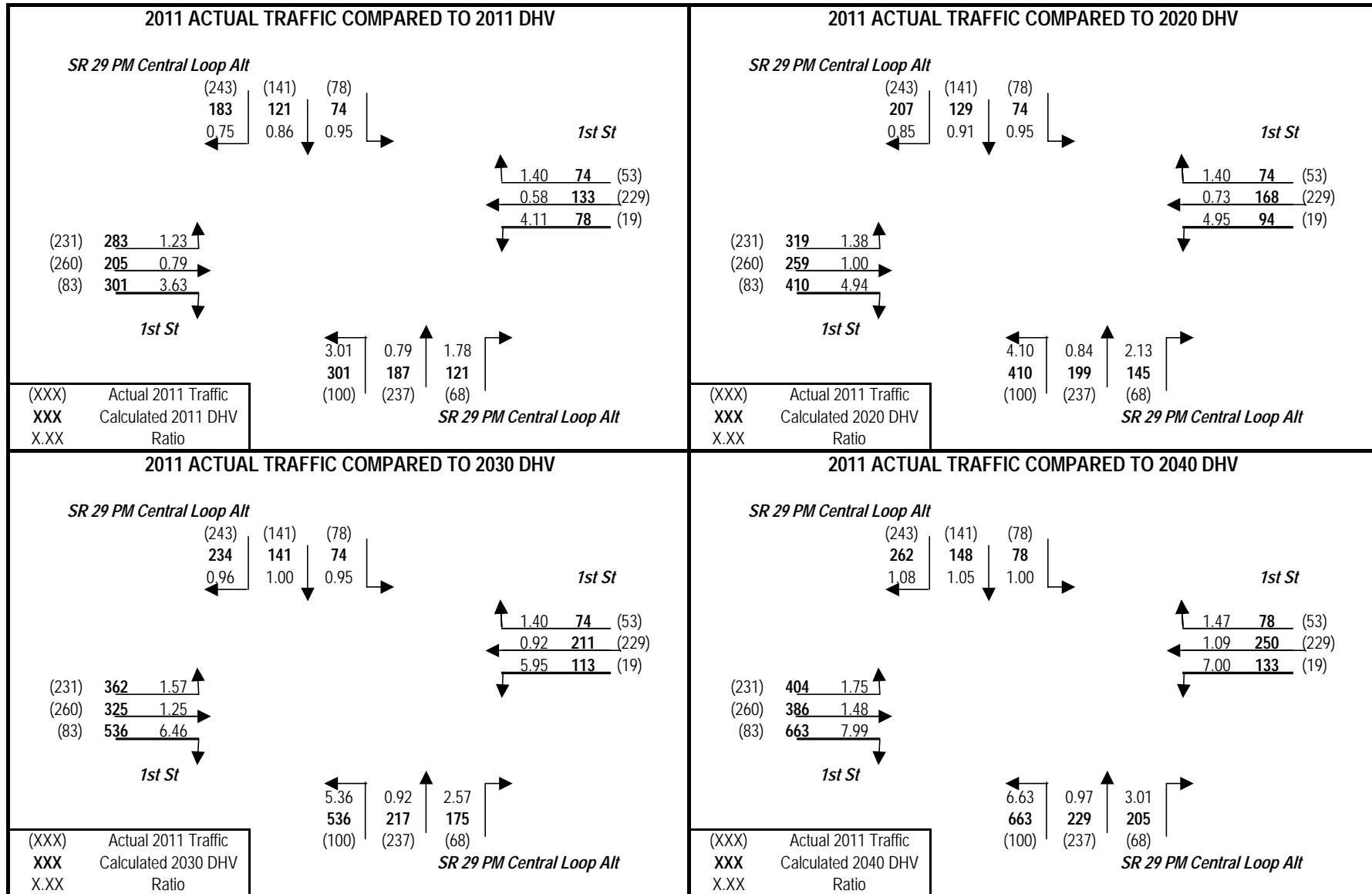




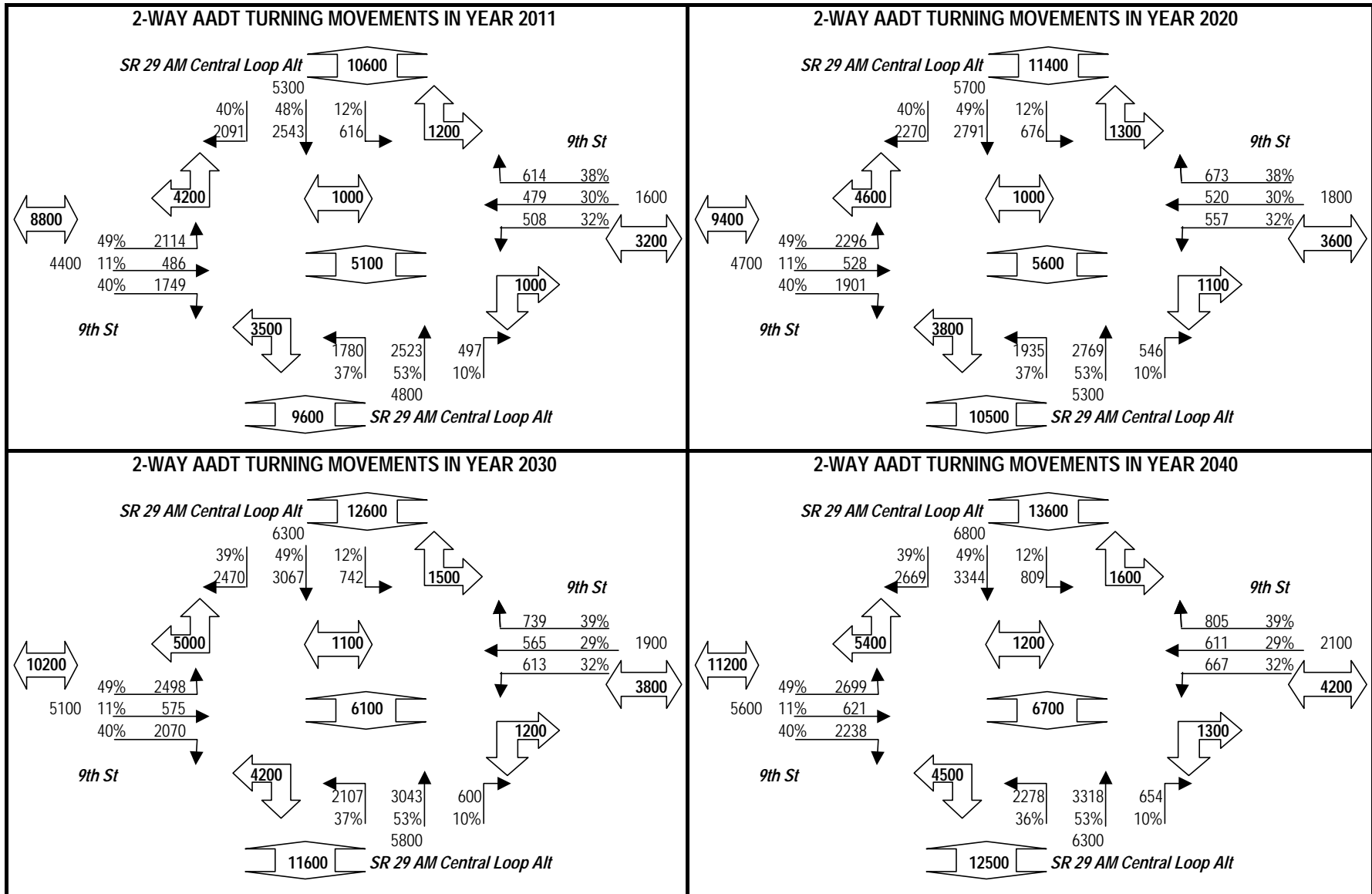
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT 1st St: Oil Well Rd TO SR 82



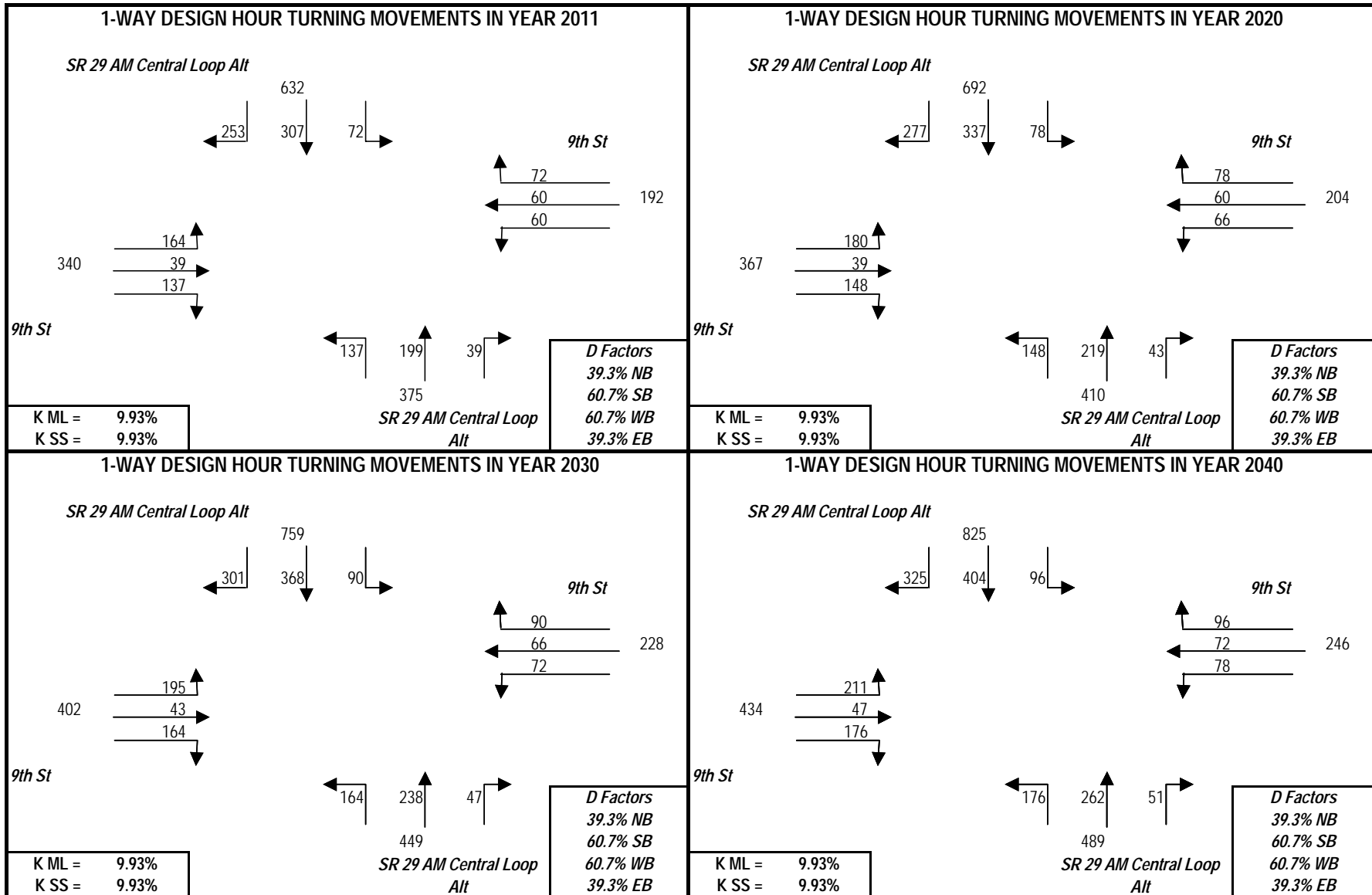
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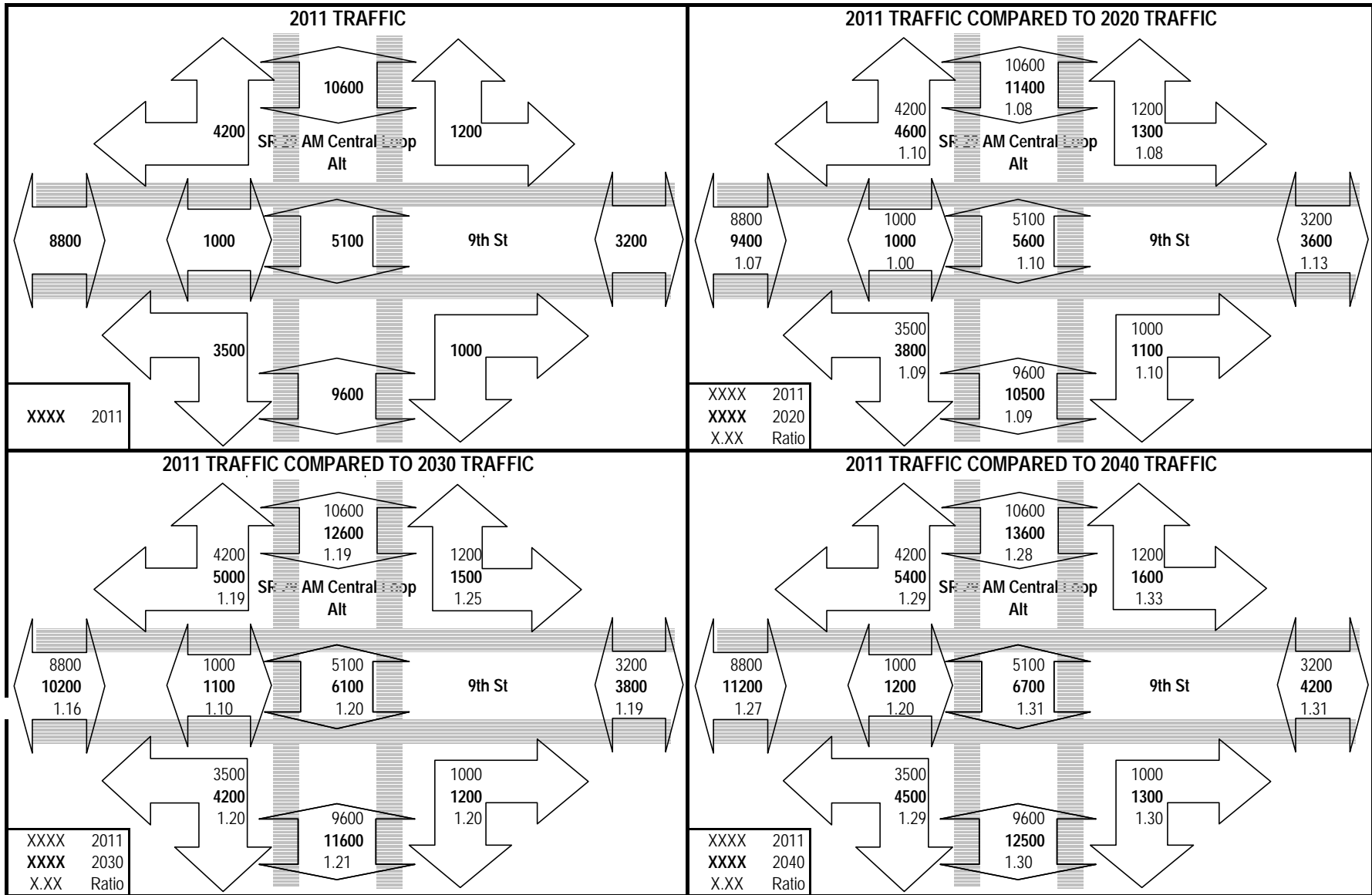
## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT 9th St: Oil Well Rd TO SR 82



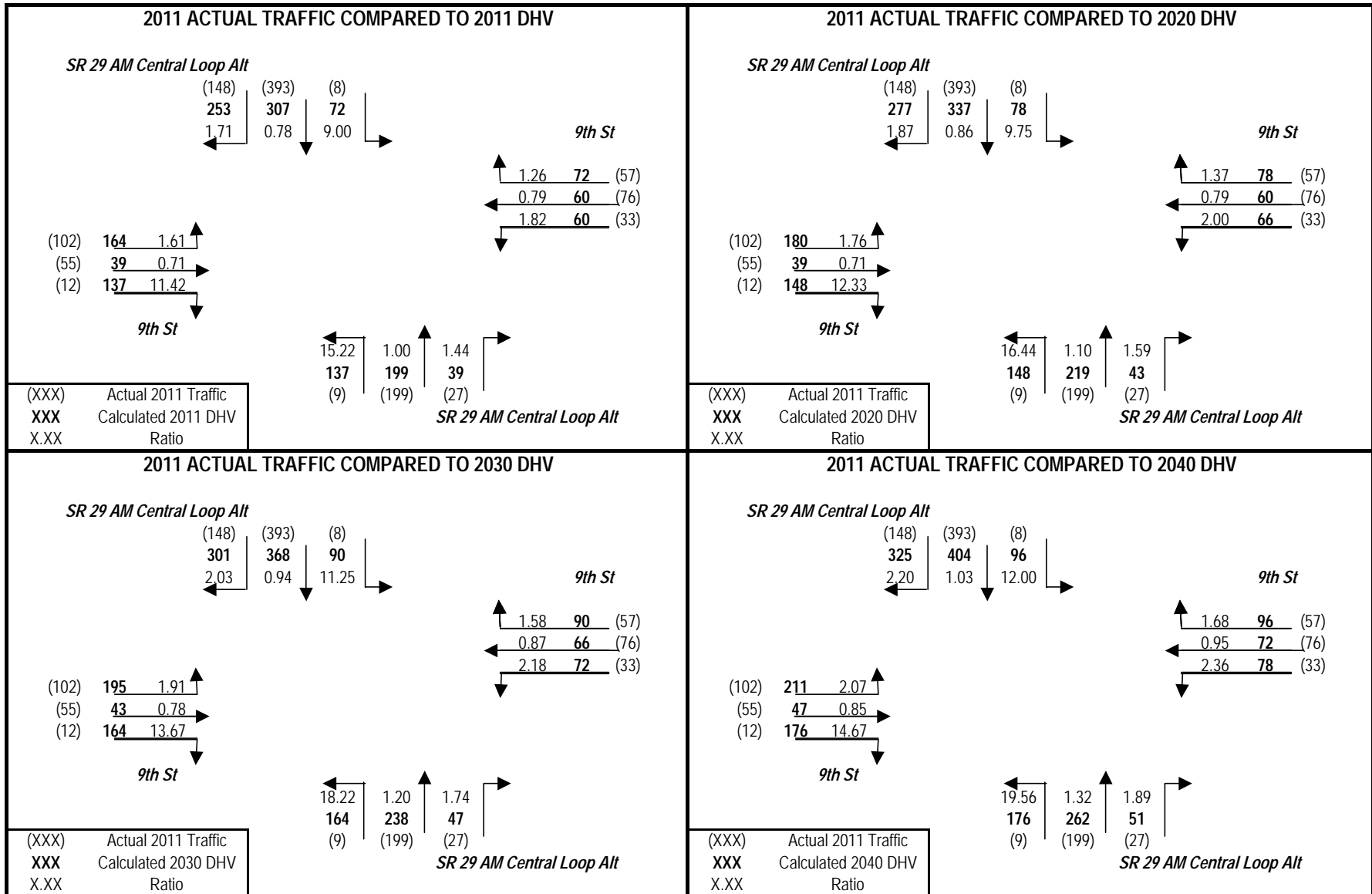
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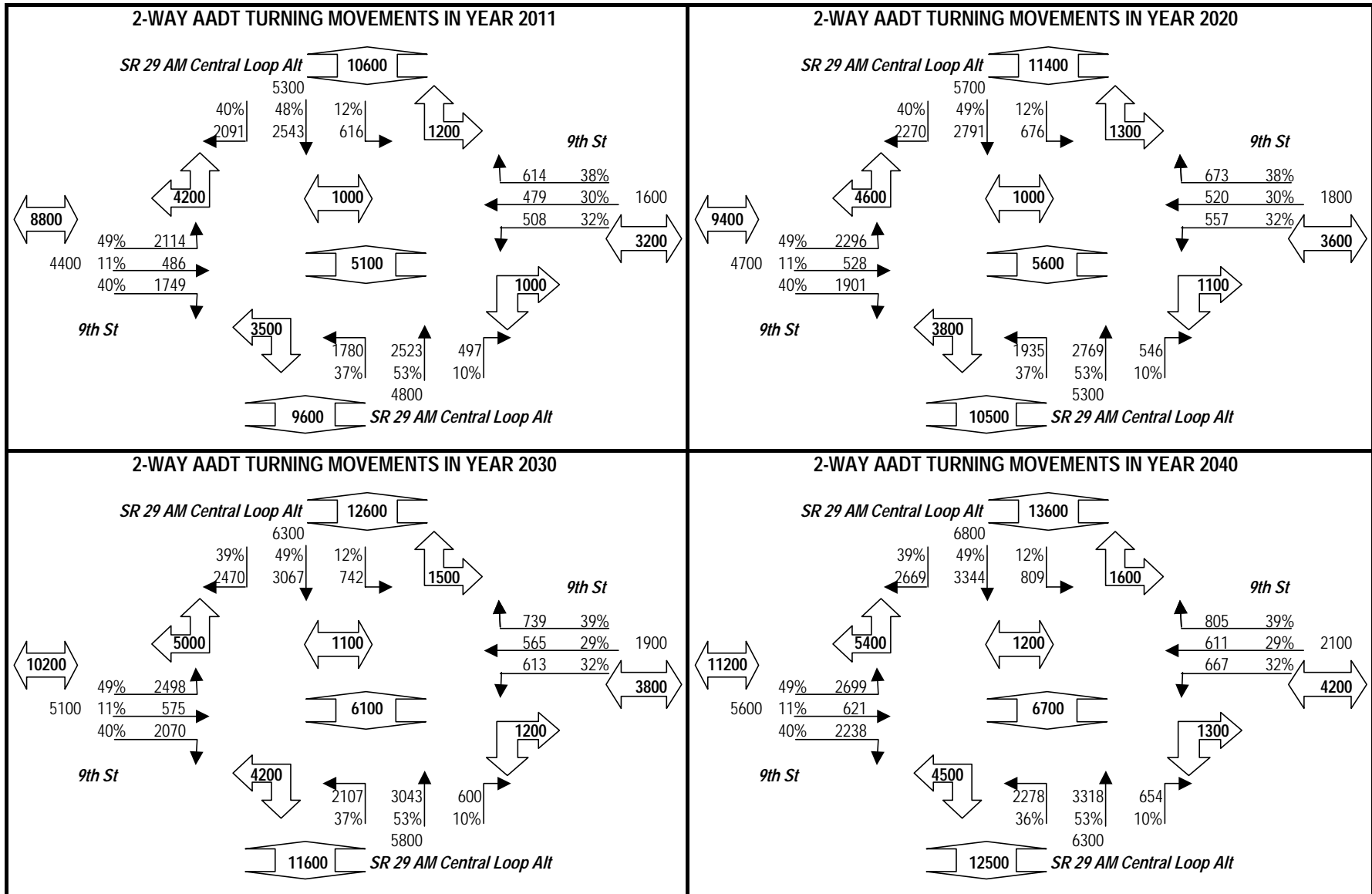
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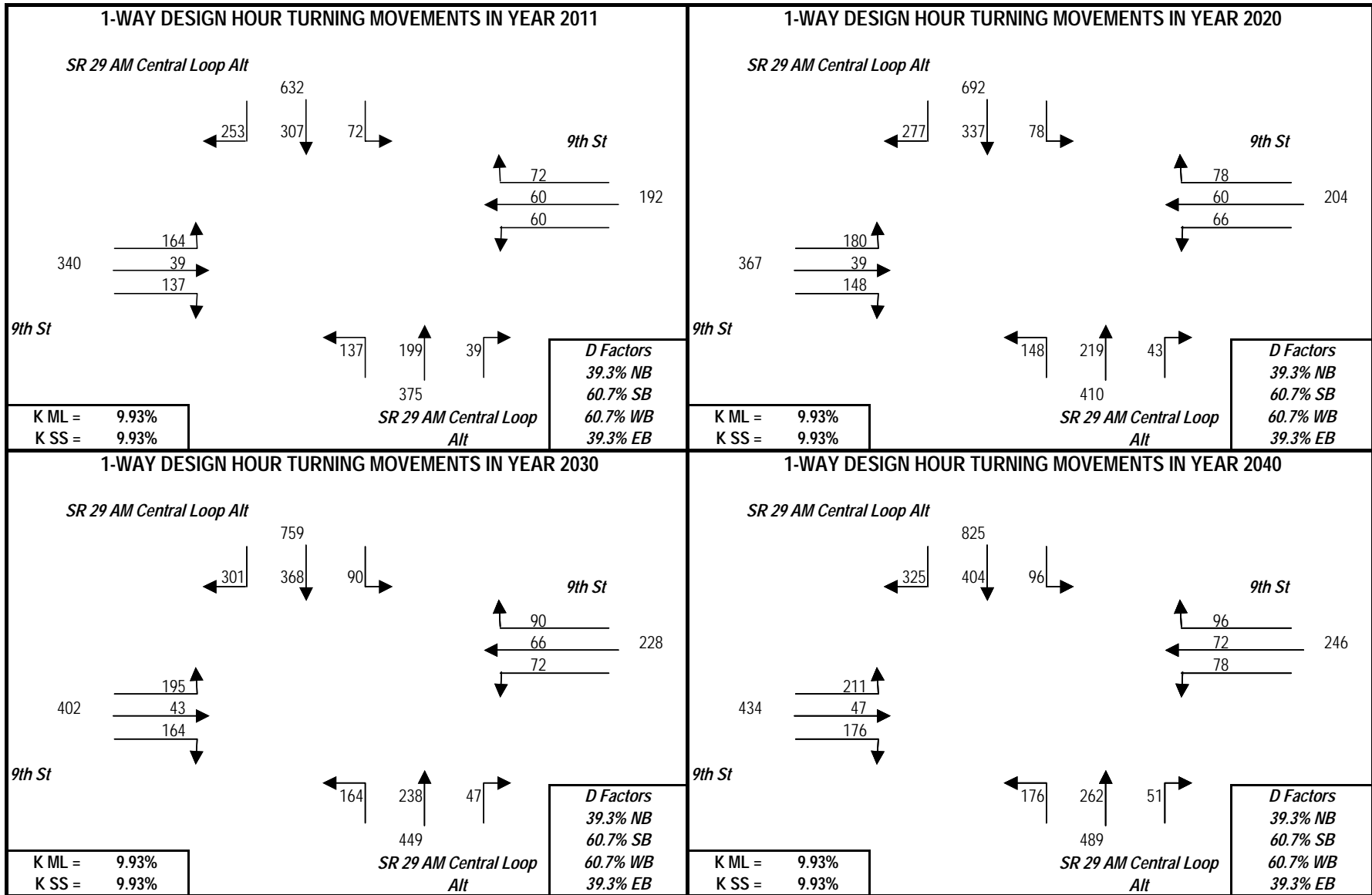
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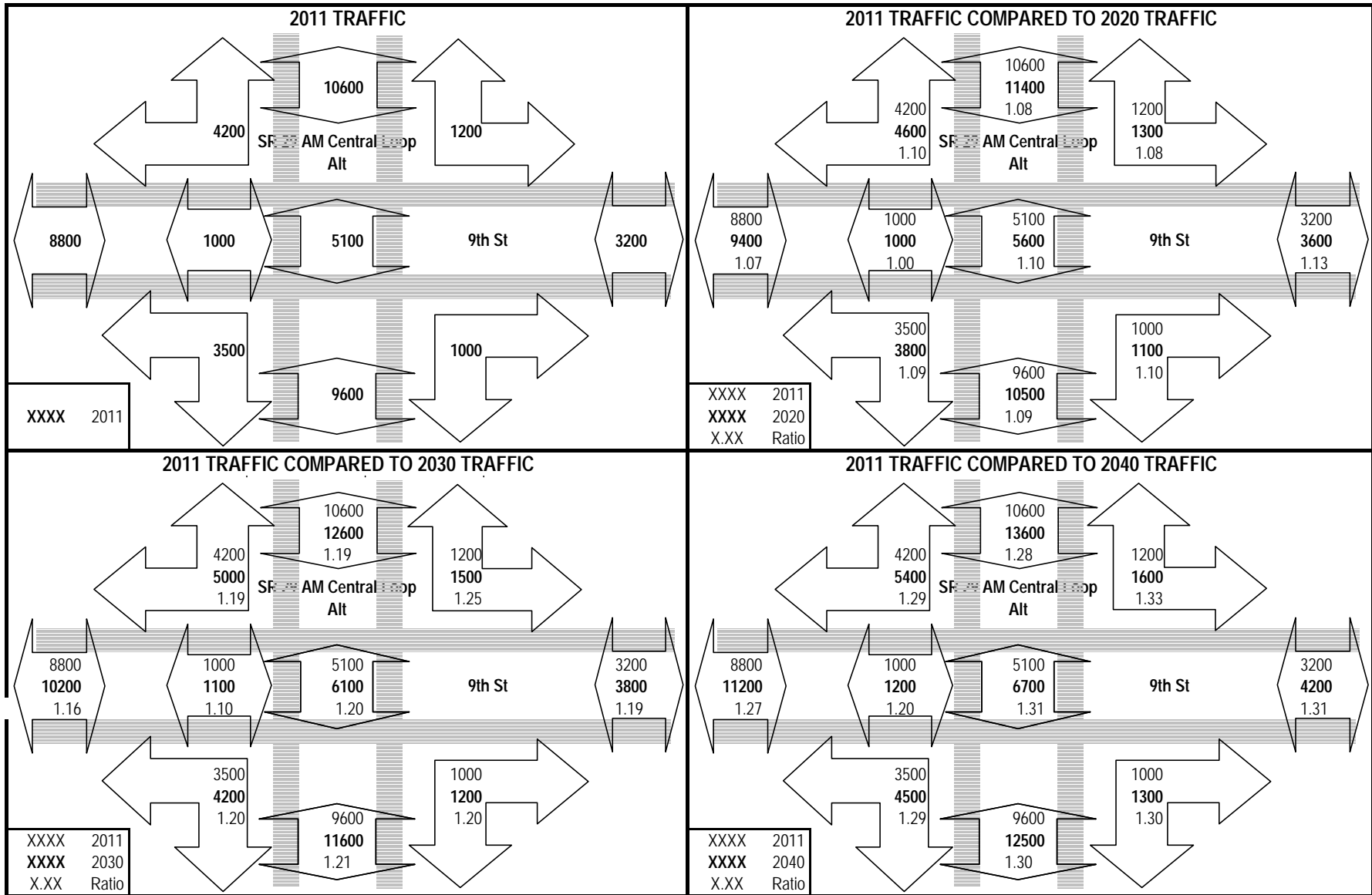


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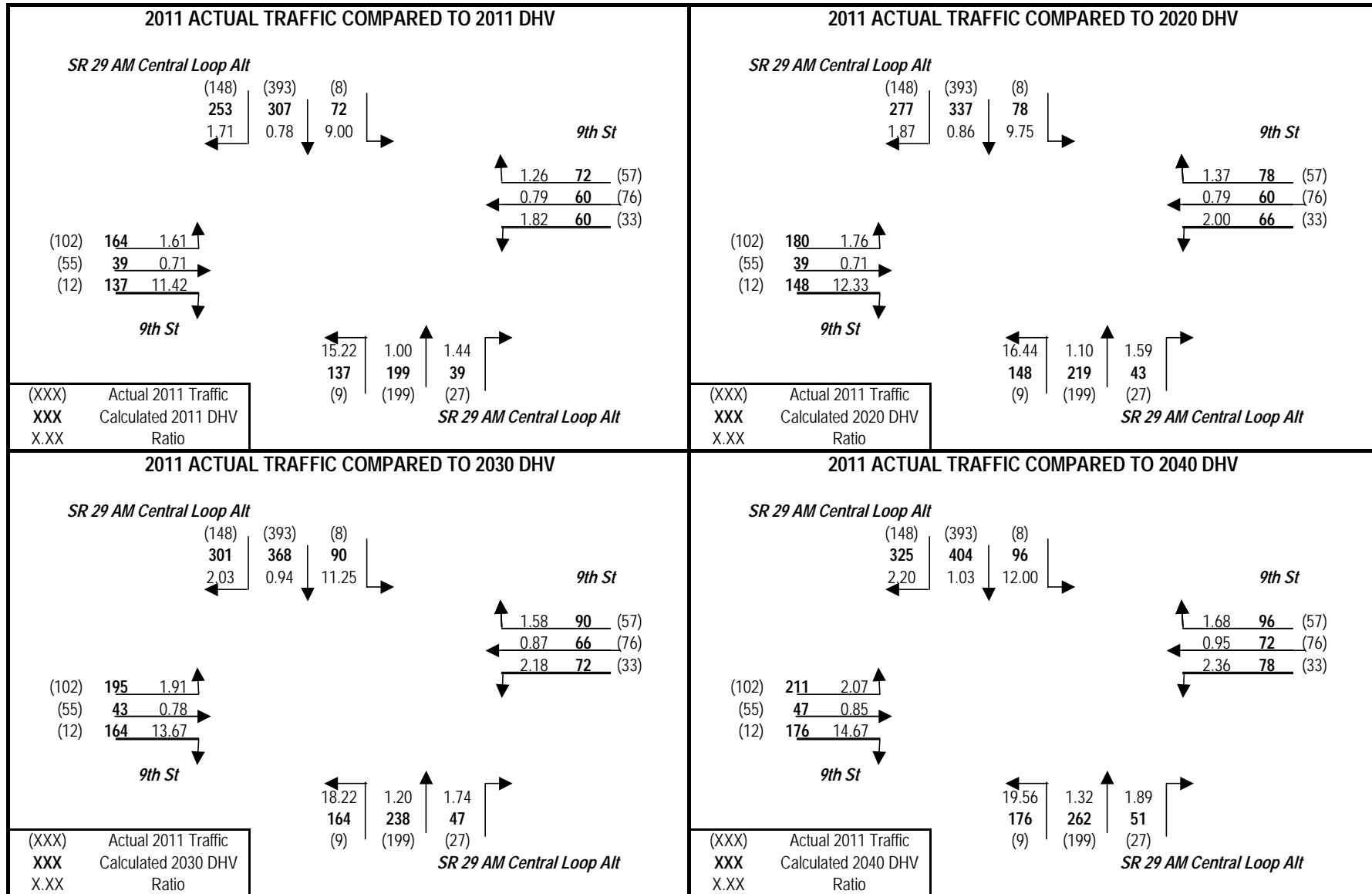




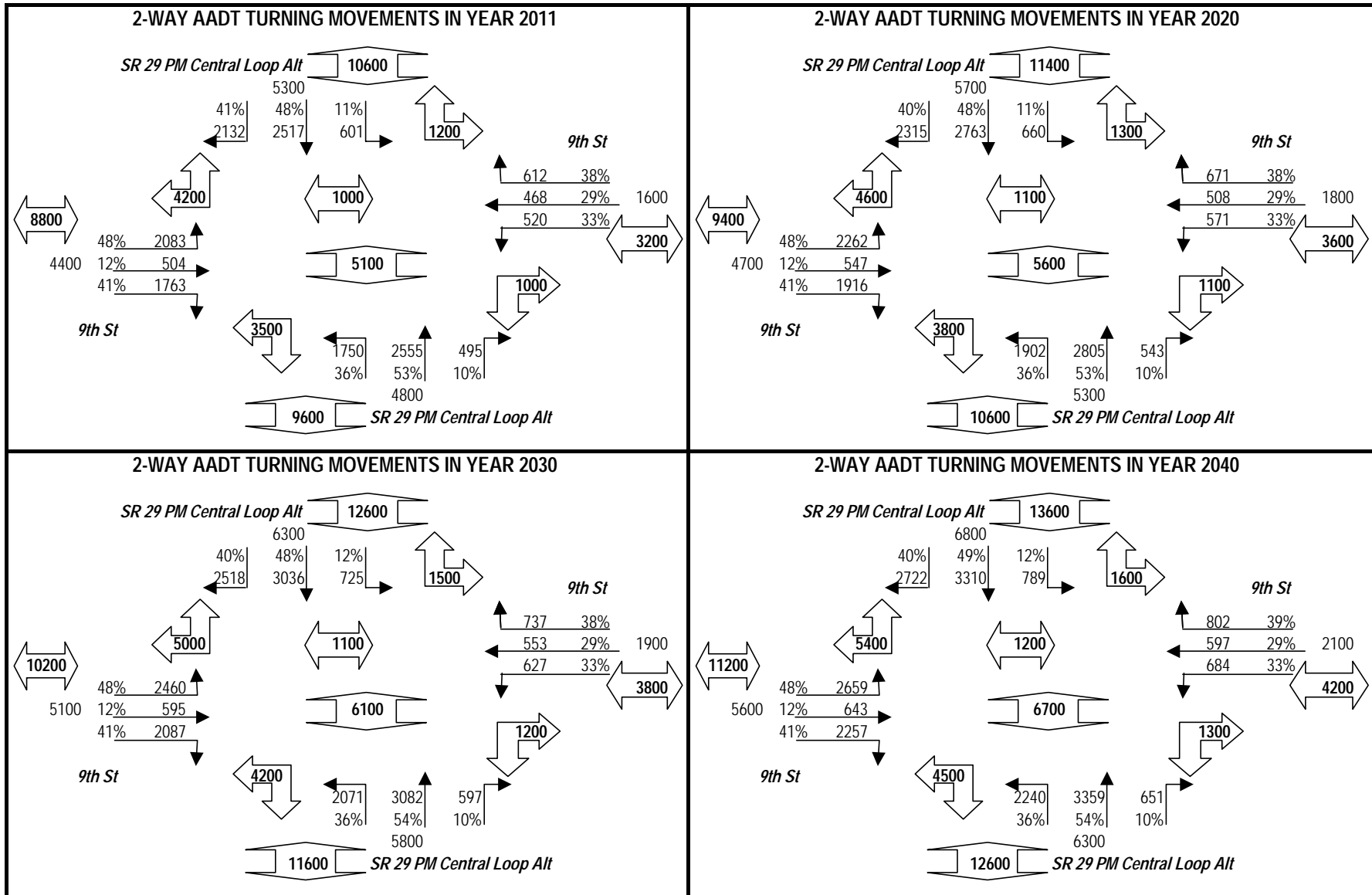
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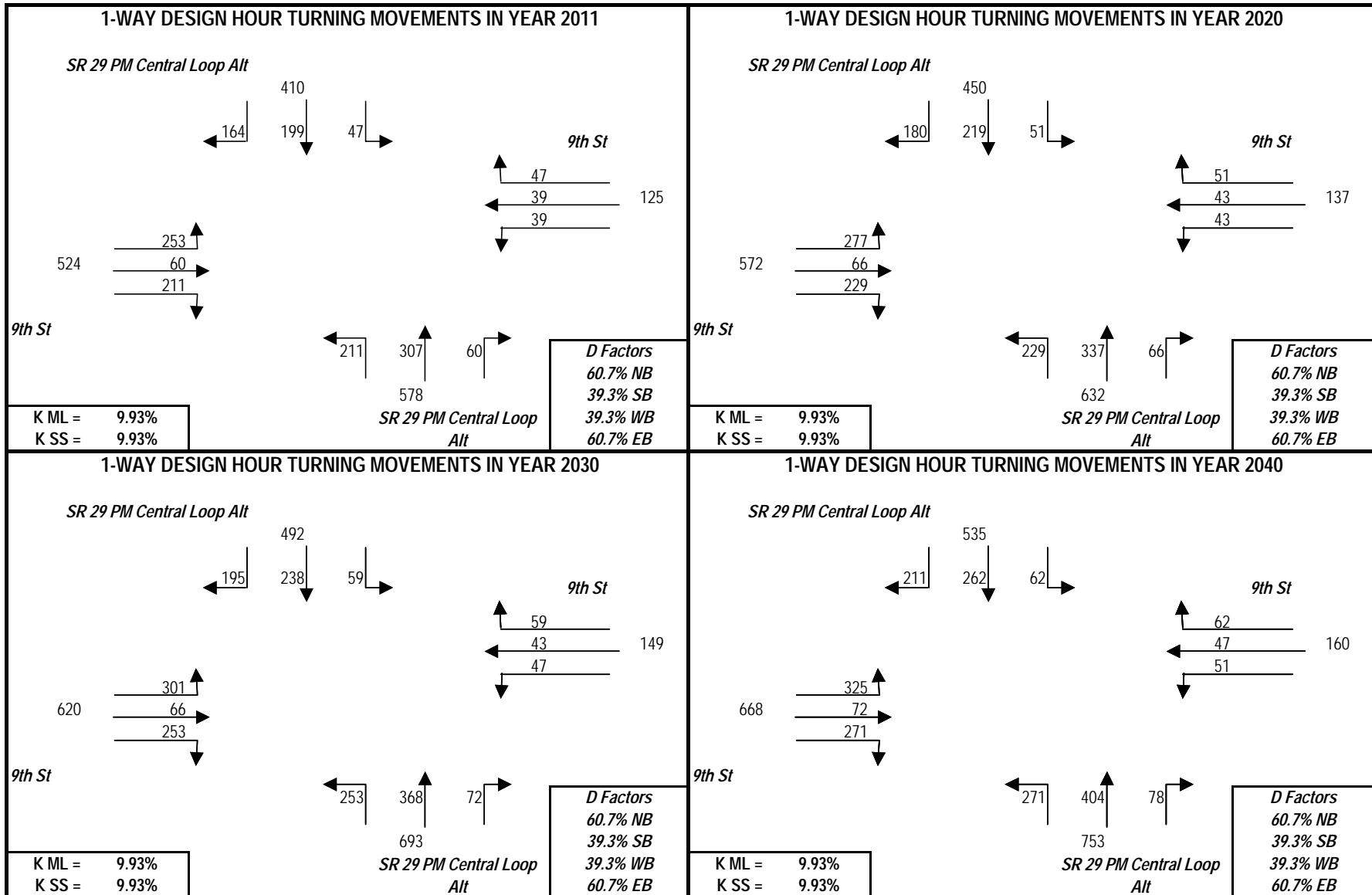
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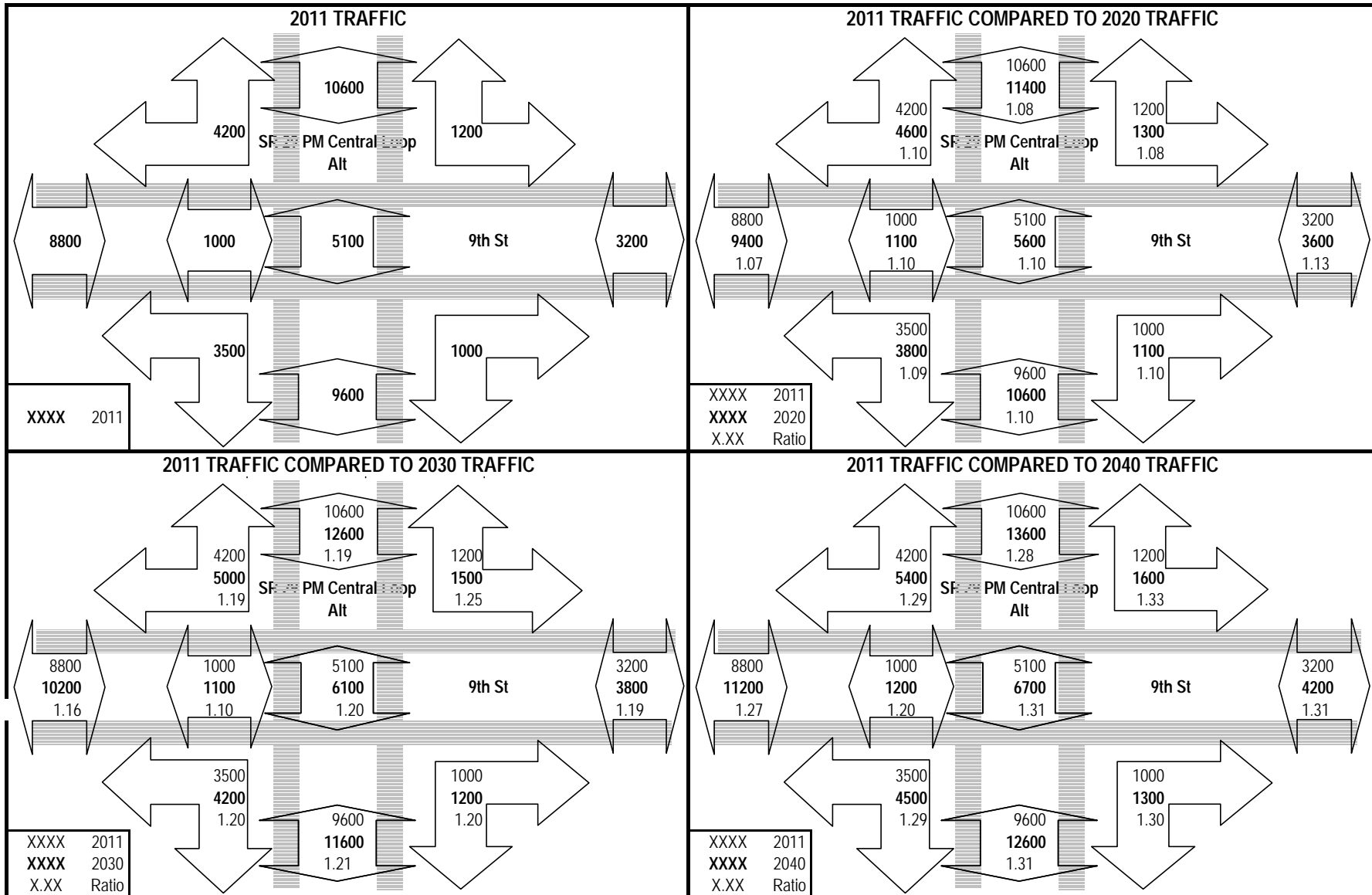
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT 9th St: Oil Well Rd TO SR 82



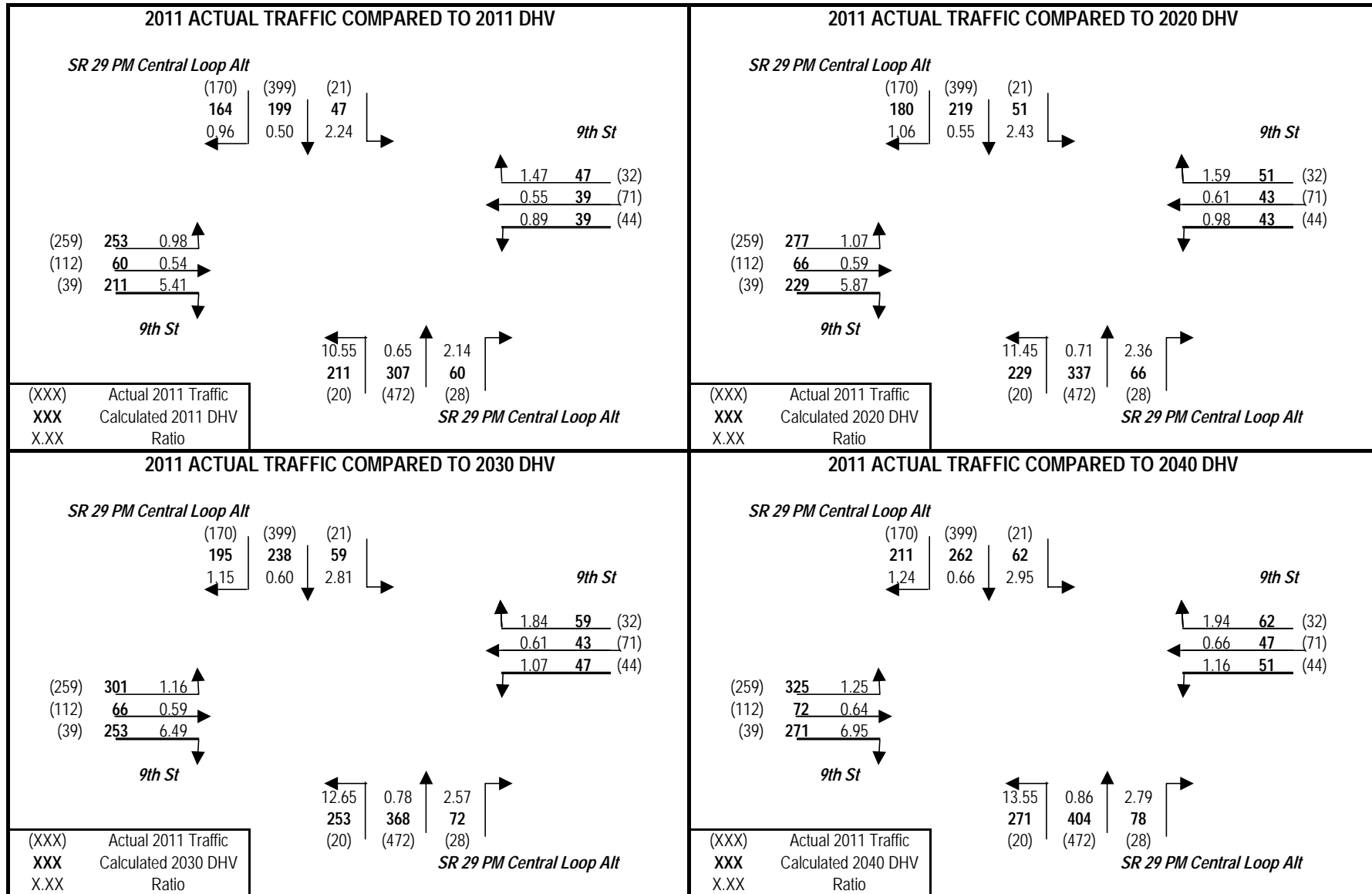
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT 9th St: Oil Well Rd TO SR 82



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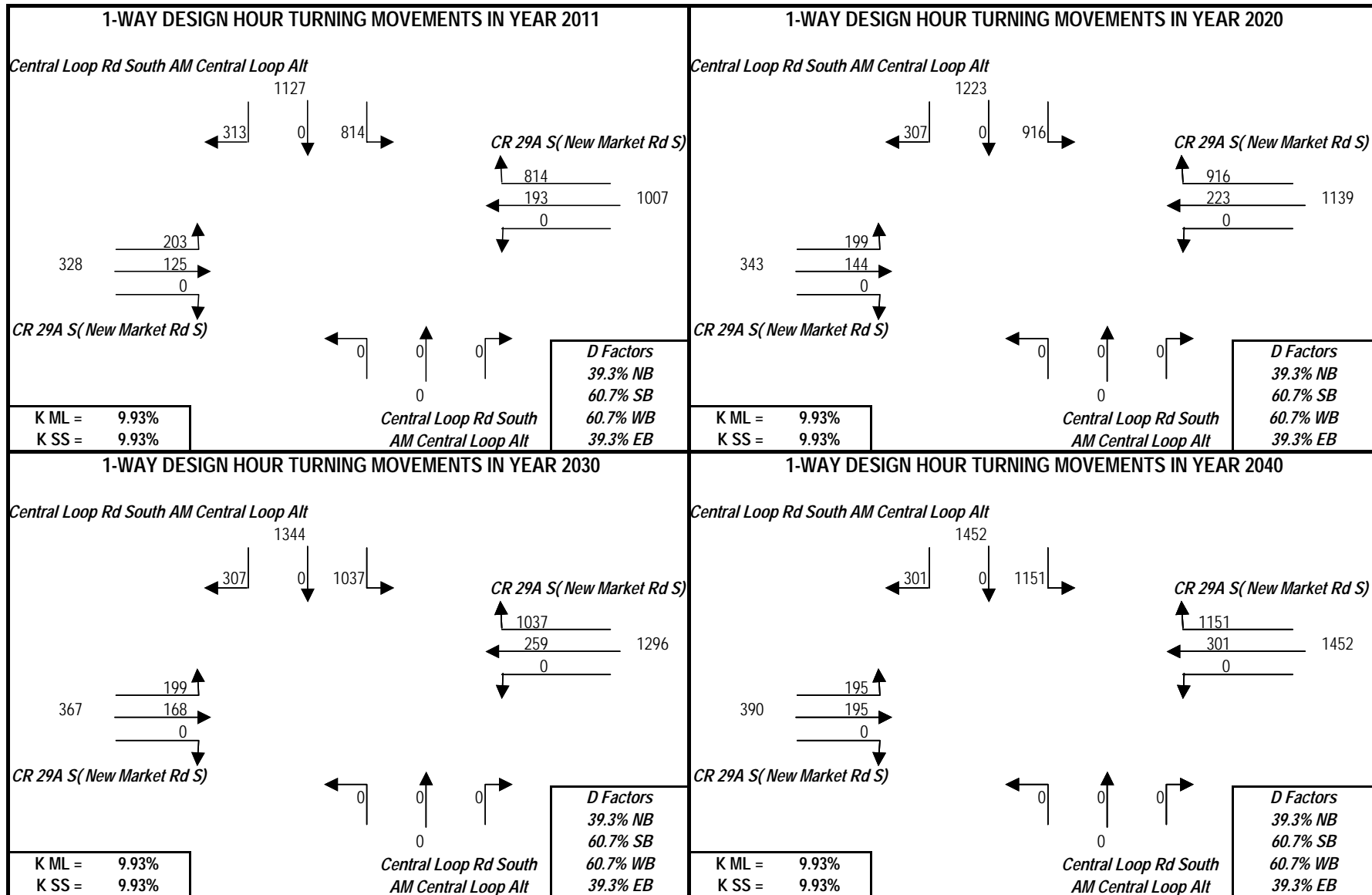


## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT 9th St: Oil Well Rd TO SR 82



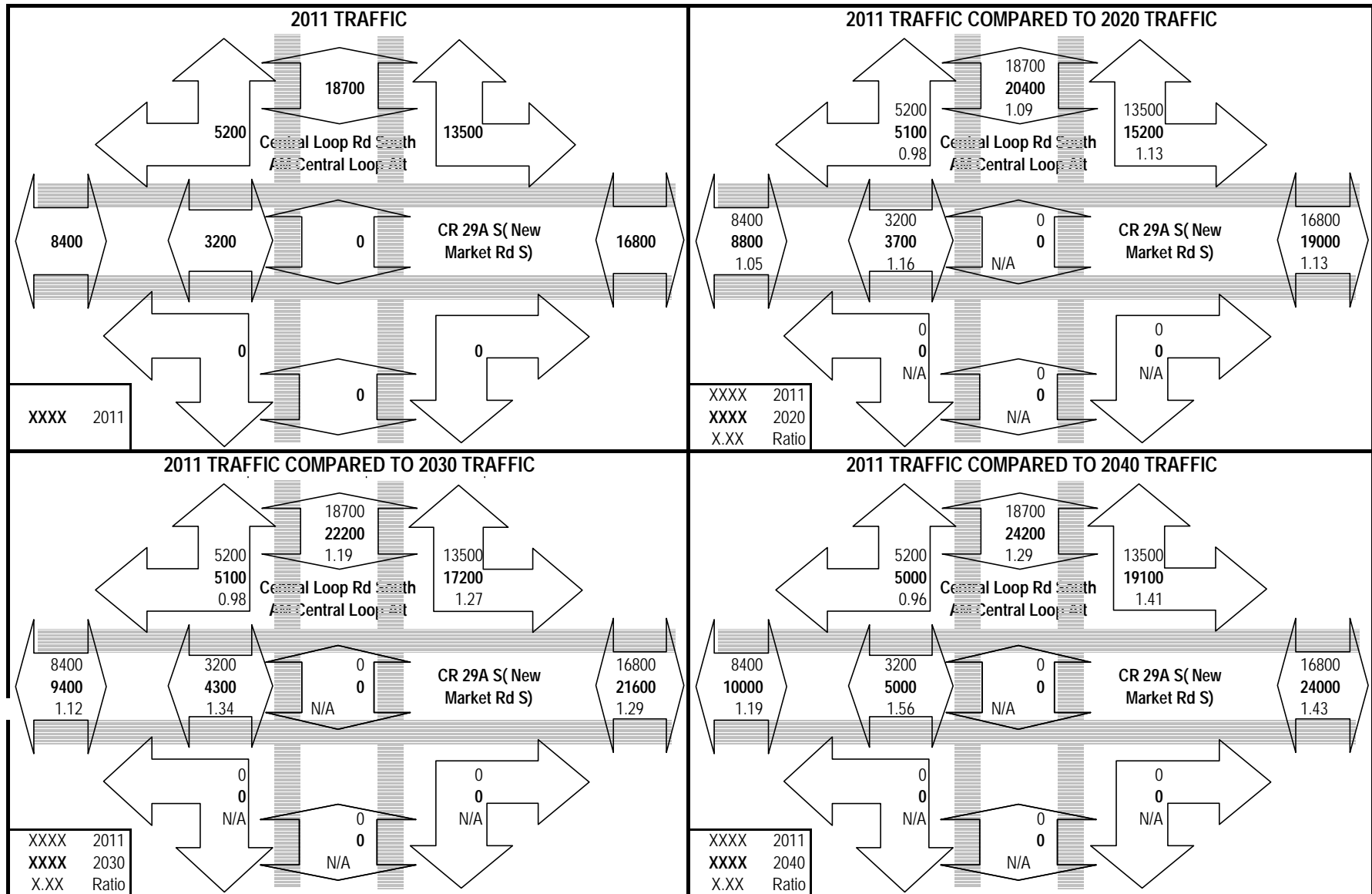


# PROJECT TRAFFIC FOR Central Loop Rd South AM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82

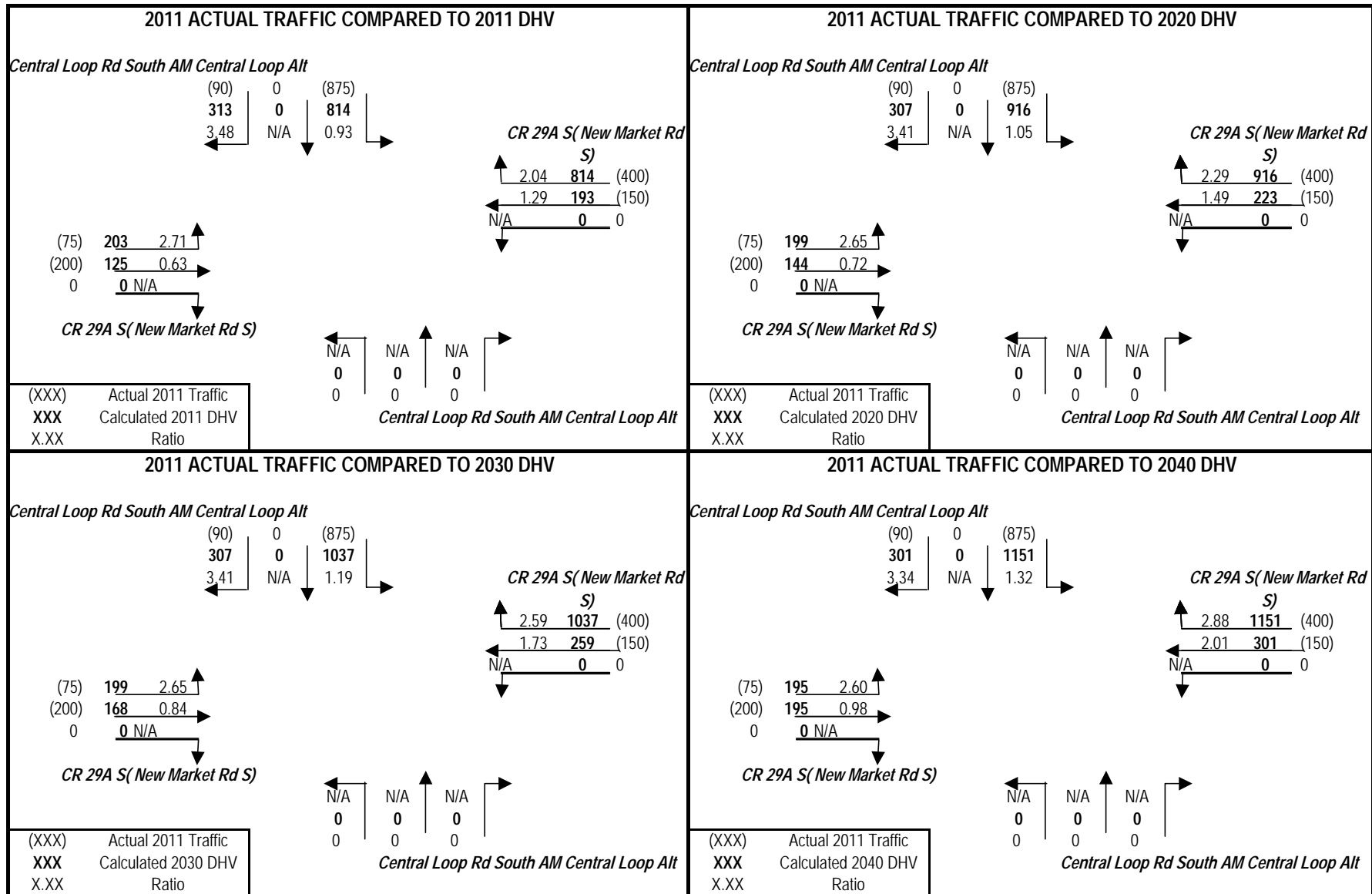




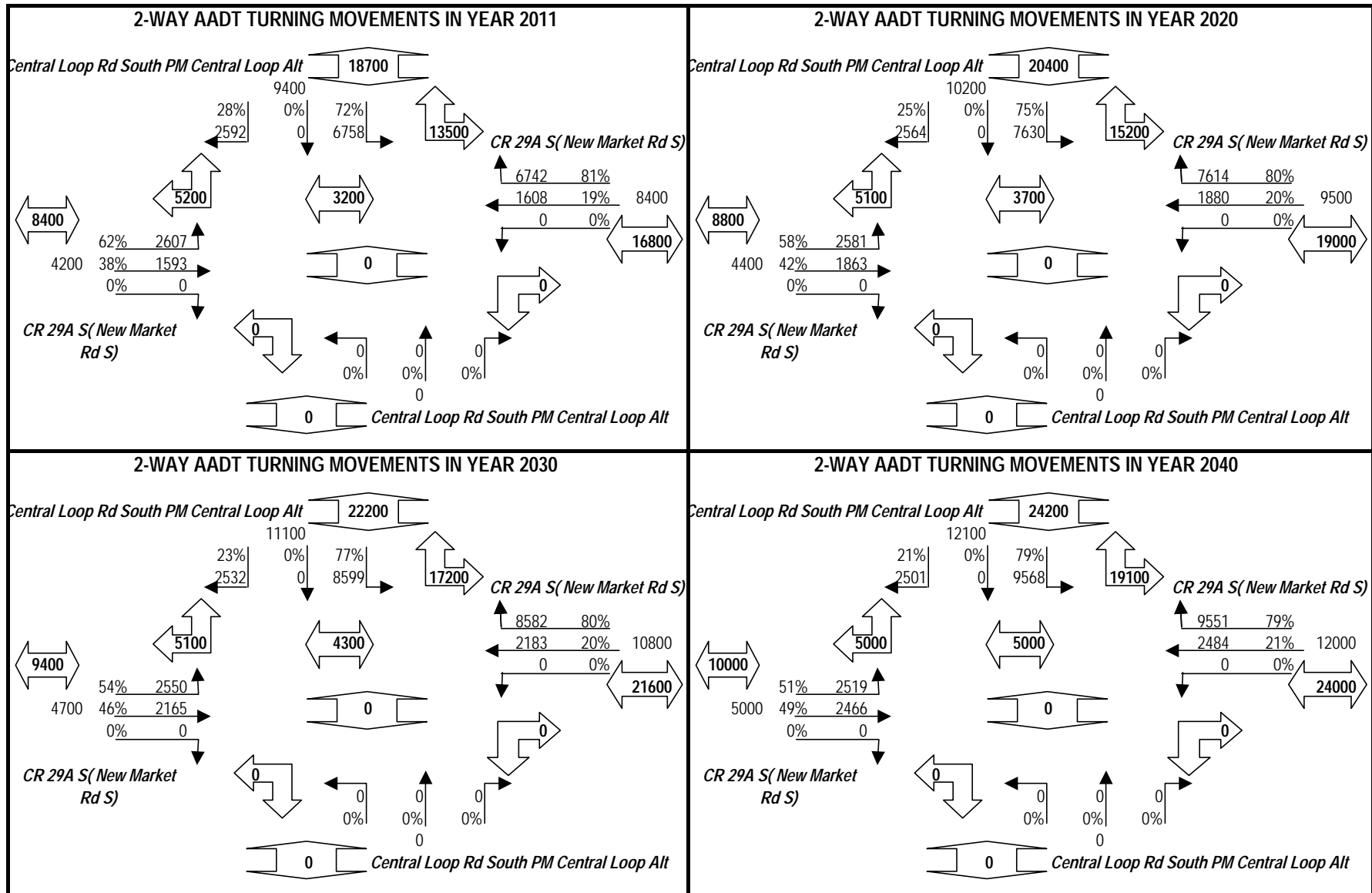
**PROJECT TRAFFIC FOR Central Loop Rd South AM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82**



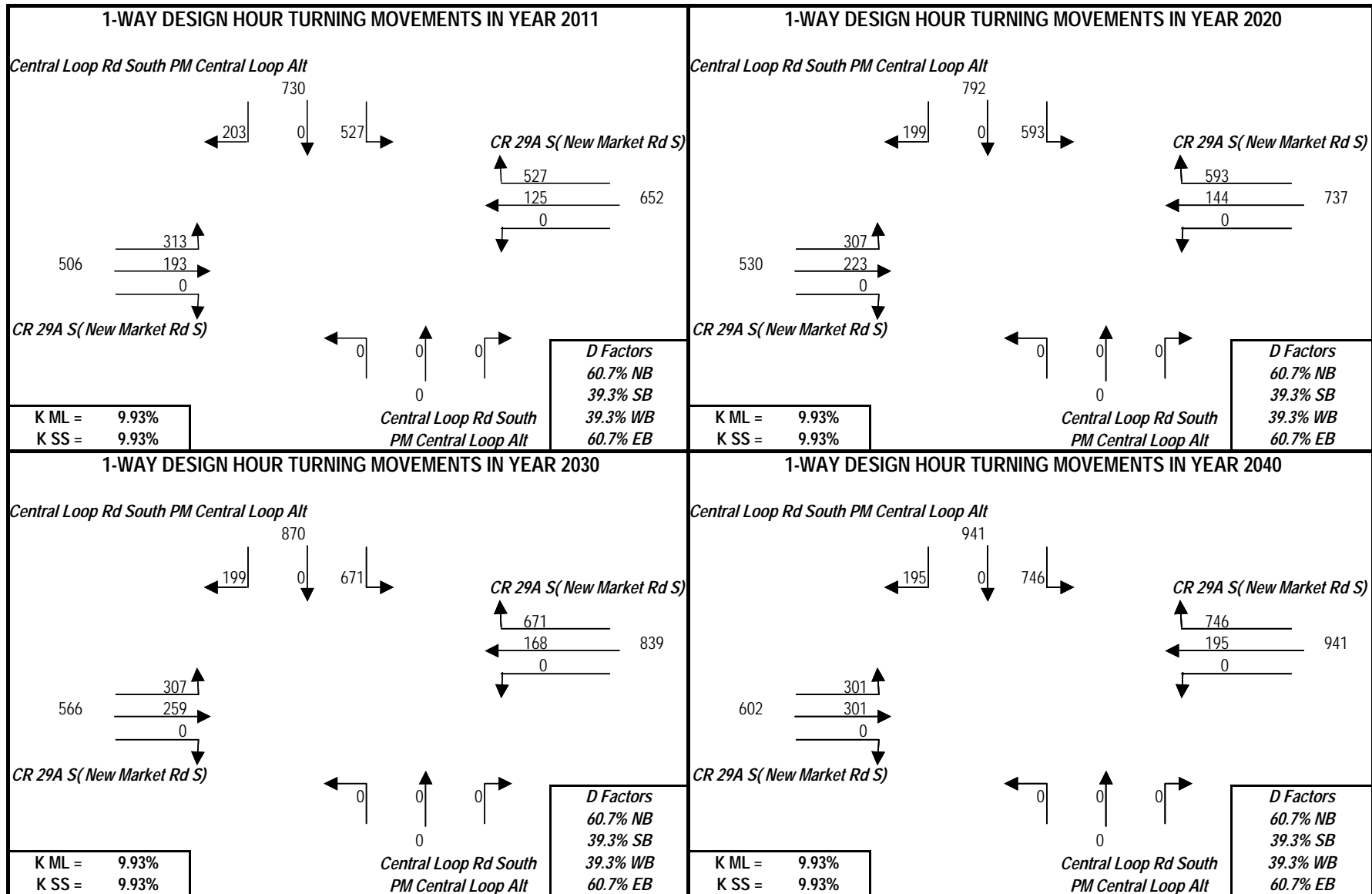
# PROJECT TRAFFIC FOR Central Loop Rd South AM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



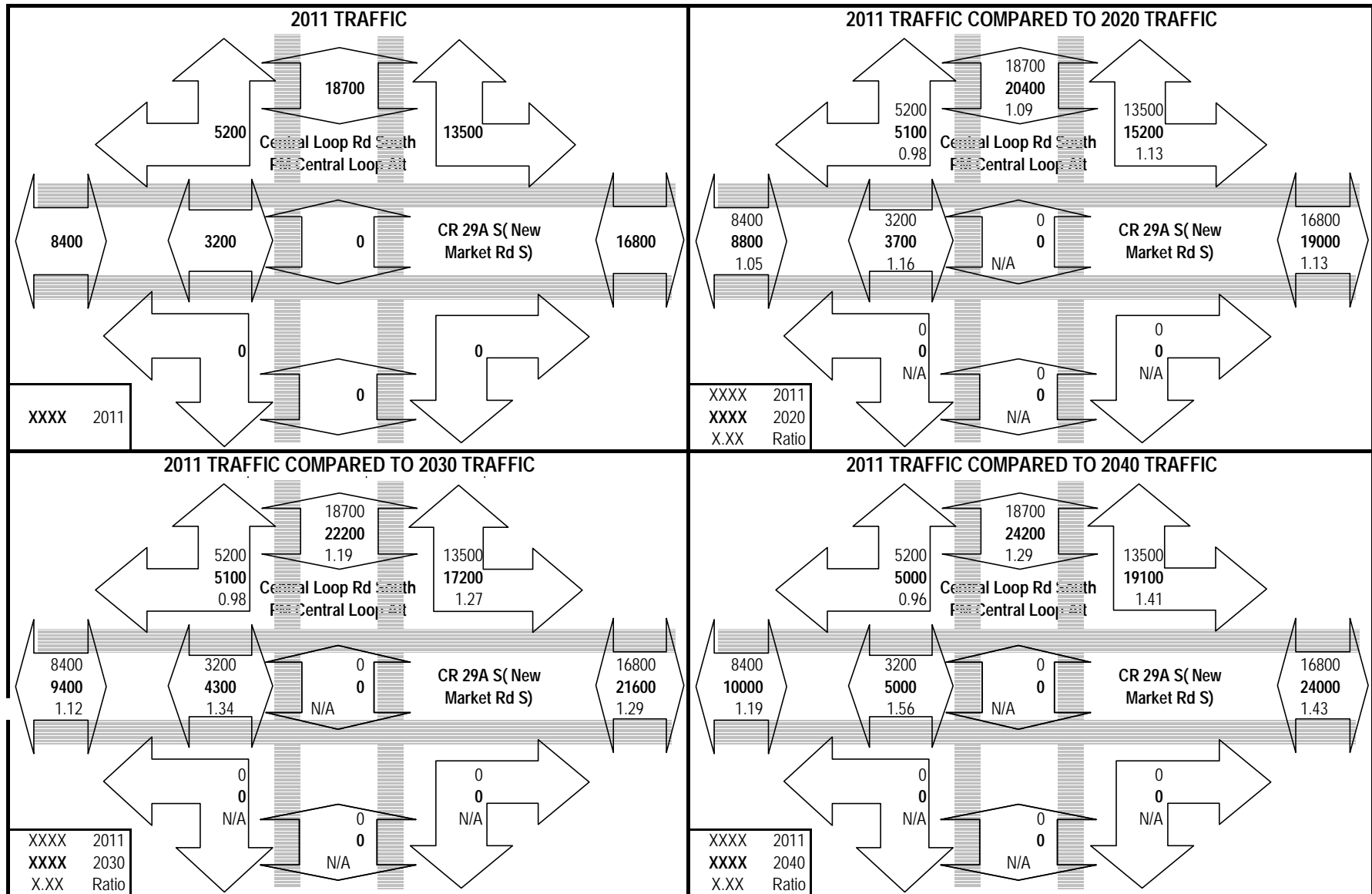
**PROJECT TRAFFIC FOR Central Loop Rd South PM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82**



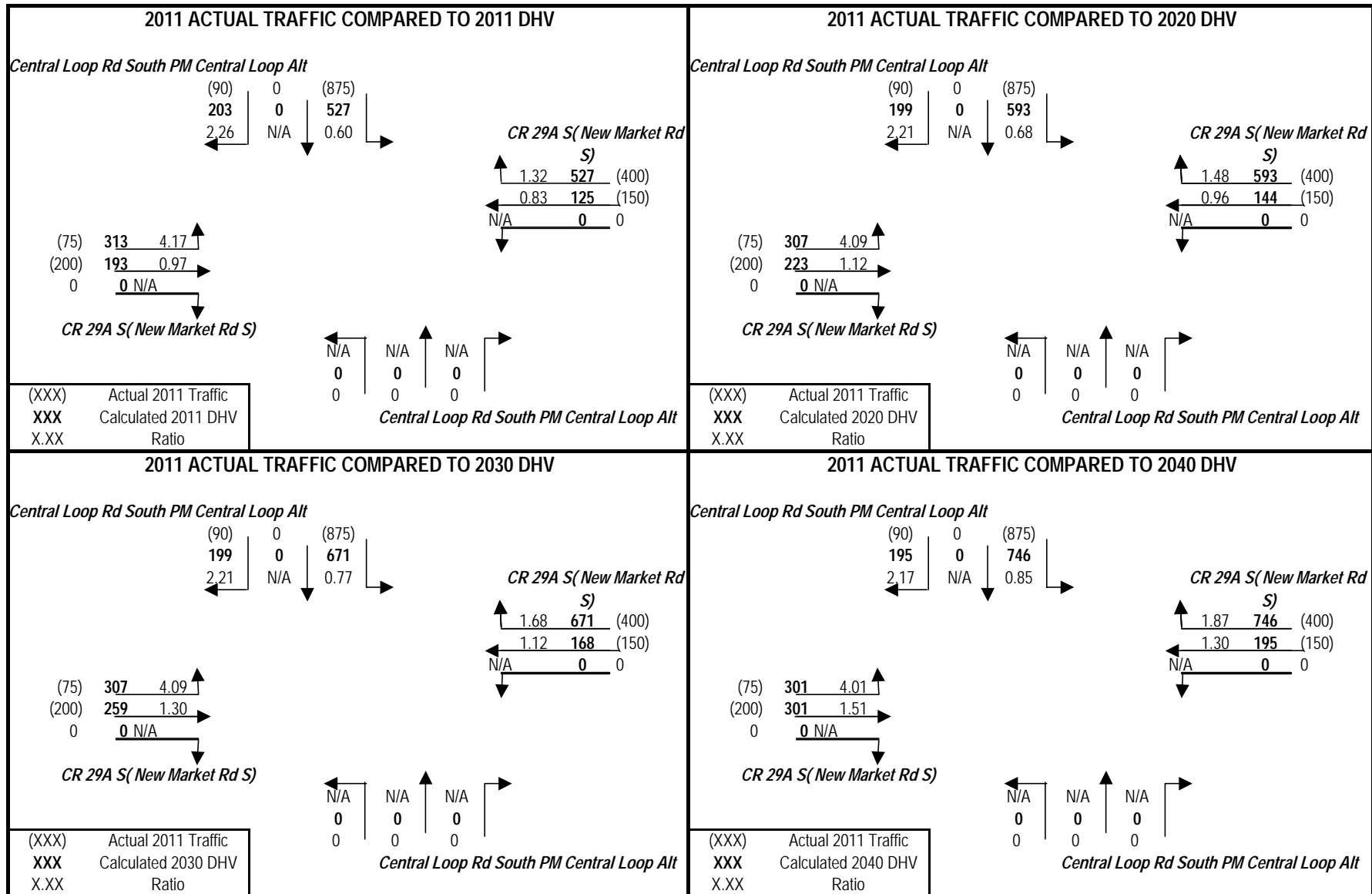
**PROJECT TRAFFIC FOR Central Loop Rd South PM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82**



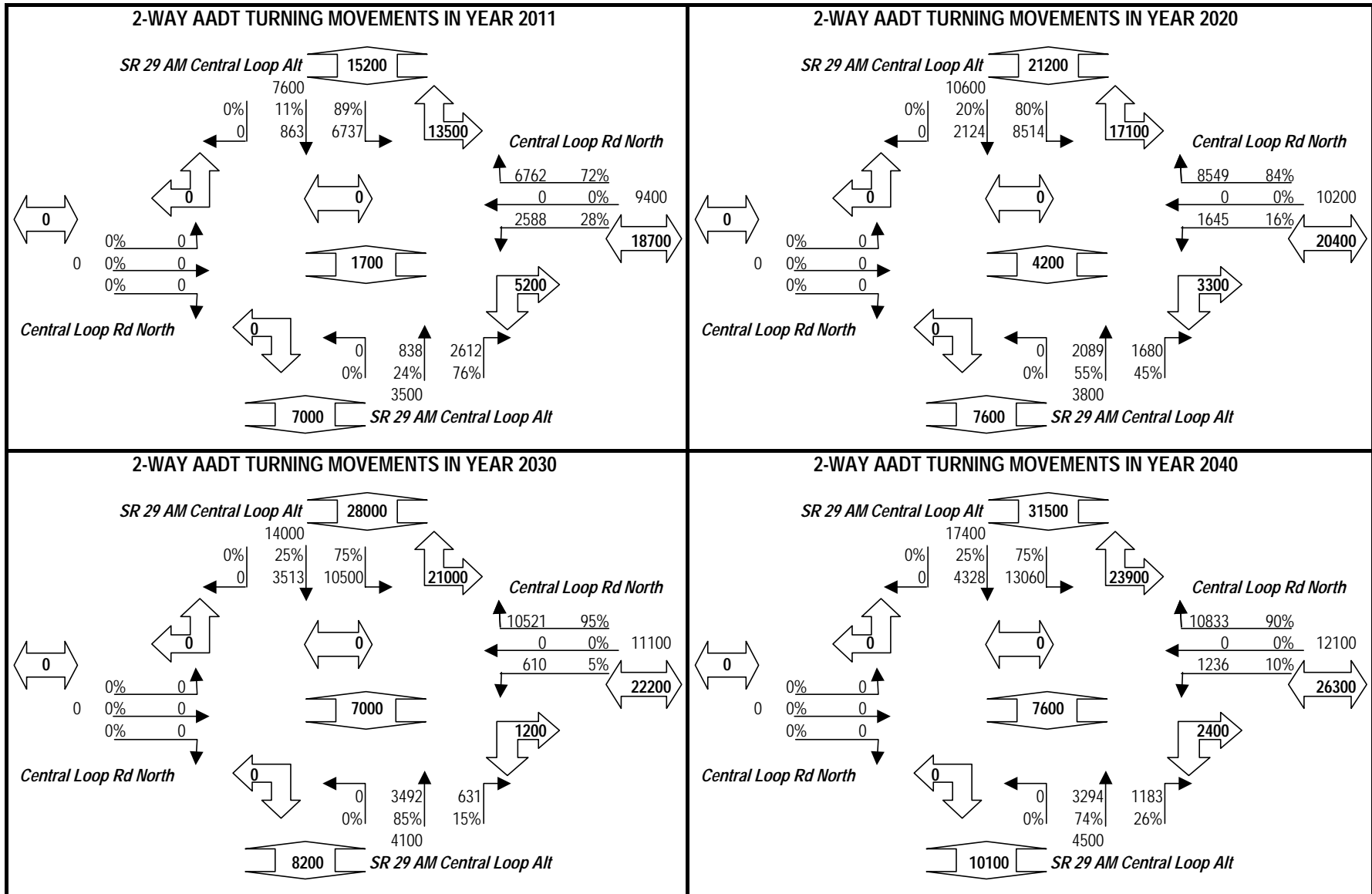
**PROJECT TRAFFIC FOR Central Loop Rd South PM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82**



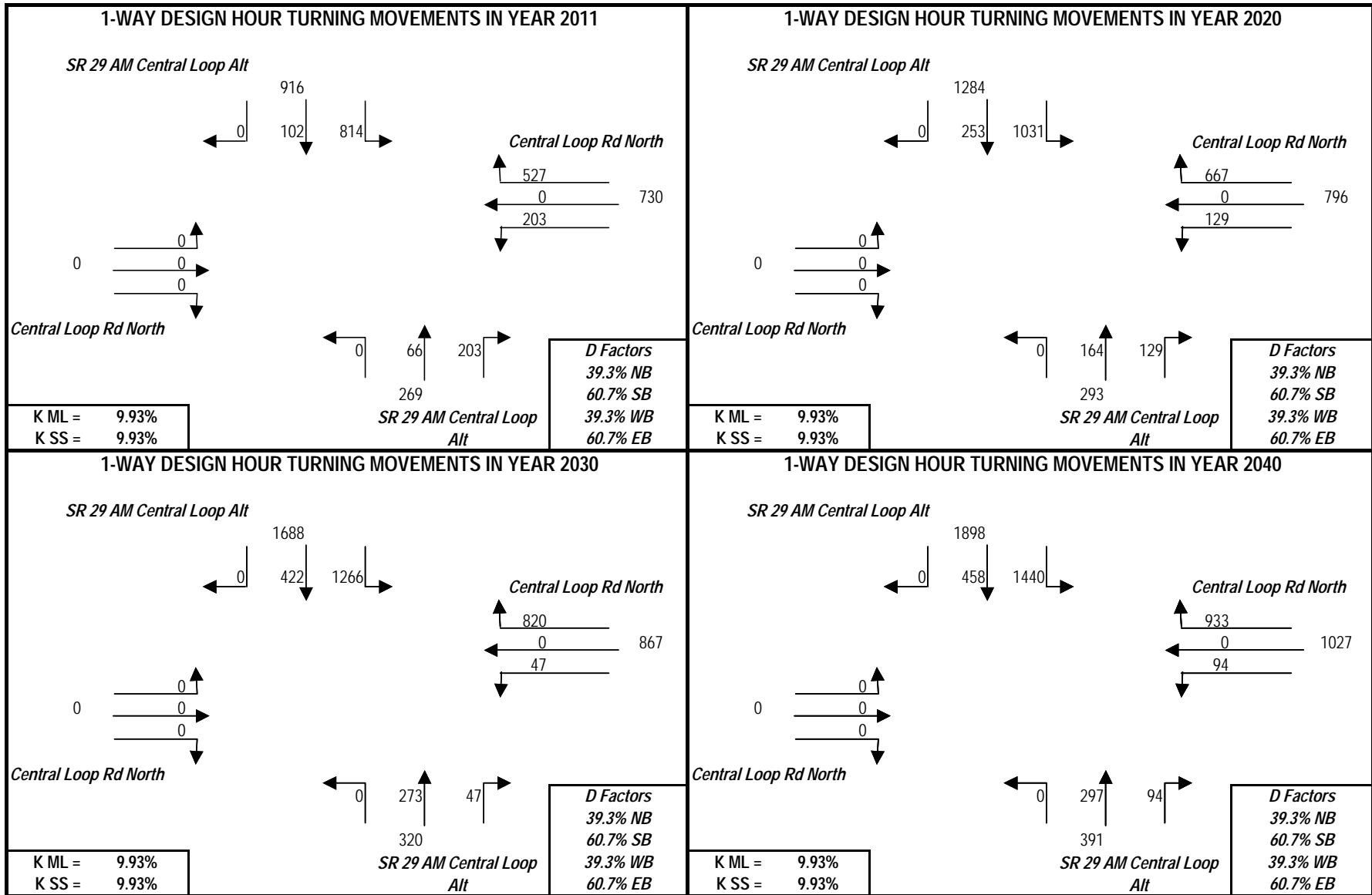
**PROJECT TRAFFIC FOR Central Loop Rd South PM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82**



# PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Central Loop Rd North: Oil Well Rd TO SR 82

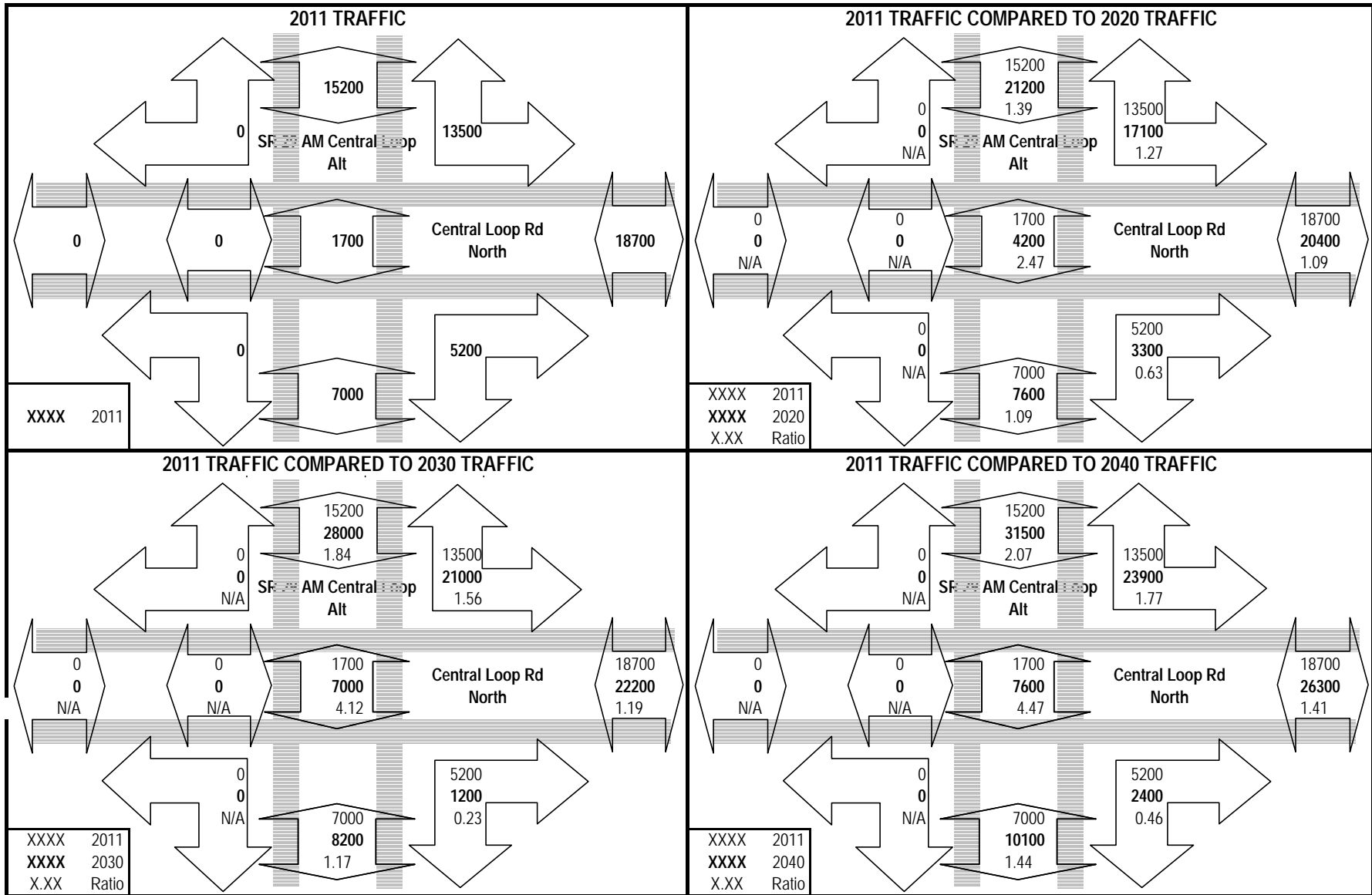


# PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Central Loop Rd North: Oil Well Rd TO SR 82

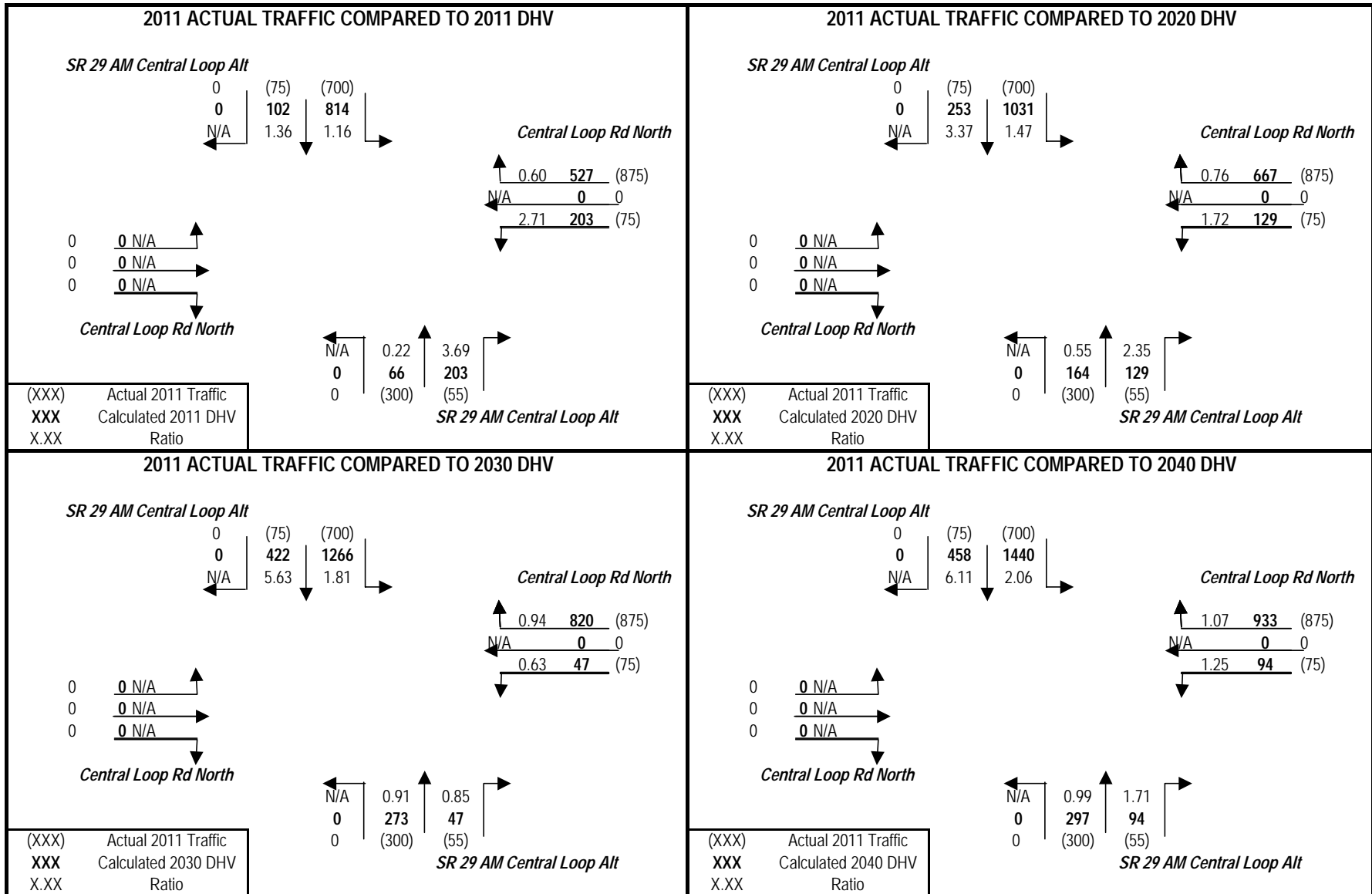




# PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Central Loop Rd North: Oil Well Rd TO SR 82

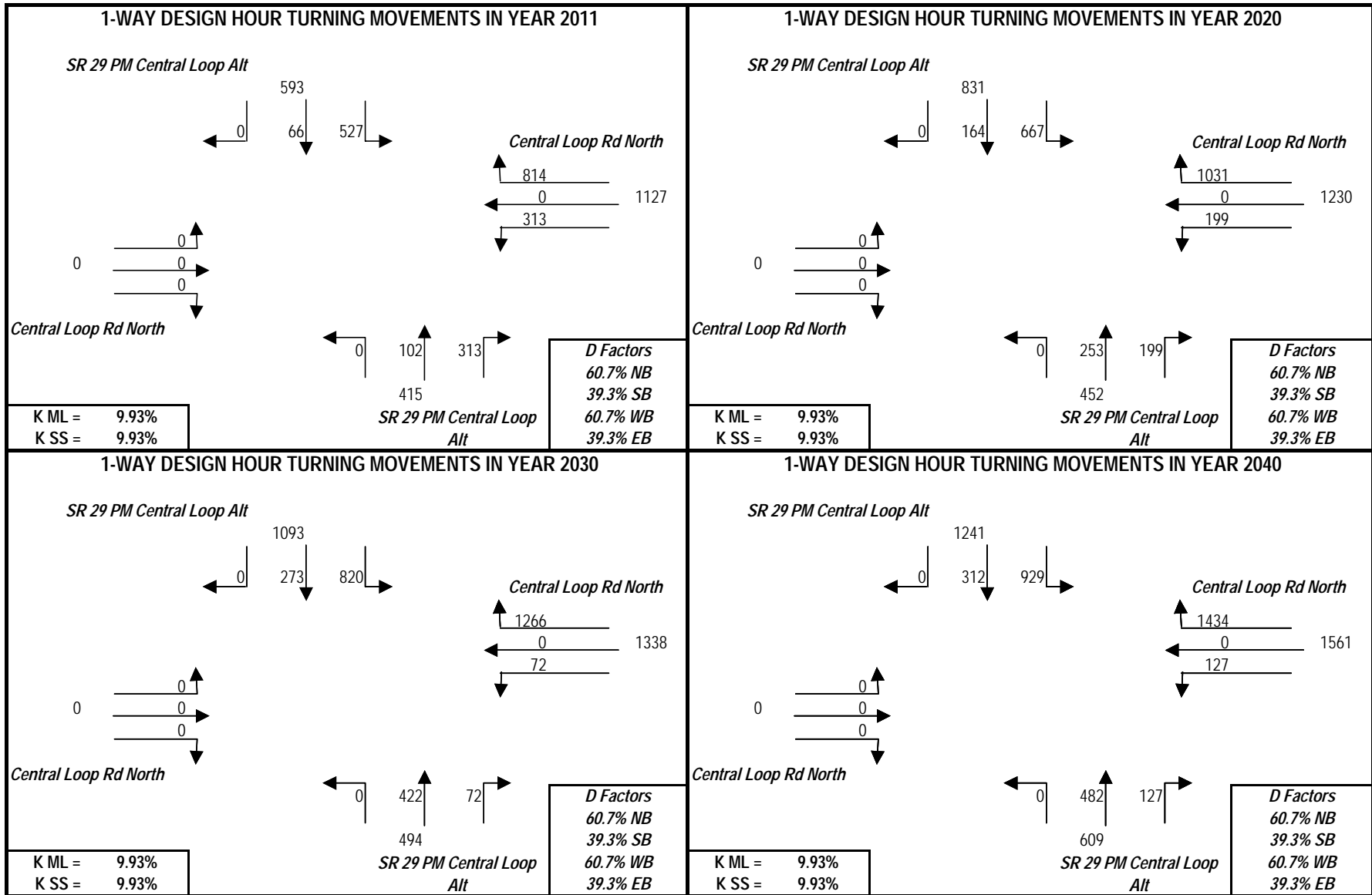


# PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Central Loop Rd North: Oil Well Rd TO SR 82

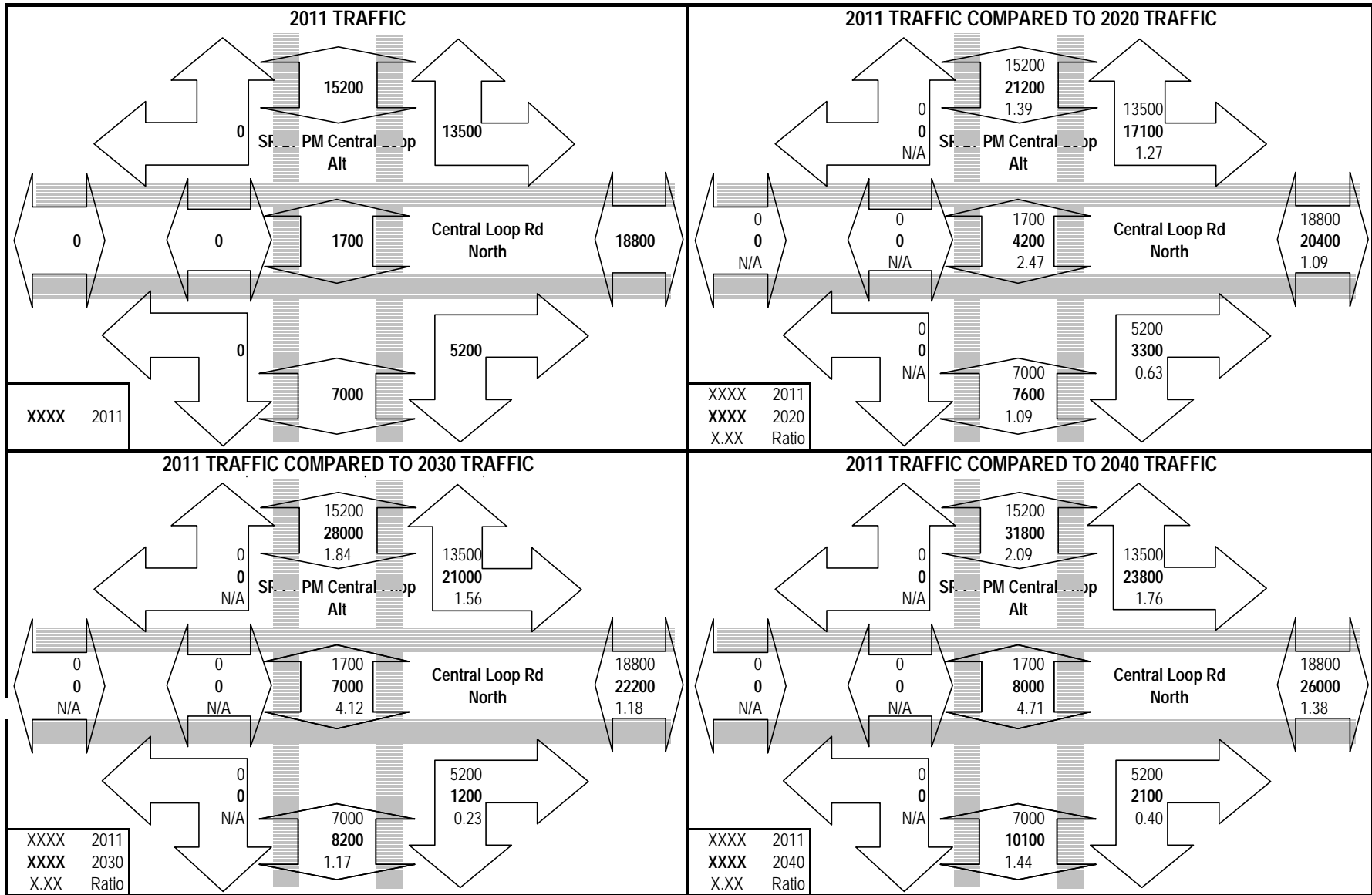




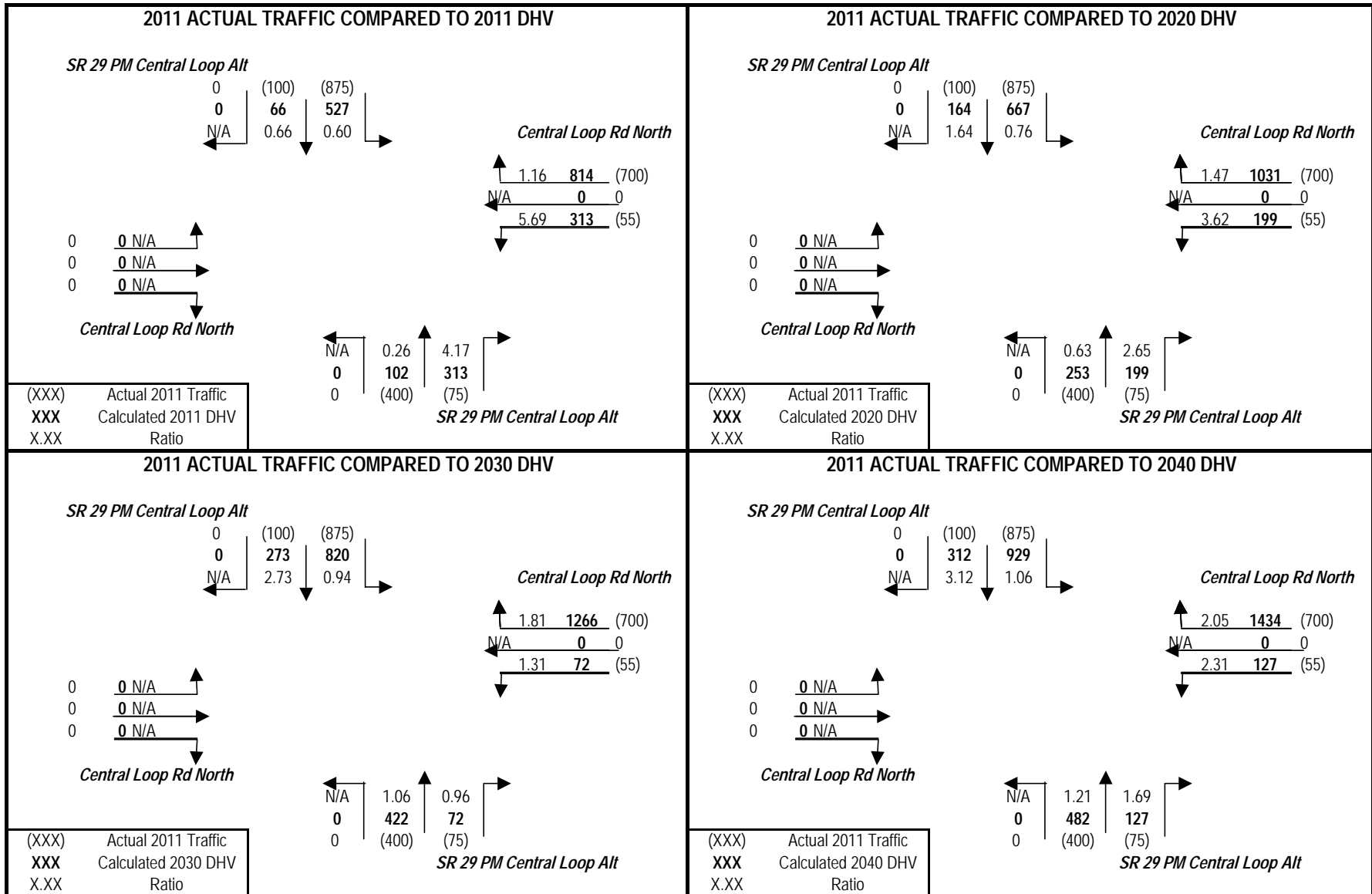
# PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT Central Loop Rd North: Oil Well Rd TO SR 82



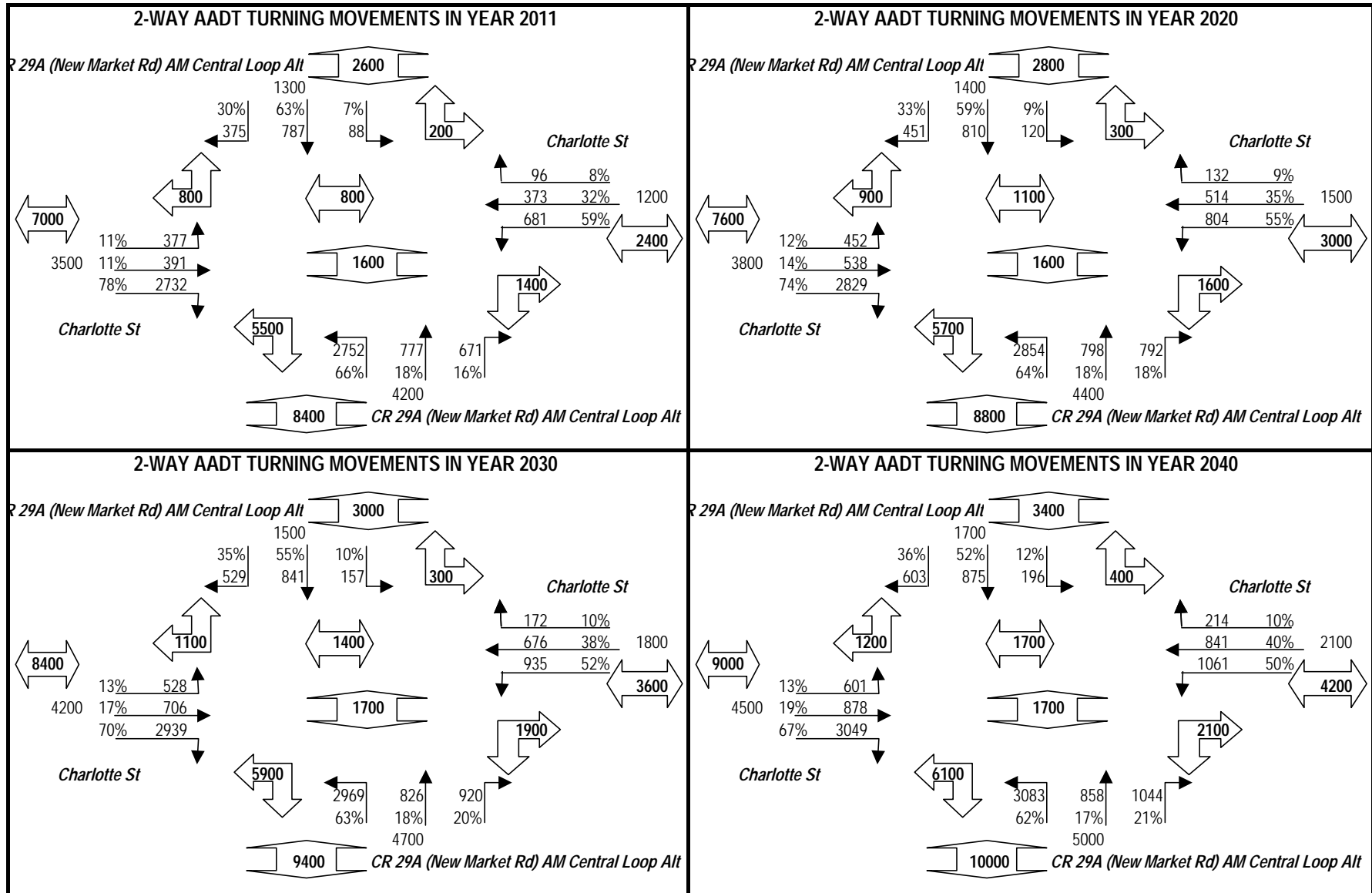
# PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT Central Loop Rd North: Oil Well Rd TO SR 82



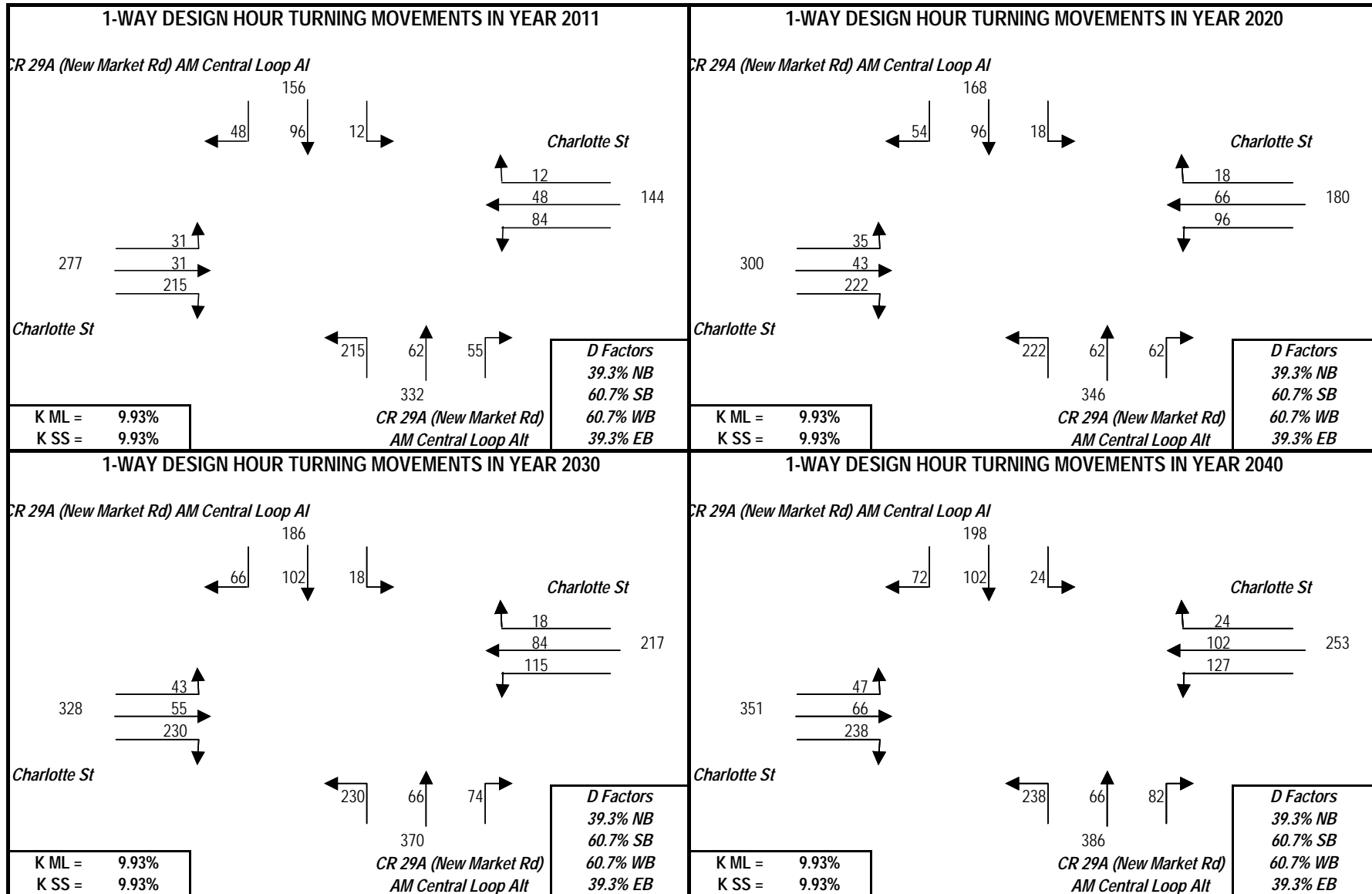
# PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT Central Loop Rd North: Oil Well Rd TO SR 82



# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM Central Loop Alt AT Charlotte St: Oil Well Rd TO SR 82

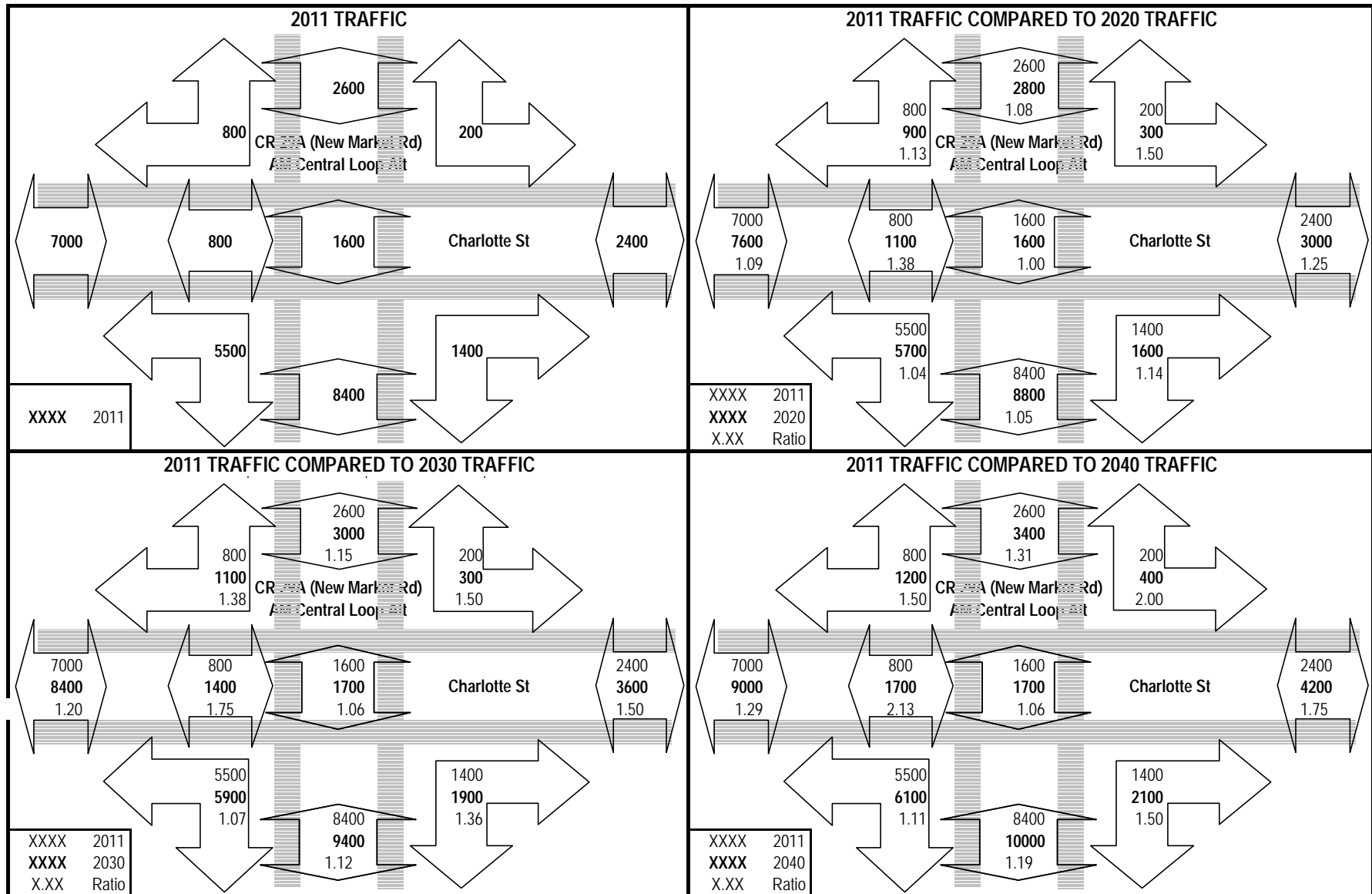


# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM Central Loop Alt AT Charlotte St: Oil Well Rd TO SR 82

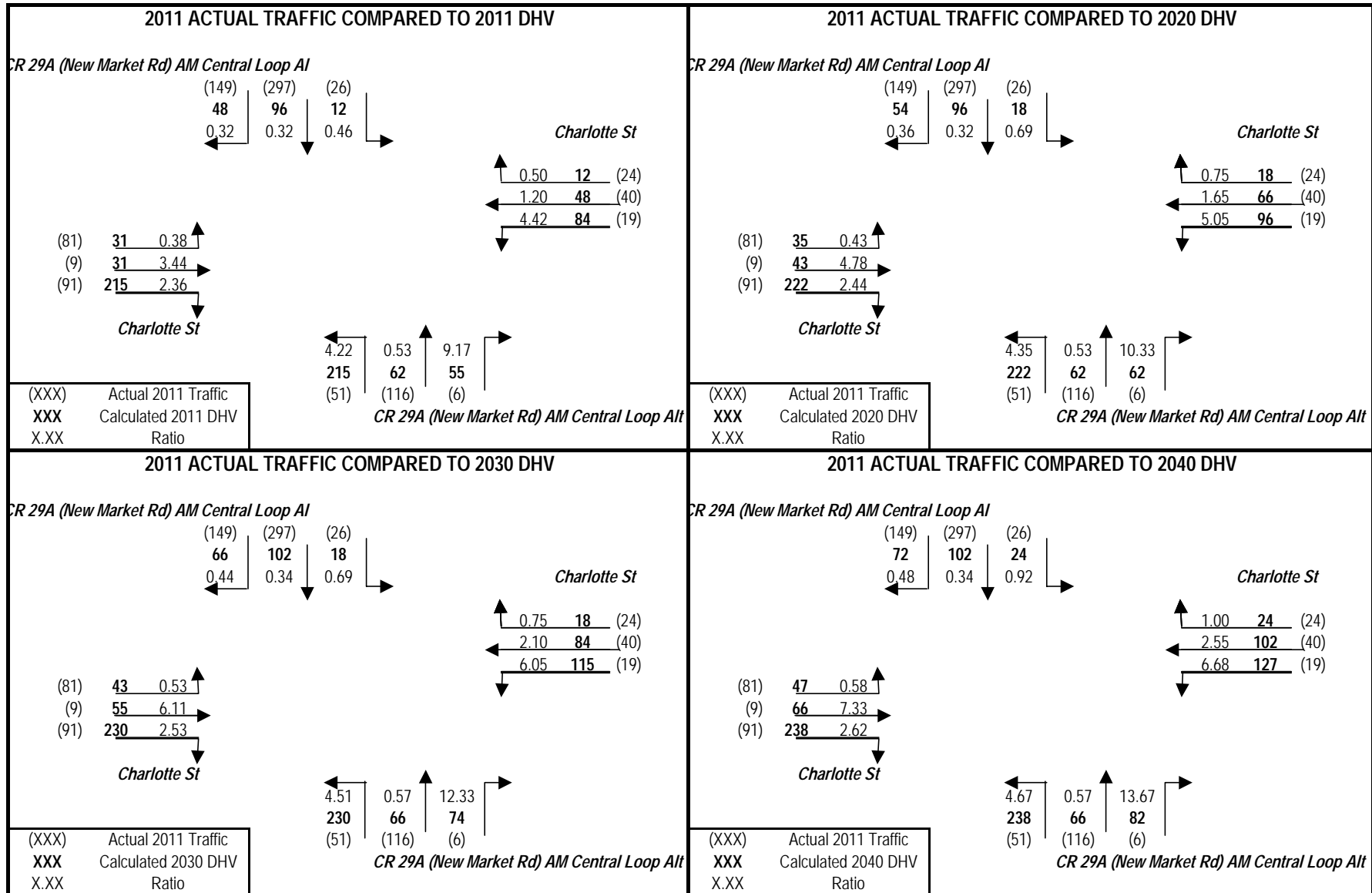




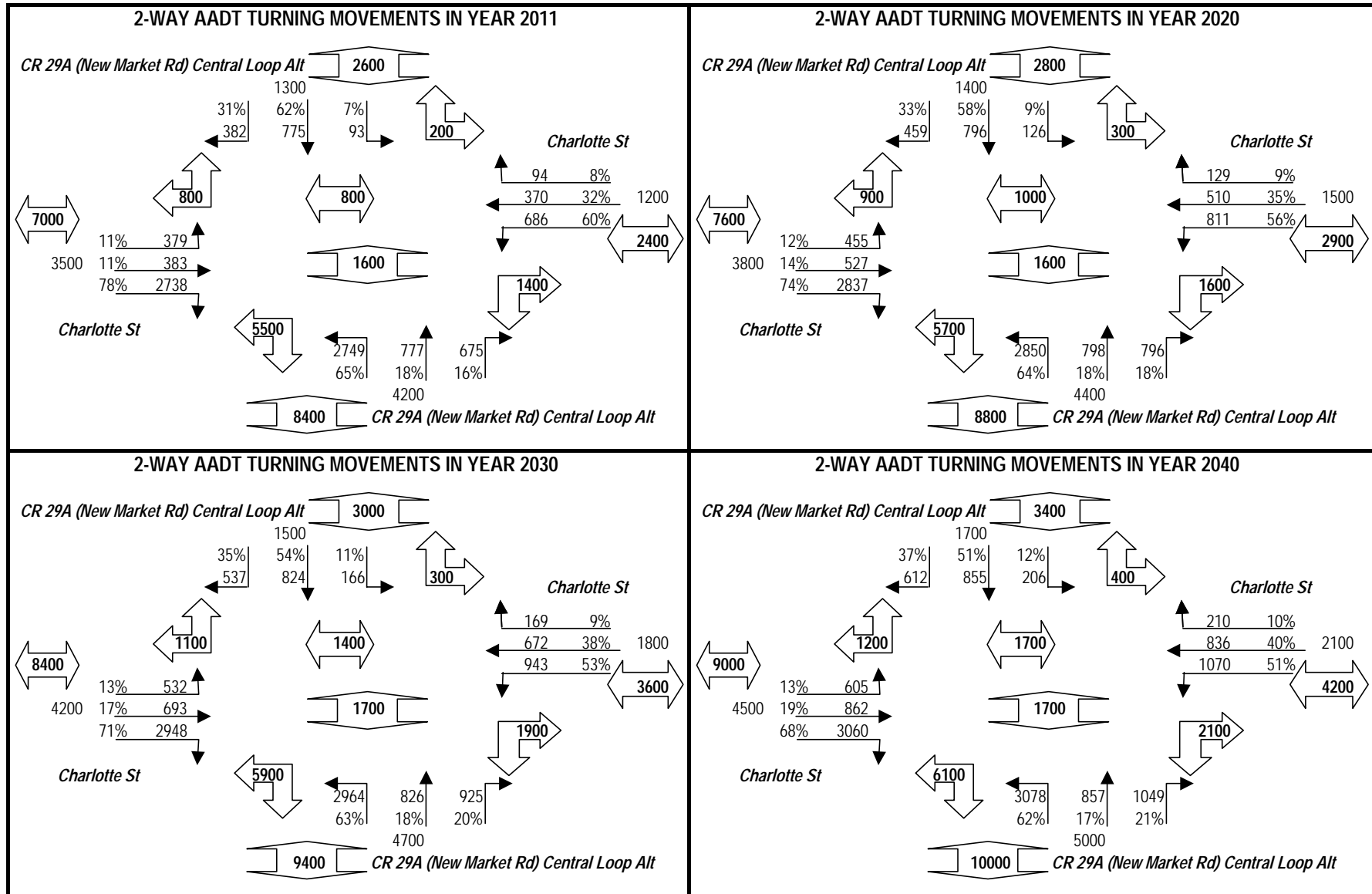
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM Central Loop Alt AT Charlotte St: Oil Well Rd TO SR 82



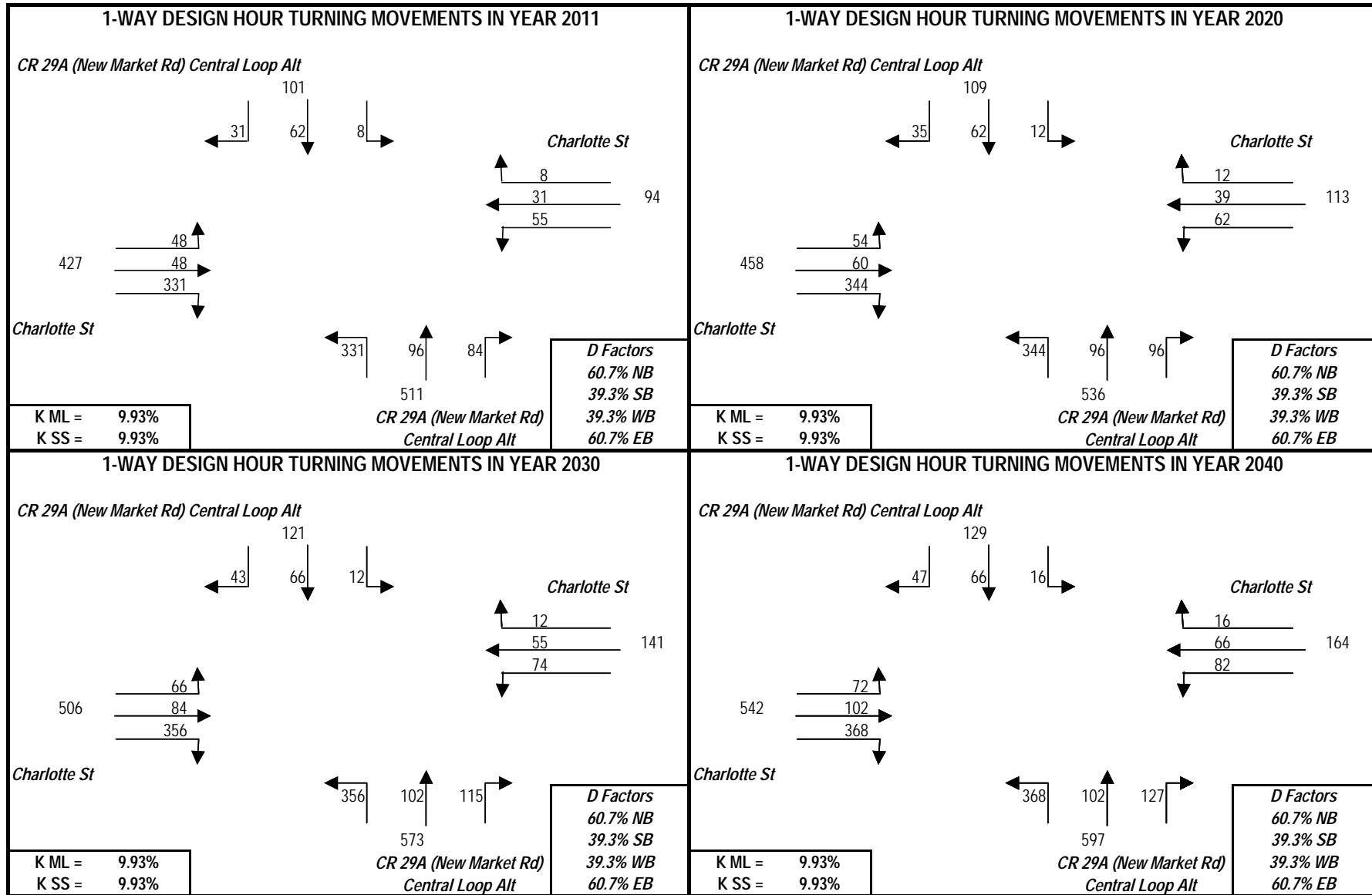
# PROJECT TRAFFIC FOR CR 29A (New Market Rd) AM Central Loop Alt AT Charlotte St: Oil Well Rd TO SR 82



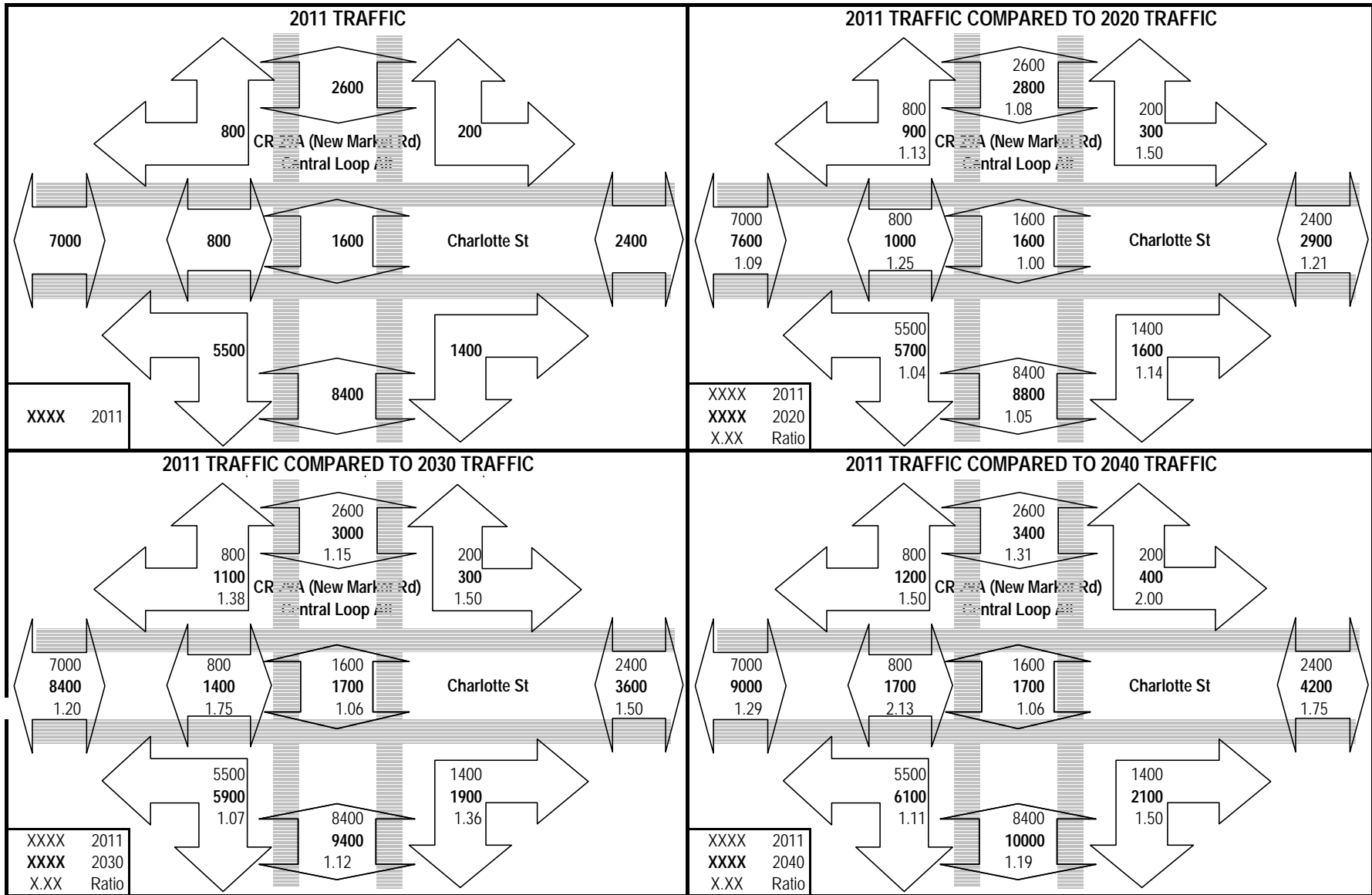
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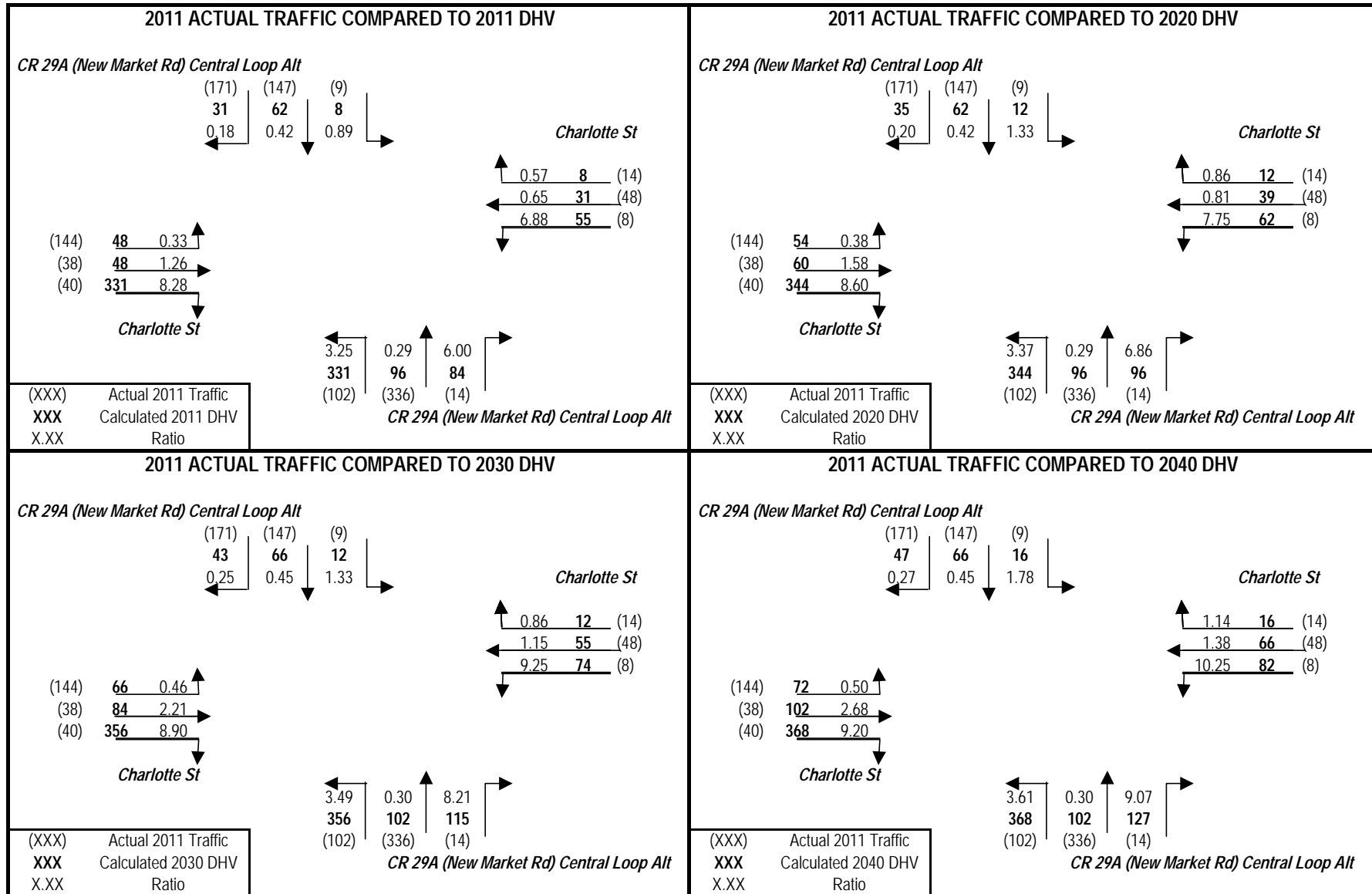
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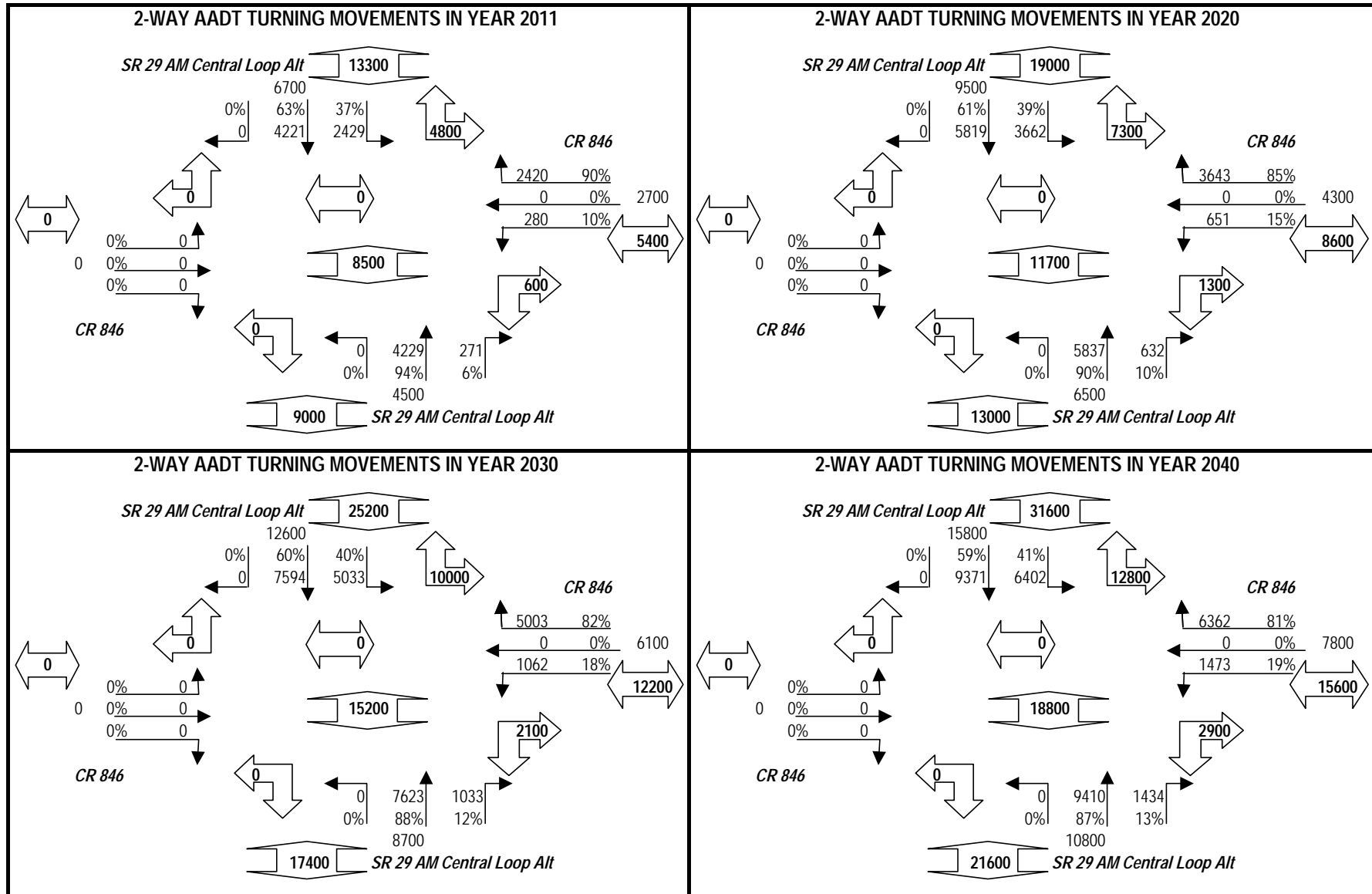
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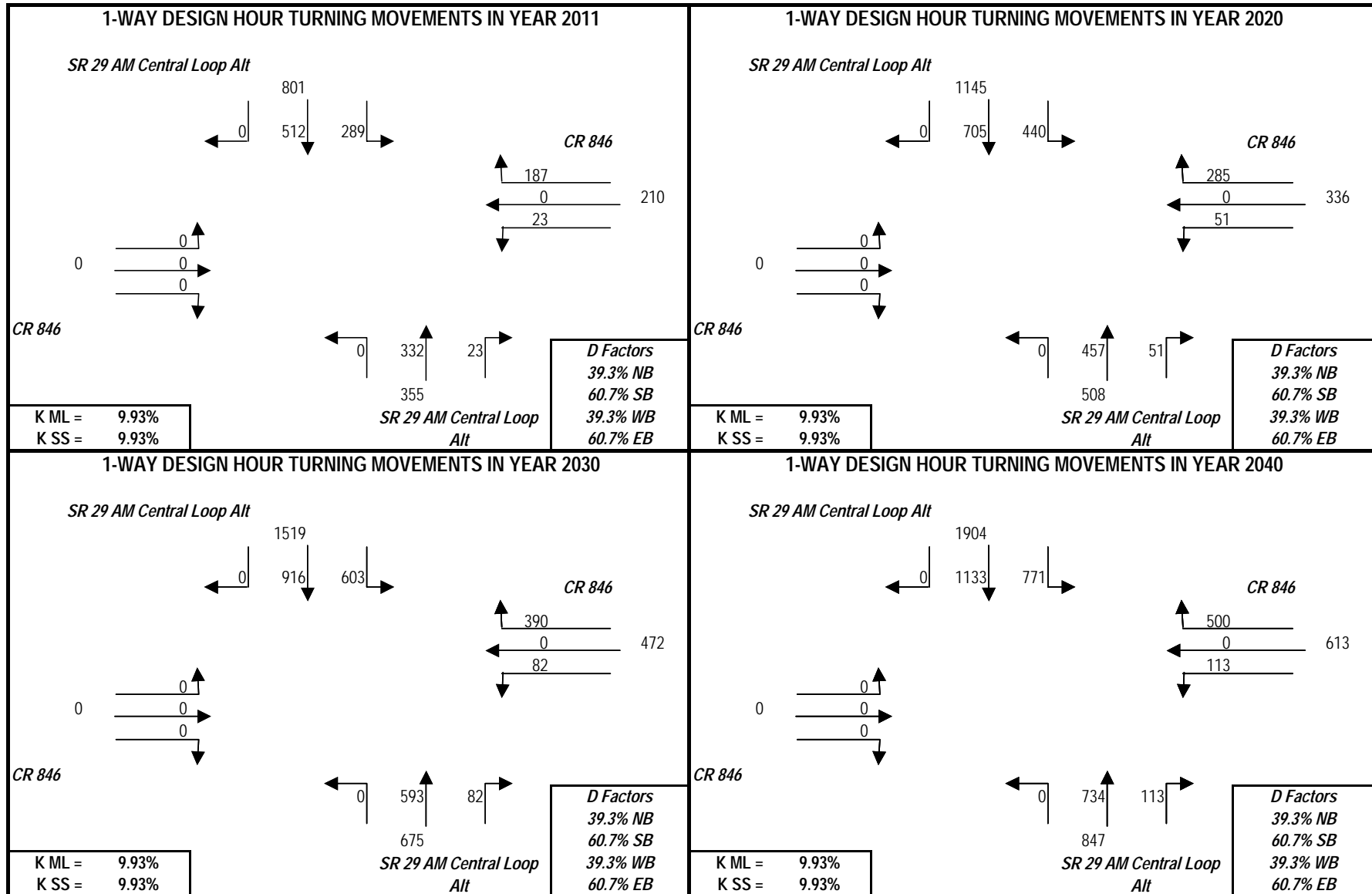
## PROJECT TRAFFIC FOR CR 29A (New Market Rd) Central Loop Alt AT Charlotte St: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT CR 846: Oil Well Rd TO SR 82

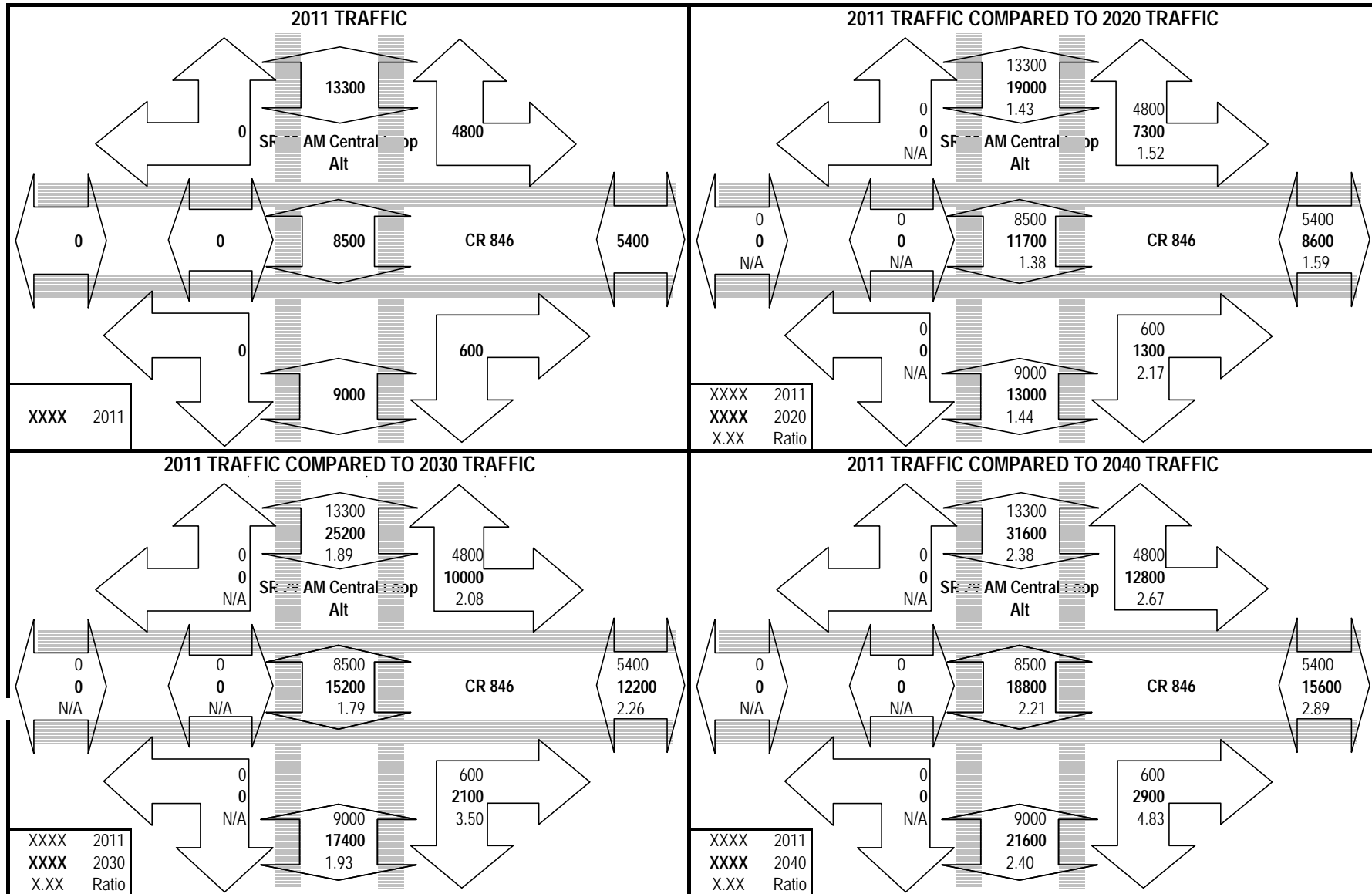


## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT CR 846: Oil Well Rd TO SR 82

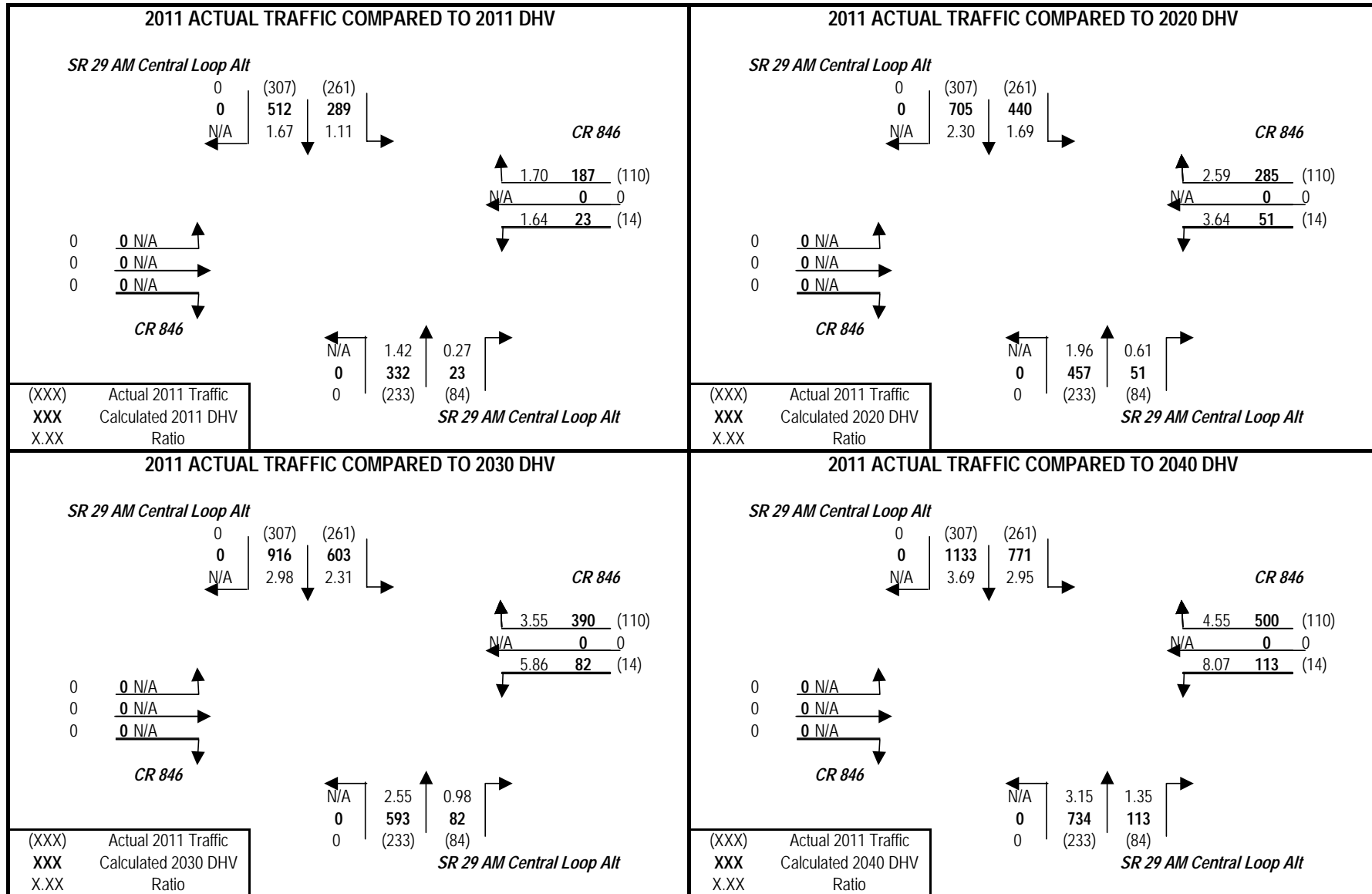




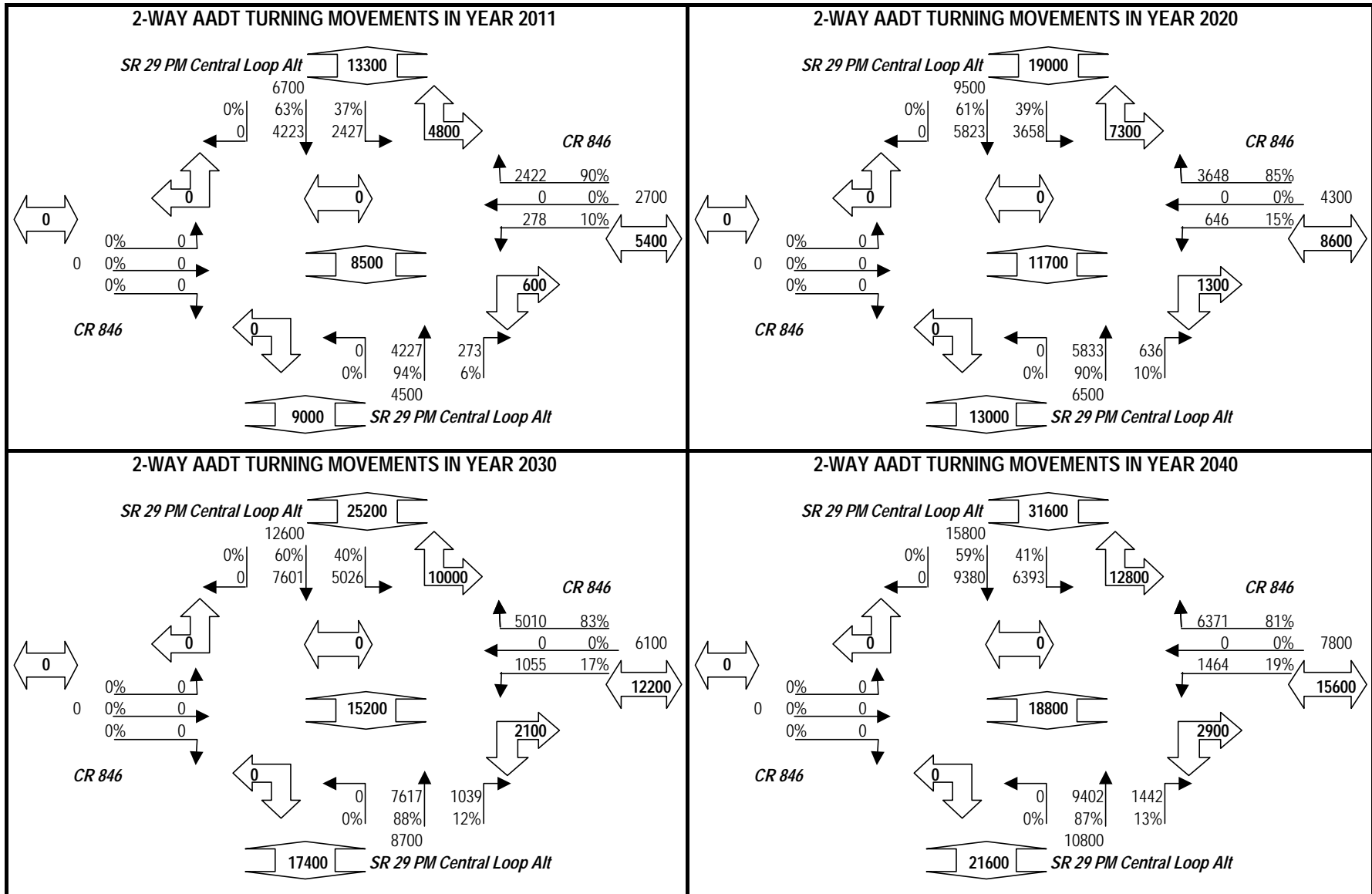
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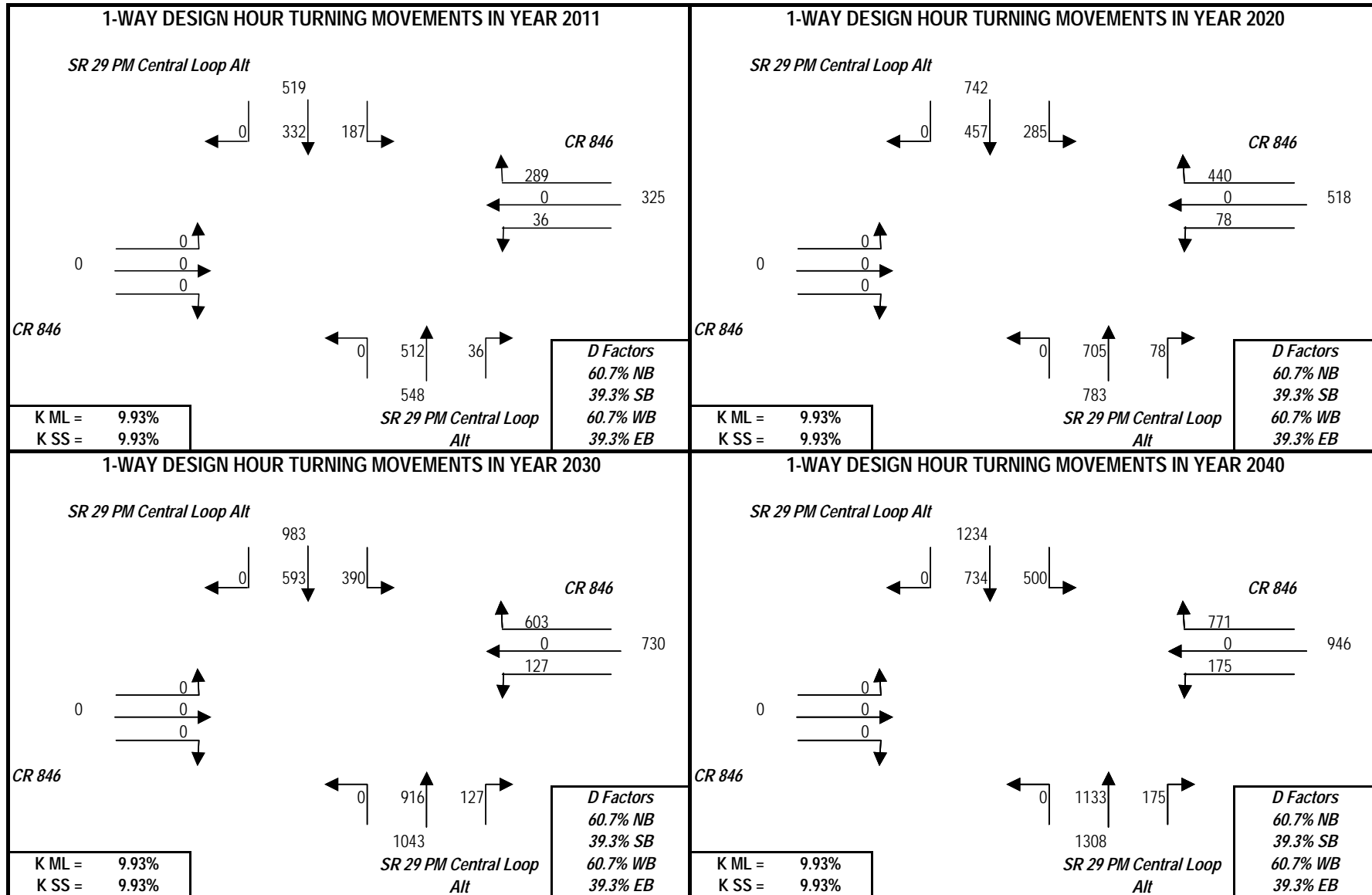
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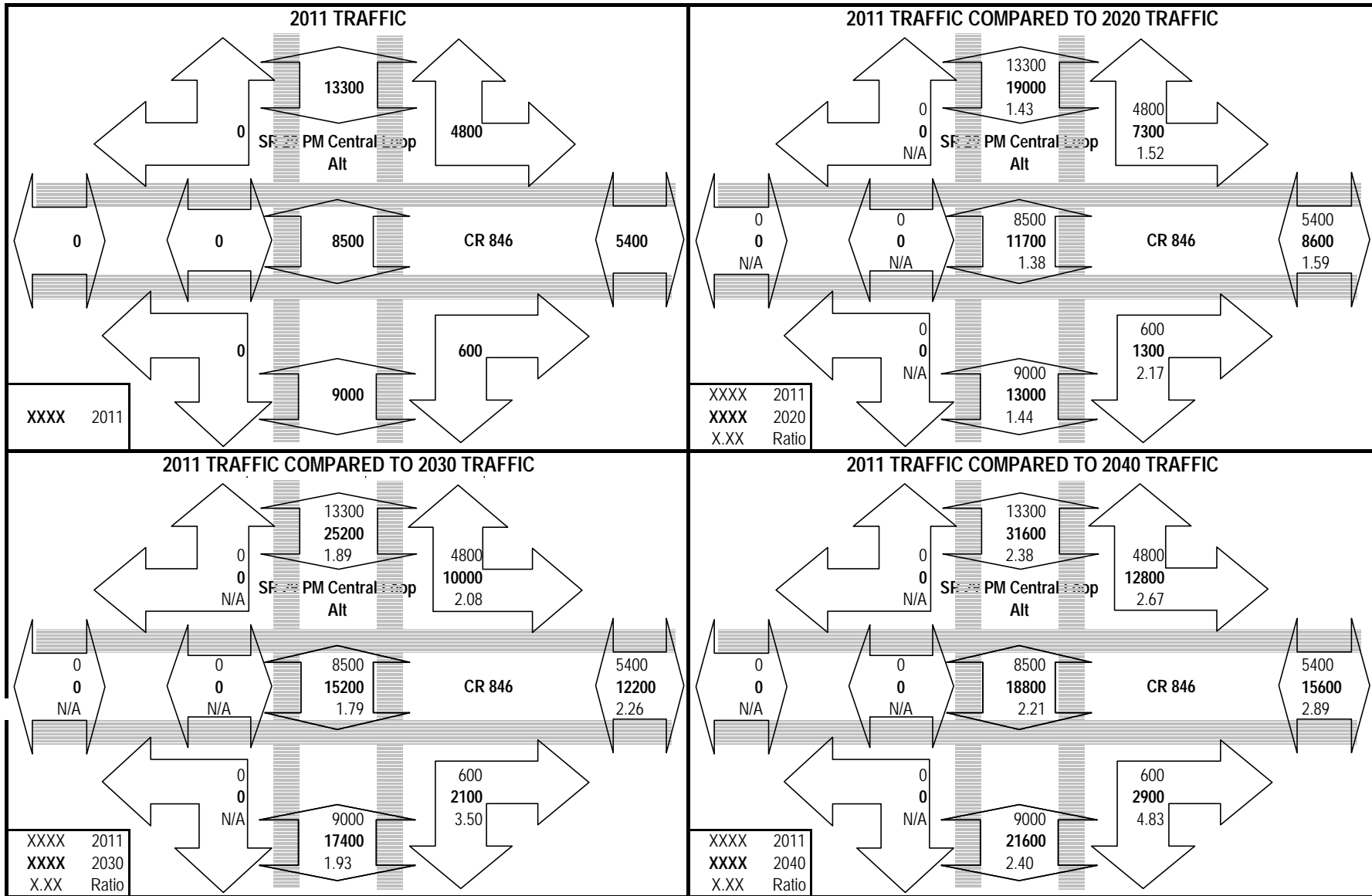
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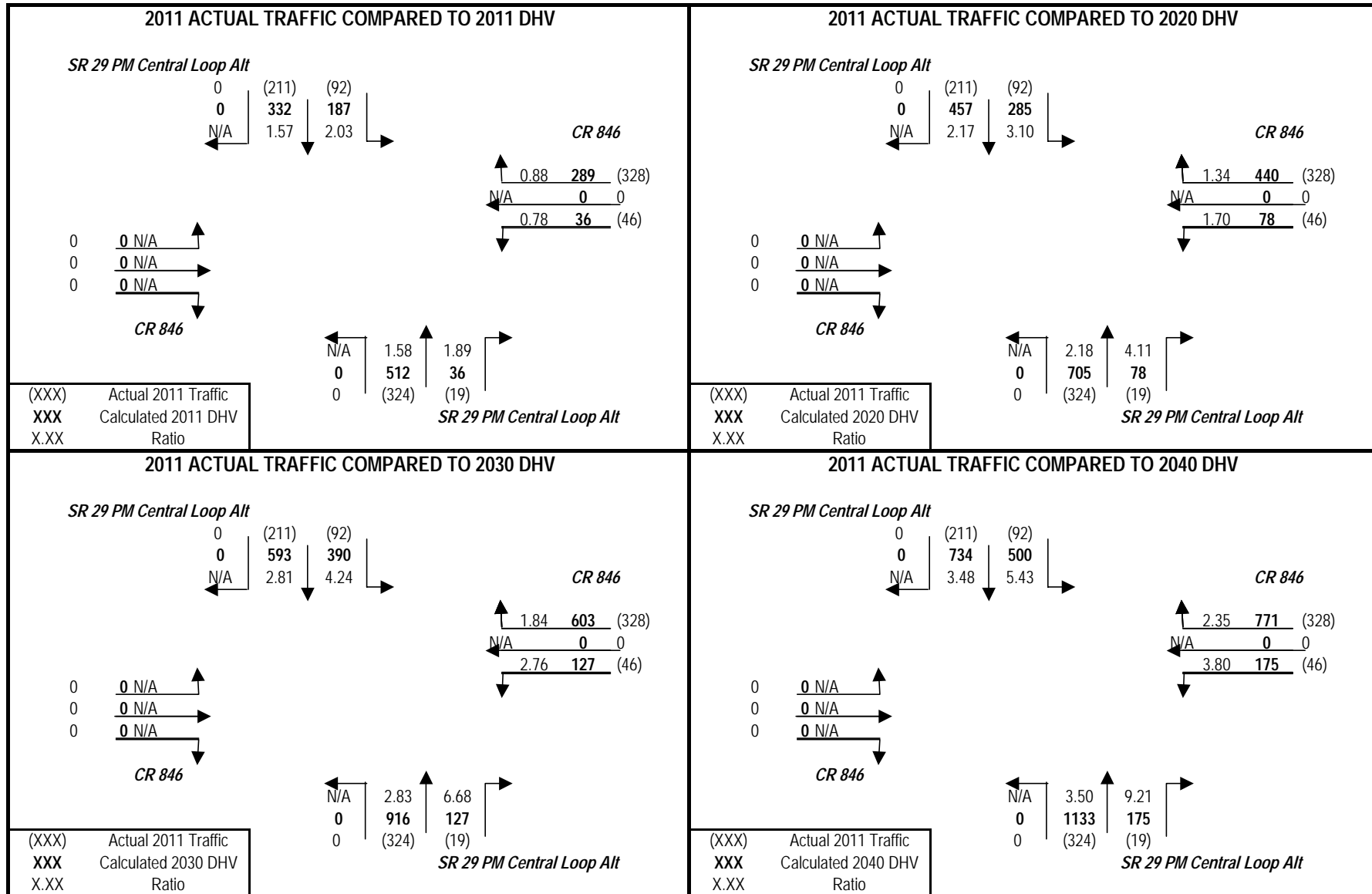
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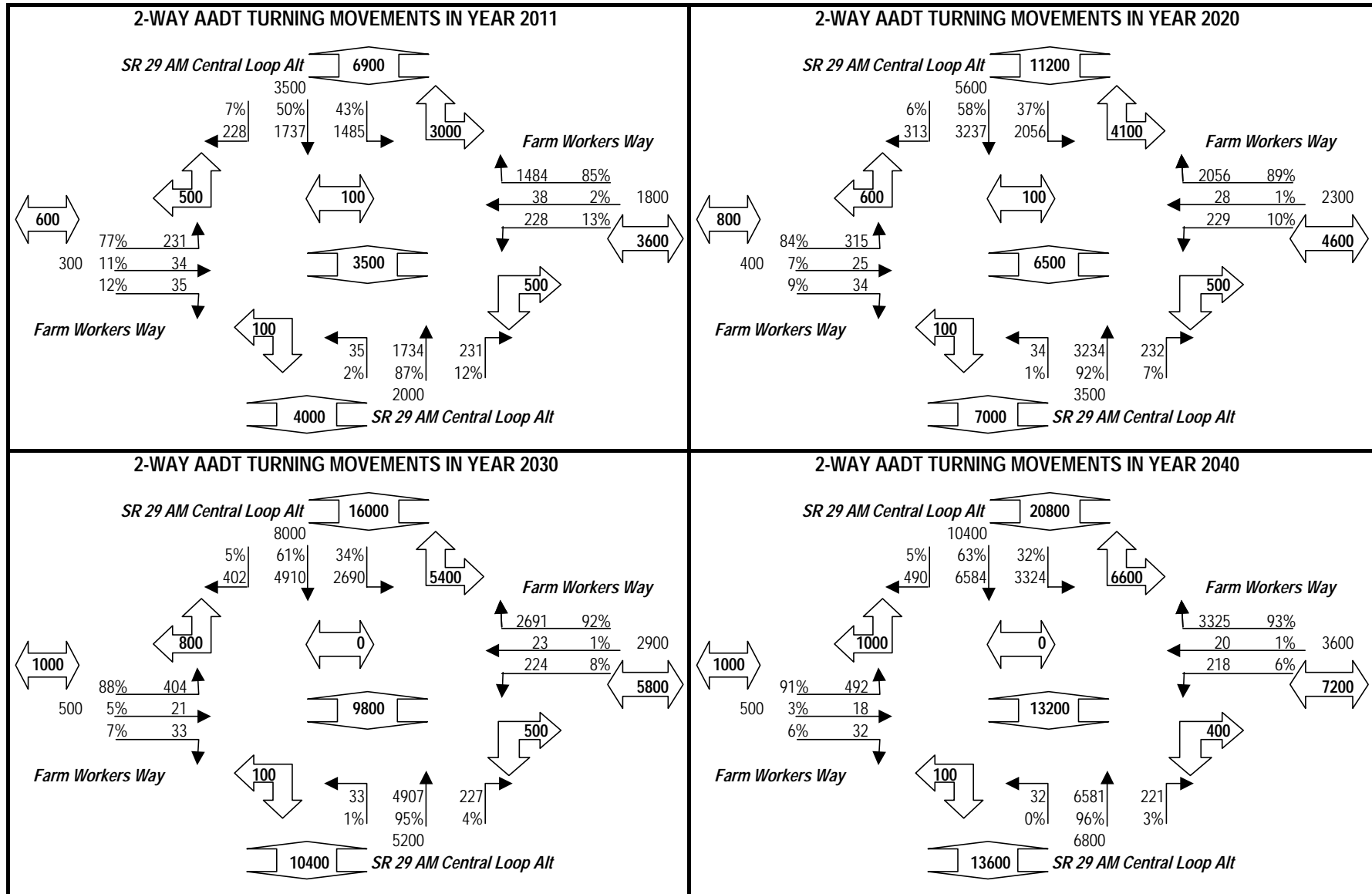
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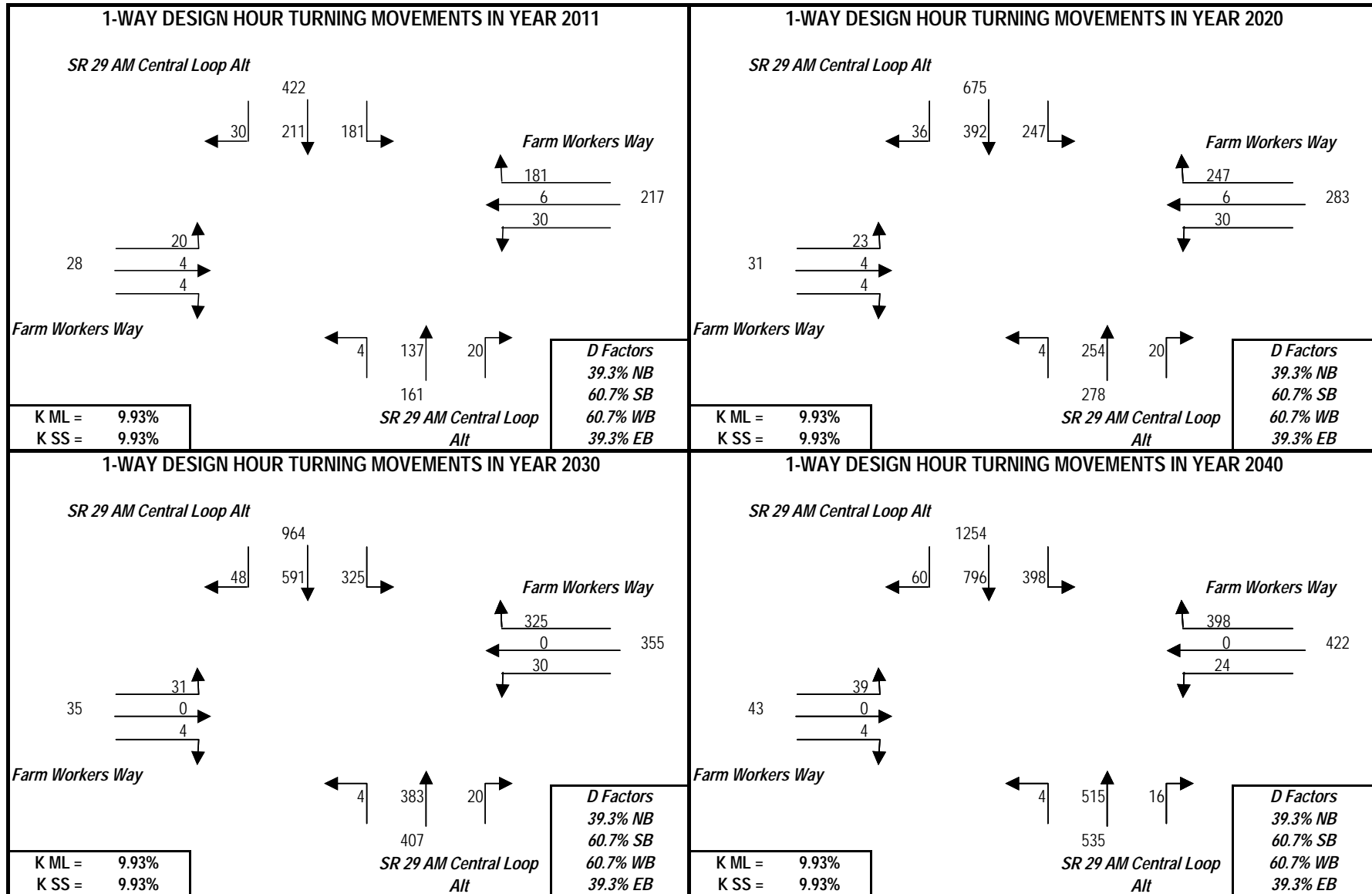
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT CR 846: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Farm Workers Way: Oil Well Rd TO SR 82

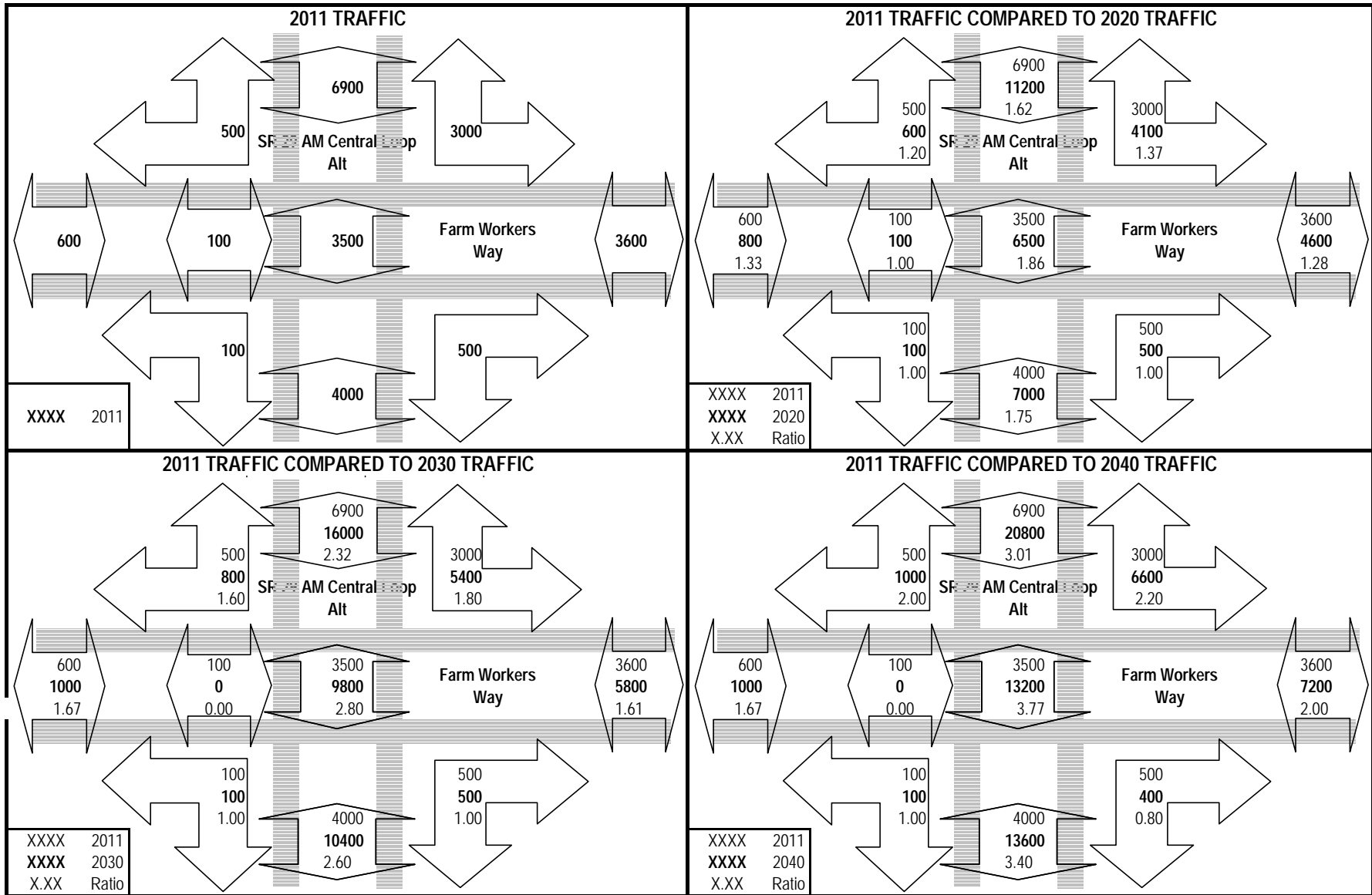


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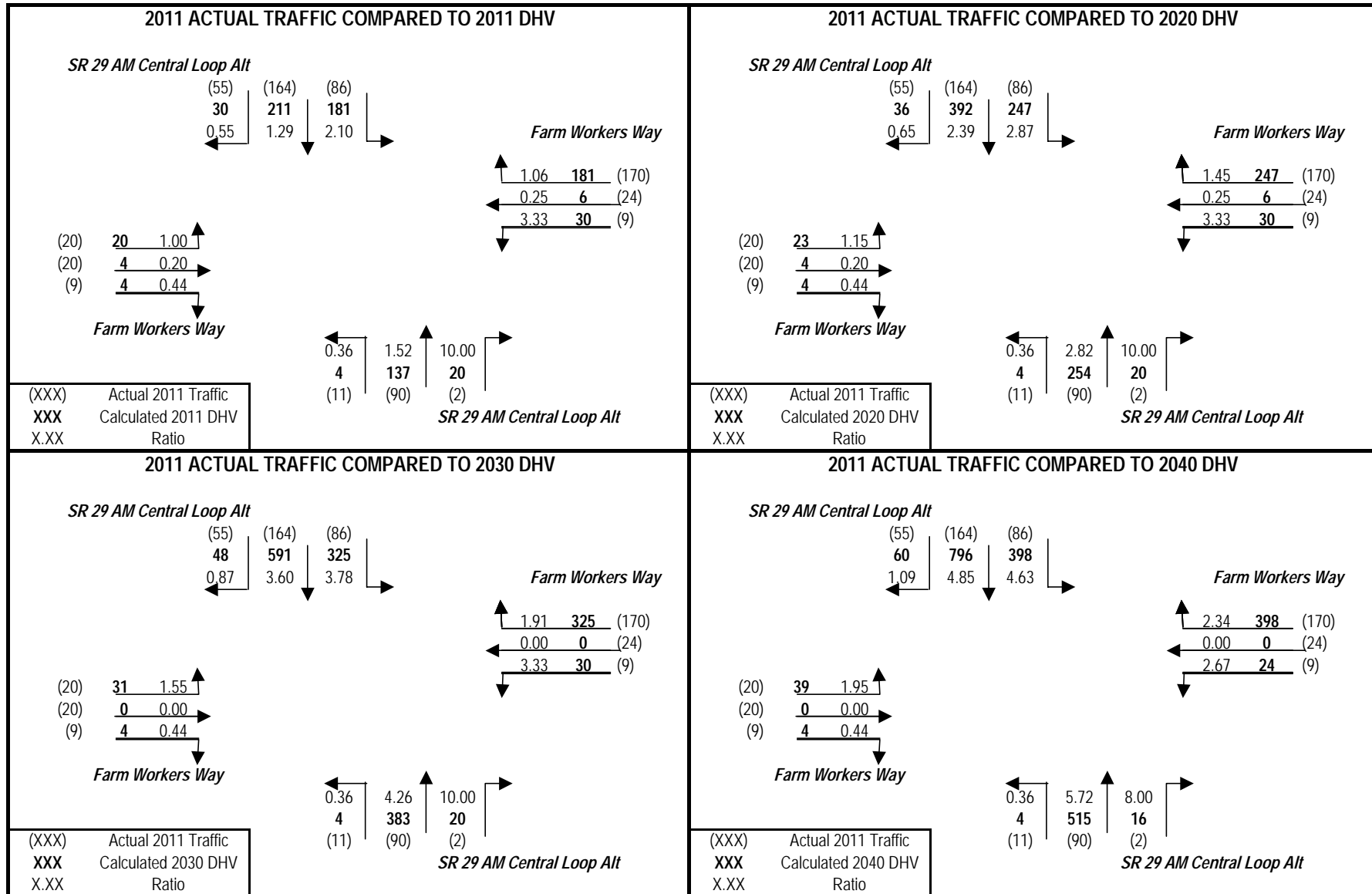




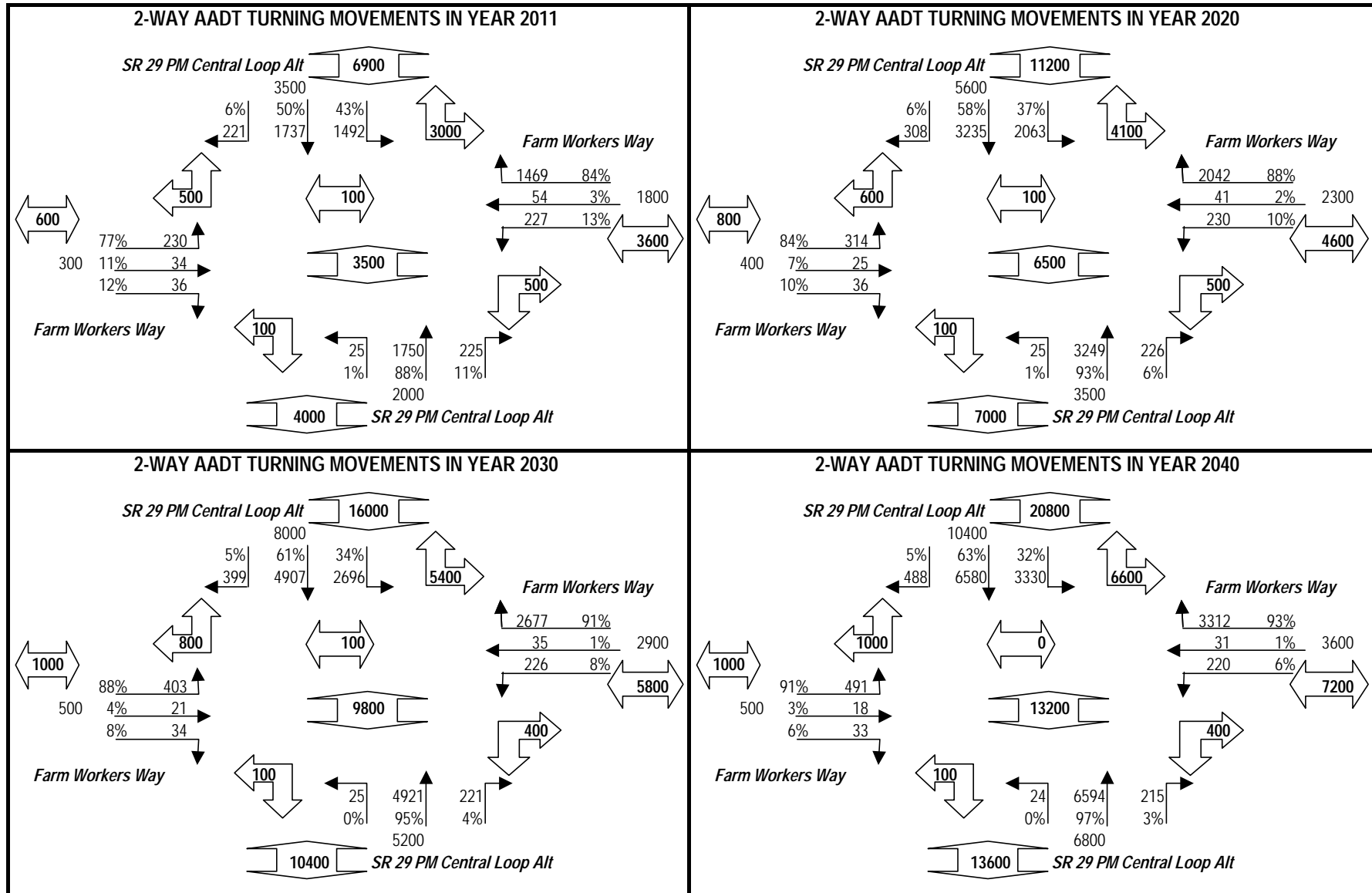
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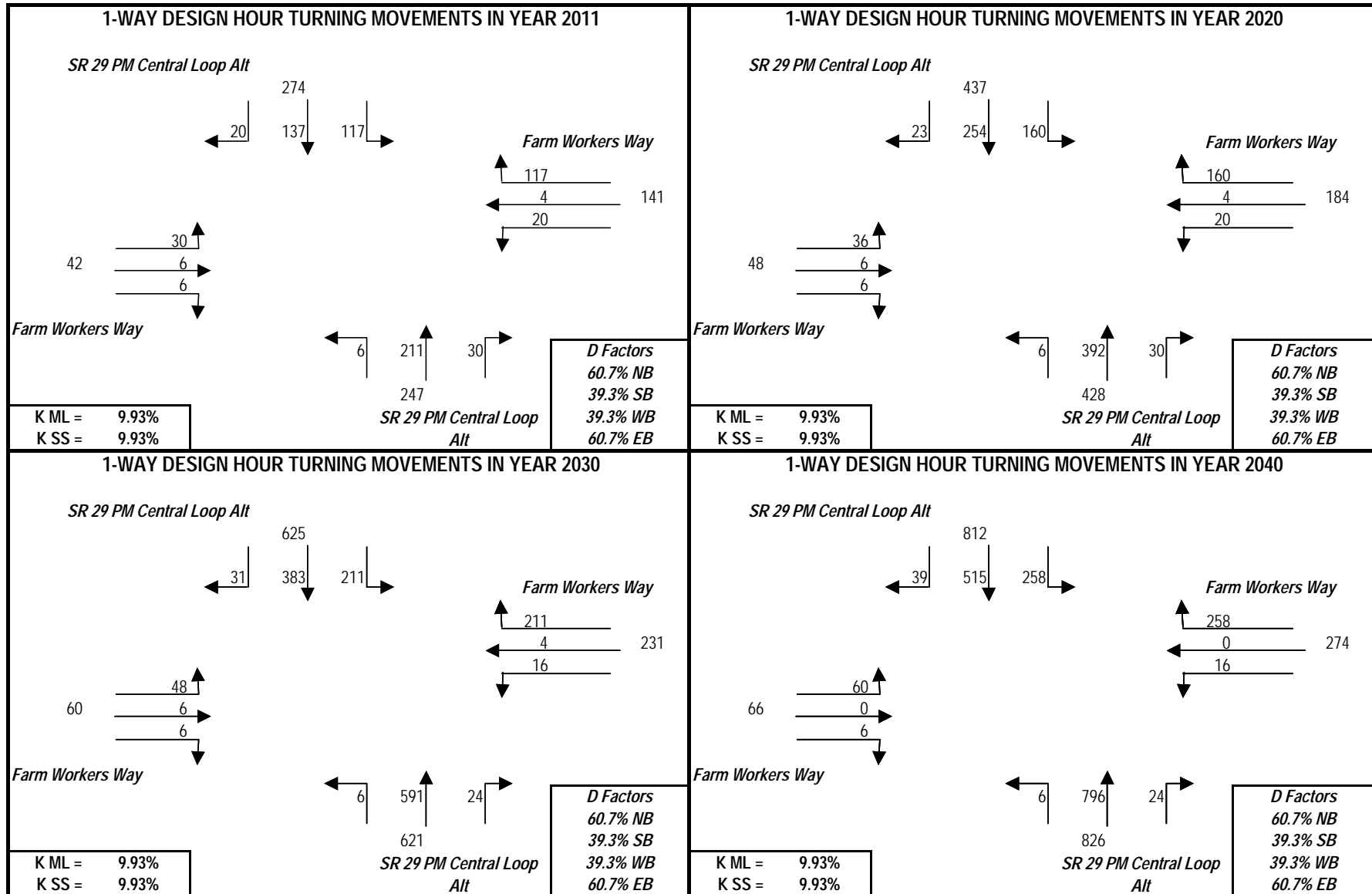
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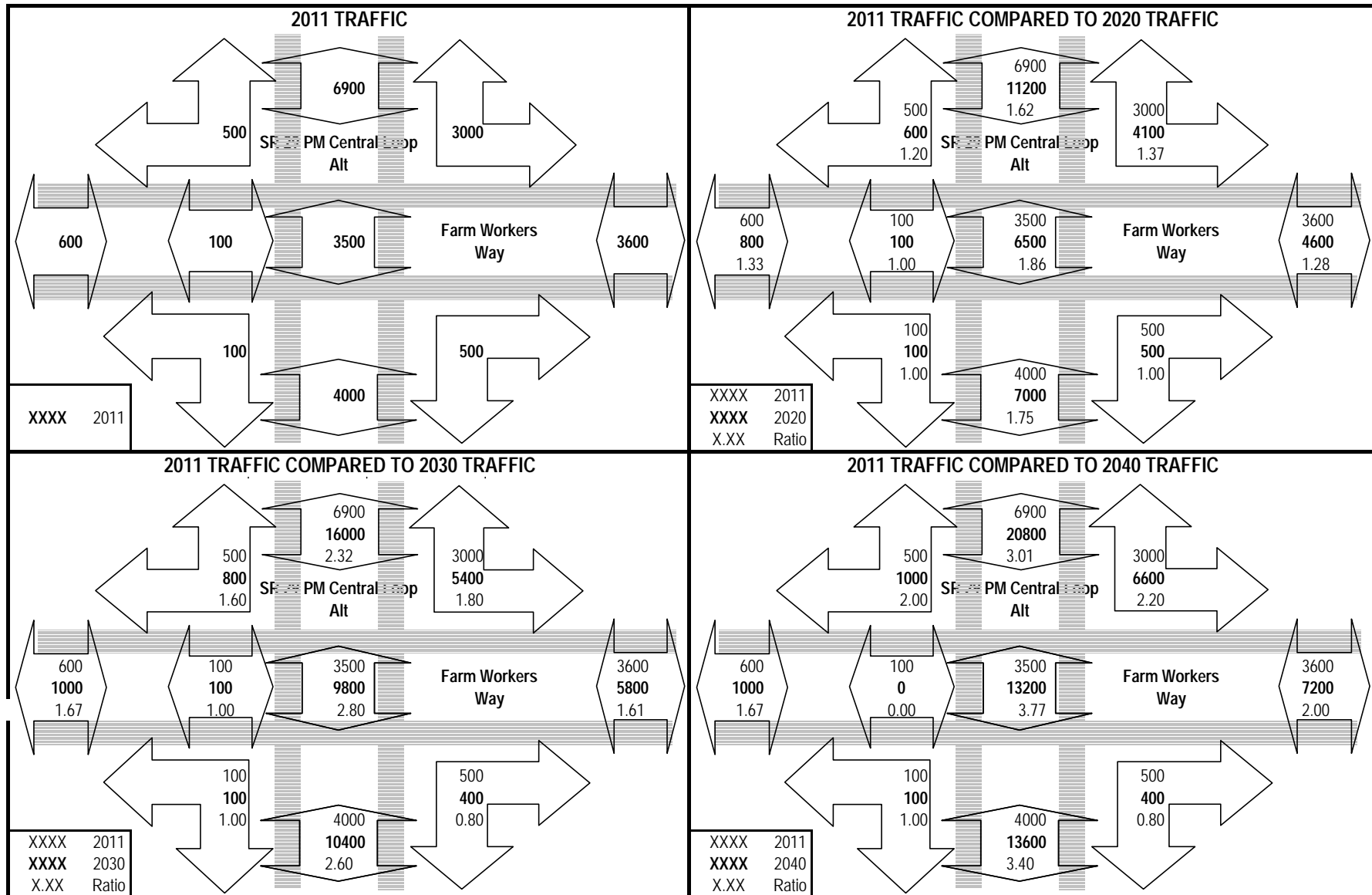
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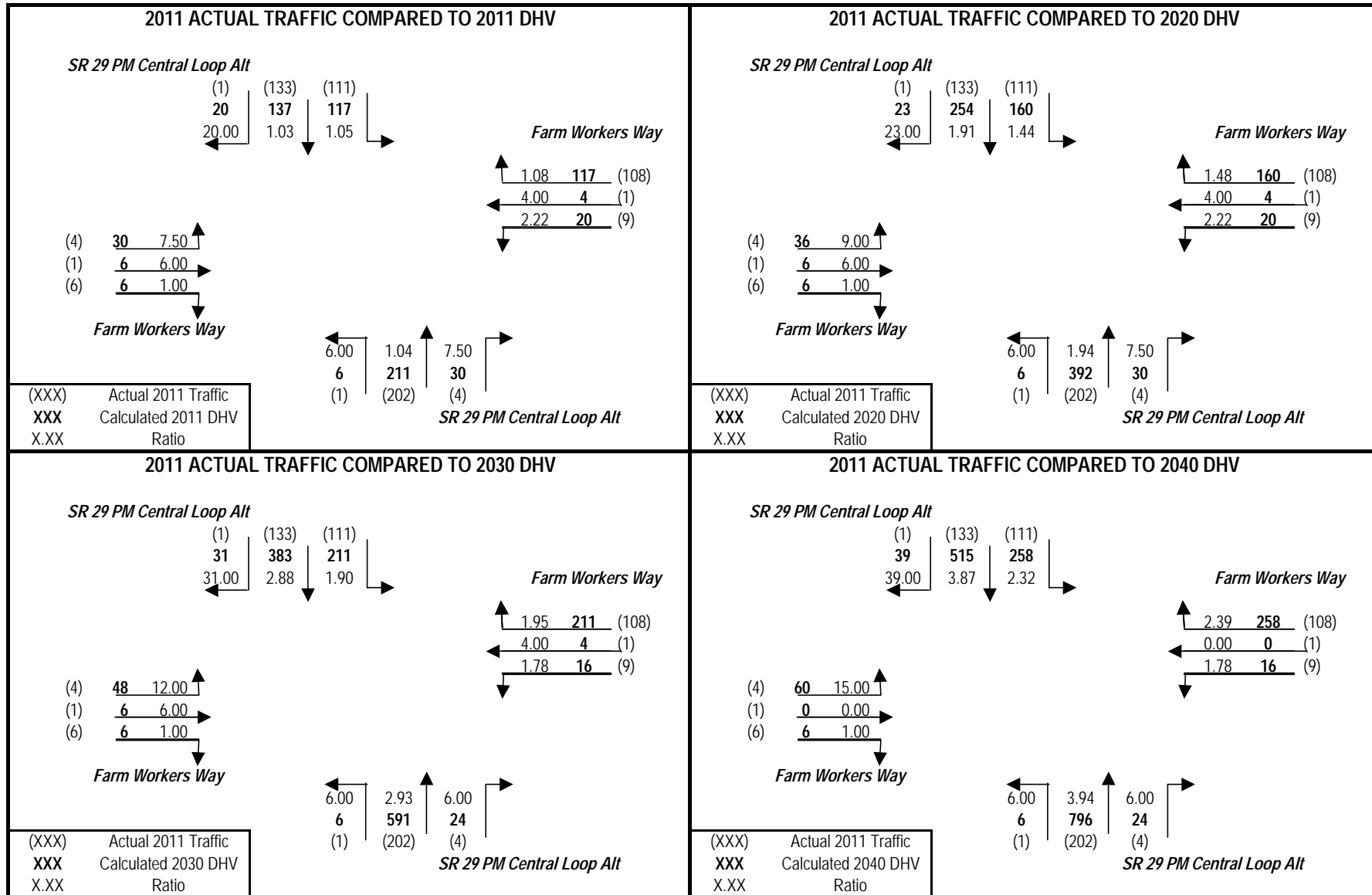
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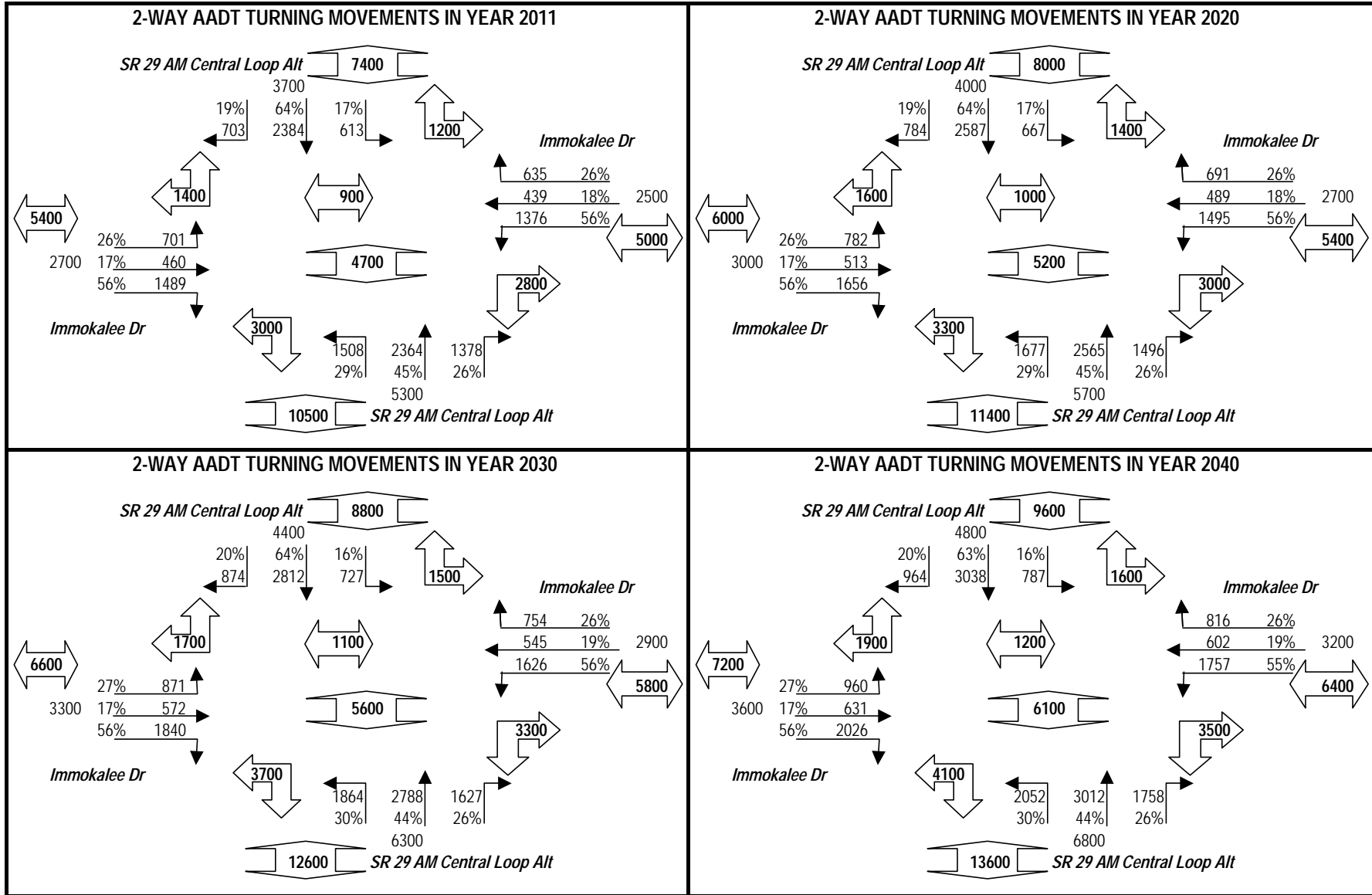
# PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT Farm Workers Way: Oil Well Rd TO SR 82



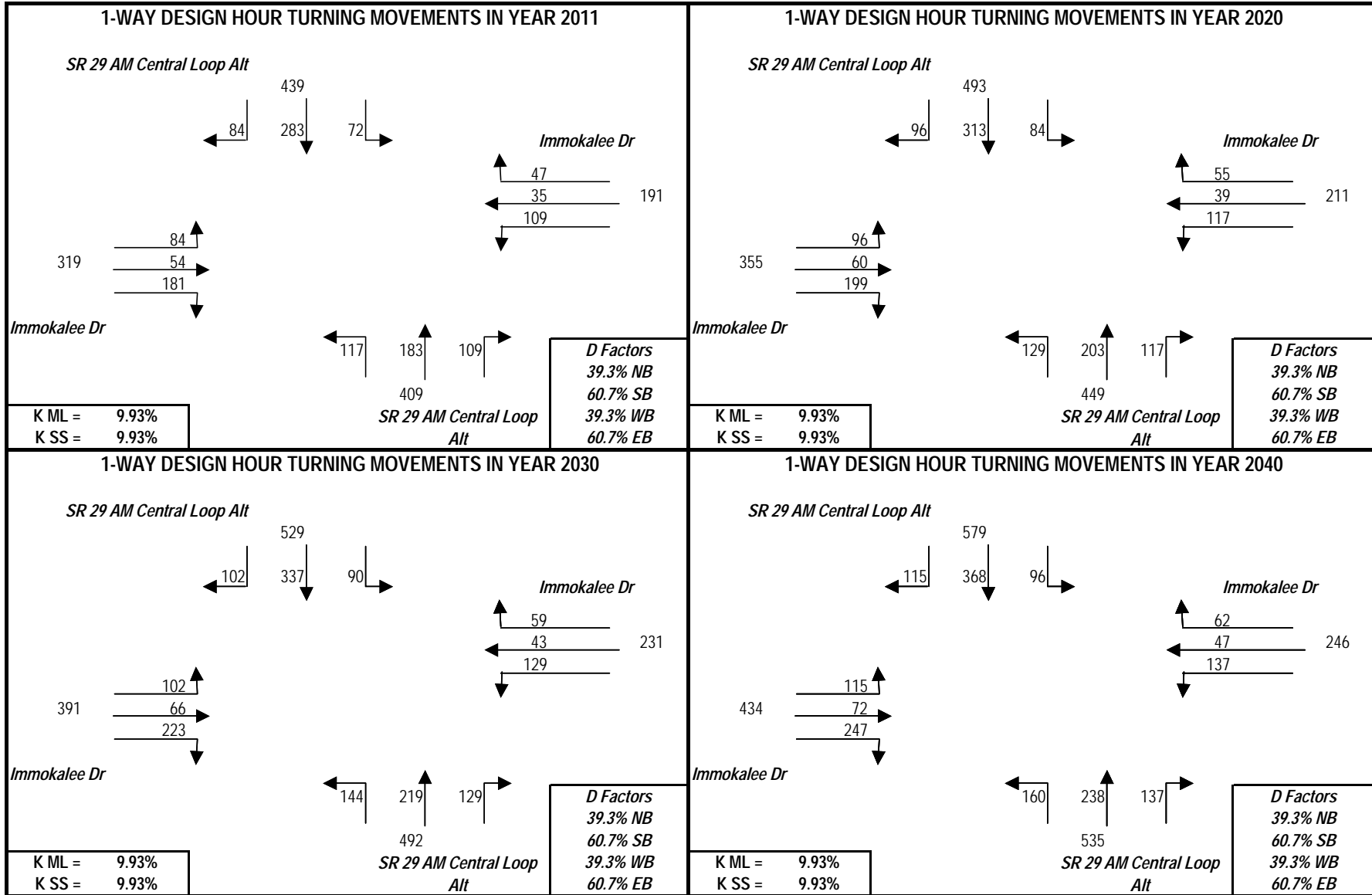
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT Farm Workers Way: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Immokalee Dr: Oil Well Rd TO SR 82

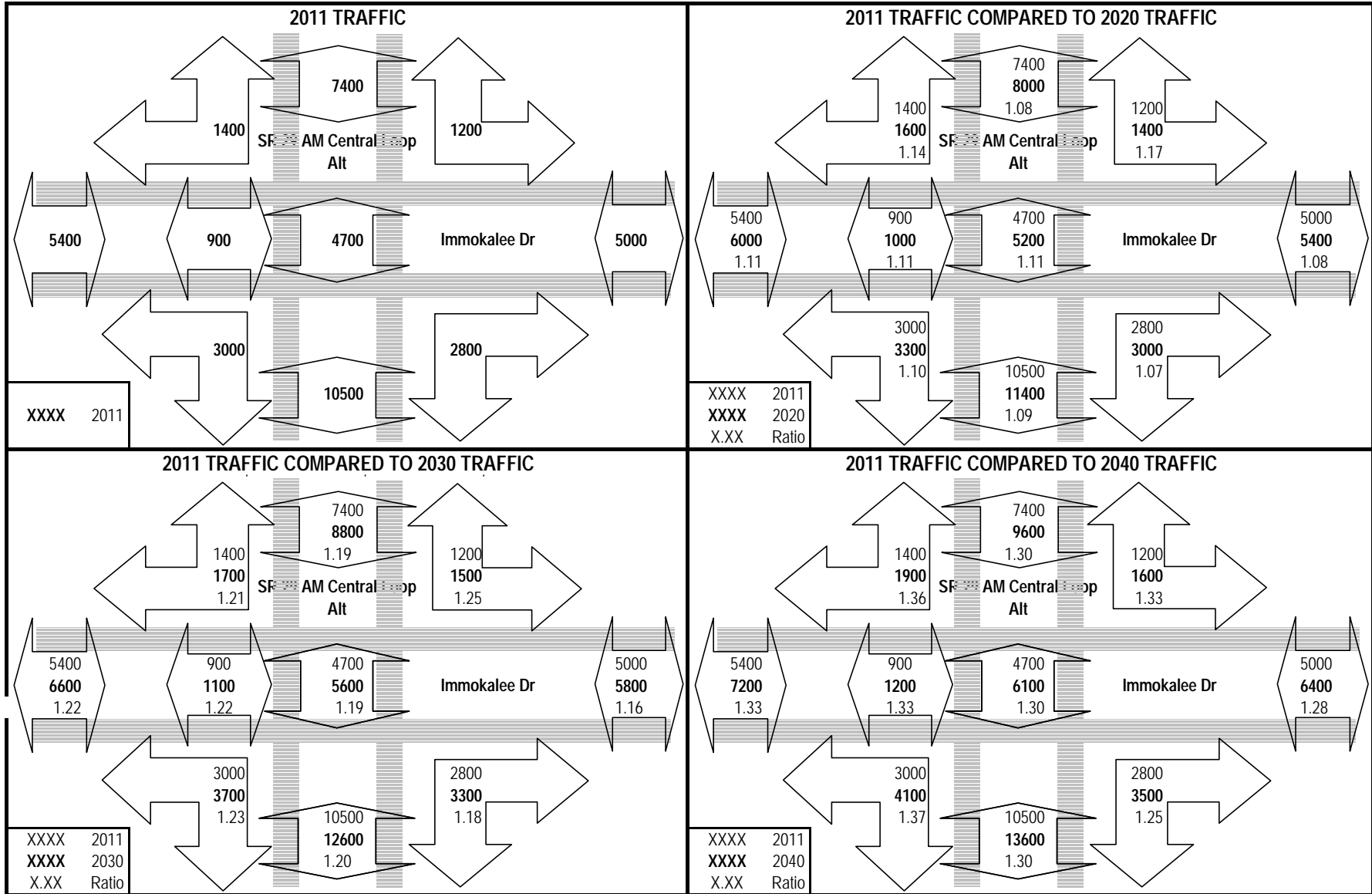


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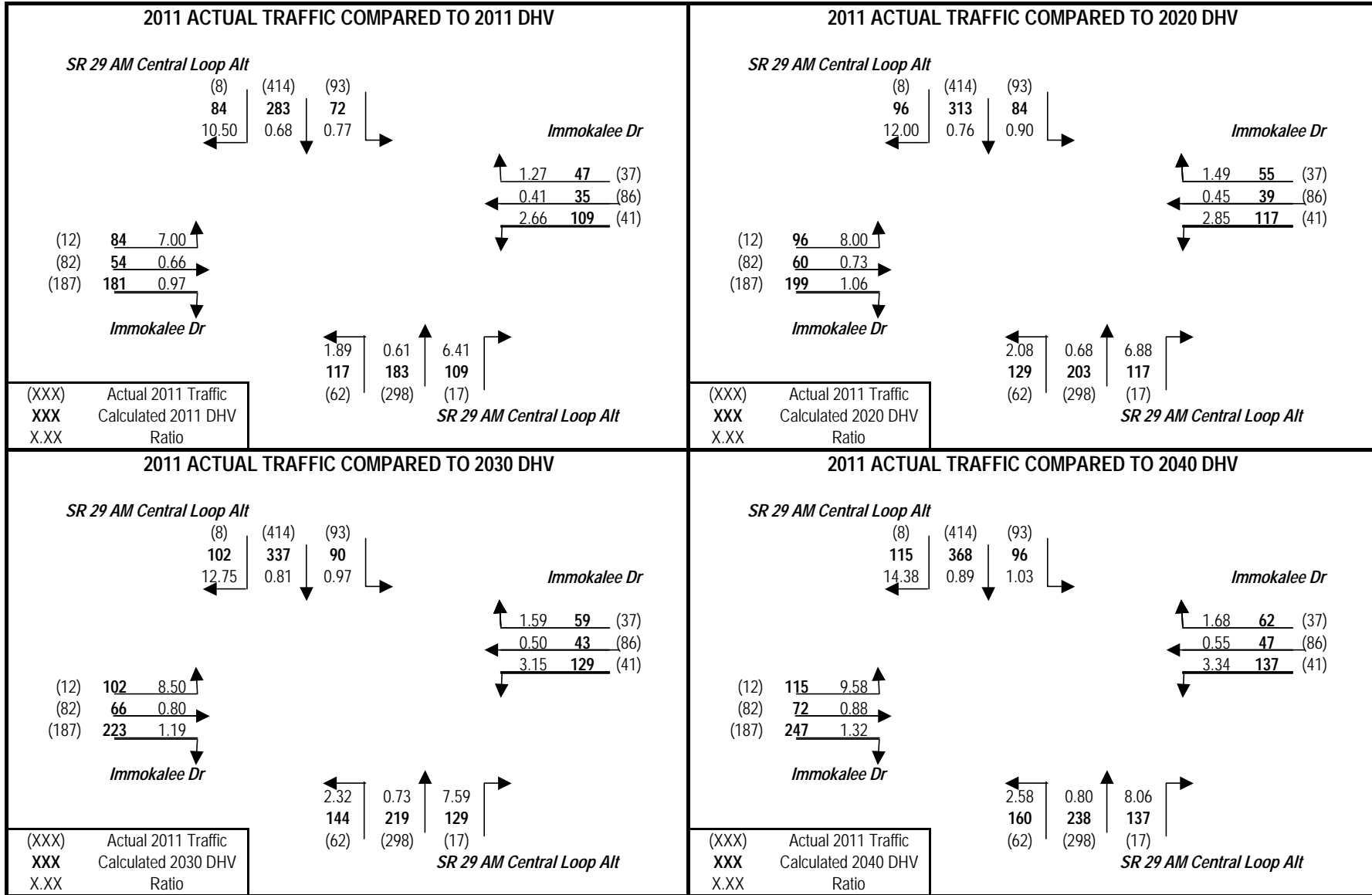




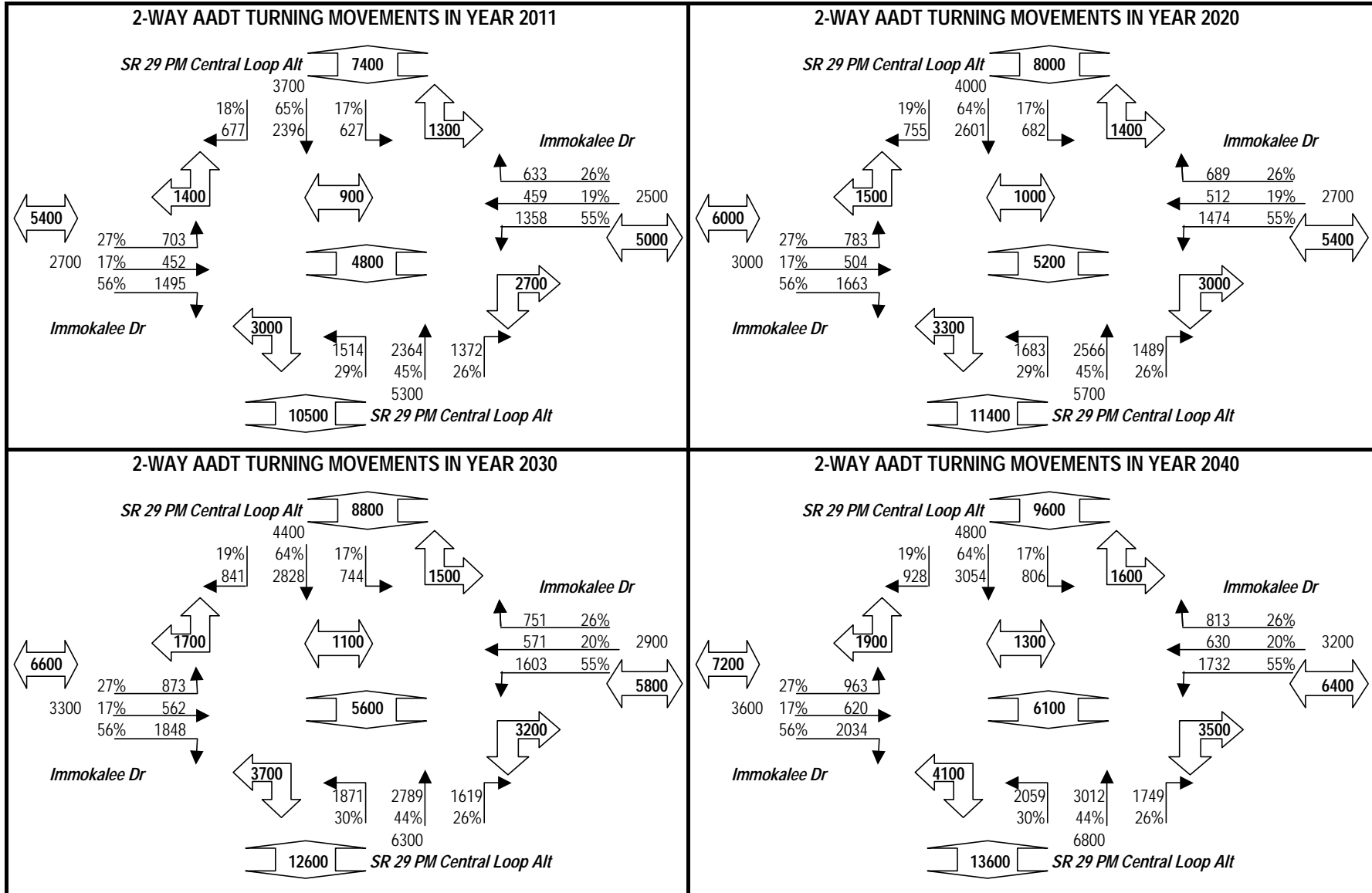
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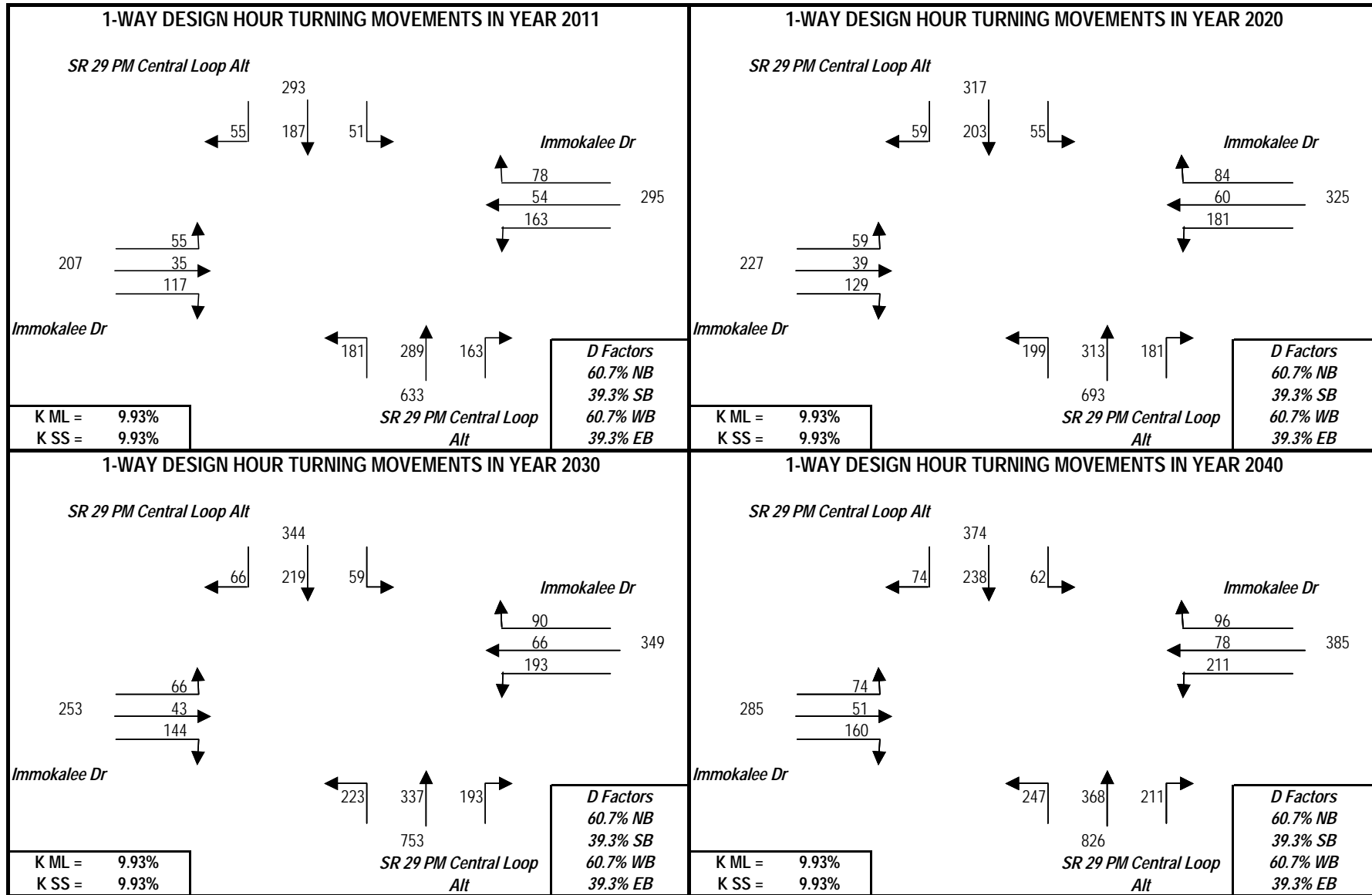
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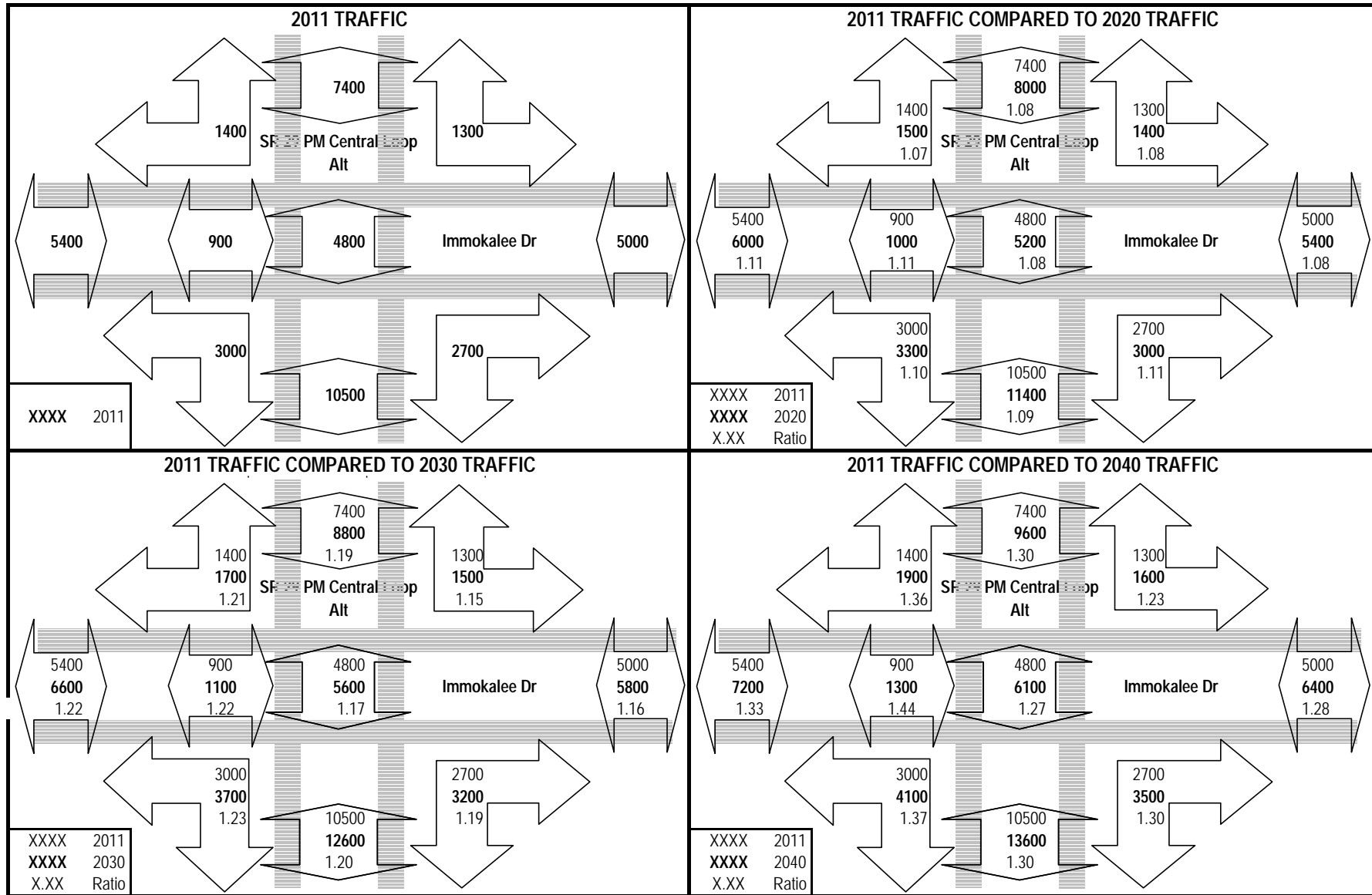
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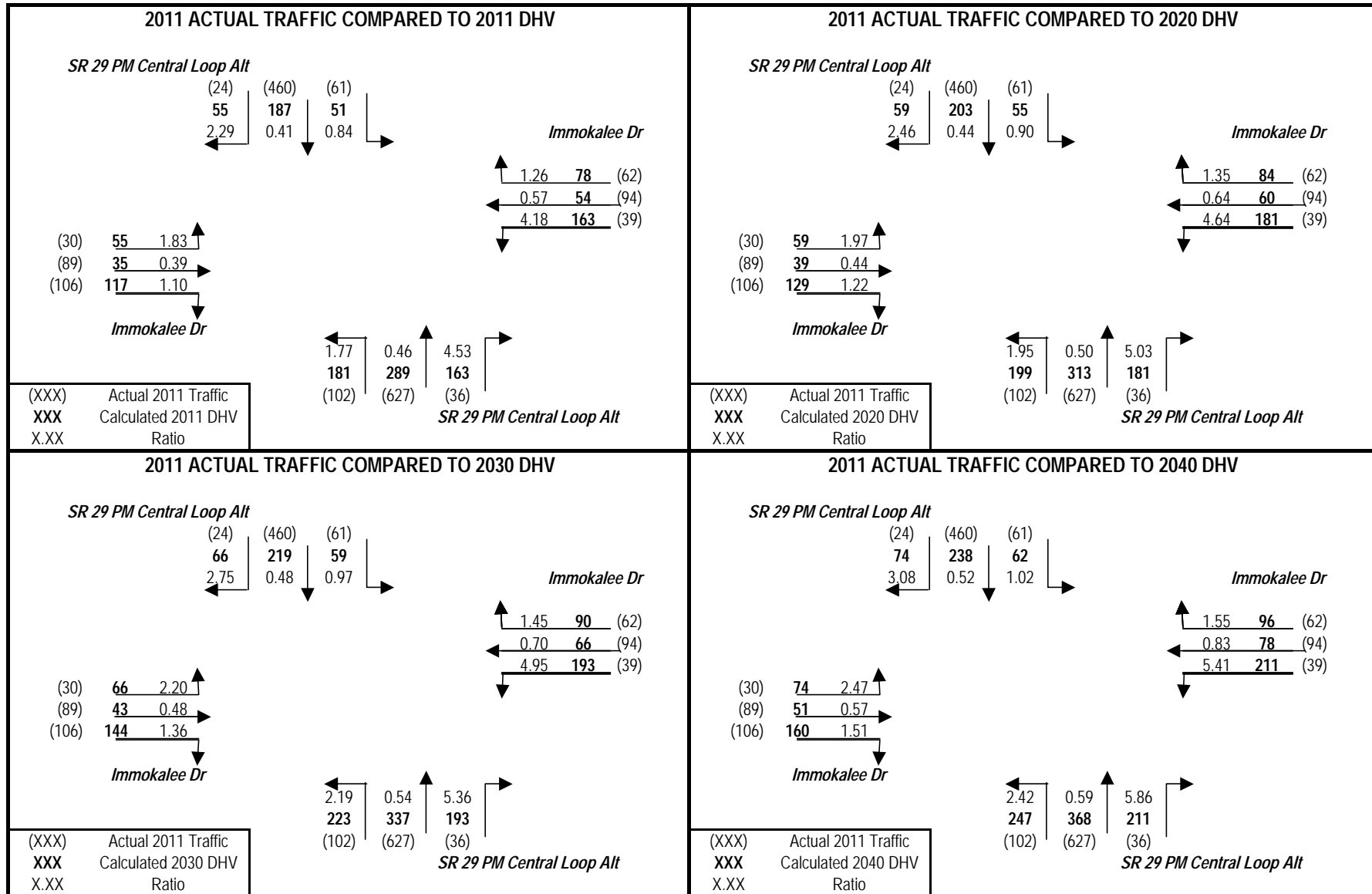
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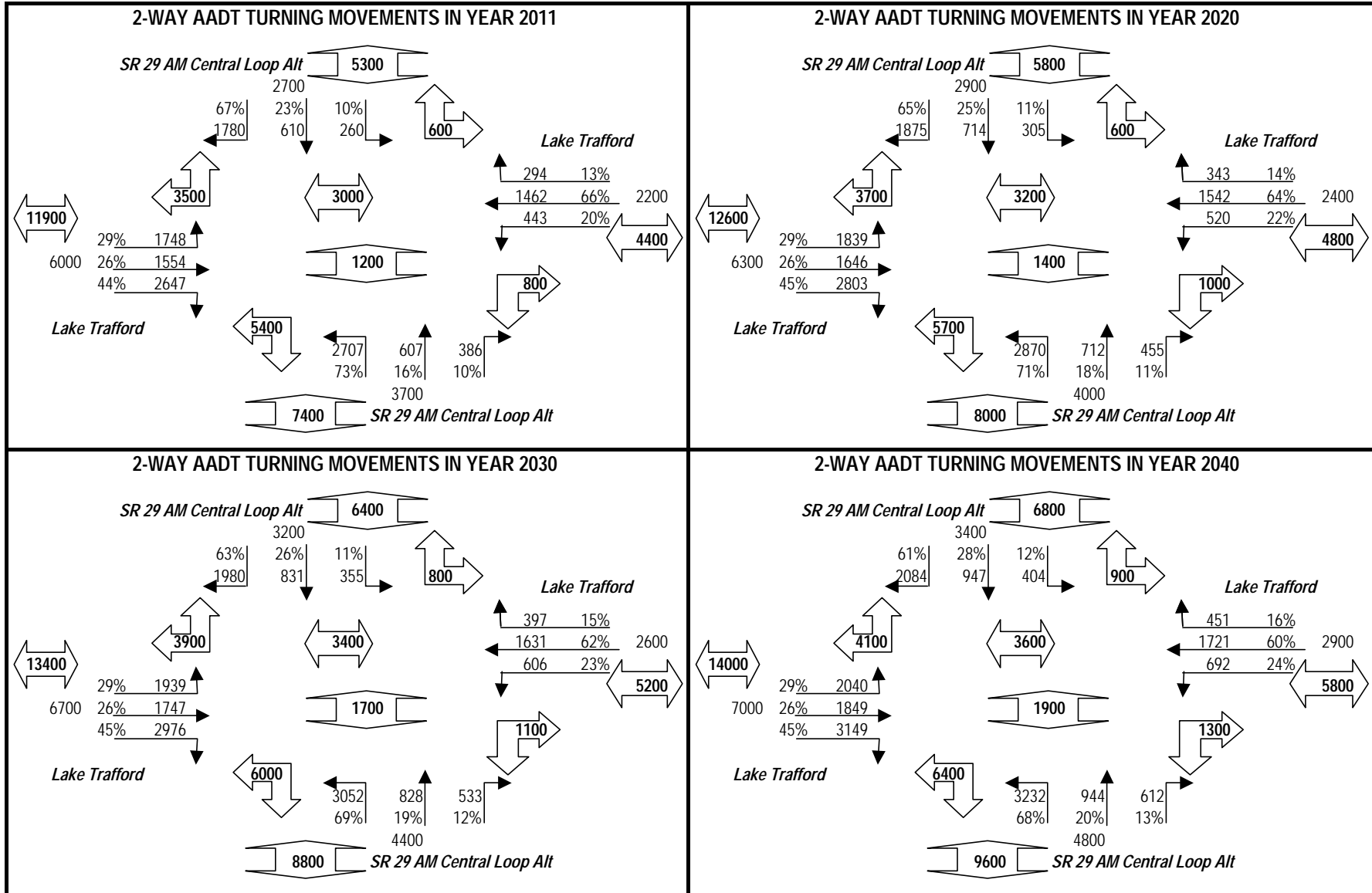
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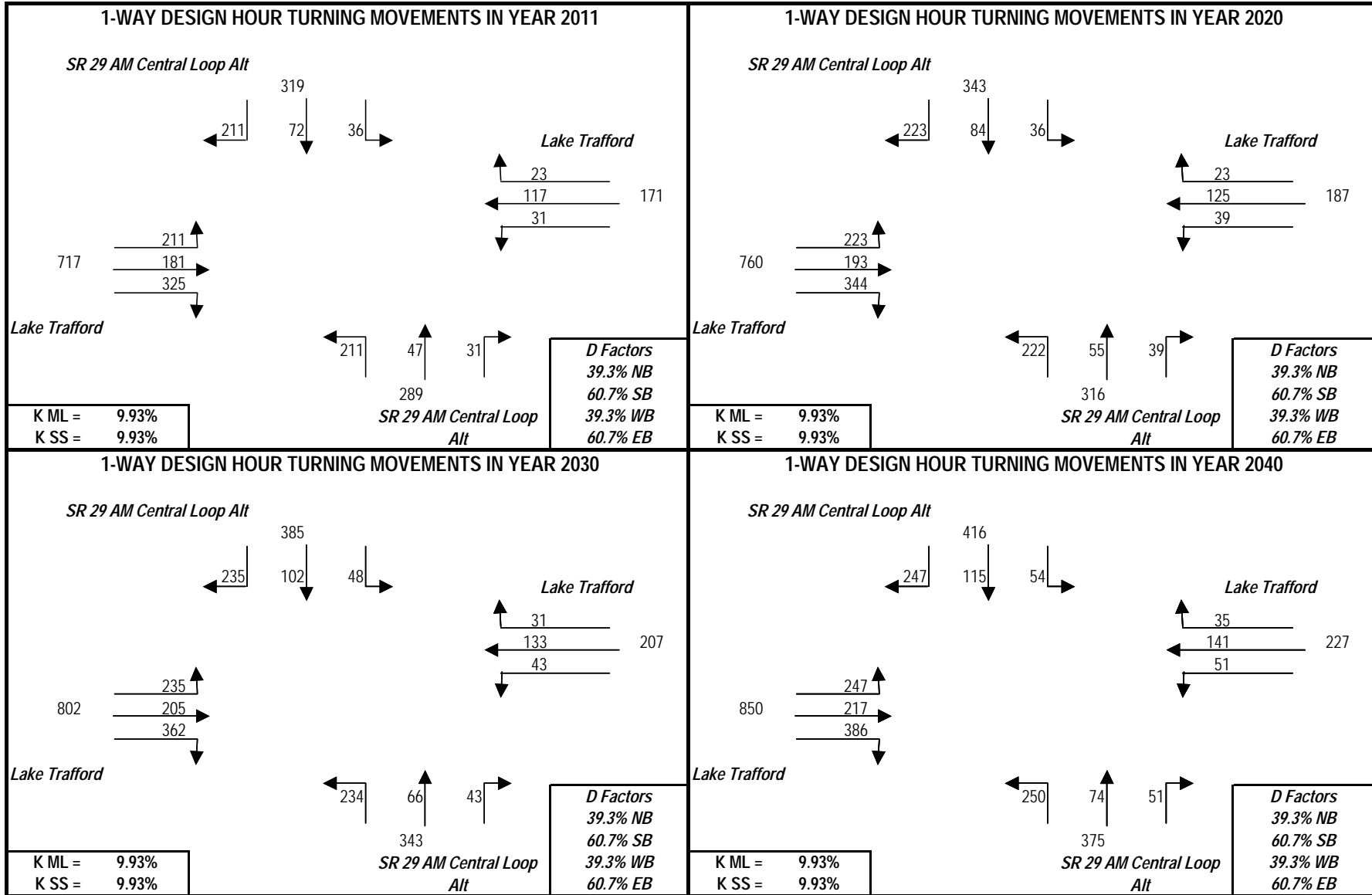
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## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Lake Trafford: Oil Well Rd TO SR 82

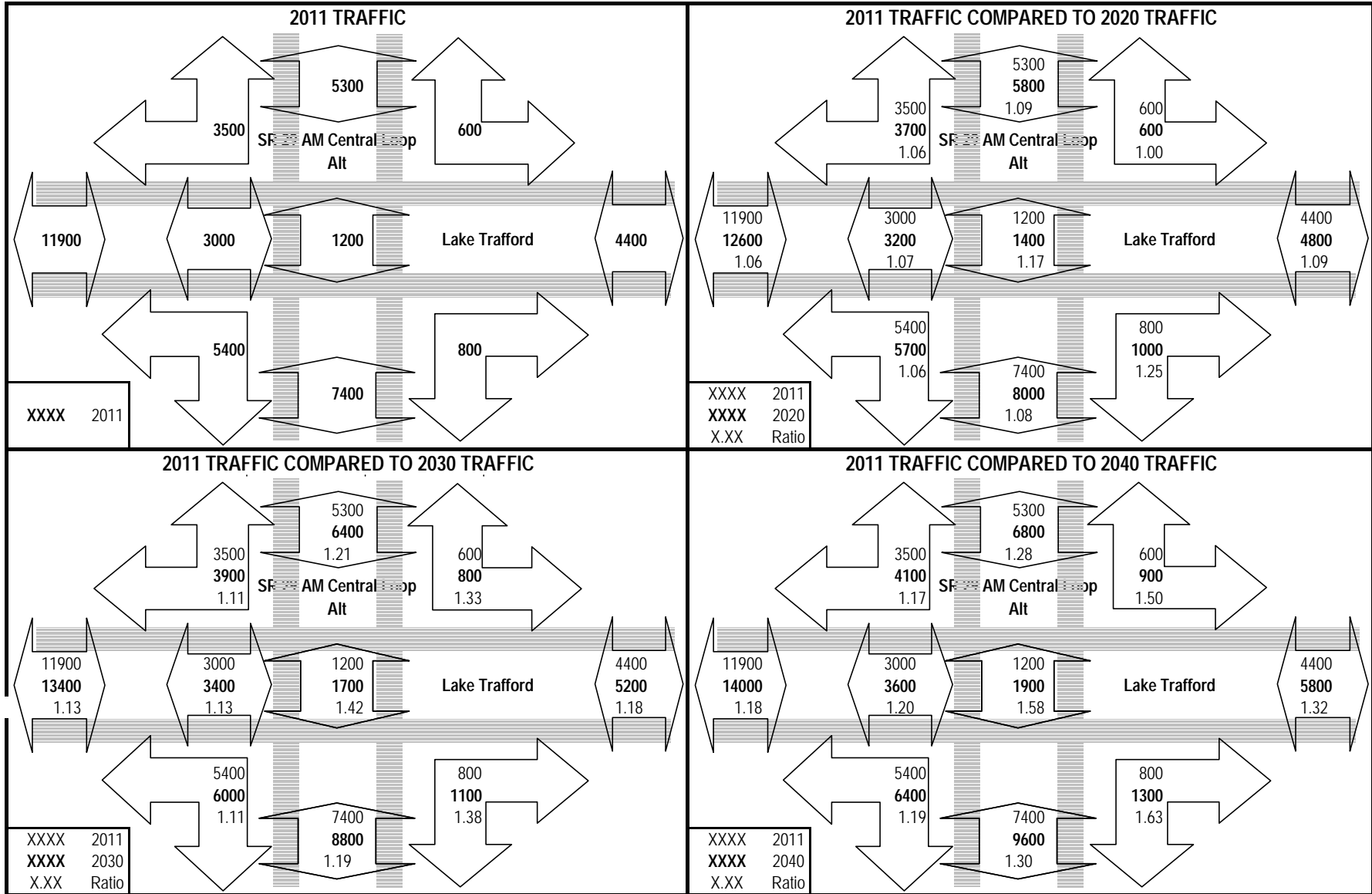


# PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Lake Trafford: Oil Well Rd TO SR 82

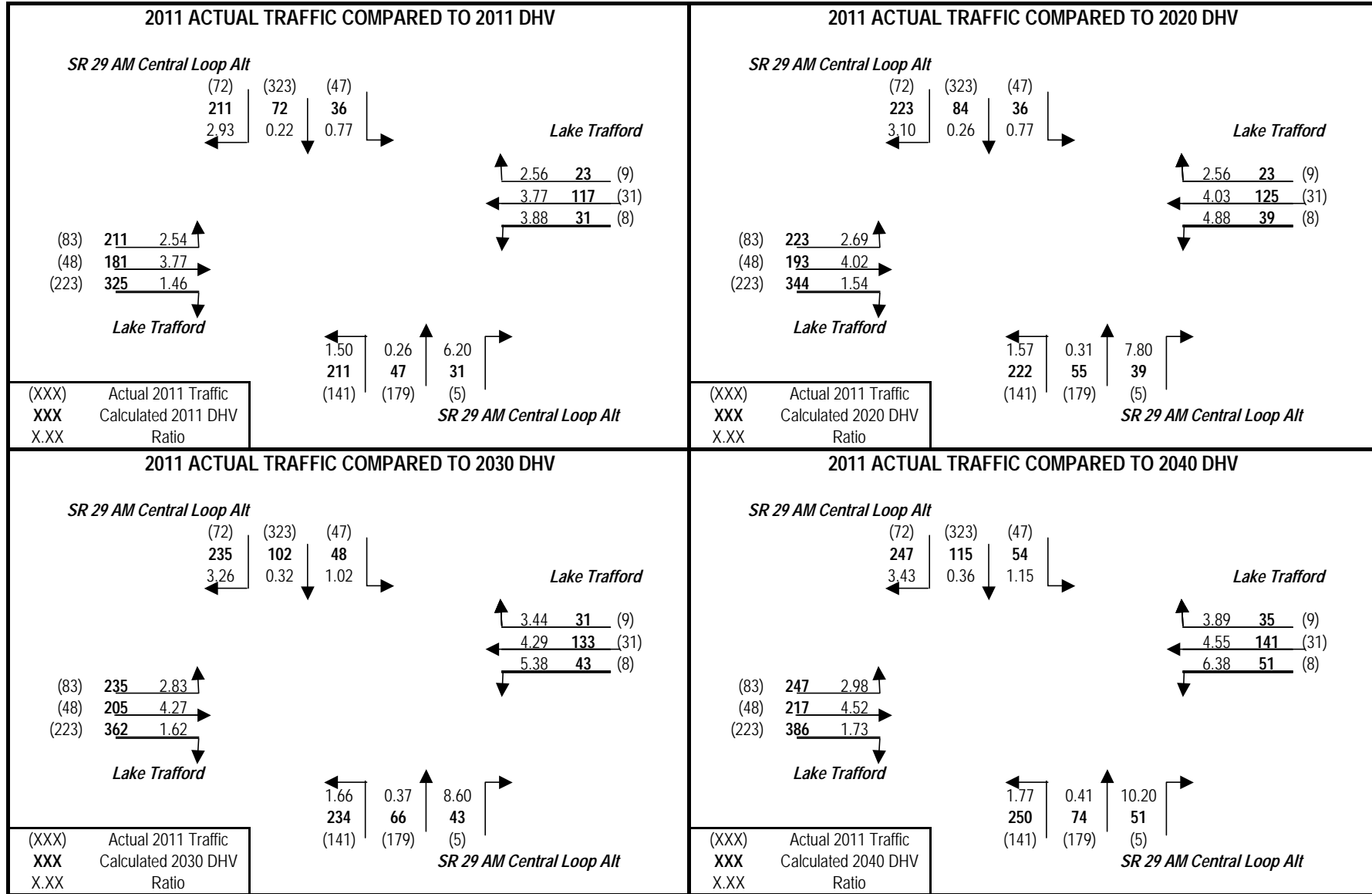




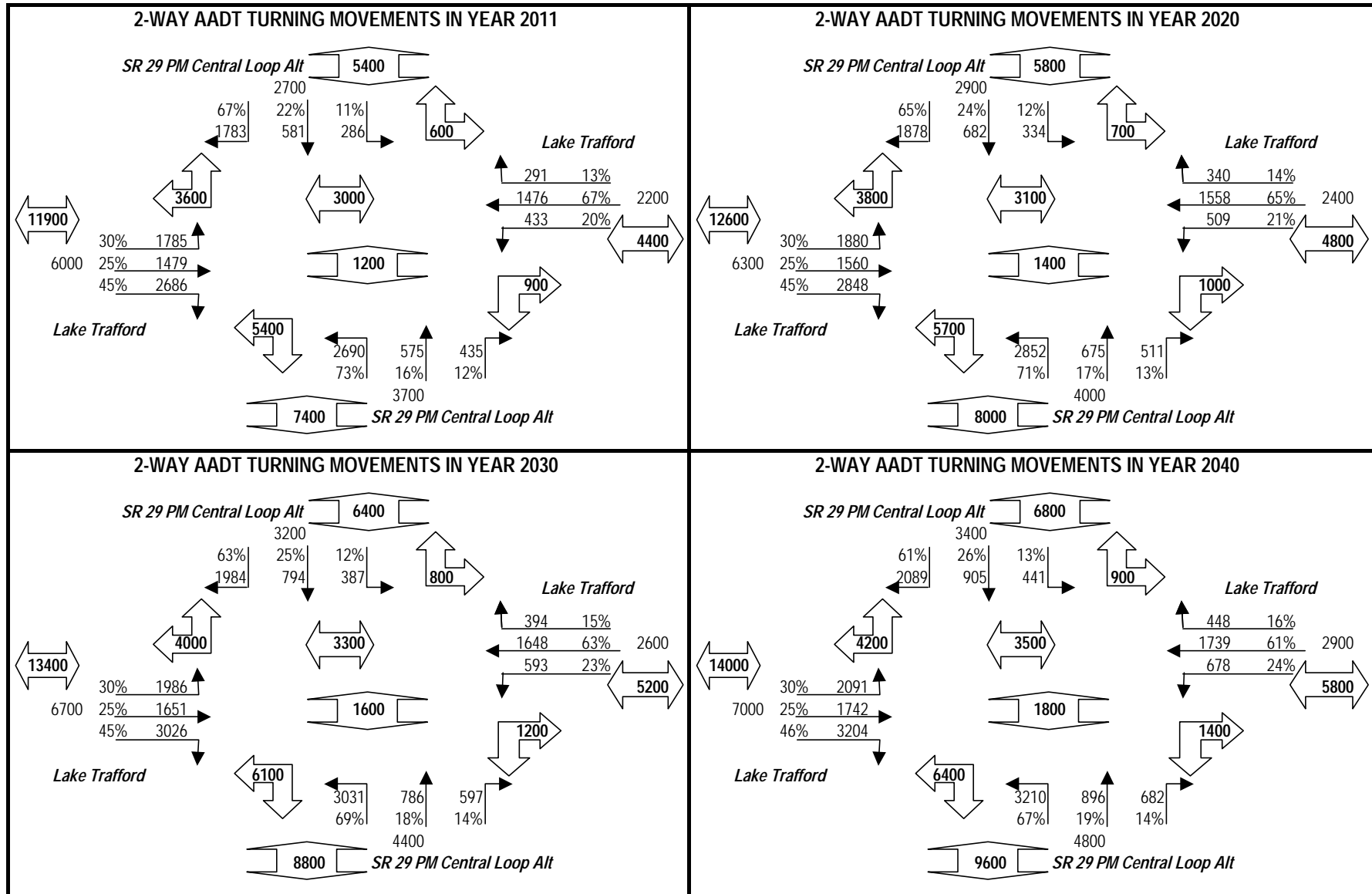
# PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Lake Trafford: Oil Well Rd TO SR 82



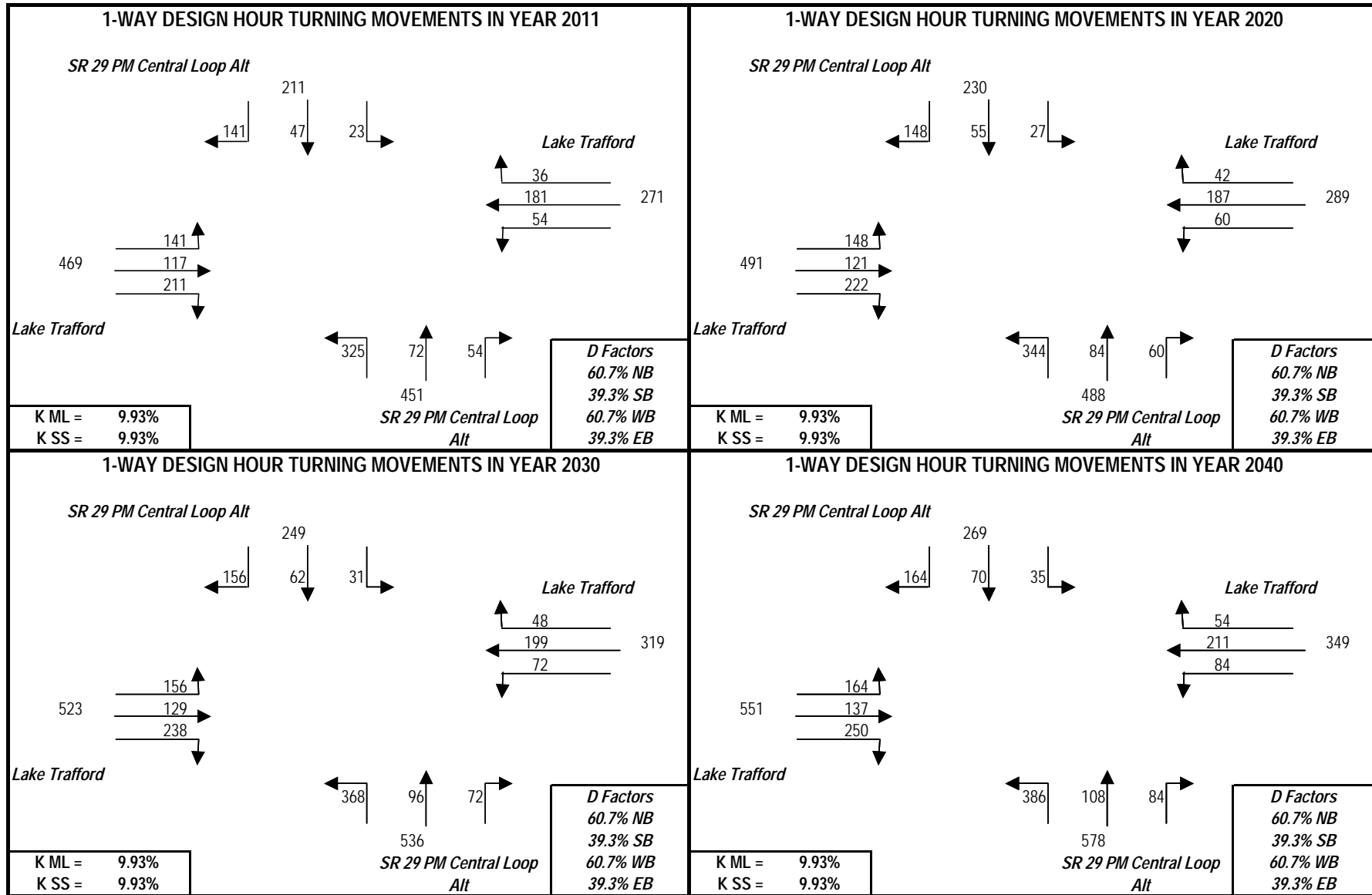
## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Lake Trafford: Oil Well Rd TO SR 82



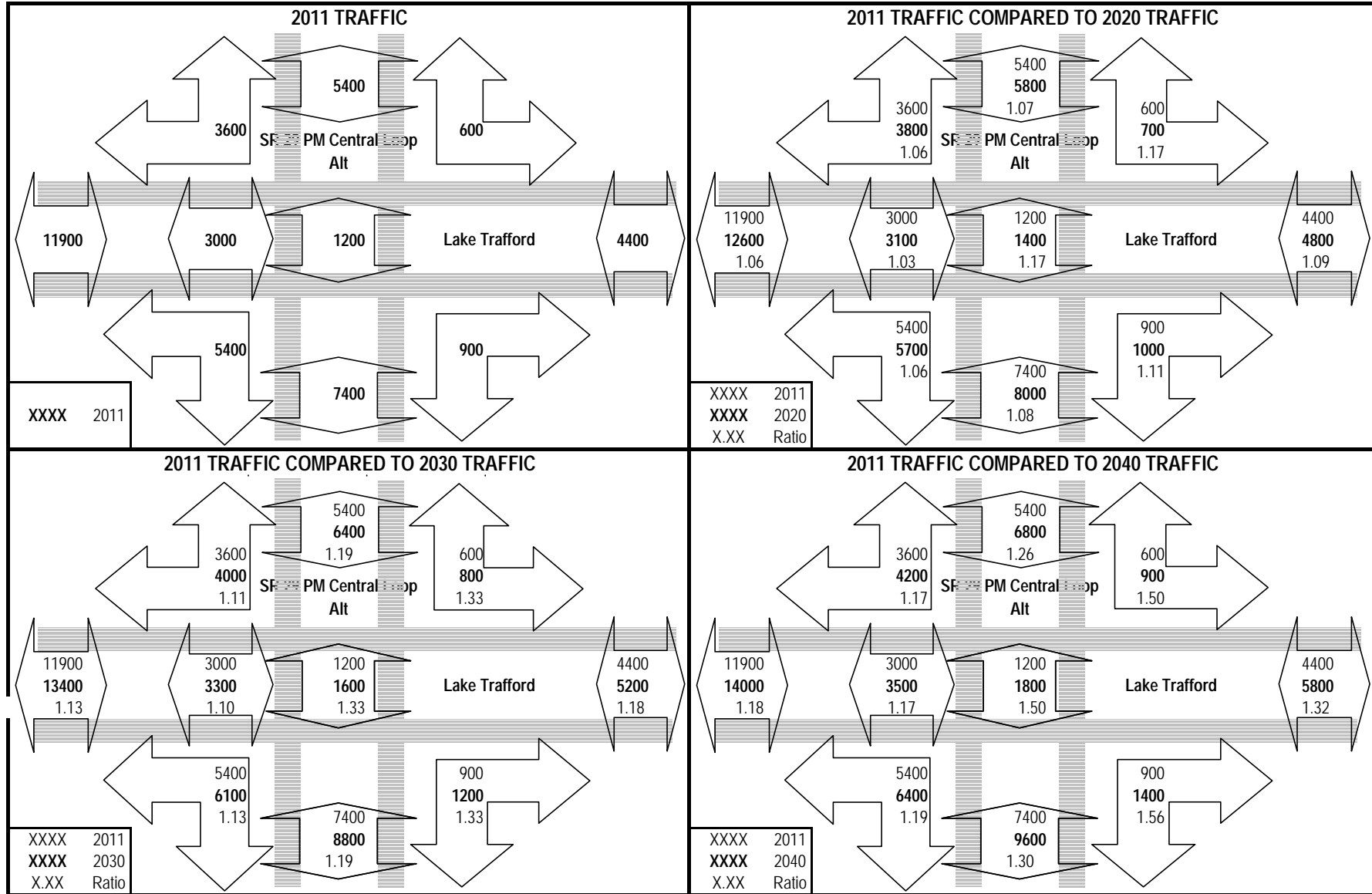
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT Lake Trafford: Oil Well Rd TO SR 82



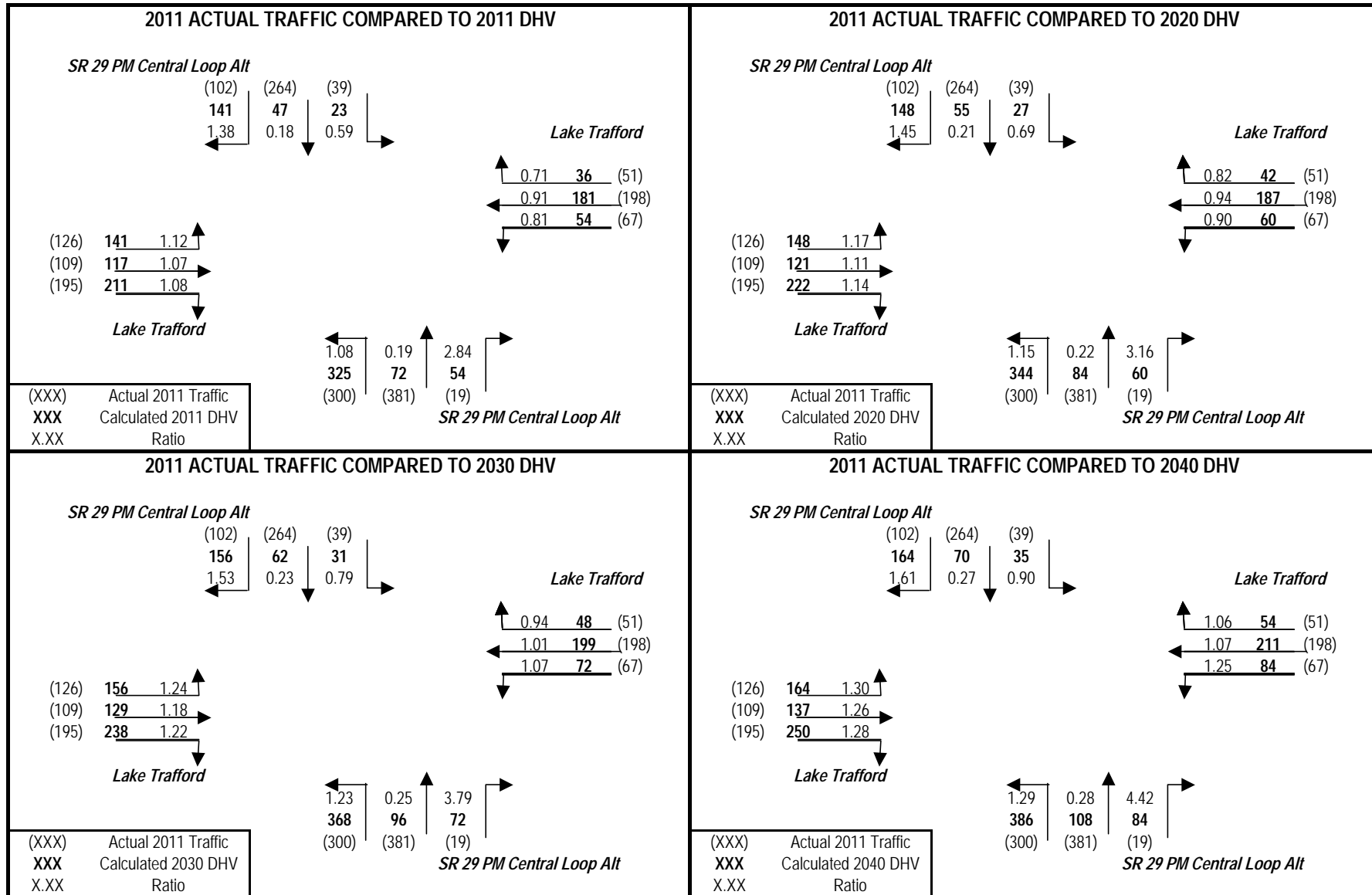
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT Lake Trafford: Oil Well Rd TO SR 82



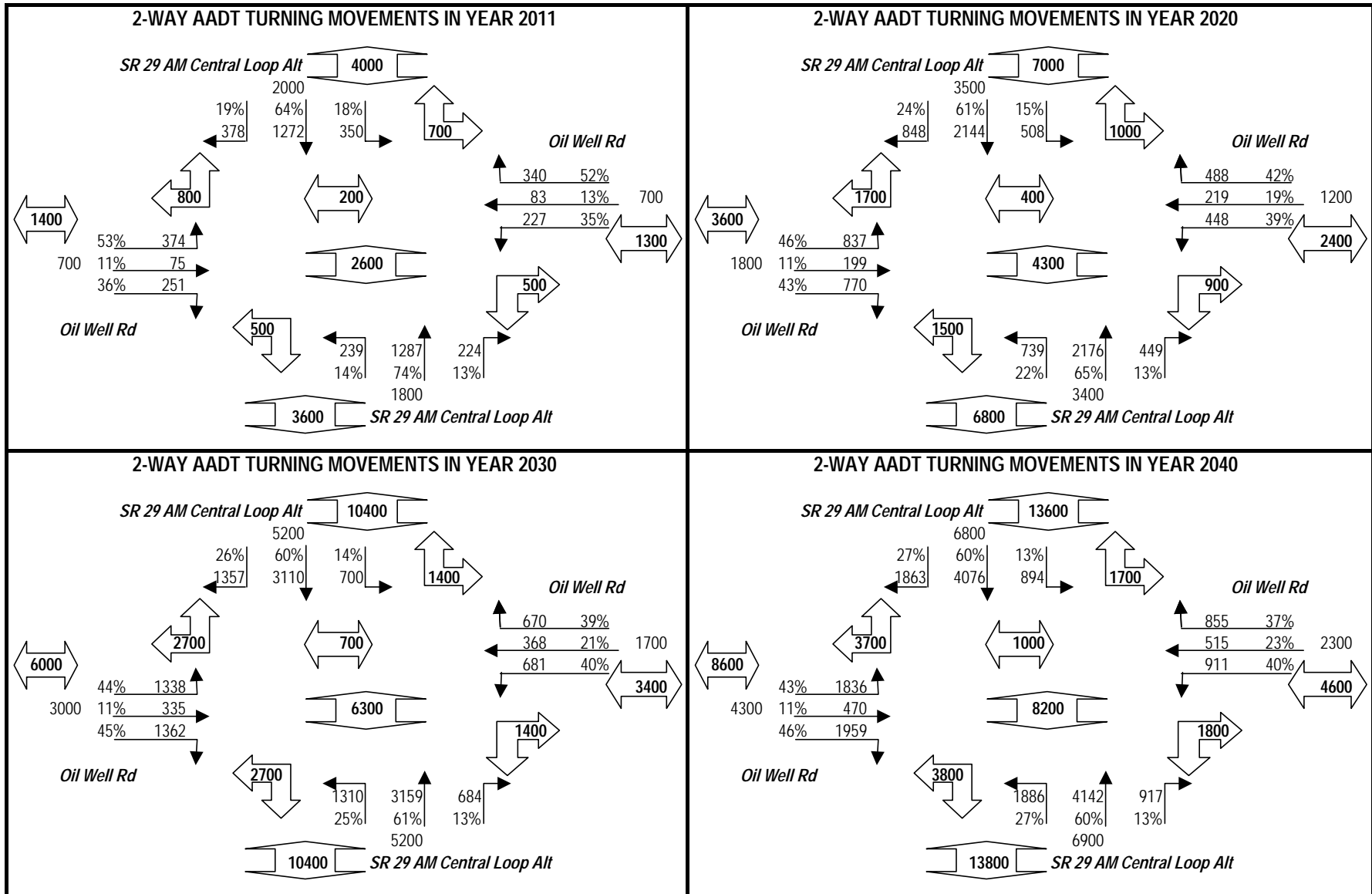
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT Lake Trafford: Oil Well Rd TO SR 82



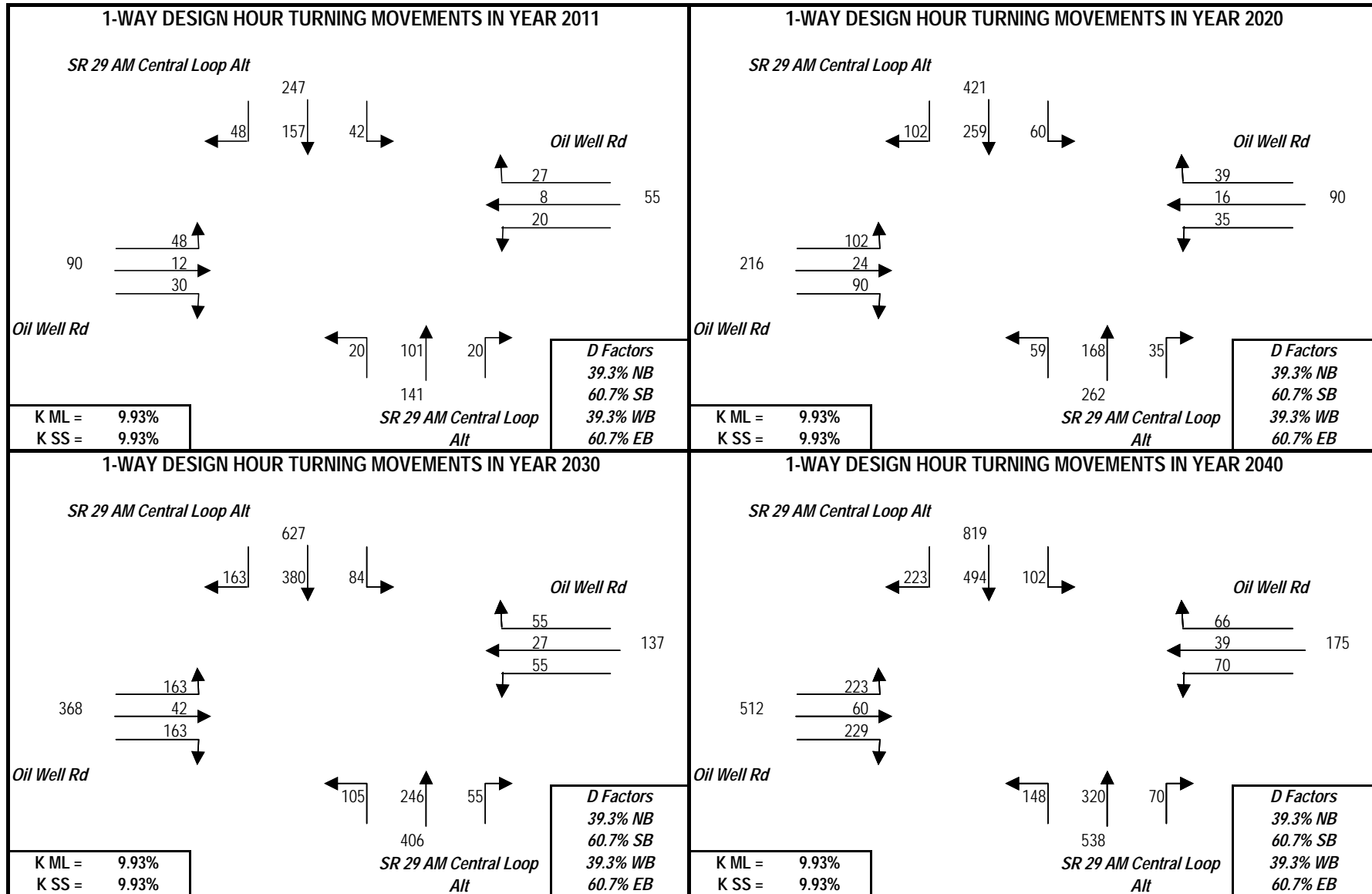
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT Lake Trafford: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Oil Well Rd: Oil Well Rd TO SR 82

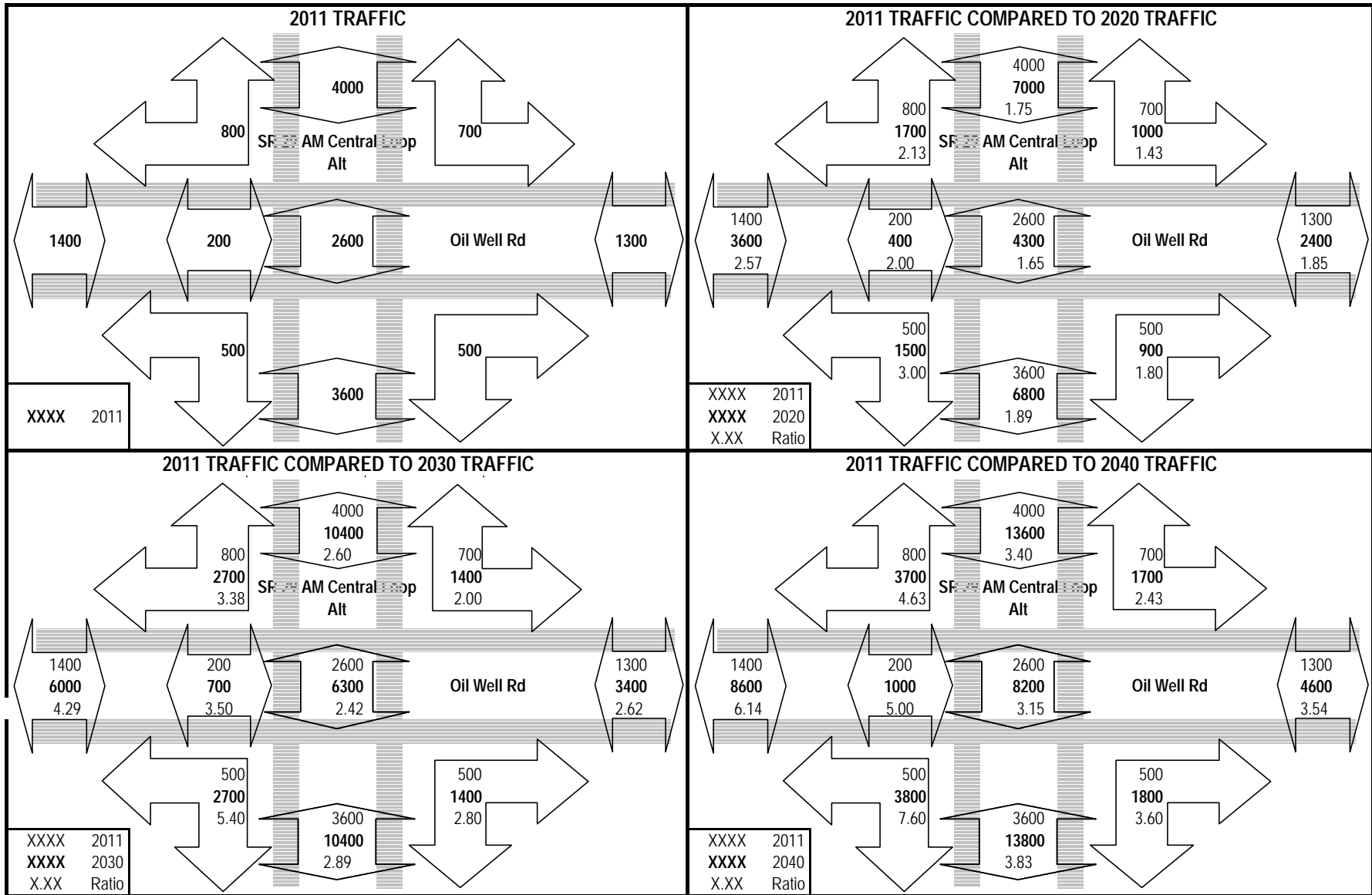


## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Oil Well Rd: Oil Well Rd TO SR 82

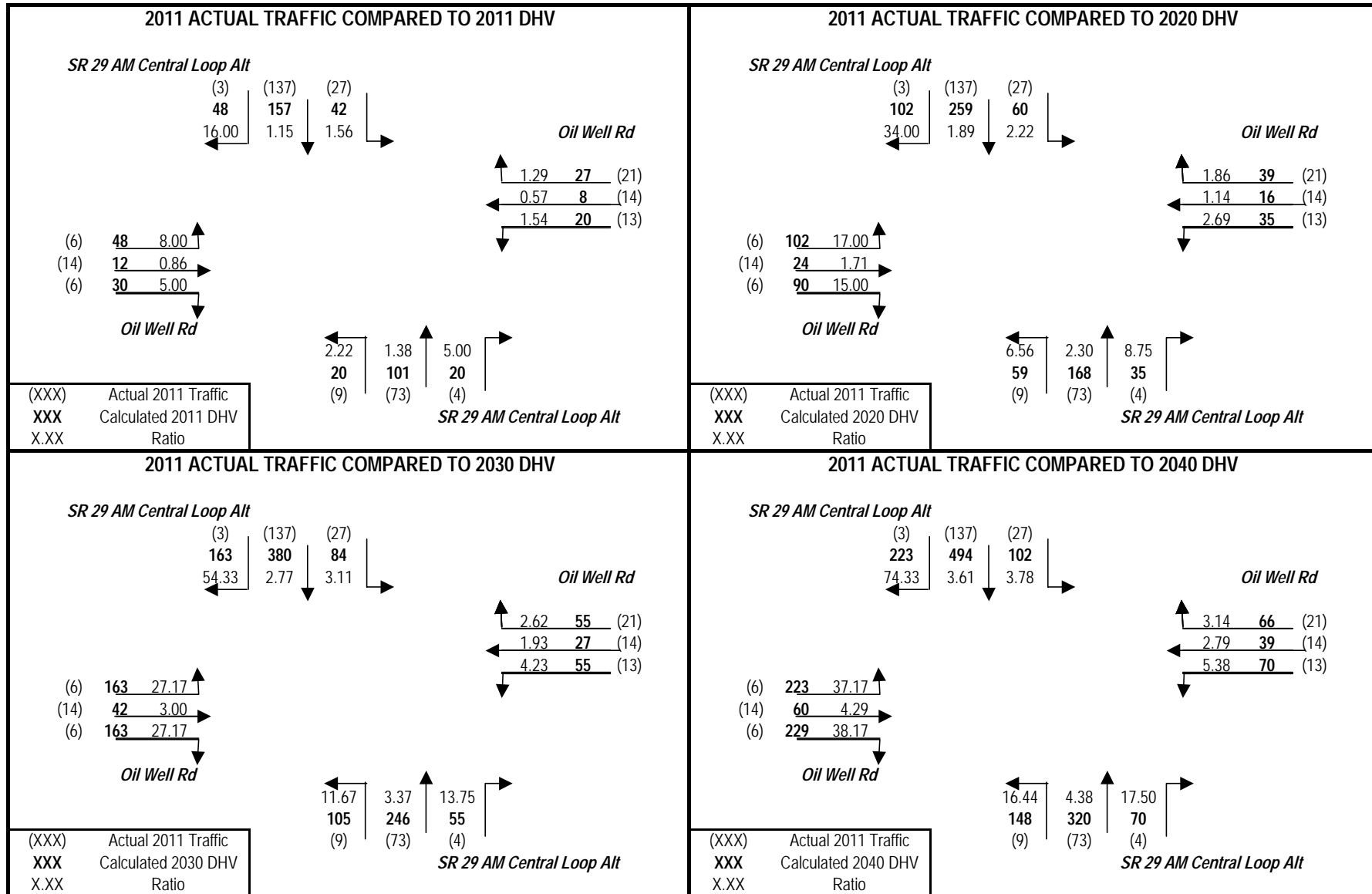




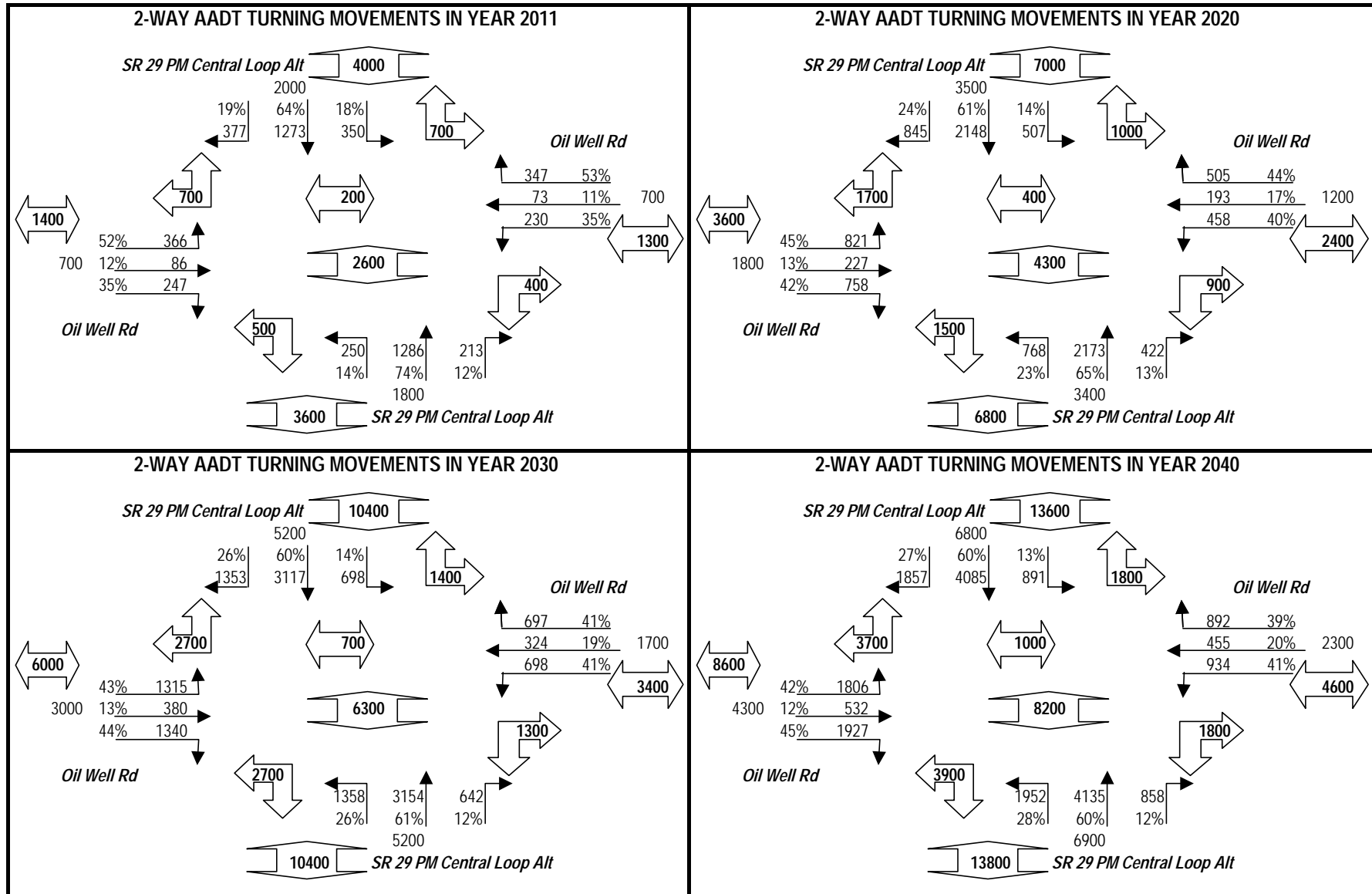
## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT Oil Well Rd: Oil Well Rd TO SR 82



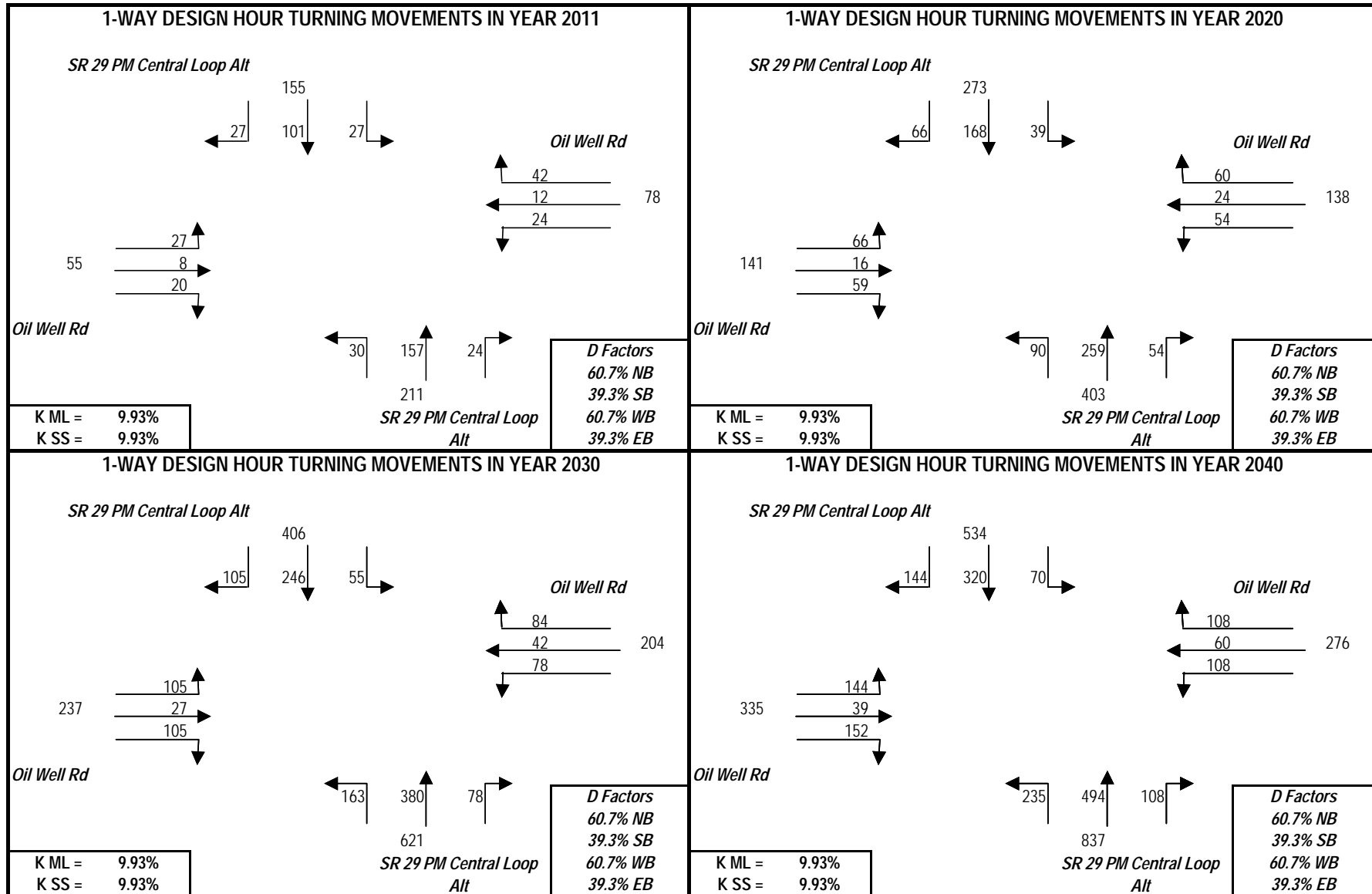
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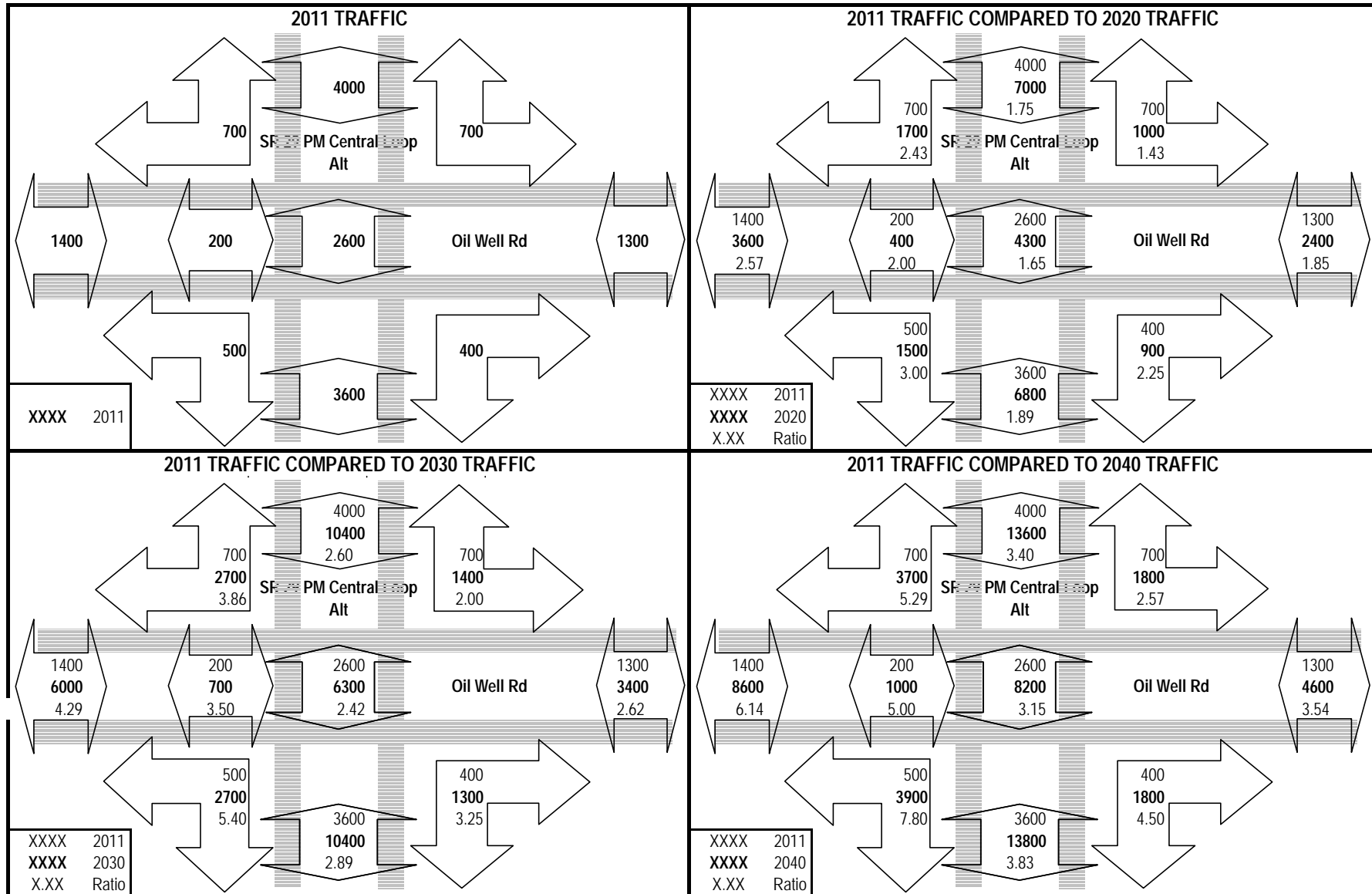
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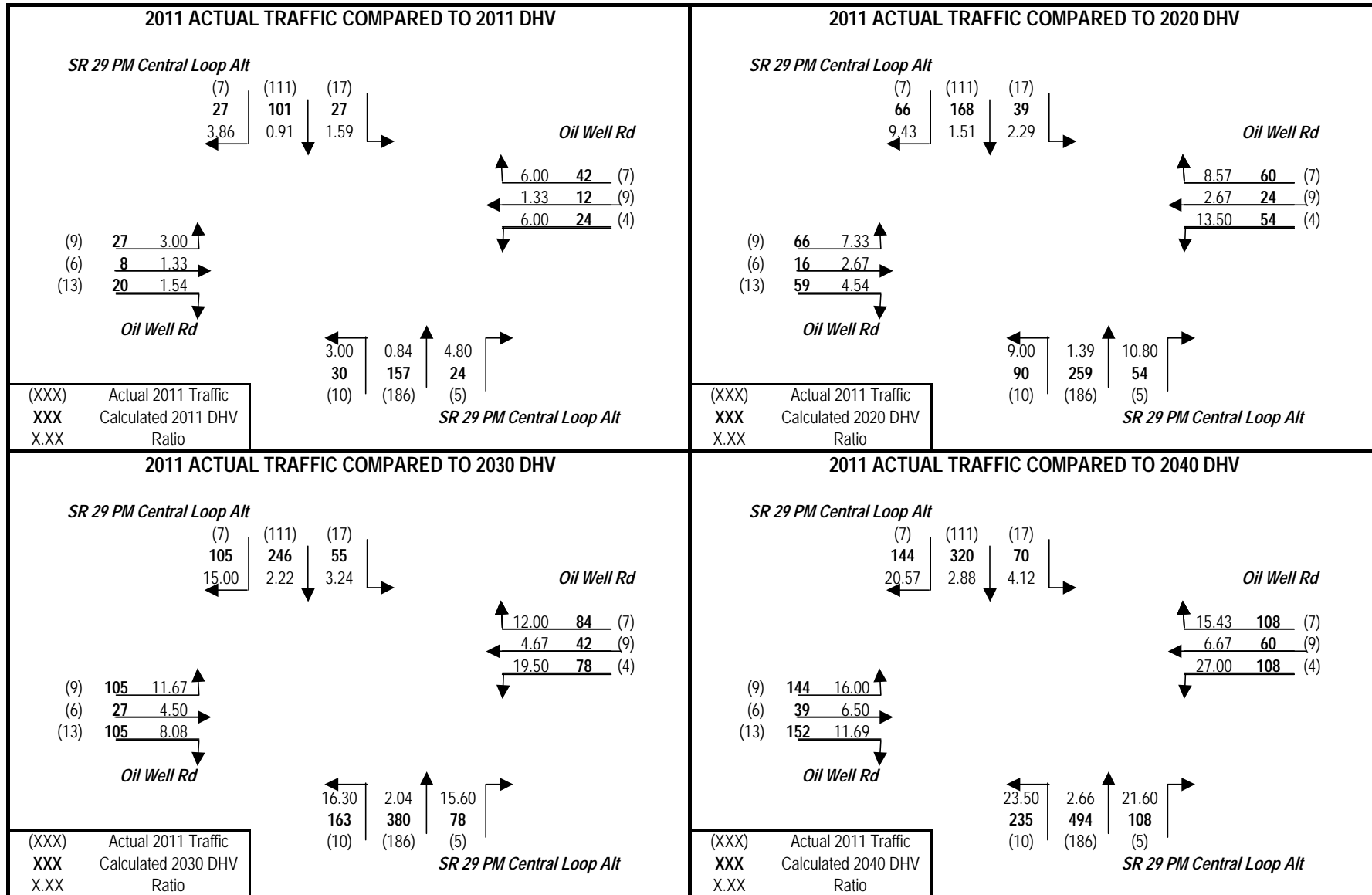
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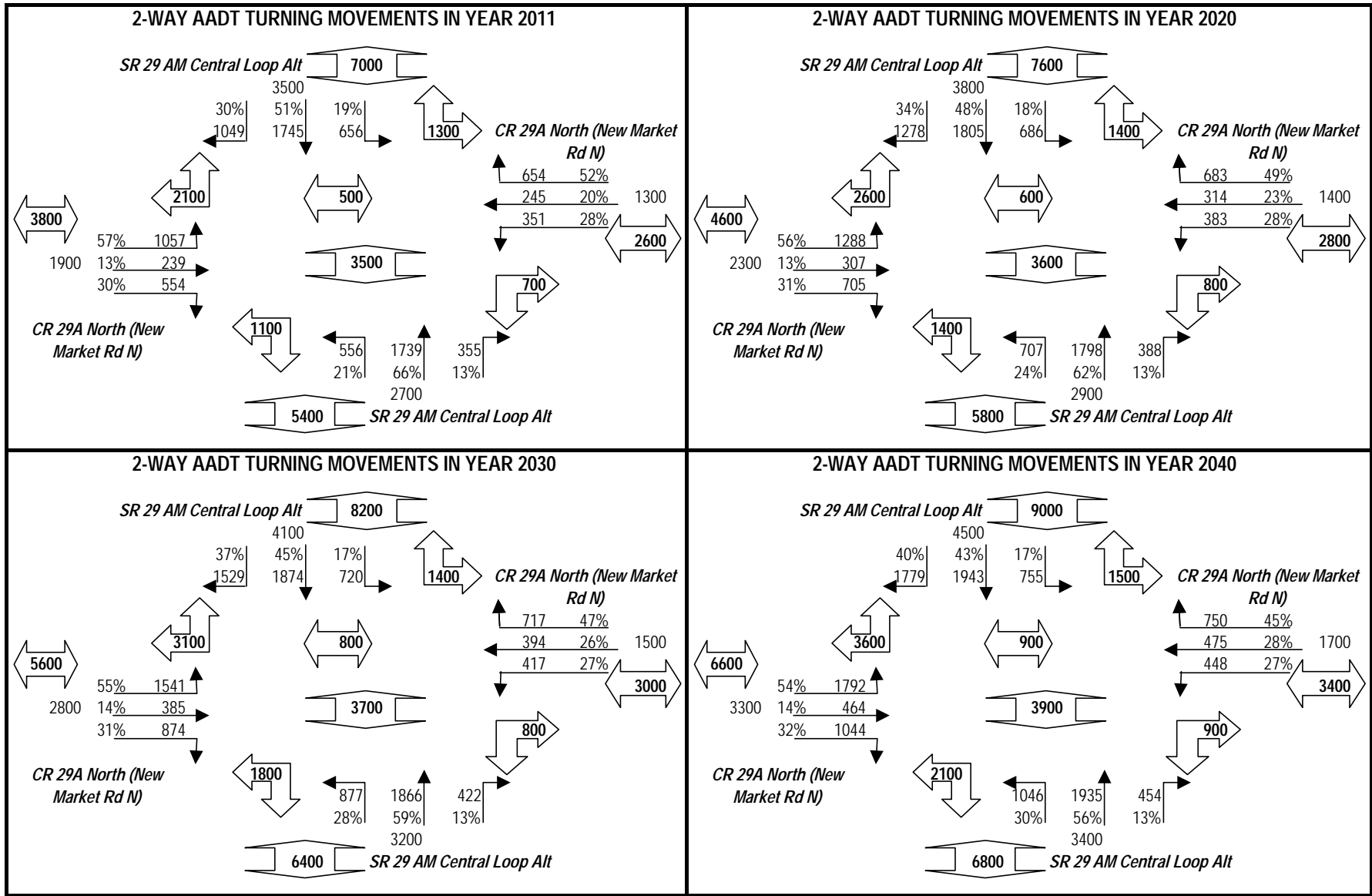
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT Oil Well Rd: Oil Well Rd TO SR 82



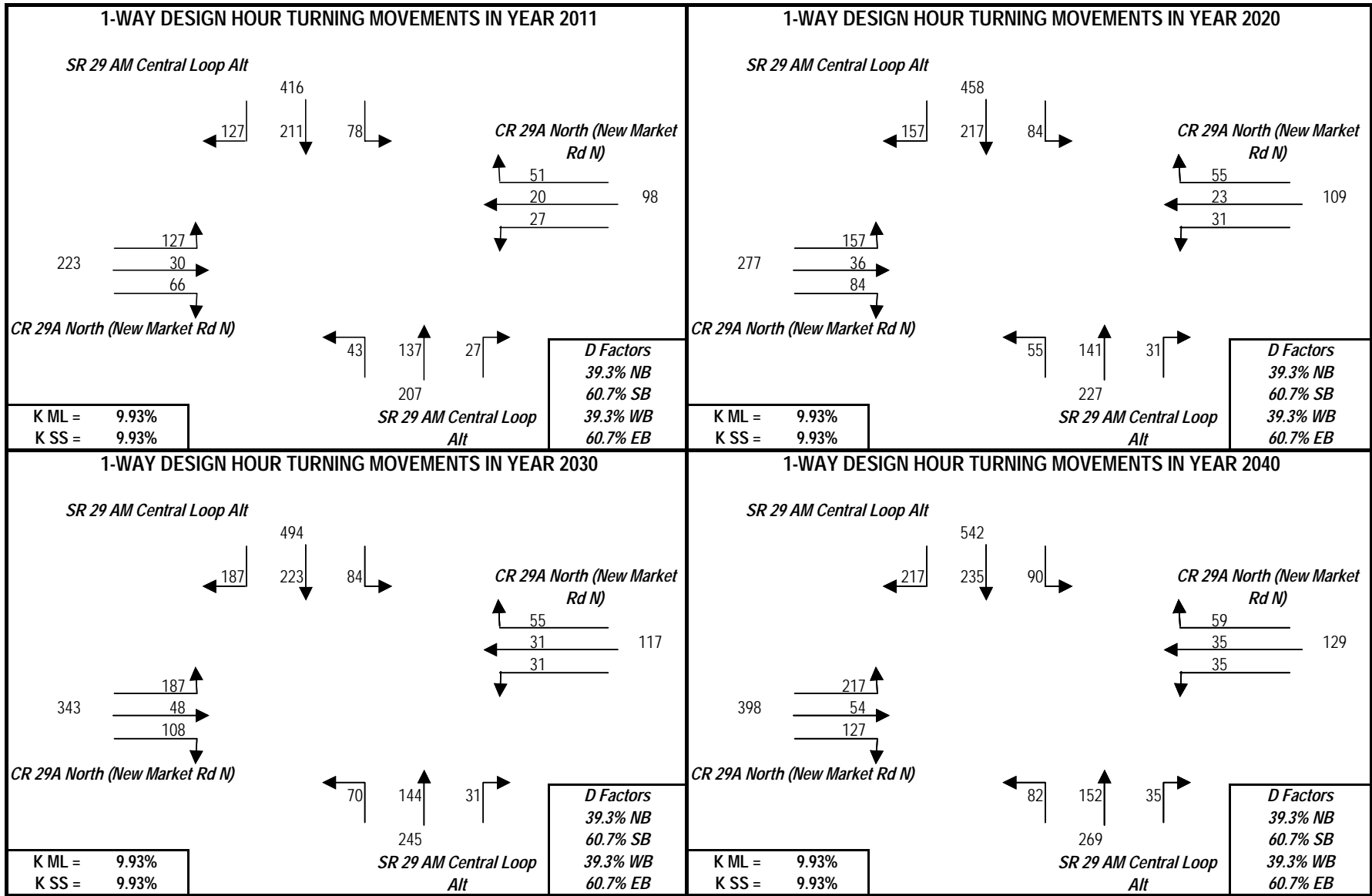
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT Oil Well Rd: Oil Well Rd TO SR 82



**PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82**

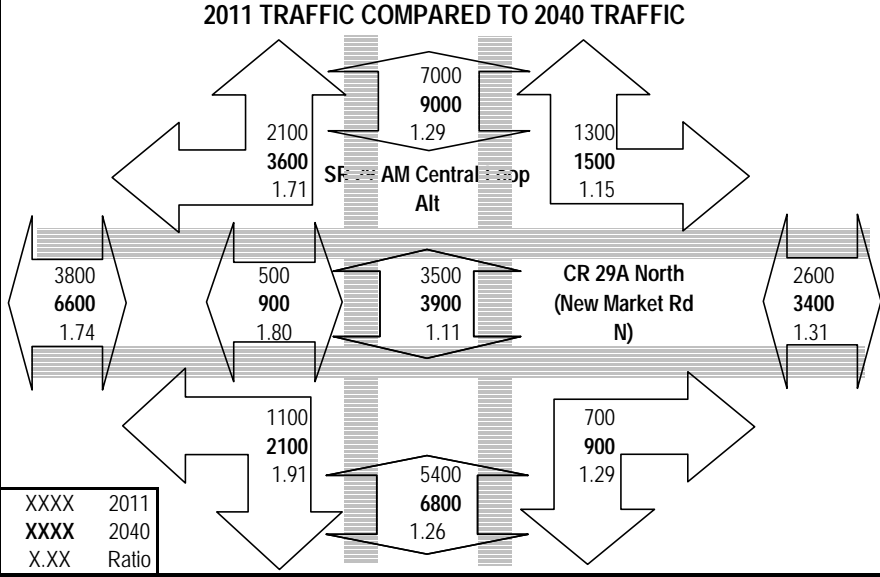
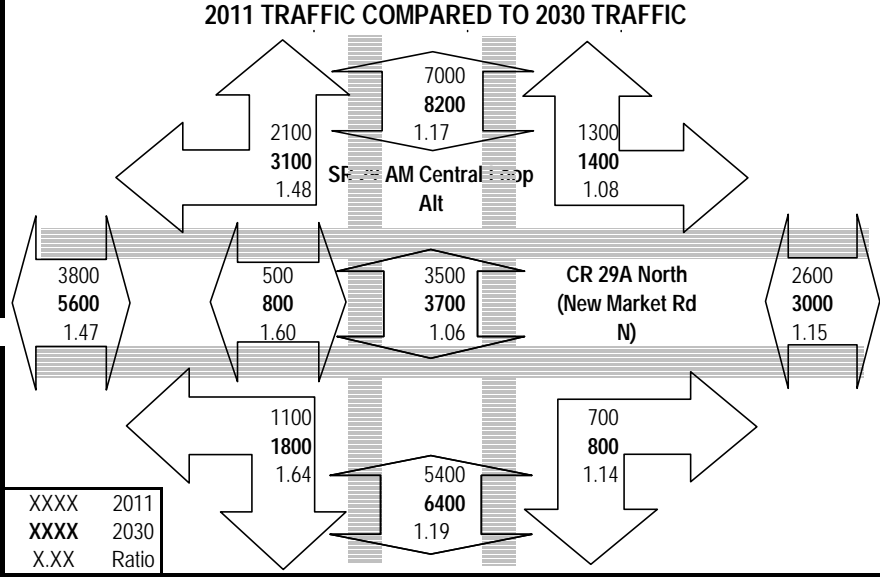
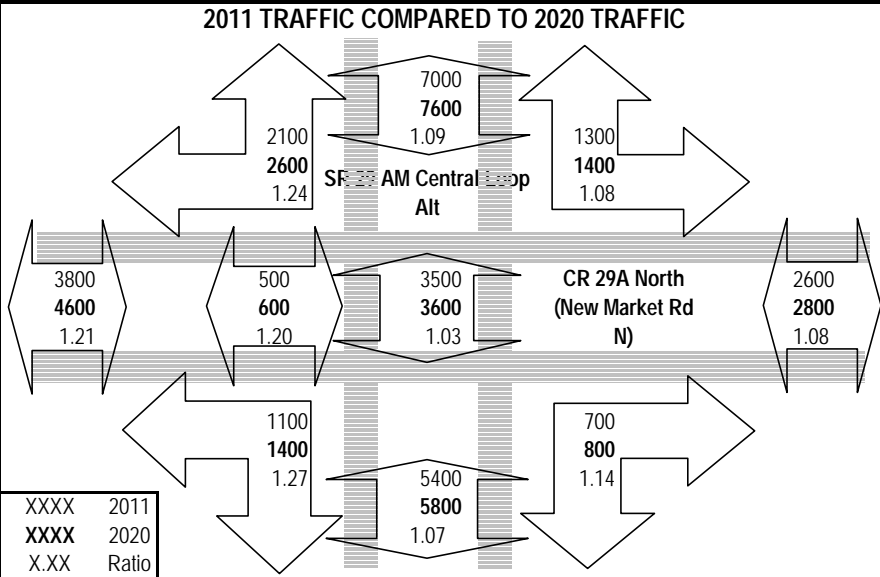
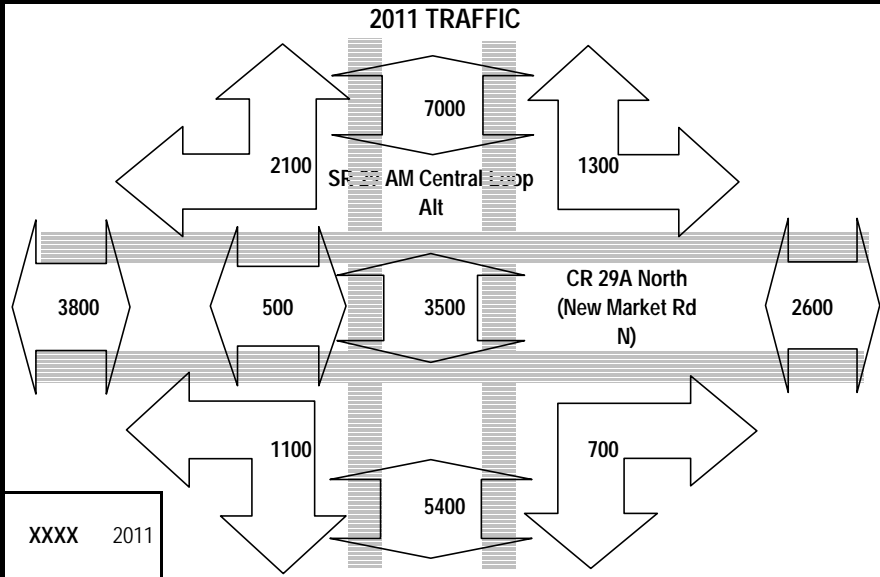


PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82

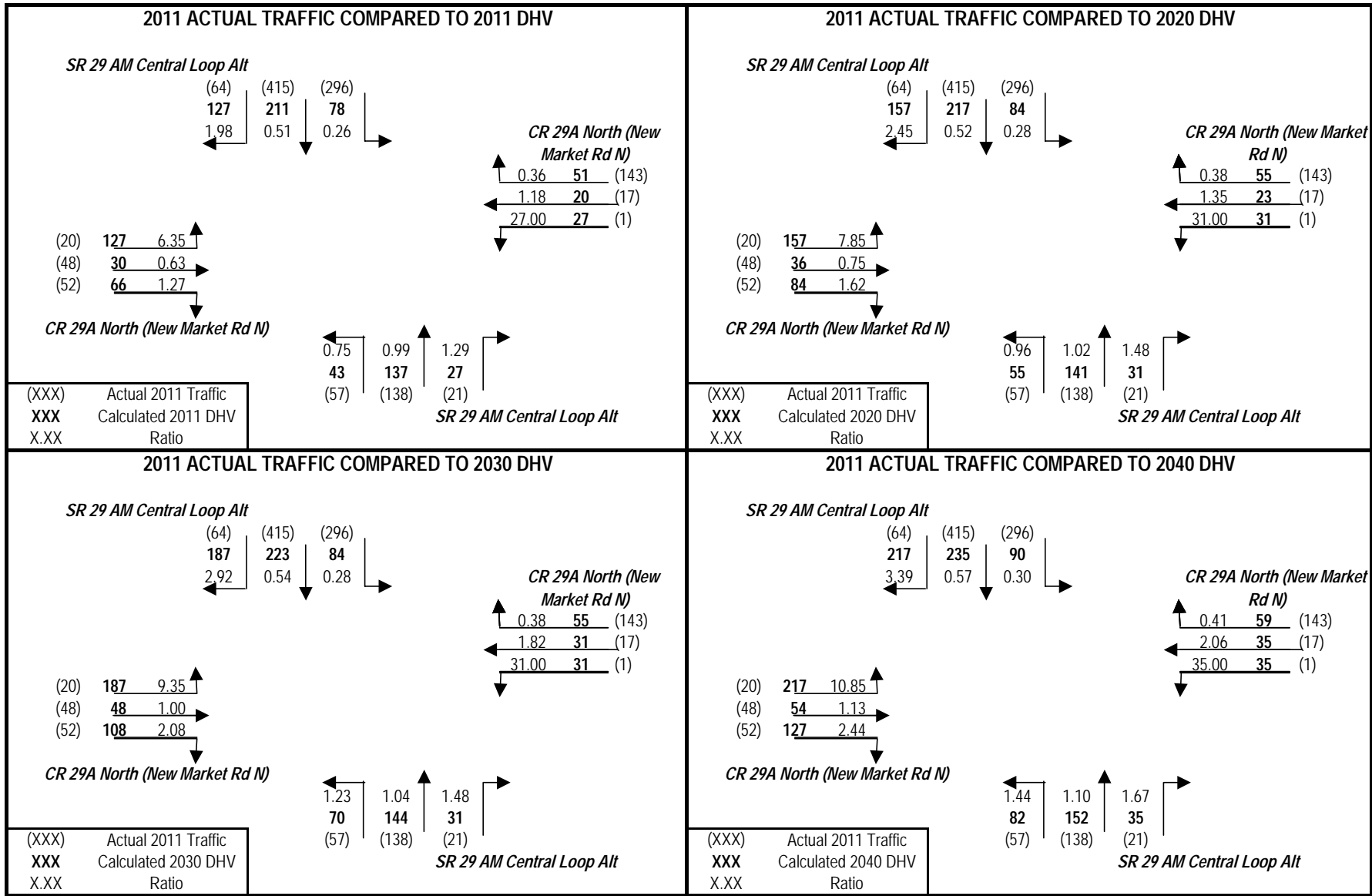




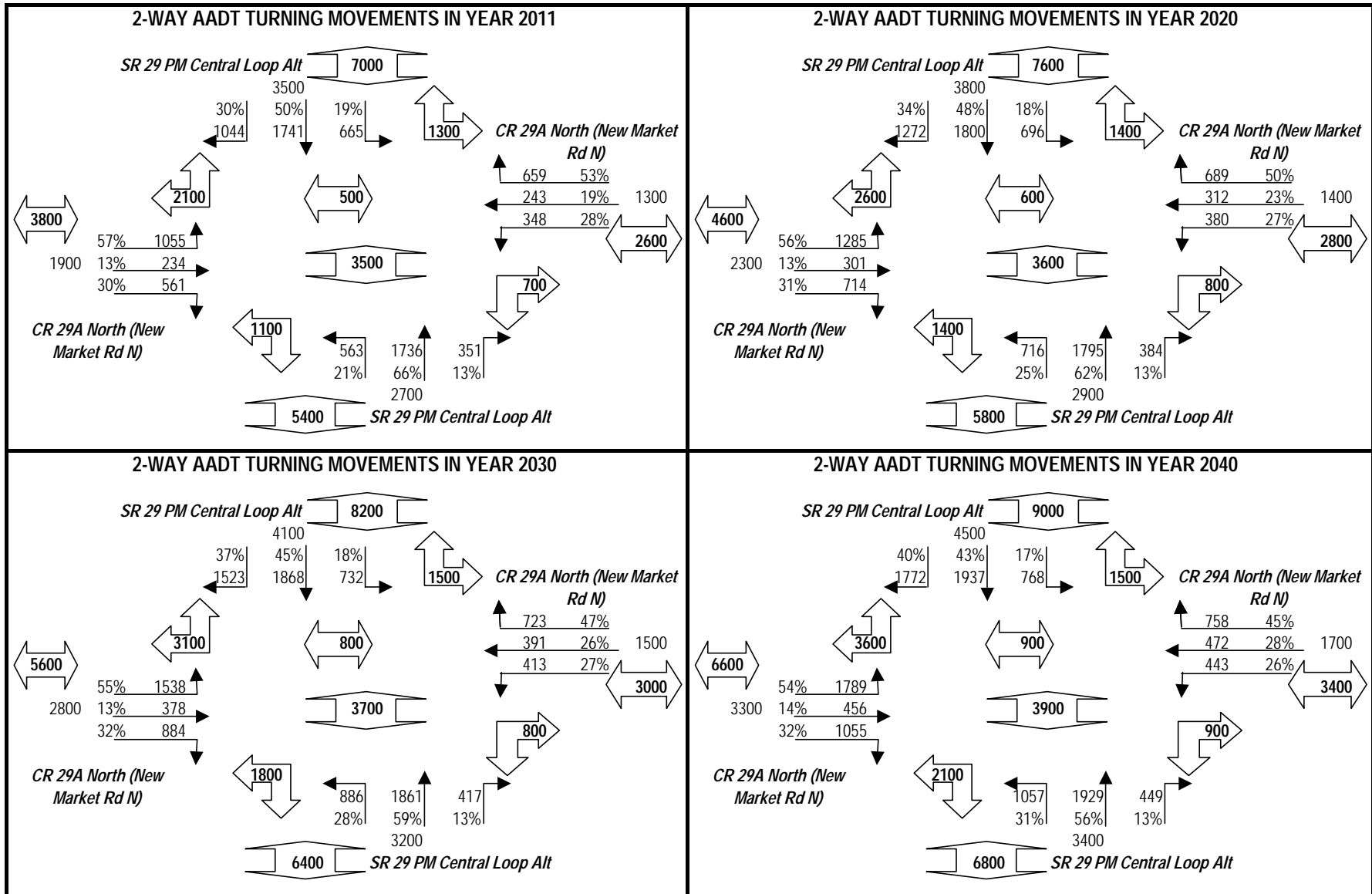
**PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82**



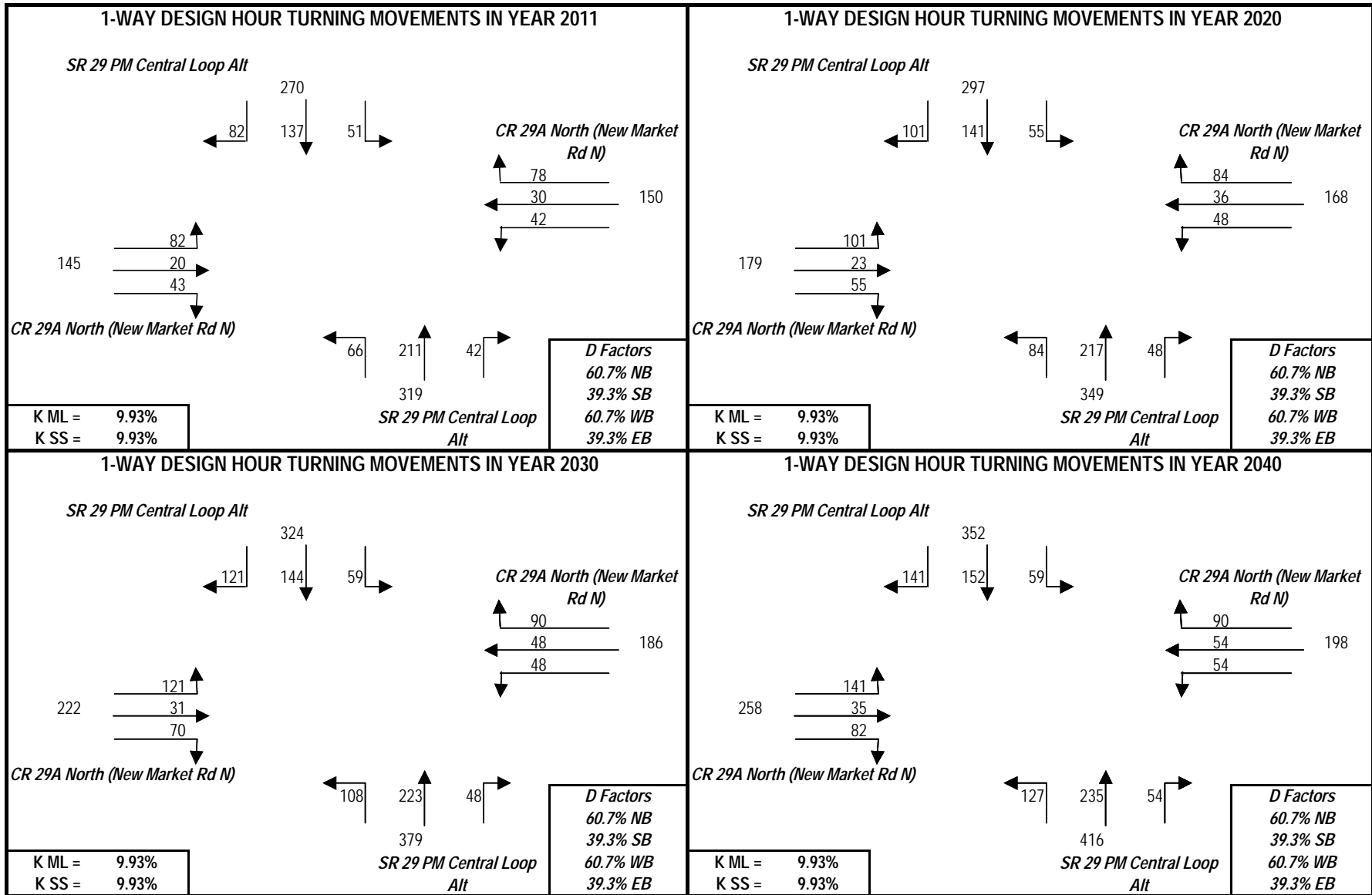
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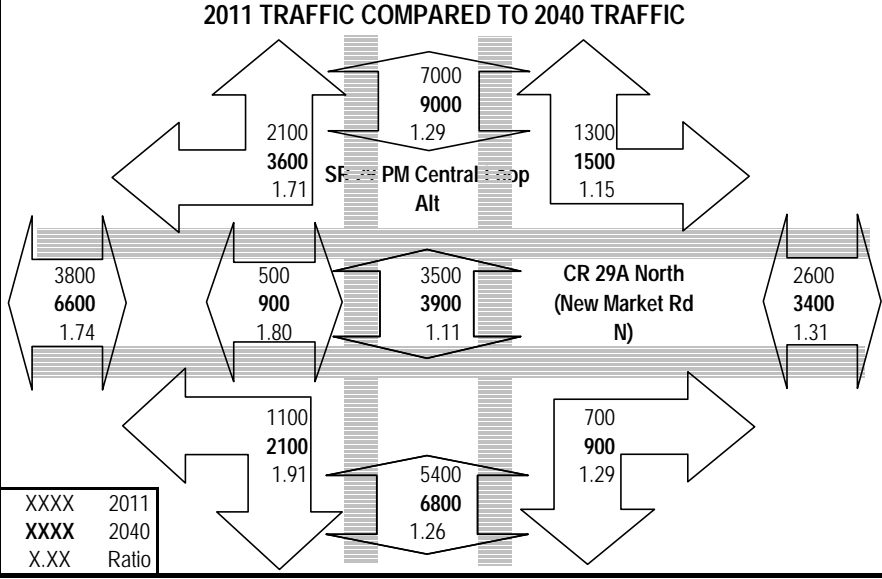
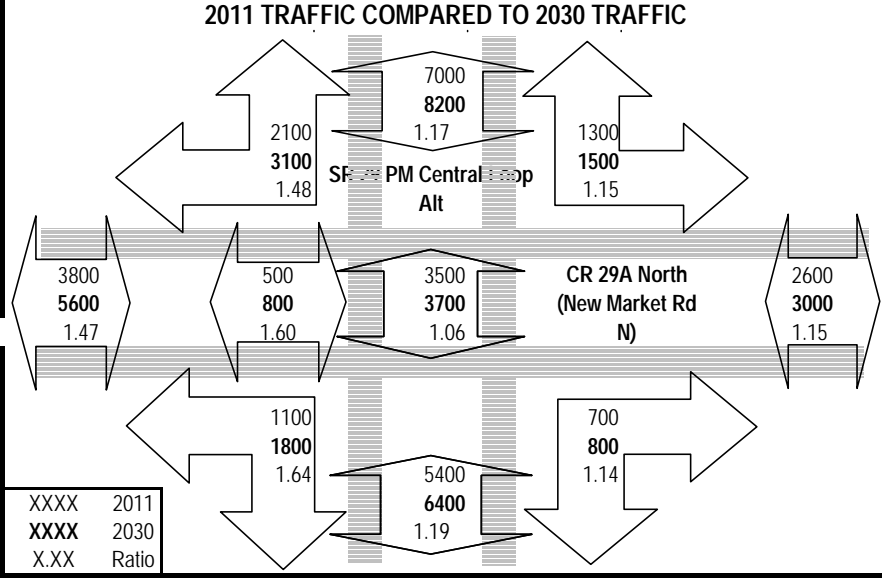
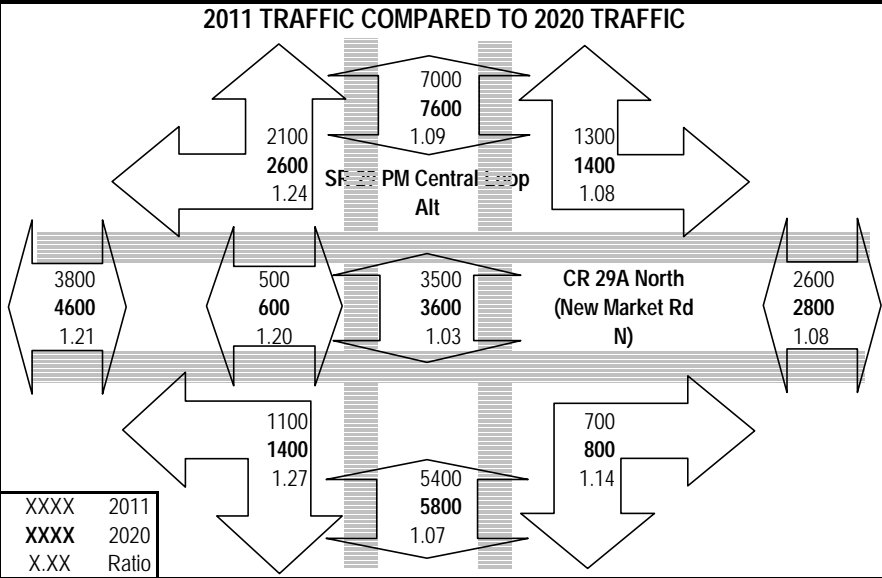
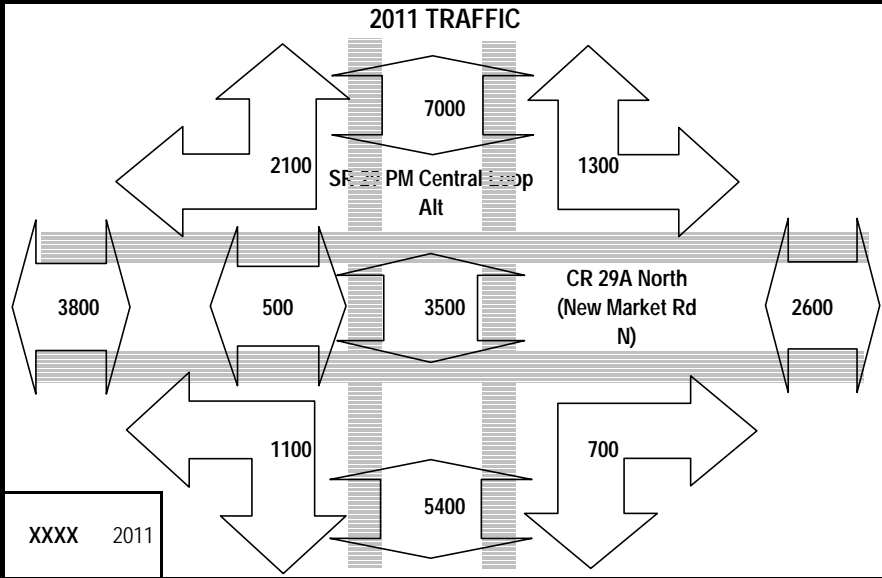
# PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82



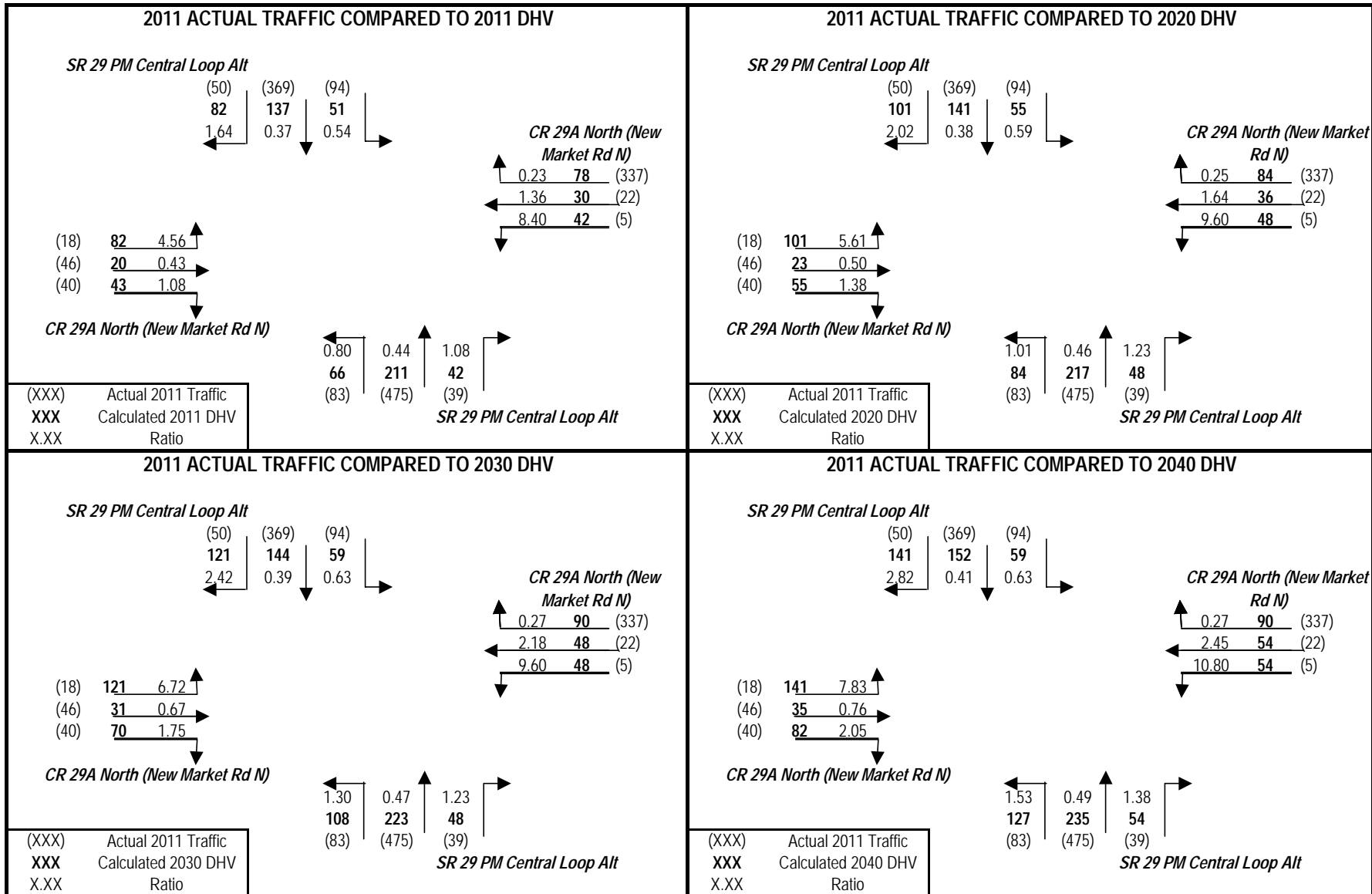
PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82



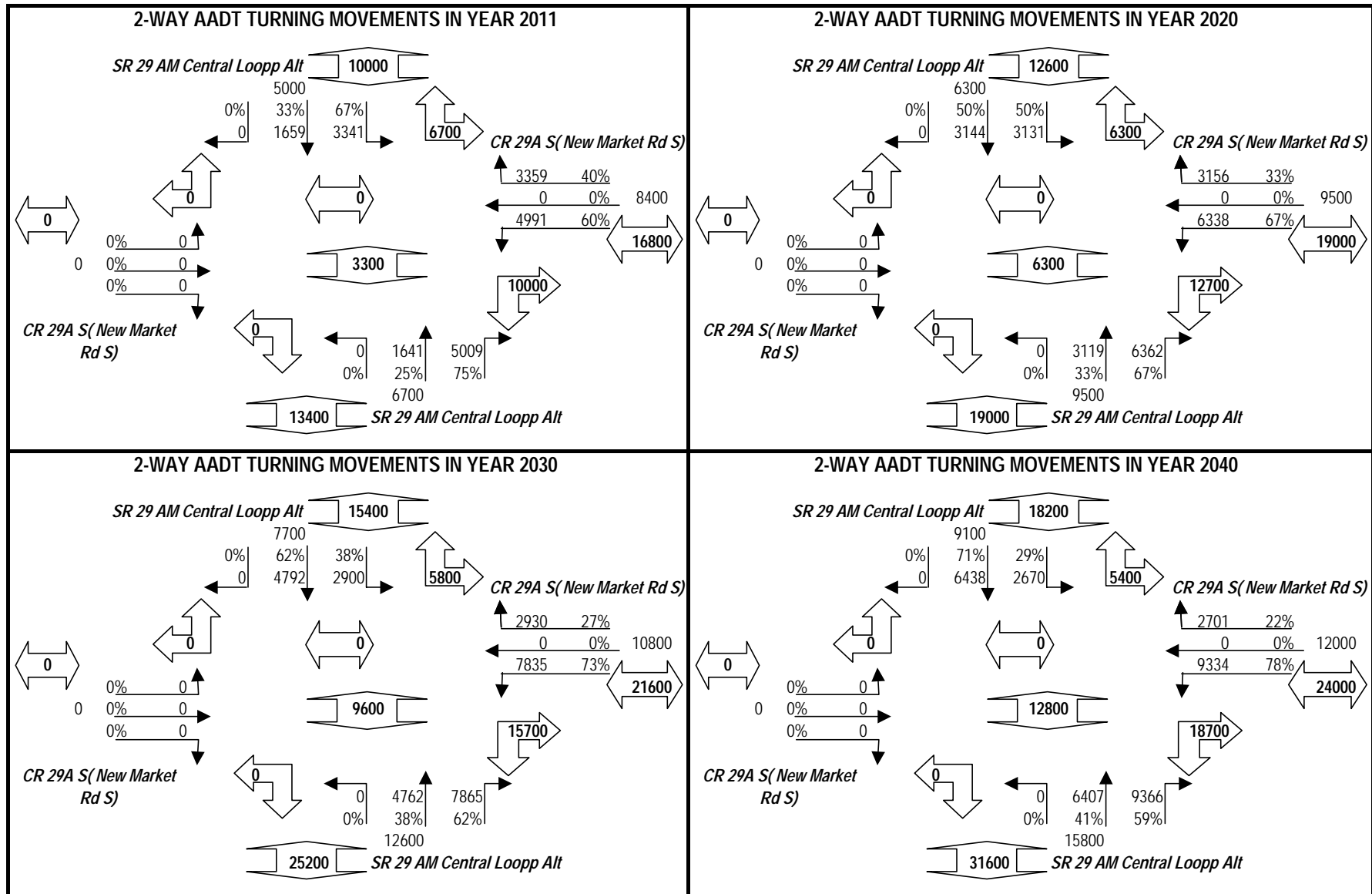
**PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82**



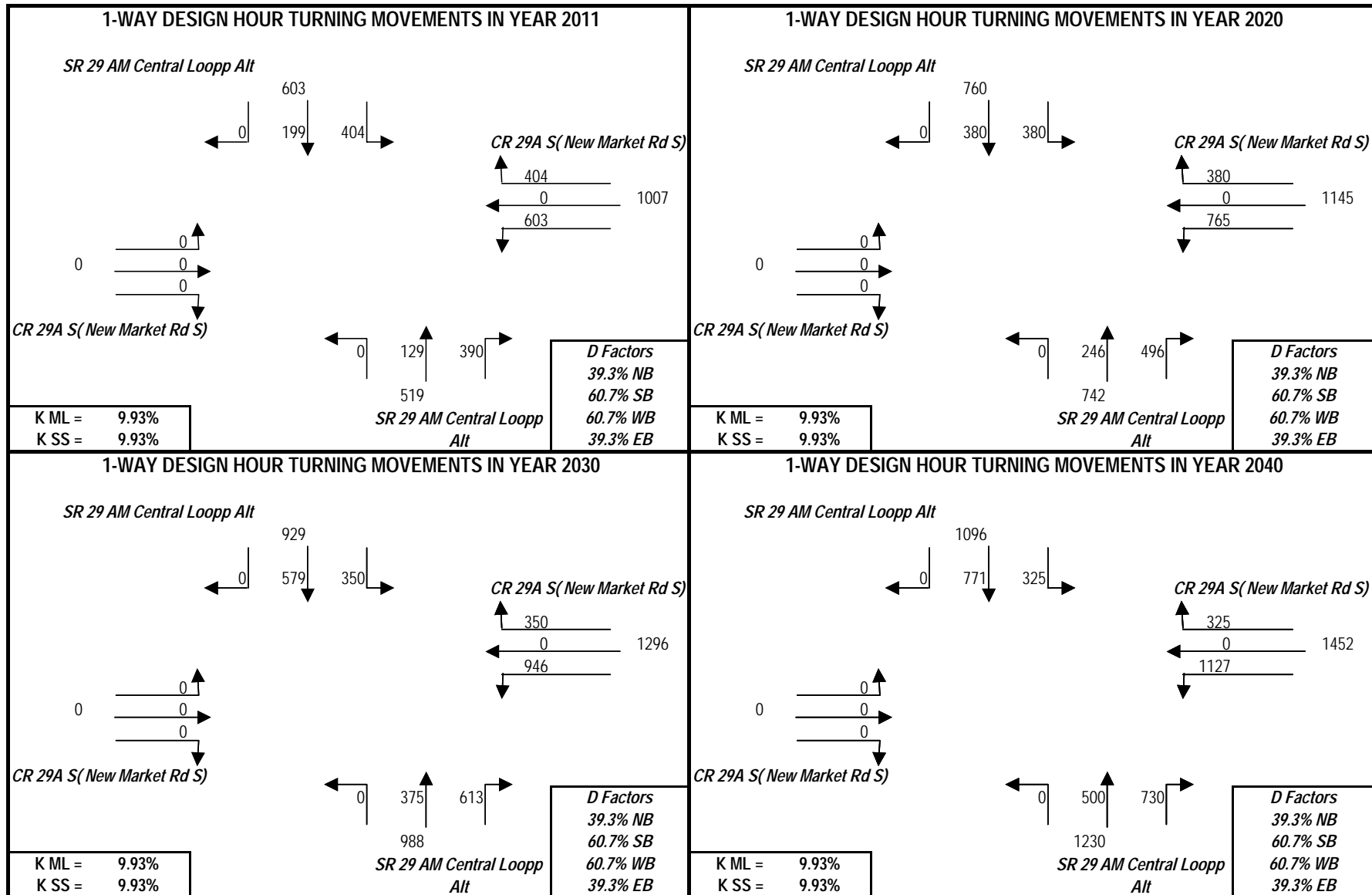
# PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT CR 29A North (New Market Rd N): Oil Well Rd TO SR 82



# PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82

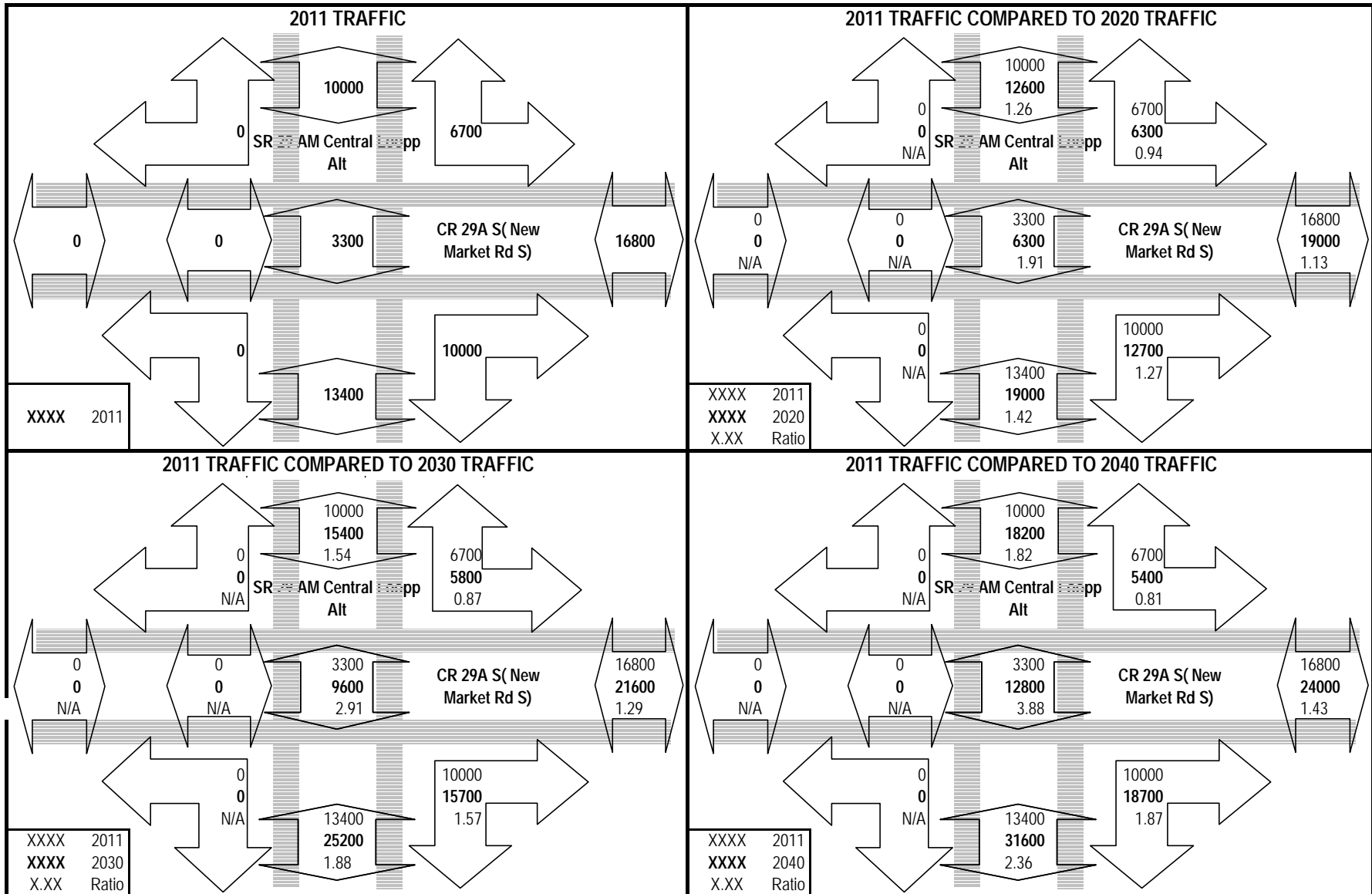


# PROJECT TRAFFIC FOR SR 29 AM Central Loopp Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82

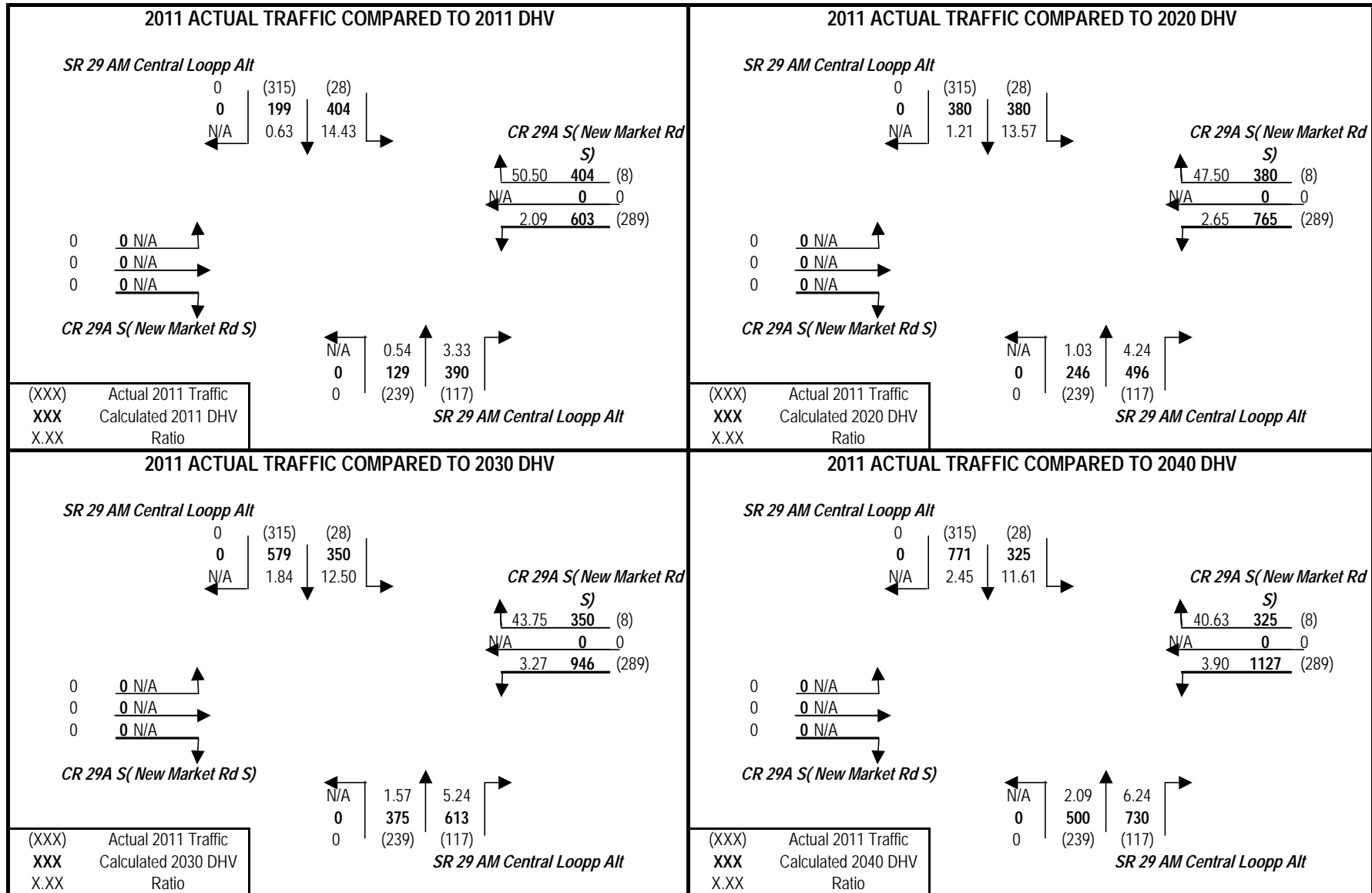




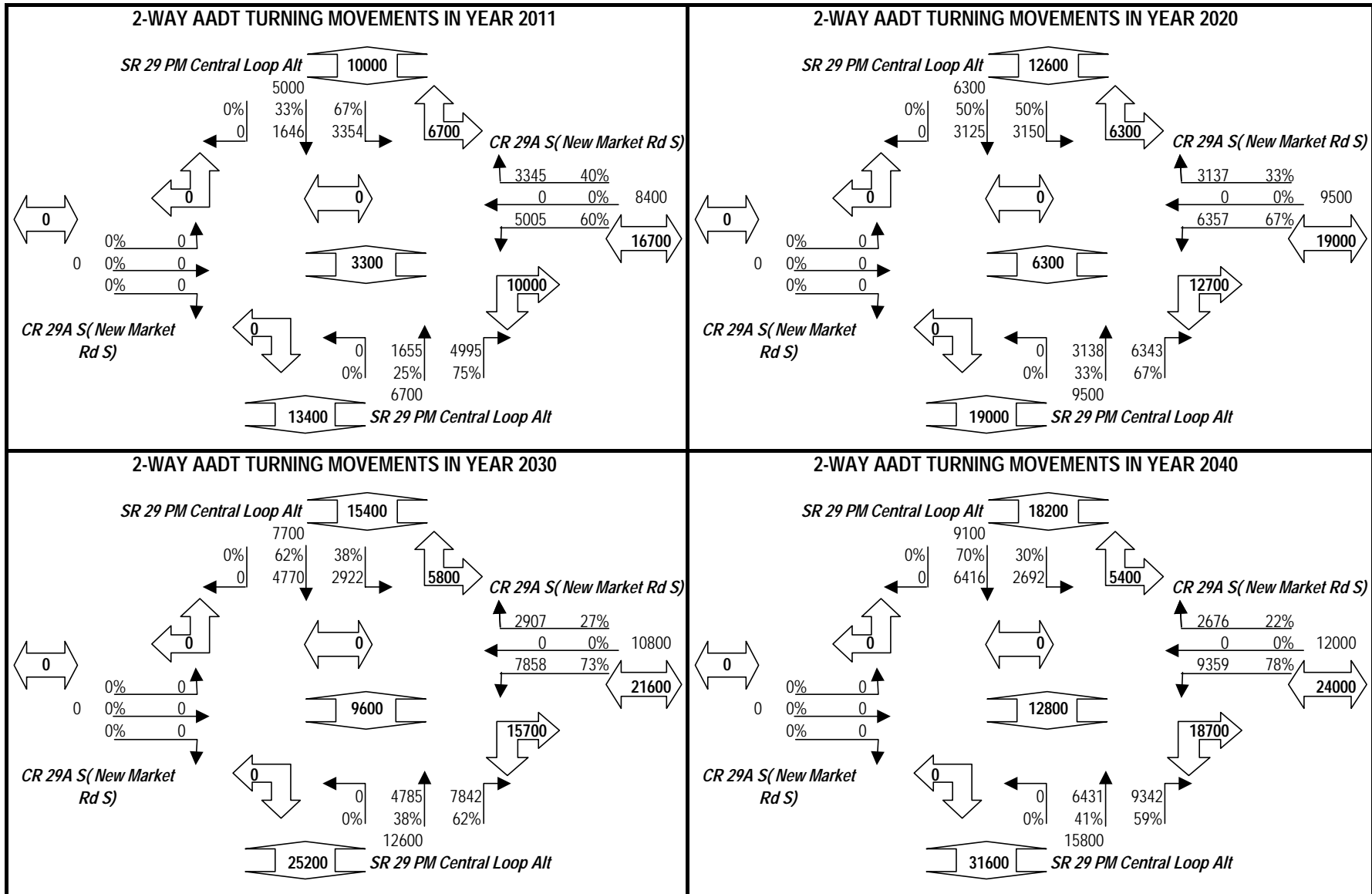
# PROJECT TRAFFIC FOR SR 29 AM Central Loopp Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



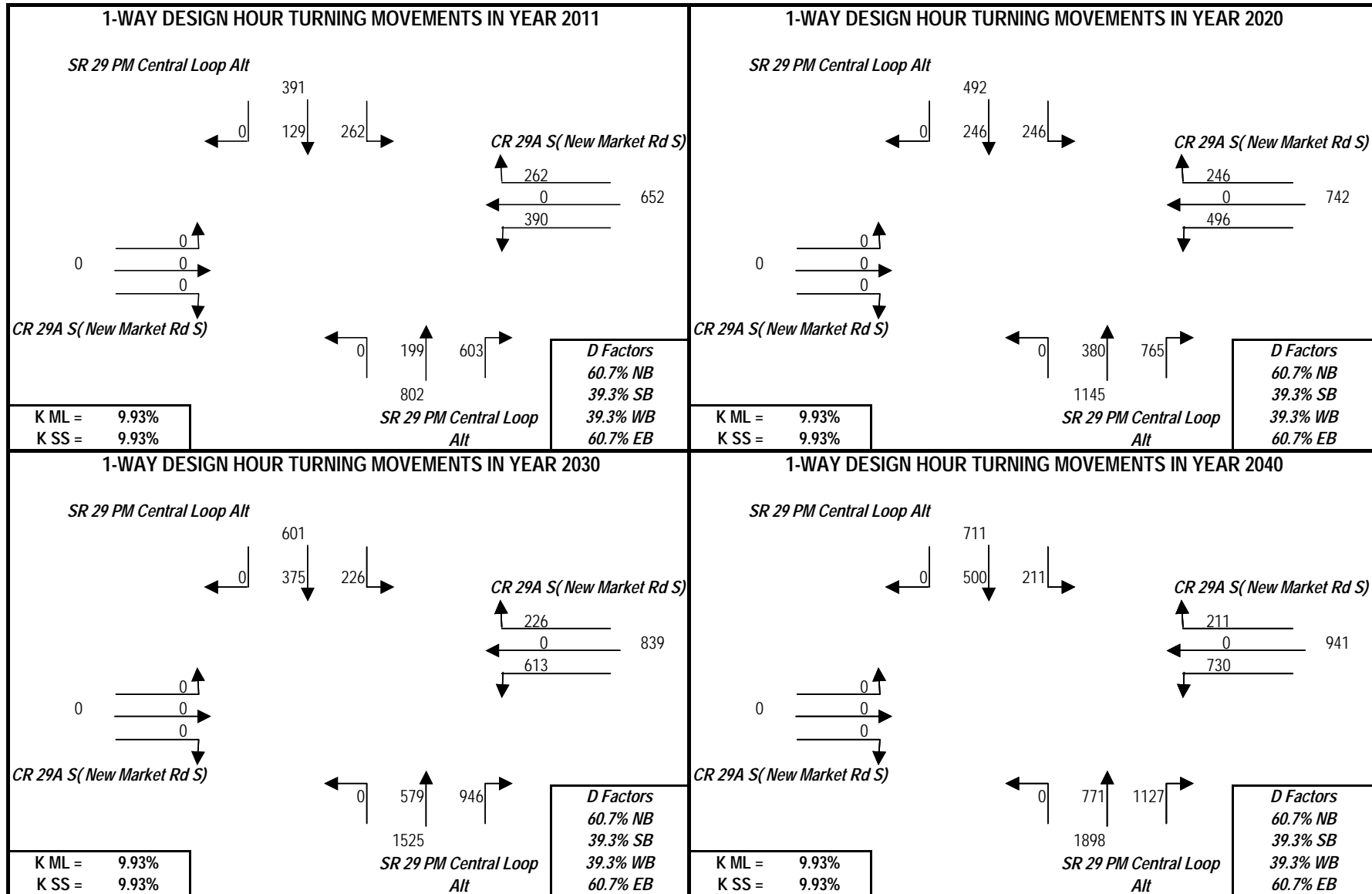
# PROJECT TRAFFIC FOR SR 29 AM Central Loopp Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



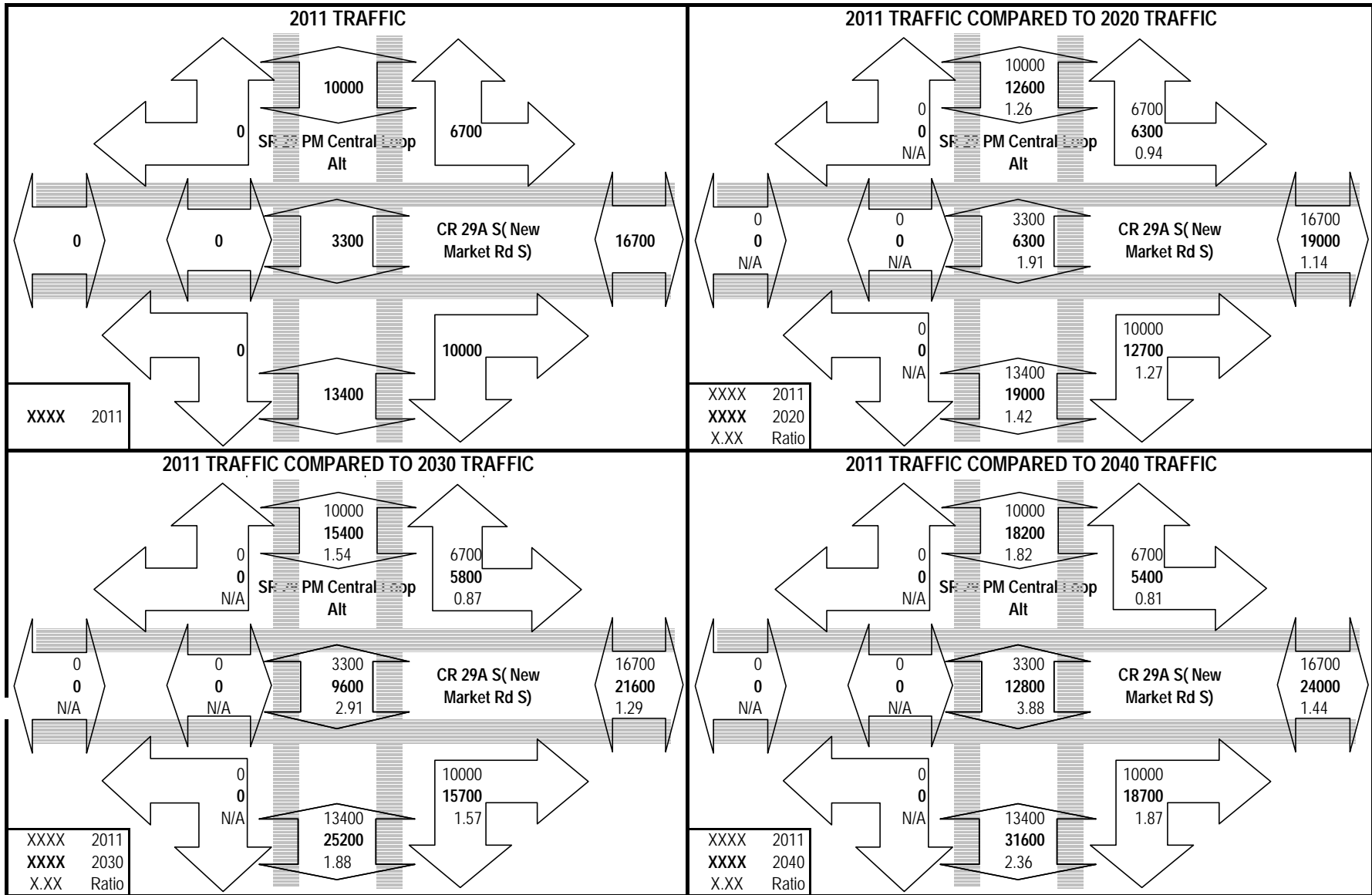
# PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



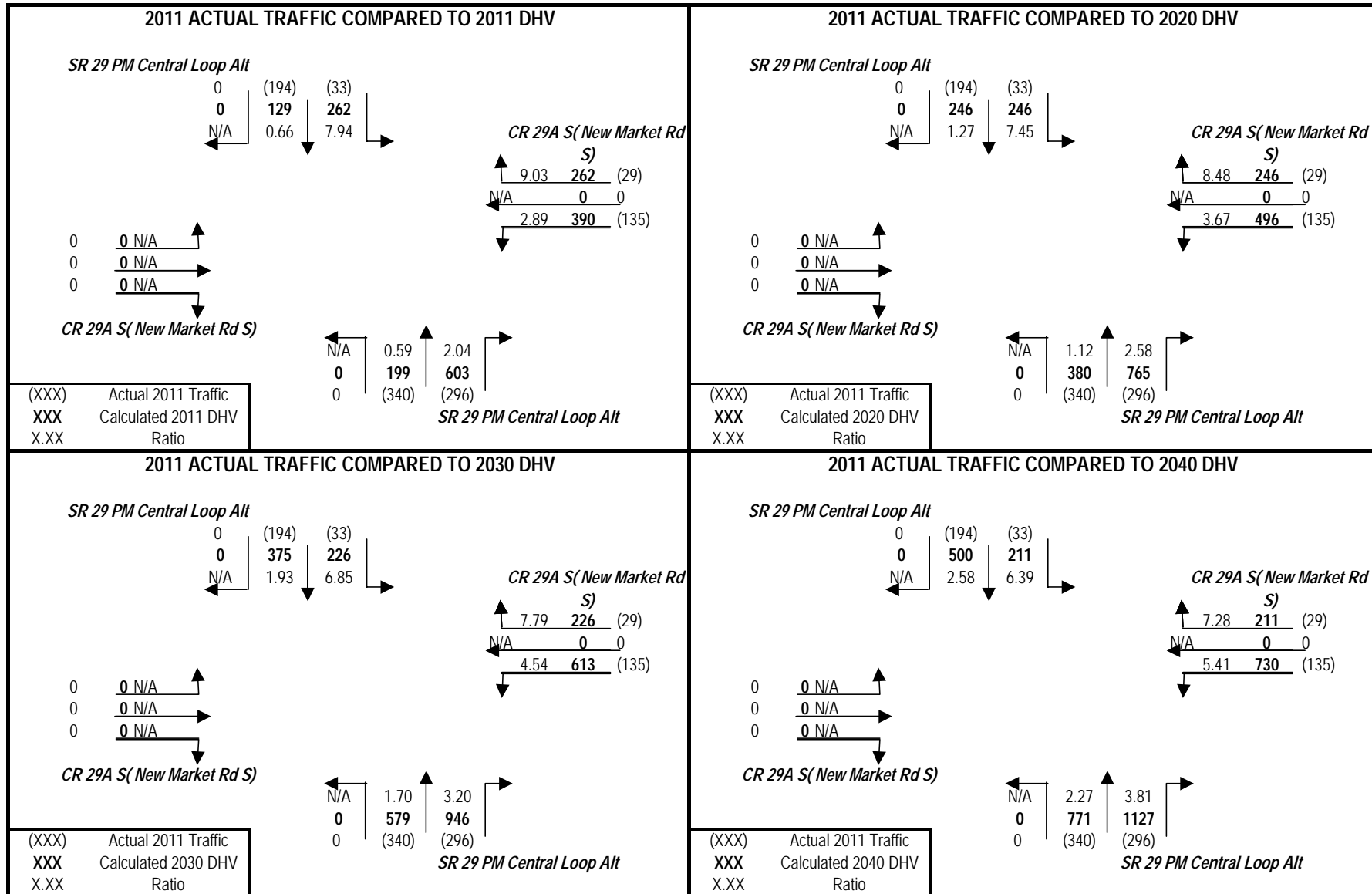
# PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



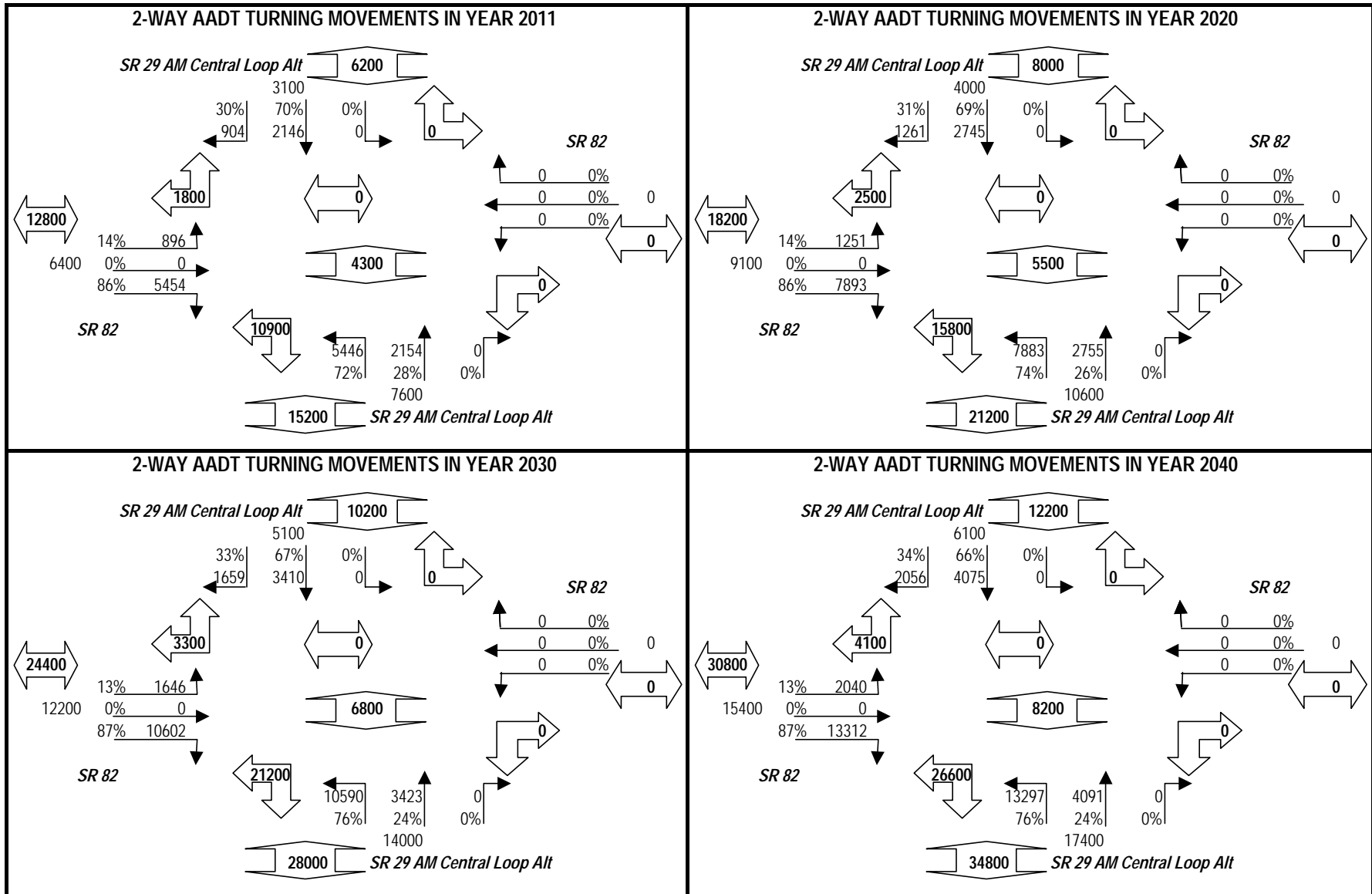
# PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



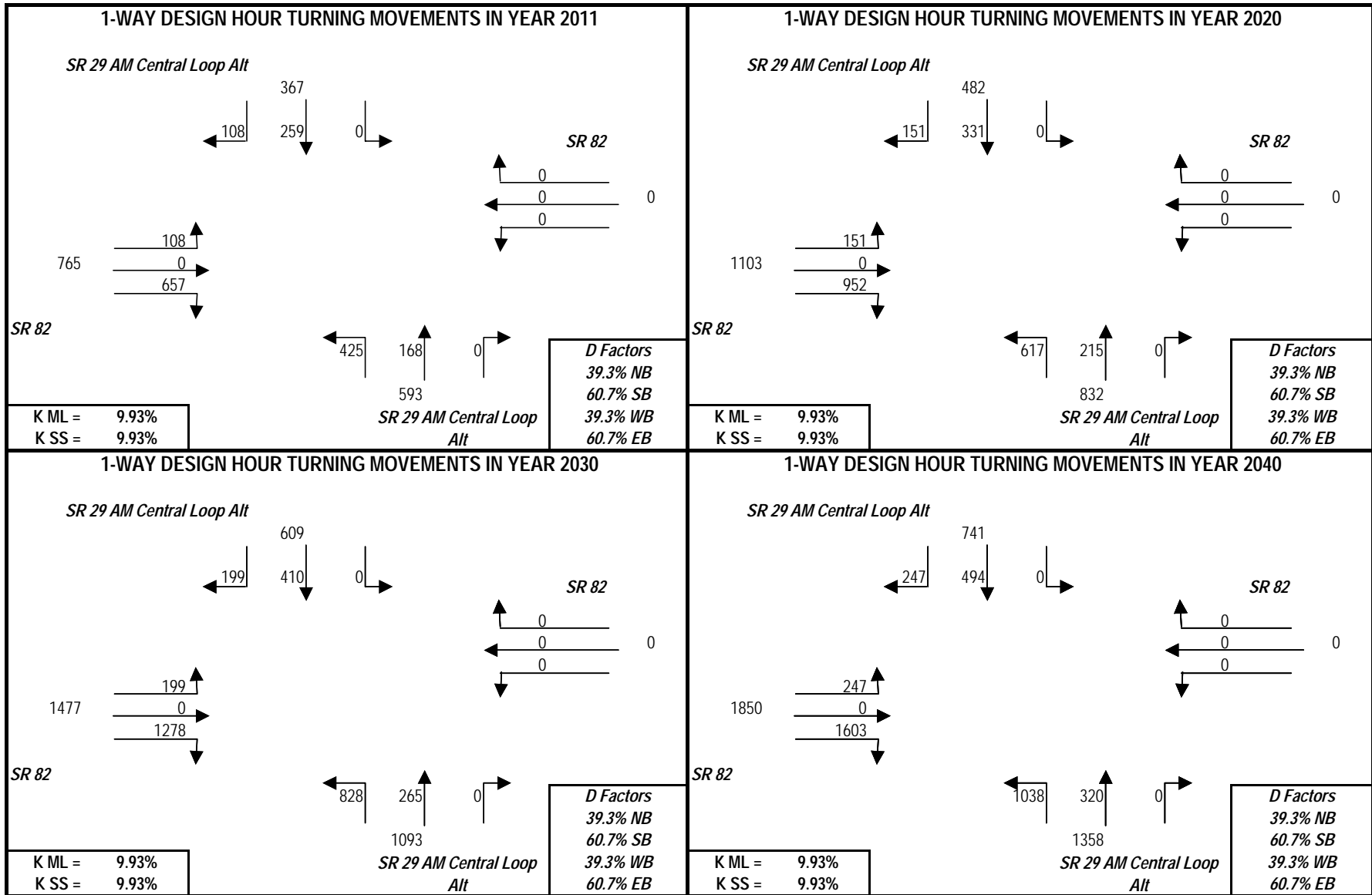
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT CR 29A S( New Market Rd S): Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT SR 82: Oil Well Rd TO SR 82

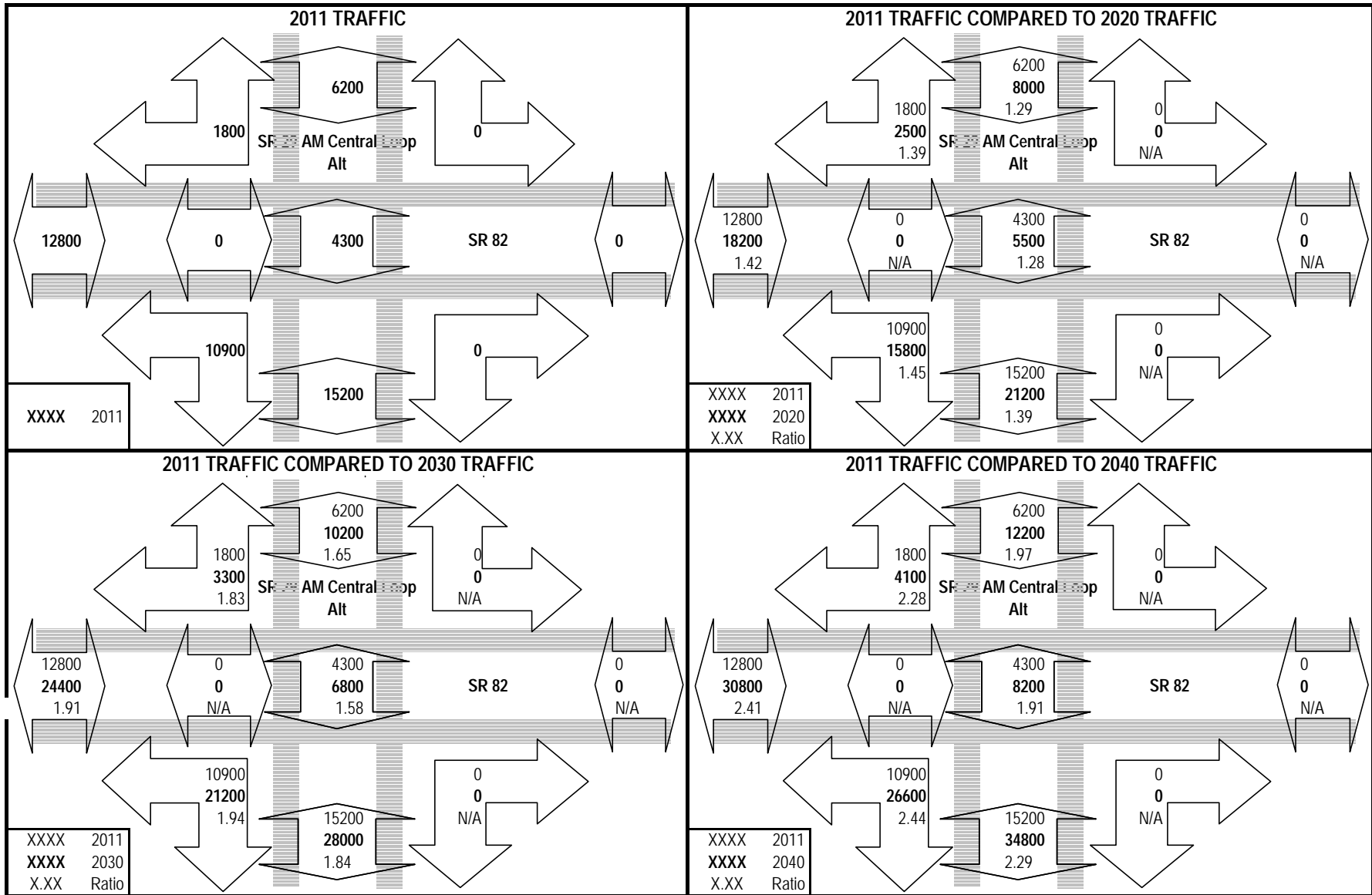


# PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT SR 82: Oil Well Rd TO SR 82

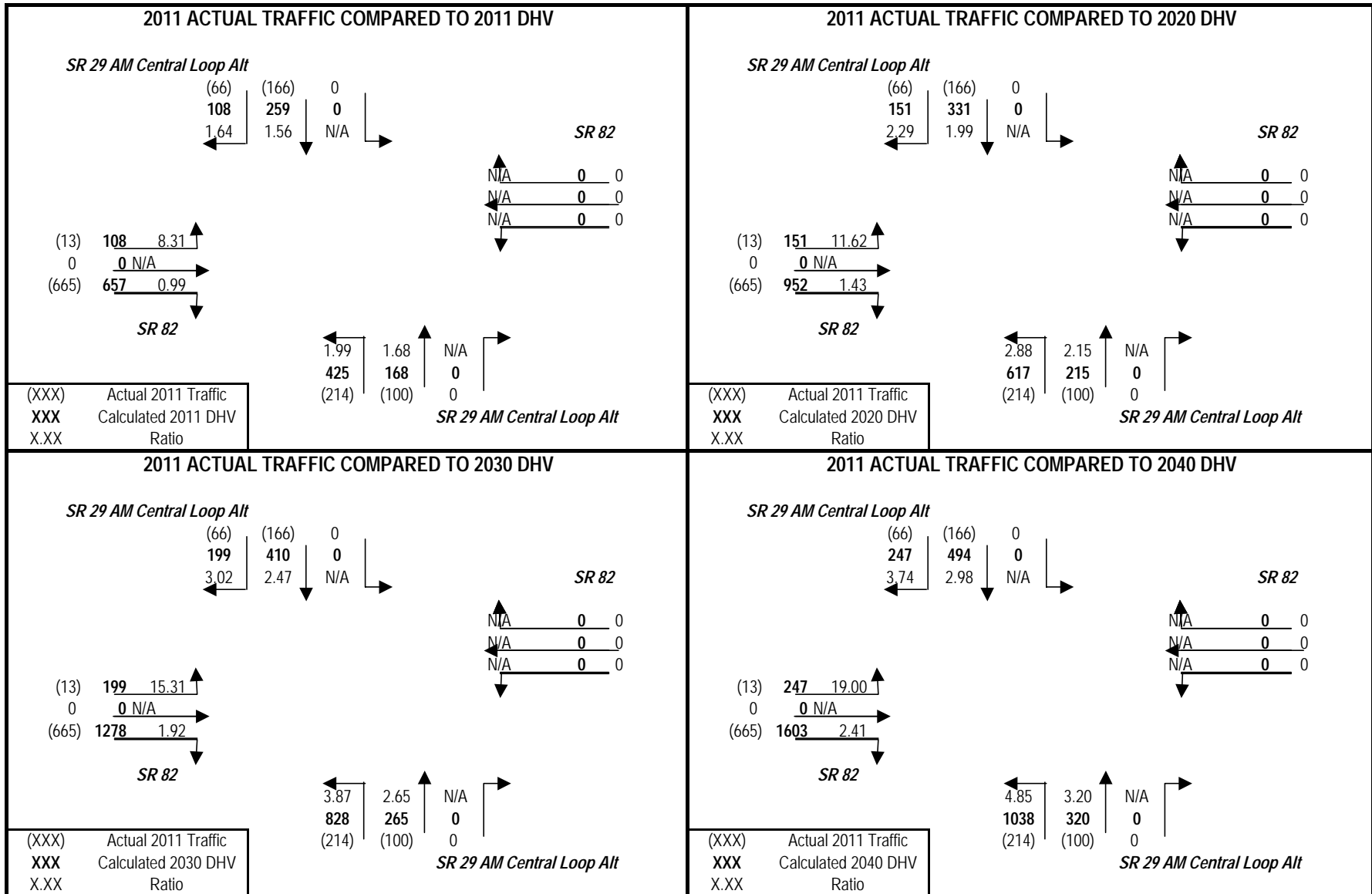




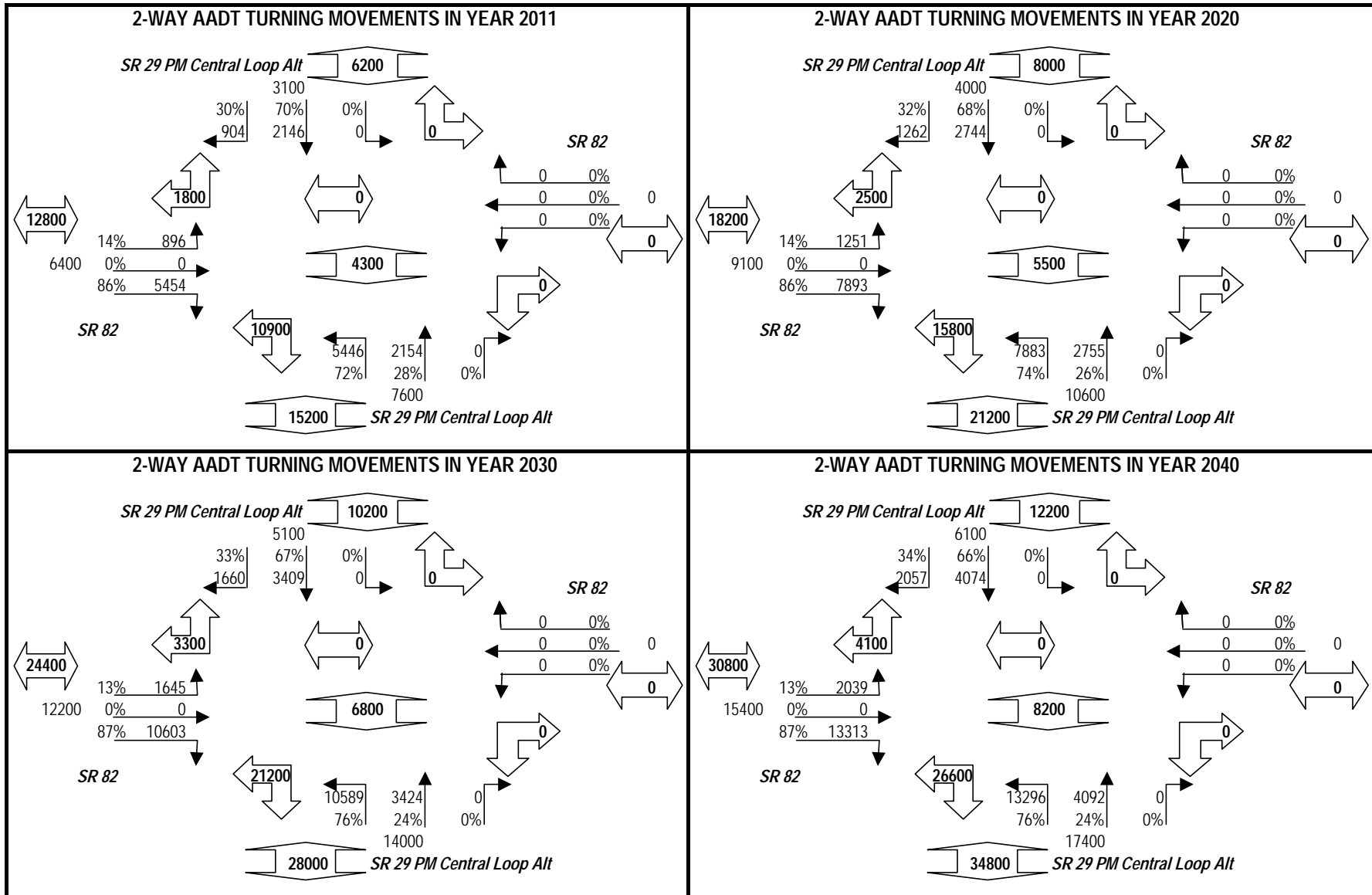
## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT SR 82: Oil Well Rd TO SR 82



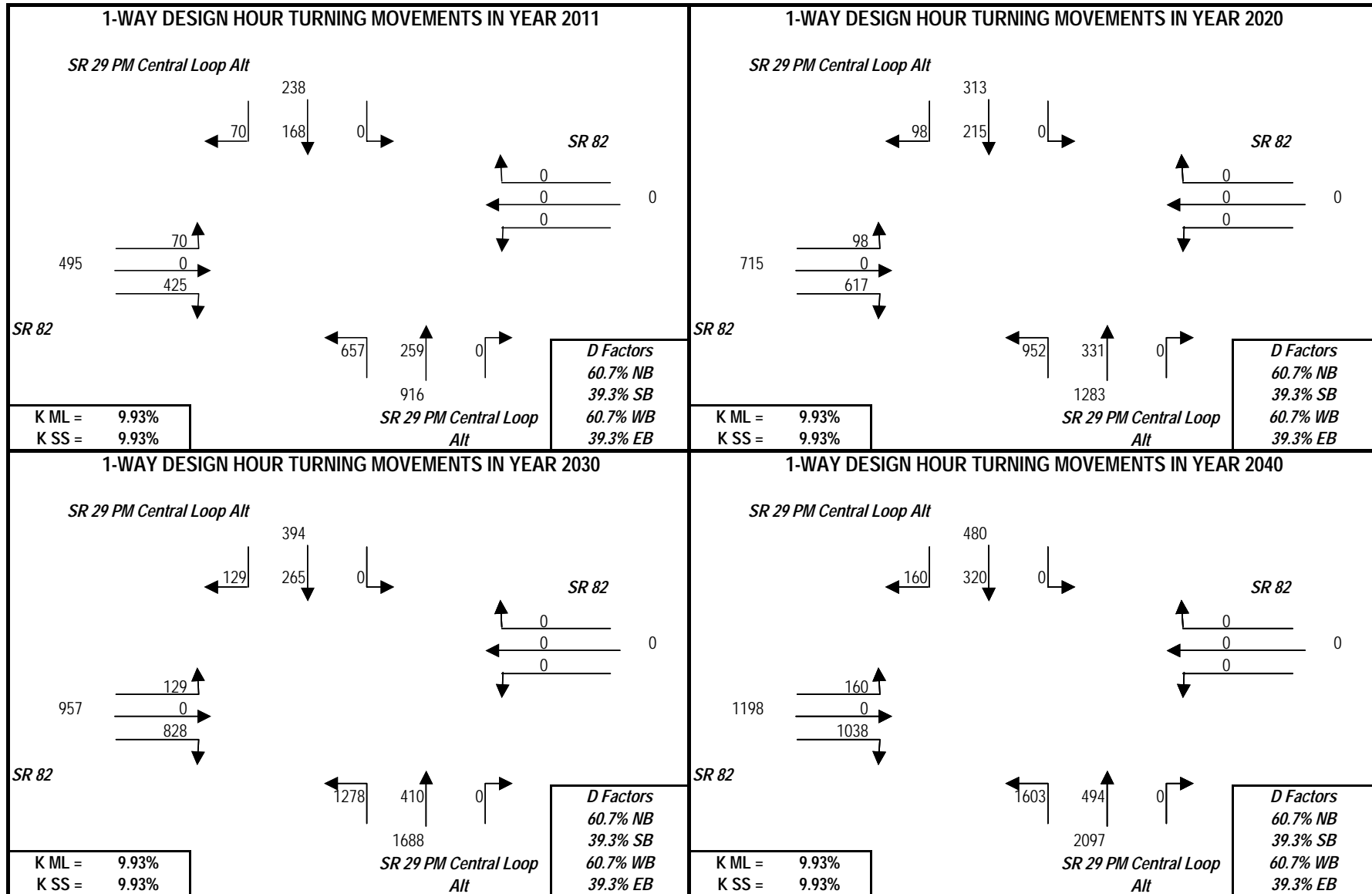
## PROJECT TRAFFIC FOR SR 29 AM Central Loop Alt AT SR 82: Oil Well Rd TO SR 82



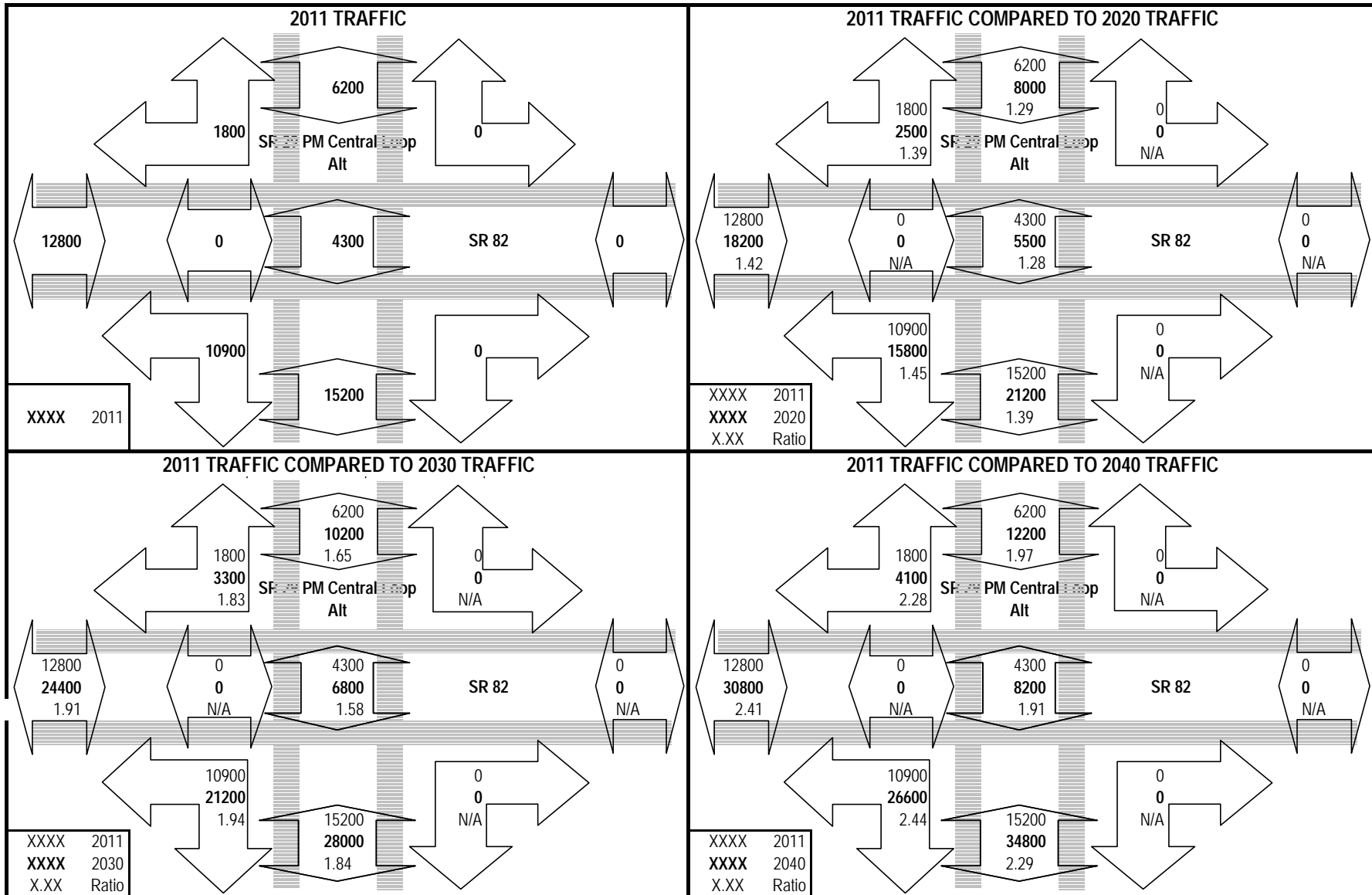
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT SR 82: Oil Well Rd TO SR 82



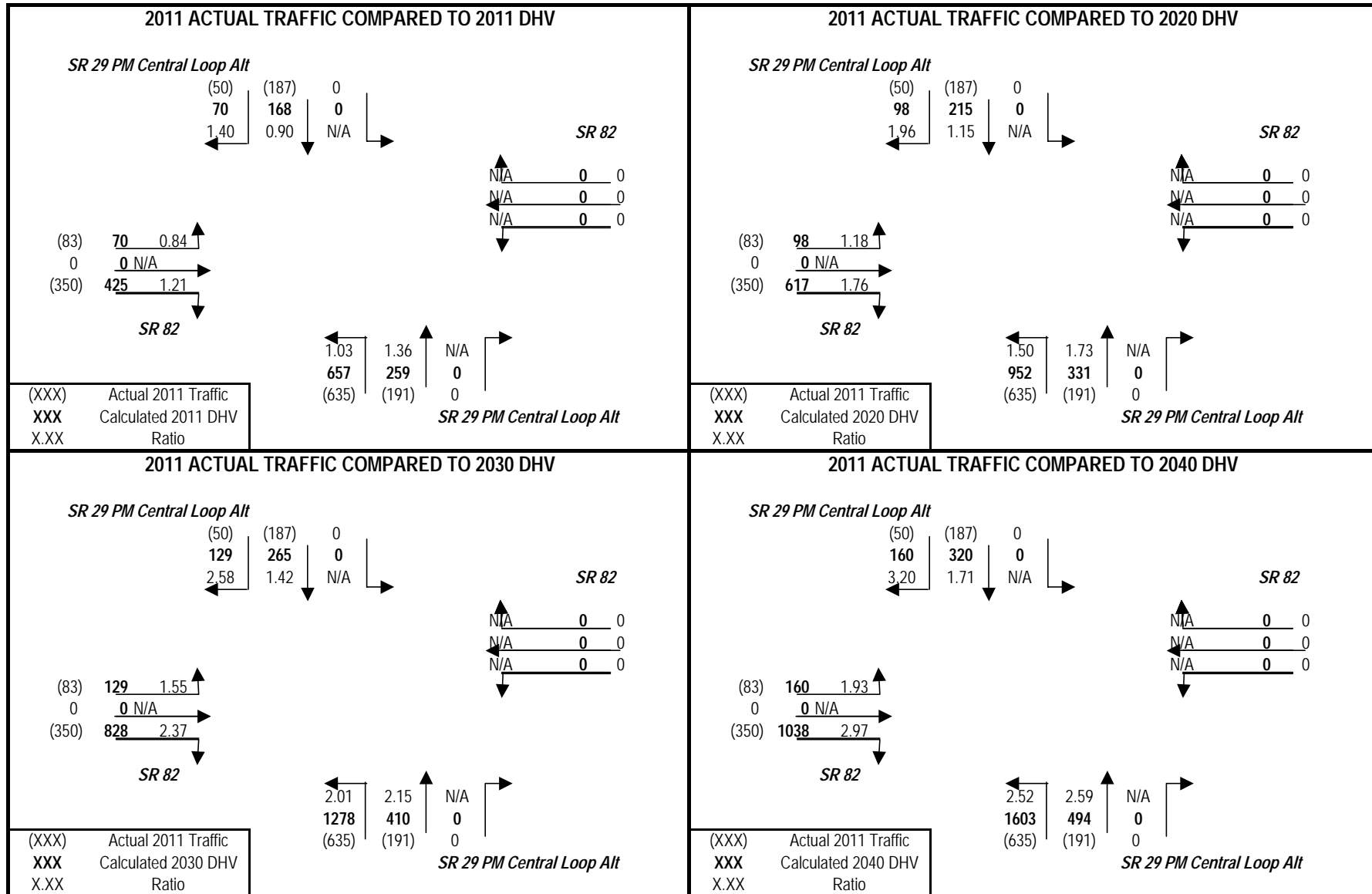
## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT SR 82: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT SR 82: Oil Well Rd TO SR 82



## PROJECT TRAFFIC FOR SR 29 PM Central Loop Alt AT SR 82: Oil Well Rd TO SR 82



# Attachments

# Collier County Area Transit Routes

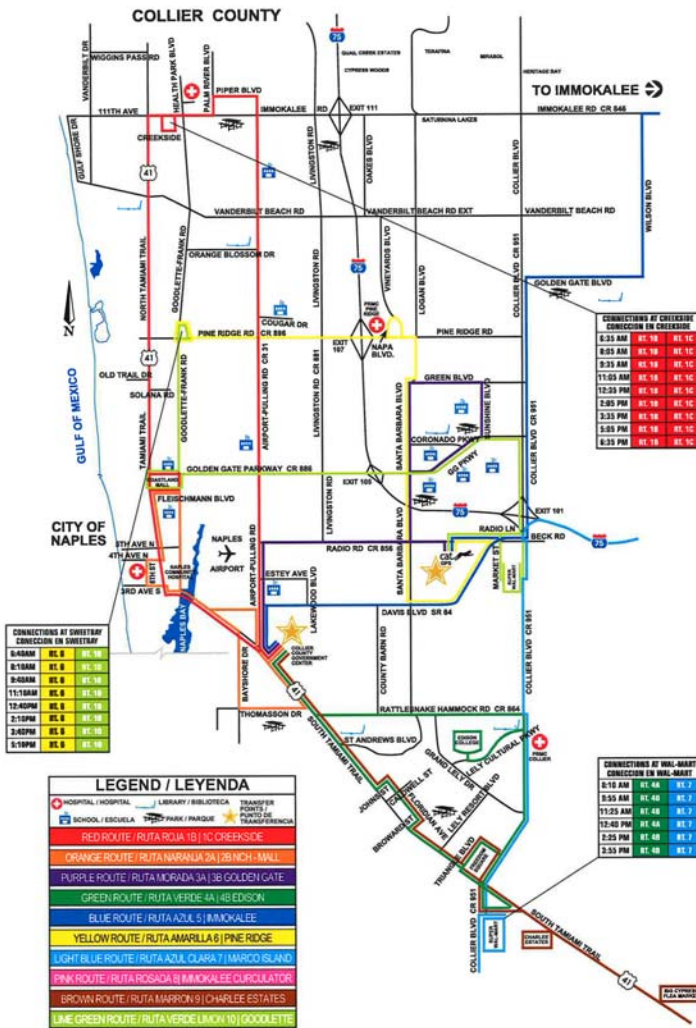
**COLLIER COUNTY AREA TRANSIT**  
 ENGLISH / ESPAÑOL  
 MONDAY - SUNDAY / LUNES A DOMINGO



**THE PURRRFECT RIDE**  
 600 Radio Road | Naples, Florida 34104  
 (239) 596-7777 252-2177  
[www.collier.gov.net/cat](http://www.collier.gov.net/cat)

Destination / Ruta	Fare / Tarifa
Local / Local	\$1.50
1/2 fare / Tarifa reducida	\$0.75
1/3 fare and transfer / Tercera de tarifa y transferencia	Free
Full Fare / Tarifa completa	\$1.50
Reduced Fare / Tarifa reducida	\$0.75
Transferencia	\$0.75
Reduced Transferencia / Reducida Transferencia	\$0.38
Senior / Senior	\$1.00
Senior Reduced / Senior Reducida	\$0.50
Pass / Pase	\$1.50
Pass Reduced / Pase Reducida	\$0.75
Pass / Pase	\$1.50
Pass Reduced / Pase Reducida	\$0.75
Express / Expreso	\$1.50
Express Reduced / Expreso Reducida	\$0.75
Express Monthly / Expreso Mensual	\$15.00
Express Monthly Reduced / Expreso Mensual Reducida	\$7.50

**TO RIDE**  
 Use your pass, ticket or exact fare ready. Sorry, drivers cannot make change. When the driver takes the correct fare, the driver will give you a receipt. Transfer tickets are good only after boarding.  
 It is possible to transport large items such as surfboards, large suitcases or anything that would block the vehicle aisle. Smaller items are permitted. Storage may be at the driver's discretion. Items are not to be stored in the front of the vehicle. Passes are not allowed for the following items: bicycles, strollers, golf bags, and other items that are not permitted.  
 All stops are at permitted bus stops. Please arrive early at the stop and signal the boarding time.  
 Operators are generally from 8 am to 7 pm, but check with us for actual times. Not operating on New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving, Christmas Day.  
 In case of an emergency, CAT will provide emergency evaluation services.  
**OVIAJAR**  
 Usar su pase, boleto o el cambio exacto. Lo sentimos, los conductores no pueden dar cambio. Cuando el conductor tome el cambio correcto, el conductor le dará un recibo. Los tickets de transferencia son buenos solo después de abordar.  
 Es posible transportar objetos grandes como surfboards, maletas grandes o cualquier cosa que pueda bloquear el pasillo del vehículo. Los objetos pequeños son permitidos. El almacenamiento de los artículos puede estar a discreción del conductor. Los artículos no son permitidos en el frente del vehículo. Los pases no son permitidos para los siguientes artículos: bicicletas, cochecitos, bolsas de golf y otros artículos que no son permitidos.  
 Todos los paradas son en las paradas permitidas. Por favor llegue temprano y haga señas para abordar.  
 Los operadores son generalmente de 8 am a 7 pm, pero consulte con nosotros para los horarios reales. No operamos el día de Año Nuevo, Día de la Independencia, 4 de Julio, Día del Trabajo, Día de Acción de Gracias, Día de Navidad.  
 En caso de emergencia, CAT proveerá servicios de evaluación.  
 Mayo 2011



**CONNECTIONS AT SWIFTWAY CONNECTION IN SWIFTWAY**

8:00AM	RED	ORANGE
9:00AM	RED	ORANGE
11:00AM	RED	ORANGE
12:00PM	RED	ORANGE
2:00PM	RED	ORANGE
5:15PM	RED	ORANGE

**CONNECTIONS AT CREEKSIDE CONNECTION IN CREEKSIDE**

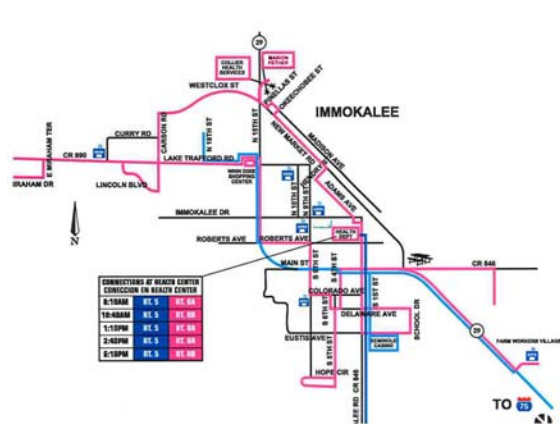
8:30 AM	RED	ORANGE
9:00 AM	RED	ORANGE
9:30 AM	RED	ORANGE
11:00 AM	RED	ORANGE
12:00 PM	RED	ORANGE
2:00 PM	RED	ORANGE
3:30 PM	RED	ORANGE
5:00 PM	RED	ORANGE
6:30 PM	RED	ORANGE

**LEGEND / LEYENDA**

HOSPITAL / HOSPITAL	LIBRARY / BIBLIOTECA	TRANSFER POINT / PUNTO DE TRANSFERENCIA
SCHOOL / ESCUELA	PARK / PARQUE	TRANSFER POINT / PUNTO DE TRANSFERENCIA
RED ROUTE / RUTA ROJA 1B   1C CREEKSIDE	ORANGE ROUTE / RUTA NARANJA 2A   2B HIGHWAY	PURPLE ROUTE / RUTA MORADA 3A   3B GOLDEN GATE
GREEN ROUTE / RUTA VERDE 4A   4B EDISON	BLUE ROUTE / RUTA AZUL 5   5B IMMOKALEE	YELLOW ROUTE / RUTA AMARILLA 6   6B PINE RIDGE
LIGHT BLUE ROUTE / RUTA AZUL CLARA 7   7B MARCO ISLAND	PINK ROUTE / RUTA ROSADA 8   8B IMMOKALEE CIRCULATOR	BROWN ROUTE / RUTA MARRON 9   9B CHARLEE ESTATES
LIME GREEN ROUTE / RUTA VERDE LIMON 10   10B GOOULLETTE		

**CONNECTIONS AT MARCO ISLAND CONNECTION IN MARCO ISLAND**

8:10 AM	RED	ORANGE
9:30 AM	RED	ORANGE
11:25 AM	RED	ORANGE
12:40 PM	RED	ORANGE
2:25 PM	RED	ORANGE
3:25 PM	RED	ORANGE



**CONNECTIONS AT HEALTH CENTER CONNECTION IN HEALTH CENTER**

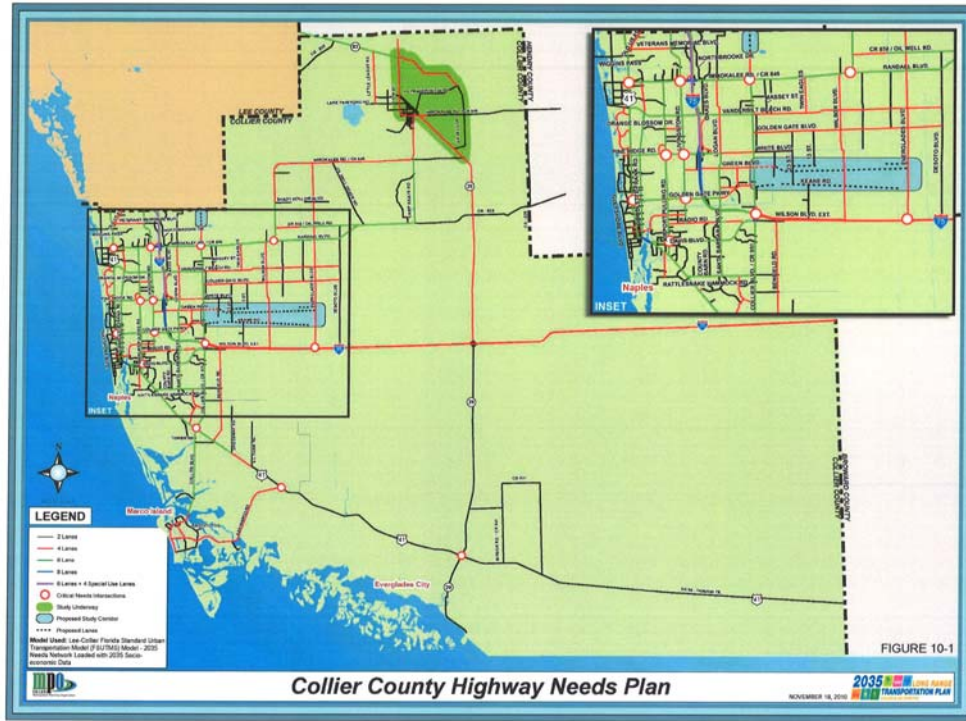
8:15AM	RED	ORANGE
10:00AM	RED	ORANGE
1:15PM	RED	ORANGE
2:45PM	RED	ORANGE
5:15PM	RED	ORANGE





# 2035 Collier County Needs Plan

Figure 10-1  
Highway Needs Plan



District	County	Item Description	Item	Work Mix Description	Phase	Phase Description	B.E.	Budget	Category	Budget Category Description	Funding Source2	2,011	2,012	2,013	2,014	2,015	2,016	Grand Total
		I-75 AT SR 951	425843-2	PRELIM ENG FOR FUTURE CAPACITY	22	PD&E CONSULTANT	55100100	088849		PRELIMINARY ENGR CONSULT	Federal Earmark	825,855						825,855
			425843-2 Total		32	PE CONSULTANT	55100100	088849		PRELIMINARY ENGR CONSULT	State 100%	936,389		5,575,120				5,575,120
		I-75 FROM N OF SR 951 TO S OF GOLDEN GATE	406313-4	PRELIM ENG FOR FUTURE CAPACITY	32	PE CONSULTANT	55100100	088849		PRELIMINARY ENGR CONSULT	State 100%			5,575,120				5,575,120
			406313-4 Total									4,800,000						4,800,000
		I-75(ALLEY) AT ALLEY RECREATIONAL ACCESS MM 49.0	200741-1	PARKING FACILITY	32	PE CONSULTANT	55100100	088849		PRELIMINARY ENGR CONSULT	Toll/Tumpike	47,205						47,205
			200741-1 Total		52	CONST CONTRACT	55150200	088716		INTRASTATE HIGHWAY CONSTR	Toll/Tumpike	4,112,391						4,112,391
			200741-1 Total		58	CONST OTHER AGENCY	55150200	088716		INTRASTATE HIGHWAY CONSTR	Toll/Tumpike	4,680						4,680
			200741-1 Total		62	CONST SUP CONSULTANT	55100100	088849		PRELIMINARY ENGR CONSULT	Toll/Tumpike	50,000						50,000
			200741-1 Total				55150200	088718		CONSTRUCT INSPECT CONSULT	Toll/Tumpike	797,487						797,487
			200741-1 Total		C2	ENVIRO CONSULTANT	55100100	088849		PRELIMINARY ENGR CONSULT	Toll/Tumpike	749,144						749,144
			200741-1 Total									5,760,907						5,760,907
		I-75(ALLEY) AT NORTH REST AREA	200746-1	REST AREA	32	PE CONSULTANT	55100100	088849		PRELIMINARY ENGR CONSULT	Toll/Tumpike	1,859,452						1,859,452
			200746-1 Total									1,859,452						1,859,452
		IMMOKALEE AIRPORT CAPITAL IMPROVEMENTS	414298-1	AVIATION SAFETY PROJECT	94	CAPITAL GRANT	55100100			NOT STATE BUDGET AVIATION DEV/GRANTS	External	17,500						17,500
			414298-1 Total					088719			State 100%	70,000						70,000
			414298-1 Total									87,500						87,500
		IMMOKALEE SIDEWALKS AT 2ND AVE, ESCAMBIA ST, AND 2ND ST	429897-1	SIDEWALK	58	CONST OTHER AGENCY	55150200	088717		ARTERIAL HIGHWAY CONSTR	Federal				355,957			355,957
			429897-1 Total												355,957			355,957
		IMMOKALEE SIDEWALKS AT VARIOUS LOCATIONS	427944-1	SIDEWALK	58	CONST OTHER AGENCY	55150200	088717		ARTERIAL HIGHWAY CONSTR	Federal			766,921				766,921
			427944-1 Total											766,921				766,921
		MARCO ISLAND AIRPORT	425515-1	AVIATION SECURITY PROJECT	94	CAPITAL GRANT	55100100	088719		AVIATION DEV/GRANTS	State 100%	60,000						60,000
			425515-1 Total									60,000						60,000
		MARCO ISLAND SIDEWALKS AT VARIOUS LOCATIONS	429898-1	SIDEWALK	58	CONST OTHER AGENCY	55150200	088717		ARTERIAL HIGHWAY CONSTR	Federal - AC							474,674
			429898-1 Total															474,674
		MOORINGLINE DRIVE AT BRIDGE #030125	428002-1	BRIDGE REHABILITATION	52	CONST CONTRACT	55150200	088799		BRIDGE CONSTRUCTION	Federal	29						29
			428002-1 Total								Local	41,842						41,842
			428002-1 Total									41,871						41,871
		NAPLES HIGHWAY LIGHTING DDR FUNDING	413537-1	ROUTINE MAINTENANCE	78	MAINT OTHER AGENCY	55150200	088712		HIGHWAY MAINTENANCE CONTR	State 100%	95,937	78,558	101,778	104,833	107,978		489,084
			413537-1 Total									95,937	78,558	101,778	104,833	107,978		489,084
		NAPLES MANOR SIDEWALKS AT VARIOUS LOCATIONS	429902-1	SIDEWALK	58	CONST OTHER AGENCY	55150200	088717		ARTERIAL HIGHWAY CONSTR	Federal			667,062				667,062
			429902-1 Total								Federal - AC			509,058				509,058
		NAPLES MUNICIPAL AIRPORT	425517-1	AVIATION PRESERVATION PROJECT	94	CAPITAL GRANT	55100100			NOT STATE BUDGET AVIATION DEV/GRANTS	External			1,176,120				1,176,120
			425517-1 Total					088719			State 100%				3,583,334			3,583,334
			425518-1	AVIATION PRESERVATION PROJECT	94	CAPITAL GRANT	55100100			NOT STATE BUDGET AVIATION DEV/GRANTS	External			1,925,000				1,925,000
			425518-1 Total					088719			State 100%			385,000				385,000
			425520-1	AVIATION PRESERVATION PROJECT	94	CAPITAL GRANT	55100100			NOT STATE BUDGET AVIATION DEV/GRANTS	External			2,310,000				2,310,000
			425520-1 Total					088719			State 100%				3,916,666			3,916,666
			425520-1 Total											884,000	500,000			1,384,000
			425520-1 Total											4,800,666	500,000			5,300,666
		NAPLES MUNICIPAL AIRPORT CAPITAL IMPROVEMENTS	206423-1	AVIATION REVENUE/OPERATIONAL	94	CAPITAL GRANT	55100100			NOT STATE BUDGET AVIATION DEV/GRANTS	External	600,000						600,000
			206423-1 Total		A8	ADMIN OTHER AGENCY	55100100	088719			State 100%	600,000						600,000
		NAPLES TRAFFIC SIGNALS REIMBURSEMENT	413627-1	TRAFFIC SIGNALS	88	OPERATIONS OTHR AGCY	55150200	088866		TRAFFIC ENGR CONSULTANTS	State 100%	28,187	32,000	32,000	33,000	34,000	35,000	1,200,000
			413627-1 Total									28,187	32,000	32,000	33,000	34,000	35,000	1,200,000
		NEW MARKET ROAD FROM EAST MAIN STREET TO SR 29 N	429899-1	SIDEWALK	58	CONST OTHER AGENCY	55150200	088717		ARTERIAL HIGHWAY CONSTR	Federal - AC							1,186,348
			429899-1 Total															1,186,348
		SAFE ROUTES TO SCHOOL - 12TH STR N FROM 12TH AVE N TO 14TH AVE N	425343-1	SIDEWALK	32	PE CONSULTANT	55100100	088849		PRELIMINARY ENGR CONSULT	Federal	38,730						38,730
			425343-1 Total		52	CONST CONTRACT	55150200	088796		HIWAY SAFETY CONSTR/GRANTS	Federal		158,624					158,624
			425343-1 Total		62	CONST SUP CONSULTANT	55100100	088849		PRELIMINARY ENGR CONSULT	Federal		2,066					2,066
			425343-1 Total				55150200	088718			Federal		33,056					33,056
		SAFE ROUTES TO SCHOOLS - CITY OF MARCO ISLAND	425558-1	SIDEWALK	58	CONST OTHER AGENCY	55150200	088796		HIWAY SAFETY CONSTR/GRANTS	Federal	38,730	193,746					232,476
			425558-1 Total									227,840	227,840					455,680
		SHADOWLAWN ELEMENTARY - SIDEWALK SAFE ROUTES TO SCHOOL	428254-1	SIDEWALK	32	PE CONSULTANT	55100100	088849		PRELIMINARY ENGR CONSULT	Federal			50,000				50,000
			428254-1 Total		52	CONST CONTRACT	55150200	088796		HIWAY SAFETY CONSTR/GRANTS	Federal				298,612			298,612
			428254-1 Total		62	CONST SUP CONSULTANT	55150200	088718		CONSTRUCT INSPECT CONSULT	Federal				41,876			41,876
			428254-1 Total											50,000		340,488		390,488
		SHADOWLAWNS SIDEWALK VARIOUS LOCATIONS	429915-1	SIDEWALK	58	CONST OTHER AGENCY	55150200	088717		ARTERIAL HIGHWAY CONSTR	Federal			138,629				138,629
			429915-1 Total											138,629				138,629
		SR 29 AT LAKE TRAFFORD ROAD	427936-1	INTERSECTION IMPROVEMENT	58	CONST OTHER AGENCY	55150200			NOT STATE BUDGET ARTERIAL HIGHWAY CONSTR	External	699,833						699,833
			427936-1 Total					088717			Federal	750,000						750,000
			427936-1 Total									1,449,833						1,449,833
		SR 29 AT MARKET STREET	430245-1	ADD TURN LANE(S)	32	PE CONSULTANT	55100100	088849		PRELIMINARY ENGR CONSULT	Federal			30,000				30,000
			430245-1 Total		52	CONST CONTRACT	55150200	088717		ARTERIAL HIGHWAY CONSTR	Federal			213,400				213,400
			430245-1 Total		62	CONST SUP CONSULTANT	55150200	088718		CONSTRUCT INSPECT CONSULT	Federal			32,010				32,010
			430245-1 Total											275,410				275,410
		SR 29 FROM N OF BR NO.030298 TO NORTH OF OIL WELL ROAD	425219-1	RESURFACING	52	CONST CONTRACT	55150200	088797		RESURFACING	Federal	3,116,582						3,116,582
			425219-1 Total		62	CONST SUP CONSULTANT	55150200	088718		CONSTRUCT INSPECT CONSULT	State 100%	50,000						50,000
			425219-1 Total									218,935						218,935
			425219-1 Total									3,385,517						3,385,517
		SR 29 FROM N OF N 9TH STREET TO NORTH OF CR 29A	425215-1	RESURFACING	52	CONST CONTRACT	55150200	088797		RESURFACING	Federal	1,601,378						1,601,378
			425215-1 Total		62	CONST SUP CONSULTANT	55150200	088718		CONSTRUCT INSPECT CONSULT	State 100%	50,000						50,000
			425215-1 Total									602,296						602,296
			425215-1 Total									2,253,674						2,253,674
		SR 29 FROM N OIL WELL ROAD TO CR 846	425212-1	RESURFACING	52	CONST CONTRACT	55150200	088797		RESURFACING	State 100%		5,948,660					5,948,660
			425212-1 Total		62	CONST SUP CONSULTANT	55150200	088718		CONSTRUCT INSPECT CONSULT	State 100%		1,075,014					1,075,014
			425212-1 Total										7,023,674					7,023,674
		SR 29 FROM SOUTH OF I-75 TO NORTH OF I-75	425210-1	RESURFACING	52	CONST CONTRACT	55150200	088797		RESURFACING	State 100%		2,519,351					2,519,351
			425210-1 Total		62	CONST SUP CONSULTANT	55150200	088718		CONSTRUCT INSPECT CONSULT	State 100%		488,813					

# **MODELING TECH MEMO**

## TECHNICAL MEMORANDUM

To: Rax Jung, FDOT District 1

From: Jerry Graham, PE, AICP, Traf-O-Data

Date: July 11, 2011

Subject: SR 29, SR 82 to Oil Well Rd., Travel Demand Model Forecasting (updated)

This memorandum documents the development of travel demand forecasts in support of a 2035 Alternatives Analysis for the SR 29 corridor, from SR 82 to Oil Well Rd., in the Immokalee area of Collier County, Florida. It is an update to the original July 1<sup>st</sup>, 2011 technical memorandum, and reflects revisions which address review comments received from Lochner July 5<sup>th</sup>, 2011. It should be noted that these revisions do not result in any changes to the model volumes documented in the July, 1<sup>st</sup> technical memorandum.

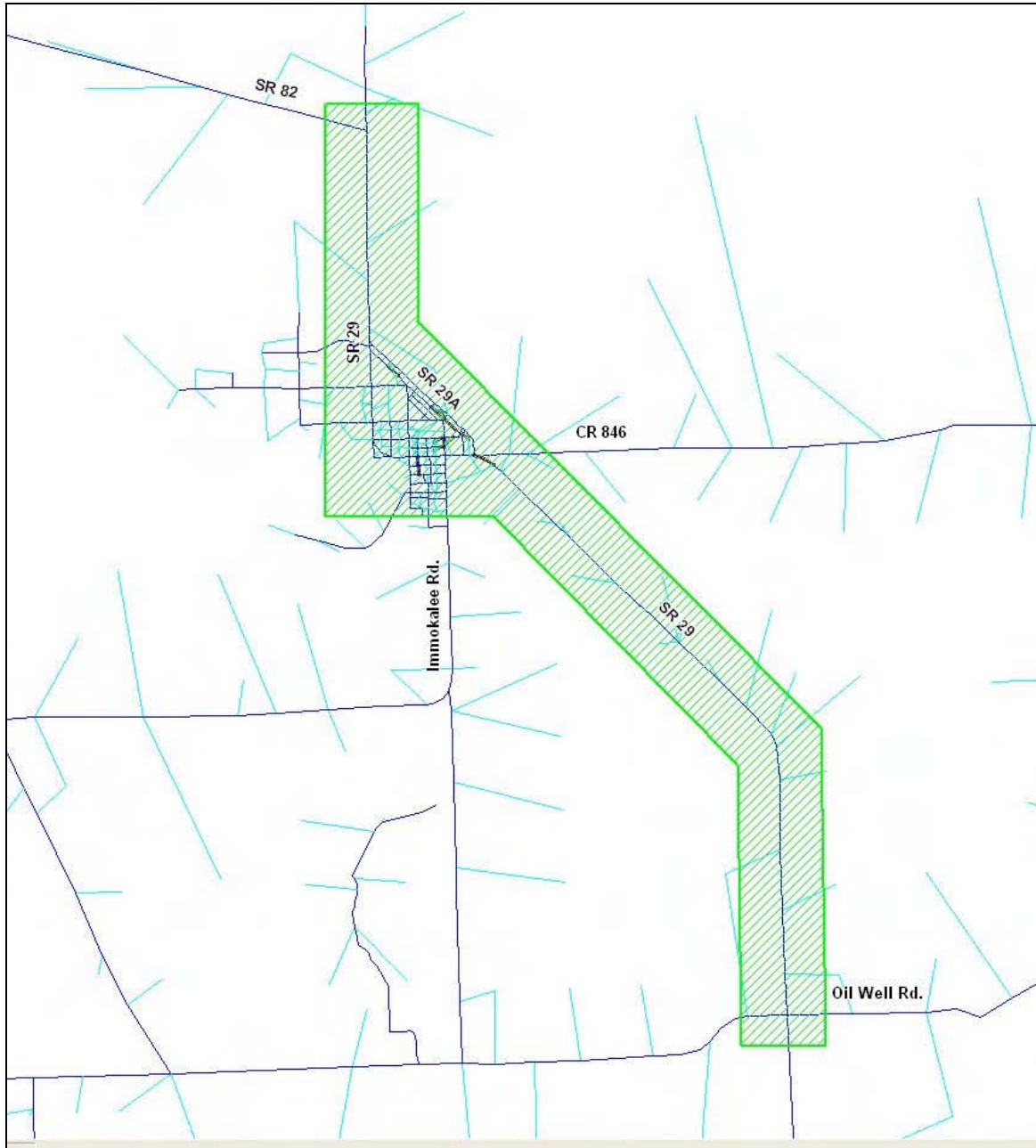
### **2007 Lee/Collier Model Sub-area Validation**

A Sub-area validation was performed for the study area to establish that the base year model is performing with reasonable accuracy within the study area. The study area is shown in Exhibit 1.

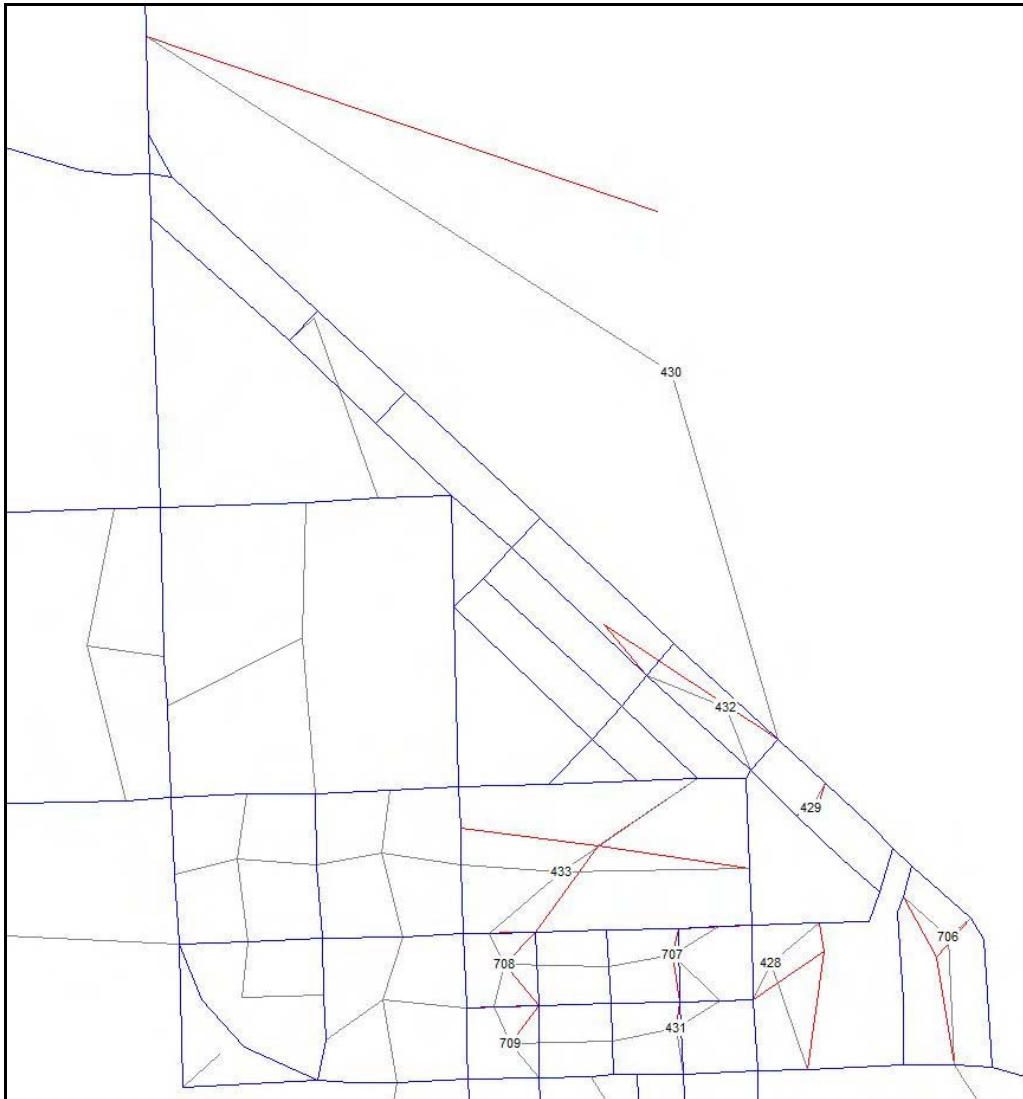
This validation refinement included following model adjustments:

- Roadway facility type classifications were modified for Jefferson Ave., S. 7<sup>th</sup> St., and N. 1<sup>st</sup> St., in Immokalee. The facility type for Jefferson Ave. was a change from FT 43 to FT 42. The facility type for N. 1<sup>st</sup> St. was changed from FT 46 to FT 42.
- Centroid connector loadings were modified for TAZ's 428-433 and 707-709. Exhibit 2 shows these centroid loading modifications, with original centroid connector locations shown in red.
- An adjustment was made to the speed/capacity lookup table for roadway area/facility type classification 52/35. This adjustment was an increase in speed of 4 mph for this classification.
- A new roadway facility type classification (FT 49) was introduced to reflect a lower speed local urban roadway for S. 7<sup>th</sup> Ave. The speed coded for this new facility type classification is 20 mph and the directional model capacity is 450 vph.
- A correction was made at S. 7<sup>th</sup> Ave. and Boston Ave. in Immokalee, where these model roadway links should have, but did not, intersect.

**Exhibit 1 – SR 29 Immokalee Study Area**



**Exhibit 2 – Centroid Loading Modifications**



The Sub-area validation refinement resulted in a significant improvement to the level of validation within the study area. The overall study area volume to count ratio for roadway links with counts was improved from .813 to .910. For links with counts along SR 29 and SR 29A the volume to count ratio was improved from .845 to .944. The level of validation for SR 29 side street roadways was also significantly improved.

Table 1 documents the improvement in the level of validation for SR 29/SR 29A, sidestreets, and for the overall study area, resulting from the validation refinement.



**Table 1 – Sub-area Validation Refinement Summary**

**SR 29 / SR 29A COUNT LOCATIONS**

A	B	ATYPE	FTYPE	LANES	ROADWAY	SPEED	PSWT	CSPEED	DIRV	ATYPE 2	FTYPE 2	LANES 2	SPEED 2	PSWT	CSPEED 2	DIRV 2			
2495	11076	52	52	1	SR 29 N	25	6941	25.0	3473	52	52	1	25	6941	25.0	3468			
11076	2495	52	52	1	SR 29 N	25	6941	25.0	3473	52	52	1	25	6941	25.0	3468			
8471	11130	14	23	2	SR 29 N	37	6787	36.9	6463	14	23	2	37	6787	36.9	5863			
8603	11096	31	32	1	SR 29 N	36	7347	33.0	6044	31	32	1	36	7347	33.7	5080			
8622	11083	51	35	1	SR 29 N	42	7604	34.1	8417	51	35	1	42	7604	35.8	7596			
8630	11080	52	35	1	SR 29 N	48	3032	46.8	3477	52	35	1	44	3032	42.9	3475			
11080	8630	52	35	1	SR 29 N	48	3032	46.8	3477	52	35	1	44	3032	42.9	3475			
11083	8622	51	35	1	SR 29 N	42	7604	35.5	7651	51	35	1	42	7604	36.2	7387			
11090	11092	31	32	1	SR 29 N	36	5609	36.0	3272	31	32	1	36	5609	36.1	2656			
11092	11090	31	32	1	SR 29 N	36	5609	36.0	3272	31	32	1	36	5609	36.1	2655			
11096	8603	31	32	1	SR 29 N	36	7347	32.9	6157	31	32	1	36	7347	33.7	5078			
11105	11108	31	32	1	SR 29 N	36	6413	33.0	6255	31	32	1	36	6413	33.9	5157			
11108	11105	31	32	1	SR 29 N	36	6413	32.9	6369	31	32	1	36	6413	33.9	5157			
11130	8471	14	23	2	SR 29 N	37	6787	36.9	6354	14	23	2	37	6787	36.9	5870			
7869	11263	52	35	1	SR 29 S	48	3941	47.9	1560	52	35	1	44	3941	44.2	1341			
8558	11183	14	23	2	SR 29 S	37	4988	36.9	6230	14	23	2	37	4988	36.9	5618			
11183	8558	14	23	2	SR 29 S	37	4988	36.9	6478	14	23	2	37	4988	36.9	5873			
11194	11198	21	31	1	SR 29 S	35	6430	33.7	7931	21	31	1	35	6430	34.2	7077			
11198	11194	21	31	1	SR 29 S	35	6430	34.3	6752	21	31	1	35	6430	34.5	6470			
11198	11201	21	35	1	SR 29 S	34	4493	31.9	5638	21	35	1	34	4493	32.7	4831			
11201	11198	21	35	1	SR 29 S	34	4493	32.9	4586	21	35	1	34	4493	33.1	4365			
11207	11208	33	35	1	SR 29 S	39	3340	37.1	4893	33	35	1	39	3340	37.9	4089			
11208	11207	33	35	1	SR 29 S	39	3340	38.1	3822	33	35	1	39	3340	38.3	3601			
11263	7869	52	35	1	SR 29 S	48	3941	47.7	2630	52	35	1	44	3941	44.2	1828			
11268	11271	52	35	1	SR 29 S	48	1830	47.3	3701	52	35	1	44	1830	43.7	3017			
11271	11268	52	35	1	SR 29 S	48	1830	47.8	2430	52	35	1	44	1830	43.9	2317			
11103	11115	31	43	1	SR 29A	32	4024	26.5	4853	33	42	1	33	4024	31.8	3766			
11115	11103	31	43	1	SR 29A	32	4024	27.9	3979	33	42	1	33	4024	32.1	3431			
11144	11178	31	43	1	SR 29A	32	5085	26.6	4807	31	42	1	33	5085	31.0	4321			
11178	11144	31	43	1	SR 29A	32	5085	28.0	3990	31	42	1	33	5085	31.3	3980			
11178	11497	21	42	1	SR 29A	31	4168	28.0	5017	21	42	1	31	4168	28.8	4443			
11193	11194	21	42	1	SR 29A	31	6516	28.2	5204	21	42	1	31	6516	29.0	4535			
11194	11193	21	42	1	SR 29A	31	6516	29.2	4271	21	42	1	31	6516	29.4	4178			
11497	11178	21	42	1	SR 29A	31	4168	28.9	4092	21	42	1	31	4168	29.1	4102			
						Total	177096		167134							Total	177096		149567
						<b>SR 29 / 29A Vol/Cnt</b>				94.4%					<b>Original SR 29 / 29A Vol/Cnt</b>				84.5%

**SIDESTREET COUNT LOCATIONS**

A	B	ATYPE	FTYPE	LANES	ROADWAY	SPEED	PSWT	CSPEED	DIRV	ATYPE 2	FTYPE 2	LANES 2	SPEED 2	PSWT	CSPEED 2	DIRV 2			
11159	11178	31	42	1	Charlotte St	33	3511	33.1	1888	31	46	1	28	3511	28.8	122			
11178	11159	31	42	1	Charlotte St	33	3511	33.1	1780	31	46	1	28	3511	28.8	122			
11163	11166	14	23	2	CR 846	37	6516	36.3	6400	14	23	2	37	6516	36.4	5874			
11166	11163	14	23	2	CR 846	37	6516	36.3	6808	14	23	2	37	6516	36.4	6266			
11199	11205	21	46	1	CR 846 E	25	2687	24.2	2785	21	46	1	25	2687	24.3	2738			
11205	11199	21	46	1	CR 846 E	25	2687	24.3	2657	21	46	1	25	2687	24.3	2596			
11068	11074	31	43	1	CR 850	32	5948	28.2	4270	31	43	1	32	5948	27.9	4410			
11074	11068	31	43	1	CR 850	32	5948	28.2	4270	31	43	1	32	5948	27.9	4410			
7867	11268	52	46	1	CR 858	32	649	31.9	1143	52	46	1	32	649	31.9	1198			
11249	11268	52	46	1	CR 858	32	689	32.1	859	52	46	1	32	689	32.1	1011			
11268	7867	52	46	1	CR 858	32	649	31.9	1016	52	46	1	32	649	31.9	1057			
11268	11249	52	46	1	CR 858	32	689	32.1	786	52	46	1	32	689	32.1	939			
8498	11098	31	46	1	Immokalee Dr	28	2469	28.0	1703	31	46	1	28	2469	28.1	1548			
8568	11098	31	46	1	Immokalee Dr	28	2661	27.9	1705	31	46	1	28	2661	28.0	1550			
11098	8498	31	46	1	Immokalee Dr	28	2469	28.0	1704	31	46	1	28	2469	28.1	1548			
11098	8568	31	46	1	Immokalee Dr	28	2661	27.9	1705	31	46	1	28	2661	28.0	1550			
11094	11112	31	46	1	Lake Trafford Rd	28	2223	28.0	1185	31	46	1	28	2223	28.0	1395			
11112	11094	31	46	1	Lake Trafford Rd	28	2223	28.0	1185	31	46	1	28	2223	28.0	1395			
11161	11163	14	42	1	N 1st St	34	3572	31.9	3909	14	46	1	28	3572	25.1	3459			
11163	11161	14	42	1	N 1st St	34	3572	31.8	3963	14	46	1	28	3572	24.9	3609			
8488	11129	14	47	1	N 9th St	27	1616	27.0	914	14	47	1	27	1616	27.0	614			
11129	8488	14	47	1	N 9th St	27	1616	27.0	915	14	47	1	27	1616	27.0	615			
8485	11130	14	47	1	S 9th St	27	4358	26.4	2271	14	47	1	27	4358	26.8	1431			
11130	8485	14	47	1	S 9th St	27	4358	26.4	2267	14	47	1	27	4358	26.8	1426			
11047	11080	52	35	1	SR 82	48	6359	37.3	8464	52	35	1	44	6359	36.0	7642			
11080	11047	52	35	1	SR 82	48	6359	39.0	7698	52	35	1	44	6359	36.5	7433			
11070	11072	31	46	1	Westclox Rd	28	1834	28.1	868	31	46	1	28	1834	28.1	940			
11072	11070	31	46	1	Westclox Rd	28	1834	28.1	868	31	46	1	28	1834	28.1	940			
						Total	90184		75986							Total	90184		67718
						<b>Side Street Vol/Cnt</b>				84.3%					<b>Original Side Street Vol/Cnt</b>				75.1%

**ALL COUNT LOCATIONS**

	PSWT	DIRV	PSWT	DIRV 2	
Total	267280	243120	267280	217285	
<b>Sub-Area Vol/Cnt</b>		91.0%	<b>Original Sub-Area Vol/Cnt</b>		81.3%

Table 2 shows volume to count percent error for sub-area links with counts for the refined study area validation and for the original LRTP validation. Links with error outside of the acceptable ranges, related to ADT, are highlighted in yellow.

**Table 2 – Sub-area Validation Refinement Percent Error**

A	B	ROADWAY	REFINED SUB-AREA VALIDATION				ORIGINAL LRTP VALIDATION			
			LANES	PSWT	TOTV	ERROR	LANES	PSWT	TOTV	ERROR
11159	11178	Charlotte_St	1	7022	3668	48%	1	7022	244	97%
11163	11166	CR_846	2	13032	13208	1%	2	13032	12140	7%
11199	11205	CR_846_E	1	5374	5442	1%	1	5374	5334	1%
11068	11074	CR_850	1	11896	8540	28%	1	11896	8820	26%
7867	11268	CR_858	1	1298	2159	66%	1	1298	2255	74%
11249	11268	CR_858	1	1378	1645	19%	1	1378	1950	42%
8498	11098	Immokalee_Dr	1	4938	3407	31%	1	4938	3096	37%
8568	11098	Immokalee_Dr	1	5322	3410	36%	1	5322	3100	42%
11094	11112	Lake_Trafford_Rd	1	4446	2370	47%	1	4446	2670	40%
11161	11163	N_1s_St	1	7144	7872	10%	1	7144	7068	1%
8488	11129	N_9th_St	1	3232	1829	43%	1	3232	1229	62%
8485	11130	S_9th_St	1	8716	4538	48%	1	8716	2857	67%
2495	11076	SR 29 N	1	6940	6946	0%	1	6940	6936	0%
8471	11130	SR 29 N	2	13574	12817	6%	2	13574	11733	14%
8603	11096	SR 29 N	1	14694	12201	17%	1	14694	10158	31%
8622	11083	SR 29 N	1	15208	16068	6%	1	15208	14983	1%
8630	11080	SR 29 N	1	6064	6954	15%	1	6064	6950	15%
11090	11092	SR 29 N	1	11218	6657	41%	1	11218	5311	53%
11105	11108	SR 29 N	1	12826	12624	2%	1	12826	10314	20%
7869	11263	SR 29 S	1	7882	4190	47%	1	7882	3169	60%
8558	11183	SR 29 S	2	9976	12708	27%	2	9976	11491	15%
11194	11198	SR 29 S	1	12860	14683	14%	1	12860	13547	5%
11198	11201	SR 29 S	1	8986	10224	14%	1	8986	9196	2%
11207	11208	SR 29 S	1	6680	8715	30%	1	6680	7690	15%
11268	11271	SR 29 S	1	3660	6131	68%	1	3660	5334	46%
11103	11115	SR 29A	1	8048	8832	10%	1	8048	7197	11%
11144	11178	SR 29A	1	10170	8797	14%	1	10170	8301	18%
11178	11497	SR 29A	1	8336	9109	9%	1	8336	8545	3%
11193	11194	SR 29A	1	13032	9475	27%	1	13032	8713	33%
11047	11080	SR_82	1	12718	16162	27%	1	12718	15075	19%
11070	11072	Westclox_Rd	1	3668	1736	53%	1	3668	1880	49%
Total Study Area				260338	243117	7%		260338	217286	17%

As Table 2 shows, for the refined sub-area validation, all assigned volumes are within acceptable error ranges with the exception of one link, SR 29 south of Oil Well Rd. As part of the sub-area validation process it was necessary to “sacrifice” the level of



validation on this lower volume segment of SR 29 south of Oil Well Rd. in order to resolve more serious validation deficiencies for higher volume segments of SR 29, north of Oil Well Rd, as well as to improve the overall level of validation for SR 29 throughout the study area.

Systemwide validation summaries for both the original Lee/Collier LRTP 2007 validated model, and the 2007 Lee/Collier validation refined for the SR 29 study area, are attached. These summaries show a slight improvement in the overall Root Mean Square Error (RMSE) for the refined SR 29 validation, and that the model continues to meet systemwide validation criteria.

### 2035 Lee/Collier No-Build Model Development

The adjustments made as a part of the Sub-area validation refinement were incorporated, as appropriate, into the adopted LRTP 2035 Lee Collier Cost Feasible model. In addition, socioeconomic model data adjustments were made to reflect planned development associated with the following DRI's and PUD's:

- Ave Maria DRI
- Big Cypress DRI
- Immokalee Airport PUD
- Kaicass Residential Development

Table 3 summarizes the adjustments to the model zonal data. As shown in the table Tradeport DRI was withdrawn by the applicant. Kaicasa Residential development is planned for 400 residential dwelling units (DU), and the model was adjusted by adding 400 DUs. Ava Maria was adjusted by adding 4481 DUs to the model. Big Cypress was adjusted by adding 2167 DUs. Immokalee Airport was not adjusted; the Model shows an increase in employment from 482 employees in 2007 to 922 employees in 2035.

**Table 3 – 2035 Socioeconomic Data Adjustments**

Development	TAZ Numbers	Approved Dus	Approved Comm. Sf	Approved Office sf	Added To the Model
Ava Maria DRI	387, 669, 670, 671, 672, 673	11000 Dus 400 Hotel Rms	690,000	510,000	4481 Dus
Big Cypress DRI	72, 110, 316 341, 660	9,000 Dus	0	0	2167 Dus
Kaicasa Residential Development	410	400 Dus	0	0	400 Dus
Tradeport DRI	35	Withdrawn	Withdrawn	Withdrawn	Withdrawn
Immokalee Airport DRI	426	Runway Improvements	N/A	N/A	None

The resulting model serves as a basis for the No-Build analysis. The 2035 No-Build (Adopted Cost Feasible) model roadway network is shown in Exhibit 3.

### **2035 Study Area Build Alternative Networks**

The 2035 No-Build model developed above, was used as a basis for the three Build Alternatives:

Build Network – SR 29 improvements only. This alternative reflects SR 29 as a 4 lane facility throughout the study area, from Oil Well Rd. to SR 82, as shown in Exhibit 4.

Central Loop Alternative – This alternative includes improvements to portions of SR 29 and SR 29A as well as construction of a new 4 lane facility extending from SR 29A north to SR 29. This alternative also includes a reduction in the geometry of SR 29, from 1<sup>st</sup> St. to 9<sup>th</sup> St, from a 4 lane divided facility to a 2 lane divided roadway, consistent with the Public Realm Plan for the Immokalee Central Business District. This network alternative is shown in Exhibit 5.

Eastern Loop Alternative – This alternative includes improvements to SR 29 from Oil Well Rd. to the southern terminus of a new 4 lane Eastern Loop facility extending from SR 29, south of Immokalee, north to SR 82. This alternative also includes a new 2 lane east/west facility extending from SR 29A northeast to the Eastern Loop. As with the Central Loop Alternative, the Eastern Loop Alternative also includes a reduction in the geometry of SR 29, from 1<sup>st</sup> St. to 9<sup>th</sup> St, from a 4 lane divided facility to a 2 lane divided roadway, consistent with the Public Realm Plan for the Immokalee Central Business District. This network alternative is shown in Exhibit 6.

### **Conclusion**

The models developed above were peer reviewed by the Study Team, and the the resulting assigned 2035 AADT roadway volumes for were approved for use as the basis for the development of forecast Directional Design Hour Volumes (DDHV) for each network alternative. 2035 AADT volume plots for all alternatives are attached.

Attachment

cc: Gwen Pipkin  
Amy Perez  
Chris Piazza  
Bill Howell  
Pramod Choudhary

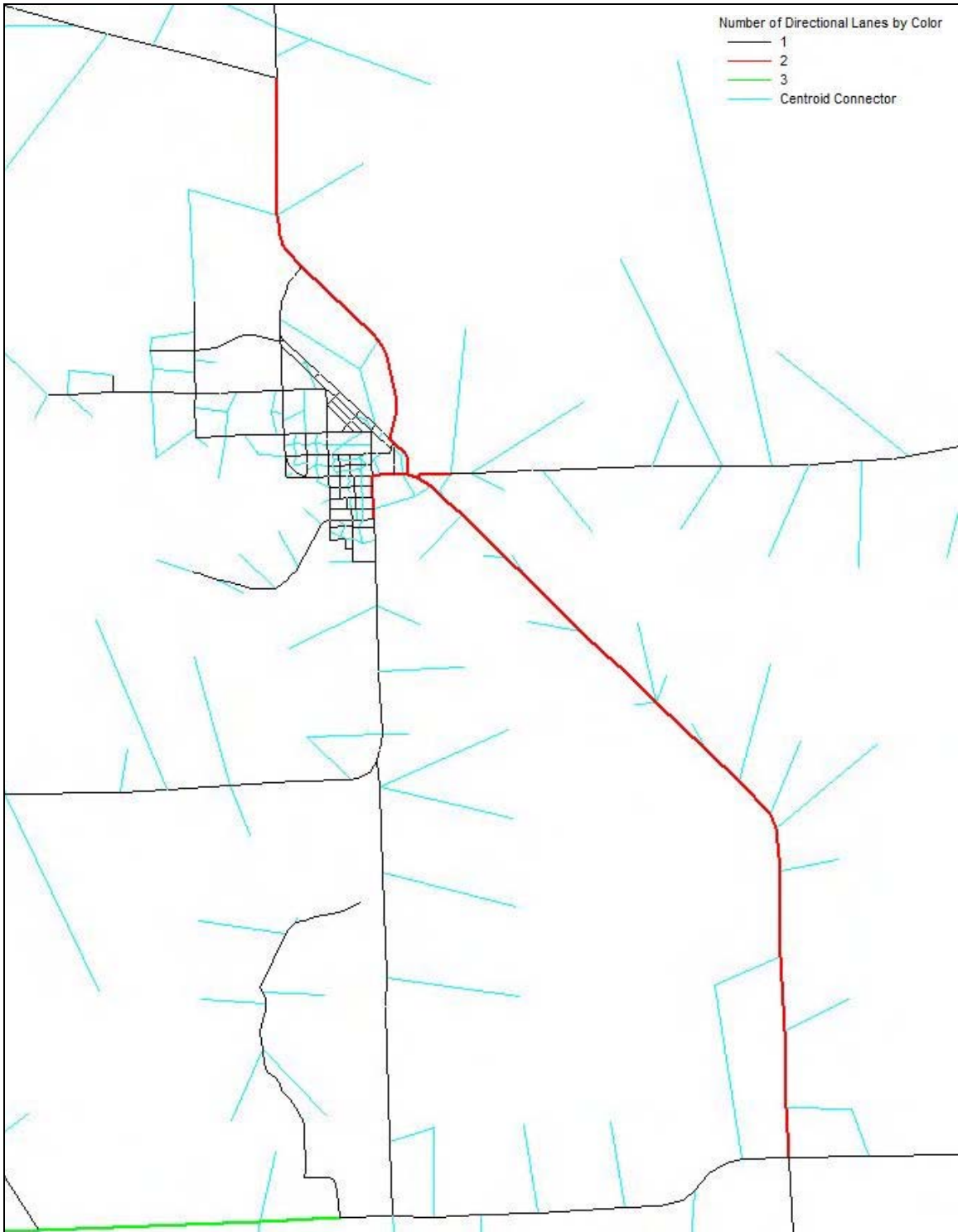
**Exhibit 3 – SR 29 No-Build Network**



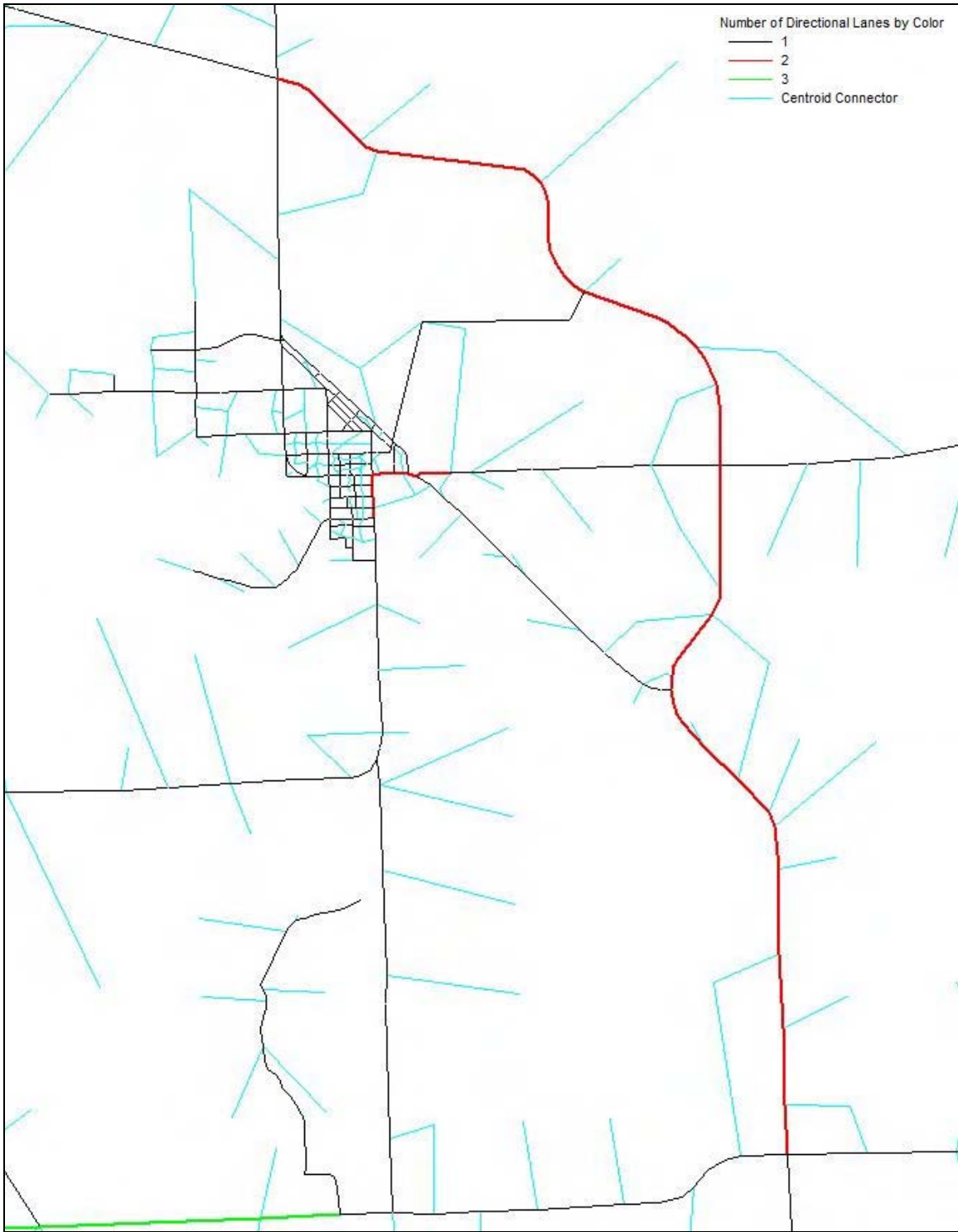
**Exhibit 4 – SR 29 Build Network**



**Exhibit 5 - Central Loop Alternative**

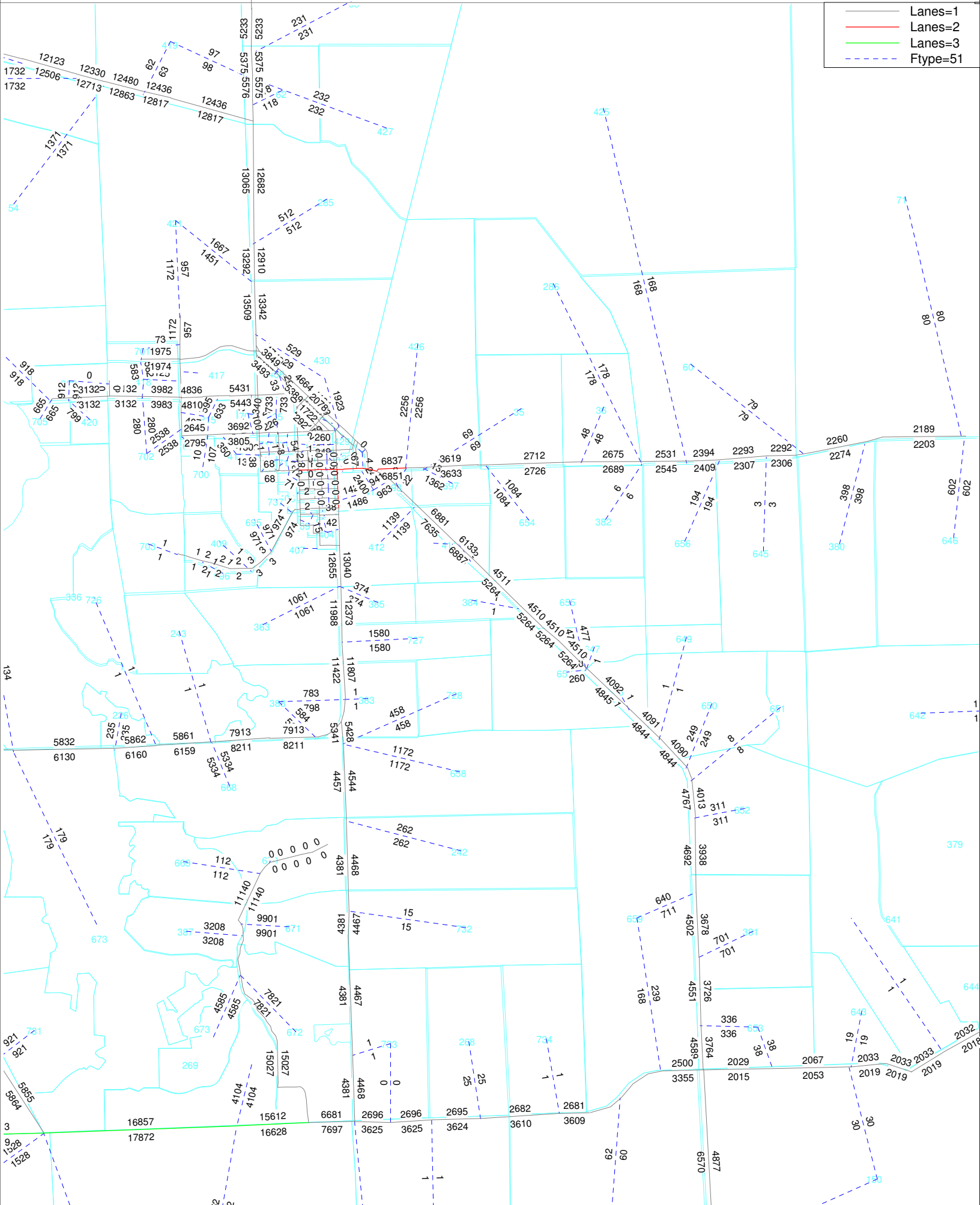


**Exhibit 6 - Eastern Loop Alternative**

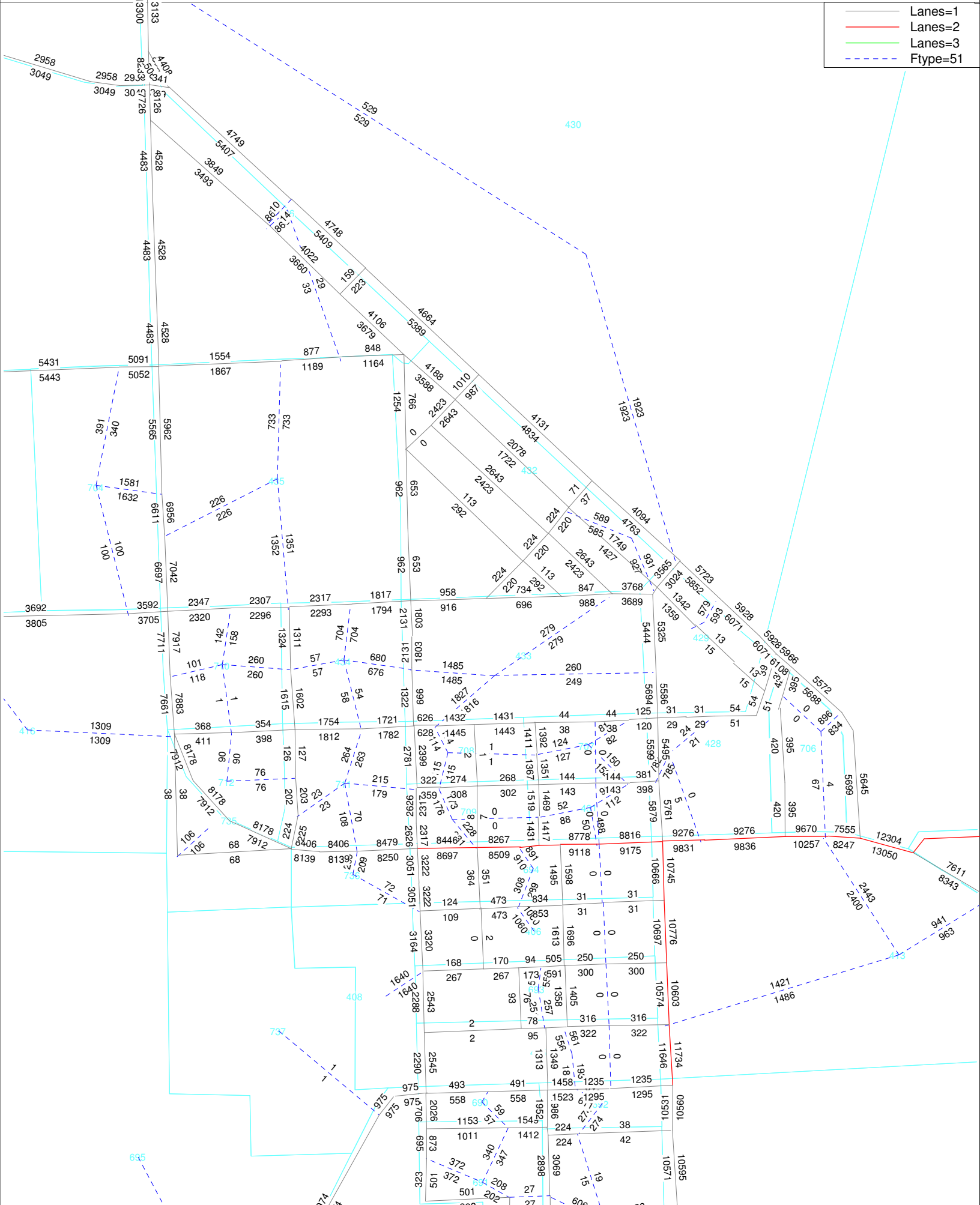
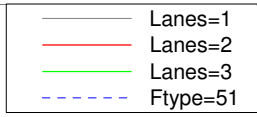


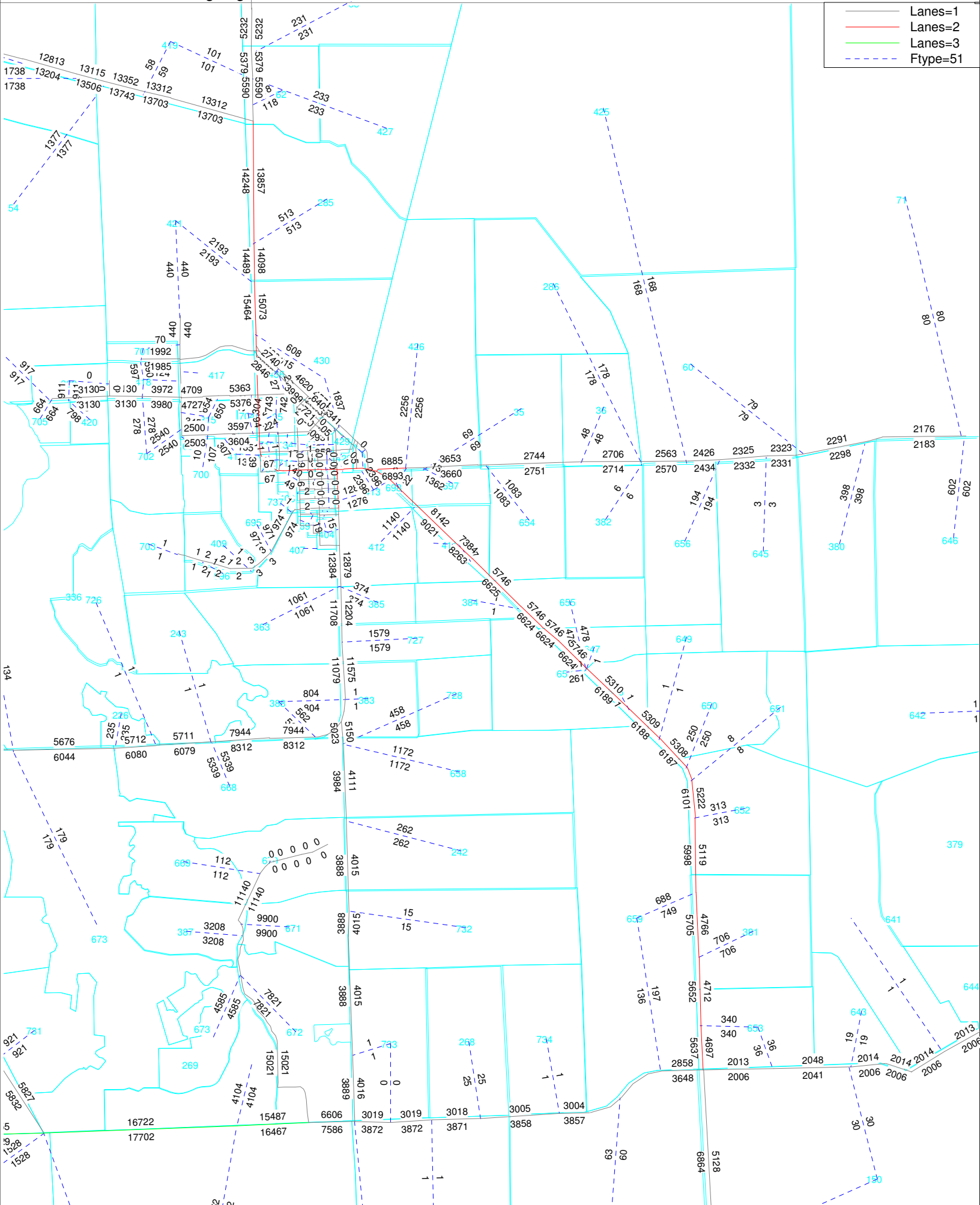
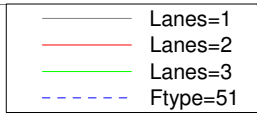
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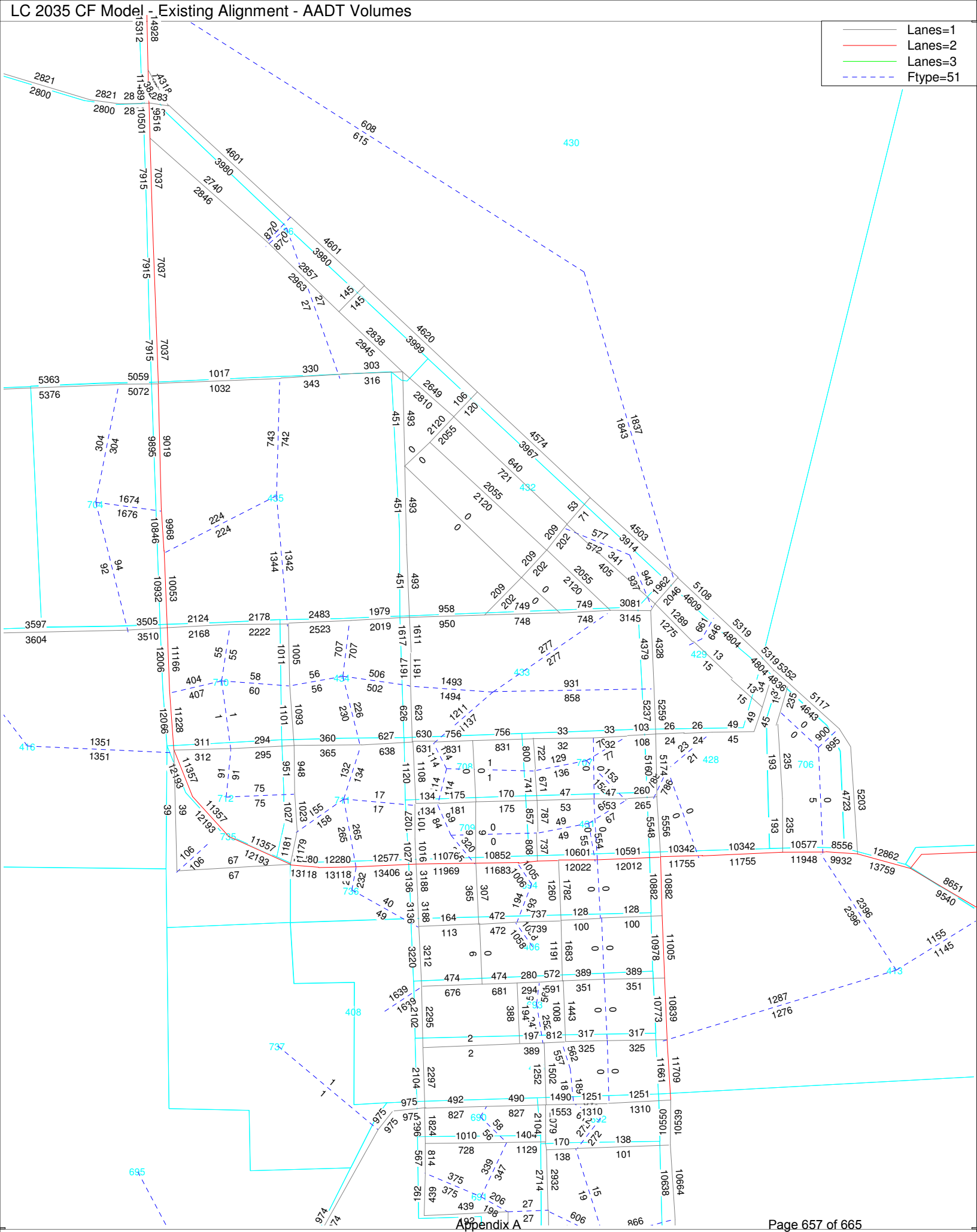






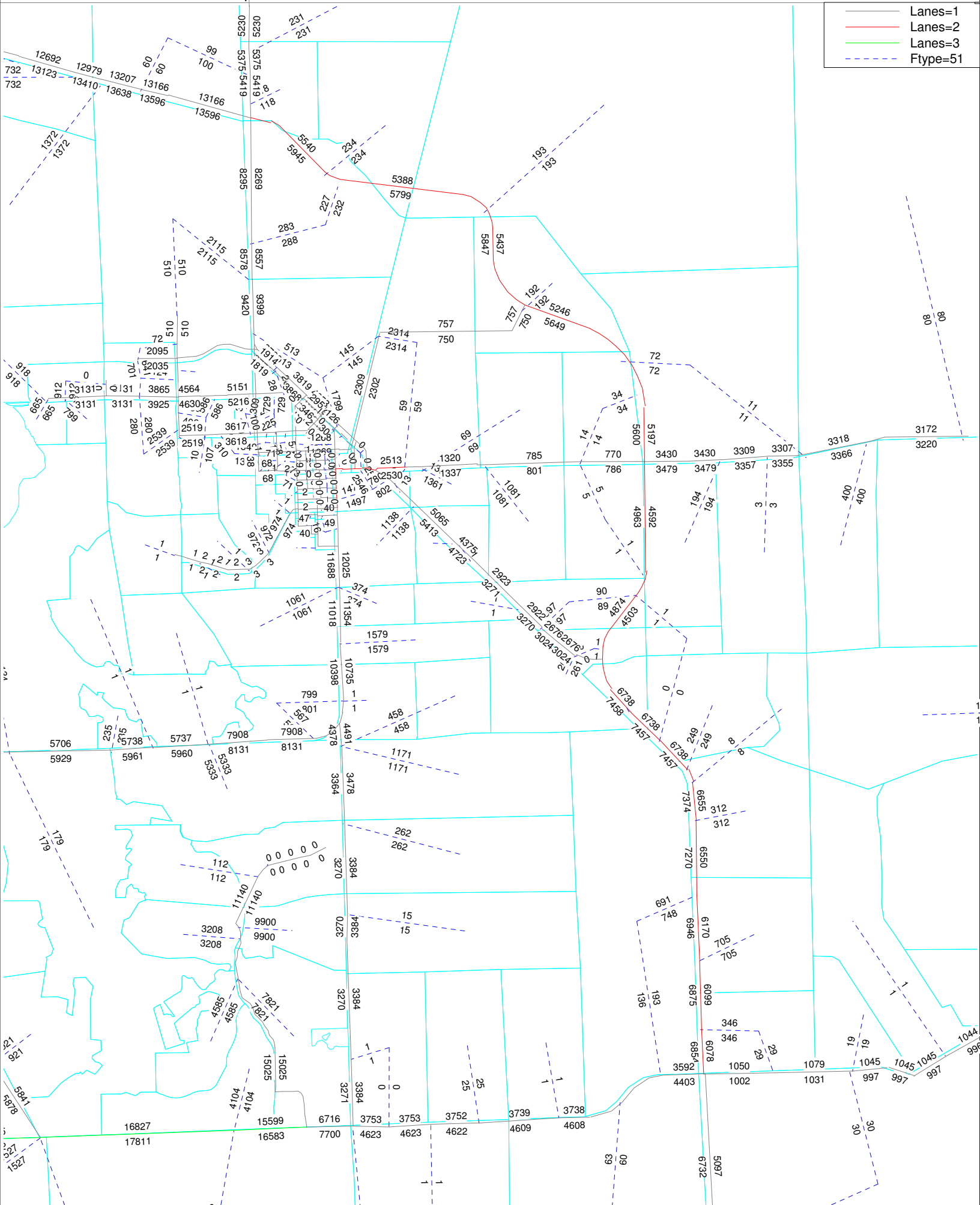
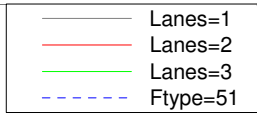


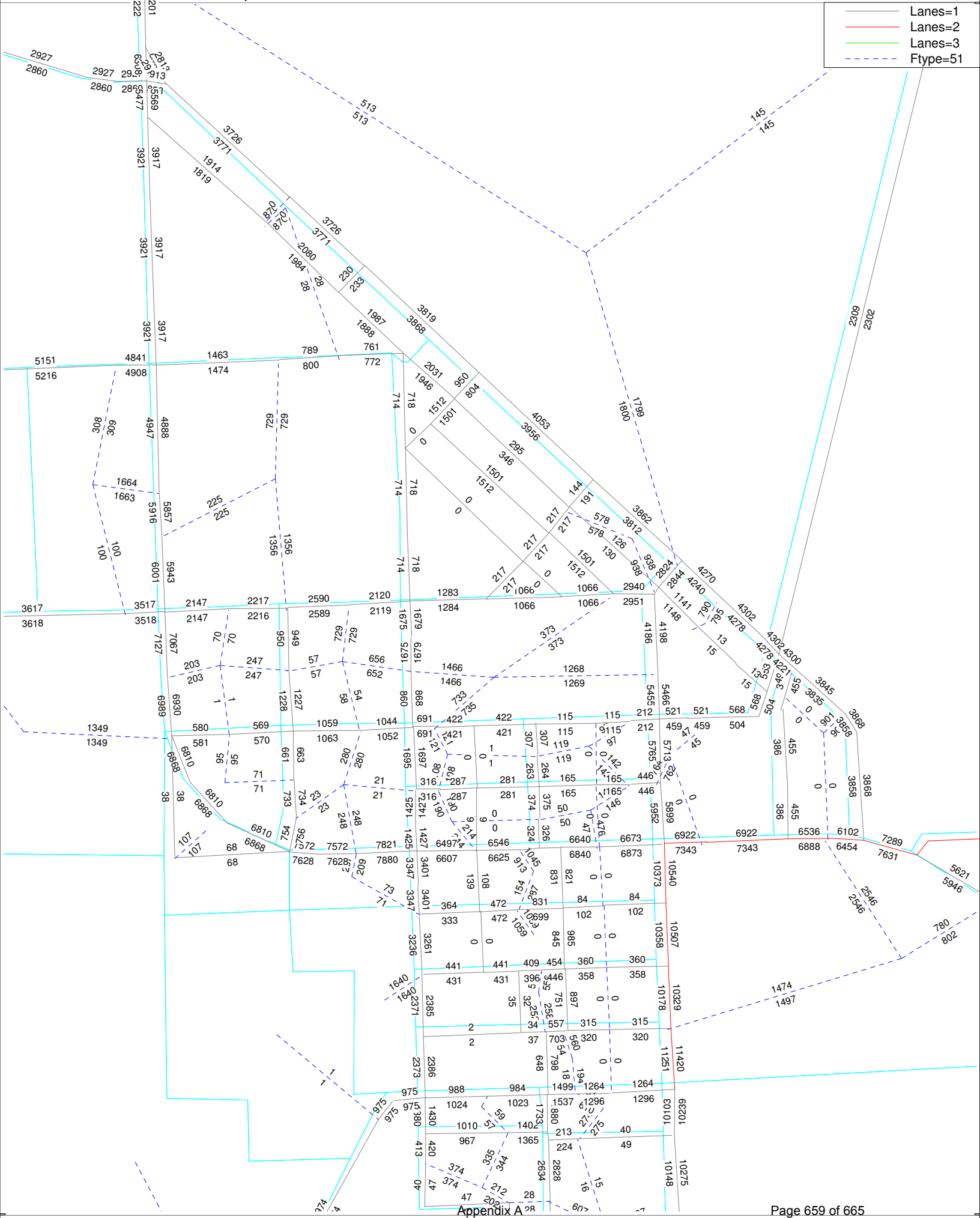
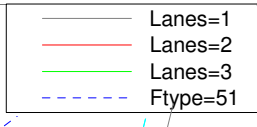
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Appendix A



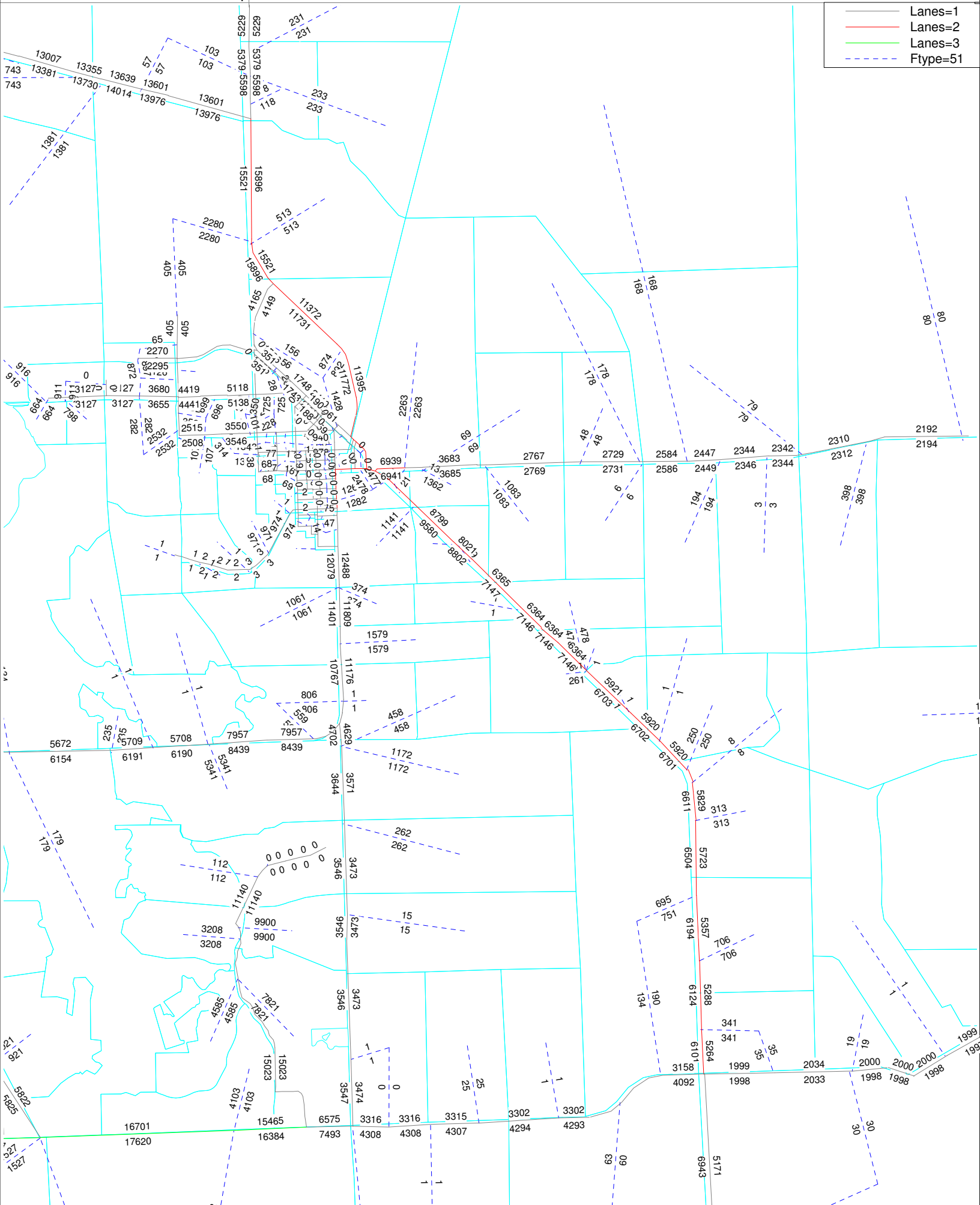
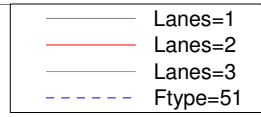


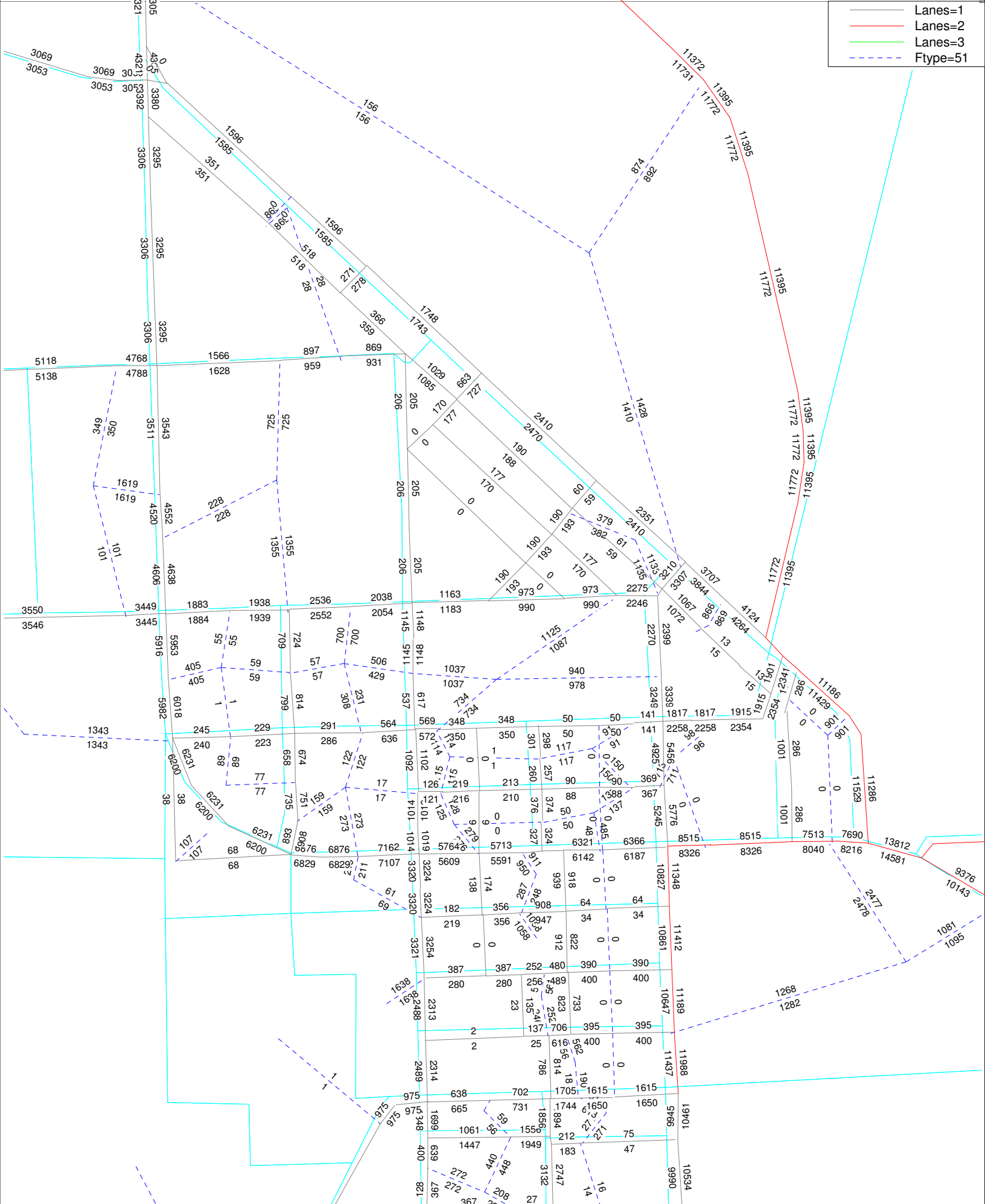
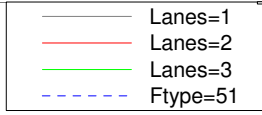


Appendix A









TRIPGEN START: Sun 03/06/2011 17:30:51.35  
 NETWORK START: Sun 03/06/2011 17:30:56.54  
 DISTRIB START: Sun 03/06/2011 17:32:18.38  
 TR PREP START: Sun 03/06/2011 17:42:51.26  
 MODE START: Sun 03/06/2011 17:53:13.55  
 TR ASGN START: Sun 03/06/2011 18:11:40.15  
 HASSIGN START: Sun 03/06/2011 18:12:35.99  
 POST PR START: Sun 03/06/2011 18:19:38.00

**SR 29 Subarea Validation Refinement - Systemwide Statistics**

***** VOLUME AND COUNT SUMMARY BY SCREENLINE *****						
Summary for SL= 1	VOL=	1,036,621	CNT=	953,301	VOL/CNT=	1.09 N=26
Summary for SL= 2	VOL=	281,594	CNT=	286,962	VOL/CNT=	0.98 N=12
Summary for SL= 10	VOL=	113,035	CNT=	110,540	VOL/CNT=	1.02 N=8
Summary for SL= 11	VOL=	162,995	CNT=	168,278	VOL/CNT=	0.97 N=10
Summary for SL= 12	VOL=	194,059	CNT=	189,580	VOL/CNT=	1.02 N=10
Summary for SL= 13	VOL=	165,379	CNT=	171,514	VOL/CNT=	0.96 N=6
Summary for SL= 14	VOL=	100,454	CNT=	108,738	VOL/CNT=	0.92 N=14
Summary for SL= 15	VOL=	172,180	CNT=	185,746	VOL/CNT=	0.93 N=10
Summary for SL= 16	VOL=	64,317	CNT=	59,080	VOL/CNT=	1.09 N=10
Summary for SL= 20	VOL=	217,281	CNT=	237,124	VOL/CNT=	0.92 N=14
Summary for SL= 21	VOL=	299,175	CNT=	303,238	VOL/CNT=	0.99 N=18
Summary for SL= 22	VOL=	273,320	CNT=	278,417	VOL/CNT=	0.98 N=14
Summary for SL= 23	VOL=	155,955	CNT=	143,032	VOL/CNT=	1.09 N=10
Summary for SL= 24	VOL=	79,593	CNT=	87,142	VOL/CNT=	0.91 N=8
Summary for SL= 25	VOL=	162,736	CNT=	171,824	VOL/CNT=	0.95 N=8
Summary for SL= 26	VOL=	54,091	CNT=	65,254	VOL/CNT=	0.83 N=10
Summary for SL= 99	VOL=	75,171	CNT=	75,065	VOL/CNT=	1.00 N=9
<hr/>						
Total	VOL=	15,868,148	CNT=	16,214,514	VOL/CNT=	0.98 N=1,386

***** ROOT MEAN SQUARE ERROR SUMMARY *****						
Percent RMSE for Volume Group 1	1- 5,000:	66.0%	(<55.00% acceptable)	N=447		
Percent RMSE for Volume Group 2	5,000- 10,000:	41.9%	(<45.00% acceptable)	N=312		
Percent RMSE for Volume Group 3	10,000- 20,000:	27.5%	(<35.00% acceptable)	N=382		
Percent RMSE for Volume Group 4	20,000- 30,000:	20.8%	(<27.00% acceptable)	N=143		
Percent RMSE for Volume Group 5	30,000- 40,000:	21.1%	(<24.00% acceptable)	N=80		
Percent RMSE for Volume Group 6	40,000- 50,000:	13.2%	(<22.00% acceptable)	N=22		
<hr/>						
Total	1-500,000:	31.6%	(<39.00% acceptable)	N=1,386		

***** VOLUME AND COUNT SUMMARY BY FACILITY TYPE *****						
Facility Type Summary for FT= 12	VOL=	1,571,161	CNT=	1,448,586	VOL/CNT=	1.08 N=38
Facility Type Summary for FT= 17	VOL=	58,765	CNT=	65,516	VOL/CNT=	0.90 N=4
Facility Type Summary for FT= 21	VOL=	63,386	CNT=	73,392	VOL/CNT=	0.86 N=6
Facility Type Summary for FT= 22	VOL=	669,077	CNT=	609,100	VOL/CNT=	1.10 N=46
Facility Type Summary for FT= 23	VOL=	7,045,360	CNT=	7,150,277	VOL/CNT=	0.99 N=454
Facility Type Summary for FT= 24	VOL=	2,427,119	CNT=	2,639,948	VOL/CNT=	0.92 N=102
Facility Type Summary for FT= 25	VOL=	151,248	CNT=	201,740	VOL/CNT=	0.75 N=12
Facility Type Summary for FT= 31	VOL=	75,917	CNT=	64,144	VOL/CNT=	1.18 N=10
Facility Type Summary for FT= 32	VOL=	196,908	CNT=	252,922	VOL/CNT=	0.78 N=28
Facility Type Summary for FT= 33	VOL=	177,779	CNT=	257,816	VOL/CNT=	0.69 N=22
Facility Type Summary for FT= 35	VOL=	381,797	CNT=	386,276	VOL/CNT=	0.99 N=80
Facility Type Summary for FT= 36	VOL=	103,764	CNT=	116,228	VOL/CNT=	0.89 N=14
Facility Type Summary for FT= 37	VOL=	21,902	CNT=	41,496	VOL/CNT=	0.53 N=4
Facility Type Summary for FT= 41	VOL=	456,315	CNT=	470,776	VOL/CNT=	0.97 N=122
Facility Type Summary for FT= 42	VOL=	174,060	CNT=	148,370	VOL/CNT=	1.17 N=26
Facility Type Summary for FT= 43	VOL=	538,663	CNT=	519,260	VOL/CNT=	1.04 N=102
Facility Type Summary for FT= 44	VOL=	262,339	CNT=	284,828	VOL/CNT=	0.92 N=72
Facility Type Summary for FT= 45	VOL=	34,497	CNT=	50,536	VOL/CNT=	0.68 N=12
Facility Type Summary for FT= 46	VOL=	299,541	CNT=	334,345	VOL/CNT=	0.90 N=110
Facility Type Summary for FT= 47	VOL=	92,679	CNT=	82,966	VOL/CNT=	1.12 N=32



Facility Type Summary for FT= 48	VOL= 4,297	CNT= 4,860	VOL/CNT= 0.88	N=2
Facility Type Summary for FT= 52	VOL= 73,071	CNT= 72,968	VOL/CNT= 1.00	N=7
Facility Type Summary for FT= 61	VOL= 67,094	CNT= 64,368	VOL/CNT= 1.04	N=3
Facility Type Summary for FT= 62	VOL= 77,175	CNT= 102,298	VOL/CNT= 0.75	N=5
Facility Type Summary for FT= 63	VOL= 59,676	CNT= 46,551	VOL/CNT= 1.28	N=3
Facility Type Summary for FT= 71	VOL= 252,690	CNT= 205,951	VOL/CNT= 1.23	N=25
Facility Type Summary for FT= 72	VOL= 22,050	CNT= 37,999	VOL/CNT= 0.58	N=4
Facility Type Summary for FT= 75	VOL= 267,391	CNT= 232,437	VOL/CNT= 1.15	N=25
Facility Type Summary for FT= 92	VOL= 21,414	CNT= 23,810	VOL/CNT= 0.90	N=2
Facility Type Summary for FT= 93	VOL= 208,621	CNT= 216,110	VOL/CNT= 0.97	N=8
Facility Type Summary for FT= 97	VOL= 7,368	CNT= 4,316	VOL/CNT= 1.71	N=3
Facility Type Summary for FT= 98	VOL= 5,024	CNT= 4,324	VOL/CNT= 1.16	N=3

Total VOL= 15,868,148 CNT= 16,214,514 VOL/CNT= 0.98 N=1,386

\*\*\*\*\* VOLUME AND COUNT SUMMARY BY AREA TYPE \*\*\*\*\*

Area Type Summary for AT= 12	VOL= 63,921	CNT= 71,953	VOL/CNT= 0.89	N=8
Area Type Summary for AT= 13	VOL= 363,521	CNT= 374,660	VOL/CNT= 0.97	N=26
Area Type Summary for AT= 14	VOL= 34,555	CNT= 41,522	VOL/CNT= 0.83	N=6
Area Type Summary for AT= 21	VOL= 285,297	CNT= 333,883	VOL/CNT= 0.85	N=26
Area Type Summary for AT= 31	VOL= 8,514,629	CNT= 8,436,998	VOL/CNT= 1.01	N=820
Area Type Summary for AT= 32	VOL= 124,794	CNT= 132,530	VOL/CNT= 0.94	N=6
Area Type Summary for AT= 33	VOL= 135,612	CNT= 166,405	VOL/CNT= 0.81	N=34
Area Type Summary for AT= 34	VOL= 104,592	CNT= 102,372	VOL/CNT= 1.02	N=18
Area Type Summary for AT= 41	VOL= 491,311	CNT= 562,792	VOL/CNT= 0.87	N=26
Area Type Summary for AT= 42	VOL= 5,425,695	CNT= 5,674,483	VOL/CNT= 0.96	N=343
Area Type Summary for AT= 43	VOL= 37,257	CNT= 48,276	VOL/CNT= 0.77	N=4
Area Type Summary for AT= 51	VOL= 170,308	CNT= 170,638	VOL/CNT= 1.00	N=40
Area Type Summary for AT= 52	VOL= 116,655	CNT= 98,002	VOL/CNT= 1.19	N=29

Total VOL= 15,868,148 CNT= 16,214,514 VOL/CNT= 0.98 N=1,386

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Overall Summary

Total Number of Links:	17,707	
Total Centerline Miles:	3,089.99	
Total Lane Miles:	4,952.60	
Total Directional Miles:	3,494.96	
Total VMT using Volumes:	3,949,798	(Links with Counts)
Total VMT using Counts:	3,983,688	(Links with Counts)
Total VMT Volume over Counts:	0.99	(Links with Counts)
Total VHT using Volumes:	166,381	(Links with Counts)
Total VHT using Counts:	166,289	(Links with Counts)
Total VHT Volume over Counts:	1.00	(Links with Counts)
Total Volumes All Links:	121,761,448	
Total VMT All Links:	24,147,974	
Total VHT All Links:	860,834	
Original Speed (MPH):	34.91	
Congested Speed (MPH):	31.97	

TRIPGEN START: Sat 02/26/2011 9:27:42.79  
 NETWORK START: Sat 02/26/2011 9:27:48.14  
 DISTRIB START: Sat 02/26/2011 9:29:12.57  
 TR PREP START: Sat 02/26/2011 9:39:50.98  
 MODE START: Sat 02/26/2011 9:50:08.72  
 TR ASGN START: Sat 02/26/2011 10:08:26.47  
 HASSIGN START: Sat 02/26/2011 10:09:21.20  
 POST PR START: Sat 02/26/2011 10:16:28.96

**HEVAL for Original LC LRTP 2007 Validation**

\*\*\*\*\* VOLUME AND COUNT SUMMARY BY SCREENLINE \*\*\*\*\*

Summary for SL=	VOL=	CNT=	VOL/CNT=	N=
Summary for SL= 1	1,041,243	953,301	1.09	26
Summary for SL= 2	281,609	286,962	0.98	12
Summary for SL= 10	113,209	110,540	1.02	8
Summary for SL= 11	162,946	168,278	0.97	10
Summary for SL= 12	194,838	189,580	1.03	10
Summary for SL= 13	166,146	171,514	0.97	6
Summary for SL= 14	100,652	108,738	0.93	14
Summary for SL= 15	172,069	185,746	0.93	10
Summary for SL= 16	64,302	59,080	1.09	10
Summary for SL= 20	218,050	237,124	0.92	14
Summary for SL= 21	300,187	303,238	0.99	18
Summary for SL= 22	274,088	278,417	0.98	14
Summary for SL= 23	156,199	143,032	1.09	10
Summary for SL= 24	79,949	87,142	0.92	8
Summary for SL= 25	162,507	171,824	0.95	8
Summary for SL= 26	49,556	65,254	0.76	10
Summary for SL= 99	75,168	75,065	1.00	9
<hr/>				
Total	15,857,681	16,214,514	0.98	1,386

\*\*\*\*\* ROOT MEAN SQUARE ERROR SUMMARY \*\*\*\*\*

Percent RMSE for Volume Group	RMSE Range	Percent	Acceptable	N
Percent RMSE for Volume Group 1	1- 5,000:	66.0%	(<55.00% acceptable)	447
Percent RMSE for Volume Group 2	5,000- 10,000:	42.2%	(<45.00% acceptable)	312
Percent RMSE for Volume Group 3	10,000- 20,000:	27.6%	(<35.00% acceptable)	382
Percent RMSE for Volume Group 4	20,000- 30,000:	20.8%	(<27.00% acceptable)	143
Percent RMSE for Volume Group 5	30,000- 40,000:	21.2%	(<24.00% acceptable)	80
Percent RMSE for Volume Group 6	40,000- 50,000:	13.5%	(<22.00% acceptable)	22
<hr/>				
Total	1-500,000:	31.7%	(<39.00% acceptable)	1,386

\*\*\*\*\* VOLUME AND COUNT SUMMARY BY FACILITY TYPE \*\*\*\*\*

Facility Type Summary for FT=	VOL=	CNT=	VOL/CNT=	N=
Facility Type Summary for FT= 12	1,578,473	1,448,586	1.09	38
Facility Type Summary for FT= 17	58,764	65,516	0.90	4
Facility Type Summary for FT= 21	63,394	73,392	0.86	6
Facility Type Summary for FT= 22	670,145	609,100	1.10	46
Facility Type Summary for FT= 23	7,042,780	7,150,277	0.98	454
Facility Type Summary for FT= 24	2,429,938	2,639,948	0.92	102
Facility Type Summary for FT= 25	151,028	201,740	0.75	12
Facility Type Summary for FT= 31	76,152	64,144	1.19	10
Facility Type Summary for FT= 32	193,321	252,922	0.76	28
Facility Type Summary for FT= 33	174,590	257,816	0.68	22
Facility Type Summary for FT= 35	374,554	386,276	0.97	80
Facility Type Summary for FT= 36	103,868	116,228	0.89	14
Facility Type Summary for FT= 37	21,857	41,496	0.53	4
Facility Type Summary for FT= 41	456,197	470,776	0.97	122
Facility Type Summary for FT= 42	174,053	148,390	1.17	26
Facility Type Summary for FT= 43	530,681	508,950	1.04	100
Facility Type Summary for FT= 44	262,933	284,828	0.92	72
Facility Type Summary for FT= 45	34,528	50,536	0.68	12
Facility Type Summary for FT= 46	305,746	344,635	0.89	112
Facility Type Summary for FT= 47	92,690	82,966	1.12	32

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Facility Type Summary for FT= 48	VOL= 4,297	CNT= 4,860	VOL/CNT= 0.88	N=2
Facility Type Summary for FT= 52	VOL= 73,070	CNT= 72,968	VOL/CNT= 1.00	N=7
Facility Type Summary for FT= 61	VOL= 66,521	CNT= 64,368	VOL/CNT= 1.03	N=3
Facility Type Summary for FT= 62	VOL= 76,949	CNT= 102,298	VOL/CNT= 0.75	N=5
Facility Type Summary for FT= 63	VOL= 59,366	CNT= 46,551	VOL/CNT= 1.28	N=3
Facility Type Summary for FT= 71	VOL= 251,543	CNT= 205,951	VOL/CNT= 1.22	N=25
Facility Type Summary for FT= 72	VOL= 21,937	CNT= 37,999	VOL/CNT= 0.58	N=4
Facility Type Summary for FT= 75	VOL= 265,636	CNT= 232,437	VOL/CNT= 1.14	N=25
Facility Type Summary for FT= 92	VOL= 21,973	CNT= 23,810	VOL/CNT= 0.92	N=2
Facility Type Summary for FT= 93	VOL= 209,092	CNT= 216,110	VOL/CNT= 0.97	N=8
Facility Type Summary for FT= 97	VOL= 6,679	CNT= 4,316	VOL/CNT= 1.55	N=3
Facility Type Summary for FT= 98	VOL= 4,927	CNT= 4,324	VOL/CNT= 1.14	N=3

Total VOL= 15,857,681 CNT= 16,214,514 VOL/CNT= 0.98 N=1,386

\*\*\*\*\* VOLUME AND COUNT SUMMARY BY AREA TYPE \*\*\*\*\*

Area Type Summary for AT= 12	VOL= 63,771	CNT= 71,953	VOL/CNT= 0.89	N=8
Area Type Summary for AT= 13	VOL= 363,070	CNT= 374,660	VOL/CNT= 0.97	N=26
Area Type Summary for AT= 14	VOL= 29,858	CNT= 41,522	VOL/CNT= 0.72	N=6
Area Type Summary for AT= 21	VOL= 283,306	CNT= 333,883	VOL/CNT= 0.85	N=26
Area Type Summary for AT= 31	VOL= 8,511,106	CNT= 8,426,688	VOL/CNT= 1.01	N=818
Area Type Summary for AT= 32	VOL= 124,982	CNT= 132,530	VOL/CNT= 0.94	N=6
Area Type Summary for AT= 33	VOL= 142,306	CNT= 176,715	VOL/CNT= 0.81	N=36
Area Type Summary for AT= 34	VOL= 104,613	CNT= 102,372	VOL/CNT= 1.02	N=18
Area Type Summary for AT= 41	VOL= 490,901	CNT= 562,792	VOL/CNT= 0.87	N=26
Area Type Summary for AT= 42	VOL= 5,426,277	CNT= 5,674,483	VOL/CNT= 0.96	N=343
Area Type Summary for AT= 43	VOL= 37,186	CNT= 48,276	VOL/CNT= 0.77	N=4
Area Type Summary for AT= 51	VOL= 166,555	CNT= 170,638	VOL/CNT= 0.98	N=40
Area Type Summary for AT= 52	VOL= 113,751	CNT= 98,002	VOL/CNT= 1.16	N=29

Total VOL= 15,857,681 CNT= 16,214,514 VOL/CNT= 0.98 N=1,386

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




















Overall Summary

Total Number of Links:	17,695	
Total Centerline Miles:	3,090.54	
Total Lane Miles:	4,952.60	
Total Directional Miles:	3,494.96	
Total VMT using Volumes:	3,947,260	(Links with Counts)
Total VMT using Counts:	3,983,688	(Links with Counts)
Total VMT Volume over Counts:	0.99	(Links with Counts)
Total VHT using Volumes:	166,520	(Links with Counts)
Total VHT using Counts:	166,479	(Links with Counts)
Total VHT Volume over Counts:	1.00	(Links with Counts)
Total Volumes All Links:	121,728,015	
Total VMT All Links:	24,147,958	
Total VHT All Links:	862,684	
Original Speed (MPH):	34.73	
Congested Speed (MPH):	31.82	

**Appendix B**  
**Existing Conditions – Synchro Output Sheets**

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	20	9	9	24	170	11	90	2	86	164	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1640	1583		1798	1538	1770	1652	1583	1770	1727	1468
Flt Permitted		0.82	1.00		0.89	1.00	0.64	1.00	1.00	0.69	1.00	1.00
Satd. Flow (perm)		1384	1583		1624	1538	1199	1652	1583	1291	1727	1468
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	22	22	10	10	26	187	12	99	2	95	180	60
RTOR Reduction (vph)	0	0	8	0	0	147	0	0	1	0	0	44
Lane Group Flow (vph)	0	44	2	0	36	40	12	99	1	95	180	16
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		5.3	5.3		5.3	5.3	6.7	6.7	6.7	6.7	6.7	6.7
Effective Green, g (s)		5.3	5.3		5.3	5.3	6.7	6.7	6.7	6.7	6.7	6.7
Actuated g/C Ratio		0.22	0.22		0.22	0.22	0.27	0.27	0.27	0.27	0.27	0.27
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		299	342		351	333	328	452	433	353	472	401
v/s Ratio Prot								0.06			c0.10	
v/s Ratio Perm		c0.03	0.00		0.02	0.03	0.01		0.00	0.07		0.01
v/c Ratio		0.15	0.01		0.10	0.12	0.04	0.22	0.00	0.27	0.38	0.04
Uniform Delay, d1		7.8	7.5		7.7	7.7	6.5	6.9	6.5	7.0	7.2	6.5
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.2	0.0		0.1	0.2	0.0	0.2	0.0	0.4	0.5	0.0
Delay (s)		8.0	7.5		7.8	7.9	6.6	7.1	6.5	7.4	7.7	6.6
Level of Service		A	A		A	A	A	A	A	A	A	A
Approach Delay (s)		7.9			7.9			7.1			7.4	
Approach LOS		A			A			A			A	

Intersection Summary

HCM Average Control Delay	7.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	24.5	Sum of lost time (s)	12.5
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	270	116	102	131	11	109	117	50	39	150	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3282	1324	1703	3223	1495	1770	1696	1524	1770	1694	
Flt Permitted	0.66	1.00	1.00	0.49	1.00	1.00	0.52	1.00	1.00	0.68	1.00	
Satd. Flow (perm)	1237	3282	1324	875	3223	1495	968	1696	1524	1262	1694	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	47	287	123	109	139	12	116	124	53	41	160	17
RTOR Reduction (vph)	0	0	92	0	0	8	0	0	41	0	7	0
Lane Group Flow (vph)	47	287	31	109	139	4	116	124	12	41	170	0
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	14.7	12.8	12.8	19.3	15.1	15.1	16.0	11.8	11.8	11.4	9.5	
Effective Green, g (s)	14.7	12.8	12.8	19.3	15.1	15.1	16.0	11.8	11.8	11.4	9.5	
Actuated g/C Ratio	0.29	0.25	0.25	0.38	0.30	0.30	0.32	0.23	0.23	0.22	0.19	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	379	829	334	402	960	445	372	395	355	303	317	
v/s Ratio Prot	0.00	c0.09		c0.02	0.04		c0.03	0.07		0.01	c0.10	
v/s Ratio Perm	0.03		0.02	0.08		0.00	0.07		0.01	0.03		
v/c Ratio	0.12	0.35	0.09	0.27	0.14	0.01	0.31	0.31	0.03	0.14	0.54	
Uniform Delay, d1	13.1	15.5	14.5	10.4	13.1	12.5	12.8	16.1	15.0	15.6	18.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.3	0.1	0.4	0.1	0.0	0.5	0.5	0.0	0.2	1.8	
Delay (s)	13.3	15.8	14.6	10.8	13.1	12.5	13.2	16.6	15.1	15.8	20.4	
Level of Service	B	B	B	B	B	B	B	B	B	B	C	
Approach Delay (s)		15.2			12.1			15.0			19.5	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	50.7	Sum of lost time (s)	28.0
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis






















6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	8	393	148	9	199	27	102	55	12	33	76	57	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0		
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00		
Frt	1.00	0.96		1.00	0.98		1.00	0.97		1.00	0.94		
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1770	3117		1770	3248		1736	1637		1770	1743		
Flt Permitted	0.58	1.00		0.40	1.00		0.65	1.00		0.70	1.00		
Satd. Flow (perm)	1084	3117		747	3248		1195	1637		1311	1743		
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	
Adj. Flow (vph)	10	479	180	11	243	33	124	67	15	40	93	70	
RTOR Reduction (vph)	0	82	0	0	20	0	0	12	0	0	54	0	
Lane Group Flow (vph)	10	577	0	11	256	0	124	70	0	40	109	0	
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%	
Turn Type	Perm			Perm			Perm			Perm			
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)	12.0	12.0		12.0	12.0		6.9	6.9		6.9	6.9		
Effective Green, g (s)	12.0	12.0		12.0	12.0		6.9	6.9		6.9	6.9		
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.22	0.22		0.22	0.22		
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	421	1210		290	1261		267	366		293	389		
v/s Ratio Prot		c0.19			0.08			0.04			0.06		
v/s Ratio Perm	0.01			0.01			c0.10			0.03			
v/c Ratio	0.02	0.48		0.04	0.20		0.46	0.19		0.14	0.28		
Uniform Delay, d1	5.8	7.1		5.9	6.3		10.4	9.7		9.6	9.9		
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.0	0.3		0.1	0.1		1.3	0.3		0.2	0.4		
Delay (s)	5.9	7.4		5.9	6.4		11.7	10.0		9.8	10.3		
Level of Service	A	A		A	A		B	A		A	B		
Approach Delay (s)		7.4			6.3			11.0			10.2		
Approach LOS		A			A			B			B		
<b>Intersection Summary</b>													
HCM Average Control Delay			8.1									HCM Level of Service	A
HCM Volume to Capacity ratio			0.47										
Actuated Cycle Length (s)			30.9									Sum of lost time (s)	12.0
Intersection Capacity Utilization			43.7%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	82	187	41	86	37	62	298	17	93	414	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	0.95		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1628		1770	1773		1770	1661		1752	1721	
Flt Permitted	0.67	1.00		0.62	1.00		0.49	1.00		0.56	1.00	
Satd. Flow (perm)	1110	1628		1146	1773		907	1661		1024	1721	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	89	203	45	93	40	67	324	18	101	450	9
RTOR Reduction (vph)	0	163	0	0	32	0	0	4	0	0	2	0
Lane Group Flow (vph)	13	129	0	45	101	0	67	338	0	101	457	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	6.5	6.5		6.5	6.5		14.4	14.4		14.4	14.4	
Effective Green, g (s)	6.5	6.5		6.5	6.5		14.4	14.4		14.4	14.4	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.44	0.44		0.44	0.44	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	219	322		226	350		397	727		448	753	
v/s Ratio Prot		c0.08			0.06			0.20			c0.27	
v/s Ratio Perm	0.01			0.04			0.07			0.10		
v/c Ratio	0.06	0.40		0.20	0.29		0.17	0.47		0.23	0.61	
Uniform Delay, d1	10.7	11.5		11.0	11.2		5.6	6.5		5.8	7.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.8		0.4	0.5		0.2	0.5		0.3	1.4	
Delay (s)	10.8	12.3		11.5	11.7		5.8	7.0		6.0	8.5	
Level of Service	B	B		B	B		A	A		A	A	
Approach Delay (s)		12.3			11.6			6.8			8.0	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			9.0				HCM Level of Service				A	
HCM Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			32.9				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			64.8%				ICU Level of Service				C	
Analysis Period (min)			15									

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis





















8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	48	223	8	31	9	141	179	5	47	323	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.97		1.00	1.00		1.00	0.97	
Flt Protected		0.97	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1648	1583		1800		1770	1679		1770	1686	
Flt Permitted		0.78	1.00		0.93		0.33	1.00		0.63	1.00	
Satd. Flow (perm)		1319	1583		1688		616	1679		1178	1686	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	52	242	9	34	10	153	195	5	51	351	78
RTOR Reduction (vph)	0	0	188	0	8	0	0	1	0	0	14	0
Lane Group Flow (vph)	0	142	54	0	45	0	153	199	0	51	415	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		10.8	10.8		10.8		25.3	25.3		16.4	16.4	
Effective Green, g (s)		10.8	10.8		10.8		25.3	25.3		16.4	16.4	
Actuated g/C Ratio		0.22	0.22		0.22		0.53	0.53		0.34	0.34	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		296	355		379		430	883		402	575	
v/s Ratio Prot							c0.03	0.12			c0.25	
v/s Ratio Perm		c0.11	0.03		0.03		0.15			0.04		
v/c Ratio		0.48	0.15		0.12		0.36	0.22		0.13	0.72	
Uniform Delay, d1		16.2	15.0		14.9		6.6	6.1		10.9	13.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.2	0.2		0.1		0.5	0.1		0.1	4.5	
Delay (s)		17.4	15.2		15.0		7.1	6.3		11.1	18.3	
Level of Service		B	B		B		A	A		B	B	
Approach Delay (s)		16.0			15.0			6.6			17.5	
Approach LOS		B			B			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.9				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			48.1				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			56.7%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	9	91	19	40	24	51	116	6	26	297	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.96		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1514	1282		1617		1456	1511		1770	1667	1442
Flt Permitted		0.68	1.00		0.89		0.53	1.00		0.67	1.00	1.00
Satd. Flow (perm)		1084	1282		1461		805	1511		1257	1667	1442
Peak-hour factor, 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
Adj. Flow (vph)	85	9	96	20	42	25	54	122	6	27	313	157
RTOR Reduction (vph)	0	0	76	0	20	0	0	3	0	0	0	111
Lane Group Flow (vph)	0	94	20	0	67	0	54	125	0	27	313	46
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		7.4	7.4		7.4		13.1	11.4		11.3	10.5	10.5
Effective Green, g (s)		7.4	7.4		7.4		13.1	11.4		11.3	10.5	10.5
Actuated g/C Ratio		0.21	0.21		0.21		0.37	0.32		0.32	0.29	0.29
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		225	266		304		327	484		411	492	425
v/s Ratio Prot							c0.01	0.08		0.00	c0.19	
v/s Ratio Perm		c0.09	0.02		0.05		0.05			0.02		0.03
v/c Ratio		0.42	0.08		0.22		0.17	0.26		0.07	0.64	0.11
Uniform Delay, d1		12.2	11.3		11.7		7.4	9.0		8.4	10.9	9.1
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.3	0.1		0.4		0.2	0.3		0.1	2.7	0.1
Delay (s)		13.5	11.5		12.1		7.6	9.2		8.5	13.6	9.3
Level of Service		B	B		B		A	A		A	B	A
Approach Delay (s)		12.5			12.1			8.8			11.9	
Approach LOS		B			B			A			B	



















Intersection Summary

HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	35.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	43.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

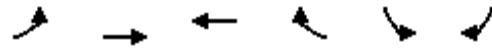
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	14	6	13	14	21	9	73	4	27	137	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	15	6	14	15	22	9	77	4	28	144	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	326	301	144	311	300	77	147			81		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	326	301	144	311	300	77	147			81		
tC, single (s)	7.3	6.6	7.0	7.2	6.6	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.1	4.0	3.6	4.1	3.3	2.3			2.2		
p0 queue free %	99	97	99	98	97	98	99			98		
cM capacity (veh/h)	563	588	727	603	589	984	1381			1517		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	27	51	86	4	173	3						
Volume Left	6	14	9	0	28	0						
Volume Right	6	22	0	4	0	3						
cSH	609	720	1381	1700	1517	1700						
Volume to Capacity	0.04	0.07	0.01	0.00	0.02	0.00						
Queue Length 95th (ft)	4	6	1	0	1	0						
Control Delay (s)	11.2	10.4	0.9	0.0	1.3	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	11.2	10.4	0.8		1.3							
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.3									
Intersection Capacity Utilization		25.9%		ICU Level of Service	A							
Analysis Period (min)		15										



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	261	307	233	84	14	110
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	275	323	245	88	15	116
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	334				1001	167
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	334				1001	167
tC, single (s)	4.2				6.9	7.4
tC, 2 stage (s)						
tF (s)	2.3				3.6	3.6
p0 queue free %	77				92	85
cM capacity (veh/h)	1187				178	778

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	275	162	162	164	170	15	116
Volume Left	275	0	0	0	0	15	0
Volume Right	0	0	0	0	88	0	116
cSH	1187	1700	1700	1700	1700	178	778
Volume to Capacity	0.23	0.10	0.10	0.10	0.10	0.08	0.15
Queue Length 95th (ft)	22	0	0	0	0	7	13
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	27.1	10.4
Lane LOS	A					D	B
Approach Delay (s)	4.1			0.0		12.3	
Approach LOS						B	























Intersection Summary			
Average Delay		3.8	
Intersection Capacity Utilization	36.9%		ICU Level of Service A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	28	315	239	117	289	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	29	332	252	123	304	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	375				538	187
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	375				538	187
tC, single (s)	4.2				7.2	7.2
tC, 2 stage (s)						
tF (s)	2.2				3.7	3.4
p0 queue free %	97				27	99
cM capacity (veh/h)	1173				417	790
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	29	166	166	168	207	313
Volume Left	29	0	0	0	0	304
Volume Right	0	0	0	0	123	8
cSH	1173	1700	1700	1700	1700	422
Volume to Capacity	0.03	0.10	0.10	0.10	0.12	0.74
Queue Length 95th (ft)	2	0	0	0	0	149
Control Delay (s)	8.1	0.0	0.0	0.0	0.0	34.2
Lane LOS	A					D
Approach Delay (s)	0.7			0.0		34.2
Approach LOS						D
Intersection Summary						
Average Delay			10.4			
Intersection Capacity Utilization			40.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	48	52	1	17	0	57	138	21	296	415	64
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	21	51	55	1	18	0	60	145	22	312	437	67
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			None	
Median storage veh								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1334	1347	437	1405	1393	145	504			167		
vC1, stage 1 conf vol	1060	1060		265	265							
vC2, stage 2 conf vol	274	287		1140	1127							
vCu, unblocked vol	1334	1347	437	1405	1393	145	504			167		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.2	4.1			4.2		
tC, 2 stage (s)	6.3	5.5		6.1	5.6							
tF (s)	3.7	4.0	3.5	3.5	4.1	3.3	2.2			2.3		
p0 queue free %	88	75	91	99	88	100	94			77		
cM capacity (veh/h)	172	205	587	71	147	902	1060			1346		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>NB 3</b>	<b>SB 1</b>	<b>SB 2</b>	<b>SB 3</b>		
Volume Total	21	105	1	18	60	145	22	312	437	67		
Volume Left	21	0	1	0	60	0	0	312	0	0		
Volume Right	0	55	0	0	0	0	22	0	0	67		
cSH	172	310	71	147	1060	1700	1700	1346	1700	1700		
Volume to Capacity	0.12	0.34	0.01	0.12	0.06	0.09	0.01	0.23	0.26	0.04		
Queue Length 95th (ft)	10	36	1	10	4	0	0	22	0	0		
Control Delay (s)	28.8	22.4	56.2	32.8	8.6	0.0	0.0	8.5	0.0	0.0		
Lane LOS	D	C	F	D	A			A				
Approach Delay (s)	23.5		34.1		2.3			3.2				
Approach LOS	C		D									
<b>Intersection Summary</b>												
Average Delay			5.7									
Intersection Capacity Utilization			43.0%		ICU Level of Service				A			
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	13	665	214	100	166	66
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	14	700	225	105	175	69
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	16					
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	765	209	244			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	765	209	244			
tC, single (s)	6.5	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.4			
p0 queue free %	95	15	82			
cM capacity (veh/h)	290	823	1229			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	714	225	105	244		
Volume Left	14	225	0	0		
Volume Right	700	0	0	69		
cSH	839	1229	1700	1700		
Volume to Capacity	0.85	0.18	0.06	0.14		
Queue Length 95th (ft)	257	17	0	0		
Control Delay (s)	28.5	8.6	0.0	0.0		
Lane LOS	D	A				
Approach Delay (s)	28.5	5.9		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay	17.3					
Intersection Capacity Utilization	60.6%			ICU Level of Service	B	
Analysis Period (min)	15					

## Arterial Level of Service

### Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Farm Workers Way	I	59	529.3	8.5	537.8	8.70	58.3	A
N 1st St	I	41	167.7	16.5	184.2	1.89	37.0	B
9th St	I	35	51.7	7.0	58.7	0.50	30.8	C
Immokalee Dr	I	35	89.6	9.5	99.1	0.87	31.6	C
Lake Trafford	I	35	51.9	7.3	59.2	0.50	30.7	C
Total	I		890.2	48.8	939.0	12.47	47.8	A























### Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lake Trafford	II	53	279.2	22.8	302.0	4.12	49.1	A
Immokalee Dr	II	35	51.9	11.5	63.4	0.50	28.6	B
9th St	II	35	89.6	7.5	97.1	0.87	32.3	B
Immokalee Rd	II	35	51.7	20.1	71.8	0.50	25.2	C
Farm Workers Way	II	41	167.7	9.7	177.4	1.89	38.4	A
Total	II		640.1	71.6	711.7	7.89	39.9	A



HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1	6	9	1	108	1	202	4	111	133	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1791	1583		1649	1568	1770	1624	1292	1770	1597	1583
Flt Permitted		1.00	1.00		1.00	1.00	0.82	1.00	1.00	0.82	1.00	1.00
Satd. Flow (perm)		1863	1583		1724	1568	1521	1624	1292	1521	1597	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	4	1	6	10	1	115	1	215	4	118	141	1
RTOR Reduction (vph)	0	0	5	0	0	97	0	0	3	0	0	1
Lane Group Flow (vph)	0	5	1	0	11	18	1	215	1	118	141	0
Heavy Vehicles (%)	2%	2%	2%	11%	2%	3%	2%	17%	25%	2%	19%	2%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		3.2	3.2		3.2	3.2	4.9	4.9	4.9	4.9	4.9	4.9
Effective Green, g (s)		3.2	3.2		3.2	3.2	4.9	4.9	4.9	4.9	4.9	4.9
Actuated g/C Ratio		0.16	0.16		0.16	0.16	0.24	0.24	0.24	0.24	0.24	0.24
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		289	246		268	244	362	386	307	362	380	377
v/s Ratio Prot							c0.13				0.09	
v/s Ratio Perm		0.00	0.00		0.01	c0.01	0.00	0.00	0.00	0.08		0.00
v/c Ratio		0.02	0.00		0.04	0.07	0.00	0.56	0.00	0.33	0.37	0.00
Uniform Delay, d1		7.4	7.4		7.4	7.4	6.0	6.9	6.0	6.5	6.6	6.0
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.0	0.0		0.1	0.1	0.0	1.7	0.0	0.5	0.6	0.0
Delay (s)		7.4	7.4		7.5	7.6	6.0	8.6	6.0	7.0	7.2	6.0
Level of Service		A	A		A	A	A	A	A	A	A	A
Approach Delay (s)		7.4			7.6			8.6			7.1	
Approach LOS		A			A			A			A	

Intersection Summary

HCM Average Control Delay	7.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	20.6	Sum of lost time (s)	12.5
Intersection Capacity Utilization	39.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	141	243	100	237	68	231	260	83	19	229	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3312	1568	1770	3223	1468	1770	1727	1495	1641	1735	
Flt Permitted	0.59	1.00	1.00	0.58	1.00	1.00	0.39	1.00	1.00	0.59	1.00	
Satd. Flow (perm)	1106	3312	1568	1086	3223	1468	734	1727	1495	1015	1735	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	84	152	261	108	255	73	248	280	89	20	246	57
RTOR Reduction (vph)	0	0	215	0	0	58	0	0	54	0	12	0
Lane Group Flow (vph)	84	152	46	108	255	15	248	280	35	20	291	0
Heavy Vehicles (%)	2%	9%	3%	2%	12%	10%	2%	10%	8%	10%	7%	4%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)	13.6	10.4	10.4	16.2	11.7	11.7	27.9	22.9	22.9	17.7	16.7	
Effective Green, g (s)	13.6	10.4	10.4	16.2	11.7	11.7	27.9	22.9	22.9	17.7	16.7	
Actuated g/C Ratio	0.23	0.18	0.18	0.28	0.20	0.20	0.47	0.39	0.39	0.30	0.28	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	292	586	277	352	641	292	475	673	582	316	493	
v/s Ratio Prot	0.02	0.05		c0.02	c0.08		c0.06	0.16		0.00	0.17	
v/s Ratio Perm	0.05		0.03	0.06		0.01	c0.18		0.02	0.02		
v/c Ratio	0.29	0.26	0.17	0.31	0.40	0.05	0.52	0.42	0.06	0.06	0.59	
Uniform Delay, d1	18.2	20.9	20.5	16.5	20.5	19.1	9.9	13.1	11.2	14.5	18.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	0.2	0.3	0.5	0.4	0.1	1.0	0.4	0.0	0.1	1.8	
Delay (s)	18.8	21.1	20.8	16.9	20.9	19.1	11.0	13.5	11.3	14.6	19.9	
Level of Service	B	C	C	B	C	B	B	B	B	B	B	
Approach Delay (s)		20.6			19.6			12.2			19.6	
Approach LOS		C			B			B			B	

Intersection Summary

HCM Average Control Delay	17.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	58.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	399	170	20	472	28	259	112	39	44	71	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.96		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3290		1770	3446		1752	1711		1770	1747	
Flt Permitted	0.45	1.00		0.42	1.00		0.68	1.00		0.65	1.00	
Satd. Flow (perm)	837	3290		777	3446		1263	1711		1217	1747	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	434	185	22	513	30	282	122	42	48	77	35
RTOR Reduction (vph)	0	104	0	0	10	0	0	30	0	0	25	0
Lane Group Flow (vph)	23	515	0	22	533	0	282	134	0	48	87	0
Heavy Vehicles (%)	2%	6%	2%	2%	4%	2%	3%	5%	12%	2%	4%	3%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.5	12.5		12.5	12.5		9.8	9.8		9.8	9.8	
Effective Green, g (s)	12.5	12.5		12.5	12.5		9.8	9.8		9.8	9.8	
Actuated g/C Ratio	0.36	0.36		0.36	0.36		0.29	0.29		0.29	0.29	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	305	1199		283	1256		361	489		348	499	
v/s Ratio Prot		c0.16			0.15			0.08			0.05	
v/s Ratio Perm	0.03			0.03			c0.22			0.04		
v/c Ratio	0.08	0.43		0.08	0.42		0.78	0.27		0.14	0.17	
Uniform Delay, d1	7.1	8.2		7.1	8.2		11.3	9.5		9.1	9.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.2		0.1	0.2		10.5	0.3		0.2	0.2	
Delay (s)	7.2	8.5		7.2	8.4		21.8	9.8		9.3	9.4	
Level of Service	A	A		A	A		C	A		A	A	
Approach Delay (s)		8.4			8.4			17.4			9.4	
Approach LOS		A			A			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			10.7				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			34.3				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			52.5%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis




















7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	89	106	39	94	62	102	627	36	61	460	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.94		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1656	1678		1719	1725		1787	1797		1770	1799	
Flt Permitted	0.65	1.00		0.62	1.00		0.43	1.00		0.28	1.00	
Satd. Flow (perm)	1131	1678		1129	1725		805	1797		515	1799	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	33	98	116	43	103	68	112	689	40	67	505	26
RTOR Reduction (vph)	0	81	0	0	45	0	0	3	0	0	3	0
Lane Group Flow (vph)	33	133	0	43	126	0	112	726	0	67	528	0
Heavy Vehicles (%)	9%	4%	4%	5%	2%	6%	1%	5%	3%	2%	5%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	7.2	7.2		7.2	7.2		24.5	24.5		24.5	24.5	
Effective Green, g (s)	7.2	7.2		7.2	7.2		24.5	24.5		24.5	24.5	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.56	0.56		0.56	0.56	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	186	276		186	284		451	1007		289	1009	
v/s Ratio Prot		c0.08			0.07			c0.40			0.29	
v/s Ratio Perm	0.03			0.04			0.14			0.13		
v/c Ratio	0.18	0.48		0.23	0.44		0.25	0.72		0.23	0.52	
Uniform Delay, d1	15.7	16.6		15.8	16.4		4.9	7.1		4.8	6.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	1.3		0.6	1.1		0.3	2.6		0.4	0.5	
Delay (s)	16.2	17.9		16.5	17.5		5.2	9.6		5.3	6.5	
Level of Service	B	B		B	B		A	A		A	A	
Approach Delay (s)		17.7			17.3			9.1			6.3	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			10.2				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			43.7				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			73.1%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis





















8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	126	109	195	67	198	51	300	381	19	39	264	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.99		1.00	0.96	
Flt Protected		0.97	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1751	1553		1789		1770	1765		1719	1676	
Flt Permitted		0.64	1.00		0.86		0.32	1.00		0.51	1.00	
Satd. Flow (perm)		1142	1553		1550		588	1765		931	1676	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	134	116	207	71	211	54	319	405	20	41	281	109
RTOR Reduction (vph)	0	0	149	0	13	0	0	3	0	0	26	0
Lane Group Flow (vph)	0	250	58	0	323	0	319	422	0	41	364	0
Heavy Vehicles (%)	8%	3%	4%	2%	2%	7%	2%	7%	5%	5%	10%	5%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		14.3	14.3		14.3		25.1	25.1		14.5	14.5	
Effective Green, g (s)		14.3	14.3		14.3		25.1	25.1		14.5	14.5	
Actuated g/C Ratio		0.28	0.28		0.28		0.49	0.49		0.28	0.28	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		318	432		431		427	862		263	473	
v/s Ratio Prot							c0.09	0.24			0.22	
v/s Ratio Perm		c0.22	0.04		0.21		c0.28			0.04		
v/c Ratio		0.79	0.13		0.75		0.75	0.49		0.16	0.77	
Uniform Delay, d1		17.1	13.9		16.9		9.1	8.8		13.9	16.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		12.1	0.1		7.0		7.0	0.4		0.3	7.4	
Delay (s)		29.2	14.0		23.9		16.1	9.3		14.1	24.3	
Level of Service		C	B		C		B	A		B	C	
Approach Delay (s)		22.3			23.9			12.2			23.4	
Approach LOS		C			C			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			19.0				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			51.4				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			78.2%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis



















11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	144	38	40	8	48	14	102	336	14	9	147	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.97		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1778	1509		1802		1612	1704		1770	1624	1568
Flt Permitted		0.71	1.00		0.93		0.53	1.00		0.52	1.00	1.00
Satd. Flow (perm)		1321	1509		1691		902	1704		961	1624	1568
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	173	46	48	10	58	17	123	405	17	11	177	206
RTOR Reduction (vph)	0	0	38	0	13	0	0	2	0	0	0	134
Lane Group Flow (vph)	0	219	10	0	72	0	123	420	0	11	177	72
Heavy Vehicles (%)	3%	2%	7%	2%	2%	2%	12%	11%	7%	2%	17%	3%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		9.4	9.4		9.4		23.5	19.3		16.7	15.9	15.9
Effective Green, g (s)		9.4	9.4		9.4		23.5	19.3		16.7	15.9	15.9
Actuated g/C Ratio		0.21	0.21		0.21		0.52	0.42		0.37	0.35	0.35
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		273	312		349		531	723		367	568	548
v/s Ratio Prot							c0.02	c0.25		0.00	0.11	
v/s Ratio Perm		c0.17	0.01		0.04		0.10			0.01		0.05
v/c Ratio		0.80	0.03		0.20		0.23	0.58		0.03	0.31	0.13
Uniform Delay, d1		17.2	14.4		15.0		5.9	10.0		9.2	10.8	10.1
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		15.5	0.0		0.3		0.2	1.2		0.0	0.3	0.1
Delay (s)		32.7	14.5		15.2		6.1	11.2		9.2	11.1	10.2
Level of Service		C	B		B		A	B		A	B	B
Approach Delay (s)		29.4			15.2			10.1			10.6	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			14.6				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			45.5				Sum of lost time (s)			14.0		
Intersection Capacity Utilization			51.8%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	6	13	4	9	7	10	186	5	17	111	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	10	6	14	4	10	8	11	200	5	18	119	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	390	383	119	395	385	200	127			205		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	390	383	119	395	385	200	127			205		
tC, single (s)	7.2	6.7	6.6	7.1	6.5	6.2	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.6	4.2	3.6	3.5	4.0	3.3	2.3			2.3		
p0 queue free %	98	99	98	99	98	99	99			99		
cM capacity (veh/h)	534	516	848	542	537	841	1417			1342		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	30	22	211	5	138	8						
Volume Left	10	4	11	0	18	0						
Volume Right	14	8	0	5	0	8						
cSH	639	616	1417	1700	1342	1700						
Volume to Capacity	0.05	0.03	0.01	0.00	0.01	0.00						
Queue Length 95th (ft)	4	3	1	0	1	0						
Control Delay (s)	10.9	11.1	0.4	0.0	1.1	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	10.9	11.1	0.4		1.1							
Approach LOS	B	B										
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			30.2%	ICU Level of Service	A							
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	92	211	324	19	46	328
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	97	222	341	20	48	345
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	361				656	181
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	361				656	181
tC, single (s)	4.2				7.1	7.4
tC, 2 stage (s)						
tF (s)	2.3				3.7	3.5
p0 queue free %	92				86	55
cM capacity (veh/h)	1166				338	764

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	97	111	111	227	134	48	345
Volume Left	97	0	0	0	0	48	0
Volume Right	0	0	0	0	20	0	345
cSH	1166	1700	1700	1700	1700	338	764
Volume to Capacity	0.08	0.07	0.07	0.13	0.08	0.14	0.45
Queue Length 95th (ft)	7	0	0	0	0	12	59
Control Delay (s)	8.4	0.0	0.0	0.0	0.0	17.4	13.5
Lane LOS	A					C	B
Approach Delay (s)	2.5			0.0		14.0	
Approach LOS						B	

Intersection Summary			
Average Delay		5.9	
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		



























Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	194	340	296	135	29
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	35	204	358	312	142	31
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	669				685	335
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	669				685	335
tC, single (s)	4.2				7.1	7.0
tC, 2 stage (s)						
tF (s)	2.2				3.7	3.3
p0 queue free %	96				58	95
cM capacity (veh/h)	910				337	658

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	35	102	102	239	431	173
Volume Left	35	0	0	0	0	142
Volume Right	0	0	0	0	312	31
cSH	910	1700	1700	1700	1700	369
Volume to Capacity	0.04	0.06	0.06	0.14	0.25	0.47
Queue Length 95th (ft)	3	0	0	0	0	60
Control Delay (s)	9.1	0.0	0.0	0.0	0.0	23.1
Lane LOS	A					C
Approach Delay (s)	1.3			0.0		23.1
Approach LOS						C

Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization			41.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	46	40	5	22	0	83	475	39	94	369	50
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	19	49	43	5	23	0	88	505	41	100	393	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				None
Median storage (veh)								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1286	1316	393	1341	1328	505	446			547		
vC1, stage 1 conf vol	593	593		682	682							
vC2, stage 2 conf vol	694	723		660	646							
vCu, unblocked vol	1286	1316	393	1341	1328	505	446			547		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.4	4.1			4.4		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.5	2.2			2.5		
p0 queue free %	92	81	94	98	91	100	92			89		
cM capacity (veh/h)	243	263	656	218	274	538	1114			900		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
Volume Total	19	91	5	23	88	505	41	100	393	53		
Volume Left	19	0	5	0	88	0	0	100	0	0		
Volume Right	0	43	0	0	0	0	41	0	0	53		
cSH	243	365	218	274	1114	1700	1700	900	1700	1700		
Volume to Capacity	0.08	0.25	0.02	0.09	0.08	0.30	0.02	0.11	0.23	0.03		
Queue Length 95th (ft)	6	24	2	7	6	0	0	9	0	0		
Control Delay (s)	21.0	18.1	21.9	19.4	8.5	0.0	0.0	9.5	0.0	0.0		
Lane LOS	C	C	C	C	A			A				
Approach Delay (s)	18.6		19.9		1.2			1.7				
Approach LOS	C		C									
Intersection Summary												
Average Delay			3.3									
Intersection Capacity Utilization			47.9%		ICU Level of Service				A			
Analysis Period (min)			15									



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	83	350	635	191	157	50
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	87	368	668	201	165	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	16					
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1729	192	218			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1729	192	218			
tC, single (s)	6.4	6.3	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.4	2.3			
p0 queue free %	0	56	49			
cM capacity (veh/h)	48	835	1323			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	456	668	201	218		
Volume Left	87	668	0	0		
Volume Right	368	0	0	53		
cSH	250	1323	1700	1700		
Volume to Capacity	1.82	0.51	0.12	0.13		
Queue Length 95th (ft)	779	74	0	0		
Control Delay (s)	120.2	10.5	0.0	0.0		
Lane LOS	F	B				
Approach Delay (s)	120.2	8.0		0.0		
Approach LOS	F					
Intersection Summary						
Average Delay	40.0					
Intersection Capacity Utilization	61.1%			ICU Level of Service	B	
Analysis Period (min)	15					

Arterial Level of Service

Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Farm Workers Way	I	59	529.3	8.1	537.4	8.70	58.3	A
N 1st St	I	41	167.7	21.5	189.2	1.89	36.0	B
9th St	I	35	51.7	10.3	62.0	0.50	29.2	C
Immokalee Dr	I	35	89.6	11.7	101.3	0.87	30.9	C
Lake Trafford	I	35	51.9	11.5	63.4	0.50	28.6	C
Total	I		890.2	63.1	953.3	12.47	47.1	A























Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lake Trafford	II	53	279.2	29.2	308.4	4.12	48.1	A
Immokalee Dr	II	35	51.9	8.6	60.5	0.50	30.0	B
9th St	II	35	89.6	8.3	97.9	0.87	32.0	B
Immokalee Rd	II	35	51.7	21.8	73.5	0.50	24.6	C
Farm Workers Way	II	41	167.7	7.4	175.1	1.89	38.9	A
Total	II		640.1	75.3	715.4	7.89	39.7	A

**Appendix C**  
**Alternative 1 - Synchro Output Sheets**

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	23	20	9	36	24	235	11	203	23	235	313	55	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.97	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1628	1583		1727	1538	1770	1652	1583	1770	1727	1468	
Flt Permitted		0.80	1.00		0.79	1.00	0.56	1.00	1.00	0.62	1.00	1.00	
Satd. Flow (perm)		1334	1583		1403	1538	1036	1652	1583	1155	1727	1468	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	25	22	10	39	26	255	12	221	25	255	340	60	
RTOR Reduction (vph)	0	0	8	0	0	207	0	0	14	0	0	35	
Lane Group Flow (vph)	0	47	2	0	65	48	12	221	11	255	340	25	
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm	
Protected Phases		4			8			2			6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		6.0	6.0		6.0	6.0	13.6	13.6	13.6	13.6	13.6	13.6	
Effective Green, g (s)		6.0	6.0		6.0	6.0	13.6	13.6	13.6	13.6	13.6	13.6	
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.42	0.42	0.42	0.42	0.42	0.42	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		249	296		262	287	439	700	671	489	732	622	
v/s Ratio Prot								0.13			0.20		
v/s Ratio Perm		0.04	0.00		0.05	0.03	0.01		0.01	0.22		0.02	
v/c Ratio		0.19	0.01		0.25	0.17	0.03	0.32	0.02	0.52	0.46	0.04	
Uniform Delay, d1		11.0	10.6		11.1	11.0	5.4	6.2	5.4	6.8	6.6	5.4	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4	0.0		0.5	0.3	0.0	0.3	0.0	1.0	0.5	0.0	
Delay (s)		11.4	10.6		11.6	11.2	5.4	6.4	5.4	7.8	7.1	5.5	
Level of Service		B	B		B	B	A	A	A	A	A	A	
Approach Delay (s)		11.2			11.3			6.3			7.2		
Approach LOS		B			B			A			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			8.2									HCM Level of Service	A
HCM Volume to Capacity ratio			0.44										
Actuated Cycle Length (s)			32.1									Sum of lost time (s)	12.5
Intersection Capacity Utilization			49.5%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	440	633	410	84	47	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3273	3167	2962		1687	1282
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3273	3167	2962		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	478	688	446	91	51	310
RTOR Reduction (vph)	0	0	24	0	0	230
Lane Group Flow (vph)	478	688	513	0	51	80
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot			Perm		
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	14.0	40.0	20.0		18.0	18.0
Effective Green, g (s)	14.0	40.0	20.0		18.0	18.0
Actuated g/C Ratio	0.20	0.57	0.29		0.26	0.26
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	655	1810	846		434	330
v/s Ratio Prot	c0.15	0.22	c0.17		0.03	
v/s Ratio Perm						c0.06
v/c Ratio	0.73	0.38	0.61		0.12	0.24
Uniform Delay, d1	26.2	8.2	21.6		19.9	20.6
Progression Factor	0.67	0.46	1.00		1.00	1.00
Incremental Delay, d2	3.7	0.5	3.2		0.6	1.7
Delay (s)	21.2	4.3	24.8		20.5	22.3
Level of Service	C	A	C		C	C
Approach Delay (s)		11.2	24.8		22.1	
Approach LOS		B	C		C	

**Intersection Summary**

HCM Average Control Delay	16.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	121	687	445	250	386	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.47	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	864	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	132	747	484	272	420	132
RTOR Reduction (vph)	0	0	0	155	0	98
Lane Group Flow (vph)	132	747	484	117	420	34
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	40.0	40.0	30.0	30.0	18.0	18.0
Effective Green, g (s)	40.0	40.0	30.0	30.0	18.0	18.0
Actuated g/C Ratio	0.57	0.57	0.43	0.43	0.26	0.26
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	544	1875	1419	537	738	367
v/s Ratio Prot	0.01	c0.23	0.15		c0.15	
v/s Ratio Perm	0.12			0.09		0.02
v/c Ratio	0.24	0.40	0.34	0.22	0.57	0.09
Uniform Delay, d1	7.9	8.3	13.4	12.6	22.6	19.8
Progression Factor	0.91	0.89	0.43	0.17	1.00	1.00
Incremental Delay, d2	0.2	0.6	0.5	0.8	3.2	0.5
Delay (s)	7.4	8.0	6.3	2.9	25.8	20.3
Level of Service	A	A	A	A	C	C
Approach Delay (s)		7.9	5.1		24.5	
Approach LOS		A	A		C	

**Intersection Summary**

HCM Average Control Delay	11.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	181	319	422	222	207	94	273	137	344	145	211	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3282	1324	1703	3223	1495	1770	1696	1524	1770	1627	
Flt Permitted	0.61	1.00	1.00	0.54	1.00	1.00	0.20	1.00	1.00	0.66	1.00	
Satd. Flow (perm)	1139	3282	1324	974	3223	1495	378	1696	1524	1234	1627	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	197	347	459	241	225	102	297	149	374	158	229	197
RTOR Reduction (vph)	0	0	339	0	0	75	0	0	269	0	45	0
Lane Group Flow (vph)	197	347	120	241	225	27	297	149	105	158	381	0
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Actuated Green, G (s)	24.2	18.3	18.3	24.2	18.3	18.3	27.8	19.7	19.7	23.8	17.7	
Effective Green, g (s)	24.2	18.3	18.3	24.2	18.3	18.3	27.8	19.7	19.7	23.8	17.7	
Actuated g/C Ratio	0.35	0.26	0.26	0.35	0.26	0.26	0.40	0.28	0.28	0.34	0.25	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	447	858	346	398	843	391	311	477	429	466	411	
v/s Ratio Prot	0.04	0.11		c0.05	0.07		c0.11	0.09		0.03	0.23	
v/s Ratio Perm	0.12		0.09	c0.16		0.02	c0.27		0.07	0.09		
v/c Ratio	0.44	0.40	0.35	0.61	0.27	0.07	0.95	0.31	0.25	0.34	0.93	
Uniform Delay, d1	18.1	21.3	21.0	19.9	20.5	19.4	17.3	19.8	19.4	16.7	25.5	
Progression Factor	0.85	0.84	0.44	0.31	0.54	0.21	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	1.3	2.6	2.5	0.7	0.3	38.8	0.4	0.3	0.4	26.8	
Delay (s)	16.1	19.2	11.7	8.6	11.8	4.4	56.1	20.2	19.7	17.2	52.3	
Level of Service	B	B	B	A	B	A	E	C	B	B	D	
Approach Delay (s)		15.1			9.1			33.0			42.8	
Approach LOS		B			A			C			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			24.3				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)		16.0			
Intersection Capacity Utilization			75.1%				ICU Level of Service		D			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	536	235	183	347	62	152	62	183	96	76	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.98		1.00	0.89		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3107		1770	3239		1736	1540		1770	1717	
Flt Permitted	0.49	1.00		0.32	1.00		0.65	1.00		0.43	1.00	
Satd. Flow (perm)	922	3107		595	3239		1179	1540		797	1717	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	583	255	199	377	67	165	67	199	104	83	91
RTOR Reduction (vph)	0	64	0	0	19	0	0	160	0	0	59	0
Lane Group Flow (vph)	91	774	0	199	425	0	165	106	0	104	115	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	44.5	44.5		44.5	44.5		13.5	13.5		13.5	13.5	
Effective Green, g (s)	44.5	44.5		44.5	44.5		13.5	13.5		13.5	13.5	
Actuated g/C Ratio	0.64	0.64		0.64	0.64		0.19	0.19		0.19	0.19	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	586	1975		378	2059		227	297		154	331	
v/s Ratio Prot		0.25			0.13			0.07			0.07	
v/s Ratio Perm	0.10			0.33			0.14			0.13		
v/c Ratio	0.16	0.39		0.53	0.21		0.73	0.36		0.68	0.35	
Uniform Delay, d1	5.2	6.2		7.0	5.3		26.5	24.5		26.2	24.4	
Progression Factor	1.00	1.00		0.51	0.37		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.6		3.5	0.2		11.0	0.7		11.1	0.6	
Delay (s)	5.7	6.8		7.1	2.1		37.5	25.2		37.3	25.1	
Level of Service	A	A		A	A		D	C		D	C	
Approach Delay (s)		6.7			3.7			29.9			29.7	
Approach LOS		A			A			C			C	

Intersection Summary

HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	187	105	187	82	86	101	90	386	82	157	597	187	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0		
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		
Frt	1.00	0.90		1.00	0.92		1.00	0.97		1.00	0.96		
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1570	1639		1770	1702		1770	1615		1752	1655		
Flt Permitted	0.63	1.00		0.42	1.00		0.16	1.00		0.41	1.00		
Satd. Flow (perm)	1042	1639		789	1702		299	1615		759	1655		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	203	114	203	89	93	110	98	420	89	171	649	203	
RTOR Reduction (vph)	0	99	0	0	66	0	0	12	0	0	18	0	
Lane Group Flow (vph)	203	218	0	89	137	0	98	497	0	171	834	0	
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%	
Turn Type	Perm			Perm			Perm			Perm			
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2			6			
Actuated Green, G (s)	14.8	14.8		14.8	14.8		33.7	33.7		33.7	33.7		
Effective Green, g (s)	14.8	14.8		14.8	14.8		33.7	33.7		33.7	33.7		
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.56	0.56		0.56	0.56		
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	255	401		193	416		167	900		423	922		
v/s Ratio Prot		0.13			0.08			0.31			c0.50		
v/s Ratio Perm	c0.19			0.11			0.33			0.23			
v/c Ratio	0.80	0.54		0.46	0.33		0.59	0.55		0.40	0.90		
Uniform Delay, d1	21.4	19.9		19.5	18.8		8.8	8.6		7.7	12.0		
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2	15.7	1.5		1.7	0.5		5.2	0.7		0.6	12.1		
Delay (s)	37.1	21.4		21.2	19.2		14.0	9.3		8.3	24.1		
Level of Service	D	C		C	B		B	A		A	C		
Approach Delay (s)		27.5			19.8			10.1			21.5		
Approach LOS		C			B			B			C		
<b>Intersection Summary</b>													
HCM Average Control Delay			19.7									HCM Level of Service	B
HCM Volume to Capacity ratio			0.87										
Actuated Cycle Length (s)			60.5									Sum of lost time (s)	12.0
Intersection Capacity Utilization			89.3%									ICU Level of Service	E
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	247	96	416	78	62	47	269	258	78	72	398	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	6.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.94		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1687	1583		1770	1742		1770	1660		1770	1727	1495
Flt Permitted	0.46	1.00		0.32	1.00		0.29	1.00		0.43	1.00	1.00
Satd. Flow (perm)	815	1583		601	1742		548	1660		800	1727	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	268	104	452	85	67	51	292	280	85	78	433	268
RTOR Reduction (vph)	0	197	0	0	36	0	0	14	0	0	0	182
Lane Group Flow (vph)	268	359	0	85	82	0	292	351	0	78	433	86
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	28.0	19.1		15.3	12.4		32.2	25.9		26.9	24.0	24.0
Effective Green, g (s)	28.0	19.1		15.3	12.4		32.2	25.9		26.9	24.0	24.0
Actuated g/C Ratio	0.37	0.26		0.20	0.17		0.43	0.35		0.36	0.32	0.32
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	417	404		168	289		339	575		325	554	480
v/s Ratio Prot	c0.08	c0.23		0.02	0.05		c0.07	0.21		0.01	0.25	
v/s Ratio Perm	0.16			0.08			c0.30			0.08		0.06
v/c Ratio	0.64	0.89		0.51	0.28		0.86	0.61		0.24	0.78	0.18
Uniform Delay, d1	17.7	26.8		25.6	27.3		18.2	20.3		16.2	23.0	18.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.4	20.3		2.4	0.5		19.5	1.9		0.4	7.1	0.2
Delay (s)	21.1	47.1		28.0	27.9		37.7	22.2		16.6	30.1	18.5
Level of Service	C	D		C	C		D	C		B	C	B
Approach Delay (s)		38.7			27.9			29.1			24.8	
Approach LOS		D			C			C			C	

Intersection Summary

HCM Average Control Delay	30.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	74.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	181	48	36	62	31	0	23	351	96	446	542	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.97	1.00	1.00
Frt	1.00	0.94		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1633		1770	1792		1770	1473	1583	3099	1792	1583
Flt Permitted	0.73	1.00		0.70	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1126	1633		1300	1792		1770	1473	1583	3099	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	197	52	39	67	34	0	25	382	104	485	589	197
RTOR Reduction (vph)	0	31	0	0	0	0	0	0	69	0	0	101
Lane Group Flow (vph)	197	60	0	67	34	0	25	382	35	485	589	96
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	14.0	14.0		14.0	14.0		1.5	22.3	22.3	11.1	31.9	31.9
Effective Green, g (s)	14.0	14.0		14.0	14.0		1.5	22.3	22.3	11.1	31.9	31.9
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.02	0.34	0.34	0.17	0.49	0.49
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	241	350		278	384		41	502	540	526	874	772
v/s Ratio Prot		0.04			0.02		0.01	c0.26		c0.16	0.33	
v/s Ratio Perm	c0.17			0.05					0.02			0.06
v/c Ratio	0.82	0.17		0.24	0.09		0.61	0.76	0.07	0.92	0.67	0.12
Uniform Delay, d1	24.5	21.0		21.3	20.6		31.7	19.2	14.5	26.7	12.8	9.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.9	0.2		0.5	0.1		23.0	6.7	0.1	21.8	2.1	0.1
Delay (s)	43.4	21.2		21.7	20.7		54.7	25.9	14.6	48.5	14.8	9.2
Level of Service	D	C		C	C		D	C	B	D	B	A
Approach Delay (s)		36.4			21.4			25.0			26.8	
Approach LOS		D			C			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			27.4				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			65.4				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			63.6%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	181	868	562	195	301	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1538	2943	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1538	2943	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	197	943	611	212	327	197
RTOR Reduction (vph)	0	85	0	0	0	151
Lane Group Flow (vph)	197	858	611	212	327	46
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		pm+ov	Prot			Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	14.1	46.4	32.3	58.1	19.8	19.8
Effective Green, g (s)	14.1	46.4	32.3	58.1	19.8	19.8
Actuated g/C Ratio	0.17	0.55	0.38	0.69	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	265	957	1129	1083	385	342
v/s Ratio Prot	0.12	c0.34	0.21	0.14	c0.20	
v/s Ratio Perm		0.21				0.03
v/c Ratio	0.74	0.90	0.54	0.20	0.85	0.14
Uniform Delay, d1	33.3	16.8	20.2	4.7	30.8	25.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.7	10.9	0.5	0.1	15.9	0.2
Delay (s)	44.1	27.7	20.7	4.8	46.7	25.6
Level of Service	D	C	C	A	D	C
Approach Delay (s)	30.5			16.6	38.8	
Approach LOS	C			B	D	





















**Intersection Summary**

HCM Average Control Delay	27.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	84.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis



















11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	27	105	54	42	78	105	234	35	78	362	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1528	1282		1600		1456	1516		1770	1667	1442
Flt Permitted		0.69	1.00		0.83		0.39	1.00		0.58	1.00	1.00
Satd. Flow (perm)		1101	1282		1342		604	1516		1083	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	29	114	59	46	85	114	254	38	85	393	275
RTOR Reduction (vph)	0	0	83	0	50	0	0	9	0	0	0	182
Lane Group Flow (vph)	0	207	31	0	140	0	114	283	0	85	393	93
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		14.2	14.2		14.2		23.2	18.9		20.8	17.7	17.7
Effective Green, g (s)		14.2	14.2		14.2		23.2	18.9		20.8	17.7	17.7
Actuated g/C Ratio		0.27	0.27		0.27		0.44	0.36		0.40	0.34	0.34
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		300	349		365		339	549		472	565	489
v/s Ratio Prot							c0.03	0.19		0.01	c0.24	
v/s Ratio Perm		c0.19	0.02		0.10		0.12			0.06		0.06
v/c Ratio		0.69	0.09		0.38		0.34	0.52		0.18	0.70	0.19
Uniform Delay, d1		17.0	14.2		15.4		9.0	13.1		9.9	14.9	12.2
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		6.5	0.1		0.7		0.6	0.8		0.2	3.7	0.2
Delay (s)		23.5	14.3		16.1		9.6	13.9		10.1	18.6	12.4
Level of Service		C	B		B		A	B		B	B	B
Approach Delay (s)		20.2			16.1			12.7			15.4	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			15.7				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			52.2				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			55.4%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	72	24	90	43	16	31	59	152	43	48	235	72
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	78	26	98	47	17	34	64	165	47	52	255	78
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	696	700	255	764	732	165	334			212		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	696	700	255	764	732	165	334			212		
tC, single (s)	7.3	6.6	7.0	7.2	6.6	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.1	4.0	3.6	4.1	3.3	2.3			2.2		
p0 queue free %	73	92	84	80	94	96	95			96		
cM capacity (veh/h)	289	325	621	232	311	879	1177			1358		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	202	98	229	47	308	78						
Volume Left	78	47	64	0	52	0						
Volume Right	98	34	0	47	0	78						
cSH	398	330	1177	1700	1358	1700						
Volume to Capacity	0.51	0.30	0.05	0.03	0.04	0.05						
Queue Length 95th (ft)	70	30	4	0	3	0						
Control Delay (s)	23.1	20.4	2.7	0.0	1.6	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	23.1	20.4	2.2		1.3							
Approach LOS	C	C										
Intersection Summary												
Average Delay			8.1									
Intersection Capacity Utilization			49.0%	ICU Level of Service	A							
Analysis Period (min)			15									



Arterial Level of Service

Arterial Level of Service: NB SR 29























Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Farm Workers Way	I	59	529.3	8.7	538.0	8.70	58.2	A
CR 846	I	43	112.6	23.9	136.5	1.36	35.7	B
New Market Rd E	I	35	16.1	6.4	22.5	0.13	20.6	E
N 1st St	I	35	42.8	12.0	54.8	0.41	26.8	D
9th St	I	35	51.7	2.1	53.8	0.50	33.6	C
Immokalee Dr	I	35	89.6	11.2	100.8	0.87	31.1	C
Lake Trafford	I	35	51.9	25.3	77.2	0.50	23.5	D
New Market Rd	I	45	46.2	42.8	89.0	0.58	23.4	D
SR 82	I	55	200.3	5.4	205.7	3.04	53.2	A
Total	I		1140.5	137.8	1278.3	16.09	45.3	A

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	II	55	36.5	53.8	90.3	0.50	19.9	D
Westclox Rd	II	55	200.3	17.6	217.9	3.04	50.2	A
Lake Trafford	II	45	46.2	37.3	83.5	0.58	24.9	C
Immokalee Dr	II	35	51.9	28.1	80.0	0.50	22.7	C
9th St	II	35	89.6	5.9	95.5	0.87	32.8	B
Immokalee Rd	II	35	51.7	19.5	71.2	0.50	25.4	C
New Market Rd E	II	35	42.8	8.1	50.9	0.41	28.8	B
CR 846	II	35	16.1	4.4	20.5	0.13	22.6	C
Farm Workers Way	II	43	112.6	10.1	122.7	1.36	39.8	A
Total	II		647.7	184.8	832.5	7.89	34.1	B

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	6	6	23	4	152	6	313	36	152	203	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1511	1583		1673	1538	1770	1652	1583	1770	1727	1468
Flt Permitted		0.74	1.00		0.72	1.00	0.62	1.00	1.00	0.56	1.00	1.00
Satd. Flow (perm)		1162	1583		1261	1538	1155	1652	1583	1036	1727	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	7	7	25	4	165	7	340	39	165	221	25
RTOR Reduction (vph)	0	0	6	0	0	133	0	0	26	0	0	17
Lane Group Flow (vph)	0	46	1	0	29	33	7	340	13	165	221	8
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		5.2	5.2		5.2	5.2	8.7	8.7	8.7	8.7	8.7	8.7
Effective Green, g (s)		5.2	5.2		5.2	5.2	8.7	8.7	8.7	8.7	8.7	8.7
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.33	0.33	0.33	0.33	0.33	0.33
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		229	312		248	303	381	544	522	341	569	484
v/s Ratio Prot							c0.21				0.13	
v/s Ratio Perm		c0.04	0.00		0.02	0.02	0.01		0.01	0.16		0.01
v/c Ratio		0.20	0.00		0.12	0.11	0.02	0.62	0.02	0.48	0.39	0.02
Uniform Delay, d1		8.9	8.5		8.7	8.7	6.0	7.5	6.0	7.1	6.8	6.0
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.4	0.0		0.2	0.2	0.0	2.2	0.0	1.1	0.4	0.0
Delay (s)		9.3	8.5		8.9	8.9	6.0	9.7	6.0	8.1	7.2	6.0
Level of Service		A	A		A	A	A	A	A	A	A	A
Approach Delay (s)		9.2			8.9			9.3			7.5	
Approach LOS		A			A			A			A	

Intersection Summary

HCM Average Control Delay	8.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	26.4	Sum of lost time (s)	12.5
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	285	410	633	72	72	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3273	3167	2970		1687	1282
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3273	3167	2970		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	310	446	688	78	78	478
RTOR Reduction (vph)	0	0	14	0	0	270
Lane Group Flow (vph)	310	446	752	0	78	208
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot			Perm		
Protected Phases	5	2	6	4		
Permitted Phases						4
Actuated Green, G (s)	8.0	31.0	17.0	17.0		
Effective Green, g (s)	8.0	31.0	17.0	17.0		
Actuated g/C Ratio	0.13	0.52	0.28	0.28		
Clearance Time (s)	6.0	6.0	6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	436	1636	842	478		
v/s Ratio Prot	c0.09	0.14	c0.25	0.05		
v/s Ratio Perm						c0.16
v/c Ratio	0.71	0.27	0.89	0.16		
Uniform Delay, d1	24.9	8.2	20.6	16.2		
Progression Factor	0.93	0.69	1.00	1.00		
Incremental Delay, d2	5.2	0.4	13.8	0.7		
Delay (s)	28.3	6.0	34.5	16.9		
Level of Service	C	A	C	B		
Approach Delay (s)	15.1		34.5	23.7		
Approach LOS	B		C	C		

**Intersection Summary**

HCM Average Control Delay	24.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	78	445	687	386	250	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.31	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	567	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	484	747	420	272	85
RTOR Reduction (vph)	0	0	0	266	0	62
Lane Group Flow (vph)	85	484	747	154	272	23
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	32.0	32.0	22.0	22.0	16.0	16.0
Effective Green, g (s)	32.0	32.0	22.0	22.0	16.0	16.0
Actuated g/C Ratio	0.53	0.53	0.37	0.37	0.27	0.27
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	381	1750	1214	459	765	381
v/s Ratio Prot	0.01	c0.15	c0.23		c0.09	
v/s Ratio Perm	0.10			0.12		0.02
v/c Ratio	0.22	0.28	0.62	0.34	0.36	0.06
Uniform Delay, d1	10.1	7.7	15.5	13.7	17.8	16.4
Progression Factor	0.98	0.94	0.38	0.25	1.00	1.00
Incremental Delay, d2	0.3	0.4	1.2	1.0	1.3	0.3
Delay (s)	10.2	7.6	7.1	4.5	19.1	16.7
Level of Service	B	A	A	A	B	B
Approach Delay (s)		8.0	6.2		18.5	
Approach LOS		A	A		B	

**Intersection Summary**

HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	207	273	344	319	145	479	275	222	94	230	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3282	1324	1703	3223	1495	1770	1696	1524	1770	1650	
Flt Permitted	0.54	1.00	1.00	0.50	1.00	1.00	0.17	1.00	1.00	0.58	1.00	
Satd. Flow (perm)	1012	3282	1324	897	3223	1495	316	1696	1524	1076	1650	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	225	297	374	347	158	521	299	241	102	250	127
RTOR Reduction (vph)	0	0	241	0	0	115	0	0	134	0	16	0
Lane Group Flow (vph)	127	225	56	374	347	43	521	299	107	102	361	0
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Actuated Green, G (s)	30.8	22.7	22.7	44.5	32.4	32.4	63.5	53.5	53.5	34.5	28.5	
Effective Green, g (s)	30.8	22.7	22.7	44.5	32.4	32.4	63.5	53.5	53.5	34.5	28.5	
Actuated g/C Ratio	0.26	0.19	0.19	0.37	0.27	0.27	0.53	0.45	0.45	0.29	0.24	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	311	621	250	452	870	404	543	756	679	344	392	
v/s Ratio Prot	0.03	0.07		c0.12	0.11		c0.25	0.18		0.01	0.22	
v/s Ratio Perm	0.08		0.04	c0.18		0.03	c0.26		0.07	0.07		
v/c Ratio	0.41	0.36	0.22	0.83	0.40	0.11	0.96	0.40	0.16	0.30	0.92	
Uniform Delay, d1	35.7	42.3	41.2	31.5	35.8	32.9	31.2	22.4	19.8	32.3	44.6	
Progression Factor	0.89	0.94	1.12	0.72	0.67	1.62	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	1.5	1.8	10.4	1.2	0.5	28.3	0.3	0.1	0.5	26.7	
Delay (s)	32.7	41.2	47.9	33.0	25.0	53.7	59.5	22.7	19.9	32.8	71.3	
Level of Service	C	D	D	C	C	D	E	C	B	C	E	
Approach Delay (s)		42.6			33.6			40.2			63.1	
Approach LOS		D			C			D			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			42.4				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		8.0			
Intersection Capacity Utilization			87.2%				ICU Level of Service		E			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	347	152	283	536	96	260	113	283	62	72	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.98		1.00	0.89		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3107		1770	3238		1736	1546		1770	1741	
Flt Permitted	0.38	1.00		0.45	1.00		0.67	1.00		0.28	1.00	
Satd. Flow (perm)	699	3107		838	3238		1222	1546		518	1741	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	377	165	308	583	104	283	123	308	67	78	60
RTOR Reduction (vph)	0	79	0	0	23	0	0	155	0	0	43	0
Lane Group Flow (vph)	60	463	0	308	664	0	283	276	0	67	95	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	31.3	31.3		31.3	31.3		16.7	16.7		16.7	16.7	
Effective Green, g (s)	31.3	31.3		31.3	31.3		16.7	16.7		16.7	16.7	
Actuated g/C Ratio	0.52	0.52		0.52	0.52		0.28	0.28		0.28	0.28	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	365	1621		437	1689		340	430		144	485	
v/s Ratio Prot		0.15			0.21			0.18			0.05	
v/s Ratio Perm	0.09			c0.37			c0.23			0.13		
v/c Ratio	0.16	0.29		0.70	0.39		0.83	0.64		0.47	0.20	
Uniform Delay, d1	7.5	8.1		10.9	8.6		20.3	19.0		17.9	16.5	
Progression Factor	1.00	1.00		1.06	0.80		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	0.4		6.3	0.5		15.8	3.3		2.4	0.2	
Delay (s)	8.5	8.5		17.8	7.3		36.2	22.3		20.3	16.7	
Level of Service	A	A		B	A		D	C		C	B	
Approach Delay (s)		8.5			10.6			27.8			17.9	
Approach LOS		A			B			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			15.6			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			60.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			76.9%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	90	107	121	95	157	145	630	121	65	460	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.91		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1658		1770	1678		1770	1620		1752	1666	
Flt Permitted	0.52	1.00		0.62	1.00		0.33	1.00		0.19	1.00	
Satd. Flow (perm)	852	1658		1163	1678		612	1620		350	1666	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	98	116	132	103	171	158	685	132	71	500	127
RTOR Reduction (vph)	0	75	0	0	105	0	0	11	0	0	15	0
Lane Group Flow (vph)	127	139	0	132	169	0	158	806	0	71	612	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.2	12.2		12.2	12.2		30.1	30.1		30.1	30.1	
Effective Green, g (s)	12.2	12.2		12.2	12.2		30.1	30.1		30.1	30.1	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.55	0.55		0.55	0.55	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	191	373		261	377		339	898		194	924	
v/s Ratio Prot		0.08			0.10			c0.50			0.37	
v/s Ratio Perm	c0.15			0.11			0.26			0.20		
v/c Ratio	0.66	0.37		0.51	0.45		0.47	0.90		0.37	0.66	
Uniform Delay, d1	19.2	17.8		18.4	18.1		7.3	10.7		6.8	8.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.4	0.6		1.5	0.8		1.0	11.6		1.2	1.8	
Delay (s)	27.6	18.4		20.0	19.0		8.3	22.3		7.9	10.3	
Level of Service	C	B		B	B		A	C		A	B	
Approach Delay (s)		21.9			19.3			20.0			10.1	
Approach LOS		C			B			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			17.3			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			54.3			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			85.2%			ICU Level of Service				E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	109	273	127	198	72	422	392	127	47	264	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	6.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89		1.00	0.96		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1687	1583		1770	1788		1770	1659		1770	1727	1495
Flt Permitted	0.29	1.00		0.24	1.00		0.37	1.00		0.38	1.00	1.00
Satd. Flow (perm)	519	1583		438	1788		689	1659		706	1727	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	118	297	138	215	78	459	426	138	51	287	163
RTOR Reduction (vph)	0	102	0	0	14	0	0	13	0	0	0	122
Lane Group Flow (vph)	174	313	0	138	279	0	459	551	0	51	287	41
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	26.1	19.0		22.1	17.0		44.0	35.8		24.1	21.9	21.9
Effective Green, g (s)	26.1	19.0		22.1	17.0		44.0	35.8		24.1	21.9	21.9
Actuated g/C Ratio	0.30	0.22		0.26	0.20		0.51	0.42		0.28	0.25	0.25
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	254	349		191	353		573	690		225	439	380
v/s Ratio Prot	c0.06	c0.20		0.04	0.16		c0.16	0.33		0.01	0.17	
v/s Ratio Perm	0.15			0.14			c0.25			0.06		0.03
v/c Ratio	0.69	0.90		0.72	0.79		0.80	0.80		0.23	0.65	0.11
Uniform Delay, d1	23.9	32.6		27.3	32.8		14.8	22.0		23.1	28.7	24.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.4	24.2		12.7	11.1		7.9	6.4		0.5	3.5	0.1
Delay (s)	31.4	56.8		40.0	44.0		22.7	28.4		23.6	32.2	24.7
Level of Service	C	E		D	D		C	C		C	C	C
Approach Delay (s)		49.3			42.7			25.9			28.9	
Approach LOS		D			D			C			C	

Intersection Summary

HCM Average Control Delay	34.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	86.1	Sum of lost time (s)	10.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	46	40	96	48	0	83	542	62	289	351	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.97	1.00	1.00
Frt	1.00	0.93		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1616		1770	1792		1770	1473	1583	3099	1792	1583
Flt Permitted	0.72	1.00		0.70	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1108	1616		1298	1792		1770	1473	1583	3099	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	50	43	104	52	0	90	589	67	314	382	127
RTOR Reduction (vph)	0	37	0	0	0	0	0	0	35	0	0	61
Lane Group Flow (vph)	127	56	0	104	52	0	90	589	32	314	382	66
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	10.3	10.3		10.3	10.3		6.3	34.4	34.4	9.6	37.7	37.7
Effective Green, g (s)	10.3	10.3		10.3	10.3		6.3	34.4	34.4	9.6	37.7	37.7
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.09	0.48	0.48	0.13	0.52	0.52
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	158	230		185	255		154	701	753	411	934	825
v/s Ratio Prot		0.03			0.03		0.05	c0.40		c0.10	c0.21	
v/s Ratio Perm	c0.11			0.08					0.02			0.04
v/c Ratio	0.80	0.24		0.56	0.20		0.58	0.84	0.04	0.76	0.41	0.08
Uniform Delay, d1	30.0	27.5		28.9	27.4		31.7	16.5	10.1	30.3	10.5	8.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.8	0.6		3.9	0.4		5.6	8.9	0.0	8.2	0.3	0.0
Delay (s)	54.8	28.1		32.8	27.8		37.3	25.5	10.2	38.5	10.8	8.7
Level of Service	D	C		C	C		D	C	B	D	B	A
Approach Delay (s)		43.5			31.1			25.5			21.0	
Approach LOS		D			C			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			26.1				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			72.3				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			64.9%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	117	562	868	301	195	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1538	2943	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1538	2943	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	611	943	327	212	127
RTOR Reduction (vph)	0	145	0	0	0	101
Lane Group Flow (vph)	127	466	943	327	212	26
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		pm+ov	Prot			Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	8.7	33.2	24.5	43.7	13.2	13.2
Effective Green, g (s)	8.7	33.2	24.5	43.7	13.2	13.2
Actuated g/C Ratio	0.14	0.52	0.38	0.68	0.20	0.20
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	214	936	1120	1065	336	298
v/s Ratio Prot	0.08	c0.19	c0.32	0.21	c0.13	
v/s Ratio Perm		0.11				0.02
v/c Ratio	0.59	0.50	0.84	0.31	0.63	0.09
Uniform Delay, d1	26.2	10.2	18.2	4.2	23.4	20.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.4	0.4	5.9	0.2	3.8	0.1
Delay (s)	30.6	10.6	24.1	4.4	27.2	20.9
Level of Service	C	B	C	A	C	C
Approach Delay (s)	14.0			19.0	24.8	
Approach LOS	B			B	C	





















**Intersection Summary**

HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	64.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis



















11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	253	42	163	35	49	51	163	362	54	51	234	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1529	1282		1606		1456	1516		1770	1667	1442
Flt Permitted		0.71	1.00		0.85		0.50	1.00		0.38	1.00	1.00
Satd. Flow (perm)		1125	1282		1384		764	1516		713	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	275	46	177	38	53	55	177	393	59	55	254	187
RTOR Reduction (vph)	0	0	118	0	31	0	0	8	0	0	0	128
Lane Group Flow (vph)	0	321	59	0	115	0	177	444	0	55	254	59
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		21.0	21.0		21.0		28.3	22.4		22.7	19.6	19.6
Effective Green, g (s)		21.0	21.0		21.0		28.3	22.4		22.7	19.6	19.6
Actuated g/C Ratio		0.34	0.34		0.34		0.45	0.36		0.36	0.31	0.31
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		378	431		465		411	543		311	523	452
v/s Ratio Prot							c0.04	c0.29		0.01	0.15	
v/s Ratio Perm		c0.29	0.05		0.08		0.15			0.06		0.04
v/c Ratio		0.85	0.14		0.25		0.43	0.82		0.18	0.49	0.13
Uniform Delay, d1		19.3	14.4		15.0		10.8	18.2		13.3	17.4	15.3
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		16.1	0.1		0.3		0.7	9.3		0.3	0.7	0.1
Delay (s)		35.4	14.6		15.3		11.5	27.5		13.5	18.1	15.5
Level of Service		D	B		B		B	C		B	B	B
Approach Delay (s)		28.0			15.3			23.0			16.6	
Approach LOS		C			B			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			22.0				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			62.5				Sum of lost time (s)			14.0		
Intersection Capacity Utilization			61.9%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	47	16	59	66	24	54	90	235	66	35	152	47
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	17	64	72	26	59	98	255	72	38	165	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	764	764	165	765	743	255	216			327		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	764	764	165	765	743	255	216			327		
tC, single (s)	7.3	6.6	7.0	7.2	6.6	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.1	4.0	3.6	4.1	3.3	2.3			2.2		
p0 queue free %	79	94	91	71	91	93	92			97		
cM capacity (veh/h)	241	294	706	251	302	783	1302			1232		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	133	157	353	72	203	51						
Volume Left	51	72	98	0	38	0						
Volume Right	64	59	0	72	0	51						
cSH	366	350	1302	1700	1232	1700						
Volume to Capacity	0.36	0.45	0.08	0.04	0.03	0.03						
Queue Length 95th (ft)	40	56	6	0	2	0						
Control Delay (s)	20.3	23.3	2.7	0.0	1.7	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	20.3	23.3	2.3		1.4							
Approach LOS	C	C										
Intersection Summary												
Average Delay			7.9									
Intersection Capacity Utilization			48.7%	ICU Level of Service	A							
Analysis Period (min)			15									

Arterial Level of Service

Arterial Level of Service: NB SR 29



















Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Farm Workers Way	I	59	529.3	9.4	538.7	8.70	58.2	A
CR 846	I	43	112.6	36.0	148.6	1.36	32.8	C
New Market Rd E	I	35	16.1	7.0	23.1	0.13	20.0	E
N 1st St	I	35	42.8	26.2	69.0	0.41	21.3	D
9th St	I	35	51.7	7.1	58.8	0.50	30.8	C
Immokalee Dr	I	35	89.6	28.3	117.9	0.87	26.6	D
Lake Trafford	I	35	51.9	30.8	82.7	0.50	22.0	D
New Market Rd	I	45	46.2	32.7	78.9	0.58	26.3	D
SR 82	I	55	200.3	6.0	206.3	3.04	53.1	A
Total	I		1140.5	183.5	1324.0	16.09	43.8	A

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	II	55	36.5	34.8	71.3	0.50	25.2	C
Westclox Rd	II	55	200.3	14.6	214.9	3.04	50.9	A
Lake Trafford	II	45	46.2	41.4	87.6	0.58	23.7	C
Immokalee Dr	II	35	51.9	13.4	65.3	0.50	27.8	C
9th St	II	35	89.6	6.5	96.1	0.87	32.6	B
Immokalee Rd	II	35	51.7	42.6	94.3	0.50	19.2	D
New Market Rd E	II	35	42.8	7.6	50.4	0.41	29.1	B
CR 846	II	35	16.1	6.0	22.1	0.13	20.9	D
Farm Workers Way	II	43	112.6	8.6	121.2	1.36	40.3	A
Total	II		647.7	175.5	823.2	7.89	34.5	B

HCM Signalized Intersection Capacity Analysis























1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	36	163	70	23	39	105	211	70	60	325	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.96		1.00	0.96		1.00	0.97	
Flt Protected		0.98			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1136			1684		1626	1514		1770	1531	
Flt Permitted		0.85			0.67		0.32	1.00		0.54	1.00	
Satd. Flow (perm)		982			1163		551	1514		1015	1531	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	104	39	177	76	25	42	114	229	76	65	353	104
RTOR Reduction (vph)	0	71	0	0	24	0	0	18	0	0	16	0
Lane Group Flow (vph)	0	249	0	0	119	0	114	287	0	65	441	0
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.1			18.1		25.3	22.4		23.9	21.7	
Effective Green, g (s)		18.1			18.1		25.3	22.4		23.9	21.7	
Actuated g/C Ratio		0.30			0.30		0.42	0.37		0.39	0.36	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		293			347		281	559		427	547	
v/s Ratio Prot							c0.02	0.19		0.01	c0.29	
v/s Ratio Perm		c0.25			0.10		0.15			0.05		
v/c Ratio		0.85			0.34		0.41	0.51		0.15	0.81	
Uniform Delay, d1		20.0			16.7		11.7	14.9		11.6	17.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		20.4			0.6		1.0	0.8		0.2	8.5	
Delay (s)		40.4			17.2		12.7	15.7		11.8	26.1	
Level of Service		D			B		B	B		B	C	
Approach Delay (s)		40.4			17.2			14.9			24.3	
Approach LOS		D			B			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			24.4				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			60.7				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			62.5%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	27	21	10	48	25	301	12	281	31	301	434	56	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.97	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1618	1583		1715	1538	1770	1652	1583	1770	1727	1468	
Flt Permitted		0.78	1.00		0.77	1.00	0.46	1.00	1.00	0.57	1.00	1.00	
Satd. Flow (perm)		1305	1583		1364	1538	855	1652	1583	1070	1727	1468	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	29	23	11	52	27	327	13	305	34	327	472	61	
RTOR Reduction (vph)	0	0	8	0	0	250	0	0	19	0	0	34	
Lane Group Flow (vph)	0	52	3	0	79	77	13	305	15	327	472	27	
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm	
Protected Phases		4			8			2			6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		9.2	9.2		9.2	9.2	17.6	17.6	17.6	17.6	17.6	17.6	
Effective Green, g (s)		9.2	9.2		9.2	9.2	17.6	17.6	17.6	17.6	17.6	17.6	
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.45	0.45	0.45	0.45	0.45	0.45	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		305	371		319	360	383	740	709	479	773	657	
v/s Ratio Prot								0.18			0.27		
v/s Ratio Perm		0.04	0.00		0.06	0.05	0.02		0.01	0.31		0.02	
v/c Ratio		0.17	0.01		0.25	0.21	0.03	0.41	0.02	0.68	0.61	0.04	
Uniform Delay, d1		12.0	11.5		12.2	12.1	6.1	7.3	6.0	8.6	8.2	6.1	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.3	0.0		0.4	0.3	0.0	0.4	0.0	4.0	1.4	0.0	
Delay (s)		12.3	11.6		12.6	12.4	6.1	7.7	6.1	12.6	9.7	6.1	
Level of Service		B	B		B	B	A	A	A	B	A	A	
Approach Delay (s)		12.1			12.5			7.5			10.5		
Approach LOS		B			B			A			B		
<b>Intersection Summary</b>													
HCM Average Control Delay			10.4									HCM Level of Service	B
HCM Volume to Capacity ratio			0.53										
Actuated Cycle Length (s)			39.3									Sum of lost time (s)	12.5
Intersection Capacity Utilization			57.9%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	609	765	496	90	74	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3273	3167	2964		1687	1282
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3273	3167	2964		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	662	832	539	98	80	428
RTOR Reduction (vph)	0	0	21	0	0	330
Lane Group Flow (vph)	662	832	616	0	80	98
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot			Perm		
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	17.0	42.0	19.0		16.0	16.0
Effective Green, g (s)	17.0	42.0	19.0		16.0	16.0
Actuated g/C Ratio	0.24	0.60	0.27		0.23	0.23
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	795	1900	805		386	293
v/s Ratio Prot	c0.20	0.26	c0.21		0.05	
v/s Ratio Perm						c0.08
v/c Ratio	0.83	0.44	0.77		0.21	0.33
Uniform Delay, d1	25.2	7.6	23.4		21.9	22.5
Progression Factor	0.81	0.58	1.00		1.00	1.00
Incremental Delay, d2	6.2	0.6	6.8		1.2	3.0
Delay (s)	26.5	5.0	30.3		23.1	25.6
Level of Service	C	A	C		C	C
Approach Delay (s)		14.6	30.3		25.2	
Approach LOS		B	C		C	

**Intersection Summary**

HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	145	892	578	312	482	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.37	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	678	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	158	970	628	339	524	158
RTOR Reduction (vph)	0	0	0	208	0	115
Lane Group Flow (vph)	158	970	628	131	524	43
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	39.0	39.0	27.0	27.0	19.0	19.0
Effective Green, g (s)	39.0	39.0	27.0	27.0	19.0	19.0
Actuated g/C Ratio	0.56	0.56	0.39	0.39	0.27	0.27
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	470	1829	1277	483	779	388
v/s Ratio Prot	0.03	c0.30	0.19		c0.18	
v/s Ratio Perm	0.16			0.10		0.03
v/c Ratio	0.34	0.53	0.49	0.27	0.67	0.11
Uniform Delay, d1	10.8	9.7	16.3	14.7	22.7	19.2
Progression Factor	0.71	0.69	0.50	0.20	1.00	1.00
Incremental Delay, d2	0.3	0.8	0.9	0.9	4.6	0.6
Delay (s)	8.0	7.5	9.0	3.8	27.3	19.7
Level of Service	A	A	A	A	C	B
Approach Delay (s)		7.6	7.2		25.6	
Approach LOS		A	A		C	

























**Intersection Summary**

HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	380	458	301	246	125	297	168	464	193	259	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3282	1324	3303	3223	1495	3433	1696	1524	1770	1634	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3282	1324	3303	3223	1495	3433	1696	1524	1770	1634	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	210	413	498	327	267	136	323	183	504	210	282	210
RTOR Reduction (vph)	0	0	311	0	0	105	0	0	316	0	39	0
Lane Group Flow (vph)	210	413	187	327	267	31	323	183	188	210	453	0
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			
Actuated Green, G (s)	9.0	18.0	18.0	7.0	16.0	16.0	7.0	13.0	13.0	12.0	18.0	
Effective Green, g (s)	9.0	18.0	18.0	7.0	16.0	16.0	7.0	13.0	13.0	12.0	18.0	
Actuated g/C Ratio	0.13	0.26	0.26	0.10	0.23	0.23	0.10	0.19	0.19	0.17	0.26	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	228	844	340	330	737	342	343	315	283	303	420	
v/s Ratio Prot	c0.12	0.13		c0.10	0.08		c0.09	0.11		0.12	c0.28	
v/s Ratio Perm			c0.14			0.02			0.12			
v/c Ratio	0.92	0.49	0.55	0.99	0.36	0.09	0.94	0.58	0.66	0.69	1.08	
Uniform Delay, d1	30.1	22.1	22.5	31.5	22.7	21.3	31.3	26.0	26.5	27.3	26.0	
Progression Factor	0.92	0.88	0.72	0.58	0.33	0.20	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	36.0	1.8	5.7	44.5	1.3	0.5	33.6	2.7	5.8	6.7	66.9	
Delay (s)	63.8	21.3	21.9	62.9	8.8	4.8	64.9	28.7	32.3	34.0	92.9	
Level of Service	E	C	C	E	A	A	E	C	C	C	F	
Approach Delay (s)		29.5			32.3			42.1			75.3	
Approach LOS		C			C			D			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			42.6				HCM Level of Service				D	
HCM Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			75.7%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	102	603	253	199	390	74	164	66	199	115	80	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.89		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3110		1770	3236		1736	1540		1770	1706	
Flt Permitted	0.47	1.00		0.28	1.00		0.59	1.00		0.40	1.00	
Satd. Flow (perm)	870	3110		522	3236		1086	1540		736	1706	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	655	275	216	424	80	178	72	216	125	87	111
RTOR Reduction (vph)	0	62	0	0	21	0	0	159	0	0	68	0
Lane Group Flow (vph)	111	868	0	216	483	0	178	129	0	125	130	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	43.7	43.7		43.7	43.7		14.3	14.3		14.3	14.3	
Effective Green, g (s)	43.7	43.7		43.7	43.7		14.3	14.3		14.3	14.3	
Actuated g/C Ratio	0.62	0.62		0.62	0.62		0.20	0.20		0.20	0.20	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	543	1942		326	2020		222	315		150	349	
v/s Ratio Prot		0.28			0.15			0.08			0.08	
v/s Ratio Perm	0.13			c0.41			0.16			c0.17		
v/c Ratio	0.20	0.45		0.66	0.24		0.80	0.41		0.83	0.37	
Uniform Delay, d1	5.7	6.9		8.4	5.8		26.5	24.2		26.7	24.0	
Progression Factor	1.00	1.00		0.58	0.33		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.7		6.2	0.2		18.5	0.9		30.9	0.7	
Delay (s)	6.5	7.6		11.1	2.1		45.0	25.0		57.6	24.7	
Level of Service	A	A		B	A		D	C		E	C	
Approach Delay (s)		7.5			4.8			32.7			37.4	
Approach LOS		A			A			C			D	

Intersection Summary

HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	199	109	199	94	90	101	113	410	94	157	633	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	0.92		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1638		1770	1706		1770	1611		1752	1655	
Flt Permitted	0.61	1.00		0.37	1.00		0.13	1.00		0.38	1.00	
Satd. Flow (perm)	1000	1638		696	1706		250	1611		704	1655	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	216	118	216	102	98	110	123	446	102	171	688	216
RTOR Reduction (vph)	0	93	0	0	57	0	0	12	0	0	17	0
Lane Group Flow (vph)	216	241	0	102	151	0	123	536	0	171	887	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	16.5	16.5		16.5	16.5		38.4	38.4		38.4	38.4	
Effective Green, g (s)	16.5	16.5		16.5	16.5		38.4	38.4		38.4	38.4	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.57	0.57		0.57	0.57	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	247	404		172	421		143	925		404	950	
v/s Ratio Prot		0.15			0.09			0.33			c0.54	
v/s Ratio Perm	c0.22			0.15			0.49			0.24		
v/c Ratio	0.87	0.60		0.59	0.36		0.86	0.58		0.42	0.93	
Uniform Delay, d1	24.2	22.3		22.2	20.8		12.0	9.1		8.0	13.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	27.2	2.4		5.4	0.5		37.6	0.9		0.7	15.6	
Delay (s)	51.4	24.6		27.6	21.3		49.6	10.0		8.7	28.7	
Level of Service	D	C		C	C		D	A		A	C	
Approach Delay (s)		35.1			23.4			17.2			25.5	
Approach LOS		D			C			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			25.2			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			66.9			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			94.8%			ICU Level of Service				F		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	259	102	440	86	66	51	285	269	86	78	416	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	6.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.94		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1687	1583		1770	1742		1770	1660		1770	1727	1495
Flt Permitted	0.47	1.00		0.30	1.00		0.23	1.00		0.45	1.00	1.00
Satd. Flow (perm)	831	1583		552	1742		421	1660		830	1727	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	282	111	478	93	72	55	310	292	93	85	452	282
RTOR Reduction (vph)	0	174	0	0	32	0	0	13	0	0	0	194
Lane Group Flow (vph)	282	415	0	93	95	0	310	372	0	85	452	88
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	33.3	24.3		16.5	13.5		40.8	31.8		30.0	27.0	27.0
Effective Green, g (s)	33.3	24.3		16.5	13.5		40.8	31.8		30.0	27.0	27.0
Actuated g/C Ratio	0.39	0.28		0.19	0.16		0.47	0.37		0.35	0.31	0.31
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	459	447		148	273		345	613		322	542	469
v/s Ratio Prot	c0.10	c0.26		0.02	0.05		c0.10	0.22		0.01	0.26	
v/s Ratio Perm	0.14			0.10			c0.33			0.08		0.06
v/c Ratio	0.61	0.93		0.63	0.35		0.90	0.61		0.26	0.83	0.19
Uniform Delay, d1	19.7	30.1		32.0	32.4		17.5	22.1		19.3	27.5	21.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.4	25.5		8.1	0.8		24.7	1.7		0.4	10.6	0.2
Delay (s)	22.2	55.6		40.1	33.1		42.2	23.8		19.8	38.1	21.8
Level of Service	C	E		D	C		D	C		B	D	C
Approach Delay (s)		44.8			36.1			32.0			30.6	
Approach LOS		D			D			C			C	

Intersection Summary

HCM Average Control Delay	36.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	86.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	241	48	42	70	31	0	27	394	108	603	609	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.97	1.00	1.00
Frt	1.00	0.93		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1613		1770	1792		1770	1473	1583	3099	1792	1583
Flt Permitted	0.73	1.00		0.69	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1126	1613		1292	1792		1770	1473	1583	3099	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	262	52	46	76	34	0	29	428	117	655	662	262
RTOR Reduction (vph)	0	35	0	0	0	0	0	0	78	0	0	122
Lane Group Flow (vph)	262	63	0	76	34	0	29	428	39	655	662	140
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	21.8	21.8		21.8	21.8		2.3	30.4	30.4	19.9	48.0	48.0
Effective Green, g (s)	21.8	21.8		21.8	21.8		2.3	30.4	30.4	19.9	48.0	48.0
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.03	0.34	0.34	0.22	0.53	0.53
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	272	390		313	434		45	497	534	684	955	843
v/s Ratio Prot		0.04			0.02		0.02	c0.29		c0.21	0.37	
v/s Ratio Perm	c0.23			0.06					0.02			0.09
v/c Ratio	0.96	0.16		0.24	0.08		0.64	0.86	0.07	0.96	0.69	0.17
Uniform Delay, d1	33.8	26.9		27.5	26.4		43.5	27.9	20.3	34.7	15.6	10.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	44.2	0.2		0.4	0.1		27.5	14.2	0.1	24.1	2.2	0.1
Delay (s)	78.0	27.1		27.9	26.5		71.0	42.1	20.3	58.8	17.8	10.9
Level of Service	E	C		C	C		E	D	C	E	B	B
Approach Delay (s)		64.1			27.5			39.1			33.7	
Approach LOS		E			C			D			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			38.8				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			90.1			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			73.0%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	265	1103	714	226	350	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.88	0.97	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	2707	2943	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	2707	2943	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	1199	776	246	380	288
RTOR Reduction (vph)	0	171	0	0	0	210
Lane Group Flow (vph)	288	1028	776	246	380	78
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		pm+ov	Prot			Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	15.7	38.5	22.8	49.7	20.9	20.9
Effective Green, g (s)	15.7	38.5	22.8	49.7	20.9	20.9
Actuated g/C Ratio	0.20	0.50	0.29	0.64	0.27	0.27
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	321	1556	867	1008	442	393
v/s Ratio Prot	c0.18	0.19	c0.26	0.16	c0.23	
v/s Ratio Perm		0.19				0.05
v/c Ratio	0.90	0.66	0.90	0.24	0.86	0.20
Uniform Delay, d1	30.1	14.6	26.2	5.9	26.9	21.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.9	1.1	11.7	0.1	15.3	0.2
Delay (s)	55.9	15.6	37.8	6.0	42.1	22.0
Level of Service	E	B	D	A	D	C
Approach Delay (s)	23.4			30.2	33.5	
Approach LOS	C			C	C	

**Intersection Summary**

HCM Average Control Delay	27.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	77.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	176	31	117	66	48	96	117	269	43	96	416	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1532	1282		1599		1456	1517		1770	1667	1442
Flt Permitted		0.64	1.00		0.81		0.34	1.00		0.49	1.00	1.00
Satd. Flow (perm)		1027	1282		1321		517	1517		906	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	191	34	127	72	52	104	127	292	47	104	452	295
RTOR Reduction (vph)	0	0	91	0	50	0	0	10	0	0	0	195
Lane Group Flow (vph)	0	225	36	0	178	0	127	329	0	104	452	100
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		15.5	15.5		15.5		22.8	18.4		22.8	18.4	18.4
Effective Green, g (s)		15.5	15.5		15.5		22.8	18.4		22.8	18.4	18.4
Actuated g/C Ratio		0.29	0.29		0.29		0.42	0.34		0.42	0.34	0.34
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		293	366		377		293	514		450	565	489
v/s Ratio Prot							c0.04	0.22		0.02	c0.27	
v/s Ratio Perm		c0.22	0.03		0.13		0.15			0.08		0.07
v/c Ratio		0.77	0.10		0.47		0.43	0.64		0.23	0.80	0.20
Uniform Delay, d1		17.8	14.3		16.0		10.4	15.2		9.8	16.3	12.8
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		11.4	0.1		0.9		1.0	2.7		0.3	8.0	0.2
Delay (s)		29.2	14.4		17.0		11.4	17.9		10.0	24.2	13.0
Level of Service		C	B		B		B	B		B	C	B
Approach Delay (s)		23.8			17.0			16.1			18.6	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			18.8				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			54.3				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			68.2%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group



Arterial Level of Service

Arterial Level of Service: NB SR 29



















Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	18.3	54.8	0.50	32.8	C
Farm Workers Way	I	59	499.3	9.9	509.2	8.20	58.0	A
CR 846	I	43	112.6	30.1	142.7	1.36	34.2	B
New Market Rd E	I	35	16.1	9.2	25.3	0.13	18.3	E
N 1st St	I	35	42.8	9.0	51.8	0.41	28.3	C
9th St	I	35	51.7	2.0	53.7	0.50	33.7	C
Immokalee Dr	I	35	89.6	11.7	101.3	0.87	30.9	C
Lake Trafford	I	35	51.9	26.5	78.4	0.50	23.2	D
New Market Rd	I	45	46.2	54.7	100.9	0.58	20.6	E
SR 82	I	55	200.2	6.6	206.8	3.04	52.9	A
Total	I		1146.9	178.0	1324.9	16.09	43.7	A

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	47.6	84.1	0.50	21.4	D
Westclox Rd	I	55	200.2	19.7	219.9	3.04	49.8	A
Lake Trafford	I	45	46.2	45.9	92.1	0.58	22.6	D
Immokalee Dr	I	35	51.9	32.0	83.9	0.50	21.6	D
9th St	I	35	89.6	6.8	96.4	0.87	32.5	C
Immokalee Rd	I	35	51.7	21.6	73.3	0.50	24.7	D
New Market Rd E	I	35	42.8	7.7	50.5	0.41	29.0	C
CR 846	I	35	16.1	5.1	21.2	0.13	21.8	D
Farm Workers Way	I	43	112.6	13.1	125.7	1.36	38.8	B
Oil Well Rd	I	59	499.3	33.8	533.1	8.20	55.4	A
Total	I		1146.9	233.3	1380.2	16.09	42.0	B

HCM Signalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	23	105	102	36	66	163	325	102	43	211	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.96		1.00	0.96		1.00	0.97	
Flt Protected		0.98			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1136			1682		1626	1514		1770	1532	
Flt Permitted		0.83			0.76		0.52	1.00		0.45	1.00	
Satd. Flow (perm)		958			1312		883	1514		838	1532	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	25	114	111	39	72	177	353	111	47	229	67
RTOR Reduction (vph)	0	83	0	0	32	0	0	17	0	0	16	0
Lane Group Flow (vph)	0	123	0	0	190	0	177	447	0	47	280	0
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		9.7			9.7		28.0	23.7		23.4	21.4	
Effective Green, g (s)		9.7			9.7		28.0	23.7		23.4	21.4	
Actuated g/C Ratio		0.18			0.18		0.52	0.44		0.44	0.40	
Clearance Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		174			238		523	672		402	614	
v/s Ratio Prot							c0.03	c0.30		0.00	0.18	
v/s Ratio Perm		0.13			c0.14		0.15			0.05		
v/c Ratio		0.71			0.80		0.34	0.67		0.12	0.46	
Uniform Delay, d1		20.5			20.9		6.9	11.7		8.7	11.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		12.4			16.8		0.4	2.5		0.1	0.5	
Delay (s)		32.9			37.8		7.2	14.2		8.8	12.3	
Level of Service		C			D		A	B		A	B	
Approach Delay (s)		32.9			37.8			12.3			11.8	
Approach LOS		C			D			B			B	























Intersection Summary

HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	53.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	6	6	31	4	195	6	434	48	195	281	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1504	1583		1666	1538	1770	1652	1583	1770	1727	1468
Flt Permitted		0.73	1.00		0.71	1.00	0.57	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)		1141	1583		1237	1538	1070	1652	1583	918	1727	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	7	7	34	4	212	7	472	52	212	305	29
RTOR Reduction (vph)	0	0	6	0	0	176	0	0	28	0	0	15
Lane Group Flow (vph)	0	53	1	0	38	36	7	472	24	212	305	14
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		5.8	5.8		5.8	5.8	16.3	16.3	16.3	16.3	16.3	16.3
Effective Green, g (s)		5.8	5.8		5.8	5.8	16.3	16.3	16.3	16.3	16.3	16.3
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.47	0.47	0.47	0.47	0.47	0.47
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		191	265		207	258	504	778	746	432	814	692
v/s Ratio Prot							c0.29				0.18	
v/s Ratio Perm		c0.05	0.00		0.03	0.02	0.01		0.02	0.23		0.01
v/c Ratio		0.28	0.00		0.18	0.14	0.01	0.61	0.03	0.49	0.37	0.02
Uniform Delay, d1		12.6	12.0		12.4	12.3	4.9	6.8	4.9	6.3	5.9	4.9
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.8	0.0		0.4	0.2	0.0	1.3	0.0	0.9	0.3	0.0
Delay (s)		13.4	12.0		12.8	12.5	4.9	8.1	4.9	7.2	6.2	4.9
Level of Service		B	B		B	B	A	A	A	A	A	A
Approach Delay (s)		13.2			12.6			7.8			6.5	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay		8.4										
HCM Volume to Capacity ratio		0.52										
Actuated Cycle Length (s)		34.6										
Intersection Capacity Utilization		58.8%										
Analysis Period (min)		15										
c Critical Lane Group												



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	394	496	765	115	115	609
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3273	3167	2967		1687	1282
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3273	3167	2967		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	428	539	832	125	125	662
RTOR Reduction (vph)	0	0	11	0	0	218
Lane Group Flow (vph)	428	539	946	0	125	444
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot			Perm		
Protected Phases	5	2	6	4		
Permitted Phases						4
Actuated Green, G (s)	15.0	58.0	37.0	40.0		
Effective Green, g (s)	15.0	58.0	37.0	40.0		
Actuated g/C Ratio	0.14	0.53	0.34	0.36		
Clearance Time (s)	6.0	6.0	6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	446	1670	998	613		
v/s Ratio Prot	c0.13	0.17	c0.32	0.07		
v/s Ratio Perm						c0.35
v/c Ratio	0.96	0.32	0.95	0.20		
Uniform Delay, d1	47.2	14.8	35.6	24.1		
Progression Factor	0.81	0.53	1.00	1.00		
Incremental Delay, d2	30.9	0.5	18.4	0.8		
Delay (s)	69.2	8.3	54.0	24.8		
Level of Service	E	A	D	C		
Approach Delay (s)	35.3		54.0	59.2		
Approach LOS	D		D	E		

**Intersection Summary**

HCM Average Control Delay	48.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	94	578	892	482	312	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.23	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	431	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	628	970	524	339	102
RTOR Reduction (vph)	0	0	0	238	0	80
Lane Group Flow (vph)	102	628	970	286	339	22
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	74.0	74.0	60.0	60.0	24.0	24.0
Effective Green, g (s)	74.0	74.0	60.0	60.0	24.0	24.0
Actuated g/C Ratio	0.67	0.67	0.55	0.55	0.22	0.22
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	386	2208	1807	683	626	312
v/s Ratio Prot	0.02	c0.19	c0.29		c0.12	
v/s Ratio Perm	0.16			0.23		0.02
v/c Ratio	0.26	0.28	0.54	0.42	0.54	0.07
Uniform Delay, d1	13.9	7.3	16.1	14.7	38.1	34.1
Progression Factor	0.50	0.46	0.54	0.19	1.00	1.00
Incremental Delay, d2	0.3	0.3	0.4	0.6	3.3	0.4
Delay (s)	7.2	3.7	9.1	3.3	41.5	34.6
Level of Service	A	A	A	A	D	C
Approach Delay (s)		4.2	7.1		39.9	
Approach LOS		A	A		D	

























**Intersection Summary**

HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	246	297	464	380	193	526	354	301	125	232	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3282	1324	3303	3223	1495	3433	1696	1524	1770	1648	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3282	1324	3303	3223	1495	3433	1696	1524	1770	1648	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	267	323	504	413	210	572	385	327	136	252	136
RTOR Reduction (vph)	0	0	258	0	0	156	0	0	221	0	18	0
Lane Group Flow (vph)	136	267	65	504	413	54	572	385	106	136	370	0
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			
Actuated Green, G (s)	13.1	22.2	22.2	19.4	28.5	28.5	21.2	35.6	35.6	12.8	27.2	
Effective Green, g (s)	13.1	22.2	22.2	19.4	28.5	28.5	21.2	35.6	35.6	12.8	27.2	
Actuated g/C Ratio	0.12	0.20	0.20	0.18	0.26	0.26	0.19	0.32	0.32	0.12	0.25	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	211	662	267	583	835	387	662	549	493	206	408	
v/s Ratio Prot	0.08	0.08		c0.15	c0.13		c0.17	0.23		0.08	c0.22	
v/s Ratio Perm			0.05			0.04			0.07			
v/c Ratio	0.64	0.40	0.24	0.86	0.49	0.14	0.86	0.70	0.21	0.66	0.91	
Uniform Delay, d1	46.2	38.1	36.9	44.0	34.6	31.3	43.0	32.5	27.0	46.5	40.2	
Progression Factor	1.03	1.01	1.59	0.85	0.44	1.14	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.7	1.6	1.9	11.4	1.9	0.7	11.3	4.0	0.2	7.7	23.2	
Delay (s)	53.5	40.1	60.3	48.9	17.3	36.3	54.3	36.6	27.3	54.2	63.4	
Level of Service	D	D	E	D	B	D	D	D	C	D	E	
Approach Delay (s)		51.6			35.0			42.1			61.0	
Approach LOS		D			C			D			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			44.5				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)		14.0			
Intersection Capacity Utilization			71.5%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	390	164	307	603	121	265	115	307	78	73	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	0.89		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3110		1770	3234		1736	1544		1770	1735	
Flt Permitted	0.33	1.00		0.42	1.00		0.66	1.00		0.26	1.00	
Satd. Flow (perm)	609	3110		790	3234		1213	1544		490	1735	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	424	178	334	655	132	288	125	334	85	79	67
RTOR Reduction (vph)	0	82	0	0	30	0	0	179	0	0	48	0
Lane Group Flow (vph)	67	520	0	334	757	0	288	280	0	85	98	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	27.8	27.8		27.8	27.8		15.2	15.2		15.2	15.2	
Effective Green, g (s)	27.8	27.8		27.8	27.8		15.2	15.2		15.2	15.2	
Actuated g/C Ratio	0.51	0.51		0.51	0.51		0.28	0.28		0.28	0.28	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	308	1572		399	1635		335	427		135	479	
v/s Ratio Prot		0.17			0.23			0.18			0.06	
v/s Ratio Perm	0.11			0.42			0.24			0.17		
v/c Ratio	0.22	0.33		0.84	0.46		0.86	0.66		0.63	0.20	
Uniform Delay, d1	7.6	8.1		11.7	8.8		18.9	17.6		17.4	15.3	
Progression Factor	1.00	1.00		0.80	0.38		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	0.6		13.5	0.7		19.2	3.6		8.9	0.2	
Delay (s)	9.2	8.6		22.7	4.0		38.1	21.2		26.3	15.5	
Level of Service	A	A		C	A		D	C		C	B	
Approach Delay (s)		8.7			9.6			27.7			19.5	
Approach LOS		A			A			C			B	





















Intersection Summary

HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	93	109	145	98	157	181	639	145	69	470	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.91		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1658		1770	1681		1770	1611		1752	1663	
Flt Permitted	0.47	1.00		0.59	1.00		0.32	1.00		0.18	1.00	
Satd. Flow (perm)	780	1658		1098	1681		590	1611		325	1663	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	101	118	158	107	171	197	695	158	75	511	136
RTOR Reduction (vph)	0	60	0	0	82	0	0	12	0	0	14	0
Lane Group Flow (vph)	136	159	0	158	196	0	197	841	0	75	633	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	14.7	14.7		14.7	14.7		36.8	36.8		36.8	36.8	
Effective Green, g (s)	14.7	14.7		14.7	14.7		36.8	36.8		36.8	36.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.58	0.58		0.58	0.58	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	181	384		254	389		342	934		188	964	
v/s Ratio Prot		0.10			0.12			c0.52			0.38	
v/s Ratio Perm	c0.17			0.14			0.33			0.23		
v/c Ratio	0.75	0.41		0.62	0.50		0.58	0.90		0.40	0.66	
Uniform Delay, d1	22.7	20.7		21.9	21.2		8.4	11.7		7.3	9.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.0	0.7		4.7	1.0		2.3	11.6		1.4	1.6	
Delay (s)	38.7	21.5		26.6	22.3		10.8	23.3		8.7	10.7	
Level of Service	D	C		C	C		B	C		A	B	
Approach Delay (s)		28.1			23.8			21.0			10.5	
Approach LOS		C			C			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			19.5				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			63.5				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			88.0%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	172	113	285	139	202	84	440	410	139	55	275	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	6.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89		1.00	0.96		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1687	1583		1770	1781		1770	1658		1770	1727	1495
Flt Permitted	0.27	1.00		0.22	1.00		0.35	1.00		0.30	1.00	1.00
Satd. Flow (perm)	477	1583		416	1781		647	1658		554	1727	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	123	310	151	220	91	478	446	151	60	299	176
RTOR Reduction (vph)	0	101	0	0	17	0	0	14	0	0	0	132
Lane Group Flow (vph)	187	332	0	151	294	0	478	583	0	60	299	44
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	27.1	20.0		22.9	17.9		44.3	35.2		25.0	21.9	21.9
Effective Green, g (s)	27.1	20.0		22.9	17.9		44.3	35.2		25.0	21.9	21.9
Actuated g/C Ratio	0.31	0.23		0.26	0.21		0.51	0.40		0.29	0.25	0.25
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	246	363		187	365		559	669		202	433	375
v/s Ratio Prot	c0.06	c0.21		0.05	0.17		c0.18	c0.35		0.01	0.17	
v/s Ratio Perm	0.17			0.17			0.26			0.07		0.03
v/c Ratio	0.76	0.91		0.81	0.81		0.86	0.87		0.30	0.69	0.12
Uniform Delay, d1	24.6	32.8		28.9	33.0		15.7	24.0		23.3	29.6	25.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	12.9	26.8		21.9	12.2		12.2	12.0		0.8	4.7	0.1
Delay (s)	37.5	59.6		50.8	45.3		27.8	36.0		24.1	34.3	25.4
Level of Service	D	E		D	D		C	D		C	C	C
Approach Delay (s)		53.0			47.1			32.3			30.2	
Approach LOS		D			D			C			C	

Intersection Summary

HCM Average Control Delay	39.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	87.3	Sum of lost time (s)	10.0
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	48	42	108	48	0	85	609	70	390	394	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.97	1.00	1.00
Frt	1.00	0.93		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1613		1770	1792		1770	1473	1583	3099	1792	1583
Flt Permitted	0.72	1.00		0.69	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1108	1613		1292	1792		1770	1473	1583	3099	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	170	52	46	117	52	0	92	662	76	424	428	170
RTOR Reduction (vph)	0	36	0	0	0	0	0	0	40	0	0	78
Lane Group Flow (vph)	170	62	0	117	52	0	92	662	36	424	428	92
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			Prot		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	15.3	15.3		15.3	15.3		7.5	42.5	42.5	13.0	48.0	48.0
Effective Green, g (s)	15.3	15.3		15.3	15.3		7.5	42.5	42.5	13.0	48.0	48.0
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.08	0.48	0.48	0.15	0.54	0.54
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	191	278		223	309		149	705	758	454	969	856
v/s Ratio Prot		0.04			0.03		0.05	c0.45		c0.14	c0.24	
v/s Ratio Perm	c0.15			0.09					0.02			0.06
v/c Ratio	0.89	0.22		0.52	0.17		0.62	0.94	0.05	0.93	0.44	0.11
Uniform Delay, d1	35.9	31.6		33.4	31.3		39.3	21.9	12.4	37.5	12.3	10.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	36.3	0.4		2.2	0.3		7.4	20.1	0.0	26.4	0.3	0.1
Delay (s)	72.2	32.1		35.7	31.6		46.7	42.1	12.4	63.8	12.6	10.0
Level of Service	E	C		D	C		D	D	B	E	B	B
Approach Delay (s)		57.5			34.4			39.9			33.4	
Approach LOS		E			C			D			C	

Intersection Summary

HCM Average Control Delay	38.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	88.8	Sum of lost time (s)	24.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	172	714	1103	350	226	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.88	0.97	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	2707	2943	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	2707	2943	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	776	1199	380	246	187
RTOR Reduction (vph)	0	138	0	0	0	152
Lane Group Flow (vph)	187	638	1199	380	246	35
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		pm+ov	Prot			Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	13.9	51.4	37.5	59.3	15.8	15.8
Effective Green, g (s)	13.9	51.4	37.5	59.3	15.8	15.8
Actuated g/C Ratio	0.16	0.60	0.44	0.70	0.19	0.19
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	258	1824	1295	1093	304	270
v/s Ratio Prot	c0.12	0.15	c0.41	0.24	c0.15	
v/s Ratio Perm		0.08				0.02
v/c Ratio	0.72	0.35	0.93	0.35	0.81	0.13
Uniform Delay, d1	33.8	8.5	22.5	5.2	33.3	29.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.7	0.1	11.3	0.2	14.6	0.2
Delay (s)	43.5	8.6	33.8	5.4	47.9	29.2
Level of Service	D	A	C	A	D	C
Approach Delay (s)	15.4			27.0	39.8	
Approach LOS	B			C	D	





















**Intersection Summary**

HCM Average Control Delay	25.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	85.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	271	48	181	43	49	66	181	416	66	66	269	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1532	1282		1600		1456	1517		1770	1667	1442
Flt Permitted		0.66	1.00		0.83		0.40	1.00		0.31	1.00	1.00
Satd. Flow (perm)		1053	1282		1350		613	1517		583	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	295	52	197	47	53	72	197	452	72	72	292	191
RTOR Reduction (vph)	0	0	124	0	29	0	0	6	0	0	0	133
Lane Group Flow (vph)	0	347	73	0	143	0	197	518	0	72	292	58
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		30.5	30.5		30.5		40.1	31.7		29.6	25.2	25.2
Effective Green, g (s)		30.5	30.5		30.5		40.1	31.7		29.6	25.2	25.2
Actuated g/C Ratio		0.37	0.37		0.37		0.49	0.38		0.36	0.31	0.31
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		389	473		498		409	582		272	509	440
v/s Ratio Prot							c0.06	c0.34		0.01	0.18	
v/s Ratio Perm		c0.33	0.06		0.11		0.17			0.08		0.04
v/c Ratio		0.89	0.15		0.29		0.48	0.89		0.26	0.57	0.13
Uniform Delay, d1		24.5	17.4		18.4		13.3	23.8		18.2	24.2	20.8
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		21.8	0.2		0.3		0.9	15.4		0.5	1.6	0.1
Delay (s)		46.3	17.6		18.7		14.2	39.2		18.7	25.7	20.9
Level of Service		D	B		B		B	D		B	C	C
Approach Delay (s)		35.9			18.7			32.4			23.2	
Approach LOS		D			B			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			29.6				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			82.6				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			67.1%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

Arterial Level of Service

Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	18.5	55.0	0.50	32.7	C
Farm Workers Way	I	59	499.3	9.9	509.2	8.20	58.0	A
CR 846	I	43	112.6	54.1	166.7	1.36	29.3	C
New Market Rd E	I	35	16.1	9.2	25.3	0.13	18.3	E
N 1st St	I	35	42.8	18.2	61.0	0.41	24.0	D
9th St	I	35	51.7	3.9	55.6	0.50	32.5	C
Immokalee Dr	I	35	89.6	27.2	116.8	0.87	26.8	D
Lake Trafford	I	35	51.9	38.0	89.9	0.50	20.2	E
New Market Rd	I	45	46.2	49.5	95.7	0.58	21.7	D
SR 82	I	55	200.3	6.5	206.8	3.04	52.9	A
Total	I		1147.0	235.0	1382.0	16.09	41.9	B

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	56.8	93.3	0.50	19.3	E
Westclox Rd	I	55	200.3	14.9	215.2	3.04	50.9	A
Lake Trafford	I	45	46.2	41.3	87.5	0.58	23.8	D
Immokalee Dr	I	35	51.9	12.7	64.6	0.50	28.1	C
9th St	I	35	89.6	6.8	96.4	0.87	32.5	C
Immokalee Rd	I	35	51.7	41.8	93.5	0.50	19.3	E
New Market Rd E	I	35	42.8	3.7	46.5	0.41	31.5	C
CR 846	I	35	16.1	8.4	24.5	0.13	18.9	E
Farm Workers Way	I	43	112.6	7.7	120.3	1.36	40.6	B
Oil Well Rd	I	59	499.3	16.4	515.7	8.20	57.3	A
Total	I		1147.0	210.5	1357.5	16.09	42.7	A

HCM Signalized Intersection Capacity Analysis























1: Oil Well Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	54	235	94	35	51	152	265	94	78	410	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.91		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1543	989		1687	1664		1626	1515		1770	1527	
Flt Permitted	0.70	1.00		0.40	1.00		0.27	1.00		0.46	1.00	
Satd. Flow (perm)	1131	989		703	1664		461	1515		865	1527	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	59	255	102	38	55	165	288	102	85	446	138
RTOR Reduction (vph)	0	201	0	0	43	0	0	19	0	0	16	0
Lane Group Flow (vph)	138	113	0	102	50	0	165	371	0	85	568	0
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.4	12.4		12.4	12.4		28.3	25.4		28.3	25.4	
Effective Green, g (s)	12.4	12.4		12.4	12.4		28.3	25.4		28.3	25.4	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.48	0.43		0.48	0.43	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	239	209		149	352		280	656		462	661	
v/s Ratio Prot		0.11			0.03		c0.03	0.24		0.01	c0.37	
v/s Ratio Perm	0.12			c0.15			0.25			0.08		
v/c Ratio	0.58	0.54		0.68	0.14		0.59	0.57		0.18	0.86	
Uniform Delay, d1	20.8	20.6		21.3	18.8		10.9	12.5		8.4	15.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	2.8		12.3	0.2		3.2	1.1		0.2	10.8	
Delay (s)	24.2	23.4		33.6	19.0		14.1	13.6		8.6	25.8	
Level of Service	C	C		C	B		B	B		A	C	
Approach Delay (s)		23.7			26.6			13.8			23.6	
Approach LOS		C			C			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			21.0				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			58.7				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			80.3%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	35	22	11	54	26	358	13	355	35	368	548	57	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.97	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1596	1583		1711	1538	1770	1652	1583	1770	1727	1468	
Flt Permitted		0.76	1.00		0.76	1.00	0.36	1.00	1.00	0.53	1.00	1.00	
Satd. Flow (perm)		1254	1583		1342	1538	671	1652	1583	993	1727	1468	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	38	24	12	59	28	389	14	386	38	400	596	62	
RTOR Reduction (vph)	0	0	10	0	0	309	0	0	18	0	0	29	
Lane Group Flow (vph)	0	62	2	0	87	80	14	386	20	400	596	33	
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm	
Protected Phases		4			8			2			6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		9.7	9.7		9.7	9.7	25.0	25.0	25.0	25.0	25.0	25.0	
Effective Green, g (s)		9.7	9.7		9.7	9.7	25.0	25.0	25.0	25.0	25.0	25.0	
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.53	0.53	0.53	0.53	0.53	0.53	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		258	325		276	316	355	875	838	526	915	778	
v/s Ratio Prot								0.23			0.35		
v/s Ratio Perm		0.05	0.00		0.06	0.05	0.02		0.01	0.40		0.02	
v/c Ratio		0.24	0.01		0.32	0.25	0.04	0.44	0.02	0.76	0.65	0.04	
Uniform Delay, d1		15.7	14.9		15.9	15.7	5.3	6.8	5.3	8.7	8.0	5.3	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.5	0.0		0.7	0.4	0.0	0.4	0.0	6.4	1.7	0.0	
Delay (s)		16.2	14.9		16.6	16.1	5.4	7.2	5.3	15.1	9.6	5.4	
Level of Service		B	B		B	B	A	A	A	B	A	A	
Approach Delay (s)		16.0			16.2			6.9			11.5		
Approach LOS		B			B			A			B		
<b>Intersection Summary</b>													
HCM Average Control Delay			11.8									HCM Level of Service	B
HCM Volume to Capacity ratio			0.64										
Actuated Cycle Length (s)			47.2									Sum of lost time (s)	12.5
Intersection Capacity Utilization			65.9%									ICU Level of Service	C
Analysis Period (min)			15										

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	777	898	582	98	98	504
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3273	3167	2983	1495	1687	2256
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3273	3167	2983	1495	1687	2256
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	845	976	633	107	107	548
RTOR Reduction (vph)	0	0	0	79	0	37
Lane Group Flow (vph)	845	976	633	28	107	511
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot		Perm		pm+ov	
Protected Phases	5	2	6		4	5
Permitted Phases				6		4
Actuated Green, G (s)	25.0	52.0	21.0	21.0	16.0	41.0
Effective Green, g (s)	25.0	52.0	21.0	21.0	16.0	41.0
Actuated g/C Ratio	0.31	0.65	0.26	0.26	0.20	0.51
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1023	2059	783	392	337	1325
v/s Ratio Prot	c0.26	0.31	c0.21		0.06	c0.12
v/s Ratio Perm				0.02		0.11
v/c Ratio	0.83	0.47	0.81	0.07	0.32	0.39
Uniform Delay, d1	25.5	7.1	27.6	22.2	27.3	11.9
Progression Factor	0.85	0.74	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.1	0.6	8.8	0.4	2.5	0.2
Delay (s)	25.6	5.8	36.4	22.5	29.8	12.0
Level of Service	C	A	D	C	C	B
Approach Delay (s)		15.0	34.4		14.9	
Approach LOS		B	C		B	

**Intersection Summary**

HCM Average Control Delay	19.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	163	1103	714	371	573	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.26	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	480	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	177	1199	776	403	623	177
RTOR Reduction (vph)	0	0	0	262	0	122
Lane Group Flow (vph)	177	1199	776	141	623	55
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	43.0	43.0	28.0	28.0	25.0	25.0
Effective Green, g (s)	43.0	43.0	28.0	28.0	25.0	25.0
Actuated g/C Ratio	0.54	0.54	0.35	0.35	0.31	0.31
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	401	1764	1159	438	897	447
v/s Ratio Prot	0.05	c0.37	0.23		c0.22	
v/s Ratio Perm	0.19			0.11		0.04
v/c Ratio	0.44	0.68	0.67	0.32	0.69	0.12
Uniform Delay, d1	18.3	13.5	22.1	19.0	24.1	19.7
Progression Factor	0.77	0.76	0.66	0.80	1.00	1.00
Incremental Delay, d2	0.5	1.4	2.4	1.5	4.4	0.6
Delay (s)	14.5	11.6	17.0	16.7	28.6	20.2
Level of Service	B	B	B	B	C	C
Approach Delay (s)		12.0	16.9		26.7	
Approach LOS		B	B		C	






























**Intersection Summary**

HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 		 			 		
Volume (vph)	205	434	500	383	281	156	324	199	591	241	307	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	223	472	543	416	305	170	352	216	642	262	334	223
RTOR Reduction (vph)	0	0	265	0	0	127	0	0	336	0	0	176
Lane Group Flow (vph)	223	472	278	416	305	43	352	216	306	262	334	47
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	14.0	23.0	23.0	11.1	20.1	20.1	9.0	17.7	17.7	8.2	16.9	16.9
Effective Green, g (s)	14.0	23.0	23.0	11.1	20.1	20.1	9.0	17.7	17.7	8.2	16.9	16.9
Actuated g/C Ratio	0.18	0.29	0.29	0.14	0.25	0.25	0.11	0.22	0.22	0.10	0.21	0.21
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	310	944	381	458	810	376	386	375	337	352	362	322
v/s Ratio Prot	0.13	0.14		c0.13	0.09		0.10	0.13		0.08	c0.20	
v/s Ratio Perm			c0.21			0.03			c0.20			0.03
v/c Ratio	0.72	0.50	0.73	0.91	0.38	0.11	0.91	0.58	0.91	0.74	0.92	0.15
Uniform Delay, d1	31.1	23.7	25.7	33.9	24.8	23.1	35.1	27.8	30.4	34.9	30.9	25.7
Progression Factor	0.77	0.69	0.42	0.54	0.40	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.4	1.3	8.1	18.2	1.1	0.5	25.2	2.1	27.0	8.3	28.5	0.2
Delay (s)	29.4	17.6	18.9	36.4	11.0	18.5	60.4	29.9	57.4	43.2	59.4	25.9
Level of Service	C	B	B	D	B	B	E	C	E	D	E	C
Approach Delay (s)		20.3			24.3			53.3			45.1	
Approach LOS		C			C			D			D	

**Intersection Summary**

HCM Average Control Delay	35.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	669	271	215	433	90	176	70	215	139	84	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	0.89		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3112		1770	3232		1736	1539		1770	1701	
Flt Permitted	0.44	1.00		0.12	1.00		0.46	1.00		0.33	1.00	
Satd. Flow (perm)	816	3112		232	3232		839	1539		606	1701	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	727	295	234	471	98	191	76	234	151	91	125
RTOR Reduction (vph)	0	52	0	0	20	0	0	146	0	0	65	0
Lane Group Flow (vph)	125	970	0	234	549	0	191	164	0	151	151	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	35.8	30.4		43.6	34.3		16.3	12.3		16.3	12.3	
Effective Green, g (s)	35.8	30.4		43.6	34.3		16.3	12.3		16.3	12.3	
Actuated g/C Ratio	0.45	0.38		0.55	0.43		0.20	0.15		0.20	0.15	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	430	1183		305	1386		216	237		182	262	
v/s Ratio Prot	0.02	0.31		c0.09	c0.17		c0.04	0.11		0.04	0.09	
v/s Ratio Perm	0.11			c0.33			c0.14			0.13		
v/c Ratio	0.29	0.82		0.77	0.40		0.88	0.69		0.83	0.58	
Uniform Delay, d1	13.1	22.3		13.8	15.7		30.6	32.0		30.5	31.4	
Progression Factor	1.00	1.00		1.13	0.65		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	6.4		8.9	0.7		31.9	8.4		25.7	3.0	
Delay (s)	13.5	28.8		24.5	10.9		62.5	40.4		56.2	34.5	
Level of Service	B	C		C	B		E	D		E	C	
Approach Delay (s)		27.1			14.8			48.8			43.4	
Approach LOS		C			B			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			29.6				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			83.7%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	211	113	211	109	94	101	137	437	109	157	675	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1570	1637		1770	1709		1770	1681	1324	1752	1727	1429
Flt Permitted	0.38	1.00		0.28	1.00		0.11	1.00	1.00	0.31	1.00	1.00
Satd. Flow (perm)	625	1637		517	1709		212	1681	1324	570	1727	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	229	123	229	118	102	110	149	475	118	171	734	229
RTOR Reduction (vph)	0	75	0	0	44	0	0	0	69	0	0	128
Lane Group Flow (vph)	229	277	0	118	168	0	149	475	49	171	734	101
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	24.4	17.4		18.4	14.4		40.9	36.9	36.9	44.9	38.9	38.9
Effective Green, g (s)	24.4	17.4		18.4	14.4		40.9	36.9	36.9	44.9	38.9	38.9
Actuated g/C Ratio	0.28	0.20		0.21	0.16		0.46	0.42	0.42	0.51	0.44	0.44
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	248	323		164	279		169	702	553	370	761	630
v/s Ratio Prot	c0.07	0.17		0.03	0.10		c0.04	0.28		0.03	c0.42	
v/s Ratio Perm	c0.18			0.12			0.37		0.04	0.20		0.07
v/c Ratio	0.92	0.86		0.72	0.60		0.88	0.68	0.09	0.46	0.96	0.16
Uniform Delay, d1	30.0	34.2		31.5	34.3		20.2	20.9	15.5	13.3	24.0	14.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	36.9	19.4		14.0	3.7		37.6	2.6	0.1	0.9	24.0	0.1
Delay (s)	66.9	53.6		45.6	38.0		57.8	23.5	15.6	14.2	48.1	15.0
Level of Service	E	D		D	D		E	C	B	B	D	B
Approach Delay (s)		58.9			40.7			29.1			36.3	
Approach LOS		E			D			C			D	

Intersection Summary

HCM Average Control Delay	39.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	88.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	271	115	464	94	74	55	301	285	94	84	440	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	6.0	6.5	6.5
Lane Util. Factor	1.00	1.00		1.00	1.00		0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1687	1583		1770	1743		3433	1681	1583	1770	1727	1495
Flt Permitted	0.49	1.00		0.24	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	871	1583		441	1743		3433	1681	1583	1770	1727	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	295	125	504	102	80	60	327	310	102	91	478	295
RTOR Reduction (vph)	0	160	0	0	30	0	0	0	67	0	0	202
Lane Group Flow (vph)	295	469	0	102	110	0	327	310	35	91	478	93
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases	4			8					2			6
Actuated Green, G (s)	35.3	26.2		20.0	16.9		9.1	30.2	30.2	5.4		28.0
Effective Green, g (s)	35.3	26.2		20.0	16.9		9.1	30.2	30.2	5.4		28.0
Actuated g/C Ratio	0.40	0.29		0.22	0.19		0.10	0.34	0.34	0.06		0.31
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	6.0		6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	460	467		146	331		351	571	538	108		471
v/s Ratio Prot	c0.09	c0.30		0.02	0.06		c0.10	0.18		0.05		c0.28
v/s Ratio Perm	0.17			0.13					0.02			0.06
v/c Ratio	0.64	1.00		0.70	0.33		0.93	0.54	0.06	0.84		0.20
Uniform Delay, d1	19.9	31.4		32.1	31.1		39.6	23.8	19.8	41.3		22.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	3.0	42.7		13.6	0.6		30.9	1.1	0.1	41.8		0.2
Delay (s)	22.9	74.0		45.7	31.7		70.5	24.8	19.9	83.1		22.4
Level of Service	C	E		D	C		E	C	B	F		D
Approach Delay (s)		57.7			37.6			44.4				40.6
Approach LOS		E			D			D				D























Intersection Summary

HCM Average Control Delay	47.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	88.9	Sum of lost time (s)	22.5
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	307	48	48	78	31	0	31	433	121	759	669	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		1.00	0.95		0.94	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	2824	1863	1369	1770	1792		1770	2837		4505	1792	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	2824	1863	1369	1770	1792		1770	2837		4505	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	334	52	52	85	34	0	34	471	132	825	727	334
RTOR Reduction (vph)	0	0	45	0	0	0	0	27	0	0	0	179
Lane Group Flow (vph)	334	52	7	85	34	0	34	576	0	825	727	155
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	13.1	11.0	11.0	6.5	4.4		2.2	22.2		17.3	37.3	37.3
Effective Green, g (s)	13.1	11.0	11.0	6.5	4.4		2.2	22.2		17.3	37.3	37.3
Actuated g/C Ratio	0.16	0.14	0.14	0.08	0.05		0.03	0.27		0.21	0.46	0.46
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	457	253	186	142	97		48	778		962	825	729
v/s Ratio Prot	c0.12	0.03		0.05	c0.02		0.02	0.20		c0.18	c0.41	
v/s Ratio Perm			0.01									0.10
v/c Ratio	0.73	0.21	0.04	0.60	0.35		0.71	0.74		0.86	0.88	0.21
Uniform Delay, d1	32.3	31.1	30.4	36.0	36.9		39.1	26.8		30.7	19.8	13.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.9	0.4	0.1	6.6	2.2		38.1	3.8		7.7	10.9	0.1
Delay (s)	38.2	31.5	30.5	42.6	39.1		77.2	30.6		38.3	30.7	13.2
Level of Service	D	C	C	D	D		E	C		D	C	B
Approach Delay (s)		36.5			41.6			33.1			30.9	
Approach LOS		D			D			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			32.6			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			81.0			Sum of lost time (s)			24.0			
Intersection Capacity Utilization			69.0%			ICU Level of Service				C		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	344	1338	867	254	392	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.88	0.94	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	2707	4277	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	2707	4277	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	374	1454	942	276	426	374
RTOR Reduction (vph)	0	139	0	0	0	269
Lane Group Flow (vph)	374	1315	942	276	426	105
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		pm+ov	Prot			Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	19.8	38.8	19.0	47.3	22.3	22.3
Effective Green, g (s)	19.8	38.8	19.0	47.3	22.3	22.3
Actuated g/C Ratio	0.25	0.49	0.24	0.60	0.28	0.28
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	396	1533	1027	939	462	410
v/s Ratio Prot	0.24	c0.21	0.22	0.18	c0.26	
v/s Ratio Perm		0.28				0.07
v/c Ratio	0.94	0.86	0.92	0.29	0.92	0.26
Uniform Delay, d1	29.1	17.7	29.3	7.8	27.6	22.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	31.1	5.0	12.5	0.2	23.9	0.3
Delay (s)	60.2	22.7	41.7	7.9	51.5	22.3
Level of Service	E	C	D	A	D	C
Approach Delay (s)	30.4			34.1	37.8	
Approach LOS	C			C	D	

**Intersection Summary**

HCM Average Control Delay	33.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	79.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	39	125	78	60	121	125	301	51	121	464	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.89		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1480	1398		1770	1508		1456	1508	1583	1770	1667	1442
Flt Permitted	0.55	1.00		0.64	1.00		0.26	1.00	1.00	0.48	1.00	1.00
Satd. Flow (perm)	858	1398		1201	1508		394	1508	1583	897	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	208	42	136	85	65	132	136	327	55	132	504	321
RTOR Reduction (vph)	0	111	0	0	110	0	0	0	36	0	0	211
Lane Group Flow (vph)	208	67	0	85	87	0	136	327	19	132	504	110
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	15.6	11.5		13.4	10.4		26.0	21.5	21.5	26.0	21.5	21.5
Effective Green, g (s)	15.6	11.5		13.4	10.4		26.0	21.5	21.5	26.0	21.5	21.5
Actuated g/C Ratio	0.25	0.18		0.21	0.17		0.42	0.34	0.34	0.42	0.34	0.34
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	255	257		285	251		240	519	545	436	573	496
v/s Ratio Prot	c0.05	0.05		0.01	0.06		c0.04	0.22		0.02	c0.30	
v/s Ratio Perm	c0.15			0.05			0.19		0.01	0.10		0.08
v/c Ratio	0.82	0.26		0.30	0.35		0.57	0.63	0.03	0.30	0.88	0.22
Uniform Delay, d1	21.6	21.9		20.3	23.0		12.7	17.2	13.6	11.6	19.3	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.9	0.5		0.6	0.8		3.1	2.5	0.0	0.4	14.4	0.2
Delay (s)	39.4	22.4		20.8	23.9		15.8	19.7	13.6	12.0	33.6	14.8
Level of Service	D	C		C	C		B	B	B	B	C	B
Approach Delay (s)		31.6			23.0			18.0			24.3	
Approach LOS		C			C			B			C	

Intersection Summary

HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	62.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Arterial Level of Service

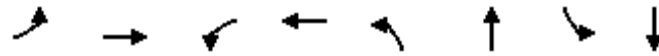
Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	16.5	53.0	0.50	34.0	C
Farm Workers Way	I	59	499.3	9.4	508.7	8.20	58.1	A
CR 846	I	43	112.6	37.3	149.9	1.36	32.5	C
New Market Rd E	I	35	16.1	17.3	33.4	0.13	13.9	F
N 1st St	I	35	42.8	11.1	53.9	0.41	27.2	C
9th St	I	35	51.7	10.9	62.6	0.50	28.9	C
Immokalee Dr	I	35	89.6	27.2	116.8	0.87	26.8	D
Lake Trafford	I	35	51.9	28.3	80.2	0.50	22.6	D
New Market Rd	I	45	46.2	35.2	81.4	0.58	25.5	D
SR 82	I	55	200.3	8.8	209.1	3.04	52.3	A
Total	I		1147.0	202.0	1349.0	16.09	42.9	A

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	56.5	93.0	0.50	19.4	E
Westclox Rd	I	55	200.3	30.1	230.4	3.04	47.5	A
Lake Trafford	I	45	46.2	51.0	97.2	0.58	21.4	D
Immokalee Dr	I	35	51.9	51.4	103.3	0.50	17.6	E
9th St	I	35	89.6	28.7	118.3	0.87	26.5	D
Immokalee Rd	I	35	51.7	17.8	69.5	0.50	26.0	D
New Market Rd E	I	35	42.8	11.9	54.7	0.41	26.8	D
CR 846	I	35	16.1	5.9	22.0	0.13	21.0	D
Farm Workers Way	I	43	112.6	12.9	125.5	1.36	38.9	B
Oil Well Rd	I	59	499.3	30.6	529.9	8.20	55.7	A
Total	I		1147.0	296.8	1443.8	16.09	40.1	B

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	138	314	102	93	165	390	85	584
v/c Ratio	0.57	0.76	0.68	0.23	0.53	0.57	0.17	0.85
Control Delay	31.6	19.9	46.5	11.8	14.8	16.5	7.3	30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	19.9	46.5	11.8	14.8	16.5	7.3	30.6
Queue Length 50th (ft)	47	19	36	12	26	99	13	186
Queue Length 95th (ft)	98	#135	#99	44	54	188	30	#392
Internal Link Dist (ft)		1240		1240		2560		17041
Turn Bay Length (ft)	200		200		200		200	
Base Capacity (vph)	328	468	204	521	310	759	490	762
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.67	0.50	0.18	0.53	0.51	0.17	0.77

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

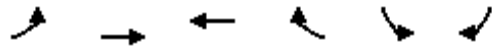
Queues



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	12	87	389	14	386	38	400	596	62
v/c Ratio	0.24	0.04	0.32	0.63	0.04	0.45	0.04	0.77	0.66	0.08
Control Delay	20.2	9.8	21.3	7.5	6.6	9.4	2.8	22.6	12.9	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.2	9.8	21.3	7.5	6.6	9.4	2.8	22.6	12.9	2.5
Queue Length 50th (ft)	16	0	23	0	2	56	0	75	102	0
Queue Length 95th (ft)	44	10	57	56	10	137	11	#256	242	14
Internal Link Dist (ft)	911		368			1777			4291	
Turn Bay Length (ft)		200		250	600		600	800		800
Base Capacity (vph)	441	565	472	793	465	1144	1108	688	1196	1036
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.02	0.18	0.49	0.03	0.34	0.03	0.58	0.50	0.06

Intersection Summary

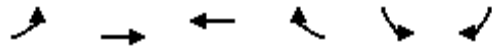
# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	845	976	633	107	107	548
v/c Ratio	0.83	0.47	0.81	0.23	0.32	0.40
Control Delay	28.0	5.9	37.3	6.5	30.4	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	5.9	37.3	6.5	30.4	8.6
Queue Length 50th (ft)	140	68	155	0	46	64
Queue Length 95th (ft)	#261	123	#238	36	91	99
Internal Link Dist (ft)		320	878		1310	
Turn Bay Length (ft)	300			250	250	
Base Capacity (vph)	1023	2059	783	471	337	1356
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.47	0.81	0.23	0.32	0.40

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	177	1199	776	403	623	177
v/c Ratio	0.44	0.68	0.67	0.58	0.69	0.31
Control Delay	14.3	11.9	17.3	4.7	29.0	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	11.9	17.3	4.7	29.0	5.1
Queue Length 50th (ft)	35	212	164	8	139	0
Queue Length 95th (ft)	m49	m254	m242	m10	197	43
Internal Link Dist (ft)		959	199		824	
Turn Bay Length (ft)	250			200	200	200
Base Capacity (vph)	401	1764	1159	700	897	568
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.68	0.67	0.58	0.69	0.31

#### Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

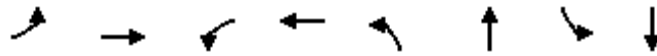
Queues

5: SR 29 & N 1st St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	223	472	543	416	305	170	352	216	642	262	334	223
v/c Ratio	0.72	0.50	0.84	0.91	0.38	0.34	0.91	0.58	0.95	0.74	0.92	0.45
Control Delay	35.0	17.8	14.3	42.3	11.1	5.0	65.4	34.2	36.9	50.8	64.8	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	17.8	14.3	42.3	11.1	5.0	65.4	34.2	36.9	50.8	64.8	7.3
Queue Length 50th (ft)	100	65	11	109	53	28	91	95	108	68	164	0
Queue Length 95th (ft)	m131	m90	m#58	#181	74	m37	#168	162	#333	#134	#317	54
Internal Link Dist (ft)		1248			1032			1240			1240	
Turn Bay Length (ft)	250		250	250		250	100			250		250
Base Capacity (vph)	310	944	646	458	810	503	386	403	691	353	364	499
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.50	0.84	0.91	0.38	0.34	0.91	0.54	0.93	0.74	0.92	0.45

**Intersection Summary**

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	125	1022	234	569	191	310	151	216
v/c Ratio	0.27	0.83	0.77	0.39	0.88	0.81	0.83	0.66
Control Delay	11.1	28.7	33.6	10.9	65.4	31.1	60.6	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	28.7	33.6	10.9	65.4	31.1	60.6	29.7
Queue Length 50th (ft)	28	232	93	88	75	63	58	64
Queue Length 95th (ft)	57	#355	m#152	m116	#159	#157	#129	128
Internal Link Dist (ft)		560		1244		1240		1240
Turn Bay Length (ft)	600		200		200		225	
Base Capacity (vph)	457	1235	304	1453	216	446	182	402
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.83	0.77	0.39	0.88	0.70	0.83	0.54

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

7: Immokalee Dr & SR 29



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	229	352	118	212	149	475	118	171	734	229
v/c Ratio	0.92	0.88	0.72	0.66	0.88	0.68	0.19	0.46	0.96	0.30
Control Delay	70.5	50.1	51.0	36.3	62.3	27.2	4.2	15.0	51.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.5	50.1	51.0	36.3	62.3	27.2	4.2	15.0	51.4	3.4
Queue Length 50th (ft)	102	144	48	84	40	216	0	46	399	0
Queue Length 95th (ft)	#237	#293	#114	158	#121	331	32	80	#645	40
Internal Link Dist (ft)		1240		1240		1248			1235	
Turn Bay Length (ft)	225		150		650		250	275		250
Base Capacity (vph)	248	426	165	352	169	704	624	370	763	759
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.83	0.72	0.60	0.88	0.67	0.19	0.46	0.96	0.30

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



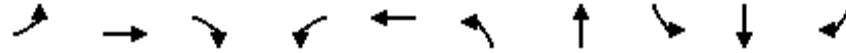


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	295	629	102	140	327	310	102	91	478	295
v/c Ratio	0.64	0.98	0.63	0.41	0.90	0.53	0.16	0.64	0.90	0.44
Control Delay	26.9	53.5	40.0	27.5	69.4	28.3	5.6	62.0	51.0	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	53.5	40.0	27.5	69.4	28.3	5.6	62.0	51.0	5.3
Queue Length 50th (ft)	119	~263	36	51	96	145	0	51	255	0
Queue Length 95th (ft)	191	#492	#84	106	#179	231	34	#122	#432	56
Internal Link Dist (ft)		594		1240		1268			1948	
Turn Bay Length (ft)	200		200		650		250	200		200
Base Capacity (vph)	468	640	162	377	362	589	621	145	577	696
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.98	0.63	0.37	0.90	0.53	0.16	0.63	0.83	0.42

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	334	52	52	85	34	34	603	825	727	334
v/c Ratio	0.69	0.22	0.24	0.45	0.20	0.36	0.80	0.80	0.83	0.35
Control Delay	41.4	35.1	12.9	42.3	37.1	48.5	35.2	36.0	30.1	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	35.1	12.9	42.3	37.1	48.5	35.2	36.0	30.1	3.2
Queue Length 50th (ft)	86	25	0	41	16	17	140	141	340	1
Queue Length 95th (ft)	#165	57	31	87	43	#48	#229	#208	#593	48
Internal Link Dist (ft)		423			137		941		373	
Turn Bay Length (ft)	325		250	100		400		250		250
Base Capacity (vph)	487	450	370	214	385	95	826	1088	881	946
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.12	0.14	0.40	0.09	0.36	0.73	0.76	0.83	0.35

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	374	1454	942	276	426	374
v/c Ratio	0.94	0.88	0.92	0.29	0.92	0.55
Control Delay	64.6	20.0	44.7	8.8	56.5	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	20.0	44.7	8.8	56.5	6.1
Queue Length 50th (ft)	184	278	163	60	204	0
Queue Length 95th (ft)	#349	#483	#241	101	#373	61
Internal Link Dist (ft)	953			994	2560	
Turn Bay Length (ft)		400	450			450
Base Capacity (vph)	401	1653	1028	953	476	689
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.88	0.92	0.29	0.89	0.54

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues

11: Charlotte St & New Market Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	208	178	85	197	136	327	55	132	504	321
v/c Ratio	0.84	0.47	0.29	0.59	0.47	0.61	0.09	0.26	0.85	0.45
Control Delay	52.2	12.8	19.0	17.5	14.5	23.7	5.7	9.7	36.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	12.8	19.0	17.5	14.5	23.7	5.7	9.7	36.4	4.6
Queue Length 50th (ft)	64	14	24	23	23	99	0	22	172	0
Queue Length 95th (ft)	#156	64	52	77	60	#207	22	56	#384	51
Internal Link Dist (ft)		376		508		1074			3498	
Turn Bay Length (ft)	250		250		275		250	200		400
Base Capacity (vph)	248	477	295	504	291	561	623	506	620	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.37	0.29	0.39	0.47	0.58	0.09	0.26	0.81	0.43

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis























1: Oil Well Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	35	152	145	54	78	235	410	145	51	265	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.91		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1543	989		1687	1664		1626	1515		1770	1531	
Flt Permitted	0.67	1.00		0.63	1.00		0.36	1.00		0.33	1.00	
Satd. Flow (perm)	1080	989		1120	1664		615	1515		613	1531	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	38	165	158	59	85	255	446	158	55	288	85
RTOR Reduction (vph)	0	130	0	0	67	0	0	19	0	0	17	0
Lane Group Flow (vph)	85	73	0	158	77	0	255	585	0	55	356	0
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.4	12.4		12.4	12.4		33.9	26.7		23.7	21.6	
Effective Green, g (s)	12.4	12.4		12.4	12.4		33.9	26.7		23.7	21.6	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.57	0.45		0.40	0.36	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	226	207		235	349		475	683		286	559	
v/s Ratio Prot		0.07			0.05		c0.07	c0.39		0.01	0.23	
v/s Ratio Perm	0.08			c0.14			0.24			0.07		
v/c Ratio	0.38	0.35		0.67	0.22		0.54	0.86		0.19	0.64	
Uniform Delay, d1	20.1	20.0		21.5	19.4		7.3	14.5		11.2	15.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	1.0		7.4	0.3		1.2	10.3		0.3	2.4	
Delay (s)	21.1	21.0		28.9	19.7		8.5	24.9		11.6	18.0	
Level of Service	C	C		C	B		A	C		B	B	
Approach Delay (s)		21.0			24.5			20.0			17.1	
Approach LOS		C			C			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			20.2				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			59.2				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			73.0%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	6	6	35	4	238	6	548	54	238	355	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1499	1583		1664	1538	1770	1652	1583	1770	1727	1468
Flt Permitted		0.72	1.00		0.70	1.00	0.53	1.00	1.00	0.37	1.00	1.00
Satd. Flow (perm)		1129	1583		1224	1538	993	1652	1583	685	1727	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	7	7	38	4	259	7	596	59	259	386	34
RTOR Reduction (vph)	0	0	6	0	0	201	0	0	27	0	0	16
Lane Group Flow (vph)	0	59	1	0	42	58	7	596	32	259	386	18
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		8.6	8.6		8.6	8.6	24.2	24.2	24.2	24.2	24.2	24.2
Effective Green, g (s)		8.6	8.6		8.6	8.6	24.2	24.2	24.2	24.2	24.2	24.2
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.53	0.53	0.53	0.53	0.53	0.53
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		214	301		232	292	530	883	846	366	923	784
v/s Ratio Prot								0.36			0.22	
v/s Ratio Perm		c0.05	0.00		0.03	0.04	0.01		0.02	c0.38		0.01
v/c Ratio		0.28	0.00		0.18	0.20	0.01	0.67	0.04	0.71	0.42	0.02
Uniform Delay, d1		15.7	14.9		15.4	15.4	4.9	7.7	5.0	7.9	6.3	5.0
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.7	0.0		0.4	0.3	0.0	2.1	0.0	6.1	0.3	0.0
Delay (s)		16.4	14.9		15.8	15.8	5.0	9.7	5.0	14.0	6.6	5.0
Level of Service		B	B		B	B	A	A	A	B	A	A
Approach Delay (s)		16.2			15.8			9.3			9.4	
Approach LOS		B			B			A			A	

**Intersection Summary**

HCM Average Control Delay	10.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	45.3	Sum of lost time (s)	12.5
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	504	582	898	151	151	777
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3273	3167	2983	1495	1687	2256
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3273	3167	2983	1495	1687	2256
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	548	633	976	164	164	845
RTOR Reduction (vph)	0	0	0	100	0	38
Lane Group Flow (vph)	548	633	976	64	164	807
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot		Perm		pm+ov	
Protected Phases	5	2	6		4	5
Permitted Phases				6		4
Actuated Green, G (s)	21.0	62.0	35.0	35.0	16.0	37.0
Effective Green, g (s)	21.0	62.0	35.0	35.0	16.0	37.0
Actuated g/C Ratio	0.23	0.69	0.39	0.39	0.18	0.41
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	764	2182	1160	581	300	1078
v/s Ratio Prot	0.17	0.20	c0.33		0.10	c0.17
v/s Ratio Perm				0.04		0.18
v/c Ratio	0.72	0.29	0.84	0.11	0.55	0.75
Uniform Delay, d1	31.8	5.4	25.0	17.6	33.7	22.5
Progression Factor	0.72	0.28	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.9	0.3	7.5	0.4	7.0	2.9
Delay (s)	25.7	1.8	32.4	17.9	40.7	25.4
Level of Service	C	A	C	B	D	C
Approach Delay (s)		12.9	30.3		27.9	
Approach LOS		B	C		C	

**Intersection Summary**

HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	105	714	1103	573	371	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.16	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	288	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	776	1199	623	403	114
RTOR Reduction (vph)	0	0	0	302	0	89
Lane Group Flow (vph)	114	776	1199	321	403	25
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	58.0	58.0	46.4	46.4	20.0	20.0
Effective Green, g (s)	58.0	58.0	46.4	46.4	20.0	20.0
Actuated g/C Ratio	0.64	0.64	0.52	0.52	0.22	0.22
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	277	2115	1708	645	638	318
v/s Ratio Prot	0.03	c0.24	c0.36		c0.14	
v/s Ratio Perm	0.24			0.26		0.02
v/c Ratio	0.41	0.37	0.70	0.50	0.63	0.08
Uniform Delay, d1	18.5	7.5	16.6	14.2	31.7	27.7
Progression Factor	0.58	0.51	0.91	2.46	1.00	1.00
Incremental Delay, d2	0.8	0.4	1.4	1.6	4.7	0.5
Delay (s)	11.6	4.2	16.5	36.4	36.4	28.2
Level of Service	B	A	B	D	D	C
Approach Delay (s)		5.2	23.3		34.6	
Approach LOS		A	C		C	

**Intersection Summary**

























HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	281	324	591	434	241	572	443	383	156	233	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	145	305	352	642	472	262	622	482	416	170	253	145
RTOR Reduction (vph)	0	0	266	0	0	197	0	0	289	0	0	119
Lane Group Flow (vph)	145	305	86	642	472	65	622	482	127	170	253	26
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	14.0	17.4	17.4	18.9	22.3	22.3	17.7	27.4	27.4	6.3	16.0	16.0
Effective Green, g (s)	14.0	17.4	17.4	18.9	22.3	22.3	17.7	27.4	27.4	6.3	16.0	16.0
Actuated g/C Ratio	0.16	0.19	0.19	0.21	0.25	0.25	0.20	0.30	0.30	0.07	0.18	0.18
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	275	635	256	694	799	370	675	516	464	240	304	271
v/s Ratio Prot	c0.08	c0.09		c0.19	0.15		c0.18	c0.28		0.05	0.15	
v/s Ratio Perm			0.06			0.04			0.08			0.02
v/c Ratio	0.53	0.48	0.34	0.93	0.59	0.18	0.92	0.93	0.27	0.71	0.83	0.10
Uniform Delay, d1	35.0	32.3	31.3	34.9	29.8	26.6	35.5	30.4	23.7	41.0	35.7	30.9
Progression Factor	0.80	0.83	0.66	0.55	0.52	1.63	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	1.5	2.0	15.1	2.5	0.8	18.1	24.2	0.3	9.2	17.4	0.2
Delay (s)	28.9	28.1	22.8	34.4	18.1	44.2	53.5	54.6	24.1	50.1	53.1	31.1
Level of Service	C	C	C	C	B	D	D	D	C	D	D	C
Approach Delay (s)		25.9			30.7			45.8			46.6	
Approach LOS		C			C			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			37.3				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			69.9%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	433	176	331	669	139	271	118	331	90	74	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.97		1.00	0.89		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3112		1770	3233		1736	1542		1770	1723	
Flt Permitted	0.32	1.00		0.21	1.00		0.44	1.00		0.25	1.00	
Satd. Flow (perm)	603	3112		386	3233		805	1542		466	1723	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	471	191	360	727	151	295	128	360	98	80	80
RTOR Reduction (vph)	0	47	0	0	19	0	0	113	0	0	40	0
Lane Group Flow (vph)	80	615	0	360	859	0	295	375	0	98	120	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	22.5	22.5		34.8	34.8		34.0	24.8		19.2	16.0	
Effective Green, g (s)	22.5	22.5		34.8	34.8		34.0	24.8		19.2	16.0	
Actuated g/C Ratio	0.25	0.25		0.39	0.39		0.38	0.28		0.21	0.18	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	192	778		388	1250		428	425		146	306	
v/s Ratio Prot	0.01	c0.20		c0.16	0.27		c0.09	c0.24		0.02	0.07	
v/s Ratio Perm	0.09			c0.20			0.17			0.12		
v/c Ratio	0.42	0.79		0.93	0.69		0.69	0.88		0.67	0.39	
Uniform Delay, d1	29.2	31.5		22.9	23.1		21.4	31.2		31.9	32.7	
Progression Factor	1.00	1.00		0.70	0.25		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	8.0		21.0	2.1		4.6	18.9		11.5	0.8	
Delay (s)	30.7	39.6		36.9	7.9		26.0	50.1		43.4	33.5	
Level of Service	C	D		D	A		C	D		D	C	
Approach Delay (s)		38.6			16.4			41.0			37.3	
Approach LOS		D			B			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			30.0				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			87.5%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	95	111	163	101	163	211	675	163	74	480	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.92		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1570	1658		1770	1680		1770	1681	1324	1752	1727	1429
Flt Permitted	0.28	1.00		0.44	1.00		0.25	1.00	1.00	0.15	1.00	1.00
Satd. Flow (perm)	465	1658		819	1680		457	1681	1324	268	1727	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	145	103	121	177	110	177	229	734	177	80	522	145
RTOR Reduction (vph)	0	48	0	0	65	0	0	0	96	0	0	86
Lane Group Flow (vph)	145	176	0	177	222	0	229	734	81	80	522	59
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	19.3	14.2		19.3	14.2		46.1	39.0	39.0	37.9	34.9	34.9
Effective Green, g (s)	19.3	14.2		19.3	14.2		46.1	39.0	39.0	37.9	34.9	34.9
Actuated g/C Ratio	0.23	0.17		0.23	0.17		0.54	0.46	0.46	0.44	0.41	0.41
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	171	276		242	280		356	769	605	171	707	585
v/s Ratio Prot	c0.05	0.11		0.04	0.13		c0.05	c0.44		0.02	0.30	
v/s Ratio Perm	c0.14			0.12			0.29		0.06	0.19		0.04
v/c Ratio	0.85	0.64		0.73	0.79		0.64	0.95	0.13	0.47	0.74	0.10
Uniform Delay, d1	30.3	33.2		29.8	34.1		13.1	22.3	13.4	16.9	21.3	15.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	30.3	4.8		10.8	14.2		4.0	21.9	0.1	2.0	4.0	0.1
Delay (s)	60.5	38.0		40.6	48.4		17.1	44.1	13.5	19.0	25.4	15.6
Level of Service	E	D		D	D		B	D	B	B	C	B
Approach Delay (s)		46.8			45.4			33.9			22.8	
Approach LOS		D			D			C			C	

Intersection Summary

HCM Average Control Delay	34.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	85.3	Sum of lost time (s)	24.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	117	301	151	206	90	464	434	151	59	281	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	6.0	6.5	6.5
Lane Util. Factor	1.00	1.00		1.00	1.00		0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.89		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1687	1583		1770	1778		3433	1681	1583	1770	1727	1495
Flt Permitted	0.30	1.00		0.26	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	539	1583		481	1778		3433	1681	1583	1770	1727	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	127	327	164	224	98	504	472	164	64	305	196
RTOR Reduction (vph)	0	124	0	0	21	0	0	0	106	0	0	147
Lane Group Flow (vph)	196	330	0	164	301	0	504	472	58	64	305	49
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases	4			8					2			6
Actuated Green, G (s)	21.5	16.5		19.5	15.5		12.0	25.9	25.9	3.1	18.5	18.5
Effective Green, g (s)	21.5	16.5		19.5	15.5		12.0	25.9	25.9	3.1	18.5	18.5
Actuated g/C Ratio	0.29	0.22		0.27	0.21		0.16	0.35	0.35	0.04	0.25	0.25
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	6.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	236	355		198	375		560	592	558	75	435	376
v/s Ratio Prot	c0.06	c0.21		0.05	0.17		c0.15	c0.28		0.04	0.18	
v/s Ratio Perm	0.19			0.17					0.04			0.03
v/c Ratio	0.83	0.93		0.83	0.80		0.90	0.80	0.10	0.85	0.70	0.13
Uniform Delay, d1	23.3	27.9		25.4	27.5		30.2	21.4	16.0	35.0	25.0	21.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.3	29.9		23.9	11.7		17.5	7.4	0.1	57.0	5.1	0.2
Delay (s)	44.5	57.9		49.2	39.2		47.7	28.8	16.1	91.9	30.0	21.4
Level of Service	D	E		D	D		D	C	B	F	C	C
Approach Delay (s)		53.9			42.6			35.3			34.1	
Approach LOS		D			D			D			C	

Intersection Summary

HCM Average Control Delay	40.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	73.5	Sum of lost time (s)	10.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	195	50	45	121	48	0	87	669	78	492	433	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		1.00	0.95		0.94	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	2824	1863	1369	1770	1792		1770	2816		4505	1792	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	2824	1863	1369	1770	1792		1770	2816		4505	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	212	54	49	132	52	0	95	727	85	535	471	212
RTOR Reduction (vph)	0	0	44	0	0	0	0	11	0	0	0	125
Lane Group Flow (vph)	212	54	5	132	52	0	95	801	0	535	471	87
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Prot		Perm	Prot			Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	9.5	7.3	7.3	7.1	4.9		4.6	24.6		10.1	30.1	30.1
Effective Green, g (s)	9.5	7.3	7.3	7.1	4.9		4.6	24.6		10.1	30.1	30.1
Actuated g/C Ratio	0.13	0.10	0.10	0.10	0.07		0.06	0.34		0.14	0.41	0.41
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	367	186	137	172	120		111	948		622	738	652
v/s Ratio Prot	c0.08	0.03		0.07	c0.03		0.05	c0.28		c0.12	c0.26	
v/s Ratio Perm			0.00									0.06
v/c Ratio	0.58	0.29	0.04	0.77	0.43		0.86	0.85		0.86	0.64	0.13
Uniform Delay, d1	29.9	30.5	29.7	32.2	32.8		33.9	22.5		30.8	17.2	13.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.2	0.9	0.1	18.3	2.5		43.7	7.0		11.7	1.8	0.1
Delay (s)	32.1	31.4	29.8	50.5	35.3		77.6	29.5		42.5	19.0	13.5
Level of Service	C	C	C	D	D		E	C		D	B	B
Approach Delay (s)		31.6			46.2			34.5			28.3	
Approach LOS		C			D			C			C	

Intersection Summary

HCM Average Control Delay	32.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	73.1	Sum of lost time (s)	30.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	222	867	1338	392	254	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.88	0.94	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	2707	4277	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	2707	4277	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	241	942	1454	426	276	241
RTOR Reduction (vph)	0	153	0	0	0	192
Lane Group Flow (vph)	241	789	1454	426	276	49
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		pm+ov	Prot			Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	14.7	43.7	29.0	50.8	15.8	15.8
Effective Green, g (s)	14.7	43.7	29.0	50.8	15.8	15.8
Actuated g/C Ratio	0.19	0.56	0.37	0.66	0.20	0.20
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	300	1736	1600	1029	334	297
v/s Ratio Prot	c0.15	0.17	c0.34	0.27	c0.17	
v/s Ratio Perm		0.12				0.03
v/c Ratio	0.80	0.45	0.91	0.41	0.83	0.17
Uniform Delay, d1	30.0	9.9	23.0	6.3	29.5	25.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.3	0.2	7.9	0.3	15.3	0.3
Delay (s)	44.4	10.1	30.9	6.6	44.8	25.7
Level of Service	D	B	C	A	D	C
Approach Delay (s)	17.1			25.4	35.9	
Approach LOS	B			C	D	

**Intersection Summary**

HCM Average Control Delay	24.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	77.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	295	54	193	51	50	78	193	464	78	78	301	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1480	1389		1770	1520		1456	1508	1583	1770	1667	1442
Flt Permitted	0.40	1.00		0.59	1.00		0.38	1.00	1.00	0.36	1.00	1.00
Satd. Flow (perm)	616	1389		1106	1520		586	1508	1583	666	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	321	59	210	55	54	85	210	504	85	85	327	208
RTOR Reduction (vph)	0	147	0	0	68	0	0	0	51	0	0	139
Lane Group Flow (vph)	321	122	0	55	71	0	210	504	34	85	327	69
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	26.3	18.2		10.8	8.7		40.0	31.6	31.6	30.4	26.0	26.0
Effective Green, g (s)	26.3	18.2		10.8	8.7		40.0	31.6	31.6	30.4	26.0	26.0
Actuated g/C Ratio	0.34	0.23		0.14	0.11		0.51	0.40	0.40	0.39	0.33	0.33
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	335	323		170	169		410	609	639	321	554	479
v/s Ratio Prot	c0.14	0.09		0.01	0.05		c0.07	c0.33		0.01	0.20	
v/s Ratio Perm	c0.18			0.04			0.20		0.02	0.09		0.05
v/c Ratio	0.96	0.38		0.32	0.42		0.51	0.83	0.05	0.26	0.59	0.14
Uniform Delay, d1	23.6	25.3		30.0	32.4		11.7	20.9	14.2	15.7	21.7	18.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	37.7	0.7		1.1	1.7		1.1	9.0	0.0	0.4	1.7	0.1
Delay (s)	61.3	26.0		31.1	34.1		12.8	30.0	14.3	16.1	23.4	18.5
Level of Service	E	C		C	C		B	C	B	B	C	B
Approach Delay (s)		45.2			33.3			23.8			20.8	
Approach LOS		D			C			C			C	

Intersection Summary		
HCM Average Control Delay	29.5	HCM Level of Service C
HCM Volume to Capacity ratio	0.84	
Actuated Cycle Length (s)	78.3	Sum of lost time (s) 16.0
Intersection Capacity Utilization	70.8%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

Arterial Level of Service

Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	28.0	64.5	0.50	27.9	C
Farm Workers Way	I	59	499.3	13.0	512.3	8.20	57.7	A
CR 846	I	43	112.6	33.2	145.8	1.36	33.5	C
New Market Rd E	I	35	16.1	16.7	32.8	0.13	14.1	F
N 1st St	I	35	42.8	18.3	61.1	0.41	24.0	D
9th St	I	35	51.7	7.2	58.9	0.50	30.7	C
Immokalee Dr	I	35	89.6	45.4	135.0	0.87	23.2	D
Lake Trafford	I	35	51.9	33.1	85.0	0.50	21.4	D
New Market Rd	I	45	46.2	33.2	79.4	0.58	26.2	D
SR 82	I	55	200.3	8.0	208.3	3.04	52.5	A
Total	I		1147.0	236.1	1383.1	16.09	41.9	B

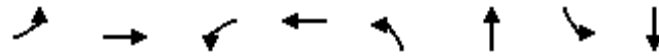
Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	52.0	88.5	0.50	20.3	E
Westclox Rd	I	55	200.3	22.3	222.6	3.04	49.2	A
Lake Trafford	I	45	46.2	37.9	84.1	0.58	24.7	D
Immokalee Dr	I	35	51.9	30.4	82.3	0.50	22.1	D
9th St	I	35	89.6	35.6	125.2	0.87	25.0	D
Immokalee Rd	I	35	51.7	28.6	80.3	0.50	22.5	D
New Market Rd E	I	35	42.8	4.3	47.1	0.41	31.1	C
CR 846	I	35	16.1	1.8	17.9	0.13	25.9	D
Farm Workers Way	I	43	112.6	8.4	121.0	1.36	40.3	B
Oil Well Rd	I	59	499.3	24.5	523.8	8.20	56.4	A
Total	I		1147.0	245.8	1392.8	16.09	41.6	B



Queues

1: Oil Well Rd & SR 29



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	203	158	144	255	604	55	373
v/c Ratio	0.36	0.59	0.65	0.34	0.56	0.83	0.17	0.72
Control Delay	25.0	14.2	35.1	12.2	12.5	28.0	8.0	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	14.2	35.1	12.2	12.5	28.0	8.0	24.5
Queue Length 50th (ft)	28	12	55	18	42	196	8	104
Queue Length 95th (ft)	64	69	#115	59	83	#411	22	196
Internal Link Dist (ft)		1240		1240		2560		17041
Turn Bay Length (ft)	200		200		200		200	
Base Capacity (vph)	314	405	325	545	458	762	329	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.50	0.49	0.26	0.56	0.79	0.17	0.55

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

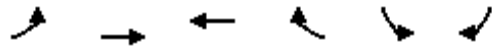
Queues



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	7	42	259	7	596	59	259	386	34
v/c Ratio	0.28	0.02	0.18	0.53	0.01	0.69	0.07	0.72	0.43	0.04
Control Delay	21.8	11.2	19.9	8.1	5.7	13.0	2.3	23.1	8.4	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	11.2	19.9	8.1	5.7	13.0	2.3	23.1	8.4	2.7
Queue Length 50th (ft)	15	0	10	3	1	93	0	42	50	0
Queue Length 95th (ft)	43	8	33	51	6	239	13	#179	127	10
Internal Link Dist (ft)	911		368			1777			4291	
Turn Bay Length (ft)		200		250	600		600	800		800
Base Capacity (vph)	415	587	450	722	715	1189	1156	493	1243	1066
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.01	0.09	0.36	0.01	0.50	0.05	0.53	0.31	0.03

Intersection Summary

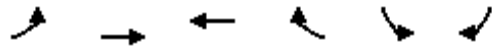
# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	548	633	976	164	164	845
v/c Ratio	0.72	0.29	0.84	0.24	0.55	0.76
Control Delay	28.3	1.8	33.2	4.1	41.4	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	1.8	33.2	4.1	41.4	23.1
Queue Length 50th (ft)	127	16	260	0	86	199
Queue Length 95th (ft)	157	15	#351	38	150	285
Internal Link Dist (ft)		320	878		1310	
Turn Bay Length (ft)	300			250	250	
Base Capacity (vph)	764	2182	1160	682	300	1112
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.29	0.84	0.24	0.55	0.76

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	114	776	1199	623	403	114
v/c Ratio	0.39	0.37	0.68	0.65	0.63	0.28
Control Delay	10.5	4.3	16.7	5.5	36.8	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	4.3	16.7	5.5	36.8	7.9
Queue Length 50th (ft)	10	38	253	101	107	0
Queue Length 95th (ft)	m28	79	353	m167	156	42
Internal Link Dist (ft)		959	199		824	
Turn Bay Length (ft)	250			200	200	200
Base Capacity (vph)	299	2115	1752	956	638	406
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.37	0.68	0.65	0.63	0.28

#### Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

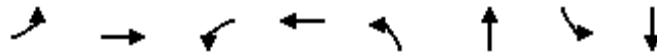
Queues

5: SR 29 & N 1st St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	145	305	352	642	472	262	622	482	416	170	253	145
v/c Ratio	0.53	0.48	0.67	0.92	0.59	0.46	0.92	0.93	0.55	0.71	0.83	0.37
Control Delay	32.5	28.6	7.6	38.0	18.3	8.6	57.3	57.9	5.6	58.6	59.2	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	28.6	7.6	38.0	18.3	8.6	57.3	57.9	5.6	58.6	59.2	8.7
Queue Length 50th (ft)	59	52	20	179	120	64	182	262	0	50	138	0
Queue Length 95th (ft)	m77	m75	m42	#288	168	m116	#288	#448	65	#98	#256	49
Internal Link Dist (ft)		1248			1032			1240			1240	
Turn Bay Length (ft)	250		250	250		250	100			250		250
Base Capacity (vph)	275	634	522	697	799	567	674	528	761	240	323	405
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.48	0.67	0.92	0.59	0.46	0.92	0.91	0.55	0.71	0.78	0.36

**Intersection Summary**

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	662	360	878	295	488	98	160
v/c Ratio	0.38	0.76	0.90	0.65	0.71	0.91	0.63	0.50
Control Delay	37.4	35.6	38.2	7.2	31.9	44.6	40.6	28.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	35.6	38.2	7.2	31.9	44.6	40.6	28.1
Queue Length 50th (ft)	37	173	133	127	121	190	35	55
Queue Length 95th (ft)	75	#267	m#255	m195	193	#381	#78	115
Internal Link Dist (ft)		560		1244		1240		1240
Turn Bay Length (ft)	600		200		200		225	
Base Capacity (vph)	211	869	406	1356	417	541	155	365
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.76	0.89	0.65	0.71	0.90	0.63	0.44

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	145	224	177	287	229	734	177	80	522	145
v/c Ratio	0.83	0.68	0.72	0.82	0.65	0.94	0.25	0.42	0.77	0.22
Control Delay	66.0	36.9	45.5	45.8	20.3	45.4	3.4	16.4	30.4	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.0	36.9	45.5	45.8	20.3	45.4	3.4	16.4	30.4	3.9
Queue Length 50th (ft)	63	89	78	115	60	389	0	19	239	0
Queue Length 95th (ft)	#137	#167	#161	#243	#100	#635	35	39	362	34
Internal Link Dist (ft)		1240		1240		1248			1235	
Turn Bay Length (ft)	225		150		200		250	275		250
Base Capacity (vph)	174	368	246	389	351	836	747	191	795	736
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.61	0.72	0.74	0.65	0.88	0.24	0.42	0.66	0.20

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues



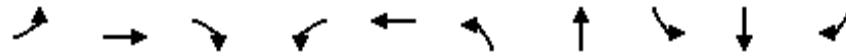
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	196	454	164	322	504	472	164	64	305	196
v/c Ratio	0.81	0.93	0.81	0.80	0.88	0.78	0.24	0.65	0.75	0.39
Control Delay	48.6	48.2	53.1	42.1	49.7	33.1	4.3	67.3	37.9	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	48.2	53.1	42.1	49.7	33.1	4.3	67.3	37.9	6.3
Queue Length 50th (ft)	65	140	53	131	120	196	0	30	127	0
Queue Length 95th (ft)	#163	#320	#141	#261	#208	#352	37	#92	#215	47
Internal Link Dist (ft)		594		1240		1268			1948	
Turn Bay Length (ft)	200		200		650		250	200		200
Base Capacity (vph)	241	496	202	416	572	614	683	98	467	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.92	0.81	0.77	0.88	0.77	0.24	0.65	0.65	0.36

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Queues



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	212	54	49	132	52	95	812	535	471	212
v/c Ratio	0.55	0.27	0.26	0.73	0.27	0.61	0.85	0.82	0.61	0.26
Control Delay	37.4	32.8	13.1	57.9	32.9	51.7	33.2	41.8	22.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	32.8	13.1	57.9	32.9	51.7	33.2	41.8	22.3	3.6
Queue Length 50th (ft)	47	22	0	58	22	41	173	82	171	0
Queue Length 95th (ft)	#104	54	28	#150	53	#111	#296	#143	290	40
Internal Link Dist (ft)		423			137		941		373	
Turn Bay Length (ft)	325		250	100		400		250		250
Base Capacity (vph)	388	434	356	180	417	155	953	656	778	807
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.12	0.14	0.73	0.12	0.61	0.85	0.82	0.61	0.26

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	241	942	1454	426	276	241
v/c Ratio	0.80	0.51	0.91	0.41	0.83	0.49
Control Delay	51.8	5.5	33.8	8.0	52.0	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	5.5	33.8	8.0	52.0	7.9
Queue Length 50th (ft)	114	69	244	90	131	0
Queue Length 95th (ft)	#225	112	#341	144	#252	57
Internal Link Dist (ft)	953			994	2560	
Turn Bay Length (ft)		400	450			450
Base Capacity (vph)	328	1866	1606	1058	361	508
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.50	0.91	0.40	0.76	0.47

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	321	269	55	139	210	504	85	85	327	208
v/c Ratio	0.98	0.56	0.26	0.55	0.48	0.79	0.12	0.22	0.60	0.34
Control Delay	74.5	14.7	23.6	26.0	14.2	32.9	4.6	11.2	26.9	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.5	14.7	23.6	26.0	14.2	32.9	4.6	11.2	26.9	4.9
Queue Length 50th (ft)	~152	35	20	30	51	220	0	19	130	0
Queue Length 95th (ft)	#347	111	46	85	105	#434	28	45	232	45
Internal Link Dist (ft)		376		508		1074			3498	
Turn Bay Length (ft)	250		250		275		250	200		400
Base Capacity (vph)	326	581	210	402	443	742	822	388	727	746
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.46	0.26	0.35	0.47	0.68	0.10	0.22	0.45	0.28























Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

**Appendix D**  
**Alternative 2 - Synchro Output Sheets**

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	23	21	9	36	25	241	11	238	23	241	368	36	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.97	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1632	1583		1729	1538	1770	3139	1583	1770	3282	1468	
Flt Permitted		0.80	1.00		0.79	1.00	0.52	1.00	1.00	0.59	1.00	1.00	
Satd. Flow (perm)		1342	1583		1408	1538	962	3139	1583	1102	3282	1468	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	25	23	10	39	27	262	12	259	25	262	400	39	
RTOR Reduction (vph)	0	0	8	0	0	214	0	0	14	0	0	22	
Lane Group Flow (vph)	0	48	2	0	66	48	12	259	11	262	400	17	
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm	
Protected Phases		4			8			2			6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		6.0	6.0		6.0	6.0	14.2	14.2	14.2	14.2	14.2	14.2	
Effective Green, g (s)		6.0	6.0		6.0	6.0	14.2	14.2	14.2	14.2	14.2	14.2	
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.43	0.43	0.43	0.43	0.43	0.43	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		246	290		258	282	418	1363	687	479	1425	637	
v/s Ratio Prot								0.08			0.12		
v/s Ratio Perm		0.04	0.00		c0.05	0.03	0.01		0.01	c0.24		0.01	
v/c Ratio		0.20	0.01		0.26	0.17	0.03	0.19	0.02	0.55	0.28	0.03	
Uniform Delay, d1		11.3	10.9		11.4	11.3	5.3	5.7	5.3	6.9	6.0	5.3	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4	0.0		0.5	0.3	0.0	0.1	0.0	1.3	0.1	0.0	
Delay (s)		11.7	10.9		12.0	11.5	5.3	5.8	5.3	8.1	6.1	5.3	
Level of Service		B	B		B	B	A	A	A	A	A	A	
Approach Delay (s)		11.6			11.6			5.7			6.8		
Approach LOS		B			B			A			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			7.9									HCM Level of Service	A
HCM Volume to Capacity ratio			0.46										
Actuated Cycle Length (s)			32.7									Sum of lost time (s)	12.5
Intersection Capacity Utilization			45.7%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	434	669	433	85	55	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3273	3167	2962		1687	1282
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3273	3167	2962		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	472	727	471	92	60	305
RTOR Reduction (vph)	0	0	23	0	0	231
Lane Group Flow (vph)	472	727	540	0	60	74
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot			Perm		
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	16.0	41.0	19.0		17.0	17.0
Effective Green, g (s)	16.0	41.0	19.0		17.0	17.0
Actuated g/C Ratio	0.23	0.59	0.27		0.24	0.24
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	748	1855	804		410	311
v/s Ratio Prot	c0.14	0.23	c0.18		0.04	
v/s Ratio Perm						c0.06
v/c Ratio	0.63	0.39	0.67		0.15	0.24
Uniform Delay, d1	24.3	7.8	22.7		20.8	21.3
Progression Factor	0.99	0.83	1.00		1.00	1.00
Incremental Delay, d2	1.6	0.6	4.4		0.8	1.8
Delay (s)	25.7	7.0	27.2		21.6	23.1
Level of Service	C	A	C		C	C
Approach Delay (s)		14.4	27.2		22.8	
Approach LOS		B	C		C	

**Intersection Summary**

HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	127	753	488	226	350	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.34	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	620	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	818	530	246	380	138
RTOR Reduction (vph)	0	0	0	157	0	99
Lane Group Flow (vph)	138	818	530	89	380	39
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	38.0	38.0	25.3	25.3	20.0	20.0
Effective Green, g (s)	38.0	38.0	25.3	25.3	20.0	20.0
Actuated g/C Ratio	0.54	0.54	0.36	0.36	0.29	0.29
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	445	1782	1197	453	820	408
v/s Ratio Prot	0.03	c0.25	0.16		c0.13	
v/s Ratio Perm	0.14			0.07		0.03
v/c Ratio	0.31	0.46	0.44	0.20	0.46	0.10
Uniform Delay, d1	8.5	9.7	17.0	15.4	20.6	18.4
Progression Factor	0.70	0.59	0.39	0.11	1.00	1.00
Incremental Delay, d2	0.4	0.8	0.9	0.7	1.9	0.5
Delay (s)	6.3	6.6	7.5	2.5	22.5	18.8
Level of Service	A	A	A	A	C	B
Approach Delay (s)		6.5	5.9		21.5	
Approach LOS		A	A		C	

**Intersection Summary**

HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	386	452	222	250	94	293	121	344	145	187	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3282	1324	1703	3223	1495	1770	1696	1524	1770	1712	1524
Flt Permitted	0.58	1.00	1.00	0.48	1.00	1.00	0.56	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	1088	3282	1324	864	3223	1495	1046	1696	1524	1253	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	210	420	491	241	272	102	318	132	374	158	203	210
RTOR Reduction (vph)	0	0	339	0	0	70	0	0	313	0	0	171
Lane Group Flow (vph)	210	420	152	241	272	32	318	132	61	158	203	39
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	28.4	21.7	21.7	29.0	22.0	22.0	19.7	11.4	11.4	22.9	13.0	13.0
Effective Green, g (s)	28.4	21.7	21.7	29.0	22.0	22.0	19.7	11.4	11.4	22.9	13.0	13.0
Actuated g/C Ratio	0.41	0.31	0.31	0.41	0.31	0.31	0.28	0.16	0.16	0.33	0.19	0.19
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	507	1017	410	442	1013	470	380	276	248	483	318	283
v/s Ratio Prot	0.04	0.13		c0.05	0.08		c0.10	0.08		0.05	0.12	
v/s Ratio Perm	0.13		0.11	c0.17		0.02	c0.14		0.04	0.06		0.03
v/c Ratio	0.41	0.41	0.37	0.55	0.27	0.07	0.84	0.48	0.25	0.33	0.64	0.14
Uniform Delay, d1	14.0	19.1	18.8	14.0	18.0	16.8	23.7	26.6	25.6	18.1	26.3	23.8
Progression Factor	0.40	0.50	0.52	0.58	0.38	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.9	1.9	1.3	0.6	0.3	14.7	1.3	0.5	0.4	4.2	0.2
Delay (s)	6.0	10.5	11.7	9.4	7.5	1.8	38.4	27.9	26.1	18.5	30.5	24.0
Level of Service	A	B	B	A	A	A	D	C	C	B	C	C
Approach Delay (s)		10.2			7.3			31.1			24.8	
Approach LOS		B			A			C			C	

Intersection Summary

HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	681	271	172	441	53	176	56	172	82	77	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.89		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3113		1770	3251		1736	1539		1770	1712	
Flt Permitted	0.41	1.00		0.15	1.00		0.57	1.00		0.48	1.00	
Satd. Flow (perm)	770	3113		280	3251		1040	1539		886	1712	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	740	295	187	479	58	191	61	187	89	84	98
RTOR Reduction (vph)	0	57	0	0	12	0	0	154	0	0	65	0
Lane Group Flow (vph)	98	978	0	187	525	0	191	94	0	89	117	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	28.4	24.4		32.8	26.6		16.2	12.2		14.6	11.4	
Effective Green, g (s)	28.4	24.4		32.8	26.6		16.2	12.2		14.6	11.4	
Actuated g/C Ratio	0.41	0.35		0.47	0.38		0.23	0.17		0.21	0.16	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	370	1085		263	1235		280	268		225	279	
v/s Ratio Prot	0.02	c0.31		c0.06	0.16		c0.04	0.06		0.02	0.07	
v/s Ratio Perm	0.09			0.27			c0.12			0.06		
v/c Ratio	0.26	0.90		0.71	0.43		0.68	0.35		0.40	0.42	
Uniform Delay, d1	15.4	21.7		23.8	16.0		24.0	25.4		23.1	26.3	
Progression Factor	1.00	1.00		1.06	1.02		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	12.0		7.7	0.9		6.7	0.8		1.1	1.0	
Delay (s)	15.8	33.6		32.9	17.4		30.7	26.2		24.3	27.3	
Level of Service	B	C		C	B		C	C		C	C	
Approach Delay (s)		32.1			21.4			28.2			26.3	
Approach LOS		C			C			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			27.8			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			70.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			76.3%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	30	169	98	20	62	109	465	98	96	717	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.87		1.00	0.89		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1598		1770	1640		1770	3068		1752	3202	
Flt Permitted	0.70	1.00		0.68	1.00		0.21	1.00		0.38	1.00	
Satd. Flow (perm)	1155	1598		1263	1640		384	3068		706	3202	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	33	184	107	22	67	118	505	107	104	779	125
RTOR Reduction (vph)	0	164	0	0	60	0	0	24	0	0	17	0
Lane Group Flow (vph)	125	53	0	107	29	0	118	588	0	104	887	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	8.7	5.9		8.7	5.9		22.3	19.5		22.3	19.5	
Effective Green, g (s)	8.7	5.9		8.7	5.9		22.3	19.5		22.3	19.5	
Actuated g/C Ratio	0.16	0.11		0.16	0.11		0.41	0.35		0.41	0.35	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	204	171		226	176		226	1088		340	1135	
v/s Ratio Prot	c0.03	0.03		0.02	0.02		c0.03	0.19		0.02	c0.28	
v/s Ratio Perm	c0.07			0.05			0.19			0.11		
v/c Ratio	0.61	0.31		0.47	0.17		0.52	0.54		0.31	0.78	
Uniform Delay, d1	21.2	22.7		20.8	22.3		10.9	14.2		10.4	15.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.4	1.0		1.6	0.4		2.2	0.6		0.5	3.6	
Delay (s)	26.6	23.7		22.4	22.8		13.1	14.7		10.9	19.4	
Level of Service	C	C		C	C		B	B		B	B	
Approach Delay (s)		24.8			22.5			14.5			18.5	
Approach LOS		C			C			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			18.5				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			55.0				Sum of lost time (s)				24.0	
Intersection Capacity Utilization			67.0%				ICU Level of Service				C	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis























8: Lake Trafford & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	241	90	428	82	59	47	277	289	82	72	446	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.88		1.00	0.93		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1687	1583		1770	1739		1770	3157		1770	3129	
Flt Permitted	0.45	1.00		0.34	1.00		0.17	1.00		0.51	1.00	
Satd. Flow (perm)	806	1583		626	1739		326	3157		959	3129	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	262	98	465	89	64	51	301	314	89	78	485	262
RTOR Reduction (vph)	0	223	0	0	39	0	0	31	0	0	89	0
Lane Group Flow (vph)	262	340	0	89	76	0	301	372	0	78	658	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			pm+pt				pm+pt	
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4			8			2				6	
Actuated Green, G (s)	27.6	18.6		14.9	11.9		36.2	26.5			24.0	20.3
Effective Green, g (s)	27.6	18.6		14.9	11.9		36.2	26.5			24.0	20.3
Actuated g/C Ratio	0.36	0.25		0.20	0.16		0.48	0.35			0.32	0.27
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0			6.0	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	406	388		168	273		373	1104			343	838
v/s Ratio Prot	c0.08	c0.21		0.02	0.04		c0.12	0.12			0.01	0.21
v/s Ratio Perm	0.15			0.08			c0.26				0.06	
v/c Ratio	0.65	0.88		0.53	0.28		0.81	0.34			0.23	0.79
Uniform Delay, d1	18.4	27.5		26.7	28.2		14.5	18.2			18.5	25.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	3.5	19.4		3.0	0.6		12.0	0.2			0.3	4.9
Delay (s)	22.0	46.9		29.7	28.7		26.5	18.4			18.9	30.6
Level of Service	C	D		C	C		C	B			B	C
Approach Delay (s)		39.0			29.1			21.8				29.5
Approach LOS		D			C			C				C
<b>Intersection Summary</b>												
HCM Average Control Delay			30.4				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			75.8				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			89.8%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	193	48	52	4	20	0	57	406	22	434	627	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.92		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1586		1770	1792		1770	2798	1583	1597	3406	1583
Flt Permitted	0.74	1.00		0.69	1.00		0.39	1.00	1.00	0.34	1.00	1.00
Satd. Flow (perm)	1138	1586		1279	1792		731	2798	1583	577	3406	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	210	52	57	4	22	0	62	441	24	472	682	210
RTOR Reduction (vph)	0	44	0	0	0	0	0	0	18	0	0	115
Lane Group Flow (vph)	210	65	0	4	22	0	62	441	6	472	682	95
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			pm+pt			Perm	pm+pt	Perm
Protected Phases		4			8		5	2			1	6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	14.2	14.2		14.2	14.2		18.6	16.4	16.4	36.8	28.6	28.6
Effective Green, g (s)	14.2	14.2		14.2	14.2		18.6	16.4	16.4	36.8	28.6	28.6
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.30	0.26	0.26	0.58	0.45	0.45
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	257	357		288	404		252	728	412	570	1546	719
v/s Ratio Prot		0.04			0.01		0.01	0.16		c0.19	0.20	
v/s Ratio Perm	c0.18			0.00			0.06		0.00	c0.29		0.06
v/c Ratio	0.82	0.18		0.01	0.05		0.25	0.61	0.02	0.83	0.44	0.13
Uniform Delay, d1	23.2	19.7		19.0	19.1		16.2	20.5	17.3	8.6	11.7	10.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.9	0.2		0.0	0.1		0.5	1.4	0.0	9.6	0.2	0.1
Delay (s)	41.1	20.0		19.0	19.2		16.7	21.9	17.3	18.2	11.9	10.1
Level of Service	D	B		B	B		B	C	B	B	B	B
Approach Delay (s)		33.8			19.2			21.1			13.8	
Approach LOS		C			B			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			18.5				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			63.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			67.6%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	157	928	601	211	325	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1538	2943	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1538	2943	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	171	1009	653	229	353	171
RTOR Reduction (vph)	0	0	0	0	0	125
Lane Group Flow (vph)	171	1009	653	229	353	46
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	9.4	58.2	15.2	36.8	15.6	15.6
Effective Green, g (s)	9.4	58.2	15.2	36.8	15.6	15.6
Actuated g/C Ratio	0.16	1.00	0.26	0.63	0.27	0.27
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	256	1538	769	993	439	390
v/s Ratio Prot	0.11		0.22	0.15	0.22	
v/s Ratio Perm		c0.66				0.03
v/c Ratio	0.67	0.66	0.85	0.23	0.80	0.12
Uniform Delay, d1	22.9	0.0	20.4	4.6	19.9	16.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.5	2.2	8.7	0.1	10.3	0.1
Delay (s)	29.4	2.2	29.1	4.7	30.1	16.2
Level of Service	C	A	C	A	C	B
Approach Delay (s)	6.1			22.8	25.6	
Approach LOS	A			C	C	





















**Intersection Summary**

HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	58.2	Sum of lost time (s)	0.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis



















11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	31	109	48	48	72	109	207	31	72	319	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1536	1282		1600		1456	1516		1770	1667	1442
Flt Permitted		0.72	1.00		0.83		0.48	1.00		0.60	1.00	1.00
Satd. Flow (perm)		1155	1282		1349		734	1516		1116	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	34	118	52	52	78	118	225	34	78	347	268
RTOR Reduction (vph)	0	0	92	0	50	0	0	8	0	0	0	169
Lane Group Flow (vph)	0	208	26	0	132	0	118	251	0	78	347	99
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		10.7	10.7		10.7		23.3	19.2		20.9	18.0	18.0
Effective Green, g (s)		10.7	10.7		10.7		23.3	19.2		20.9	18.0	18.0
Actuated g/C Ratio		0.22	0.22		0.22		0.48	0.39		0.43	0.37	0.37
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		253	281		296		411	596		517	615	532
v/s Ratio Prot							c0.02	0.17		0.01	c0.21	
v/s Ratio Perm		c0.18	0.02		0.10		0.11			0.06		0.07
v/c Ratio		0.82	0.09		0.45		0.29	0.42		0.15	0.56	0.19
Uniform Delay, d1		18.1	15.2		16.5		7.3	10.8		8.3	12.3	10.4
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		18.9	0.1		1.1		0.4	0.5		0.1	1.2	0.2
Delay (s)		37.1	15.3		17.6		7.7	11.2		8.5	13.5	10.6
Level of Service		D	B		B		A	B		A	B	B
Approach Delay (s)		29.2			17.6			10.1			11.8	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			15.7				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			48.8				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			53.3%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	24	84	35	16	39	55	168	35	60	259	90
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	98	26	91	38	17	42	60	183	38	65	282	98
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	674	752	141	678	812	91	379			221		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	674	752	141	678	812	91	379			221		
tC, single (s)	7.8	6.6	8.6	7.6	6.6	6.9	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.1	4.1	3.6	4.1	3.3	2.3			2.2		
p0 queue free %	63	91	86	84	94	96	95			95		
cM capacity (veh/h)	263	295	675	245	272	948	1114			1346		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	215	98	121	122	38	159	188	98				
Volume Left	98	38	60	0	0	65	0	0				
Volume Right	91	42	0	0	38	0	0	98				
cSH	361	371	1114	1700	1700	1346	1700	1700				
Volume to Capacity	0.60	0.26	0.05	0.07	0.02	0.05	0.11	0.06				
Queue Length 95th (ft)	92	26	4	0	0	4	0	0				
Control Delay (s)	28.7	18.1	4.4	0.0	0.0	3.4	0.0	0.0				
Lane LOS	D	C	A			A						
Approach Delay (s)	28.7	18.1	1.9			1.2						
Approach LOS	D	C										
Intersection Summary												
Average Delay			8.7									
Intersection Capacity Utilization			40.8%	ICU Level of Service	A							
Analysis Period (min)			15									

Arterial Level of Service

Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Farm Workers Way	I	59	529.3	6.9	536.2	8.70	58.4	A
CR 846	I	45	108.4	26.3	134.7	1.36	36.2	B
New Market Rd E	I	45	13.4	7.7	21.1	0.13	21.9	D
N 1st St	I	45	38.3	8.0	46.3	0.41	31.7	C
9th St	I	45	44.2	17.1	61.3	0.50	29.5	C
Immokalee Dr	I	45	69.6	16.9	86.5	0.87	36.2	B
Lake Trafford	I	45	44.4	18.6	63.0	0.50	28.8	C
New Market Rd	I	45	46.2	28.3	74.5	0.58	27.9	C
SR 82	I	55	200.3	6.6	206.9	3.04	52.9	A
Total	I		1094.1	136.4	1230.5	16.09	47.1	A























Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	38.8	75.3	0.50	23.9	D
Westclox Rd	I	55	200.3	13.1	213.4	3.04	51.3	A
Lake Trafford	I	45	46.2	32.7	78.9	0.58	26.3	D
Immokalee Dr	I	45	44.4	22.4	66.8	0.50	27.2	C
9th St	I	45	69.6	27.2	96.8	0.87	32.4	C
Immokalee Rd	I	45	44.2	11.0	55.2	0.50	32.8	C
New Market Rd E	I	45	38.3	6.7	45.0	0.41	32.6	C
CR 846	I	45	13.4	7.2	20.6	0.13	22.5	D
Farm Workers Way	I	45	108.4	7.1	115.5	1.36	42.2	A
Total	I		601.3	166.2	767.5	7.89	37.0	B



HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	6	6	20	4	156	6	374	30	156	242	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1511	1583		1676	1538	1770	3139	1583	1770	3282	1468
Flt Permitted		0.74	1.00		0.73	1.00	0.59	1.00	1.00	0.51	1.00	1.00
Satd. Flow (perm)		1166	1583		1269	1538	1098	3139	1583	955	3282	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	7	7	22	4	170	7	407	33	170	263	25
RTOR Reduction (vph)	0	0	6	0	0	136	0	0	23	0	0	17
Lane Group Flow (vph)	0	46	1	0	26	34	7	407	10	170	263	8
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		5.1	5.1		5.1	5.1	8.2	8.2	8.2	8.2	8.2	8.2
Effective Green, g (s)		5.1	5.1		5.1	5.1	8.2	8.2	8.2	8.2	8.2	8.2
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.32	0.32	0.32	0.32	0.32	0.32
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		230	313		251	304	349	998	503	304	1043	467
v/s Ratio Prot								0.13			0.08	
v/s Ratio Perm		c0.04	0.00		0.02	0.02	0.01		0.01	c0.18		0.01
v/c Ratio		0.20	0.00		0.10	0.11	0.02	0.41	0.02	0.56	0.25	0.02
Uniform Delay, d1		8.6	8.3		8.5	8.5	6.0	6.9	6.0	7.3	6.5	6.0
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.4	0.0		0.2	0.2	0.0	0.3	0.0	2.2	0.1	0.0
Delay (s)		9.1	8.3		8.7	8.7	6.1	7.2	6.1	9.5	6.7	6.1
Level of Service		A	A		A	A	A	A	A	A	A	A
Approach Delay (s)		9.0			8.7			7.1			7.7	
Approach LOS		A			A			A			A	

Intersection Summary		
HCM Average Control Delay	7.7	HCM Level of Service
HCM Volume to Capacity ratio	0.42	A
Actuated Cycle Length (s)	25.8	Sum of lost time (s)
Intersection Capacity Utilization	43.8%	12.5
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	281	433	669	84	84	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3273	3167	2969		1687	1282
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3273	3167	2969		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	471	727	91	91	472
RTOR Reduction (vph)	0	0	12	0	0	236
Lane Group Flow (vph)	305	471	806	0	91	236
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot			Perm		
Protected Phases	5	2	6	4		
Permitted Phases						4
Actuated Green, G (s)	9.9	44.0	28.1	24.0		
Effective Green, g (s)	9.9	44.0	28.1	24.0		
Actuated g/C Ratio	0.12	0.55	0.35	0.30		
Clearance Time (s)	6.0	6.0	6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	405	1742	1043	506		
v/s Ratio Prot	c0.09	0.15	c0.27	0.05		
v/s Ratio Perm						c0.18
v/c Ratio	0.75	0.27	0.77	0.18		
Uniform Delay, d1	33.9	9.5	23.1	20.7		
Progression Factor	1.01	0.44	1.00	1.00		
Incremental Delay, d2	7.5	0.4	5.6	0.8		
Delay (s)	41.7	4.5	28.7	21.5		
Level of Service	D	A	C	C		
Approach Delay (s)	19.1		28.7	29.6		
Approach LOS	B		C	C		

**Intersection Summary**

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	82	488	753	350	226	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.29	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	527	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	530	818	380	246	89
RTOR Reduction (vph)	0	0	0	201	0	69
Lane Group Flow (vph)	89	530	818	179	246	20
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	50.0	50.0	37.6	37.6	18.0	18.0
Effective Green, g (s)	50.0	50.0	37.6	37.6	18.0	18.0
Actuated g/C Ratio	0.62	0.62	0.47	0.47	0.22	0.22
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	427	2051	1557	588	646	322
v/s Ratio Prot	0.02	c0.16	c0.25		c0.09	
v/s Ratio Perm	0.11			0.14		0.01
v/c Ratio	0.21	0.26	0.53	0.30	0.38	0.06
Uniform Delay, d1	10.1	6.7	14.9	13.1	26.3	24.4
Progression Factor	1.24	1.25	0.48	0.12	1.00	1.00
Incremental Delay, d2	0.2	0.3	0.8	0.8	1.7	0.4
Delay (s)	12.8	8.7	8.0	2.4	28.0	24.7
Level of Service	B	A	A	A	C	C
Approach Delay (s)		9.3	6.2		27.1	
Approach LOS		A	A		C	

**Intersection Summary**

HCM Average Control Delay	10.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	250	293	344	386	145	513	261	222	94	230	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3282	1324	1703	3223	1495	1770	1696	1524	1770	1712	1524
Flt Permitted	0.43	1.00	1.00	0.58	1.00	1.00	0.34	1.00	1.00	0.59	1.00	1.00
Satd. Flow (perm)	802	3282	1324	1047	3223	1495	640	1696	1524	1091	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	272	318	374	420	158	558	284	241	102	250	136
RTOR Reduction (vph)	0	0	252	0	0	119	0	0	151	0	0	110
Lane Group Flow (vph)	136	272	66	374	420	39	558	284	90	102	250	26
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	22.4	16.5	16.5	28.4	19.5	19.5	38.6	29.8	29.8	20.3	15.5	15.5
Effective Green, g (s)	22.4	16.5	16.5	28.4	19.5	19.5	38.6	29.8	29.8	20.3	15.5	15.5
Actuated g/C Ratio	0.28	0.21	0.21	0.35	0.24	0.24	0.48	0.37	0.37	0.25	0.19	0.19
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	296	677	273	445	786	364	579	632	568	318	332	295
v/s Ratio Prot	0.03	0.08		c0.09	0.13		c0.23	0.17		0.02	0.15	
v/s Ratio Perm	0.09		0.05	c0.20		0.03	c0.23		0.06	0.06		0.02
v/c Ratio	0.46	0.40	0.24	0.84	0.53	0.11	0.96	0.45	0.16	0.32	0.75	0.09
Uniform Delay, d1	26.4	27.5	26.5	23.5	26.3	23.5	16.5	18.9	16.7	23.6	30.4	26.5
Progression Factor	0.85	0.70	0.53	0.34	0.61	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	1.2	1.4	12.2	2.3	0.5	28.3	0.5	0.1	0.6	9.3	0.1
Delay (s)	23.2	20.5	15.5	20.3	18.4	11.7	44.8	19.4	16.9	24.2	39.7	26.6
Level of Service	C	C	B	C	B	B	D	B	B	C	D	C
Approach Delay (s)		18.8			18.0			31.9			32.8	
Approach LOS		B			B			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			25.1				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			83.2%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	441	176	259	681	84	271	113	259	55	72	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.98		1.00	0.90		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3113		1770	3251		1736	1549		1770	1741	
Flt Permitted	0.32	1.00		0.20	1.00		0.47	1.00		0.30	1.00	
Satd. Flow (perm)	592	3113		368	3251		859	1549		565	1741	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	479	191	282	740	91	295	123	282	60	78	60
RTOR Reduction (vph)	0	51	0	0	11	0	0	106	0	0	36	0
Lane Group Flow (vph)	60	619	0	282	820	0	295	299	0	60	102	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	24.8	22.1		39.3	30.6		28.5	19.5		16.9	13.7	
Effective Green, g (s)	24.8	22.1		39.3	30.6		28.5	19.5		16.9	13.7	
Actuated g/C Ratio	0.31	0.28		0.49	0.38		0.36	0.24		0.21	0.17	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	223	860		377	1244		405	378		168	298	
v/s Ratio Prot	0.01	0.20		c0.10	0.25		c0.08	c0.19		0.01	0.06	
v/s Ratio Perm	0.07			c0.26			0.18			0.06		
v/c Ratio	0.27	0.72		0.75	0.66		0.73	0.79		0.36	0.34	
Uniform Delay, d1	19.7	26.1		14.3	20.4		21.0	28.3		26.0	29.2	
Progression Factor	1.00	1.00		1.23	0.73		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	5.2		5.6	1.9		6.4	10.8		1.3	0.7	
Delay (s)	20.4	31.3		23.3	16.7		27.4	39.1		27.3	29.9	
Level of Service	C	C		C	B		C	D		C	C	
Approach Delay (s)		30.4			18.4			34.2			29.1	
Approach LOS		C			B			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			26.4			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			77.4%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	92	109	151	95	96	169	717	151	62	465	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.92		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1658		1770	1714		1770	3069		1752	3203	
Flt Permitted	0.57	1.00		0.54	1.00		0.28	1.00		0.24	1.00	
Satd. Flow (perm)	946	1658		1010	1714		527	3069		443	3203	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	100	118	164	103	104	184	779	164	67	505	80
RTOR Reduction (vph)	0	66	0	0	56	0	0	23	0	0	18	0
Lane Group Flow (vph)	80	152	0	164	151	0	184	920	0	67	567	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	13.5	10.5		13.5	10.5		31.4	24.2		21.2	19.1	
Effective Green, g (s)	13.5	10.5		13.5	10.5		31.4	24.2		21.2	19.1	
Actuated g/C Ratio	0.21	0.16		0.21	0.16		0.49	0.38		0.33	0.30	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	230	273		249	282		400	1164		190	959	
v/s Ratio Prot	0.02	0.09		c0.03	0.09		c0.05	c0.30		0.01	0.18	
v/s Ratio Perm	0.06			c0.11			0.17			0.11		
v/c Ratio	0.35	0.56		0.66	0.54		0.46	0.79		0.35	0.59	
Uniform Delay, d1	20.9	24.5		22.6	24.4		9.9	17.6		14.9	19.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	2.5		6.2	2.0		0.8	3.7		1.1	1.0	
Delay (s)	21.8	27.0		28.8	26.4		10.7	21.3		16.1	20.0	
Level of Service	C	C		C	C		B	C		B	C	
Approach Delay (s)		25.6			27.4			19.6			19.6	
Approach LOS		C			C			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			21.5				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			63.8				Sum of lost time (s)			24.0		
Intersection Capacity Utilization			68.0%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	110	281	133	199	78	434	440	133	51	285	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	0.96		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1687	1583		1770	1784		1770	3155		1770	3125	
Flt Permitted	0.34	1.00		0.27	1.00		0.32	1.00		0.42	1.00	
Satd. Flow (perm)	610	1583		507	1784		599	3155		774	3125	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	120	305	145	216	85	472	478	145	55	310	174
RTOR Reduction (vph)	0	123	0	0	19	0	0	37	0	0	106	0
Lane Group Flow (vph)	174	302	0	145	282	0	472	586	0	55	378	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	20.7	15.7		18.7	14.7		33.5	25.2		18.2	15.9	
Effective Green, g (s)	20.7	15.7		18.7	14.7		33.5	25.2		18.2	15.9	
Actuated g/C Ratio	0.29	0.22		0.26	0.21		0.47	0.35		0.26	0.22	
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	253	349		204	368		497	1117		230	698	
v/s Ratio Prot	c0.05	c0.19		0.04	0.16		c0.17	0.19		0.01	0.12	
v/s Ratio Perm	0.15			0.15			c0.27			0.05		
v/c Ratio	0.69	0.86		0.71	0.77		0.95	0.52		0.24	0.54	
Uniform Delay, d1	21.1	26.7		23.1	26.6		14.6	18.2		20.4	24.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.6	19.4		11.1	9.2		27.8	0.4		0.5	0.9	
Delay (s)	28.6	46.1		34.2	35.8		42.4	18.7		20.9	25.3	
Level of Service	C	D		C	D		D	B		C	C	
Approach Delay (s)		41.1			35.3			28.9			24.8	
Approach LOS		D			D			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			31.9				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			71.2				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			86.2%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	47	41	90	30	0	86	587	90	281	406	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.93		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1613		1770	1792		1770	2798	1583	1597	3406	1583
Flt Permitted	0.74	1.00		0.69	1.00		0.50	1.00	1.00	0.28	1.00	1.00
Satd. Flow (perm)	1127	1613		1294	1792		924	2798	1583	479	3406	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	51	45	98	33	0	93	638	98	305	441	136
RTOR Reduction (vph)	0	37	0	0	0	0	0	0	64	0	0	77
Lane Group Flow (vph)	136	59	0	98	33	0	93	638	34	305	441	59
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	9.4	9.4		9.4	9.4		22.6	18.9	18.9	32.6	23.9	23.9
Effective Green, g (s)	9.4	9.4		9.4	9.4		22.6	18.9	18.9	32.6	23.9	23.9
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.41	0.34	0.34	0.59	0.43	0.43
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	193	276		221	306		437	961	544	461	1480	688
v/s Ratio Prot		0.04			0.02		0.01	0.23		c0.10	0.13	
v/s Ratio Perm	c0.12			0.08			0.07		0.02	c0.29		0.04
v/c Ratio	0.70	0.21		0.44	0.11		0.21	0.66	0.06	0.66	0.30	0.09
Uniform Delay, d1	21.5	19.6		20.5	19.3		10.1	15.3	12.1	6.5	10.1	9.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.1	0.4		1.4	0.2		0.2	1.7	0.0	3.6	0.1	0.1
Delay (s)	32.6	20.0		21.9	19.4		10.3	17.1	12.2	10.1	10.2	9.2
Level of Service	C	C		C	B		B	B	B	B	B	A
Approach Delay (s)		27.4			21.3			15.7			10.0	
Approach LOS		C			C			B			B	

Intersection Summary		
HCM Average Control Delay	15.0	HCM Level of Service
HCM Volume to Capacity ratio	0.73	B
Actuated Cycle Length (s)	55.0	Sum of lost time (s)
Intersection Capacity Utilization	60.4%	18.0
Analysis Period (min)	15	ICU Level of Service
		B

c Critical Lane Group





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	101	601	928	325	211	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1538	2943	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1538	2943	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	110	653	1009	353	229	110
RTOR Reduction (vph)	0	0	0	0	0	87
Lane Group Flow (vph)	110	653	1009	353	229	23
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	8.3	67.9	27.1	47.6	14.5	14.5
Effective Green, g (s)	8.3	67.9	27.1	47.6	14.5	14.5
Actuated g/C Ratio	0.12	1.00	0.40	0.70	0.21	0.21
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	194	1538	1175	1101	350	311
v/s Ratio Prot	0.07		c0.34	0.22	c0.14	
v/s Ratio Perm		c0.42				0.02
v/c Ratio	0.57	0.42	0.86	0.32	0.65	0.08
Uniform Delay, d1	28.1	0.0	18.6	3.9	24.4	21.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8	0.9	6.4	0.2	4.4	0.1
Delay (s)	31.9	0.9	25.1	4.1	28.8	21.4
Level of Service	C	A	C	A	C	C
Approach Delay (s)	5.3			19.6	26.4	
Approach LOS	A			B	C	





















**Intersection Summary**

HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	67.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis



















11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	247	42	169	31	49	47	169	337	48	47	207	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1530	1282		1605		1456	1516		1770	1667	1442
Flt Permitted		0.66	1.00		0.86		0.53	1.00		0.42	1.00	1.00
Satd. Flow (perm)		1060	1282		1399		806	1516		791	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	268	46	184	34	53	51	184	366	52	51	225	187
RTOR Reduction (vph)	0	0	123	0	34	0	0	8	0	0	0	135
Lane Group Flow (vph)	0	314	61	0	104	0	184	410	0	51	225	52
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		18.7	18.7		18.7		24.2	18.2		18.8	15.5	15.5
Effective Green, g (s)		18.7	18.7		18.7		24.2	18.2		18.8	15.5	15.5
Actuated g/C Ratio		0.33	0.33		0.33		0.43	0.32		0.33	0.28	0.28
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		353	427		466		416	491		322	460	398
v/s Ratio Prot							c0.05	c0.27		0.01	0.13	
v/s Ratio Perm		c0.30	0.05		0.07		0.14			0.04		0.04
v/c Ratio		0.89	0.14		0.22		0.44	0.83		0.16	0.49	0.13
Uniform Delay, d1		17.8	13.1		13.5		10.5	17.6		12.9	17.0	15.3
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		22.8	0.2		0.2		0.8	11.7		0.2	0.8	0.1
Delay (s)		40.5	13.3		13.8		11.3	29.3		13.1	17.9	15.4
Level of Service		D	B		B		B	C		B	B	B
Approach Delay (s)		30.5			13.8			23.8			16.4	
Approach LOS		C			B			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			22.9				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			56.2				Sum of lost time (s)			14.0		
Intersection Capacity Utilization			59.9%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	16	55	54	24	60	84	259	54	39	168	59
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	64	17	60	59	26	65	91	282	59	42	183	64
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	669	790	91	709	796	141	247			340		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	669	790	91	709	796	141	247			340		
tC, single (s)	7.8	6.6	8.6	7.6	6.6	6.9	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.1	4.1	3.6	4.1	3.3	2.3			2.2		
p0 queue free %	74	94	92	77	91	93	93			97		
cM capacity (veh/h)	249	279	739	251	277	881	1253			1216		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	141	150	185	188	59	103	122	64				
Volume Left	64	59	91	0	0	42	0	0				
Volume Right	60	65	0	0	59	0	0	64				
cSH	353	373	1253	1700	1700	1216	1700	1700				
Volume to Capacity	0.40	0.40	0.07	0.11	0.03	0.03	0.07	0.04				
Queue Length 95th (ft)	47	47	6	0	0	3	0	0				
Control Delay (s)	21.9	21.0	4.3	0.0	0.0	3.5	0.0	0.0				
Lane LOS	C	C	A			A						
Approach Delay (s)	21.9	21.0	1.8			1.2						
Approach LOS	C	C										
Intersection Summary												
Average Delay			7.3									
Intersection Capacity Utilization			35.6%	ICU Level of Service	A							
Analysis Period (min)			15									

Arterial Level of Service

Arterial Level of Service: NB SR 29





















Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Farm Workers Way	I	59	529.3	7.6	536.9	8.70	58.4	A
CR 846	I	45	108.4	28.7	137.1	1.36	35.6	B
New Market Rd E	I	45	13.4	8.1	21.5	0.13	21.5	D
N 1st St	I	45	38.3	18.3	56.6	0.41	25.9	D
9th St	I	45	44.2	15.5	59.7	0.50	30.3	C
Immokalee Dr	I	45	69.6	23.8	93.4	0.87	33.5	C
Lake Trafford	I	45	44.4	18.5	62.9	0.50	28.9	C
New Market Rd	I	45	46.2	23.2	69.4	0.58	30.0	C
SR 82	I	55	200.3	5.6	205.9	3.04	53.2	A
Total	I		1094.1	149.3	1243.4	16.09	46.6	A

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	38.5	75.0	0.50	24.0	D
Westclox Rd	I	55	200.3	12.9	213.2	3.04	51.3	A
Lake Trafford	I	45	46.2	23.4	69.6	0.58	29.9	C
Immokalee Dr	I	45	44.4	23.9	68.3	0.50	26.6	D
9th St	I	45	69.6	28.5	98.1	0.87	31.9	C
Immokalee Rd	I	45	44.2	20.5	64.7	0.50	27.9	C
New Market Rd E	I	45	38.3	8.8	47.1	0.41	31.1	C
CR 846	I	45	13.4	4.6	18.0	0.13	25.7	D
Farm Workers Way	I	45	108.4	7.1	115.5	1.36	42.2	A
Total	I		601.3	168.2	769.5	7.89	36.9	B

HCM Signalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	139	36	151	59	23	51	98	242	59	78	374	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.94			0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1191			1677		1626	1496	1583	1770	1638	1214
Flt Permitted		0.80			0.77		0.45	1.00	1.00	0.60	1.00	1.00
Satd. Flow (perm)		968			1313		767	1496	1583	1112	1638	1214
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	151	39	164	64	25	55	107	263	64	85	407	151
RTOR Reduction (vph)	0	66	0	0	35	0	0	0	41	0	0	97
Lane Group Flow (vph)	0	288	0	0	109	0	107	263	23	85	407	54
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		16.4			16.4		16.0	16.0	16.0	16.0	16.0	16.0
Effective Green, g (s)		16.4			16.4		16.0	16.0	16.0	16.0	16.0	16.0
Actuated g/C Ratio		0.37			0.37		0.36	0.36	0.36	0.36	0.36	0.36
Clearance Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		358			485		276	539	570	401	590	437
v/s Ratio Prot								0.18			c0.25	
v/s Ratio Perm		c0.30			0.08		0.14		0.01	0.08		0.04
v/c Ratio		0.81			0.23		0.39	0.49	0.04	0.21	0.69	0.12
Uniform Delay, d1		12.6			9.6		10.6	11.0	9.2	9.8	12.1	9.5
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		12.4			0.2		0.9	0.7	0.0	0.3	3.4	0.1
Delay (s)		25.0			9.9		11.5	11.7	9.2	10.1	15.5	9.6
Level of Service		C			A		B	B	A	B	B	A
Approach Delay (s)		25.0			9.9			11.3			13.4	
Approach LOS		C			A			B			B	

Intersection Summary		
HCM Average Control Delay	15.1	HCM Level of Service B
HCM Volume to Capacity ratio	0.75	
Actuated Cycle Length (s)	44.4	Sum of lost time (s) 12.0
Intersection Capacity Utilization	63.8%	ICU Level of Service B
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	22	10	37	25	313	12	355	24	313	541	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1607	1583		1728	1538	1770	3139	1583	1770	3282	1468
Flt Permitted		0.78	1.00		0.78	1.00	0.43	1.00	1.00	0.34	1.00	1.00
Satd. Flow (perm)		1292	1583		1394	1538	801	3139	1583	637	3282	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	24	11	40	27	340	13	386	26	340	588	52
RTOR Reduction (vph)	0	0	9	0	0	276	0	0	20	0	0	23
Lane Group Flow (vph)	0	58	2	0	67	64	13	386	6	340	588	29
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	pm+pt		Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		8.9	8.9		8.9	8.9	11.3	11.3	11.3	26.0	26.0	26.0
Effective Green, g (s)		8.9	8.9		8.9	8.9	11.3	11.3	11.3	26.0	26.0	26.0
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.24	0.24	0.24	0.55	0.55	0.55
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		243	297		262	289	191	748	377	557	1800	805
v/s Ratio Prot								0.12		c0.11	0.18	
v/s Ratio Perm		0.04	0.00		c0.05	0.04	0.02		0.00	c0.22		0.02
v/c Ratio		0.24	0.01		0.26	0.22	0.07	0.52	0.02	0.61	0.33	0.04
Uniform Delay, d1		16.4	15.7		16.4	16.3	14.0	15.7	13.8	6.6	5.9	4.9
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.5	0.0		0.5	0.4	0.2	0.6	0.0	2.0	0.1	0.0
Delay (s)		16.9	15.7		16.9	16.7	14.1	16.3	13.8	8.5	6.0	4.9
Level of Service		B	B		B	B	B	B	B	A	A	A
Approach Delay (s)		16.7			16.7			16.1			6.8	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			11.4								HCM Level of Service	B
HCM Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			47.4								Sum of lost time (s)	12.0
Intersection Capacity Utilization			52.6%								ICU Level of Service	A
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	591	844	546	90	90	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3273	3167	2983	1495	1687	1282
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3273	3167	2983	1495	1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	642	917	593	98	98	416
RTOR Reduction (vph)	0	0	0	71	0	321
Lane Group Flow (vph)	642	917	593	27	98	95
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	17.0	42.0	19.0	19.0	16.0	16.0
Effective Green, g (s)	17.0	42.0	19.0	19.0	16.0	16.0
Actuated g/C Ratio	0.24	0.60	0.27	0.27	0.23	0.23
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	795	1900	810	406	386	293
v/s Ratio Prot	c0.20	0.29	c0.20		0.06	
v/s Ratio Perm				0.02		c0.07
v/c Ratio	0.81	0.48	0.73	0.07	0.25	0.32
Uniform Delay, d1	25.0	7.9	23.2	18.9	22.1	22.5
Progression Factor	0.74	0.56	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9	0.7	5.8	0.3	1.6	2.9
Delay (s)	23.3	5.1	29.0	19.2	23.7	25.4
Level of Service	C	A	C	B	C	C
Approach Delay (s)		12.6	27.6		25.1	
Approach LOS		B	C		C	

**Intersection Summary**

HCM Average Control Delay	18.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	151	1031	667	262	404	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.31	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	577	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	1121	725	285	439	164
RTOR Reduction (vph)	0	0	0	175	0	122
Lane Group Flow (vph)	164	1121	725	110	439	42
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	40.0	40.0	27.0	27.0	18.0	18.0
Effective Green, g (s)	40.0	40.0	27.0	27.0	18.0	18.0
Actuated g/C Ratio	0.57	0.57	0.39	0.39	0.26	0.26
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	447	1875	1277	483	738	367
v/s Ratio Prot	0.04	c0.34	0.22		c0.15	
v/s Ratio Perm	0.17			0.09		0.03
v/c Ratio	0.37	0.60	0.57	0.23	0.59	0.11
Uniform Delay, d1	11.8	9.8	16.9	14.5	22.8	19.9
Progression Factor	0.88	0.88	0.41	0.08	1.00	1.00
Incremental Delay, d2	0.3	1.0	1.3	0.8	3.5	0.6
Delay (s)	10.8	9.6	8.2	2.0	26.3	20.5
Level of Service	B	A	A	A	C	C
Approach Delay (s)		9.7	6.4		24.7	
Approach LOS		A	A		C	

**Intersection Summary**

HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	217	518	524	304	336	125	340	137	470	193	211	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	236	563	570	330	365	136	370	149	511	210	229	236
RTOR Reduction (vph)	0	0	289	0	0	101	0	0	242	0	0	190
Lane Group Flow (vph)	236	563	281	330	365	35	370	149	269	210	229	46
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	9.0	18.8	18.8	8.0	17.8	17.8	9.7	17.2	17.2	6.0	13.5	13.5
Effective Green, g (s)	9.0	18.8	18.8	8.0	17.8	17.8	9.7	17.2	17.2	6.0	13.5	13.5
Actuated g/C Ratio	0.13	0.27	0.27	0.11	0.25	0.25	0.14	0.25	0.25	0.09	0.19	0.19
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	441	881	356	377	820	380	476	417	374	294	330	294
v/s Ratio Prot	0.07	0.17		c0.10	0.11		c0.11	0.09		0.06	c0.13	
v/s Ratio Perm			c0.21			0.02			c0.18			0.03
v/c Ratio	0.54	0.64	0.79	0.88	0.45	0.09	0.78	0.36	0.72	0.71	0.69	0.15
Uniform Delay, d1	28.5	22.6	23.8	30.5	21.9	19.9	29.1	21.8	24.2	31.2	26.3	23.5
Progression Factor	0.75	0.63	0.58	0.80	0.28	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	2.9	13.7	17.5	1.5	0.4	7.8	0.5	6.5	8.0	6.2	0.2
Delay (s)	22.4	17.3	27.4	41.8	7.6	2.1	36.9	22.4	30.7	39.1	32.5	23.8
Level of Service	C	B	C	D	A	A	D	C	C	D	C	C
Approach Delay (s)		22.4			20.3			31.7			31.5	
Approach LOS		C			C			C			C	

Intersection Summary

HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	904	319	173	586	55	207	57	173	84	78	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3195	1524	1770	3282	1568	1736	1667	1495	1770	1863	1583
Flt Permitted	0.37	1.00	1.00	0.19	1.00	1.00	0.61	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	682	3195	1524	354	3282	1568	1118	1667	1495	1335	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	983	347	188	637	60	225	62	188	91	85	117
RTOR Reduction (vph)	0	0	203	0	0	34	0	0	165	0	0	104
Lane Group Flow (vph)	117	983	144	188	637	26	225	62	23	91	85	13
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	33.0	29.0	29.0	35.4	30.2	30.2	12.9	8.6	8.6	10.7	7.5	7.5
Effective Green, g (s)	33.0	29.0	29.0	35.4	30.2	30.2	12.9	8.6	8.6	10.7	7.5	7.5
Actuated g/C Ratio	0.47	0.41	0.41	0.51	0.43	0.43	0.18	0.12	0.12	0.15	0.11	0.11
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	384	1324	631	284	1416	676	244	205	184	224	200	170
v/s Ratio Prot	0.02	c0.31		c0.05	0.19		c0.06	0.04		0.02	0.05	
v/s Ratio Perm	0.13		0.09	0.29		0.02	c0.11		0.02	0.04		0.01
v/c Ratio	0.30	0.74	0.23	0.66	0.45	0.04	0.92	0.30	0.13	0.41	0.42	0.07
Uniform Delay, d1	13.6	17.3	13.3	21.1	14.0	11.5	27.7	28.0	27.4	26.5	29.2	28.1
Progression Factor	1.00	1.00	1.00	0.71	0.32	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	3.8	0.8	4.7	0.9	0.1	37.0	0.8	0.3	1.2	1.5	0.2
Delay (s)	14.0	21.1	14.1	19.7	5.4	0.8	64.7	28.8	27.7	27.7	30.7	28.3
Level of Service	B	C	B	B	A	A	E	C	C	C	C	C
Approach Delay (s)		18.9			8.1			45.4			28.8	
Approach LOS		B			A			D			C	

Intersection Summary

HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	139	36	241	133	23	74	156	578	133	115	892	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.87		1.00	0.89		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1594		1770	1638		1770	3059		1752	3204	
Flt Permitted	0.69	1.00		0.30	1.00		0.13	1.00		0.28	1.00	
Satd. Flow (perm)	1139	1594		564	1638		241	3059		516	3204	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	151	39	262	145	25	80	170	628	145	125	970	151
RTOR Reduction (vph)	0	159	0	0	66	0	0	24	0	0	15	0
Lane Group Flow (vph)	151	142	0	145	39	0	170	749	0	125	1106	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	pm+pt		pm+pt		pm+pt		pm+pt		pm+pt		pm+pt	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	15.4	12.3		17.2	13.2		35.9	30.9		35.1	30.5	
Effective Green, g (s)	15.4	12.3		17.2	13.2		35.9	30.9		35.1	30.5	
Actuated g/C Ratio	0.20	0.16		0.23	0.17		0.47	0.41		0.46	0.40	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	249	259		192	285		215	1247		314	1289	
v/s Ratio Prot	0.02	0.09		c0.04	0.02		c0.05	0.24		0.02	c0.35	
v/s Ratio Perm	0.10			c0.13			0.32			0.16		
v/c Ratio	0.61	0.55		0.76	0.14		0.79	0.60		0.40	0.86	
Uniform Delay, d1	26.9	29.2		26.7	26.5		14.3	17.6		12.1	20.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.1	2.4		15.5	0.2		17.7	0.8		0.8	5.9	
Delay (s)	31.1	31.6		42.2	26.7		32.0	18.4		13.0	26.6	
Level of Service	C	C		D	C		C	B		B	C	
Approach Delay (s)		31.4			35.7			20.9			25.2	
Approach LOS		C			D			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			25.7			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			75.8			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			81.9%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	247	91	464	98	60	51	301	340	98	78	524	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.87		1.00	0.93		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1687	1583		1770	1735		1770	3156		1770	3143	
Flt Permitted	0.46	1.00		0.33	1.00		0.14	1.00		0.48	1.00	
Satd. Flow (perm)	809	1583		611	1735		269	3156		893	3143	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	268	99	504	107	65	55	327	370	107	85	570	268
RTOR Reduction (vph)	0	205	0	0	35	0	0	29	0	0	62	0
Lane Group Flow (vph)	268	398	0	107	85	0	327	448	0	85	776	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			pm+pt				pm+pt	
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4			8			2				6	
Actuated Green, G (s)	32.4	23.3		15.3	12.2		44.0	34.2			30.2	26.4
Effective Green, g (s)	32.4	23.3		15.3	12.2		44.0	34.2			30.2	26.4
Actuated g/C Ratio	0.37	0.26		0.17	0.14		0.50	0.39			0.34	0.30
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0			6.0	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	438	417		146	239		356	1221			343	939
v/s Ratio Prot	c0.10	c0.25		0.03	0.05		c0.14	0.14			0.01	0.25
v/s Ratio Perm	0.13			0.10			c0.32				0.07	
v/c Ratio	0.61	0.96		0.73	0.35		0.92	0.37			0.25	0.83
Uniform Delay, d1	21.3	32.0		35.0	34.5		20.6	19.4			20.1	28.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	2.5	32.4		17.2	0.9		27.8	0.2			0.4	6.0
Delay (s)	23.9	64.5		52.2	35.4		48.3	19.6			20.5	34.9
Level of Service	C	E		D	D		D	B			C	C
Approach Delay (s)		52.0			43.4			31.3				33.6
Approach LOS		D			D			C				C
<b>Intersection Summary</b>												
HCM Average Control Delay			39.4				HCM Level of Service				D	
HCM Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			88.4				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			96.6%				ICU Level of Service			F		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	271	49	58	5	21	0	53	507	23	579	783	271	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00	
Frt	1.00	0.92		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1456	1577		1770	1792		1770	2798	1583	3099	3406	1583	
Flt Permitted	0.74	1.00		0.68	1.00		0.33	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1137	1577		1271	1792		619	2798	1583	3099	3406	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	295	53	63	5	23	0	58	551	25	629	851	295	
RTOR Reduction (vph)	0	46	0	0	0	0	0	0	18	0	0	162	
Lane Group Flow (vph)	295	70	0	5	23	0	58	551	7	629	851	133	
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%	
Turn Type	Perm			Perm			pm+pt		Perm	Prot		Perm	
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4			8			2		2			6	
Actuated Green, G (s)	20.8	20.8		20.8	20.8		22.3	20.0	20.0	16.1	33.8	33.8	
Effective Green, g (s)	20.8	20.8		20.8	20.8		22.3	20.0	20.0	16.1	33.8	33.8	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.30	0.27	0.27	0.21	0.45	0.45	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	316	438		353	498		220	747	423	666	1537	714	
v/s Ratio Prot		0.04			0.01		0.01	c0.20		c0.20	0.25		
v/s Ratio Perm	c0.26			0.00			0.07		0.00			0.08	
v/c Ratio	0.93	0.16		0.01	0.05		0.26	0.74	0.02	0.94	0.55	0.19	
Uniform Delay, d1	26.4	20.5		19.6	19.8		19.1	25.1	20.2	29.0	15.0	12.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	33.5	0.2		0.0	0.0		0.6	3.8	0.0	22.1	0.4	0.1	
Delay (s)	59.9	20.6		19.6	19.8		19.7	28.9	20.2	51.0	15.5	12.4	
Level of Service	E	C		B	B		B	C	C	D	B	B	
Approach Delay (s)		48.8			19.8			27.7			27.6		
Approach LOS		D			B			C			C		
<b>Intersection Summary</b>													
HCM Average Control Delay			30.6									HCM Level of Service	C
HCM Volume to Capacity ratio			0.87										
Actuated Cycle Length (s)			74.9									Sum of lost time (s)	18.0
Intersection Capacity Utilization			67.2%									ICU Level of Service	C
Analysis Period (min)			15										

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	211	1235	800	258	398	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.94	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1538	4277	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1538	4277	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	229	1342	870	280	433	229
RTOR Reduction (vph)	0	0	0	0	0	160
Lane Group Flow (vph)	229	1342	870	280	433	69
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	13.5	66.5	15.1	41.0	19.9	19.9
Effective Green, g (s)	13.5	66.5	15.1	41.0	19.9	19.9
Actuated g/C Ratio	0.20	1.00	0.23	0.62	0.30	0.30
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	321	1538	971	968	490	435
v/s Ratio Prot	0.14		0.20	0.18	0.26	
v/s Ratio Perm		c0.87				0.05
v/c Ratio	0.71	0.87	0.90	0.29	0.88	0.16
Uniform Delay, d1	24.7	0.0	24.9	6.0	22.2	17.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.3	7.1	10.7	0.2	17.0	0.2
Delay (s)	32.0	7.1	35.6	6.1	39.2	17.3
Level of Service	C	A	D	A	D	B
Approach Delay (s)	10.8			28.5	31.6	
Approach LOS	B			C	C	





















**Intersection Summary**

HCM Average Control Delay	20.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	66.5	Sum of lost time (s)	0.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	39	117	60	60	84	117	211	39	84	325	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.94		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1544	1282		1604		1456	1518		1770	1667	1442
Flt Permitted		0.67	1.00		0.83		0.42	1.00		0.59	1.00	1.00
Satd. Flow (perm)		1075	1282		1350		648	1518		1104	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	42	127	65	65	91	127	229	42	91	353	282
RTOR Reduction (vph)	0	0	89	0	43	0	0	11	0	0	0	194
Lane Group Flow (vph)	0	225	38	0	178	0	127	260	0	91	353	88
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		15.4	15.4		15.4		21.9	17.5		19.3	16.2	16.2
Effective Green, g (s)		15.4	15.4		15.4		21.9	17.5		19.3	16.2	16.2
Actuated g/C Ratio		0.30	0.30		0.30		0.42	0.34		0.37	0.31	0.31
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		318	380		400		341	511		449	519	449
v/s Ratio Prot							c0.03	0.17		0.01	c0.21	
v/s Ratio Perm		c0.21	0.03		0.13		0.13			0.06		0.06
v/c Ratio		0.71	0.10		0.45		0.37	0.51		0.20	0.68	0.20
Uniform Delay, d1		16.3	13.3		14.8		9.7	13.8		10.8	15.6	13.1
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.0	0.1		0.8		0.7	0.8		0.2	3.7	0.2
Delay (s)		23.3	13.4		15.6		10.4	14.6		11.1	19.3	13.3
Level of Service		C	B		B		B	B		B	B	B
Approach Delay (s)		19.7			15.6			13.3			15.9	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			16.1				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			52.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			63.8%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

Arterial Level of Service

Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	15.9	52.4	0.50	34.4	B
Farm Workers Way	I	59	499.3	19.3	518.6	8.20	57.0	A
CR 846	I	45	108.4	29.5	137.9	1.36	35.4	B
New Market Rd E	I	45	13.4	8.3	21.7	0.13	21.3	D
N 1st St	I	45	38.3	7.8	46.1	0.41	31.8	C
9th St	I	45	44.2	5.5	49.7	0.50	36.4	B
Immokalee Dr	I	45	69.6	19.2	88.8	0.87	35.3	B
Lake Trafford	I	45	44.4	18.9	63.3	0.50	28.7	C
New Market Rd	I	45	46.2	37.4	83.6	0.58	24.9	D
SR 82	I	55	200.3	7.4	207.7	3.04	52.7	A
Total	I		1100.6	169.2	1269.8	16.09	45.6	A





















Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	45.5	82.0	0.50	22.0	D
Westclox Rd	I	55	200.3	16.6	216.9	3.04	50.5	A
Lake Trafford	I	45	46.2	36.4	82.6	0.58	25.2	D
Immokalee Dr	I	45	44.4	29.6	74.0	0.50	24.5	D
9th St	I	45	69.6	20.3	89.9	0.87	34.8	B
Immokalee Rd	I	45	44.2	17.7	61.9	0.50	29.2	C
New Market Rd E	I	45	38.3	9.8	48.1	0.41	30.5	C
CR 846	I	45	13.4	5.2	18.6	0.13	24.9	D
Farm Workers Way	I	45	108.4	7.0	115.4	1.36	42.3	A
Oil Well Rd	I	59	499.3	21.2	520.5	8.20	56.7	A
Total	I		1100.6	209.3	1309.9	16.09	44.2	A



HCM Signalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	23	98	84	36	84	151	380	84	55	246	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.94			0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1189			1675		1626	1496	1583	1770	1638	1214
Flt Permitted		0.81			0.81		0.59	1.00	1.00	0.51	1.00	1.00
Satd. Flow (perm)		988			1392		1018	1496	1583	948	1638	1214
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	25	107	91	39	91	164	413	91	60	267	98
RTOR Reduction (vph)	0	71	0	0	57	0	0	0	47	0	0	51
Lane Group Flow (vph)	0	159	0	0	164	0	164	413	44	60	267	47
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		9.6			9.6		19.9	19.9	19.9	19.9	19.9	19.9
Effective Green, g (s)		9.6			9.6		19.9	19.9	19.9	19.9	19.9	19.9
Actuated g/C Ratio		0.23			0.23		0.48	0.48	0.48	0.48	0.48	0.48
Clearance Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		229			322		488	717	759	455	785	582
v/s Ratio Prot								c0.28			0.16	
v/s Ratio Perm		c0.16			0.12		0.16		0.03	0.06		0.04
v/c Ratio		0.70			0.51		0.34	0.58	0.06	0.13	0.34	0.08
Uniform Delay, d1		14.6			13.9		6.7	7.8	5.8	6.0	6.7	5.8
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		8.8			1.3		0.4	1.1	0.0	0.1	0.3	0.1
Delay (s)		23.5			15.2		7.1	8.9	5.8	6.1	7.0	5.9
Level of Service		C			B		A	A	A	A	A	A
Approach Delay (s)		23.5			15.2			8.0			6.6	
Approach LOS		C			B			A			A	

Intersection Summary		
HCM Average Control Delay	11.0	HCM Level of Service
HCM Volume to Capacity ratio	0.62	B
Actuated Cycle Length (s)	41.5	Sum of lost time (s)
Intersection Capacity Utilization	54.2%	12.0
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	48	6	6	23	4	203	6	548	36	203	355	31	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1499	1583		1673	1538	1770	3139	1583	1770	3282	1468	
Flt Permitted		0.73	1.00		0.71	1.00	0.52	1.00	1.00	0.29	1.00	1.00	
Satd. Flow (perm)		1143	1583		1246	1538	975	3139	1583	540	3282	1468	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	52	7	7	25	4	221	7	596	39	221	386	34	
RTOR Reduction (vph)	0	0	6	0	0	184	0	0	27	0	0	15	
Lane Group Flow (vph)	0	59	1	0	29	37	7	596	12	221	386	19	
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	pm+pt		Perm	
Protected Phases		4			8			2			1	6	
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		8.1	8.1		8.1	8.1	14.5	14.5	14.5	27.4	27.4	27.4	
Effective Green, g (s)		8.1	8.1		8.1	8.1	14.5	14.5	14.5	27.4	27.4	27.4	
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.30	0.30	0.30	0.57	0.57	0.57	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		193	267		210	260	295	948	478	485	1873	838	
v/s Ratio Prot								c0.19		c0.07	0.12		
v/s Ratio Perm		c0.05	0.00		0.02	0.02	0.01		0.01	0.19		0.01	
v/c Ratio		0.31	0.00		0.14	0.14	0.02	0.63	0.02	0.46	0.21	0.02	
Uniform Delay, d1		17.5	16.6		17.0	17.0	11.8	14.4	11.8	5.7	5.0	4.5	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.9	0.0		0.3	0.3	0.0	1.3	0.0	0.7	0.1	0.0	
Delay (s)		18.4	16.6		17.3	17.2	11.8	15.7	11.8	6.4	5.1	4.5	
Level of Service		B	B		B	B	B	B	B	A	A	A	
Approach Delay (s)		18.2			17.3			15.5			5.5		
Approach LOS		B			B			B			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			11.9									HCM Level of Service	B
HCM Volume to Capacity ratio			0.52										
Actuated Cycle Length (s)			48.0									Sum of lost time (s)	18.5
Intersection Capacity Utilization			51.5%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖↖	↑↑	↗↗	→	↙	↘
Volume (vph)	383	546	844	139	139	591
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3273	3167	2983	1495	1687	1282
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3273	3167	2983	1495	1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	416	593	917	151	151	642
RTOR Reduction (vph)	0	0	0	99	0	213
Lane Group Flow (vph)	416	593	917	52	151	429
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	15.0	59.0	38.0	38.0	39.0	39.0
Effective Green, g (s)	15.0	59.0	38.0	38.0	39.0	39.0
Actuated g/C Ratio	0.14	0.54	0.35	0.35	0.35	0.35
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	446	1699	1030	516	598	455
v/s Ratio Prot	c0.13	0.19	c0.31		0.09	
v/s Ratio Perm				0.03		c0.33
v/c Ratio	0.93	0.35	0.89	0.10	0.25	0.94
Uniform Delay, d1	47.0	14.5	34.0	24.4	25.2	34.4
Progression Factor	0.82	0.63	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.5	0.5	11.5	0.4	1.0	30.1
Delay (s)	63.8	9.7	45.5	24.8	26.2	64.5
Level of Service	E	A	D	C	C	E
Approach Delay (s)		32.0	42.6		57.2	
Approach LOS		C	D		E	

**Intersection Summary**

HCM Average Control Delay	42.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	98	667	1031	404	262	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.17	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	315	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	725	1121	439	285	107
RTOR Reduction (vph)	0	0	0	186	0	87
Lane Group Flow (vph)	107	725	1121	253	285	20
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	77.0	77.0	63.4	63.4	21.0	21.0
Effective Green, g (s)	77.0	77.0	63.4	63.4	21.0	21.0
Actuated g/C Ratio	0.70	0.70	0.58	0.58	0.19	0.19
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	320	2297	1909	722	548	273
v/s Ratio Prot	0.02	c0.22	c0.34		c0.10	
v/s Ratio Perm	0.21			0.20		0.01
v/c Ratio	0.33	0.32	0.59	0.35	0.52	0.07
Uniform Delay, d1	8.3	6.4	14.9	12.4	40.0	36.5
Progression Factor	1.77	0.69	0.52	0.05	1.00	1.00
Incremental Delay, d2	0.6	0.3	0.5	0.5	3.5	0.5
Delay (s)	15.3	4.7	8.2	1.2	43.5	37.1
Level of Service	B	A	A	A	D	D
Approach Delay (s)		6.1	6.2		41.7	
Approach LOS		A	A		D	

























**Intersection Summary**

HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	141	336	340	470	518	193	604	296	304	125	231	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	365	370	511	563	210	657	322	330	136	251	153
RTOR Reduction (vph)	0	0	284	0	0	137	0	0	224	0	0	126
Lane Group Flow (vph)	153	365	86	511	563	73	657	322	107	136	251	27
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7		4
Permitted Phases			2			6			8			4
Actuated Green, G (s)	8.7	25.7	25.7	21.0	38.0	38.0	24.0	35.5	35.5	7.8	19.3	19.3
Effective Green, g (s)	8.7	25.7	25.7	21.0	38.0	38.0	24.0	35.5	35.5	7.8	19.3	19.3
Actuated g/C Ratio	0.08	0.23	0.23	0.19	0.35	0.35	0.22	0.32	0.32	0.07	0.18	0.18
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	272	767	309	631	1113	516	749	547	492	243	300	267
v/s Ratio Prot	c0.04	0.11		c0.15	c0.17		c0.19	0.19		0.04	c0.15	
v/s Ratio Perm			0.07			0.05			0.07			0.02
v/c Ratio	0.56	0.48	0.28	0.81	0.51	0.14	0.88	0.59	0.22	0.56	0.84	0.10
Uniform Delay, d1	48.8	36.3	34.6	42.6	28.6	24.8	41.6	31.1	27.1	49.4	43.8	38.1
Progression Factor	0.87	0.54	0.65	0.59	0.51	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	1.9	2.0	6.5	1.4	0.5	11.3	1.6	0.2	2.8	18.0	0.2
Delay (s)	44.6	21.6	24.4	31.5	16.1	6.1	52.9	32.8	27.3	52.2	61.8	38.2
Level of Service	D	C	C	C	B	A	D	C	C	D	E	D
Approach Delay (s)		26.8			20.6			41.5			52.7	
Approach LOS		C			C			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			33.1				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)		24.0			
Intersection Capacity Utilization			68.8%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	589	207	264	910	89	316	114	264	70	73	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3195	1524	1770	3282	1568	1736	1667	1495	1770	1863	1583
Flt Permitted	0.17	1.00	1.00	0.32	1.00	1.00	0.42	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	323	3195	1524	604	3282	1568	763	1667	1495	1262	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	640	225	287	989	97	343	124	287	76	79	63
RTOR Reduction (vph)	0	0	140	0	0	48	0	0	223	0	0	58
Lane Group Flow (vph)	76	640	85	287	989	49	343	124	64	76	79	5
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	44.6	41.4	41.4	63.6	54.4	54.4	34.4	24.4	24.4	12.7	8.7	8.7
Effective Green, g (s)	44.6	41.4	41.4	63.6	54.4	54.4	34.4	24.4	24.4	12.7	8.7	8.7
Actuated g/C Ratio	0.41	0.38	0.38	0.58	0.49	0.49	0.31	0.22	0.22	0.12	0.08	0.08
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	173	1202	574	521	1623	775	413	370	332	164	147	125
v/s Ratio Prot	0.01	0.20		c0.08	c0.30		c0.15	0.07		0.02	0.04	
v/s Ratio Perm	0.17		0.06	0.24		0.03	c0.11		0.04	0.04		0.00
v/c Ratio	0.44	0.53	0.15	0.55	0.61	0.06	0.83	0.34	0.19	0.46	0.54	0.04
Uniform Delay, d1	35.6	26.8	22.6	23.0	20.1	14.5	32.6	36.0	34.8	45.0	48.7	46.8
Progression Factor	1.00	1.00	1.00	0.37	0.38	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	1.7	0.5	1.0	1.3	0.1	13.2	0.5	0.3	2.1	3.7	0.1
Delay (s)	37.4	28.4	23.2	9.4	8.9	4.8	45.8	36.5	35.1	47.0	52.5	46.9
Level of Service	D	C	C	A	A	A	D	D	D	D	D	D
Approach Delay (s)		27.9			8.8			40.2			49.0	
Approach LOS		C			A			D			D	

Intersection Summary

HCM Average Control Delay	24.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	91	156	205	96	115	241	892	205	74	578	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.91		1.00	0.92		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1640		1770	1701		1770	3060		1752	3207	
Flt Permitted	0.62	1.00		0.26	1.00		0.20	1.00		0.14	1.00	
Satd. Flow (perm)	1017	1640		492	1701		376	3060		264	3207	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	93	99	170	223	104	125	262	970	223	80	628	93
RTOR Reduction (vph)	0	69	0	0	47	0	0	22	0	0	13	0
Lane Group Flow (vph)	93	200	0	223	182	0	262	1171	0	80	708	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	pm+pt			pm+pt			pm+pt				pm+pt	
Protected Phases	7	4		3	8		5	2			1	6
Permitted Phases	4			8			2				6	
Actuated Green, G (s)	19.1	15.3		27.7	19.6		45.5	36.5			30.9	27.9
Effective Green, g (s)	19.1	15.3		27.7	19.6		45.5	36.5			30.9	27.9
Actuated g/C Ratio	0.22	0.18		0.32	0.23		0.52	0.42			0.36	0.32
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0			6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	248	289		276	384		383	1285			145	1030
v/s Ratio Prot	0.02	0.12		c0.08	0.11		c0.09	c0.38			0.02	0.22
v/s Ratio Perm	0.07			c0.18			0.27				0.18	
v/c Ratio	0.38	0.69		0.81	0.47		0.68	0.91			0.55	0.69
Uniform Delay, d1	28.1	33.6		24.4	29.2		13.9	23.7			20.0	25.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	1.0	7.0		15.8	0.9		5.0	9.9			4.5	1.9
Delay (s)	29.1	40.5		40.2	30.1		18.8	33.6			24.5	27.6
Level of Service	C	D		D	C		B	C			C	C
Approach Delay (s)		37.6			35.1			30.9				27.3
Approach LOS		D			D			C				C
<b>Intersection Summary</b>												
HCM Average Control Delay			31.4				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			86.9				Sum of lost time (s)				24.0	
Intersection Capacity Utilization			81.0%				ICU Level of Service				D	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	111	301	151	200	84	464	518	151	55	336	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	0.96		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1687	1583		1770	1780		1770	3156		1770	3139	
Flt Permitted	0.31	1.00		0.24	1.00		0.26	1.00		0.38	1.00	
Satd. Flow (perm)	546	1583		454	1780		492	3156		699	3139	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	121	327	164	217	91	504	563	164	60	365	178
RTOR Reduction (vph)	0	123	0	0	19	0	0	32	0	0	74	0
Lane Group Flow (vph)	178	325	0	164	289	0	504	695	0	60	469	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	23.4	17.4		21.4	16.4		39.3	31.0		20.1	17.8	
Effective Green, g (s)	23.4	17.4		21.4	16.4		39.3	31.0		20.1	17.8	
Actuated g/C Ratio	0.29	0.22		0.27	0.21		0.49	0.39		0.25	0.22	
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0		6.0	6.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	246	346		204	366		515	1228		207	701	
v/s Ratio Prot	c0.05	c0.21		0.05	0.16		c0.21	0.22		0.01	0.15	
v/s Ratio Perm	0.16			0.16			c0.27			0.06		
v/c Ratio	0.72	0.94		0.80	0.79		0.98	0.57		0.29	0.67	
Uniform Delay, d1	23.4	30.6		26.2	30.0		16.0	19.1		23.1	28.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.1	33.1		20.0	10.8		33.8	0.6		0.8	2.4	
Delay (s)	33.5	63.8		46.2	40.8		49.8	19.7		23.8	30.7	
Level of Service	C	E		D	D		D	B		C	C	
Approach Delay (s)		55.1			42.7			32.0			30.0	
Approach LOS		E			D			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			38.3				HCM Level of Service				D	
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			79.7				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			91.7%				ICU Level of Service			F		
Analysis Period (min)			15									

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	176	48	42	48	24	0	85	723	48	375	507	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.93		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1613		1770	1792		1770	2798	1583	3099	3406	1583
Flt Permitted	0.74	1.00		0.69	1.00		0.45	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1134	1613		1292	1792		831	2798	1583	3099	3406	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	191	52	46	52	26	0	92	786	52	408	551	191
RTOR Reduction (vph)	0	35	0	0	0	0	0	0	35	0	0	115
Lane Group Flow (vph)	191	63	0	52	26	0	92	786	17	408	551	76
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			pm+pt		Perm	Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2			6
Actuated Green, G (s)	13.4	13.4		13.4	13.4		23.1	19.2	19.2	8.0	23.3	23.3
Effective Green, g (s)	13.4	13.4		13.4	13.4		23.1	19.2	19.2	8.0	23.3	23.3
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.39	0.33	0.33	0.14	0.40	0.40
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	259	369		295	410		390	917	519	423	1354	629
v/s Ratio Prot		0.04			0.01		0.02	c0.28		c0.13	c0.16	
v/s Ratio Perm	c0.17			0.04			0.08		0.01			0.05
v/c Ratio	0.74	0.17		0.18	0.06		0.24	0.86	0.03	0.96	0.41	0.12
Uniform Delay, d1	21.0	18.1		18.2	17.7		11.3	18.4	13.4	25.2	12.7	11.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.4	0.2		0.3	0.1		0.3	8.0	0.0	34.4	0.2	0.1
Delay (s)	31.4	18.4		18.5	17.8		11.7	26.4	13.4	59.5	12.9	11.3
Level of Service	C	B		B	B		B	C	B	E	B	B
Approach Delay (s)		27.0			18.2			24.2			29.2	
Approach LOS		C			B			C			C	

Intersection Summary

HCM Average Control Delay	26.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	58.6	Sum of lost time (s)	24.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	137	800	1235	398	258	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.94	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1538	4277	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1538	4277	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	149	870	1342	433	280	149
RTOR Reduction (vph)	0	0	0	0	0	115
Lane Group Flow (vph)	149	870	1342	433	280	34
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	9.4	66.5	23.8	45.1	15.3	15.3
Effective Green, g (s)	9.4	66.5	23.8	45.1	15.3	15.3
Actuated g/C Ratio	0.14	1.00	0.36	0.68	0.23	0.23
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	224	1538	1531	1065	377	335
v/s Ratio Prot	0.09		c0.31	0.28	0.17	
v/s Ratio Perm		c0.57				0.02
v/c Ratio	0.67	0.57	0.88	0.41	0.74	0.10
Uniform Delay, d1	27.1	0.0	20.0	4.8	23.8	20.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.3	1.5	6.0	0.3	7.7	0.1
Delay (s)	34.3	1.5	25.9	5.0	31.5	20.3
Level of Service	C	A	C	A	C	C
Approach Delay (s)	6.3			20.8	27.6	
Approach LOS	A			C	C	





















**Intersection Summary**

HCM Average Control Delay	17.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	66.5	Sum of lost time (s)	6.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	54	187	39	50	55	187	338	60	55	210	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1538	1282		1606		1456	1517		1770	1667	1442
Flt Permitted		0.70	1.00		0.84		0.47	1.00		0.48	1.00	1.00
Satd. Flow (perm)		1125	1282		1363		720	1517		896	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	288	59	203	42	54	60	203	367	65	60	228	188
RTOR Reduction (vph)	0	0	133	0	33	0	0	9	0	0	0	139
Lane Group Flow (vph)	0	347	70	0	123	0	203	423	0	60	228	49
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		22.5	22.5		22.5		30.4	23.1		20.2	16.9	16.9
Effective Green, g (s)		22.5	22.5		22.5		30.4	23.1		20.2	16.9	16.9
Actuated g/C Ratio		0.35	0.35		0.35		0.47	0.36		0.31	0.26	0.26
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		390	444		473		445	540		323	434	375
v/s Ratio Prot							c0.07	c0.28		0.01	0.14	
v/s Ratio Perm		c0.31	0.05		0.09		0.15			0.05		0.03
v/c Ratio		0.89	0.16		0.26		0.46	0.78		0.19	0.53	0.13
Uniform Delay, d1		20.0	14.7		15.2		10.9	18.7		15.9	20.6	18.4
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		21.1	0.2		0.3		0.7	7.3		0.3	1.2	0.2
Delay (s)		41.1	14.8		15.5		11.6	26.0		16.2	21.7	18.5
Level of Service		D	B		B		B	C		B	C	B
Approach Delay (s)		31.4			15.5			21.4			19.8	
Approach LOS		C			B			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			23.5				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			64.9				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			62.3%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

Arterial Level of Service

Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	12.8	49.3	0.50	36.5	B
Farm Workers Way	I	59	499.3	18.3	517.6	8.20	57.1	A
CR 846	I	45	108.4	46.1	154.5	1.36	31.6	C
New Market Rd E	I	45	13.4	8.4	21.8	0.13	21.2	D
N 1st St	I	45	38.3	16.7	55.0	0.41	26.7	D
9th St	I	45	44.2	9.1	53.3	0.50	33.9	C
Immokalee Dr	I	45	69.6	31.8	101.4	0.87	30.9	C
Lake Trafford	I	45	44.4	19.6	64.0	0.50	28.4	C
New Market Rd	I	45	46.2	36.8	83.0	0.58	25.0	D
SR 82	I	55	200.3	7.1	207.4	3.04	52.8	A
Total	I		1100.6	206.7	1307.3	16.09	44.3	A

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	39.5	76.0	0.50	23.7	D
Westclox Rd	I	55	200.3	14.8	215.1	3.04	50.9	A
Lake Trafford	I	45	46.2	32.6	78.8	0.58	26.4	D
Immokalee Dr	I	45	44.4	29.5	73.9	0.50	24.6	D
9th St	I	45	69.6	29.0	98.6	0.87	31.8	C
Immokalee Rd	I	45	44.2	22.3	66.5	0.50	27.2	C
New Market Rd E	I	45	38.3	4.7	43.0	0.41	34.1	B
CR 846	I	45	13.4	9.8	23.2	0.13	20.0	E
Farm Workers Way	I	45	108.4	5.7	114.1	1.36	42.8	A
Oil Well Rd	I	59	499.3	9.9	509.2	8.20	58.0	A
Total	I		1100.6	197.8	1298.4	16.09	44.6	A

HCM Signalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	187	54	217	78	35	66	141	320	78	102	494	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1543	996		1687	1652		1626	1496	1583	1770	1638	1214
Flt Permitted	0.57	1.00		0.43	1.00		0.24	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	925	996		764	1652		418	1496	1583	921	1638	1214
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	203	59	236	85	38	72	153	348	85	111	537	203
RTOR Reduction (vph)	0	198	0	0	62	0	0	0	51	0	0	125
Lane Group Flow (vph)	203	97	0	85	48	0	153	348	34	111	537	78
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	16.1	11.2		12.3	9.3		31.7	27.6	27.6	29.5	26.5	26.5
Effective Green, g (s)	16.1	11.2		12.3	9.3		31.7	27.6	27.6	29.5	26.5	26.5
Actuated g/C Ratio	0.23	0.16		0.18	0.14		0.46	0.40	0.40	0.43	0.39	0.39
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	260	162		177	223		265	600	635	432	631	468
v/s Ratio Prot	c0.06	0.10		0.02	0.03		c0.03	0.23		0.01	c0.33	
v/s Ratio Perm	c0.13			0.06			0.23		0.02	0.10		0.06
v/c Ratio	0.78	0.60		0.48	0.21		0.58	0.58	0.05	0.26	0.85	0.17
Uniform Delay, d1	24.2	26.7		24.5	26.5		12.6	16.1	12.6	12.0	19.3	13.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.1	6.2		2.0	0.5		3.0	1.4	0.0	0.3	10.7	0.2
Delay (s)	38.2	32.9		26.6	27.0		15.6	17.4	12.6	12.4	30.0	14.1
Level of Service	D	C		C	C		B	B	B	B	C	B
Approach Delay (s)		35.1			26.8			16.3			23.9	
Approach LOS		D			C			B			C	























Intersection Summary

HCM Average Control Delay	24.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	68.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

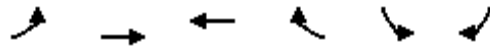
c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	35	23	9	42	26	380	11	472	27	380	729	54	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.97	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1600	1583		1723	1538	1770	3139	1583	1770	3282	1468	
Flt Permitted		0.77	1.00		0.77	1.00	0.35	1.00	1.00	0.32	1.00	1.00	
Satd. Flow (perm)		1273	1583		1374	1538	656	3139	1583	594	3282	1468	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	38	25	10	46	28	413	12	513	29	413	792	59	
RTOR Reduction (vph)	0	0	8	0	0	336	0	0	21	0	0	26	
Lane Group Flow (vph)	0	63	2	0	74	77	12	513	8	413	792	33	
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	pm+pt		Perm	
Protected Phases		4			8			2		1	6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		9.4	9.4		9.4	9.4	13.4	13.4	13.4	28.5	28.5	28.5	
Effective Green, g (s)		9.4	9.4		9.4	9.4	13.4	13.4	13.4	28.5	28.5	28.5	
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.27	0.27	0.27	0.57	0.57	0.57	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		237	295		256	287	174	835	421	548	1856	830	
v/s Ratio Prot								0.16		c0.14	0.24		
v/s Ratio Perm		0.05	0.00		c0.05	0.05	0.02		0.00	c0.29		0.02	
v/c Ratio		0.27	0.01		0.29	0.27	0.07	0.61	0.02	0.75	0.43	0.04	
Uniform Delay, d1		17.5	16.7		17.6	17.6	13.8	16.2	13.6	6.9	6.3	4.9	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.6	0.0		0.6	0.5	0.2	1.3	0.0	5.8	0.2	0.0	
Delay (s)		18.2	16.7		18.3	18.1	14.0	17.6	13.7	12.7	6.4	4.9	
Level of Service		B	B		B	B	B	B	B	B	A	A	
Approach Delay (s)		18.0			18.1			17.3			8.4		
Approach LOS		B			B			B			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			12.8									HCM Level of Service	B
HCM Volume to Capacity ratio			0.58										
Actuated Cycle Length (s)			50.4									Sum of lost time (s)	12.0
Intersection Capacity Utilization			59.9%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	747	1025	664	121	121	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3273	3167	2983	1495	1687	2256
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3273	3167	2983	1495	1687	2256
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	812	1114	722	132	132	526
RTOR Reduction (vph)	0	0	0	88	0	53
Lane Group Flow (vph)	812	1114	722	44	132	473
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot		Perm		pm+ov	
Protected Phases	5	2	6		4	5
Permitted Phases				6		4
Actuated Green, G (s)	33.0	72.0	33.0	33.0	16.0	49.0
Effective Green, g (s)	33.0	72.0	33.0	33.0	16.0	49.0
Actuated g/C Ratio	0.33	0.72	0.33	0.33	0.16	0.49
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1080	2280	984	493	270	1241
v/s Ratio Prot	c0.25	0.35	c0.24		c0.08	0.13
v/s Ratio Perm				0.03		0.08
v/c Ratio	0.75	0.49	0.73	0.09	0.49	0.38
Uniform Delay, d1	29.9	6.0	29.6	23.1	38.3	16.0
Progression Factor	0.88	0.69	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.5	4.8	0.4	6.2	0.2
Delay (s)	28.3	4.7	34.5	23.5	44.5	16.2
Level of Service	C	A	C	C	D	B
Approach Delay (s)		14.6	32.8		21.9	
Approach LOS		B	C		C	

**Intersection Summary**

HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	175	1308	847	301	464	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.18	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	335	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	190	1422	921	327	504	190
RTOR Reduction (vph)	0	0	0	183	0	137
Lane Group Flow (vph)	190	1422	921	144	504	53
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	60.0	60.0	43.9	43.9	28.0	28.0
Effective Green, g (s)	60.0	60.0	43.9	43.9	28.0	28.0
Actuated g/C Ratio	0.60	0.60	0.44	0.44	0.28	0.28
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	344	1969	1454	550	804	400
v/s Ratio Prot	0.06	c0.43	0.28		c0.18	
v/s Ratio Perm	0.28			0.11		0.04
v/c Ratio	0.55	0.72	0.63	0.26	0.63	0.13
Uniform Delay, d1	12.2	14.1	21.8	17.8	31.4	26.9
Progression Factor	1.42	1.26	0.64	1.14	1.00	1.00
Incremental Delay, d2	0.9	1.1	1.7	0.9	3.7	0.7
Delay (s)	18.2	19.0	15.7	21.2	35.1	27.6
Level of Service	B	B	B	C	D	C
Approach Delay (s)		18.9	17.1		33.1	
Approach LOS		B	B		C	

**Intersection Summary**

























HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	241	657	597	383	425	152	386	156	591	235	241	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	262	714	649	416	462	165	420	170	642	255	262	262
RTOR Reduction (vph)	0	0	260	0	0	110	0	0	212	0	0	209
Lane Group Flow (vph)	262	714	389	416	462	55	420	170	430	255	262	53
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7		4
Permitted Phases			2			6			8			4
Actuated Green, G (s)	11.9	32.0	32.0	13.0	33.1	33.1	14.7	27.0	27.0	8.0	20.3	20.3
Effective Green, g (s)	11.9	32.0	32.0	13.0	33.1	33.1	14.7	27.0	27.0	8.0	20.3	20.3
Actuated g/C Ratio	0.12	0.32	0.32	0.13	0.33	0.33	0.15	0.27	0.27	0.08	0.20	0.20
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	409	1050	424	429	1067	495	505	458	411	275	348	309
v/s Ratio Prot	0.08	0.22		c0.13	0.14		c0.12	0.10		0.07	0.15	
v/s Ratio Perm			c0.29			0.04			c0.28			0.03
v/c Ratio	0.64	0.68	0.92	0.97	0.43	0.11	0.83	0.37	1.05	0.93	0.75	0.17
Uniform Delay, d1	42.0	29.6	32.7	43.3	26.1	23.2	41.4	29.6	36.5	45.7	37.5	32.9
Progression Factor	0.84	0.51	0.70	0.55	0.32	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	2.6	21.6	31.2	1.0	0.4	11.2	0.5	57.2	35.1	8.9	0.3
Delay (s)	37.7	17.7	44.5	55.0	9.4	2.5	52.6	30.1	93.7	80.8	46.4	33.2
Level of Service	D	B	D	E	A	A	D	C	F	F	D	C
Approach Delay (s)		31.7			26.5			70.9			53.2	
Approach LOS		C			C			E			D	

























Intersection Summary

HCM Average Control Delay	44.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	1133	368	174	734	59	238	58	174	90	79	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3195	1524	1770	3282	1568	1736	1667	1495	1770	1863	1583
Flt Permitted	0.20	1.00	1.00	0.18	1.00	1.00	0.54	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	380	3195	1524	337	3282	1568	994	1667	1495	1334	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	1232	400	189	798	64	259	63	189	98	86	138
RTOR Reduction (vph)	0	0	183	0	0	34	0	0	162	0	0	123
Lane Group Flow (vph)	138	1232	217	189	798	30	259	63	27	98	86	15
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	47.9	47.9	47.9	47.4	47.4	47.4	22.3	14.3	14.3	15.9	11.1	11.1
Effective Green, g (s)	47.9	47.9	47.9	47.4	47.4	47.4	22.3	14.3	14.3	15.9	11.1	11.1
Actuated g/C Ratio	0.48	0.48	0.48	0.47	0.47	0.47	0.22	0.14	0.14	0.16	0.11	0.11
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	314	1530	730	289	1556	743	281	238	214	233	207	176
v/s Ratio Prot	0.04	c0.39		c0.06	0.24		c0.07	0.04		0.02	0.05	
v/s Ratio Perm	0.17		0.14	0.25		0.02	c0.13		0.02	0.05		0.01
v/c Ratio	0.44	0.81	0.30	0.65	0.51	0.04	0.92	0.26	0.13	0.42	0.42	0.09
Uniform Delay, d1	16.3	22.1	15.8	28.0	18.3	14.1	37.2	38.2	37.4	37.4	41.4	39.9
Progression Factor	1.00	1.00	1.00	0.46	0.36	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	4.6	1.0	4.3	1.0	0.1	33.6	0.6	0.3	1.2	1.4	0.2
Delay (s)	17.3	26.7	16.9	17.2	7.5	2.5	70.9	38.8	37.7	38.7	42.8	40.1
Level of Service	B	C	B	B	A	A	E	D	D	D	D	D
Approach Delay (s)		23.8			9.0			54.6			40.4	
Approach LOS		C			A			D			D	

Intersection Summary

HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis























7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	157	36	313	168	23	86	203	687	168	133	985	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.87		1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1570	1588		1770	1630		1770	3195	1324	1752	3282	1429
Flt Permitted	0.54	1.00		0.35	1.00		0.13	1.00	1.00	0.26	1.00	1.00
Satd. Flow (perm)	893	1588		648	1630		234	3195	1324	485	3282	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	171	39	340	183	25	93	221	747	183	145	1071	171
RTOR Reduction (vph)	0	187	0	0	81	0	0	0	115	0	0	107
Lane Group Flow (vph)	171	192	0	183	37	0	221	747	68	145	1071	64
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	24.6	14.5		18.6	11.5		40.0	31.9	31.9	40.2	32.0	32.0
Effective Green, g (s)	24.6	14.5		18.6	11.5		40.0	31.9	31.9	40.2	32.0	32.0
Actuated g/C Ratio	0.29	0.17		0.22	0.13		0.47	0.37	0.37	0.47	0.37	0.37
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	336	269		234	219		254	1189	493	349	1225	534
v/s Ratio Prot	0.06	c0.12		c0.06	0.02		c0.08	0.23		0.04	c0.33	
v/s Ratio Perm	0.09			0.11			0.32		0.05	0.16		0.04
v/c Ratio	0.51	0.71		0.78	0.17		0.87	0.63	0.14	0.42	0.87	0.12
Uniform Delay, d1	24.5	33.6		30.2	32.9		17.2	22.0	17.8	13.8	25.0	17.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	8.7		15.5	0.4		26.0	1.0	0.1	0.8	7.2	0.1
Delay (s)	25.7	42.3		45.7	33.2		43.2	23.1	17.9	14.6	32.2	17.7
Level of Service	C	D		D	C		D	C	B	B	C	B
Approach Delay (s)		37.2			40.8			26.1			28.5	
Approach LOS		D			D			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			30.2				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			85.7				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			89.0%				ICU Level of Service		E			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	259	92	500	109	61	47	324	390	109	72	620	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	6.0	6.5	6.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.87		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1687	1583		1770	1741		1770	3195	1583	1770	3282	1495
Flt Permitted	0.47	1.00		0.30	1.00		0.20	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)	836	1583		556	1741		368	3195	1583	940	3282	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	282	100	543	118	66	51	352	424	118	78	674	282
RTOR Reduction (vph)	0	190	0	0	32	0	0	0	78	0	0	209
Lane Group Flow (vph)	282	453	0	118	85	0	352	424	40	78	674	73
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	37.5	27.5		17.4	13.4		40.9	31.0	31.0	27.3	23.4	23.4
Effective Green, g (s)	37.5	27.5		17.4	13.4		40.9	31.0	31.0	27.3	23.4	23.4
Actuated g/C Ratio	0.41	0.30		0.19	0.15		0.45	0.34	0.34	0.30	0.26	0.26
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	6.0	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	517	482		161	258		368	1096	543	320	850	387
v/s Ratio Prot	c0.11	c0.29		0.03	0.05		c0.14	0.13		0.01	0.21	
v/s Ratio Perm	0.12			0.11			c0.29		0.03	0.06		0.05
v/c Ratio	0.55	0.94		0.73	0.33		0.96	0.39	0.07	0.24	0.79	0.19
Uniform Delay, d1	18.8	30.6		34.0	34.5		19.0	22.5	20.0	23.0	31.2	26.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	26.3		15.8	0.7		35.3	0.2	0.1	0.4	5.1	0.2
Delay (s)	20.0	56.9		49.8	35.2		54.3	22.7	20.1	23.4	36.4	26.3
Level of Service	C	E		D	D		D	C	C	C	D	C
Approach Delay (s)		45.7			42.5			34.8			32.7	
Approach LOS		D			D			C			C	

Intersection Summary

HCM Average Control Delay	37.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	90.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	356	50	59	6	22	0	54	609	24	717	620	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00		1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.92		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2824	1577		1770	1792		1770	2798	1583	3099	3406	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.40	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	2824	1577		1774	1792		737	2798	1583	3099	3406	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	387	54	64	7	24	0	59	662	26	779	674	387
RTOR Reduction (vph)	0	47	0	0	0	0	0	0	19	0	0	195
Lane Group Flow (vph)	387	71	0	7	24	0	59	662	7	779	674	192
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Prot			Perm			pm+pt		Perm	Prot		Perm
Protected Phases	7	4			8		5	2		1		6
Permitted Phases				8			2		2			6
Actuated Green, G (s)	13.1	23.3		4.2	4.2		28.4	24.5	24.5	24.1		44.7
Effective Green, g (s)	13.1	23.3		4.2	4.2		28.4	24.5	24.5	24.1		44.7
Actuated g/C Ratio	0.15	0.26		0.05	0.05		0.32	0.27	0.27	0.27		0.50
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0		6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	412	409		83	84		278	763	431	831	1694	787
v/s Ratio Prot	c0.14	0.04			c0.01		0.01	c0.24		c0.25		0.20
v/s Ratio Perm				0.00			0.06		0.00			0.12
v/c Ratio	0.94	0.17		0.08	0.29		0.21	0.87	0.02	0.94	0.40	0.24
Uniform Delay, d1	38.0	25.8		41.0	41.4		21.8	31.2	23.9	32.2	14.2	12.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	29.1	0.2		0.4	1.9		0.4	10.2	0.0	17.7	0.2	0.2
Delay (s)	67.1	26.0		41.4	43.3		22.1	41.4	23.9	49.9	14.3	13.1
Level of Service	E	C		D	D		C	D	C	D	B	B
Approach Delay (s)		57.5			42.9			39.3			29.1	
Approach LOS		E			D			D			C	

Intersection Summary

HCM Average Control Delay	36.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	89.9	Sum of lost time (s)	24.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	271	1537	995	304	470	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.88	0.94	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3072	2707	4277	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3072	2707	4277	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	295	1671	1082	330	511	295
RTOR Reduction (vph)	0	0	0	0	0	192
Lane Group Flow (vph)	295	1671	1082	330	511	103
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	13.1	84.1	23.6	59.0	29.4	29.4
Effective Green, g (s)	13.1	84.1	23.6	59.0	29.4	29.4
Actuated g/C Ratio	0.16	1.00	0.28	0.70	0.35	0.35
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	479	2707	1200	1101	573	509
v/s Ratio Prot	0.10		c0.25	0.21	c0.31	
v/s Ratio Perm		c0.62				0.07
v/c Ratio	0.62	0.62	0.90	0.30	0.89	0.20
Uniform Delay, d1	33.2	0.0	29.1	4.7	25.8	19.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	1.1	9.5	0.2	16.0	0.2
Delay (s)	35.5	1.1	38.6	4.9	41.9	19.3
Level of Service	D	A	D	A	D	B
Approach Delay (s)	6.2			30.8	33.6	
Approach LOS	A			C	C	





















**Intersection Summary**

HCM Average Control Delay	19.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	47	129	72	72	96	129	215	47	96	331	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1550	1282		1607		1456	1519		1770	1667	1442
Flt Permitted		0.63	1.00		0.82		0.43	1.00		0.55	1.00	1.00
Satd. Flow (perm)		1022	1282		1331		666	1519		1023	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	51	140	78	78	104	140	234	51	104	360	301
RTOR Reduction (vph)	0	0	96	0	40	0	0	13	0	0	0	210
Lane Group Flow (vph)	0	247	44	0	220	0	140	272	0	104	360	91
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		16.7	16.7		16.7		20.4	16.0		20.4	16.0	16.0
Effective Green, g (s)		16.7	16.7		16.7		20.4	16.0		20.4	16.0	16.0
Actuated g/C Ratio		0.31	0.31		0.31		0.38	0.30		0.38	0.30	0.30
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		321	403		419		321	458		455	502	435
v/s Ratio Prot							c0.04	0.18		0.02	c0.22	
v/s Ratio Perm		c0.24	0.03		0.16		0.13			0.07		0.06
v/c Ratio		0.77	0.11		0.52		0.44	0.59		0.23	0.72	0.21
Uniform Delay, d1		16.5	12.9		14.9		11.3	15.8		10.7	16.5	13.8
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		10.6	0.1		1.2		1.0	2.1		0.3	4.9	0.2
Delay (s)		27.1	13.0		16.1		12.2	17.8		11.0	21.4	14.1
Level of Service		C	B		B		B	B		B	C	B
Approach Delay (s)		22.0			16.1			16.0			17.1	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			17.7				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			53.1				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			66.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

Arterial Level of Service

Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	22.2	58.7	0.50	30.7	C
Farm Workers Way	I	59	499.3	20.7	520.0	8.20	56.8	A
CR 846	I	45	108.4	34.9	143.3	1.36	34.0	B
New Market Rd E	I	45	13.4	16.1	29.5	0.13	15.7	F
N 1st St	I	45	38.3	9.6	47.9	0.41	30.6	C
9th St	I	45	44.2	7.6	51.8	0.50	34.9	B
Immokalee Dr	I	45	69.6	24.5	94.1	0.87	33.3	C
Lake Trafford	I	45	44.4	23.4	67.8	0.50	26.8	D
New Market Rd	I	45	46.2	46.6	92.8	0.58	22.4	D
SR 82	I	55	200.3	5.9	206.2	3.04	53.1	A
Total	I		1100.6	211.5	1312.1	16.09	44.1	A

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	46.9	83.4	0.50	21.6	D
Westclox Rd	I	55	200.3	15.1	215.4	3.04	50.8	A
Lake Trafford	I	45	46.2	40.3	86.5	0.58	24.0	D
Immokalee Dr	I	45	44.4	32.9	77.3	0.50	23.5	D
9th St	I	45	69.6	26.3	95.9	0.87	32.7	C
Immokalee Rd	I	45	44.2	17.9	62.1	0.50	29.1	C
New Market Rd E	I	45	38.3	19.4	57.7	0.41	25.4	D
CR 846	I	45	13.4	4.8	18.2	0.13	25.4	D
Farm Workers Way	I	45	108.4	7.8	116.2	1.36	42.0	B
Oil Well Rd	I	59	499.3	39.1	538.4	8.20	54.9	A
Total	I		1100.6	250.5	1351.1	16.09	42.9	A



Queues

1: Oil Well Rd & SR 29



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	203	295	85	110	153	348	85	111	537	203
v/c Ratio	0.84	0.81	0.40	0.33	0.57	0.56	0.12	0.24	0.88	0.35
Control Delay	52.3	26.4	24.0	14.2	22.5	22.2	4.8	11.6	39.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	26.4	24.0	14.2	22.5	22.2	4.8	11.6	39.1	4.8
Queue Length 50th (ft)	70	23	27	14	33	120	0	23	211	0
Queue Length 95th (ft)	#154	#144	57	54	#85	223	27	52	#421	41
Internal Link Dist (ft)		1240		1240		2560			17041	
Turn Bay Length (ft)	200		200		450		200			200
Base Capacity (vph)	243	426	213	468	269	633	719	455	693	631
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.69	0.40	0.24	0.57	0.55	0.12	0.24	0.77	0.32

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

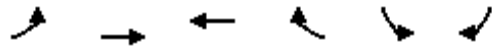
Queues



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	10	74	413	12	513	29	413	792	59
v/c Ratio	0.27	0.03	0.29	0.66	0.07	0.62	0.07	0.75	0.43	0.07
Control Delay	21.0	10.1	21.1	8.3	16.4	20.7	7.4	18.9	7.8	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	10.1	21.1	8.3	16.4	20.7	7.4	18.9	7.8	2.5
Queue Length 50th (ft)	16	0	19	0	3	68	0	56	59	0
Queue Length 95th (ft)	44	9	50	58	14	128	16	#196	124	14
Internal Link Dist (ft)	911		368			1777			4291	
Turn Bay Length (ft)		200		250	600		600	800		800
Base Capacity (vph)	409	515	442	775	217	1040	544	553	2076	951
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.02	0.17	0.53	0.06	0.49	0.05	0.75	0.38	0.06

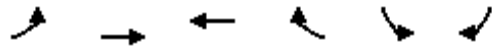
Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	812	1114	722	132	132	526
v/c Ratio	0.75	0.49	0.73	0.23	0.49	0.41
Control Delay	30.0	4.8	34.9	5.4	45.2	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	4.8	34.9	5.4	45.2	11.3
Queue Length 50th (ft)	254	114	212	0	78	81
Queue Length 95th (ft)	320	135	282	40	138	122
Internal Link Dist (ft)		320	878		1310	
Turn Bay Length (ft)	300			450		400
Base Capacity (vph)	1080	2280	984	582	270	1287
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.49	0.73	0.23	0.49	0.41

#### Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	190	1422	921	327	504	190
v/c Ratio	0.55	0.72	0.63	0.45	0.63	0.35
Control Delay	16.0	19.4	16.1	4.2	35.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	19.4	16.1	4.2	35.6	6.2
Queue Length 50th (ft)	71	301	245	39	144	0
Queue Length 95th (ft)	m87	m321	305	m62	200	51
Internal Link Dist (ft)		959	199		824	
Turn Bay Length (ft)	250			200	200	200
Base Capacity (vph)	372	1969	1454	733	804	537
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.72	0.63	0.45	0.63	0.35

#### Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

5: SR 29 & N 1st St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	262	714	649	416	462	165	420	170	642	255	262	262
v/c Ratio	0.64	0.68	0.95	0.97	0.43	0.27	0.83	0.37	1.03	0.93	0.75	0.51
Control Delay	40.7	17.9	31.0	59.4	9.6	1.3	57.0	32.5	65.4	85.4	52.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.7	17.9	31.0	59.4	9.6	1.3	57.0	32.5	65.4	85.4	52.7	8.2
Queue Length 50th (ft)	66	173	316	133	32	0	135	88	~294	84	159	0
Queue Length 95th (ft)	m98	194	#429	#234	58	m0	#208	149	#513	#161	#279	66
Internal Link Dist (ft)		1248			1032			1240			1240	
Turn Bay Length (ft)	250		250	250		250	100			250		250
Base Capacity (vph)	446	1050	684	429	1066	605	515	458	623	275	348	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.68	0.95	0.97	0.43	0.27	0.82	0.37	1.03	0.93	0.75	0.51

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	138	1232	400	189	798	64	259	63	189	98	86	138
v/c Ratio	0.43	0.79	0.43	0.65	0.50	0.08	0.98	0.26	0.50	0.41	0.46	0.49
Control Delay	19.3	26.3	4.5	23.2	7.6	0.9	87.5	42.1	10.8	36.1	50.0	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	26.3	4.5	23.2	7.6	0.9	87.5	42.1	10.8	36.1	50.0	13.3
Queue Length 50th (ft)	47	328	16	31	75	0	~150	37	0	51	53	0
Queue Length 95th (ft)	89	453	74	m71	168	m5	#288	75	61	90	98	54
Internal Link Dist (ft)		560			1244			1240			1240	
Turn Bay Length (ft)	600		200	200		200	200		200	225		200
Base Capacity (vph)	327	1568	927	293	1594	794	265	307	430	239	298	369
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.79	0.43	0.65	0.50	0.08	0.98	0.21	0.44	0.41	0.29	0.37

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

7: Immokalee Dr & SR 29



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	171	379	183	118	221	747	183	145	1071	171
v/c Ratio	0.55	0.87	0.78	0.36	0.86	0.62	0.30	0.41	0.86	0.26
Control Delay	32.5	36.1	48.7	14.2	49.8	24.5	4.5	13.9	32.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	36.1	48.7	14.2	49.8	24.5	4.5	13.9	32.9	4.2
Queue Length 50th (ft)	73	83	78	12	69	178	0	38	284	0
Queue Length 95th (ft)	128	#233	#160	58	#205	239	41	69	371	39
Internal Link Dist (ft)		1240		1240		1248			1235	
Turn Bay Length (ft)	225		150		200		200	275		200
Base Capacity (vph)	310	486	236	387	257	1299	647	372	1373	697
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.78	0.78	0.30	0.86	0.58	0.28	0.39	0.78	0.25

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	282	643	118	117	352	424	118	78	674	282
v/c Ratio	0.54	0.97	0.71	0.36	0.92	0.38	0.19	0.23	0.82	0.48
Control Delay	23.1	47.5	46.4	25.3	49.0	23.4	5.1	16.7	40.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.1	47.5	46.4	25.3	49.0	23.4	5.1	16.7	40.3	6.5
Queue Length 50th (ft)	111	228	41	39	125	96	0	24	187	0
Queue Length 95th (ft)	177	#462	#92	88	#288	137	36	50	253	59
Internal Link Dist (ft)		1240		1240		1268			1554	
Turn Bay Length (ft)	200		200		650		200	200		200
Base Capacity (vph)	521	677	166	370	383	1134	638	343	880	607
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.95	0.71	0.32	0.92	0.37	0.18	0.23	0.77	0.46

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	387	118	7	24	59	662	26	779	674	387
v/c Ratio	0.90	0.28	0.05	0.17	0.20	0.88	0.06	0.90	0.38	0.38
Control Delay	63.5	14.5	39.5	41.8	13.5	46.6	11.0	45.9	15.1	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	14.5	39.5	41.8	13.5	46.6	11.0	45.9	15.1	2.9
Queue Length 50th (ft)	114	23	4	13	13	195	0	225	130	0
Queue Length 95th (ft)	#210	64	17	38	31	#314	20	#353	183	49
Internal Link Dist (ft)		423		137		1335			373	
Turn Bay Length (ft)	325		100		400		300	250		250
Base Capacity (vph)	429	683	331	335	301	752	444	869	1767	1008
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.17	0.02	0.07	0.20	0.88	0.06	0.90	0.38	0.38

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	295	1671	1082	330	511	295
v/c Ratio	0.62	0.62	0.90	0.30	0.89	0.42
Control Delay	39.9	1.1	41.9	5.9	46.9	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	1.1	41.9	5.9	46.9	4.7
Queue Length 50th (ft)	79	0	205	57	256	0
Queue Length 95th (ft)	120	0	#301	102	#454	53
Internal Link Dist (ft)	1073			1222	948	
Turn Bay Length (ft)	400	400	450			450
Base Capacity (vph)	589	2707	1230	1166	628	740
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.62	0.88	0.28	0.81	0.40

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues

























Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	247	140	260	140	285	104	360	301
v/c Ratio	0.76	0.28	0.56	0.37	0.60	0.20	0.71	0.47
Control Delay	36.7	5.1	18.4	11.0	22.0	8.6	26.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	5.1	18.4	11.0	22.0	8.6	26.9	5.1
Queue Length 50th (ft)	79	0	57	25	79	18	112	0
Queue Length 95th (ft)	#187	33	124	51	148	38	#203	47
Internal Link Dist (ft)	376		508		1074		3498	
Turn Bay Length (ft)		225		275		200		400
Base Capacity (vph)	394	580	549	379	596	526	642	740
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.24	0.47	0.37	0.48	0.20	0.56	0.41

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	35	141	121	54	102	217	494	121	66	320	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1543	996		1687	1652		1626	1496	1583	1770	1638	1214
Flt Permitted	0.63	1.00		0.56	1.00		0.39	1.00	1.00	0.35	1.00	1.00
Satd. Flow (perm)	1026	996		998	1652		664	1496	1583	655	1638	1214
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	38	153	132	59	111	236	537	132	72	348	127
RTOR Reduction (vph)	0	132	0	0	91	0	0	0	75	0	0	80
Lane Group Flow (vph)	127	59	0	132	79	0	236	537	57	72	348	47
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	12.5	9.6		12.5	9.6		37.7	30.3	30.3	28.7	25.8	25.8
Effective Green, g (s)	12.5	9.6		12.5	9.6		37.7	30.3	30.3	28.7	25.8	25.8
Actuated g/C Ratio	0.18	0.14		0.18	0.14		0.54	0.43	0.43	0.41	0.37	0.37
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	206	137		208	228		461	650	688	316	606	449
v/s Ratio Prot	0.03	0.06		c0.03	0.05		c0.05	c0.36		0.01	0.21	
v/s Ratio Perm	0.09			c0.09			0.22		0.04	0.08		0.04
v/c Ratio	0.62	0.43		0.63	0.34		0.51	0.83	0.08	0.23	0.57	0.10
Uniform Delay, d1	25.9	27.5		26.1	27.2		9.4	17.4	11.6	12.9	17.6	14.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.4	2.2		6.2	0.9		1.0	8.5	0.1	0.4	1.3	0.1
Delay (s)	31.3	29.7		32.3	28.1		10.3	25.8	11.6	13.2	18.9	14.5
Level of Service	C	C		C	C		B	C	B	B	B	B
Approach Delay (s)		30.3			29.9			19.7			17.1	
Approach LOS		C			C			B			B	























Intersection Summary

HCM Average Control Delay	22.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	69.7	Sum of lost time (s)	24.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	54	6	6	27	4	246	6	729	42	246	472	35	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1495	1583		1669	1538	1770	3139	1583	1770	3282	1468	
Flt Permitted		0.72	1.00		0.71	1.00	0.46	1.00	1.00	0.21	1.00	1.00	
Satd. Flow (perm)		1132	1583		1229	1538	862	3139	1583	388	3282	1468	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	59	7	7	29	4	267	7	792	46	267	513	38	
RTOR Reduction (vph)	0	0	6	0	0	222	0	0	30	0	0	16	
Lane Group Flow (vph)	0	66	1	0	33	45	7	792	16	267	513	22	
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%	
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	pm+pt		Perm	
Protected Phases		4			8			2			1	6	
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		8.6	8.6		8.6	8.6	17.3	17.3	17.3	29.4	29.4	29.4	
Effective Green, g (s)		8.6	8.6		8.6	8.6	17.3	17.3	17.3	29.4	29.4	29.4	
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.34	0.34	0.34	0.58	0.58	0.58	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		193	270		209	262	295	1075	542	393	1911	855	
v/s Ratio Prot								0.25		c0.08	0.16		
v/s Ratio Perm		c0.06	0.00		0.03	0.03	0.01		0.01	c0.31		0.02	
v/c Ratio		0.34	0.00		0.16	0.17	0.02	0.74	0.03	0.68	0.27	0.03	
Uniform Delay, d1		18.5	17.4		17.9	17.9	11.0	14.6	11.0	6.7	5.2	4.5	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.1	0.0		0.4	0.3	0.0	2.7	0.0	4.6	0.1	0.0	
Delay (s)		19.5	17.4		18.2	18.2	11.0	17.3	11.0	11.3	5.3	4.5	
Level of Service		B	B		B	B	B	B	B	B	A	A	
Approach Delay (s)		19.3			18.2			16.9			7.2		
Approach LOS		B			B			B			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			13.3		HCM Level of Service						B		
HCM Volume to Capacity ratio			0.55										
Actuated Cycle Length (s)			50.5		Sum of lost time (s)						12.0		
Intersection Capacity Utilization			59.2%		ICU Level of Service						B		
Analysis Period (min)			15										

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	484	664	1025	187	187	747
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3273	3167	2983	1495	1687	2256
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3273	3167	2983	1495	1687	2256
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	526	722	1114	203	203	812
RTOR Reduction (vph)	0	0	0	109	0	41
Lane Group Flow (vph)	526	722	1114	94	203	771
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot		Perm		pm+ov	
Protected Phases	5	2	6		4	5
Permitted Phases				6		4
Actuated Green, G (s)	23.1	80.0	50.9	50.9	18.0	41.1
Effective Green, g (s)	23.1	80.0	50.9	50.9	18.0	41.1
Actuated g/C Ratio	0.21	0.73	0.46	0.46	0.16	0.37
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	687	2303	1380	692	276	966
v/s Ratio Prot	0.16	0.23	c0.37		0.12	c0.17
v/s Ratio Perm				0.06		0.17
v/c Ratio	0.77	0.31	0.81	0.14	0.74	0.80
Uniform Delay, d1	40.9	5.3	25.3	16.9	43.7	30.7
Progression Factor	1.04	0.35	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.6	0.3	5.2	0.4	16.0	4.7
Delay (s)	47.0	2.2	30.5	17.3	59.7	35.4
Level of Service	D	A	C	B	E	D
Approach Delay (s)		21.1	28.5		40.3	
Approach LOS		C	C		D	

**Intersection Summary**

HCM Average Control Delay	29.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗↗	↑	↖↖	↘
Volume (vph)	113	847	1308	464	301	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1752	3282	3312	1252	2870	1429
Flt Permitted	0.11	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	208	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	123	921	1422	504	327	123
RTOR Reduction (vph)	0	0	0	198	0	101
Lane Group Flow (vph)	123	921	1422	306	327	22
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	78.0	78.0	63.0	63.0	20.0	20.0
Effective Green, g (s)	78.0	78.0	63.0	63.0	20.0	20.0
Actuated g/C Ratio	0.71	0.71	0.57	0.57	0.18	0.18
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	274	2327	1897	717	522	260
v/s Ratio Prot	0.04	c0.28	c0.43		c0.11	
v/s Ratio Perm	0.28			0.24		0.02
v/c Ratio	0.45	0.40	0.75	0.43	0.63	0.09
Uniform Delay, d1	24.9	6.5	17.6	13.3	41.6	37.4
Progression Factor	0.79	0.31	0.75	0.91	1.00	1.00
Incremental Delay, d2	0.9	0.4	1.6	1.1	5.6	0.7
Delay (s)	20.7	2.4	14.8	13.2	47.1	38.1
Level of Service	C	A	B	B	D	D
Approach Delay (s)		4.5	14.4		44.7	
Approach LOS		A	B		D	































**Intersection Summary**

HCM Average Control Delay	15.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 			 		
Volume (vph)	156	425	386	591	657	241	675	362	383	156	232	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3282	1324	3303	3223	1495	3433	1696	1524	3433	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	170	462	420	642	714	262	734	393	416	170	252	170
RTOR Reduction (vph)	0	0	333	0	0	176	0	0	277	0	0	142
Lane Group Flow (vph)	170	462	87	642	714	86	734	393	139	170	252	28
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	10.0	22.7	22.7	23.5	36.2	36.2	25.5	36.8	36.8	7.0	18.3	18.3
Effective Green, g (s)	10.0	22.7	22.7	23.5	36.2	36.2	25.5	36.8	36.8	7.0	18.3	18.3
Actuated g/C Ratio	0.09	0.21	0.21	0.21	0.33	0.33	0.23	0.33	0.33	0.06	0.17	0.17
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	312	677	273	706	1061	492	796	567	510	218	285	254
v/s Ratio Prot	0.05	c0.14		c0.19	0.22		c0.21	0.23		0.05	c0.15	
v/s Ratio Perm			0.07			0.06			0.09			0.02
v/c Ratio	0.54	0.68	0.32	0.91	0.67	0.18	0.92	0.69	0.27	0.78	0.88	0.11
Uniform Delay, d1	47.8	40.3	37.1	42.2	31.8	26.3	41.3	31.7	26.8	50.7	44.8	38.9
Progression Factor	0.79	0.80	1.12	0.60	0.52	1.41	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	4.7	2.6	11.9	2.5	0.6	16.0	3.7	0.3	16.1	26.0	0.2
Delay (s)	39.3	36.9	44.0	37.1	19.0	37.7	57.3	35.4	27.1	66.8	70.8	39.1
Level of Service	D	D	D	D	B	D	E	D	C	E	E	D
Approach Delay (s)		40.1			29.2			43.6			60.6	
Approach LOS		D			C			D			E	

Intersection Summary

























HCM Average Control Delay	40.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	734	238	265	1133	90	368	115	265	59	74	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3195	1524	1770	3282	1568	1736	1667	1495	1770	1863	1583
Flt Permitted	0.11	1.00	1.00	0.34	1.00	1.00	0.46	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	203	3195	1524	624	3282	1568	841	1667	1495	1261	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	798	259	288	1232	98	400	125	288	64	80	89
RTOR Reduction (vph)	0	0	157	0	0	43	0	0	222	0	0	80
Lane Group Flow (vph)	89	798	102	288	1232	55	400	125	66	64	80	9
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	43.4	43.4	43.4	50.0	50.0	50.0	35.3	25.3	25.3	15.3	11.3	11.3
Effective Green, g (s)	43.4	43.4	43.4	50.0	50.0	50.0	35.3	25.3	25.3	15.3	11.3	11.3
Actuated g/C Ratio	0.39	0.39	0.39	0.45	0.45	0.45	0.32	0.23	0.23	0.14	0.10	0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	176	1261	601	422	1492	713	416	383	344	194	191	163
v/s Ratio Prot	0.03	c0.25		0.08	c0.38		c0.16	0.07		0.01	0.04	
v/s Ratio Perm	0.17		0.07	0.23		0.04	c0.15		0.04	0.03		0.01
v/c Ratio	0.51	0.63	0.17	0.68	0.83	0.08	0.96	0.33	0.19	0.33	0.42	0.06
Uniform Delay, d1	26.3	26.9	21.6	27.5	26.2	17.0	34.5	35.3	34.1	42.3	46.3	44.5
Progression Factor	1.00	1.00	1.00	0.67	0.62	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3	2.4	0.6	2.9	3.5	0.1	34.1	0.5	0.3	1.0	1.5	0.1
Delay (s)	28.6	29.3	22.2	21.2	19.7	11.5	68.6	35.8	34.4	43.3	47.8	44.7
Level of Service	C	C	C	C	B	B	E	D	C	D	D	D
Approach Delay (s)		27.6			19.5			51.4			45.4	
Approach LOS		C			B			D			D	

Intersection Summary

HCM Average Control Delay	30.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	101	90	203	259	97	133	241	1061	205	86	687	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.90		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1570	1629		1770	1691		1770	3195	1324	1752	3282	1429
Flt Permitted	0.60	1.00		0.19	1.00		0.19	1.00	1.00	0.14	1.00	1.00
Satd. Flow (perm)	992	1629		357	1691		363	3195	1324	253	3282	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	110	98	221	282	105	145	262	1153	223	93	747	110
RTOR Reduction (vph)	0	90	0	0	53	0	0	0	132	0	0	74
Lane Group Flow (vph)	110	229	0	282	197	0	262	1153	91	93	747	36
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	21.4	16.1		31.0	20.9		44.3	35.2	35.2	32.3	29.2	29.2
Effective Green, g (s)	21.4	16.1		31.0	20.9		44.3	35.2	35.2	32.3	29.2	29.2
Actuated g/C Ratio	0.24	0.18		0.35	0.24		0.50	0.40	0.40	0.36	0.33	0.33
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	274	296		286	399		326	1271	527	145	1083	471
v/s Ratio Prot	0.02	0.14		c0.11	0.12		c0.08	c0.36		0.02	0.23	
v/s Ratio Perm	0.07			c0.23			0.32		0.07	0.21		0.03
v/c Ratio	0.40	0.77		0.99	0.49		0.80	0.91	0.17	0.64	0.69	0.08
Uniform Delay, d1	27.4	34.5		24.7	29.2		15.5	25.1	17.2	20.6	25.7	20.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	11.9		48.9	1.0		13.4	9.5	0.2	9.3	1.9	0.1
Delay (s)	28.3	46.3		73.6	30.2		28.8	34.6	17.4	29.9	27.6	20.5
Level of Service	C	D		E	C		C	C	B	C	C	C
Approach Delay (s)		41.7			53.2			31.3			27.0	
Approach LOS		D			D			C			C	

Intersection Summary

HCM Average Control Delay	34.7	HCM Level of Service	C
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	88.5	Sum of lost time (s)	24.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	172	112	324	175	201	78	500	597	175	59	386	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	6.0	6.5	6.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.89		1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1687	1583		1770	1784		1770	3195	1583	1770	3282	1495
Flt Permitted	0.37	1.00		0.19	1.00		0.33	1.00	1.00	0.41	1.00	1.00
Satd. Flow (perm)	660	1583		351	1784		622	3195	1583	755	3282	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	122	352	190	218	85	543	649	190	64	420	187
RTOR Reduction (vph)	0	116	0	0	16	0	0	0	121	0	0	150
Lane Group Flow (vph)	187	358	0	190	287	0	543	649	69	64	420	37
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	28.2	21.2		28.2	21.2		41.7	31.8	31.8	21.1		17.2
Effective Green, g (s)	28.2	21.2		28.2	21.2		41.7	31.8	31.8	21.1		17.2
Actuated g/C Ratio	0.32	0.24		0.32	0.24		0.47	0.36	0.36	0.24		0.20
Clearance Time (s)	6.0	6.0		6.0	6.0		4.0	6.0	6.0	6.0		6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	294	382		226	430		556	1156	573	226		293
v/s Ratio Prot	0.05	c0.23		c0.07	0.16		c0.22	0.20		0.01		0.13
v/s Ratio Perm	0.15			0.20			c0.24		0.04	0.06		0.02
v/c Ratio	0.64	0.94		0.84	0.67		0.98	0.56	0.12	0.28		0.12
Uniform Delay, d1	23.6	32.7		24.9	30.2		18.5	22.5	18.7	26.3		29.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	4.5	30.1		23.5	3.9		31.9	0.6	0.1	0.7		0.2
Delay (s)	28.0	62.8		48.5	34.1		50.4	23.1	18.8	27.0		29.3
Level of Service	C	E		D	C		D	C	B	C		D
Approach Delay (s)		53.0			39.6			33.2				32.7
Approach LOS		D			D			C				C
<b>Intersection Summary</b>												
HCM Average Control Delay			38.2				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			87.9				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			92.6%				ICU Level of Service			F		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	230	49	43	6	23	0	84	940	40	465	609	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	1.00		1.00	1.00		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.93		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2824	1613		1770	1792		1770	2798	1583	3099	3406	1583
Flt Permitted	0.95	1.00		0.93	1.00		0.40	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	2824	1613		1733	1792		745	2798	1583	3099	3406	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	250	53	47	7	25	0	91	1022	43	505	662	250
RTOR Reduction (vph)	0	36	0	0	0	0	0	0	26	0	0	115
Lane Group Flow (vph)	250	64	0	7	25	0	91	1022	17	505	662	135
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Prot			Perm			pm+pt		Perm	Prot		Perm
Protected Phases	7	4			8		5	2		1		6
Permitted Phases				8			2		2			6
Actuated Green, G (s)	9.1	19.4		4.3	4.3		40.4	36.5	36.5	16.1		48.7
Effective Green, g (s)	9.1	19.4		4.3	4.3		40.4	36.5	36.5	16.1		48.7
Actuated g/C Ratio	0.10	0.22		0.05	0.05		0.45	0.41	0.41	0.18		0.54
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0		6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	286	348		83	86		379	1135	642	554		857
v/s Ratio Prot	c0.09	0.04			c0.01		0.01	c0.37		c0.16		0.19
v/s Ratio Perm				0.00			0.10		0.01			0.09
v/c Ratio	0.87	0.18		0.08	0.29		0.24	0.90	0.03	0.91		0.16
Uniform Delay, d1	39.9	28.8		41.0	41.4		14.4	25.0	16.1	36.3		10.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	24.2	0.3		0.4	1.9		0.3	9.9	0.0	19.3		0.1
Delay (s)	64.1	29.1		41.4	43.3		14.7	34.9	16.1	55.6		10.4
Level of Service	E	C		D	D		B	C	B	E		B
Approach Delay (s)		54.1			42.8			32.6				27.2
Approach LOS		D			D			C				C

Intersection Summary

HCM Average Control Delay	32.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	176	995	1537	470	304	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.88	0.94	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3072	2707	4277	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3072	2707	4277	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	191	1082	1671	511	330	191
RTOR Reduction (vph)	0	0	0	0	0	147
Lane Group Flow (vph)	191	1082	1671	511	330	44
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	10.5	83.4	35.6	60.9	19.3	19.3
Effective Green, g (s)	10.5	83.4	35.6	60.9	19.3	19.3
Actuated g/C Ratio	0.13	1.00	0.43	0.73	0.23	0.23
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	387	2707	1826	1146	379	337
v/s Ratio Prot	0.06		c0.39	0.33	c0.20	
v/s Ratio Perm		c0.40				0.03
v/c Ratio	0.49	0.40	0.92	0.45	0.87	0.13
Uniform Delay, d1	34.0	0.0	22.5	4.5	30.8	25.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.4	7.6	0.3	19.1	0.2
Delay (s)	35.0	0.4	30.1	4.8	49.9	25.6
Level of Service	C	A	C	A	D	C
Approach Delay (s)	5.6			24.1	41.0	
Approach LOS	A			C	D	

**Intersection Summary**

HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	83.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	277	66	199	47	51	62	199	339	72	62	211	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1546	1282		1608		1456	1519		1770	1667	1442
Flt Permitted		0.68	1.00		0.80		0.46	1.00		0.41	1.00	1.00
Satd. Flow (perm)		1096	1282		1305		698	1519		769	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	301	72	216	51	55	67	216	368	78	67	229	196
RTOR Reduction (vph)	0	0	134	0	29	0	0	9	0	0	0	145
Lane Group Flow (vph)	0	373	82	0	144	0	216	437	0	67	229	51
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		28.0	28.0		28.0		34.1	25.6		23.6	19.1	19.1
Effective Green, g (s)		28.0	28.0		28.0		34.1	25.6		23.6	19.1	19.1
Actuated g/C Ratio		0.38	0.38		0.38		0.46	0.35		0.32	0.26	0.26
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		414	484		493		434	525		306	430	372
v/s Ratio Prot							c0.07	c0.29		0.01	0.14	
v/s Ratio Perm		c0.34	0.06		0.11		0.16			0.06		0.04
v/c Ratio		0.90	0.17		0.29		0.50	0.83		0.22	0.53	0.14
Uniform Delay, d1		21.7	15.3		16.1		13.0	22.3		18.0	23.7	21.2
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		22.2	0.2		0.3		0.9	10.8		0.4	1.3	0.2
Delay (s)		43.9	15.5		16.5		13.9	33.1		18.3	24.9	21.3
Level of Service		D	B		B		B	C		B	C	C
Approach Delay (s)		33.5			16.5			26.8			22.6	
Approach LOS		C			B			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			26.9				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			74.1				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			64.5%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

Arterial Level of Service

Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	30.4	66.9	0.50	26.9	D
Farm Workers Way	I	59	499.3	20.0	519.3	8.20	56.9	A
CR 846	I	45	108.4	31.5	139.9	1.36	34.9	B
New Market Rd E	I	45	13.4	15.1	28.5	0.13	16.2	E
N 1st St	I	45	38.3	19.4	57.7	0.41	25.4	D
9th St	I	45	44.2	19.1	63.3	0.50	28.6	C
Immokalee Dr	I	45	69.6	33.6	103.2	0.87	30.4	C
Lake Trafford	I	45	44.4	24.9	69.3	0.50	26.2	D
New Market Rd	I	45	46.2	36.9	83.1	0.58	25.0	D
SR 82	I	55	200.3	6.2	206.5	3.04	53.0	A
Total	I		1100.6	237.1	1337.7	16.09	43.3	A

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	55.9	92.4	0.50	19.5	E
Westclox Rd	I	55	200.3	12.5	212.8	3.04	51.4	A
Lake Trafford	I	45	46.2	40.0	86.2	0.58	24.1	D
Immokalee Dr	I	45	44.4	29.5	73.9	0.50	24.6	D
9th St	I	45	69.6	27.7	97.3	0.87	32.2	C
Immokalee Rd	I	45	44.2	37.7	81.9	0.50	22.1	D
New Market Rd E	I	45	38.3	2.4	40.7	0.41	36.0	B
CR 846	I	45	13.4	2.2	15.6	0.13	29.7	C
Farm Workers Way	I	45	108.4	6.0	114.4	1.36	42.6	A
Oil Well Rd	I	59	499.3	23.6	522.9	8.20	56.5	A
Total	I		1100.6	237.5	1338.1	16.09	43.3	A

Queues

1: Oil Well Rd & SR 29



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	127	191	132	170	236	537	132	72	348	127
v/c Ratio	0.57	0.70	0.57	0.52	0.52	0.80	0.17	0.21	0.60	0.25
Control Delay	33.6	23.3	33.4	18.9	14.3	30.4	3.8	10.4	23.6	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	23.3	33.4	18.9	14.3	30.4	3.8	10.4	23.6	5.1
Queue Length 50th (ft)	46	16	48	27	47	202	0	13	115	0
Queue Length 95th (ft)	88	83	90	81	105	#438	31	36	224	34
Internal Link Dist (ft)		1240		1240		2560			17041	
Turn Bay Length (ft)	200		200		450		200			200
Base Capacity (vph)	224	365	230	495	455	753	862	344	747	623
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.52	0.57	0.34	0.52	0.71	0.15	0.21	0.47	0.20

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



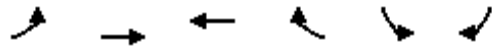
Queues



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	66	7	33	267	7	792	46	267	513	38
v/c Ratio	0.35	0.03	0.16	0.55	0.02	0.74	0.08	0.68	0.27	0.04
Control Delay	24.3	11.3	20.2	8.0	12.2	20.0	5.1	17.5	6.0	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	11.3	20.2	8.0	12.2	20.0	5.1	17.5	6.0	2.5
Queue Length 50th (ft)	19	0	9	0	1	103	0	31	33	0
Queue Length 95th (ft)	47	8	28	49	9	181	18	#105	67	10
Internal Link Dist (ft)	911		368			1777			4291	
Turn Bay Length (ft)		200		250	600		600	800		800
Base Capacity (vph)	362	512	394	674	336	1225	646	395	2069	939
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.01	0.08	0.40	0.02	0.65	0.07	0.68	0.25	0.04

Intersection Summary

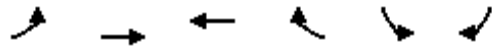
# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	526	722	1114	203	203	812
v/c Ratio	0.77	0.31	0.81	0.25	0.74	0.81
Control Delay	49.5	2.2	31.5	3.4	60.7	32.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.5	2.2	31.5	3.4	60.7	32.3
Queue Length 50th (ft)	155	20	357	0	138	250
Queue Length 95th (ft)	212	47	454	41	#243	343
Internal Link Dist (ft)		320	878		1310	
Turn Bay Length (ft)	300			450		400
Base Capacity (vph)	744	2303	1381	801	276	1042
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.31	0.81	0.25	0.74	0.78

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	123	921	1422	504	327	123
v/c Ratio	0.45	0.40	0.75	0.55	0.63	0.34
Control Delay	17.2	2.4	15.1	3.0	47.6	9.8
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	17.2	2.4	15.5	3.0	47.6	9.8
Queue Length 50th (ft)	18	39	236	25	110	0
Queue Length 95th (ft)	m37	37	301	m33	159	50
Internal Link Dist (ft)		959	199		824	
Turn Bay Length (ft)	250			200	200	200
Base Capacity (vph)	274	2327	1897	915	522	360
Starvation Cap Reductn	0	0	127	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.40	0.80	0.55	0.63	0.34

#### Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

5: SR 29 & N 1st St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	170	462	420	642	714	262	734	393	416	170	252	170
v/c Ratio	0.54	0.68	0.69	0.91	0.67	0.39	0.92	0.69	0.53	0.78	0.88	0.43
Control Delay	43.6	37.7	10.1	40.0	19.4	6.3	59.4	38.8	5.2	75.0	75.7	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.6	37.7	10.1	40.0	19.4	6.3	59.4	38.8	5.2	75.0	75.7	9.7
Queue Length 50th (ft)	44	84	0	210	224	58	260	235	0	61	175	0
Queue Length 95th (ft)	83	175	103	#325	281	m78	#367	346	67	#117	#314	59
Internal Link Dist (ft)		1248			1032			1240			1240	
Turn Bay Length (ft)	250		250	250		250	100			250		250
Base Capacity (vph)	312	677	607	721	1060	667	811	586	799	218	296	404
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.68	0.69	0.89	0.67	0.39	0.91	0.67	0.52	0.78	0.85	0.42

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

6: SR 29 & 9th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	89	798	259	288	1232	98	400	125	288	64	80	89
v/c Ratio	0.45	0.60	0.33	0.68	0.79	0.12	0.98	0.33	0.51	0.33	0.47	0.39
Control Delay	28.1	27.7	4.0	26.2	19.1	4.4	76.5	38.4	7.5	32.9	55.6	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	27.7	4.0	26.2	19.1	4.4	76.5	38.4	7.5	32.9	55.6	14.7
Queue Length 50th (ft)	38	225	0	58	134	3	252	76	0	32	54	0
Queue Length 95th (ft)	76	309	51	m95	m450	m15	#458	127	68	62	101	47
Internal Link Dist (ft)		560			1244			1240			1240	
Turn Bay Length (ft)	600		200	200		200	200		200	225		200
Base Capacity (vph)	198	1334	787	423	1565	789	407	443	609	196	271	306
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.60	0.33	0.68	0.79	0.12	0.98	0.28	0.47	0.33	0.30	0.29

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	110	319	282	250	262	1153	223	93	747	110
v/c Ratio	0.37	0.87	0.99	0.54	0.80	0.88	0.33	0.57	0.71	0.21
Control Delay	25.0	47.3	78.4	27.4	33.9	33.6	4.2	27.8	29.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	47.3	78.4	27.4	33.9	33.6	4.2	27.8	29.5	5.4
Queue Length 50th (ft)	43	117	~128	92	81	316	1	26	187	0
Queue Length 95th (ft)	82	#262	#286	172	#181	#450	44	#56	251	34
Internal Link Dist (ft)		1240		1240		1248			1235	
Turn Bay Length (ft)	225		150		200		200	275		200
Base Capacity (vph)	298	397	285	466	327	1357	689	164	1200	592
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.80	0.99	0.54	0.80	0.85	0.32	0.57	0.62	0.19

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	187	474	190	303	543	649	190	64	420	187
v/c Ratio	0.63	0.94	0.83	0.67	0.95	0.55	0.27	0.26	0.70	0.44
Control Delay	30.5	51.8	51.1	36.2	47.5	24.9	4.3	17.9	40.0	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	51.8	51.1	36.2	47.5	24.9	4.3	17.9	40.0	8.4
Queue Length 50th (ft)	70	184	71	143	212	154	0	19	115	0
Queue Length 95th (ft)	#124	#385	#170	236	#403	210	43	41	165	54
Internal Link Dist (ft)		1240		1240		1268			1554	
Turn Bay Length (ft)	200		200		650		200	200		200
Base Capacity (vph)	298	517	230	469	570	1213	719	245	702	467
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.92	0.83	0.65	0.95	0.54	0.26	0.26	0.60	0.40

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues

9: Westclox Rd & SR 29



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	250	100	7	25	91	1022	43	505	662	250
v/c Ratio	0.84	0.29	0.05	0.18	0.22	0.89	0.06	0.87	0.34	0.25
Control Delay	65.1	18.7	39.5	41.9	9.7	36.9	6.2	52.9	12.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	18.7	39.5	41.9	9.7	36.9	6.2	52.9	12.5	2.4
Queue Length 50th (ft)	74	24	4	14	19	292	0	148	116	0
Queue Length 95th (ft)	#148	66	17	38	39	#444	21	#250	163	37
Internal Link Dist (ft)		423		137		1335			373	
Turn Bay Length (ft)	325		100		400		300	250		250
Base Capacity (vph)	297	614	324	335	408	1144	672	579	1926	1004
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.16	0.02	0.07	0.22	0.89	0.06	0.87	0.34	0.25

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	191	1082	1671	511	330	191
v/c Ratio	0.50	0.40	0.92	0.45	0.87	0.39
Control Delay	38.8	0.4	32.5	6.2	55.9	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	0.4	32.5	6.2	55.9	7.1
Queue Length 50th (ft)	49	0	286	87	168	0
Queue Length 95th (ft)	81	0	#419	163	#329	52
Internal Link Dist (ft)	1073			1190	948	
Turn Bay Length (ft)	400	400	450			450
Base Capacity (vph)	591	2707	1851	1170	394	495
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.40	0.90	0.44	0.84	0.39

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	373	216	173	216	446	67	229	196
v/c Ratio	0.89	0.35	0.33	0.48	0.83	0.19	0.56	0.39
Control Delay	48.6	4.4	14.6	16.3	38.4	13.0	31.0	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	4.4	14.6	16.3	38.4	13.0	31.0	6.5
Queue Length 50th (ft)	169	0	42	62	199	17	98	0
Queue Length 95th (ft)	#332	41	89	108	#367	37	167	48
Internal Link Dist (ft)	376		508		1074		3498	
Turn Bay Length (ft)		225		275		200		400
Base Capacity (vph)	478	681	595	462	586	359	493	564
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.32	0.29	0.47	0.76	0.19	0.46	0.35




















Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Appendix E**  
**Alternative 3 - Synchro Output Sheets**

HCM Signalized Intersection Capacity Analysis























1: Oil Well Rd & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	157	12	60	16	8	39	39	203	16	60	313	157	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0			6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00			1.00			1.00	1.00	1.00	1.00	1.00	
Frt		0.96			0.92			1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.97			0.99			0.99	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1325			1655			1515	1583	1770	1638	1214	
Flt Permitted		0.75			0.86			0.90	1.00	0.60	1.00	1.00	
Satd. Flow (perm)		1032			1446			1371	1583	1112	1638	1214	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	171	13	65	17	9	42	42	221	17	65	340	171	
RTOR Reduction (vph)	0	32	0	0	31	0	0	0	10	0	0	98	
Lane Group Flow (vph)	0	217	0	0	37	0	0	263	7	65	340	73	
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%	
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm	
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2		2	6		6	
Actuated Green, G (s)		10.2			10.2			16.7	16.7	16.7	16.7	16.7	
Effective Green, g (s)		10.2			10.2			16.7	16.7	16.7	16.7	16.7	
Actuated g/C Ratio		0.26			0.26			0.43	0.43	0.43	0.43	0.43	
Clearance Time (s)		6.0			6.0			6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		271			379			589	680	477	703	521	
v/s Ratio Prot											c0.21		
v/s Ratio Perm		c0.21			0.03			0.19	0.00	0.06		0.06	
v/c Ratio		0.80			0.10			0.45	0.01	0.14	0.48	0.14	
Uniform Delay, d1		13.4			10.9			7.8	6.4	6.7	8.0	6.7	
Progression Factor		1.00			1.00			1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		15.1			0.1			0.5	0.0	0.1	0.5	0.1	
Delay (s)		28.5			11.0			8.4	6.4	6.9	8.5	6.9	
Level of Service		C			B			A	A	A	A	A	
Approach Delay (s)		28.5			11.0			8.3			7.8		
Approach LOS		C			B			A			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			12.5									HCM Level of Service	B
HCM Volume to Capacity ratio			0.60										
Actuated Cycle Length (s)			38.9									Sum of lost time (s)	12.0
Intersection Capacity Utilization			64.0%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	20	20	9	48	24	229	11	156	31	229	241	56	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.98	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1640	1583		1713	1538	1770	1652	1583	1770	1727	1468	
Flt Permitted		0.80	1.00		0.77	1.00	0.60	1.00	1.00	0.54	1.00	1.00	
Satd. Flow (perm)		1348	1583		1368	1538	1113	1652	1583	1004	1727	1468	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	22	22	10	52	26	249	12	170	34	249	262	61	
RTOR Reduction (vph)	0	0	8	0	0	209	0	0	24	0	0	40	
Lane Group Flow (vph)	0	44	2	0	78	40	12	170	10	249	262	21	
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%	
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm	
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		6.2	6.2		6.2	6.2	11.3	10.7	10.7	15.7	12.9	12.9	
Effective Green, g (s)		6.2	6.2		6.2	6.2	11.3	10.7	10.7	15.7	12.9	12.9	
Actuated g/C Ratio		0.16	0.16		0.16	0.16	0.30	0.28	0.28	0.41	0.34	0.34	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		219	257		222	250	340	463	443	469	583	496	
v/s Ratio Prot							0.00	0.10		c0.04	0.15		
v/s Ratio Perm		0.03	0.00		c0.06	0.03	0.01		0.01	c0.18		0.01	
v/c Ratio		0.20	0.01		0.35	0.16	0.04	0.37	0.02	0.53	0.45	0.04	
Uniform Delay, d1		13.9	13.4		14.2	13.8	9.5	11.0	10.0	8.2	9.9	8.5	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.5	0.0		1.0	0.3	0.0	0.5	0.0	1.2	0.6	0.0	
Delay (s)		14.3	13.4		15.2	14.1	9.6	11.5	10.0	9.4	10.4	8.5	
Level of Service		B	B		B	B	A	B	A	A	B	A	
Approach Delay (s)		14.1			14.3			11.2			9.8		
Approach LOS		B			B			B			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			11.5									HCM Level of Service	B
HCM Volume to Capacity ratio			0.40										
Actuated Cycle Length (s)			38.2									Sum of lost time (s)	12.0
Intersection Capacity Utilization			46.9%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↙	↘
Volume (vph)	289	548	355	35	35	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1687	3167	2972		1687	1282
Flt Permitted	0.50	1.00	1.00		0.95	1.00
Satd. Flow (perm)	896	3167	2972		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	314	596	386	38	38	199
RTOR Reduction (vph)	0	0	8	0	0	176
Lane Group Flow (vph)	314	596	416	0	38	23
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	49.8	49.8	28.8		8.2	8.2
Effective Green, g (s)	49.8	49.8	28.8		8.2	8.2
Actuated g/C Ratio	0.71	0.71	0.41		0.12	0.12
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	807	2253	1223		198	150
v/s Ratio Prot	c0.08	0.19	0.14		c0.02	
v/s Ratio Perm	c0.19					0.02
v/c Ratio	0.39	0.26	0.34		0.19	0.16
Uniform Delay, d1	4.5	3.6	14.1		27.9	27.8
Progression Factor	0.45	0.44	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.3	0.8		0.5	0.5
Delay (s)	2.3	1.8	14.9		28.4	28.3
Level of Service	A	A	B		C	C
Approach Delay (s)		2.0	14.9		28.3	
Approach LOS		A	B		C	

**Intersection Summary**

HCM Average Control Delay	9.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑		↘	
Volume (vph)	145	554	359	156	289	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	0.95		1.00	
Frt	1.00	1.00	0.95		0.97	
Flt Protected	0.95	1.00	1.00		0.96	
Satd. Flow (prot)	1752	3282	2994		1478	
Flt Permitted	0.40	1.00	1.00		0.96	
Satd. Flow (perm)	735	3282	2994		1478	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	158	602	390	170	314	102
RTOR Reduction (vph)	0	0	64	0	18	0
Lane Group Flow (vph)	158	602	496	0	398	0
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt					
Protected Phases	5	2	6		4	
Permitted Phases	2					
Actuated Green, G (s)	35.2	35.2	24.2		22.8	
Effective Green, g (s)	35.2	35.2	24.2		22.8	
Actuated g/C Ratio	0.50	0.50	0.35		0.33	
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	442	1650	1035		481	
v/s Ratio Prot	0.03	c0.18	c0.17		c0.27	
v/s Ratio Perm	0.15					
v/c Ratio	0.36	0.36	0.48		0.83	
Uniform Delay, d1	12.6	10.6	18.0		21.8	
Progression Factor	0.76	0.77	0.42		1.00	
Incremental Delay, d2	0.5	0.6	1.5		11.1	
Delay (s)	10.1	8.8	9.0		32.9	
Level of Service	B	A	A		C	
Approach Delay (s)		9.1	9.0		32.9	
Approach LOS		A	A		C	

**Intersection Summary**

HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	169	223	434	207	144	86	214	152	319	133	235	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1727	1324	1703	1696	1495	1770	1696	1524	1770	1635	
Flt Permitted	0.66	1.00	1.00	0.53	1.00	1.00	0.24	1.00	1.00	0.65	1.00	
Satd. Flow (perm)	1225	1727	1324	958	1696	1495	454	1696	1524	1216	1635	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	184	242	472	225	157	93	233	165	347	145	255	184
RTOR Reduction (vph)	0	0	353	0	0	70	0	0	239	0	38	0
Lane Group Flow (vph)	184	242	119	225	157	23	233	165	108	145	401	0
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Actuated Green, G (s)	23.5	17.6	17.6	23.5	17.6	17.6	27.8	21.7	21.7	25.2	20.4	
Effective Green, g (s)	23.5	17.6	17.6	23.5	17.6	17.6	27.8	21.7	21.7	25.2	20.4	
Actuated g/C Ratio	0.34	0.25	0.25	0.34	0.25	0.25	0.40	0.31	0.31	0.36	0.29	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	457	434	333	384	426	376	295	526	472	476	476	
v/s Ratio Prot	0.03	0.14		c0.05	0.09		c0.07	0.10		0.02	c0.25	
v/s Ratio Perm	0.10		0.09	c0.15		0.02	0.25		0.07	0.09		
v/c Ratio	0.40	0.56	0.36	0.59	0.37	0.06	0.79	0.31	0.23	0.30	0.84	
Uniform Delay, d1	18.2	22.8	21.5	21.3	21.6	19.9	16.3	18.5	17.9	15.6	23.3	
Progression Factor	1.10	0.98	1.50	0.54	0.47	0.10	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	3.7	2.1	1.9	2.1	0.3	13.1	0.3	0.2	0.4	12.8	
Delay (s)	20.5	25.9	34.4	13.5	12.3	2.2	29.4	18.8	18.2	16.0	36.1	
Level of Service	C	C	C	B	B	A	C	B	B	B	D	
Approach Delay (s)		29.3			10.9			21.8			31.1	
Approach LOS		C			B			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			24.4	HCM Level of Service				C				
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			70.0	Sum of lost time (s)				18.0				
Intersection Capacity Utilization			74.4%	ICU Level of Service				D				
Analysis Period (min)			15									

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	488	265	162	316	49	172	56	162	146	77	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.98		1.00	0.89		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1628		1770	1707		1736	1541		1770	1717	
Flt Permitted	0.51	1.00		0.23	1.00		0.65	1.00		0.51	1.00	
Satd. Flow (perm)	952	1628		423	1707		1182	1541		944	1717	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	530	288	176	343	53	187	61	176	159	84	91
RTOR Reduction (vph)	0	26	0	0	8	0	0	140	0	0	57	0
Lane Group Flow (vph)	91	792	0	176	388	0	187	97	0	159	118	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	43.7	43.7		43.7	43.7		14.3	14.3		14.3	14.3	
Effective Green, g (s)	43.7	43.7		43.7	43.7		14.3	14.3		14.3	14.3	
Actuated g/C Ratio	0.62	0.62		0.62	0.62		0.20	0.20		0.20	0.20	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	594	1016		264	1066		241	315		193	351	
v/s Ratio Prot		c0.49			0.23			0.06			0.07	
v/s Ratio Perm	0.10			0.42			0.16			c0.17		
v/c Ratio	0.15	0.78		0.67	0.36		0.78	0.31		0.82	0.34	
Uniform Delay, d1	5.5	9.6		8.5	6.4		26.3	23.6		26.6	23.8	
Progression Factor	1.00	1.00		0.58	0.38		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	5.9		9.3	0.7		14.4	0.6		23.9	0.6	
Delay (s)	6.0	15.5		14.2	3.1		40.8	24.2		50.5	24.4	
Level of Service	A	B		B	A		D	C		D	C	
Approach Delay (s)		14.6			6.5			31.5			36.8	
Approach LOS		B			A			C			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			19.0				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			91.8%				ICU Level of Service			F		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis




















7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	102	82	211	121	87	59	138	285	121	90	440	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.89		1.00	0.94		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1623		1770	1743		1770	1569		1752	1670	
Flt Permitted	0.66	1.00		0.52	1.00		0.32	1.00		0.46	1.00	
Satd. Flow (perm)	1084	1623		964	1743		600	1569		853	1670	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	89	229	132	95	64	150	310	132	98	478	111
RTOR Reduction (vph)	0	158	0	0	41	0	0	28	0	0	16	0
Lane Group Flow (vph)	111	160	0	132	118	0	150	414	0	98	573	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.0	12.0		12.0	12.0		20.9	20.9		20.9	20.9	
Effective Green, g (s)	12.0	12.0		12.0	12.0		20.9	20.9		20.9	20.9	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.47	0.47		0.47	0.47	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	290	434		258	466		279	730		397	777	
v/s Ratio Prot		0.10			0.07			0.26			c0.34	
v/s Ratio Perm	0.10			c0.14			0.25			0.11		
v/c Ratio	0.38	0.37		0.51	0.25		0.54	0.57		0.25	0.74	
Uniform Delay, d1	13.4	13.4		14.0	12.9		8.6	8.7		7.2	9.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.5		1.7	0.3		2.0	1.0		0.3	3.7	
Delay (s)	14.3	13.9		15.7	13.2		10.5	9.7		7.6	13.5	
Level of Service	B	B		B	B		B	A		A	B	
Approach Delay (s)		14.0			14.3			9.9			12.6	
Approach LOS		B			B			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			12.4				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			44.9				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			81.0%				ICU Level of Service				D	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	211	157	392	59	101	31	254	98	59	48	151	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.94		1.00	0.91	
Flt Protected		0.97	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1641	1583		1794		1770	1647		1770	1593	
Flt Permitted		0.74	1.00		0.72		0.26	1.00		0.65	1.00	
Satd. Flow (perm)		1245	1583		1318		490	1647		1209	1593	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	229	171	426	64	110	34	276	107	64	52	164	229
RTOR Reduction (vph)	0	0	269	0	11	0	0	34	0	0	80	0
Lane Group Flow (vph)	0	400	157	0	197	0	276	137	0	52	313	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		22.2	22.2		22.2		26.0	26.0		15.4	15.4	
Effective Green, g (s)		22.2	22.2		22.2		26.0	26.0		15.4	15.4	
Actuated g/C Ratio		0.37	0.37		0.37		0.43	0.43		0.26	0.26	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		459	584		486		341	711		309	408	
v/s Ratio Prot							c0.08	0.08			0.20	
v/s Ratio Perm		c0.32	0.10		0.15		c0.27			0.04		
v/c Ratio		0.87	0.27		0.41		0.81	0.19		0.17	0.77	
Uniform Delay, d1		17.7	13.3		14.1		12.9	10.6		17.4	20.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		16.4	0.2		0.6		13.2	0.1		0.3	8.4	
Delay (s)		34.1	13.6		14.7		26.2	10.7		17.7	29.1	
Level of Service		C	B		B		C	B		B	C	
Approach Delay (s)		23.5			14.7			20.3			27.8	
Approach LOS		C			B			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			22.8				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			60.2				Sum of lost time (s)				10.0	
Intersection Capacity Utilization			84.1%				ICU Level of Service				E	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	199	42	30	39	27	0	20	207	39	410	319	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1639		1770	1792		1770	1473	1583	1597	1792	1583
Flt Permitted	0.74	1.00		0.71	1.00		0.55	1.00	1.00	0.46	1.00	1.00
Satd. Flow (perm)	1131	1639		1314	1792		1030	1473	1583	775	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	216	46	33	42	29	0	22	225	42	446	347	216
RTOR Reduction (vph)	0	25	0	0	0	0	0	0	30	0	0	118
Lane Group Flow (vph)	216	54	0	42	29	0	22	225	12	446	347	98
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	13.8	13.8		13.8	13.8		18.3	17.6	17.6	33.7	27.0	27.0
Effective Green, g (s)	13.8	13.8		13.8	13.8		18.3	17.6	17.6	33.7	27.0	27.0
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.31	0.30	0.30	0.57	0.45	0.45
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	262	380		305	416		325	436	468	578	813	718
v/s Ratio Prot		0.03			0.02		0.00	0.15		c0.13	0.19	
v/s Ratio Perm	c0.19			0.03			0.02		0.01	c0.31		0.06
v/c Ratio	0.82	0.14		0.14	0.07		0.07	0.52	0.03	0.77	0.43	0.14
Uniform Delay, d1	21.7	18.1		18.1	17.8		14.4	17.4	14.9	8.3	11.0	9.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.6	0.2		0.2	0.1		0.1	1.0	0.0	6.3	0.4	0.1
Delay (s)	40.3	18.3		18.3	17.9		14.5	18.4	14.9	14.6	11.4	9.5
Level of Service	D	B		B	B		B	B	B	B	B	A
Approach Delay (s)		34.4			18.2			17.6			12.4	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			17.5				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			59.5				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			66.3%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: SR 82 & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	157	422	609	59	273	27	328	144	59	42	223	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1583	1652	1538	1570	1652	1404	2943	1570	1404	1570	1638	1455
Flt Permitted	0.37	1.00	1.00	0.25	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	616	1652	1538	414	1652	1404	2943	1570	1404	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	171	459	662	64	297	29	357	157	64	46	242	171
RTOR Reduction (vph)	0	0	187	0	0	22	0	0	44	0	0	132
Lane Group Flow (vph)	171	459	475	64	297	7	357	157	20	46	242	39
Heavy Vehicles (%)	14%	15%	5%	15%	15%	15%	19%	21%	15%	15%	16%	11%
Turn Type	pm+pt		pm+ov	pm+pt		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	26.8	21.8	31.9	21.2	19.0	19.0	10.1	23.7	23.7	3.4	17.0	17.0
Effective Green, g (s)	26.8	21.8	31.9	21.2	19.0	19.0	10.1	23.7	23.7	3.4	17.0	17.0
Actuated g/C Ratio	0.36	0.29	0.42	0.28	0.25	0.25	0.13	0.32	0.32	0.05	0.23	0.23
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	284	480	776	151	418	355	396	495	443	71	371	329
v/s Ratio Prot	c0.04	c0.28	0.08	0.01	0.18		c0.12	0.10		0.03	c0.15	
v/s Ratio Perm	0.17		0.23	0.11		0.01			0.01			0.03
v/c Ratio	0.60	0.96	0.61	0.42	0.71	0.02	0.90	0.32	0.05	0.65	0.65	0.12
Uniform Delay, d1	18.8	26.2	16.8	21.1	25.5	21.1	32.0	19.5	17.8	35.3	26.4	23.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6	29.9	1.4	1.9	5.6	0.0	23.0	0.4	0.0	18.5	4.1	0.2
Delay (s)	22.4	56.1	18.2	23.0	31.2	21.1	55.0	19.9	17.9	53.8	30.4	23.2
Level of Service	C	E	B	C	C	C	E	B	B	D	C	C
Approach Delay (s)		32.2			29.1			41.4			30.1	
Approach LOS		C			C			D			C	





















Intersection Summary

HCM Average Control Delay	33.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	75.1	Sum of lost time (s)	24.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	141	35	121	48	54	60	121	152	31	60	235	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1548	1282		1612		1456	1519		1770	1667	1442
Flt Permitted		0.68	1.00		0.83		0.54	1.00		0.63	1.00	1.00
Satd. Flow (perm)		1103	1282		1361		821	1519		1179	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	38	132	52	59	65	132	165	34	65	255	236
RTOR Reduction (vph)	0	0	100	0	42	0	0	14	0	0	0	177
Lane Group Flow (vph)	0	191	32	0	134	0	132	185	0	65	255	59
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		9.5	9.5		9.5		15.1	11.0		12.7	9.8	9.8
Effective Green, g (s)		9.5	9.5		9.5		15.1	11.0		12.7	9.8	9.8
Actuated g/C Ratio		0.24	0.24		0.24		0.38	0.28		0.32	0.25	0.25
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		266	309		328		381	424		424	415	359
v/s Ratio Prot							c0.04	0.12		0.01	c0.15	
v/s Ratio Perm		c0.17	0.02		0.10		0.10			0.04		0.04
v/c Ratio		0.72	0.10		0.41		0.35	0.44		0.15	0.61	0.16
Uniform Delay, d1		13.7	11.6		12.6		8.3	11.7		9.4	13.1	11.6
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		8.9	0.1		0.8		0.5	0.7		0.2	2.7	0.2
Delay (s)		22.6	11.8		13.4		8.8	12.4		9.6	15.8	11.8
Level of Service		C	B		B		A	B		A	B	B
Approach Delay (s)		18.2			13.4			11.0			13.4	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.9				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			39.4				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			48.7%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

13: CR 846 & Eastern Loop

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	18	24	90	12	133	16	211	90	205	325	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.86		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1512		1570	1425		1570	2998		1570	3092	
Flt Permitted	0.66	1.00		0.73	1.00		0.52	1.00		0.47	1.00	
Satd. Flow (perm)	1085	1512		1201	1425		860	2998		770	3092	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	20	26	98	13	145	17	229	98	223	353	39
RTOR Reduction (vph)	0	22	0	0	122	0	0	62	0	0	12	0
Lane Group Flow (vph)	39	24	0	98	36	0	17	265	0	223	380	0
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	7.2	7.2		7.2	7.2		17.5	16.9		23.9	20.1	
Effective Green, g (s)	7.2	7.2		7.2	7.2		17.5	16.9		23.9	20.1	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.38	0.37		0.52	0.44	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	170	237		188	224		337	1104		467	1354	
v/s Ratio Prot		0.02			0.03		0.00	0.09		c0.04	0.12	
v/s Ratio Perm	0.04			c0.08			0.02			c0.21		
v/c Ratio	0.23	0.10		0.52	0.16		0.05	0.24		0.48	0.28	
Uniform Delay, d1	16.9	16.6		17.8	16.7		8.9	10.0		6.3	8.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.2		2.6	0.3		0.1	0.1		0.8	0.1	
Delay (s)	17.6	16.8		20.4	17.1		8.9	10.2		7.1	8.4	
Level of Service	B	B		C	B		A	B		A	A	
Approach Delay (s)		17.2			18.3			10.1			7.9	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			11.1				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			45.9				Sum of lost time (s)				18.0	
Intersection Capacity Utilization			52.3%				ICU Level of Service				A	
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	54	241	158	285	440	54
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	262	172	310	478	59
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	977	239	537			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	977	239	537			
tC, single (s)	7.1	7.2	4.4			
tC, 2 stage (s)						
tF (s)	3.6	3.5	2.4			
p0 queue free %	68	64	82			
cM capacity (veh/h)	185	721	942			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	59	262	172	155	155	239	239	59
Volume Left	59	0	172	0	0	0	0	0
Volume Right	0	262	0	0	0	0	0	59
cSH	185	721	942	1700	1700	1700	1700	1700
Volume to Capacity	0.32	0.36	0.18	0.09	0.09	0.14	0.14	0.03
Queue Length 95th (ft)	32	42	17	0	0	0	0	0
Control Delay (s)	33.2	12.8	9.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	D	B	A					
Approach Delay (s)	16.6		3.4		0.0			
Approach LOS	C							

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	60	18	12	359	554	60
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	20	13	390	602	65
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	10					
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	823	301	667			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	823	301	667			
tC, single (s)	7.1	7.2	4.4			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.4			
p0 queue free %	77	97	98			
cM capacity (veh/h)	282	658	836			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	85	13	195	195	301	301	65
Volume Left	65	13	0	0	0	0	0
Volume Right	20	0	0	0	0	0	65
cSH	367	836	1700	1700	1700	1700	1700
Volume to Capacity	0.23	0.02	0.11	0.11	0.18	0.18	0.04
Queue Length 95th (ft)	22	1	0	0	0	0	0
Control Delay (s)	19.0	9.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A					
Approach Delay (s)	19.0	0.3			0.0		
Approach LOS	C						

Intersection Summary			
Average Delay		1.5	
Intersection Capacity Utilization	25.3%		ICU Level of Service A
Analysis Period (min)		15	

## Arterial Level of Service

### Arterial Level of Service: NB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	58	534.1	10.5	544.6	8.64	57.1	A
SR 29	I	55	516.9	40.3	557.2	7.90	51.0	A
Total	I		1051.0	50.8	1101.8	16.54	54.0	A

### Arterial Level of Service: SB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	46	618.8	8.5	627.3	7.90	45.3	A
Total	I		618.8	8.5	627.3	7.90	45.3	A

### Arterial Level of Service: NB SR 29




















Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	II	60	36.5	12.5	49.0	0.50	36.7	A
Farm Workers Way	II	49	180.7	15.4	196.1	2.48	45.6	A
CR 846	II	43	112.6	15.4	128.0	1.36	38.1	A
New Market Rd	II	35	16.1	8.4	24.5	0.13	18.9	D
N 1st St	II	35	42.8	12.4	55.2	0.41	26.6	C
9th St	II	30	63.8	3.3	67.1	0.50	26.9	C
Immokalee Dr	II	35	89.6	12.0	101.6	0.87	30.8	B
Lake Trafford	II	35	51.9	8.4	60.3	0.50	30.1	B
New Market Rd	II	45	46.2	29.7	75.9	0.58	27.4	C
Eastern Loop	II	55	200.3	22.0	222.3	3.04	49.2	A
Total	II		840.5	139.5	980.0	10.37	38.1	A

### Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	39.8	76.3	0.50	23.6	D
Westclox Rd	I	55	200.3	12.0	212.3	3.04	51.6	A
Lake Trafford	I	45	46.2	30.2	76.4	0.58	27.2	C
Immokalee Dr	I	35	51.9	17.2	69.1	0.50	26.3	D
9th St	I	35	89.6	16.7	106.3	0.87	29.5	C
Immokalee Rd	I	30	63.8	26.2	90.0	0.50	20.1	E
New Market Rd	I	35	42.8	9.6	52.4	0.41	28.0	C
CR 846	I	35	16.1	2.0	18.1	0.13	25.6	D
Farm Workers Way	I	43	112.6	10.5	123.1	1.36	39.6	B
Oil Well Rd	I	57	549.7	12.3	562.0	8.64	55.4	A
Total	I		1209.5	176.5	1386.0	16.53	42.9	A

HCM Signalized Intersection Capacity Analysis























1: Oil Well Rd & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	101	8	39	24	12	60	60	313	24	39	203	101	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0			6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00			1.00			1.00	1.00	1.00	1.00	1.00	
Frt		0.96			0.92			1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.97			0.99			0.99	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1326			1654			1515	1583	1770	1638	1214	
Flt Permitted		0.73			0.87			0.91	1.00	0.52	1.00	1.00	
Satd. Flow (perm)		1004			1453			1397	1583	974	1638	1214	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	110	9	42	26	13	65	65	340	26	42	221	110	
RTOR Reduction (vph)	0	29	0	0	51	0	0	0	13	0	0	56	
Lane Group Flow (vph)	0	132	0	0	53	0	0	405	13	42	221	54	
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%	
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm	
Protected Phases		4			8			2			6		
Permitted Phases	4			8			2		2	6		6	
Actuated Green, G (s)		8.8			8.8			20.2	20.2	20.2	20.2	20.2	
Effective Green, g (s)		8.8			8.8			20.2	20.2	20.2	20.2	20.2	
Actuated g/C Ratio		0.21			0.21			0.49	0.49	0.49	0.49	0.49	
Clearance Time (s)		6.0			6.0			6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)		3.0			3.0			3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		215			312			688	780	480	807	598	
v/s Ratio Prot											0.13		
v/s Ratio Perm		c0.13			0.04			c0.29	0.01	0.04		0.04	
v/c Ratio		0.61			0.17			0.59	0.02	0.09	0.27	0.09	
Uniform Delay, d1		14.6			13.1			7.4	5.3	5.5	6.1	5.5	
Progression Factor		1.00			1.00			1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		5.1			0.3			1.3	0.0	0.1	0.2	0.1	
Delay (s)		19.7			13.4			8.7	5.3	5.6	6.3	5.6	
Level of Service		B			B			A	A	A	A	A	
Approach Delay (s)		19.7			13.4			8.5			6.0		
Approach LOS		B			B			A			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			9.8									HCM Level of Service	A
HCM Volume to Capacity ratio			0.60										
Actuated Cycle Length (s)			41.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			60.5%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	6	6	31	4	144	6	247	48	144	160	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1519	1583		1666	1538	1770	1652	1583	1770	1727	1468
Flt Permitted		0.74	1.00		0.72	1.00	0.65	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)		1166	1583		1253	1538	1206	1652	1583	938	1727	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	7	7	34	4	157	7	268	52	157	174	22
RTOR Reduction (vph)	0	0	6	0	0	136	0	0	36	0	0	14
Lane Group Flow (vph)	0	40	1	0	38	21	7	268	16	157	174	8
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		5.3	5.3		5.3	5.3	12.8	12.2	12.2	17.2	14.4	14.4
Effective Green, g (s)		5.3	5.3		5.3	5.3	12.8	12.2	12.2	17.2	14.4	14.4
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.33	0.31	0.31	0.44	0.37	0.37
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		159	216		171	210	407	519	498	476	641	545
v/s Ratio Prot							0.00	c0.16		c0.02	0.10	
v/s Ratio Perm		c0.03	0.00		0.03	0.01	0.01		0.01	0.12		0.01
v/c Ratio		0.25	0.00		0.22	0.10	0.02	0.52	0.03	0.33	0.27	0.01
Uniform Delay, d1		15.0	14.5		14.9	14.7	8.7	10.9	9.2	6.7	8.5	7.7
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.8	0.0		0.7	0.2	0.0	0.9	0.0	0.4	0.2	0.0
Delay (s)		15.8	14.5		15.6	14.9	8.8	11.8	9.2	7.1	8.8	7.7
Level of Service		B	B		B	B	A	B	A	A	A	A
Approach Delay (s)		15.6			15.0			11.3			7.9	
Approach LOS		B			B			B			A	

Intersection Summary

HCM Average Control Delay	11.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	38.8	Sum of lost time (s)	18.5
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	180	355	548	54	54	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1687	3167	2972		1687	1282
Flt Permitted	0.38	1.00	1.00		0.95	1.00
Satd. Flow (perm)	672	3167	2972		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	386	596	59	59	304
RTOR Reduction (vph)	0	0	7	0	0	267
Lane Group Flow (vph)	196	386	648	0	59	37
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	58.3	58.3	42.3		9.7	9.7
Effective Green, g (s)	58.3	58.3	42.3		9.7	9.7
Actuated g/C Ratio	0.73	0.73	0.53		0.12	0.12
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	617	2308	1571		205	155
v/s Ratio Prot	c0.04	0.12	c0.22		c0.03	
v/s Ratio Perm	0.19					0.03
v/c Ratio	0.32	0.17	0.41		0.29	0.24
Uniform Delay, d1	5.2	3.4	11.4		32.0	31.8
Progression Factor	0.43	0.37	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.2	0.8		0.8	0.8
Delay (s)	2.5	1.4	12.2		32.8	32.6
Level of Service	A	A	B		C	C
Approach Delay (s)		1.8	12.2		32.6	
Approach LOS		A	B		C	

**Intersection Summary**

HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	94	359	554	283	166	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	0.95		1.00	
Frt	1.00	1.00	0.95		0.94	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	1752	3282	2960		1472	
Flt Permitted	0.25	1.00	1.00		0.97	
Satd. Flow (perm)	461	3282	2960		1472	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	390	602	308	180	158
RTOR Reduction (vph)	0	0	70	0	44	0
Lane Group Flow (vph)	102	390	840	0	294	0
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt					
Protected Phases	5	2	6		4	
Permitted Phases	2					
Actuated Green, G (s)	47.8	47.8	38.6		20.2	
Effective Green, g (s)	47.8	47.8	38.6		20.2	
Actuated g/C Ratio	0.60	0.60	0.48		0.25	
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	327	1961	1428		372	
v/s Ratio Prot	c0.01	0.12	c0.28		c0.20	
v/s Ratio Perm	0.17					
v/c Ratio	0.31	0.20	0.59		0.79	
Uniform Delay, d1	12.9	7.4	15.0		27.9	
Progression Factor	0.86	0.75	0.50		1.00	
Incremental Delay, d2	0.5	0.2	1.6		10.9	
Delay (s)	11.6	5.7	9.1		38.8	
Level of Service	B	A	A		D	
Approach Delay (s)		6.9	9.1		38.8	
Approach LOS		A	A		D	

























**Intersection Summary**

HCM Average Control Delay	14.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	160	344	319	247	133	464	293	207	86	152	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1727	1324	1703	1696	1495	1770	1696	1524	1770	1636	
Flt Permitted	0.44	1.00	1.00	0.62	1.00	1.00	0.29	1.00	1.00	0.57	1.00	
Satd. Flow (perm)	826	1727	1324	1120	1696	1495	537	1696	1524	1057	1636	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	174	374	347	268	145	504	318	225	93	165	117
RTOR Reduction (vph)	0	0	294	0	0	107	0	0	142	0	32	0
Lane Group Flow (vph)	117	174	80	347	268	38	504	318	83	93	250	0
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		
Actuated Green, G (s)	21.9	17.2	17.2	29.1	20.8	20.8	38.5	29.6	29.6	20.5	15.6	
Effective Green, g (s)	21.9	17.2	17.2	29.1	20.8	20.8	38.5	29.6	29.6	20.5	15.6	
Actuated g/C Ratio	0.27	0.21	0.21	0.36	0.26	0.26	0.48	0.37	0.37	0.26	0.19	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	282	371	285	468	441	389	550	628	564	315	319	
v/s Ratio Prot	0.02	0.10		c0.08	0.16		c0.22	0.19		0.02	0.15	
v/s Ratio Perm	0.09		0.06	c0.19		0.03	c0.22		0.05	0.06		
v/c Ratio	0.41	0.47	0.28	0.74	0.61	0.10	0.92	0.51	0.15	0.30	0.78	
Uniform Delay, d1	27.3	27.4	26.2	23.3	26.0	22.5	16.2	19.5	16.8	23.4	30.6	
Progression Factor	0.84	0.97	1.35	0.57	0.69	0.49	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	3.4	2.0	5.0	4.9	0.4	20.0	0.6	0.1	0.5	11.8	
Delay (s)	23.7	30.0	37.5	18.3	22.9	11.5	36.2	20.2	16.9	23.9	42.4	
Level of Service	C	C	D	B	C	B	D	C	B	C	D	
Approach Delay (s)		33.1			18.6			27.2			37.8	
Approach LOS		C			B			C			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			27.7	HCM Level of Service				C				
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			80.0	Sum of lost time (s)				12.0				
Intersection Capacity Utilization			83.1%	ICU Level of Service				E				
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	316	172	253	488	85	265	113	245	51	72	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.98		1.00	0.90		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1628		1770	1705		1736	1552		1770	1741	
Flt Permitted	0.32	1.00		0.38	1.00		0.67	1.00		0.29	1.00	
Satd. Flow (perm)	593	1628		716	1705		1222	1552		538	1741	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	343	187	275	530	92	288	123	266	55	78	60
RTOR Reduction (vph)	0	23	0	0	7	0	0	101	0	0	36	0
Lane Group Flow (vph)	60	507	0	275	615	0	288	288	0	55	102	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	46.1	46.1		46.1	46.1		21.9	21.9		21.9	21.9	
Effective Green, g (s)	46.1	46.1		46.1	46.1		21.9	21.9		21.9	21.9	
Actuated g/C Ratio	0.58	0.58		0.58	0.58		0.27	0.27		0.27	0.27	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	342	938		413	983		335	425		147	477	
v/s Ratio Prot		0.31			0.36			0.19			0.06	
v/s Ratio Perm	0.10			c0.38			c0.24			0.10		
v/c Ratio	0.18	0.54		0.67	0.63		0.86	0.68		0.37	0.21	
Uniform Delay, d1	8.0	10.4		11.7	11.2		27.6	25.9		23.5	22.4	
Progression Factor	1.00	1.00		0.67	0.64		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	2.2		5.1	1.8		19.2	4.3		1.6	0.2	
Delay (s)	9.1	12.7		12.9	9.0		46.8	30.2		25.1	22.6	
Level of Service	A	B		B	A		D	C		C	C	
Approach Delay (s)		12.3			10.2			37.2			23.3	
Approach LOS		B			B			D			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			19.6	HCM Level of Service				B				
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			80.0	Sum of lost time (s)				12.0				
Intersection Capacity Utilization			85.5%	ICU Level of Service				E				
Analysis Period (min)			15									

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis




















7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	31	137	187	48	90	211	440	187	59	285	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.90		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1605		1770	1670		1770	1569		1752	1670	
Flt Permitted	0.66	1.00		0.64	1.00		0.52	1.00		0.26	1.00	
Satd. Flow (perm)	1093	1605		1196	1670		969	1569		481	1670	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	34	149	203	52	98	229	478	203	64	310	72
RTOR Reduction (vph)	0	111	0	0	73	0	0	27	0	0	15	0
Lane Group Flow (vph)	72	72	0	203	77	0	229	654	0	64	367	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	13.0	13.0		13.0	13.0		25.8	25.8		25.8	25.8	
Effective Green, g (s)	13.0	13.0		13.0	13.0		25.8	25.8		25.8	25.8	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.51	0.51		0.51	0.51	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	280	411		306	427		492	797		244	848	
v/s Ratio Prot		0.04			0.05			c0.42			0.22	
v/s Ratio Perm	0.07			c0.17			0.24			0.13		
v/c Ratio	0.26	0.18		0.66	0.18		0.47	0.82		0.26	0.43	
Uniform Delay, d1	15.1	14.7		16.9	14.7		8.1	10.5		7.1	7.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.2		5.3	0.2		0.7	6.8		0.6	0.4	
Delay (s)	15.5	14.9		22.3	14.9		8.8	17.3		7.7	8.2	
Level of Service	B	B		C	B		A	B		A	A	
Approach Delay (s)		15.1			19.2			15.2			8.2	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			14.3				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			50.8				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			78.3%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	141	98	254	90	151	48	392	145	90	31	94	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.94		1.00	0.91	
Flt Protected		0.97	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1643	1583		1793		1770	1646		1770	1589	
Flt Permitted		0.66	1.00		0.80		0.43	1.00		0.60	1.00	
Satd. Flow (perm)		1120	1583		1455		798	1646		1119	1589	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	107	276	98	164	52	426	158	98	34	102	153
RTOR Reduction (vph)	0	0	189	0	12	0	0	41	0	0	102	0
Lane Group Flow (vph)	0	260	87	0	302	0	426	215	0	34	153	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		16.0	16.0		16.0		22.7	22.7		10.1	10.1	
Effective Green, g (s)		16.0	16.0		16.0		22.7	22.7		10.1	10.1	
Actuated g/C Ratio		0.32	0.32		0.32		0.45	0.45		0.20	0.20	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		353	500		459		513	737		223	317	
v/s Ratio Prot							c0.13	0.13			0.10	
v/s Ratio Perm		c0.23	0.06		0.21		c0.24			0.03		
v/c Ratio		0.74	0.17		0.66		0.83	0.29		0.15	0.48	
Uniform Delay, d1		15.5	12.6		15.0		10.8	8.9		16.8	18.0	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		7.8	0.2		3.4		10.9	0.2		0.3	1.2	
Delay (s)		23.3	12.7		18.4		21.7	9.1		17.1	19.2	
Level of Service		C	B		B		C	A		B	B	
Approach Delay (s)		17.8			18.4			17.0			18.9	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			17.8				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			50.7				Sum of lost time (s)				10.0	
Intersection Capacity Utilization			72.6%				ICU Level of Service				C	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	129	27	20	60	42	0	30	319	60	265	207	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1632		1770	1792		1770	1473	1583	1597	1792	1583
Flt Permitted	0.73	1.00		0.72	1.00		0.62	1.00	1.00	0.38	1.00	1.00
Satd. Flow (perm)	1114	1632		1348	1792		1151	1473	1583	647	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	140	29	22	65	46	0	33	347	65	288	225	140
RTOR Reduction (vph)	0	18	0	0	0	0	0	0	40	0	0	71
Lane Group Flow (vph)	140	33	0	65	46	0	33	347	25	288	225	69
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	9.6	9.6		9.6	9.6		23.1	21.7	21.7	35.4	28.0	28.0
Effective Green, g (s)	9.6	9.6		9.6	9.6		23.1	21.7	21.7	35.4	28.0	28.0
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.41	0.38	0.38	0.62	0.49	0.49
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	188	275		227	302		482	561	603	530	880	778
v/s Ratio Prot		0.02			0.03		0.00	c0.24		c0.07	0.13	
v/s Ratio Perm	c0.13			0.05			0.03		0.02	0.26		0.04
v/c Ratio	0.74	0.12		0.29	0.15		0.07	0.62	0.04	0.54	0.26	0.09
Uniform Delay, d1	22.5	20.1		20.7	20.2		10.3	14.3	11.1	5.9	8.4	7.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.8	0.2		0.7	0.2		0.1	2.0	0.0	1.1	0.2	0.0
Delay (s)	37.3	20.3		21.4	20.5		10.3	16.3	11.1	7.0	8.6	7.8
Level of Service	D	C		C	C		B	B	B	A	A	A
Approach Delay (s)		32.8			21.0			15.1			7.7	
Approach LOS		C			C			B			A	

Intersection Summary

HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	57.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis





















10: SR 82 & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	101	273	328	114	422	78	506	271	114	27	144	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1583	1652	1538	1570	1652	1404	2943	1570	1404	1570	1638	1455
Flt Permitted	0.22	1.00	1.00	0.40	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	373	1652	1538	659	1652	1404	2943	1570	1404	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	110	297	357	124	459	85	550	295	124	29	157	110
RTOR Reduction (vph)	0	0	185	0	0	60	0	0	78	0	0	89
Lane Group Flow (vph)	110	297	172	124	459	25	550	295	46	29	157	21
Heavy Vehicles (%)	14%	15%	5%	15%	15%	15%	19%	21%	15%	15%	16%	11%
Turn Type	pm+pt		pm+ov	pm+pt		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	27.5	24.5	42.4	30.7	26.1	26.1	17.9	32.5	32.5	2.2	16.8	16.8
Effective Green, g (s)	27.5	24.5	42.4	30.7	26.1	26.1	17.9	32.5	32.5	2.2	16.8	16.8
Actuated g/C Ratio	0.31	0.28	0.48	0.35	0.30	0.30	0.20	0.37	0.37	0.03	0.19	0.19
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	158	461	848	278	491	417	600	581	520	39	313	278
v/s Ratio Prot	c0.02	0.18	0.04	0.02	c0.28		c0.19	c0.19		0.02	0.10	
v/s Ratio Perm	0.19		0.07	0.13		0.02			0.03			0.01
v/c Ratio	0.70	0.64	0.20	0.45	0.93	0.06	0.92	0.51	0.09	0.74	0.50	0.08
Uniform Delay, d1	27.2	27.8	13.0	21.0	30.0	22.1	34.2	21.4	18.0	42.5	31.8	29.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.5	3.1	0.1	1.1	25.1	0.1	18.8	0.7	0.1	54.3	1.3	0.1
Delay (s)	39.7	30.9	13.1	22.1	55.2	22.1	53.0	22.1	18.1	96.8	33.0	29.2
Level of Service	D	C	B	C	E	C	D	C	B	F	C	C
Approach Delay (s)		23.9			44.8			39.2			37.9	
Approach LOS		C			D			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			36.1				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			87.8				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			69.8%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	223	54	187	35	98	39	187	235	54	39	152	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.97		1.00	0.97		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1547	1282		1625		1456	1520		1770	1667	1442
Flt Permitted		0.70	1.00		0.88		0.53	1.00		0.57	1.00	1.00
Satd. Flow (perm)		1130	1282		1445		810	1520		1061	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	242	59	203	38	107	42	203	255	59	42	165	186
RTOR Reduction (vph)	0	0	134	0	17	0	0	14	0	0	0	138
Lane Group Flow (vph)	0	301	69	0	170	0	203	300	0	42	165	48
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		17.8	17.8		17.8		22.0	16.8		15.6	13.6	13.6
Effective Green, g (s)		17.8	17.8		17.8		22.0	16.8		15.6	13.6	13.6
Actuated g/C Ratio		0.34	0.34		0.34		0.42	0.32		0.30	0.26	0.26
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		382	434		489		403	485		342	431	373
v/s Ratio Prot							c0.05	c0.20		0.00	0.10	
v/s Ratio Perm		c0.27	0.05		0.12		0.16			0.03		0.03
v/c Ratio		0.79	0.16		0.35		0.50	0.62		0.12	0.38	0.13
Uniform Delay, d1		15.7	12.2		13.0		10.5	15.2		13.3	16.0	15.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		10.3	0.2		0.4		1.0	2.4		0.2	0.6	0.2
Delay (s)		26.0	12.3		13.5		11.5	17.5		13.5	16.6	15.1
Level of Service		C	B		B		B	B		B	B	B
Approach Delay (s)		20.5			13.5			15.2			15.6	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			16.7				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			52.6				Sum of lost time (s)			14.0		
Intersection Capacity Utilization			62.0%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

13: CR 846 & Eastern Loop

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	12	16	139	18	205	24	325	139	133	211	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.86		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1512		1570	1425		1570	2998		1570	3093	
Flt Permitted	0.60	1.00		0.74	1.00		0.59	1.00		0.40	1.00	
Satd. Flow (perm)	993	1512		1219	1425		982	2998		655	3093	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	13	17	151	20	223	26	353	151	145	229	25
RTOR Reduction (vph)	0	13	0	0	175	0	0	79	0	0	13	0
Lane Group Flow (vph)	25	17	0	151	68	0	26	425	0	145	241	0
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	10.7	10.7		10.7	10.7		18.1	17.4		24.3	20.5	
Effective Green, g (s)	10.7	10.7		10.7	10.7		18.1	17.4		24.3	20.5	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.36	0.35		0.49	0.41	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	213	324		261	306		364	1045		389	1271	
v/s Ratio Prot		0.01			0.05		0.00	0.14		c0.03	0.08	
v/s Ratio Perm	0.03			c0.12			0.02			c0.15		
v/c Ratio	0.12	0.05		0.58	0.22		0.07	0.41		0.37	0.19	
Uniform Delay, d1	15.8	15.6		17.6	16.2		10.3	12.3		7.4	9.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	0.1		3.1	0.4		0.1	0.3		0.6	0.1	
Delay (s)	16.0	15.6		20.7	16.5		10.4	12.6		8.0	9.5	
Level of Service	B	B		C	B		B	B		A	A	
Approach Delay (s)		15.8			18.1			12.5			8.9	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.2				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			49.9				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			54.9%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	156	241	440	285	89
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	170	262	478	310	97
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1073	155	407			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1073	155	407			
tC, single (s)	7.1	7.2	4.4			
tC, 2 stage (s)						
tF (s)	3.6	3.5	2.4			
p0 queue free %	74	79	75			
cM capacity (veh/h)	147	821	1061			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	38	170	262	239	239	155	155	97
Volume Left	38	0	262	0	0	0	0	0
Volume Right	0	170	0	0	0	0	0	97
cSH	147	821	1061	1700	1700	1700	1700	1700
Volume to Capacity	0.26	0.21	0.25	0.14	0.14	0.09	0.09	0.06
Queue Length 95th (ft)	24	19	24	0	0	0	0	0
Control Delay (s)	37.9	10.5	9.5	0.0	0.0	0.0	0.0	0.0
Lane LOS	E	B	A					
Approach Delay (s)	15.5		3.4		0.0			
Approach LOS	C							

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	39	12	18	554	359	39
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	13	20	602	390	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	10					
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	730	195	433			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	730	195	433			
tC, single (s)	7.1	7.2	4.4			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.4			
p0 queue free %	87	98	98			
cM capacity (veh/h)	324	774	1036			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	55	20	301	301	195	195	42
Volume Left	42	20	0	0	0	0	0
Volume Right	13	0	0	0	0	0	42
cSH	424	1036	1700	1700	1700	1700	1700
Volume to Capacity	0.13	0.02	0.18	0.18	0.11	0.11	0.02
Queue Length 95th (ft)	11	1	0	0	0	0	0
Control Delay (s)	15.9	8.5	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A					
Approach Delay (s)	15.9	0.3			0.0		
Approach LOS	C						

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		



## Arterial Level of Service

### Arterial Level of Service: NB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	58	534.1	13.2	547.3	8.64	56.8	A
SR 29	I	55	516.9	49.2	566.1	7.90	50.2	A
Total	I		1051.0	62.4	1113.4	16.54	53.5	A

### Arterial Level of Service: SB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	46	618.8	8.9	627.7	7.90	45.3	A
Total	I		618.8	8.9	627.7	7.90	45.3	A

### Arterial Level of Service: NB SR 29





















Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	II	60	36.5	12.8	49.3	0.50	36.5	A
Farm Workers Way	II	49	180.7	16.3	197.0	2.48	45.3	A
CR 846	II	43	112.6	13.0	125.6	1.36	38.8	A
New Market Rd	II	35	16.1	8.6	24.7	0.13	18.7	D
N 1st St	II	35	42.8	22.8	65.6	0.41	22.4	C
9th St	II	30	63.8	9.6	73.4	0.50	24.6	C
Immokalee Dr	II	35	89.6	21.6	111.2	0.87	28.2	B
Lake Trafford	II	35	51.9	8.0	59.9	0.50	30.3	B
New Market Rd	II	45	46.2	27.7	73.9	0.58	28.1	B
Eastern Loop	II	55	200.3	24.9	225.2	3.04	48.6	A
Total	II		840.5	165.3	1005.8	10.37	37.1	A

### Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	44.5	81.0	0.50	22.2	D
Westclox Rd	I	55	200.3	11.3	211.6	3.04	51.7	A
Lake Trafford	I	45	46.2	16.9	63.1	0.58	32.9	C
Immokalee Dr	I	35	51.9	9.5	61.4	0.50	29.6	C
9th St	I	35	89.6	12.6	102.2	0.87	30.7	C
Immokalee Rd	I	30	63.8	29.5	93.3	0.50	19.4	E
New Market Rd	I	35	42.8	6.5	49.3	0.41	29.7	C
CR 846	I	35	16.1	1.6	17.7	0.13	26.2	D
Farm Workers Way	I	43	112.6	8.9	121.5	1.36	40.2	B
Oil Well Rd	I	57	549.7	8.9	558.6	8.64	55.7	A
Total	I		1209.5	150.2	1359.7	16.53	43.8	A

HCM Signalized Intersection Capacity Analysis























1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	235	24	145	23	16	39	94	277	23	60	426	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.95			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1253			1671		1626	1496	1583	1770	1638	1214
Flt Permitted		0.77			0.84		0.31	1.00	1.00	0.52	1.00	1.00
Satd. Flow (perm)		998			1429		536	1496	1583	976	1638	1214
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	26	158	25	17	42	102	301	25	65	463	255
RTOR Reduction (vph)	0	32	0	0	23	0	0	0	16	0	0	168
Lane Group Flow (vph)	0	407	0	0	61	0	102	301	9	65	463	87
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		27.1			27.1		20.4	20.4	20.4	20.4	20.4	20.4
Effective Green, g (s)		27.1			27.1		20.4	20.4	20.4	20.4	20.4	20.4
Actuated g/C Ratio		0.46			0.46		0.34	0.34	0.34	0.34	0.34	0.34
Clearance Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		455			651		184	513	543	335	562	416
v/s Ratio Prot								0.20			c0.28	
v/s Ratio Perm		c0.41			0.04		0.19		0.01	0.07		0.07
v/c Ratio		0.90			0.09		0.55	0.59	0.02	0.19	0.82	0.21
Uniform Delay, d1		14.9			9.2		15.9	16.1	12.9	13.8	17.9	13.8
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		19.7			0.1		3.6	1.7	0.0	0.3	9.5	0.3
Delay (s)		34.6			9.3		19.4	17.8	12.9	14.0	27.4	14.1
Level of Service		C			A		B	B	B	B	C	B
Approach Delay (s)		34.6			9.3			17.9			22.0	
Approach LOS		C			A			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			23.5				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			59.5				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			72.4%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	23	21	10	66	25	277	12	176	43	277	271	57	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.97	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1632	1583		1700	1538	1770	1652	1583	1770	1727	1468	
Flt Permitted		0.80	1.00		0.75	1.00	0.58	1.00	1.00	0.53	1.00	1.00	
Satd. Flow (perm)		1343	1583		1329	1538	1080	1652	1583	995	1727	1468	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	25	23	11	72	27	301	13	191	47	301	295	62	
RTOR Reduction (vph)	0	0	8	0	0	229	0	0	35	0	0	42	
Lane Group Flow (vph)	0	48	3	0	99	72	13	191	12	301	295	20	
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%	
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm	
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		10.2	10.2		10.2	10.2	12.0	11.4	11.4	16.4	13.6	13.6	
Effective Green, g (s)		10.2	10.2		10.2	10.2	12.0	11.4	11.4	16.4	13.6	13.6	
Actuated g/C Ratio		0.24	0.24		0.24	0.24	0.28	0.27	0.27	0.38	0.32	0.32	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		319	376		316	366	312	439	421	431	547	465	
v/s Ratio Prot							0.00	0.12		c0.05	0.17		
v/s Ratio Perm		0.04	0.00		c0.07	0.05	0.01		0.01	c0.22		0.01	
v/c Ratio		0.15	0.01		0.31	0.20	0.04	0.44	0.03	0.70	0.54	0.04	
Uniform Delay, d1		12.9	12.5		13.5	13.1	11.2	13.1	11.7	11.1	12.1	10.1	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2	0.0		0.6	0.3	0.1	0.7	0.0	4.9	1.0	0.0	
Delay (s)		13.1	12.5		14.0	13.3	11.3	13.8	11.7	16.0	13.1	10.2	
Level of Service		B	B		B	B	B	B	B	B	B	B	
Approach Delay (s)		13.0			13.5			13.2			14.1		
Approach LOS		B			B			B			B		
<b>Intersection Summary</b>													
HCM Average Control Delay			13.7									HCM Level of Service	B
HCM Volume to Capacity ratio			0.47										
Actuated Cycle Length (s)			42.9									Sum of lost time (s)	12.0
Intersection Capacity Utilization			51.7%									ICU Level of Service	A
Analysis Period (min)			15										

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	285	591	383	47	47	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1687	3167	2969		1687	1282
Flt Permitted	0.47	1.00	1.00		0.95	1.00
Satd. Flow (perm)	837	3167	2969		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	310	642	416	51	51	201
RTOR Reduction (vph)	0	0	9	0	0	179
Lane Group Flow (vph)	310	642	458	0	51	22
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	59.4	59.4	35.4		8.6	8.6
Effective Green, g (s)	59.4	59.4	35.4		8.6	8.6
Actuated g/C Ratio	0.74	0.74	0.44		0.11	0.11
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	813	2351	1314		181	138
v/s Ratio Prot	c0.09	0.20	0.15		c0.03	
v/s Ratio Perm	c0.20					0.02
v/c Ratio	0.38	0.27	0.35		0.28	0.16
Uniform Delay, d1	4.6	3.3	14.7		32.9	32.4
Progression Factor	0.44	0.52	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.3	0.7		0.9	0.5
Delay (s)	2.3	2.0	15.4		33.7	32.9
Level of Service	A	A	B		C	C
Approach Delay (s)		2.1	15.4		33.1	
Approach LOS		A	B		C	

**Intersection Summary**

HCM Average Control Delay	10.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	193	615	398	168	290	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	0.95		1.00	
Frt	1.00	1.00	0.96		0.96	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	1752	3282	3001		1476	
Flt Permitted	0.35	1.00	1.00		0.97	
Satd. Flow (perm)	637	3282	3001		1476	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	210	668	433	183	315	136
RTOR Reduction (vph)	0	0	54	0	21	0
Lane Group Flow (vph)	210	668	562	0	430	0
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt					
Protected Phases	5	2	6		4	
Permitted Phases	2					
Actuated Green, G (s)	40.7	40.7	26.7		27.3	
Effective Green, g (s)	40.7	40.7	26.7		27.3	
Actuated g/C Ratio	0.51	0.51	0.33		0.34	
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	436	1670	1002		504	
v/s Ratio Prot	c0.05	0.20	c0.19		c0.29	
v/s Ratio Perm	0.20					
v/c Ratio	0.48	0.40	0.56		0.85	
Uniform Delay, d1	17.4	12.1	21.8		24.5	
Progression Factor	0.87	0.83	0.52		1.00	
Incremental Delay, d2	0.7	0.6	2.1		13.1	
Delay (s)	15.8	10.6	13.5		37.6	
Level of Service	B	B	B		D	
Approach Delay (s)		11.9	13.5		37.6	
Approach LOS		B	B		D	

























**Intersection Summary**

HCM Average Control Delay	18.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	169	235	428	265	152	105	216	211	410	163	325	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1727	1324	1703	1696	1495	1770	1696	1524	1770	1712	1524
Flt Permitted	0.65	1.00	1.00	0.50	1.00	1.00	0.31	1.00	1.00	0.53	1.00	1.00
Satd. Flow (perm)	1216	1727	1324	904	1696	1495	578	1696	1524	988	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	184	255	465	288	165	114	235	229	446	177	353	184
RTOR Reduction (vph)	0	0	269	0	0	76	0	0	335	0	0	138
Lane Group Flow (vph)	184	255	196	288	165	38	235	229	111	177	353	46
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	31.9	25.2	25.2	34.3	26.4	26.4	26.9	19.9	19.9	26.9	19.9	19.9
Effective Green, g (s)	31.9	25.2	25.2	34.3	26.4	26.4	26.9	19.9	19.9	26.9	19.9	19.9
Actuated g/C Ratio	0.40	0.31	0.31	0.43	0.33	0.33	0.34	0.25	0.25	0.34	0.25	0.25
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	531	544	417	466	560	493	299	422	379	401	426	379
v/s Ratio Prot	0.03	0.15		c0.06	0.10		c0.07	0.13		0.04	c0.21	
v/s Ratio Perm	0.11		0.15	c0.20		0.03	0.20		0.07	0.11		0.03
v/c Ratio	0.35	0.47	0.47	0.62	0.29	0.08	0.79	0.54	0.29	0.44	0.83	0.12
Uniform Delay, d1	16.1	22.0	22.0	16.4	19.9	18.4	22.0	26.1	24.3	19.6	28.4	23.3
Progression Factor	0.54	0.62	0.78	0.47	0.36	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	2.2	2.9	1.9	1.0	0.2	12.7	1.4	0.4	0.8	12.5	0.1
Delay (s)	9.0	15.9	20.0	9.7	8.2	1.4	34.7	27.5	24.8	20.4	41.0	23.4
Level of Service	A	B	B	A	A	A	C	C	C	C	D	C
Approach Delay (s)		16.6			7.6			28.0			31.3	
Approach LOS		B			A			C			C	

Intersection Summary		
HCM Average Control Delay	21.7	HCM Level of Service C
HCM Volume to Capacity ratio	0.65	
Actuated Cycle Length (s)	80.0	Sum of lost time (s) 14.0
Intersection Capacity Utilization	72.8%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	500	307	163	324	50	199	57	163	177	78	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		0.97	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1681	1524	1770	1707		3367	1667	1495	1770	1709	
Flt Permitted	0.41	1.00	1.00	0.28	1.00		0.95	1.00	1.00	0.72	1.00	
Satd. Flow (perm)	770	1681	1524	517	1707		3367	1667	1495	1335	1709	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	104	543	334	177	352	54	216	62	177	192	85	104
RTOR Reduction (vph)	0	0	193	0	6	0	0	0	150	0	60	0
Lane Group Flow (vph)	104	543	141	177	400	0	216	62	27	192	129	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt		Perm	pm+pt			Prot		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6					8	4		
Actuated Green, G (s)	37.8	33.8	33.8	40.2	35.0		6.0	12.0	12.0	16.0	11.0	
Effective Green, g (s)	37.8	33.8	33.8	40.2	35.0		6.0	12.0	12.0	16.0	11.0	
Actuated g/C Ratio	0.47	0.42	0.42	0.50	0.44		0.08	0.15	0.15	0.20	0.14	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	414	710	644	341	747		253	250	224	294	235	
v/s Ratio Prot	0.01	c0.32		c0.03	0.23		c0.06	0.04		0.04	0.08	
v/s Ratio Perm	0.11		0.09	0.23					0.02	c0.09		
v/c Ratio	0.25	0.76	0.22	0.52	0.54		0.85	0.25	0.12	0.65	0.55	
Uniform Delay, d1	17.0	19.7	14.7	22.7	16.5		36.6	30.0	29.4	28.9	32.2	
Progression Factor	1.00	1.00	1.00	1.14	0.81		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	7.7	0.8	1.2	2.4		23.3	0.5	0.2	5.1	2.8	
Delay (s)	17.3	27.4	15.5	27.2	15.9		59.9	30.5	29.7	34.0	35.0	
Level of Service	B	C	B	C	B		E	C	C	C	C	
Approach Delay (s)		22.3			19.3			44.1			34.5	
Approach LOS		C			B			D			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			27.6				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			71.0%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29




















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	83	229	129	88	62	148	308	129	96	476	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.89		1.00	0.94		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1621		1770	1741		1770	1570		1752	1668	
Flt Permitted	0.65	1.00		0.35	1.00		0.20	1.00		0.39	1.00	
Satd. Flow (perm)	1080	1621		661	1741		376	1570		711	1668	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	90	249	140	96	67	161	335	140	104	517	125
RTOR Reduction (vph)	0	126	0	0	32	0	0	19	0	0	11	0
Lane Group Flow (vph)	125	213	0	140	131	0	161	456	0	104	631	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	18.5	18.5		18.5	18.5		37.9	33.8		35.7	32.7	
Effective Green, g (s)	18.5	18.5		18.5	18.5		37.9	33.8		35.7	32.7	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.52	0.46		0.49	0.45	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	273	409		167	439		272	724		389	744	
v/s Ratio Prot		0.13			0.08		c0.03	0.29		0.01	c0.38	
v/s Ratio Perm	0.12			c0.21			0.27			0.12		
v/c Ratio	0.46	0.52		0.84	0.30		0.59	0.63		0.27	0.85	
Uniform Delay, d1	23.2	23.6		26.0	22.2		12.1	15.0		10.6	18.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	1.1		29.1	0.4		3.4	1.8		0.4	8.9	
Delay (s)	24.4	24.7		55.1	22.5		15.5	16.8		11.0	27.0	
Level of Service	C	C		E	C		B	B		B	C	
Approach Delay (s)		24.6			37.6			16.5			24.7	
Approach LOS		C			D			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			24.1				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			73.3				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			85.8%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	223	163	416	66	105	35	269	113	66	54	175	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.94		1.00	0.92	
Flt Protected		0.97	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1642	1583		1791		1770	1648		1770	1598	
Flt Permitted		0.71	1.00		0.67		0.23	1.00		0.64	1.00	
Satd. Flow (perm)		1200	1583		1226		422	1648		1183	1598	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	242	177	452	72	114	38	292	123	72	59	190	242
RTOR Reduction (vph)	0	0	273	0	9	0	0	27	0	0	60	0
Lane Group Flow (vph)	0	419	179	0	215	0	292	168	0	59	372	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		29.1	29.1		29.1		32.5	32.5		20.9	20.9	
Effective Green, g (s)		29.1	29.1		29.1		32.5	32.5		20.9	20.9	
Actuated g/C Ratio		0.40	0.40		0.40		0.44	0.44		0.28	0.28	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		474	626		485		316	728		336	454	
v/s Ratio Prot							c0.09	0.10				0.23
v/s Ratio Perm		c0.35	0.11		0.18		c0.32			0.05		
v/c Ratio		0.88	0.29		0.44		0.92	0.23		0.18	0.82	
Uniform Delay, d1		20.7	15.2		16.3		17.2	12.8		19.9	24.6	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		17.5	0.3		0.6		31.5	0.2		0.3	11.0	
Delay (s)		38.2	15.4		17.0		48.6	12.9		20.1	35.6	
Level of Service		D	B		B		D	B		C	D	
Approach Delay (s)		26.4			17.0			34.3			33.7	
Approach LOS		C			B			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			29.0				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			73.6				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			88.7%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	235	54	36	43	35	0	23	226	43	428	350	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1649		1770	1792		1770	1473	1583	1597	1792	1583
Flt Permitted	0.73	1.00		0.69	1.00		0.54	1.00	1.00	0.42	1.00	1.00
Satd. Flow (perm)	1122	1649		1292	1792		999	1473	1583	705	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	59	39	47	38	0	25	246	47	465	380	255
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	34	0	0	142
Lane Group Flow (vph)	255	69	0	47	38	0	25	246	13	465	380	113
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	16.5	16.5		16.5	16.5		19.4	17.9	17.9	36.0	28.5	28.5
Effective Green, g (s)	16.5	16.5		16.5	16.5		19.4	17.9	17.9	36.0	28.5	28.5
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.30	0.28	0.28	0.56	0.44	0.44
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	287	422		331	458		318	409	439	561	792	699
v/s Ratio Prot		0.04			0.02		0.00	0.17		c0.16	0.21	
v/s Ratio Perm	c0.23			0.04			0.02		0.01	c0.31		0.07
v/c Ratio	0.89	0.16		0.14	0.08		0.08	0.60	0.03	0.83	0.48	0.16
Uniform Delay, d1	23.1	18.6		18.5	18.2		16.0	20.2	17.0	9.7	12.7	10.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.4	0.2		0.2	0.1		0.1	2.5	0.0	9.8	0.5	0.1
Delay (s)	49.6	18.8		18.7	18.3		16.1	22.7	17.0	19.5	13.2	10.9
Level of Service	D	B		B	B		B	C	B	B	B	B
Approach Delay (s)		41.0			18.6			21.3			15.3	
Approach LOS		D			B			C			B	

Intersection Summary

HCM Average Control Delay	21.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	64.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: SR 82 & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	289	500	645	74	324	31	418	164	74	48	253	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3072	3139	1538	3045	3139	1404	2943	1570	1404	1570	1638	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3072	3139	1538	3045	3139	1404	2943	1570	1404	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	314	543	701	80	352	34	454	178	80	52	275	314
RTOR Reduction (vph)	0	0	118	0	0	28	0	0	52	0	0	177
Lane Group Flow (vph)	314	543	583	80	352	6	454	178	28	52	275	137
Heavy Vehicles (%)	14%	15%	5%	15%	15%	15%	19%	21%	15%	15%	16%	11%
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	9.0	20.6	33.7	3.1	14.7	14.7	13.1	27.7	27.7	4.0	18.6	18.6
Effective Green, g (s)	9.0	20.6	33.7	3.1	14.7	14.7	13.1	27.7	27.7	4.0	18.6	18.6
Actuated g/C Ratio	0.11	0.26	0.42	0.04	0.19	0.19	0.16	0.35	0.35	0.05	0.23	0.23
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	348	814	769	119	581	260	486	548	490	79	384	341
v/s Ratio Prot	c0.10	0.17	c0.13	0.03	0.11		c0.15	0.11		0.03	c0.17	
v/s Ratio Perm			0.25			0.00			0.02			0.09
v/c Ratio	0.90	0.67	0.76	0.67	0.61	0.02	0.93	0.32	0.06	0.66	0.72	0.40
Uniform Delay, d1	34.8	26.3	19.4	37.6	29.7	26.5	32.7	19.0	17.2	37.0	28.0	25.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.4	2.1	4.3	13.9	1.8	0.0	25.2	0.3	0.0	18.1	6.2	0.8
Delay (s)	60.2	28.4	23.7	51.6	31.5	26.5	57.9	19.3	17.2	55.1	34.2	26.5
Level of Service	E	C	C	D	C	C	E	B	B	E	C	C
Approach Delay (s)		32.7			34.6			43.7			32.1	
Approach LOS		C			C			D			C	

Intersection Summary		
HCM Average Control Delay	35.2	HCM Level of Service D
HCM Volume to Capacity ratio	0.82	
Actuated Cycle Length (s)	79.4	Sum of lost time (s) 18.0
Intersection Capacity Utilization	71.6%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	152	43	129	60	66	72	129	156	39	72	241	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1556	1282		1614		1456	1521		1770	1667	1442
Flt Permitted		0.71	1.00		0.82		0.55	1.00		0.63	1.00	1.00
Satd. Flow (perm)		1148	1282		1345		846	1521		1165	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	165	47	140	65	72	78	140	170	42	78	262	255
RTOR Reduction (vph)	0	0	108	0	42	0	0	15	0	0	0	172
Lane Group Flow (vph)	0	212	32	0	173	0	140	197	0	78	262	83
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		10.3	10.3		10.3		19.9	15.8		17.5	14.6	14.6
Effective Green, g (s)		10.3	10.3		10.3		19.9	15.8		17.5	14.6	14.6
Actuated g/C Ratio		0.23	0.23		0.23		0.44	0.35		0.39	0.32	0.32
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		263	293		308		430	534		492	541	468
v/s Ratio Prot							c0.03	0.13		0.01	c0.16	
v/s Ratio Perm		c0.18	0.03		0.13		0.11			0.05		0.06
v/c Ratio		0.81	0.11		0.56		0.33	0.37		0.16	0.48	0.18
Uniform Delay, d1		16.4	13.7		15.4		7.8	10.9		8.8	12.2	10.9
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		16.3	0.2		2.3		0.4	0.4		0.2	0.7	0.2
Delay (s)		32.7	13.9		17.7		8.2	11.3		8.9	12.9	11.1
Level of Service		C	B		B		A	B		A	B	B
Approach Delay (s)		25.2			17.7			10.1			11.6	
Approach LOS		C			B			B			B	

Intersection Summary		
HCM Average Control Delay	15.3	HCM Level of Service B
HCM Volume to Capacity ratio	0.58	
Actuated Cycle Length (s)	45.0	Sum of lost time (s) 16.0
Intersection Capacity Utilization	57.1%	ICU Level of Service B
Analysis Period (min)	15	

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	60	289	187	312	482	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1570	1392	1570	3139	3139	1404
Flt Permitted	0.95	1.00	0.32	1.00	1.00	1.00
Satd. Flow (perm)	1570	1392	526	3139	3139	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	314	203	339	524	65
RTOR Reduction (vph)	0	256	0	0	0	45
Lane Group Flow (vph)	65	58	203	339	524	20
Heavy Vehicles (%)	15%	16%	15%	15%	15%	15%
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	8.1	8.1	23.5	23.5	13.7	13.7
Effective Green, g (s)	8.1	8.1	23.5	23.5	13.7	13.7
Actuated g/C Ratio	0.19	0.19	0.54	0.54	0.31	0.31
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	292	259	375	1692	986	441
v/s Ratio Prot	0.04		c0.05	0.11	0.17	
v/s Ratio Perm		c0.04	c0.24			0.01
v/c Ratio	0.22	0.23	0.54	0.20	0.53	0.05
Uniform Delay, d1	15.1	15.1	5.9	5.2	12.3	10.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.4	1.6	0.1	0.6	0.0
Delay (s)	15.5	15.5	7.5	5.3	12.9	10.4
Level of Service	B	B	A	A	B	B
Approach Delay (s)	15.5			6.1	12.6	
Approach LOS	B			A	B	

**Intersection Summary**

HCM Average Control Delay	11.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	43.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

13: CR 846 & Eastern Loop

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	24	30	101	16	144	20	230	101	223	356	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.86		1.00	0.95		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1514		1570	1429		1570	2995		1570	3089	
Flt Permitted	0.65	1.00		0.72	1.00		0.50	1.00		0.45	1.00	
Satd. Flow (perm)	1069	1514		1187	1429		826	2995		750	3089	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	26	33	110	17	157	22	250	110	242	387	46
RTOR Reduction (vph)	0	28	0	0	132	0	0	69	0	0	13	0
Lane Group Flow (vph)	46	31	0	110	42	0	22	291	0	242	420	0
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	7.6	7.6		7.6	7.6		18.1	17.5		24.5	20.7	
Effective Green, g (s)	7.6	7.6		7.6	7.6		18.1	17.5		24.5	20.7	
Actuated g/C Ratio	0.16	0.16		0.16	0.16		0.39	0.37		0.52	0.44	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	173	245		192	232		328	1118		458	1363	
v/s Ratio Prot		0.02			0.03		0.00	0.10		c0.04	0.14	
v/s Ratio Perm	0.04			c0.09			0.02			c0.23		
v/c Ratio	0.27	0.13		0.57	0.18		0.07	0.26		0.53	0.31	
Uniform Delay, d1	17.2	16.8		18.2	17.0		9.0	10.2		6.6	8.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.2		4.1	0.4		0.1	0.1		1.1	0.1	
Delay (s)	18.0	17.1		22.2	17.4		9.1	10.3		7.7	8.6	
Level of Service	B	B		C	B		A	B		A	A	
Approach Delay (s)		17.5			19.2			10.3			8.3	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			11.6			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			46.9			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			55.0%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	65	23	15	390	603	65
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	25	16	424	655	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	10					
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	900	328	726			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	900	328	726			
tC, single (s)	7.1	7.2	4.4			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.4			
p0 queue free %	72	96	98			
cM capacity (veh/h)	250	631	792			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	96	16	212	212	328	328	71
Volume Left	71	16	0	0	0	0	0
Volume Right	25	0	0	0	0	0	71
cSH	338	792	1700	1700	1700	1700	1700
Volume to Capacity	0.28	0.02	0.12	0.12	0.19	0.19	0.04
Queue Length 95th (ft)	29	2	0	0	0	0	0
Control Delay (s)	21.3	9.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A					
Approach Delay (s)	21.3	0.4			0.0		
Approach LOS	C						

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization	26.9%		ICU Level of Service A
Analysis Period (min)		15	

Arterial Level of Service

Arterial Level of Service: SB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	46	618.8	8.7	627.5	7.90	45.3	A
SR 29	I	55	185.4	15.4	200.8	2.83	50.8	A
Total	I		804.2	24.1	828.3	10.73	46.6	A

Arterial Level of Service: WB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	55	185.4	10.6	196.0	2.83	52.0	A
SR 29	I	55	516.9	34.8	551.7	7.90	51.5	A
Total	I		702.3	45.4	747.7	10.73	51.7	A

Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	22.5	59.0	0.50	30.5	C
SR 29	I	60	348.7	11.3	360.0	5.81	58.1	A
Farm Workers Way	I	49	180.7	17.1	197.8	2.48	45.2	A
CR 846	I	43	112.6	15.8	128.4	1.36	38.0	B
New Market Rd	I	35	16.1	12.9	29.0	0.13	16.0	F
N 1st St	I	35	42.8	8.6	51.4	0.41	28.5	C
9th St	I	30	63.8	16.8	80.6	0.50	22.4	D
Immokalee Dr	I	35	89.6	19.1	108.7	0.87	28.8	C
Lake Trafford	I	35	51.9	10.8	62.7	0.50	29.0	C
New Market Rd	I	45	46.2	35.2	81.4	0.58	25.5	D
Eastern Loop	I	55	200.3	21.8	222.1	3.04	49.3	A
Total	I		1189.2	191.9	1381.1	16.18	42.2	A





















Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	46.6	83.1	0.50	21.7	D
Westclox Rd	I	55	200.3	15.0	215.3	3.04	50.8	A
Lake Trafford	I	45	46.2	36.8	83.0	0.58	25.0	D
Immokalee Dr	I	35	51.9	33.7	85.6	0.50	21.2	D
9th St	I	35	89.6	28.0	117.6	0.87	26.6	D
Immokalee Rd	I	30	63.8	16.7	80.5	0.50	22.5	D
New Market Rd	I	35	42.8	11.6	54.4	0.41	27.0	D
CR 846	I	35	16.1	2.2	18.3	0.13	25.3	D
Farm Workers Way	I	43	112.6	11.9	124.5	1.36	39.2	B
SR 29	I	60	148.8	8.2	157.0	2.48	56.9	A
Oil Well Rd	I	57	364.3	33.8	398.1	5.81	52.5	A
Total	I		1172.9	244.5	1417.4	16.18	41.1	B



HCM Signalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	152	16	94	36	24	66	151	416	36	39	277	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.95			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1254			1668		1626	1496	1583	1770	1638	1214
Flt Permitted		0.74			0.85		0.58	1.00	1.00	0.43	1.00	1.00
Satd. Flow (perm)		961			1441		987	1496	1583	797	1638	1214
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	165	17	102	39	26	72	164	452	39	42	301	165
RTOR Reduction (vph)	0	42	0	0	49	0	0	0	22	0	0	95
Lane Group Flow (vph)	0	242	0	0	88	0	164	452	17	42	301	70
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		14.6			14.6		19.8	19.8	19.8	19.8	19.8	19.8
Effective Green, g (s)		14.6			14.6		19.8	19.8	19.8	19.8	19.8	19.8
Actuated g/C Ratio		0.31			0.31		0.43	0.43	0.43	0.43	0.43	0.43
Clearance Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		302			453		421	638	676	340	699	518
v/s Ratio Prot							c0.30				0.18	
v/s Ratio Perm		c0.25			0.06		0.17		0.01	0.05		0.06
v/c Ratio		0.80			0.19		0.39	0.71	0.02	0.12	0.43	0.14
Uniform Delay, d1		14.6			11.6		9.1	10.9	7.7	8.0	9.3	8.1
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		14.2			0.2		0.6	3.6	0.0	0.2	0.4	0.1
Delay (s)		28.7			11.8		9.7	14.5	7.7	8.2	9.8	8.2
Level of Service		C			B		A	B	A	A	A	A
Approach Delay (s)		28.7			11.8			12.9			9.1	
Approach LOS		C			B			B			A	























Intersection Summary

HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	46.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	12	6	47	8	176	6	283	172	176	183	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1545	1583		1675	1538	1770	1652	1583	1770	1727	1468
Flt Permitted		0.74	1.00		0.72	1.00	0.63	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)		1188	1583		1260	1538	1179	1652	1583	916	1727	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	13	7	51	9	191	7	308	187	191	199	25
RTOR Reduction (vph)	0	0	6	0	0	164	0	0	127	0	0	16
Lane Group Flow (vph)	0	52	1	0	60	27	7	308	60	191	199	9
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		5.6	5.6		5.6	5.6	13.3	12.7	12.7	17.5	14.8	14.8
Effective Green, g (s)		5.6	5.6		5.6	5.6	13.3	12.7	12.7	17.5	14.8	14.8
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.34	0.32	0.32	0.44	0.37	0.37
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		168	224		179	218	406	531	509	464	647	550
v/s Ratio Prot							0.00	c0.19		c0.03	0.12	
v/s Ratio Perm		0.04	0.00		c0.05	0.02	0.01		0.04	0.15		0.01
v/c Ratio		0.31	0.00		0.34	0.12	0.02	0.58	0.12	0.41	0.31	0.02
Uniform Delay, d1		15.2	14.6		15.3	14.8	8.7	11.2	9.5	6.9	8.7	7.8
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.1	0.0		1.1	0.3	0.0	1.6	0.1	0.6	0.3	0.0
Delay (s)		16.3	14.6		16.4	15.1	8.7	12.8	9.6	7.5	9.0	7.8
Level of Service		B	B		B	B	A	B	A	A	A	A
Approach Delay (s)		16.1			15.4			11.5			8.3	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			11.4				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			39.5				Sum of lost time (s)				18.5	
Intersection Capacity Utilization			49.8%				ICU Level of Service				A	
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↙	↘
Volume (vph)	183	383	591	72	72	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1687	3167	2970		1687	1282
Flt Permitted	0.31	1.00	1.00		0.95	1.00
Satd. Flow (perm)	557	3167	2970		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	199	416	642	78	78	308
RTOR Reduction (vph)	0	0	7	0	0	272
Lane Group Flow (vph)	199	416	713	0	78	36
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	67.5	67.5	52.7		10.5	10.5
Effective Green, g (s)	67.5	67.5	52.7		10.5	10.5
Actuated g/C Ratio	0.75	0.75	0.59		0.12	0.12
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	528	2375	1739		197	150
v/s Ratio Prot	c0.04	0.13	c0.24		c0.05	
v/s Ratio Perm	0.25					0.03
v/c Ratio	0.38	0.18	0.41		0.40	0.24
Uniform Delay, d1	4.0	3.2	10.2		36.8	36.1
Progression Factor	0.89	0.70	1.00		1.00	1.00
Incremental Delay, d2	0.4	0.2	0.7		1.3	0.8
Delay (s)	4.0	2.4	10.9		38.1	37.0
Level of Service	A	A	B		D	D
Approach Delay (s)		2.9	10.9		37.2	
Approach LOS		A	B		D	

**Intersection Summary**

HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↙	
Volume (vph)	125	398	615	259	168	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	0.95		1.00	
Frt	1.00	1.00	0.96		0.93	
Flt Protected	0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1752	3282	3001		1470	
Flt Permitted	0.18	1.00	1.00		0.98	
Satd. Flow (perm)	324	3282	3001		1470	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	433	668	282	183	210
RTOR Reduction (vph)	0	0	48	0	49	0
Lane Group Flow (vph)	136	433	902	0	344	0
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt					
Protected Phases	5	2	6		4	
Permitted Phases	2					
Actuated Green, G (s)	53.4	53.4	40.1		24.6	
Effective Green, g (s)	53.4	53.4	40.1		24.6	
Actuated g/C Ratio	0.59	0.59	0.45		0.27	
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	308	1947	1337		402	
v/s Ratio Prot	c0.04	0.13	c0.30		c0.23	
v/s Ratio Perm	0.23					
v/c Ratio	0.44	0.22	0.67		0.85	
Uniform Delay, d1	10.8	8.6	19.8		31.0	
Progression Factor	1.02	0.77	0.64		1.00	
Incremental Delay, d2	0.9	0.2	2.5		16.1	
Delay (s)	11.9	6.9	15.2		47.1	
Level of Service	B	A	B		D	
Approach Delay (s)		8.1	15.2		47.1	
Approach LOS		A	B		D	

**Intersection Summary**

HCM Average Control Delay	19.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	109	152	360	410	235	163	487	411	265	105	211	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1727	1324	1703	1696	1495	1770	1696	1524	1770	1712	1524
Flt Permitted	0.60	1.00	1.00	0.50	1.00	1.00	0.36	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)	1120	1727	1324	893	1696	1495	663	1696	1524	939	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	118	165	391	446	255	177	529	447	288	114	229	118
RTOR Reduction (vph)	0	0	312	0	0	129	0	0	179	0	0	96
Lane Group Flow (vph)	118	165	79	446	255	48	529	447	109	114	229	22
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8		8	4		4
Actuated Green, G (s)	24.8	18.2	18.2	35.0	24.4	24.4	43.0	34.2	34.2	21.4	16.6	16.6
Effective Green, g (s)	24.8	18.2	18.2	35.0	24.4	24.4	43.0	34.2	34.2	21.4	16.6	16.6
Actuated g/C Ratio	0.28	0.20	0.20	0.39	0.27	0.27	0.48	0.38	0.38	0.24	0.18	0.18
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	356	349	268	462	460	405	592	644	579	268	316	281
v/s Ratio Prot	0.02	0.10		c0.14	0.15		c0.22	0.26		0.02	0.13	
v/s Ratio Perm	0.07		0.06	c0.24		0.03	c0.20		0.07	0.08		0.01
v/c Ratio	0.33	0.47	0.30	0.97	0.55	0.12	0.89	0.69	0.19	0.43	0.72	0.08
Uniform Delay, d1	25.3	31.7	30.5	25.3	28.1	24.7	18.3	23.5	18.6	27.9	34.5	30.4
Progression Factor	0.69	0.73	1.21	0.55	0.65	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	4.1	2.5	26.4	3.3	0.4	15.8	3.2	0.2	1.1	8.0	0.1
Delay (s)	18.0	27.2	39.4	40.2	21.6	6.6	34.1	26.7	18.8	29.0	42.5	30.5
Level of Service	B	C	D	D	C	A	C	C	B	C	D	C
Approach Delay (s)		32.7			28.0			28.0			36.1	
Approach LOS		C			C			C			D	

Intersection Summary

HCM Average Control Delay	30.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	324	203	253	500	78	313	114	246	51	73	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		0.97	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1681	1524	1770	1707		3367	1667	1495	1770	1735	
Flt Permitted	0.42	1.00	1.00	0.28	1.00		0.95	1.00	1.00	0.68	1.00	
Satd. Flow (perm)	784	1681	1524	515	1707		3367	1667	1495	1262	1735	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	352	221	275	543	85	340	124	267	55	79	67
RTOR Reduction (vph)	0	0	143	0	5	0	0	0	187	0	36	0
Lane Group Flow (vph)	67	352	78	275	623	0	340	124	80	55	110	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt		Perm	pm+pt			Prot		Perm	Perm		
Protected Phases	5	2		1	6		3	8				4
Permitted Phases	2		2	6					8	4		
Actuated Green, G (s)	31.7	31.7	31.7	41.9	41.9		10.0	26.9	26.9	10.9	10.9	
Effective Green, g (s)	31.7	31.7	31.7	41.9	41.9		10.0	26.9	26.9	10.9	10.9	
Actuated g/C Ratio	0.35	0.35	0.35	0.47	0.47		0.11	0.30	0.30	0.12	0.12	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	311	592	537	427	795		374	498	447	153	210	
v/s Ratio Prot	0.01	c0.21		0.10	c0.36		c0.10	0.07			c0.06	
v/s Ratio Perm	0.07		0.05	0.20					0.05	0.04		
v/c Ratio	0.22	0.59	0.14	0.64	0.78		0.91	0.25	0.18	0.36	0.52	
Uniform Delay, d1	20.9	23.9	19.9	16.7	20.2		39.6	23.9	23.4	36.3	37.1	
Progression Factor	1.00	1.00	1.00	0.70	0.77		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	4.4	0.6	2.3	5.4		25.1	0.3	0.2	1.4	2.3	
Delay (s)	21.2	28.2	20.5	14.0	21.1		64.6	24.2	23.6	37.8	39.5	
Level of Service	C	C	C	B	C		E	C	C	D	D	
Approach Delay (s)		24.8			18.9			42.8			39.0	
Approach LOS		C			B			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			29.1				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			71.0%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis




















7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	35	152	199	54	96	235	476	199	62	308	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.90		1.00	0.96		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1605		1770	1674		1770	1570		1752	1669	
Flt Permitted	0.65	1.00		0.57	1.00		0.33	1.00		0.22	1.00	
Satd. Flow (perm)	1070	1605		1064	1674		607	1570		407	1669	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	38	165	216	59	104	255	517	216	67	335	80
RTOR Reduction (vph)	0	125	0	0	70	0	0	17	0	0	10	0
Lane Group Flow (vph)	80	78	0	216	93	0	255	716	0	67	405	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	20.2	20.2		20.2	20.2		50.2	41.3		36.3	33.4	
Effective Green, g (s)	20.2	20.2		20.2	20.2		50.2	41.3		36.3	33.4	
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.61	0.50		0.44	0.41	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	262	393		261	410		522	787		227	677	
v/s Ratio Prot		0.05			0.06		c0.06	c0.46		0.01	0.24	
v/s Ratio Perm	0.07			c0.20			0.23			0.12		
v/c Ratio	0.31	0.20		0.83	0.23		0.49	0.91		0.30	0.60	
Uniform Delay, d1	25.4	24.7		29.5	24.9		9.1	18.8		14.8	19.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.3		18.9	0.3		0.7	14.3		0.7	1.4	
Delay (s)	26.0	24.9		48.4	25.1		9.8	33.2		15.5	20.7	
Level of Service	C	C		D	C		A	C		B	C	
Approach Delay (s)		25.2			38.4			27.2			19.9	
Approach LOS		C			D			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			27.3				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			82.4				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			82.8%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	148	101	269	102	157	54	416	169	102	35	109	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.94		1.00	0.91	
Flt Protected		0.97	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1643	1583		1790		1770	1647		1770	1594	
Flt Permitted		0.64	1.00		0.78		0.40	1.00		0.58	1.00	
Satd. Flow (perm)		1086	1583		1422		749	1647		1080	1594	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	161	110	292	111	171	59	452	184	111	38	118	161
RTOR Reduction (vph)	0	0	197	0	12	0	0	39	0	0	91	0
Lane Group Flow (vph)	0	271	95	0	329	0	452	256	0	38	188	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		16.8	16.8		16.8		22.6	22.6		11.0	11.0	
Effective Green, g (s)		16.8	16.8		16.8		22.6	22.6		11.0	11.0	
Actuated g/C Ratio		0.33	0.33		0.33		0.44	0.44		0.21	0.21	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		355	517		465		470	724		231	341	
v/s Ratio Prot							c0.13	0.16			0.12	
v/s Ratio Perm		c0.25	0.06		0.23		c0.29			0.04		
v/c Ratio		0.76	0.18		0.71		0.96	0.35		0.16	0.55	
Uniform Delay, d1		15.5	12.4		15.1		12.8	9.6		16.5	18.0	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.4	0.2		4.9		31.7	0.3		0.3	1.9	
Delay (s)		24.9	12.6		20.0		44.5	9.9		16.8	19.9	
Level of Service		C	B		C		D	A		B	B	
Approach Delay (s)		18.5			20.0			30.8			19.5	
Approach LOS		B			C			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			23.6				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			51.4				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			75.5%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	152	35	23	66	54	0	36	350	66	277	226	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1649		1770	1792		1770	1473	1583	1597	1792	1583
Flt Permitted	0.72	1.00		0.72	1.00		0.61	1.00	1.00	0.36	1.00	1.00
Satd. Flow (perm)	1101	1649		1334	1792		1129	1473	1583	602	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	165	38	25	72	59	0	39	380	72	301	246	165
RTOR Reduction (vph)	0	21	0	0	0	0	0	0	44	0	0	85
Lane Group Flow (vph)	165	42	0	72	59	0	39	380	28	301	246	80
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	10.2	10.2		10.2	10.2		23.5	22.1	22.1	35.1	27.9	27.9
Effective Green, g (s)	10.2	10.2		10.2	10.2		23.5	22.1	22.1	35.1	27.9	27.9
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.41	0.38	0.38	0.61	0.49	0.49
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	195	293		237	318		477	566	608	492	870	768
v/s Ratio Prot		0.03			0.03		0.00	0.26		c0.08	0.14	
v/s Ratio Perm	c0.15			0.05			0.03		0.02	c0.30		0.05
v/c Ratio	0.85	0.14		0.30	0.19		0.08	0.67	0.05	0.61	0.28	0.10
Uniform Delay, d1	22.9	20.0		20.6	20.1		10.3	14.7	11.1	6.5	8.8	8.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.1	0.2		0.7	0.3		0.1	3.1	0.0	2.3	0.2	0.1
Delay (s)	50.0	20.2		21.3	20.4		10.4	17.8	11.1	8.8	9.0	8.1
Level of Service	D	C		C	C		B	B	B	A	A	A
Approach Delay (s)		41.8			20.9			16.2			8.7	
Approach LOS		D			C			B			A	

Intersection Summary

HCM Average Control Delay	16.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	57.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: SR 82 & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	187	324	418	115	500	47	645	273	115	30	164	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3072	3139	1538	3045	3139	1404	2943	1570	1404	1570	1638	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3072	3139	1538	3045	3139	1404	2943	1570	1404	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	203	352	454	125	543	51	701	297	125	33	178	203
RTOR Reduction (vph)	0	0	160	0	0	41	0	0	73	0	0	143
Lane Group Flow (vph)	203	352	294	125	543	10	701	297	52	33	178	60
Heavy Vehicles (%)	14%	15%	5%	15%	15%	15%	19%	21%	15%	15%	16%	11%
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	5.0	15.5	34.5	5.0	15.5	15.5	19.0	33.3	33.3	2.3	16.6	16.6
Effective Green, g (s)	5.0	15.5	34.5	5.0	15.5	15.5	19.0	33.3	33.3	2.3	16.6	16.6
Actuated g/C Ratio	0.06	0.19	0.43	0.06	0.19	0.19	0.24	0.42	0.42	0.03	0.21	0.21
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	192	607	778	190	607	272	698	653	584	45	339	302
v/s Ratio Prot	c0.07	0.11	0.09	0.04	c0.17		c0.24	0.19		0.02	c0.11	
v/s Ratio Perm			0.10			0.01			0.04			0.04
v/c Ratio	1.06	0.58	0.38	0.66	0.89	0.04	1.00	0.45	0.09	0.73	0.53	0.20
Uniform Delay, d1	37.5	29.3	15.5	36.7	31.5	26.2	30.5	16.9	14.2	38.6	28.2	26.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	80.9	1.3	0.3	8.0	15.6	0.1	35.1	0.5	0.1	46.2	1.5	0.3
Delay (s)	118.5	30.7	15.8	44.7	47.1	26.3	65.7	17.4	14.3	84.8	29.7	26.6
Level of Service	F	C	B	D	D	C	E	B	B	F	C	C
Approach Delay (s)		41.7			45.2			47.2			32.6	
Approach LOS		D			D			D			C	





















Intersection Summary

HCM Average Control Delay	43.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	80.1	Sum of lost time (s)	24.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	235	66	199	39	49	47	199	241	60	47	156	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1555	1282		1614		1456	1521		1770	1667	1442
Flt Permitted		0.68	1.00		0.83		0.54	1.00		0.56	1.00	1.00
Satd. Flow (perm)		1097	1282		1358		832	1521		1049	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	72	216	42	53	51	216	262	65	51	170	187
RTOR Reduction (vph)	0	0	144	0	33	0	0	14	0	0	0	137
Lane Group Flow (vph)	0	327	72	0	113	0	216	313	0	51	170	50
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		18.5	18.5		18.5		23.8	17.7		18.0	14.8	14.8
Effective Green, g (s)		18.5	18.5		18.5		23.8	17.7		18.0	14.8	14.8
Actuated g/C Ratio		0.33	0.33		0.33		0.43	0.32		0.32	0.27	0.27
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		366	428		453		426	486		382	445	385
v/s Ratio Prot							c0.06	c0.21		0.01	0.10	
v/s Ratio Perm		c0.30	0.06		0.08		0.16			0.04		0.03
v/c Ratio		0.89	0.17		0.25		0.51	0.64		0.13	0.38	0.13
Uniform Delay, d1		17.5	13.0		13.4		10.7	16.1		13.0	16.6	15.4
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		23.0	0.2		0.3		1.0	2.9		0.2	0.5	0.2
Delay (s)		40.5	13.2		13.7		11.6	19.1		13.2	17.1	15.6
Level of Service		D	B		B		B	B		B	B	B
Approach Delay (s)		29.6			13.7			16.1			15.9	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			20.3				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			55.4				Sum of lost time (s)			14.0		
Intersection Capacity Utilization			56.1%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	39	187	288	482	312	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1570	1392	1570	3139	3139	1404
Flt Permitted	0.95	1.00	0.35	1.00	1.00	1.00
Satd. Flow (perm)	1570	1392	580	3139	3139	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	203	313	524	339	98
RTOR Reduction (vph)	0	177	0	0	0	74
Lane Group Flow (vph)	42	26	313	524	339	24
Heavy Vehicles (%)	15%	16%	15%	15%	15%	15%
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	5.8	5.8	26.8	26.8	10.7	10.7
Effective Green, g (s)	5.8	5.8	26.8	26.8	10.7	10.7
Actuated g/C Ratio	0.13	0.13	0.60	0.60	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	204	181	573	1886	753	337
v/s Ratio Prot	c0.03		c0.12	0.17	0.11	
v/s Ratio Perm		0.02	c0.20			0.02
v/c Ratio	0.21	0.15	0.55	0.28	0.45	0.07
Uniform Delay, d1	17.3	17.2	5.1	4.3	14.4	13.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.4	1.1	0.1	0.4	0.1
Delay (s)	17.8	17.6	6.1	4.3	14.9	13.2
Level of Service	B	B	A	A	B	B
Approach Delay (s)	17.6			5.0	14.5	
Approach LOS	B			A	B	

**Intersection Summary**

HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	44.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

13: CR 846 & Eastern Loop

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	16	20	157	24	233	30	356	157	144	230	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.86		1.00	0.95		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1512		1570	1427		1570	2995		1570	3090	
Flt Permitted	0.54	1.00		0.73	1.00		0.58	1.00		0.37	1.00	
Satd. Flow (perm)	897	1512		1209	1427		959	2995		616	3090	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	17	22	171	26	253	33	387	171	157	250	29
RTOR Reduction (vph)	0	17	0	0	193	0	0	87	0	0	14	0
Lane Group Flow (vph)	29	22	0	171	86	0	33	471	0	157	265	0
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	11.6	11.6		11.6	11.6		17.2	15.9		22.0	18.3	
Effective Green, g (s)	11.6	11.6		11.6	11.6		17.2	15.9		22.0	18.3	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.35	0.32		0.45	0.37	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	211	356		285	336		351	968		347	1149	
v/s Ratio Prot		0.01			0.06		0.00	0.16		c0.03	0.09	
v/s Ratio Perm	0.03			c0.14			0.03			c0.17		
v/c Ratio	0.14	0.06		0.60	0.25		0.09	0.49		0.45	0.23	
Uniform Delay, d1	14.8	14.6		16.7	15.3		10.6	13.4		8.5	10.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.1		3.4	0.4		0.1	0.4		0.9	0.1	
Delay (s)	15.1	14.7		20.1	15.7		10.7	13.8		9.4	10.7	
Level of Service	B	B		C	B		B	B		A	B	
Approach Delay (s)		14.9			17.4			13.6			10.2	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.8			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			49.2			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			60.3%			ICU Level of Service				B		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	43	16	24	603	390	43
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	17	26	655	424	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	10					
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	804	212	471			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	804	212	471			
tC, single (s)	7.1	7.2	4.4			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.4			
p0 queue free %	84	98	97			
cM capacity (veh/h)	288	755	1001			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	64	26	328	328	212	212	47
Volume Left	47	26	0	0	0	0	0
Volume Right	17	0	0	0	0	0	47
cSH	395	1001	1700	1700	1700	1700	1700
Volume to Capacity	0.16	0.03	0.19	0.19	0.12	0.12	0.03
Queue Length 95th (ft)	14	2	0	0	0	0	0
Control Delay (s)	17.2	8.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A					
Approach Delay (s)	17.2	0.3	0.0				
Approach LOS	C						

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	27.4%	ICU Level of Service	A
Analysis Period (min)	15		

Arterial Level of Service

Arterial Level of Service: SB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	46	618.8	11.0	629.8	7.90	45.1	A
SR 29	I	55	185.4	17.3	202.7	2.83	50.3	A
Total	I		804.2	28.3	832.5	10.73	46.4	A

Arterial Level of Service: WB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	55	185.4	14.6	200.0	2.83	51.0	A
SR 29	I	55	516.9	44.6	561.5	7.90	50.6	A
Total	I		702.3	59.2	761.5	10.73	50.7	A

Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	20.0	56.5	0.50	31.9	C
SR 29	I	60	348.7	9.0	357.7	5.81	58.5	A
Farm Workers Way	I	49	180.7	16.0	196.7	2.48	45.4	A
CR 846	I	43	112.6	12.1	124.7	1.36	39.1	B
New Market Rd	I	35	16.1	15.0	31.1	0.13	14.9	F
N 1st St	I	35	42.8	22.0	64.8	0.41	22.6	D
9th St	I	30	63.8	22.5	86.3	0.50	21.0	E
Immokalee Dr	I	35	89.6	34.8	124.4	0.87	25.2	D
Lake Trafford	I	35	51.9	9.3	61.2	0.50	29.7	C
New Market Rd	I	45	46.2	30.3	76.5	0.58	27.2	C
Eastern Loop	I	55	200.3	19.3	219.6	3.04	49.8	A
Total	I		1189.2	210.3	1399.5	16.18	41.6	B

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	41.2	77.7	0.50	23.2	D
Westclox Rd	I	55	200.3	11.7	212.0	3.04	51.6	A
Lake Trafford	I	45	46.2	18.9	65.1	0.58	31.9	C
Immokalee Dr	I	35	51.9	23.9	75.8	0.50	24.0	D
9th St	I	35	89.6	30.5	120.1	0.87	26.1	D
Immokalee Rd	I	30	63.8	26.7	90.5	0.50	20.0	E
New Market Rd	I	35	42.8	7.5	50.3	0.41	29.2	C
CR 846	I	35	16.1	2.8	18.9	0.13	24.5	D
Farm Workers Way	I	43	112.6	9.0	121.6	1.36	40.1	B
SR 29	I	60	148.8	8.3	157.1	2.48	56.9	A
Oil Well Rd	I	57	364.3	12.5	376.8	5.81	55.5	A
Total	I		1172.9	193.0	1365.9	16.18	42.6	A

HCM Signalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29























Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	307	30	229	31	20	39	148	351	31	60	542	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.87		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1543	947		1687	1652		1626	1496	1583	1770	1638	1214
Flt Permitted	0.72	1.00		0.49	1.00		0.21	1.00	1.00	0.45	1.00	1.00
Satd. Flow (perm)	1162	947		868	1652		358	1496	1583	833	1638	1214
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	334	33	249	34	22	42	161	382	34	65	589	334
RTOR Reduction (vph)	0	172	0	0	29	0	0	0	20	0	0	197
Lane Group Flow (vph)	334	110	0	34	35	0	161	382	14	65	589	137
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	23.9	23.9		23.9	23.9		36.7	32.7	32.7	34.9	31.8	31.8
Effective Green, g (s)	23.9	23.9		23.9	23.9		36.7	32.7	32.7	34.9	31.8	31.8
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.47	0.42	0.42	0.45	0.41	0.41
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	357	291		267	508		234	630	666	412	670	497
v/s Ratio Prot		0.12			0.02		c0.04	0.26		0.01	c0.36	
v/s Ratio Perm	c0.29			0.04			0.29		0.01	0.06		0.11
v/c Ratio	0.94	0.38		0.13	0.07		0.69	0.61	0.02	0.16	0.88	0.28
Uniform Delay, d1	26.2	21.1		19.4	19.0		15.7	17.5	13.1	12.4	21.2	15.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	31.3	0.8		0.2	0.1		8.1	1.7	0.0	0.2	12.6	0.3
Delay (s)	57.4	21.9		19.6	19.1		23.9	19.2	13.2	12.6	33.7	15.6
Level of Service	E	C		B	B		C	B	B	B	C	B
Approach Delay (s)		41.2			19.3			20.1			26.2	
Approach LOS		D			B			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			28.4				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			77.7				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			77.2%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

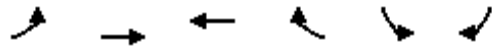


HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	27	25	10	84	25	331	12	199	55	331	307	57	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.97	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1633	1583		1691	1538	1770	1652	1583	1770	1727	1468	
Flt Permitted		0.79	1.00		0.74	1.00	0.56	1.00	1.00	0.42	1.00	1.00	
Satd. Flow (perm)		1317	1583		1296	1538	1042	1652	1583	782	1727	1468	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	29	27	11	91	27	360	13	216	60	360	334	62	
RTOR Reduction (vph)	0	0	9	0	0	285	0	0	45	0	0	36	
Lane Group Flow (vph)	0	56	2	0	118	75	13	216	15	360	334	26	
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%	
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm	
Protected Phases		4			8		5	2		1	6		
Permitted Phases	4		4	8		8	2		2	6		6	
Actuated Green, G (s)		10.6	10.6		10.6	10.6	13.0	12.4	12.4	27.9	21.3	21.3	
Effective Green, g (s)		10.6	10.6		10.6	10.6	13.0	12.4	12.4	27.9	21.3	21.3	
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.25	0.24	0.24	0.55	0.42	0.42	
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		274	329		269	320	274	402	385	612	721	613	
v/s Ratio Prot							0.00	0.13		c0.11	0.19		
v/s Ratio Perm		0.04	0.00		c0.09	0.05	0.01		0.01	c0.21		0.02	
v/c Ratio		0.20	0.01		0.44	0.23	0.05	0.54	0.04	0.59	0.46	0.04	
Uniform Delay, d1		16.7	16.0		17.6	16.8	14.3	16.8	14.7	7.1	10.7	8.8	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4	0.0		1.1	0.4	0.1	1.4	0.0	1.5	0.5	0.0	
Delay (s)		17.1	16.0		18.8	17.2	14.3	18.2	14.8	8.5	11.2	8.8	
Level of Service		B	B		B	B	B	B	B	A	B	A	
Approach Delay (s)		16.9			17.6			17.3			9.7		
Approach LOS		B			B			B			A		
<b>Intersection Summary</b>													
HCM Average Control Delay			13.8									HCM Level of Service	B
HCM Volume to Capacity ratio			0.51										
Actuated Cycle Length (s)			51.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			56.9%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	283	639	414	62	62	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1687	3167	2967		1687	1282
Flt Permitted	0.45	1.00	1.00		0.95	1.00
Satd. Flow (perm)	794	3167	2967		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	308	695	450	67	67	203
RTOR Reduction (vph)	0	0	14	0	0	178
Lane Group Flow (vph)	308	695	503	0	67	25
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	49.3	49.3	30.3		8.7	8.7
Effective Green, g (s)	49.3	49.3	30.3		8.7	8.7
Actuated g/C Ratio	0.70	0.70	0.43		0.12	0.12
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	725	2230	1284		210	159
v/s Ratio Prot	c0.08	0.22	0.17		c0.04	
v/s Ratio Perm	c0.22					0.02
v/c Ratio	0.42	0.31	0.39		0.32	0.16
Uniform Delay, d1	5.4	3.9	13.6		27.9	27.4
Progression Factor	0.48	0.42	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.3	0.9		0.9	0.5
Delay (s)	2.9	1.9	14.5		28.8	27.8
Level of Service	A	A	B		C	C
Approach Delay (s)		2.3	14.5		28.1	
Approach LOS		A	B		C	

**Intersection Summary**

HCM Average Control Delay	9.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↙	
Volume (vph)	235	681	441	183	291	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	0.95		1.00	
Frt	1.00	1.00	0.96		0.95	
Flt Protected	0.95	1.00	1.00		0.97	
Satd. Flow (prot)	1752	3282	3004		1474	
Flt Permitted	0.19	1.00	1.00		0.97	
Satd. Flow (perm)	358	3282	3004		1474	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	740	479	199	316	202
RTOR Reduction (vph)	0	0	64	0	34	0
Lane Group Flow (vph)	255	740	614	0	484	0
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt					
Protected Phases	5	2	6		4	
Permitted Phases	2					
Actuated Green, G (s)	32.7	32.7	18.9		25.3	
Effective Green, g (s)	32.7	32.7	18.9		25.3	
Actuated g/C Ratio	0.47	0.47	0.27		0.36	
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	323	1533	811		533	
v/s Ratio Prot	c0.09	0.23	0.20		c0.33	
v/s Ratio Perm	c0.28					
v/c Ratio	0.79	0.48	0.76		0.91	
Uniform Delay, d1	13.4	12.8	23.4		21.2	
Progression Factor	0.89	0.80	0.57		1.00	
Incremental Delay, d2	9.2	0.8	6.1		19.0	
Delay (s)	21.1	11.0	19.4		40.3	
Level of Service	C	B	B		D	
Approach Delay (s)		13.6	19.4		40.3	
Approach LOS		B	B		D	

























**Intersection Summary**

HCM Average Control Delay	21.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	169	247	446	324	160	125	218	269	500	193	416	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1727	1324	3303	1696	1495	1770	1696	1524	1770	1712	1524
Flt Permitted	0.65	1.00	1.00	0.95	1.00	1.00	0.21	1.00	1.00	0.46	1.00	1.00
Satd. Flow (perm)	1206	1727	1324	3303	1696	1495	392	1696	1524	862	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	184	268	485	352	174	136	237	292	543	210	452	184
RTOR Reduction (vph)	0	0	218	0	0	99	0	0	326	0	0	134
Lane Group Flow (vph)	184	268	267	352	174	37	237	292	217	210	452	50
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2			6	8		8	4		4
Actuated Green, G (s)	23.0	17.0	17.0	8.0	19.0	19.0	25.0	19.0	19.0	25.0	19.0	19.0
Effective Green, g (s)	23.0	17.0	17.0	8.0	19.0	19.0	25.0	19.0	19.0	25.0	19.0	19.0
Actuated g/C Ratio	0.33	0.24	0.24	0.11	0.27	0.27	0.36	0.27	0.27	0.36	0.27	0.27
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	445	419	322	377	460	406	258	460	414	386	465	414
v/s Ratio Prot	0.04	0.16		c0.11	0.10		c0.08	0.17		0.05	c0.26	
v/s Ratio Perm	0.10		c0.20			0.02	0.25		0.14	0.15		0.03
v/c Ratio	0.41	0.64	0.83	0.93	0.38	0.09	0.92	0.63	0.52	0.54	0.97	0.12
Uniform Delay, d1	17.6	23.8	25.1	30.7	20.7	19.0	19.2	22.4	21.7	16.6	25.2	19.2
Progression Factor	0.58	0.70	0.52	0.67	0.81	1.39	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	5.1	15.7	20.3	1.4	0.3	34.6	2.9	1.2	1.6	34.3	0.1
Delay (s)	10.7	21.7	28.7	40.9	18.2	26.7	53.9	25.3	22.9	18.1	59.6	19.3
Level of Service	B	C	C	D	B	C	D	C	C	B	E	B
Approach Delay (s)		23.1			32.0			30.4			40.5	
Approach LOS		C			C			C			D	

**Intersection Summary**

HCM Average Control Delay	31.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

























6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	512	356	164	332	51	230	58	164	178	79	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1681	1524	1770	1727	1568	3367	1667	1495	1770	1863	1583
Flt Permitted	0.45	1.00	1.00	0.23	1.00	1.00	0.95	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	839	1681	1524	433	1727	1568	3367	1667	1495	1334	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	557	387	178	361	55	250	63	178	193	86	125
RTOR Reduction (vph)	0	0	243	0	0	33	0	0	153	0	0	112
Lane Group Flow (vph)	125	557	144	178	361	22	250	63	25	193	86	13
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt		Perm	pm+pt		Perm	Prot		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8	4		4
Actuated Green, G (s)	29.2	26.0	26.0	33.2	28.0	28.0	7.3	9.8	9.8	12.5	7.5	7.5
Effective Green, g (s)	29.2	26.0	26.0	33.2	28.0	28.0	7.3	9.8	9.8	12.5	7.5	7.5
Actuated g/C Ratio	0.42	0.37	0.37	0.47	0.40	0.40	0.10	0.14	0.14	0.18	0.11	0.11
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	393	624	566	305	691	627	351	233	209	269	200	170
v/s Ratio Prot	0.01	c0.33		c0.04	0.21		c0.07	0.04		0.05	0.05	
v/s Ratio Perm	0.12		0.09	0.23		0.01			0.02	c0.08		0.01
v/c Ratio	0.32	0.89	0.25	0.58	0.52	0.04	0.71	0.27	0.12	0.72	0.43	0.08
Uniform Delay, d1	16.7	20.7	15.3	23.1	15.9	12.8	30.3	26.9	26.3	26.6	29.2	28.1
Progression Factor	1.00	1.00	1.00	0.82	0.76	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	17.6	1.1	2.4	2.3	0.1	6.7	0.6	0.3	8.8	1.5	0.2
Delay (s)	17.2	38.3	16.3	21.3	14.5	8.7	37.0	27.5	26.6	35.4	30.7	28.3
Level of Service	B	D	B	C	B	A	D	C	C	D	C	C
Approach Delay (s)		27.9			16.0			32.0			32.2	
Approach LOS		C			B			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			26.6				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			70.0				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			67.6%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	84	253	141	89	70	164	332	141	108	512	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1570	1759	1568	1770	1863	1568	1770	1681	1324	1752	1727	1429
Flt Permitted	0.69	1.00	1.00	0.70	1.00	1.00	0.24	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	1147	1759	1568	1300	1863	1568	450	1681	1324	905	1727	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	91	275	153	97	76	178	361	153	117	557	138
RTOR Reduction (vph)	0	0	238	0	0	66	0	0	89	0	0	83
Lane Group Flow (vph)	138	91	37	153	97	10	178	361	64	117	557	55
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	12.1	9.1	9.1	12.1	9.1	9.1	32.0	27.9	27.9	29.8	26.8	26.8
Effective Green, g (s)	12.1	9.1	9.1	12.1	9.1	9.1	32.0	27.9	27.9	29.8	26.8	26.8
Actuated g/C Ratio	0.18	0.14	0.14	0.18	0.14	0.14	0.48	0.42	0.42	0.44	0.40	0.40
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	226	239	213	256	253	213	296	700	551	440	691	572
v/s Ratio Prot	c0.03	0.05		0.03	0.05		c0.04	0.21		0.01	c0.32	
v/s Ratio Perm	c0.08		0.02	0.08		0.01	0.25		0.05	0.11		0.04
v/c Ratio	0.61	0.38	0.18	0.60	0.38	0.05	0.60	0.52	0.12	0.27	0.81	0.10
Uniform Delay, d1	24.8	26.4	25.6	24.8	26.4	25.2	11.8	14.5	12.0	11.1	17.8	12.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.8	1.0	0.4	3.7	1.0	0.1	3.4	0.6	0.1	0.3	6.8	0.1
Delay (s)	29.6	27.4	26.0	28.5	27.4	25.3	15.2	15.2	12.1	11.5	24.6	12.6
Level of Service	C	C	C	C	C	C	B	B	B	B	C	B
Approach Delay (s)		27.3			27.4			14.5			20.7	
Approach LOS		C			C			B			C	




















Intersection Summary

HCM Average Control Delay	21.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	67.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	235	175	440	74	113	39	285	125	74	60	193	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.94		1.00	0.92	
Flt Protected		0.97	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1641	1583		1790		1770	1647		1770	1601	
Flt Permitted		0.68	1.00		0.59		0.17	1.00		0.62	1.00	
Satd. Flow (perm)		1155	1583		1079		317	1647		1161	1601	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	190	478	80	123	42	310	136	80	65	210	255
RTOR Reduction (vph)	0	0	285	0	8	0	0	24	0	0	49	0
Lane Group Flow (vph)	0	445	193	0	237	0	310	192	0	65	416	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		35.5	35.5		35.5		40.6	40.6		25.1	25.1	
Effective Green, g (s)		35.5	35.5		35.5		40.6	40.6		25.1	25.1	
Actuated g/C Ratio		0.40	0.40		0.40		0.46	0.46		0.28	0.28	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		465	638		435		328	759		331	456	
v/s Ratio Prot							c0.12	0.12			0.26	
v/s Ratio Perm		c0.39	0.12		0.22		c0.32			0.06		
v/c Ratio		0.96	0.30		0.54		0.95	0.25		0.20	0.91	
Uniform Delay, d1		25.6	17.9		20.1		18.8	14.5		23.9	30.4	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		30.7	0.3		1.4		35.2	0.2		0.3	22.3	
Delay (s)		56.2	18.1		21.5		54.0	14.7		24.2	52.7	
Level of Service		E	B		C		D	B		C	D	
Approach Delay (s)		36.5			21.5			37.8			49.2	
Approach LOS		D			C			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			38.2				HCM Level of Service				D	
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			88.1				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			93.7%				ICU Level of Service			F		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	271	60	42	47	39	0	27	242	47	452	374	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1640		1770	1792		1770	1473	1583	1597	1792	1583
Flt Permitted	0.73	1.00		0.69	1.00		0.52	1.00	1.00	0.38	1.00	1.00
Satd. Flow (perm)	1118	1640		1277	1792		974	1473	1583	642	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	295	65	46	51	42	0	29	263	51	491	407	295
RTOR Reduction (vph)	0	33	0	0	0	0	0	0	37	0	0	159
Lane Group Flow (vph)	295	78	0	51	42	0	29	263	14	491	407	136
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			pm+pt			Perm	pm+pt	Perm
Protected Phases		4			8		5	2			1	6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	20.9	20.9		20.9	20.9		21.6	20.1	20.1	42.1	34.6	34.6
Effective Green, g (s)	20.9	20.9		20.9	20.9		21.6	20.1	20.1	42.1	34.6	34.6
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.29	0.27	0.27	0.56	0.46	0.46
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	312	457		356	499		296	395	424	564	827	730
v/s Ratio Prot		0.05			0.02		0.00	0.18		c0.19	0.23	
v/s Ratio Perm	c0.26			0.04			0.03		0.01	c0.30		0.09
v/c Ratio	0.95	0.17		0.14	0.08		0.10	0.67	0.03	0.87	0.49	0.19
Uniform Delay, d1	26.5	20.5		20.3	20.0		19.3	24.5	20.3	11.6	14.1	11.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	36.4	0.2		0.2	0.1		0.1	4.2	0.0	13.8	0.5	0.1
Delay (s)	62.9	20.7		20.5	20.1		19.5	28.7	20.3	25.3	14.5	12.0
Level of Service	E	C		C	C		B	C	C	C	B	B
Approach Delay (s)		51.4			20.3			26.6			18.4	
Approach LOS		D			C			C			B	

Intersection Summary

HCM Average Control Delay	26.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

10: SR 82 & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	434	579	777	94	375	31	504	176	94	48	271	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3072	3139	2707	3045	3139	1404	4277	1570	1404	1570	1638	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3072	3139	2707	3045	3139	1404	4277	1570	1404	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	472	629	845	102	408	34	548	191	102	52	295	433
RTOR Reduction (vph)	0	0	167	0	0	28	0	0	70	0	0	204
Lane Group Flow (vph)	472	629	678	102	408	6	548	191	32	52	295	229
Heavy Vehicles (%)	14%	15%	5%	15%	15%	15%	19%	21%	15%	15%	16%	11%
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	12.0	23.6	34.6	3.9	15.5	15.5	11.0	25.7	25.7	4.1	18.8	18.8
Effective Green, g (s)	12.0	23.6	34.6	3.9	15.5	15.5	11.0	25.7	25.7	4.1	18.8	18.8
Actuated g/C Ratio	0.15	0.29	0.43	0.05	0.19	0.19	0.14	0.32	0.32	0.05	0.23	0.23
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	453	911	1352	146	598	268	579	496	444	79	379	336
v/s Ratio Prot	c0.15	c0.20	0.07	0.03	0.13		c0.13	0.12		0.03	c0.18	
v/s Ratio Perm			0.18			0.00			0.02			0.16
v/c Ratio	1.04	0.69	0.50	0.70	0.68	0.02	0.95	0.39	0.07	0.66	0.78	0.68
Uniform Delay, d1	34.6	25.6	17.1	38.1	30.6	26.8	34.9	21.6	19.5	37.9	29.3	28.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	53.6	2.3	0.3	13.6	3.2	0.0	24.6	0.5	0.1	18.1	9.7	5.6
Delay (s)	88.3	27.9	17.3	51.7	33.8	26.8	59.4	22.1	19.5	56.0	39.0	34.1
Level of Service	F	C	B	D	C	C	E	C	B	E	D	C
Approach Delay (s)		38.0			36.7			46.1			37.4	
Approach LOS		D			D			D			D	





















Intersection Summary

HCM Average Control Delay	39.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	81.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	55	137	72	84	84	137	164	47	84	253	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.97		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1566	1282		1615		1456	1522		1770	1667	1442
Flt Permitted		0.65	1.00		0.82		0.52	1.00		0.62	1.00	1.00
Satd. Flow (perm)		1063	1282		1341		799	1522		1147	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	60	149	78	91	91	149	178	51	91	275	275
RTOR Reduction (vph)	0	0	102	0	33	0	0	17	0	0	0	197
Lane Group Flow (vph)	0	238	47	0	227	0	149	212	0	91	275	78
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		15.9	15.9		15.9		20.2	15.8		17.6	14.5	14.5
Effective Green, g (s)		15.9	15.9		15.9		20.2	15.8		17.6	14.5	14.5
Actuated g/C Ratio		0.31	0.31		0.31		0.40	0.31		0.35	0.29	0.29
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		333	401		420		375	473		435	476	412
v/s Ratio Prot							c0.03	0.14		0.01	c0.16	
v/s Ratio Perm		c0.22	0.04		0.17		0.12			0.06		0.05
v/c Ratio		0.71	0.12		0.54		0.40	0.45		0.21	0.58	0.19
Uniform Delay, d1		15.4	12.4		14.4		10.3	14.0		11.4	15.5	13.7
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.1	0.1		1.4		0.7	0.7		0.2	1.7	0.2
Delay (s)		22.6	12.6		15.9		11.0	14.7		11.7	17.2	13.9
Level of Service		C	B		B		B	B		B	B	B
Approach Delay (s)		18.7			15.9			13.2			15.0	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			15.6				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			50.8				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			60.5%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	66	331	215	340	524	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1570	1392	1570	3139	3139	1404
Flt Permitted	0.95	1.00	0.28	1.00	1.00	1.00
Satd. Flow (perm)	1570	1392	465	3139	3139	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	360	234	370	570	72
RTOR Reduction (vph)	0	297	0	0	0	52
Lane Group Flow (vph)	72	63	234	370	570	20
Heavy Vehicles (%)	15%	16%	15%	15%	15%	15%
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	8.7	8.7	28.7	28.7	13.9	13.9
Effective Green, g (s)	8.7	8.7	28.7	28.7	13.9	13.9
Actuated g/C Ratio	0.18	0.18	0.58	0.58	0.28	0.28
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	276	245	467	1824	883	395
v/s Ratio Prot	c0.05		c0.09	0.12	c0.18	
v/s Ratio Perm		0.05	0.20			0.01
v/c Ratio	0.26	0.26	0.50	0.20	0.65	0.05
Uniform Delay, d1	17.6	17.6	5.9	4.9	15.6	12.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.6	0.8	0.1	1.6	0.1
Delay (s)	18.1	18.1	6.7	5.0	17.2	13.0
Level of Service	B	B	A	A	B	B
Approach Delay (s)	18.1			5.6	16.7	
Approach LOS	B			A	B	

**Intersection Summary**

HCM Average Control Delay	13.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	49.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

13: CR 846 & Eastern Loop

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	25	31	109	17	156	21	254	109	241	392	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.86		1.00	0.96		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1514		1570	1428		1570	2998		1570	3088	
Flt Permitted	0.64	1.00		0.72	1.00		0.48	1.00		0.40	1.00	
Satd. Flow (perm)	1056	1514		1185	1428		791	2998		668	3088	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	27	34	118	18	170	23	276	118	262	426	52
RTOR Reduction (vph)	0	28	0	0	142	0	0	77	0	0	14	0
Lane Group Flow (vph)	52	33	0	118	46	0	23	317	0	262	464	0
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	8.0	8.0		8.0	8.0		17.1	16.5		26.5	21.2	
Effective Green, g (s)	8.0	8.0		8.0	8.0		17.1	16.5		26.5	21.2	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.36	0.35		0.55	0.44	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	177	253		198	239		293	1035		470	1370	
v/s Ratio Prot		0.02			0.03		0.00	0.11		c0.06	0.15	
v/s Ratio Perm	0.05			c0.10			0.03			c0.25		
v/c Ratio	0.29	0.13		0.60	0.19		0.08	0.31		0.56	0.34	
Uniform Delay, d1	17.4	16.9		18.4	17.1		10.0	11.5		6.0	8.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.2		4.8	0.4		0.1	0.2		1.4	0.1	
Delay (s)	18.4	17.2		23.2	17.5		10.1	11.6		7.5	8.9	
Level of Service	B	B		C	B		B	B		A	A	
Approach Delay (s)		17.7			19.7			11.5			8.4	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			12.1				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			47.8				Sum of lost time (s)				18.0	
Intersection Capacity Utilization			57.7%				ICU Level of Service				B	
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	66	24	16	422	651	90
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	26	17	459	708	98
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	10					
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	972	354	805			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	972	354	805			
tC, single (s)	7.1	7.2	4.4			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.4			
p0 queue free %	68	96	98			
cM capacity (veh/h)	223	606	736			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	98	17	229	229	354	354	98
Volume Left	72	17	0	0	0	0	0
Volume Right	26	0	0	0	0	0	98
cSH	304	736	1700	1700	1700	1700	1700
Volume to Capacity	0.32	0.02	0.13	0.13	0.21	0.21	0.06
Queue Length 95th (ft)	34	2	0	0	0	0	0
Control Delay (s)	24.0	10.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B					
Approach Delay (s)	24.0	0.4	0.0				
Approach LOS	C						

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	28.3%	ICU Level of Service	A
Analysis Period (min)	15		

## Arterial Level of Service

### Arterial Level of Service: SB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	46	618.8	9.1	627.9	7.90	45.3	A
SR 29	I	55	185.4	20.2	205.6	2.83	49.6	A
Total	I		804.2	29.3	833.5	10.73	46.3	A

### Arterial Level of Service: WB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	55	185.4	11.9	197.3	2.83	51.7	A
SR 29	I	55	516.9	37.3	554.2	7.90	51.3	A
Total	I		702.3	49.2	751.5	10.73	51.4	A

### Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	22.7	59.2	0.50	30.4	C
SR 29	I	60	348.7	9.9	358.6	5.81	58.3	A
Farm Workers Way	I	49	180.7	22.6	203.3	2.48	43.9	A
CR 846	I	43	112.6	14.7	127.3	1.36	38.3	B
New Market Rd	I	35	16.1	19.3	35.4	0.13	13.1	F
N 1st St	I	35	42.8	18.6	61.4	0.41	23.9	D
9th St	I	30	63.8	14.3	78.1	0.50	23.2	D
Immokalee Dr	I	35	89.6	19.0	108.6	0.87	28.8	C
Lake Trafford	I	35	51.9	12.6	64.5	0.50	28.2	C
New Market Rd	I	45	46.2	43.2	89.4	0.58	23.3	D
Eastern Loop	I	55	200.3	25.1	225.4	3.04	48.6	A
Total	I		1189.2	222.0	1411.2	16.18	41.3	B

### Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	55.6	92.1	0.50	19.5	E
Westclox Rd	I	55	200.3	16.0	216.3	3.04	50.6	A
Lake Trafford	I	45	46.2	52.2	98.4	0.58	21.1	D
Immokalee Dr	I	35	51.9	31.9	83.8	0.50	21.7	D
9th St	I	35	89.6	31.9	121.5	0.87	25.8	D
Immokalee Rd	I	30	63.8	22.2	86.0	0.50	21.0	D
New Market Rd	I	35	42.8	11.6	54.4	0.41	27.0	D
CR 846	I	35	16.1	2.1	18.2	0.13	25.4	D
Farm Workers Way	I	43	112.6	12.1	124.7	1.36	39.1	B
SR 29	I	60	148.8	9.4	158.2	2.48	56.5	A
Oil Well Rd	I	57	364.3	42.0	406.3	5.81	51.5	A
Total	I		1172.9	287.0	1459.9	16.18	39.9	B

Queues

1: Oil Well Rd & SR 29



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	334	282	34	64	161	382	34	65	589	334
v/c Ratio	0.92	0.60	0.13	0.12	0.69	0.60	0.05	0.15	0.91	0.49
Control Delay	59.6	10.8	21.2	10.3	29.7	22.7	5.5	10.1	42.0	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	10.8	21.2	10.3	29.7	22.7	5.5	10.1	42.0	4.7
Queue Length 50th (ft)	160	12	12	8	39	146	0	15	262	0
Queue Length 95th (ft)	#318	86	33	34	#94	239	16	33	#458	48
Internal Link Dist (ft)		1240		1240		920			17041	
Turn Bay Length (ft)	200		200		200		200	450		
Base Capacity (vph)	384	480	287	574	235	652	710	424	715	718
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.59	0.12	0.11	0.69	0.59	0.05	0.15	0.82	0.47

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues

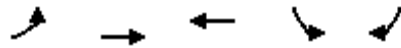
2: Farm Workers Way & SR 29



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	11	118	360	13	216	60	360	334	62
v/c Ratio	0.19	0.03	0.40	0.58	0.03	0.52	0.14	0.62	0.43	0.09
Control Delay	18.4	9.7	22.2	6.7	7.6	22.6	6.4	12.9	12.1	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	9.7	22.2	6.7	7.6	22.6	6.4	12.9	12.1	4.1
Queue Length 50th (ft)	14	0	30	0	2	56	0	52	50	0
Queue Length 95th (ft)	40	10	74	55	8	121	23	120	164	20
Internal Link Dist (ft)	911		368			4849			4291	
Turn Bay Length (ft)		200		250	600		600	800		800
Base Capacity (vph)	489	594	481	797	375	632	643	598	967	850
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.02	0.25	0.45	0.03	0.34	0.09	0.60	0.35	0.07

Intersection Summary





Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	308	695	517	67	203
v/c Ratio	0.42	0.31	0.40	0.32	0.60
Control Delay	4.7	2.1	14.7	30.8	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	4.7	2.1	14.7	30.8	12.5
Queue Length 50th (ft)	18	22	71	27	0
Queue Length 95th (ft)	m37	m40	125	57	51
Internal Link Dist (ft)		320	878	1310	
Turn Bay Length (ft)	300				
Base Capacity (vph)	725	2231	1299	386	450
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.31	0.40	0.17	0.45

#### Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	255	740	678	518
v/c Ratio	0.79	0.48	0.78	0.91
Control Delay	29.4	11.6	19.3	42.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	29.4	11.6	19.3	42.1
Queue Length 50th (ft)	63	104	126	181
Queue Length 95th (ft)	m#142	123	#212	#360
Internal Link Dist (ft)		959	199	824
Turn Bay Length (ft)	250			
Base Capacity (vph)	323	1532	873	601
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.79	0.48	0.78	0.86

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

5: SR 29 & N 1st St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	184	268	485	352	174	136	237	292	543	210	452	184
v/c Ratio	0.38	0.64	0.90	0.93	0.38	0.27	0.88	0.63	0.73	0.51	0.97	0.34
Control Delay	9.3	22.2	24.1	46.8	18.6	6.9	49.6	29.7	11.8	18.1	63.9	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	22.2	24.1	46.8	18.6	6.9	49.6	29.7	11.8	18.1	63.9	5.5
Queue Length 50th (ft)	29	73	5	72	67	18	63	110	32	55	192	0
Queue Length 95th (ft)	m45	m113	m#106	m#110	m87	m31	#163	189	139	98	#368	43
Internal Link Dist (ft)		1248			1032			1240			1240	
Turn Bay Length (ft)	250		250	250			100			250		200
Base Capacity (vph)	479	419	540	377	460	505	270	460	739	410	465	548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.64	0.90	0.93	0.38	0.27	0.88	0.63	0.73	0.51	0.97	0.34

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

6: SR 29 & 9th St















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	125	557	387	178	361	55	250	63	178	193	86	125
v/c Ratio	0.28	0.82	0.46	0.63	0.48	0.08	0.71	0.31	0.52	0.72	0.38	0.41
Control Delay	11.6	31.9	3.9	23.4	14.3	3.4	48.1	31.0	10.9	38.0	32.2	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	31.9	3.9	23.4	14.3	3.4	48.1	31.0	10.9	38.0	32.2	10.1
Queue Length 50th (ft)	24	206	0	35	97	0	-61	25	0	67	35	0
Queue Length 95th (ft)	53	#412	52	m#52	m127	m5	#128	56	49	112	70	41
Internal Link Dist (ft)		560			1244			1240			1240	
Turn Bay Length (ft)	600		200	200		200	200		200	225		200
Base Capacity (vph)	441	682	848	284	750	712	352	381	479	269	426	458
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.82	0.46	0.63	0.48	0.08	0.71	0.17	0.37	0.72	0.20	0.27

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

7: Immokalee Dr & SR 29

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	138	91	275	153	97	76	178	361	153	117	557	138
v/c Ratio	0.57	0.36	0.60	0.56	0.37	0.26	0.59	0.50	0.23	0.25	0.83	0.21
Control Delay	30.8	30.8	9.9	29.1	30.6	9.6	21.2	19.0	4.1	10.6	31.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	30.8	9.9	29.1	30.6	9.6	21.2	19.0	4.1	10.6	31.9	4.2
Queue Length 50th (ft)	45	35	0	50	38	0	34	111	0	22	199	0
Queue Length 95th (ft)	87	74	58	94	78	32	#95	212	35	52	#412	33
Internal Link Dist (ft)		1240			1240			1248			1235	
Turn Bay Length (ft)	225		200	150		200	200		200	275		200
Base Capacity (vph)	243	449	605	275	476	457	300	736	666	465	744	695
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.20	0.45	0.56	0.20	0.17	0.59	0.49	0.23	0.25	0.75	0.20

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	445	478	245	310	216	65	465
v/c Ratio	0.96	0.52	0.55	0.93	0.28	0.20	0.92
Control Delay	60.5	4.0	25.2	52.5	12.6	25.8	52.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	4.0	25.2	52.5	12.6	25.8	52.2
Queue Length 50th (ft)	242	0	99	105	56	28	219
Queue Length 95th (ft)	#439	58	177	#262	103	60	#402
Internal Link Dist (ft)	1240		1240		1268		1554
Turn Bay Length (ft)		150		650		200	
Base Capacity (vph)	473	930	450	335	810	350	531
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.51	0.54	0.93	0.27	0.19	0.88

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues

9: Westclox Rd & SR 29















Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	295	111	51	42	29	263	51	491	407	295
v/c Ratio	0.90	0.22	0.14	0.08	0.09	0.78	0.13	0.88	0.47	0.32
Control Delay	57.8	14.0	20.6	19.7	10.8	43.2	7.9	32.0	16.0	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.8	14.0	20.6	19.7	10.8	43.2	7.9	32.0	16.0	3.0
Queue Length 50th (ft)	130	22	17	14	6	111	0	138	102	0
Queue Length 95th (ft)	#274	59	43	36	17	#214	25	#310	222	43
Internal Link Dist (ft)		423		137		1335			373	
Turn Bay Length (ft)	325		100		400		300	250		250
Base Capacity (vph)	347	541	396	556	323	395	461	561	868	919
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.21	0.13	0.08	0.09	0.67	0.11	0.88	0.47	0.32

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	472	629	845	102	408	34	548	191	102	52	295	433
v/c Ratio	0.99	0.66	0.54	0.52	0.71	0.12	0.90	0.37	0.19	0.39	0.86	0.84
Control Delay	74.9	28.4	9.8	45.9	37.3	10.9	53.8	25.1	6.4	43.3	55.6	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.9	28.4	9.8	45.9	37.3	10.9	53.8	25.1	6.4	43.3	55.6	28.3
Queue Length 50th (ft)	~125	146	98	25	99	0	96	79	0	25	141	77
Queue Length 95th (ft)	#223	205	155	#51	147	23	#161	142	35	60	#278	#242
Internal Link Dist (ft)		981			7423			920			1026	
Turn Bay Length (ft)	400		400	450		450	455		450	450		450
Base Capacity (vph)	477	982	1558	197	650	317	608	520	533	142	360	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.64	0.54	0.52	0.63	0.11	0.90	0.37	0.19	0.37	0.82	0.82

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



Queues



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	238	149	260	149	229	91	275	275
v/c Ratio	0.70	0.29	0.57	0.35	0.46	0.17	0.60	0.46
Control Delay	30.2	5.0	18.3	11.1	17.7	8.7	23.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	5.0	18.3	11.1	17.7	8.7	23.5	5.5
Queue Length 50th (ft)	66	0	54	26	56	15	78	0
Queue Length 95th (ft)	#167	33	124	57	117	36	148	46
Internal Link Dist (ft)	376		508		1074		3498	
Turn Bay Length (ft)		225		275		200		400
Base Capacity (vph)	464	644	613	423	633	546	655	734
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.23	0.42	0.35	0.36	0.17	0.42	0.37

Intersection Summary

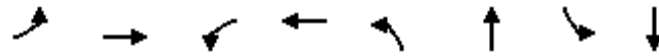
# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	72	360	234	370	570	72
v/c Ratio	0.26	0.67	0.50	0.20	0.65	0.16
Control Delay	20.7	9.4	9.9	5.8	20.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.7	9.4	9.9	5.8	20.2	5.8
Queue Length 50th (ft)	19	0	26	21	73	0
Queue Length 95th (ft)	48	55	78	53	141	25
Internal Link Dist (ft)	1083			1299	7055	
Turn Bay Length (ft)	520		520			450
Base Capacity (vph)	516	699	474	2063	1096	537
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.52	0.49	0.18	0.52	0.13

#### Intersection Summary

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	61	118	188	23	394	262	478
v/c Ratio	0.21	0.16	0.43	0.41	0.06	0.44	0.56	0.28
Control Delay	16.4	9.6	20.1	6.9	7.6	11.9	16.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	9.6	20.1	6.9	7.6	11.9	16.3	9.1
Queue Length 50th (ft)	10	5	24	3	3	29	34	30
Queue Length 95th (ft)	35	29	68	42	13	67	#123	100
Internal Link Dist (ft)		16618		1381		7740		4406
Turn Bay Length (ft)	240		240		450		450	
Base Capacity (vph)	428	633	480	679	371	1284	467	1721
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.10	0.25	0.28	0.06	0.31	0.56	0.28

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	66	24	16	422	651	90
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	26	17	459	708	98
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	10					
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	972	354	805			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	972	354	805			
tC, single (s)	7.1	7.2	4.4			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.4			
p0 queue free %	68	96	98			
cM capacity (veh/h)	223	606	736			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	98	17	229	229	354	354	98
Volume Left	72	17	0	0	0	0	0
Volume Right	26	0	0	0	0	0	98
cSH	304	736	1700	1700	1700	1700	1700
Volume to Capacity	0.32	0.02	0.13	0.13	0.21	0.21	0.06
Queue Length 95th (ft)	34	2	0	0	0	0	0
Control Delay (s)	24.0	10.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B					
Approach Delay (s)	24.0	0.4			0.0		
Approach LOS	C						

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization	28.3%		ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	199	20	148	42	30	66	229	542	42	39	351	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.87		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1543	949		1687	1646		1626	1496	1583	1770	1638	1214
Flt Permitted	0.69	1.00		0.64	1.00		0.34	1.00	1.00	0.35	1.00	1.00
Satd. Flow (perm)	1119	949		1140	1646		586	1496	1583	648	1638	1214
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	216	22	161	46	33	72	249	589	46	42	382	216
RTOR Reduction (vph)	0	124	0	0	56	0	0	0	25	0	0	135
Lane Group Flow (vph)	216	59	0	46	49	0	249	589	21	42	382	81
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2			1	6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	15.0	15.0		15.0	15.0		38.5	30.4	30.4	26.7	24.5	24.5
Effective Green, g (s)	15.0	15.0		15.0	15.0		38.5	30.4	30.4	26.7	24.5	24.5
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.59	0.46	0.46	0.41	0.37	0.37
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	256	217		261	376		472	693	734	301	612	453
v/s Ratio Prot		0.06			0.03		c0.07	c0.39		0.00	0.23	
v/s Ratio Perm	c0.19			0.04			0.24		0.01	0.05		0.07
v/c Ratio	0.84	0.27		0.18	0.13		0.53	0.85	0.03	0.14	0.62	0.18
Uniform Delay, d1	24.2	20.8		20.3	20.1		7.9	15.6	9.6	12.0	16.8	13.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.6	0.7		0.3	0.2		1.1	9.6	0.0	0.2	2.0	0.2
Delay (s)	45.8	21.5		20.7	20.3		8.9	25.2	9.6	12.2	18.8	14.0
Level of Service	D	C		C	C		A	C	A	B	B	B
Approach Delay (s)		34.6			20.4			19.8			16.7	
Approach LOS		C			C			B			B	























Intersection Summary

HCM Average Control Delay	21.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	65.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	18	12	59	12	207	12	319	72	207	207	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1578	1583		1679	1538	1770	1652	1583	1770	1727	1468
Flt Permitted		0.75	1.00		0.72	1.00	0.62	1.00	1.00	0.45	1.00	1.00
Satd. Flow (perm)		1230	1583		1261	1538	1151	1652	1583	830	1727	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	20	13	64	13	225	13	347	78	225	225	25
RTOR Reduction (vph)	0	0	11	0	0	186	0	0	48	0	0	14
Lane Group Flow (vph)	0	59	2	0	77	39	13	347	30	225	225	11
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		8.8	8.8		8.8	8.8	20.3	19.7	19.7	27.3	23.2	23.2
Effective Green, g (s)		8.8	8.8		8.8	8.8	20.3	19.7	19.7	27.3	23.2	23.2
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.40	0.39	0.39	0.53	0.45	0.45
Clearance Time (s)		6.0	6.0		6.0	6.0	6.0	6.5	6.5	6.0	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		212	273		217	265	465	637	610	519	784	666
v/s Ratio Prot							0.00	c0.21		c0.03	0.13	
v/s Ratio Perm		0.05	0.00		c0.06	0.03	0.01		0.02	c0.20		0.01
v/c Ratio		0.28	0.01		0.35	0.15	0.03	0.54	0.05	0.43	0.29	0.02
Uniform Delay, d1		18.4	17.5		18.6	18.0	9.4	12.2	9.8	6.6	8.8	7.7
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.7	0.0		1.0	0.3	0.0	1.0	0.0	0.6	0.2	0.0
Delay (s)		19.1	17.5		19.6	18.2	9.4	13.2	9.9	7.2	9.0	7.7
Level of Service		B	B		B	B	A	B	A	A	A	A
Approach Delay (s)		18.8			18.6			12.5			8.1	
Approach LOS		B			B			B			A	

Intersection Summary		
HCM Average Control Delay	12.6	HCM Level of Service
HCM Volume to Capacity ratio	0.60	B
Actuated Cycle Length (s)	51.1	Sum of lost time (s)
Intersection Capacity Utilization	54.2%	24.5
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↗		↙	↘
Volume (vph)	183	414	639	96	96	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1687	3167	2967		1687	1282
Flt Permitted	0.30	1.00	1.00		0.95	1.00
Satd. Flow (perm)	540	3167	2967		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	199	450	695	104	104	308
RTOR Reduction (vph)	0	0	10	0	0	269
Lane Group Flow (vph)	199	450	789	0	104	39
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	pm+pt					Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Actuated Green, G (s)	66.5	66.5	47.5		11.5	11.5
Effective Green, g (s)	66.5	66.5	47.5		11.5	11.5
Actuated g/C Ratio	0.74	0.74	0.53		0.13	0.13
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	565	2340	1566		216	164
v/s Ratio Prot	c0.05	0.14	c0.27		c0.06	
v/s Ratio Perm	0.21					0.03
v/c Ratio	0.35	0.19	0.50		0.48	0.24
Uniform Delay, d1	7.6	3.6	13.7		36.5	35.3
Progression Factor	0.65	0.58	1.00		1.00	1.00
Incremental Delay, d2	0.4	0.2	1.2		1.7	0.8
Delay (s)	5.3	2.2	14.8		38.2	36.1
Level of Service	A	A	B		D	D
Approach Delay (s)		3.2	14.8		36.6	
Approach LOS		A	B		D	

**Intersection Summary**

HCM Average Control Delay	15.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↶		↶	
Volume (vph)	152	441	681	260	169	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	
Lane Util. Factor	1.00	0.95	0.95		1.00	
Frt	1.00	1.00	0.96		0.92	
Flt Protected	0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1752	3282	3021		1469	
Flt Permitted	0.18	1.00	1.00		0.98	
Satd. Flow (perm)	326	3282	3021		1469	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	165	479	740	283	184	255
RTOR Reduction (vph)	0	0	42	0	58	0
Lane Group Flow (vph)	165	479	981	0	381	0
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	pm+pt					
Protected Phases	5	2	6		4	
Permitted Phases	2					
Actuated Green, G (s)	51.9	51.9	37.9		26.1	
Effective Green, g (s)	51.9	51.9	37.9		26.1	
Actuated g/C Ratio	0.58	0.58	0.42		0.29	
Clearance Time (s)	6.0	6.0	6.0		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	315	1893	1272		426	
v/s Ratio Prot	c0.05	0.15	c0.32		c0.26	
v/s Ratio Perm	0.26					
v/c Ratio	0.52	0.25	0.77		0.89	
Uniform Delay, d1	24.1	9.4	22.3		30.6	
Progression Factor	0.92	0.99	0.56		1.00	
Incremental Delay, d2	1.4	0.3	4.0		20.5	
Delay (s)	23.5	9.6	16.5		51.1	
Level of Service	C	A	B		D	
Approach Delay (s)		13.2	16.5		51.1	
Approach LOS		B	B		D	

**Intersection Summary**

HCM Average Control Delay	22.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	148	372	500	229	193	498	540	324	125	269	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1727	1324	3303	1696	1495	1770	1696	1524	1770	1712	1524
Flt Permitted	0.60	1.00	1.00	0.95	1.00	1.00	0.28	1.00	1.00	0.23	1.00	1.00
Satd. Flow (perm)	1126	1727	1324	3303	1696	1495	530	1696	1524	431	1712	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	161	404	543	249	210	541	587	352	136	292	120
RTOR Reduction (vph)	0	0	328	0	0	154	0	0	227	0	0	95
Lane Group Flow (vph)	120	161	76	543	249	56	541	587	125	136	292	25
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	Prot		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2			6	8		8	4		4
Actuated Green, G (s)	19.0	17.0	17.0	15.0	24.0	24.0	42.0	32.0	32.0	25.0	19.0	19.0
Effective Green, g (s)	19.0	17.0	17.0	15.0	24.0	24.0	42.0	32.0	32.0	25.0	19.0	19.0
Actuated g/C Ratio	0.21	0.19	0.19	0.17	0.27	0.27	0.47	0.36	0.36	0.28	0.21	0.21
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	295	326	250	551	452	399	509	603	542	209	361	322
v/s Ratio Prot	0.04	c0.09		c0.16	0.15		c0.22	0.35		0.04	0.17	
v/s Ratio Perm	0.05		0.06			0.04	c0.27		0.08	0.14		0.02
v/c Ratio	0.41	0.49	0.31	0.99	0.55	0.14	1.06	0.97	0.23	0.65	0.81	0.08
Uniform Delay, d1	31.3	32.7	31.4	37.4	28.4	25.1	19.7	28.6	20.4	26.0	33.8	28.5
Progression Factor	0.69	0.69	1.21	0.68	0.52	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	4.8	2.8	25.7	2.9	0.4	57.6	29.8	0.2	7.1	12.5	0.1
Delay (s)	22.3	27.3	40.7	51.2	17.6	9.2	77.3	58.4	20.6	33.0	46.3	28.6
Level of Service	C	C	D	D	B	A	E	E	C	C	D	C
Approach Delay (s)		34.4			34.0			56.3			39.1	
Approach LOS		C			C			E			D	

Intersection Summary		
HCM Average Control Delay	43.7	HCM Level of Service D
HCM Volume to Capacity ratio	0.88	
Actuated Cycle Length (s)	90.0	Sum of lost time (s) 14.0
Intersection Capacity Utilization	80.5%	ICU Level of Service D
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	332	230	247	512	90	356	115	247	51	74	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1681	1524	1770	1727	1568	3367	1667	1495	1770	1863	1583
Flt Permitted	0.27	1.00	1.00	0.45	1.00	1.00	0.95	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	494	1681	1524	838	1727	1568	3367	1667	1495	1261	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	361	250	268	557	98	387	125	268	55	80	76
RTOR Reduction (vph)	0	0	149	0	0	52	0	0	218	0	0	69
Lane Group Flow (vph)	76	361	101	268	557	46	387	125	50	55	80	7
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	pm+pt		Perm	pm+pt		Perm	Prot		Perm	pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8	4		4
Actuated Green, G (s)	39.6	36.4	36.4	51.9	42.7	42.7	12.0	16.9	16.9	11.3	8.1	8.1
Effective Green, g (s)	39.6	36.4	36.4	51.9	42.7	42.7	12.0	16.9	16.9	11.3	8.1	8.1
Actuated g/C Ratio	0.44	0.40	0.40	0.58	0.47	0.47	0.13	0.19	0.19	0.13	0.09	0.09
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	263	680	616	582	819	744	449	313	281	176	168	142
v/s Ratio Prot	0.01	0.21		c0.05	c0.32		c0.11	c0.07		0.01	0.04	
v/s Ratio Perm	0.12		0.07	0.22		0.03			0.03	0.03		0.00
v/c Ratio	0.29	0.53	0.16	0.46	0.68	0.06	0.86	0.40	0.18	0.31	0.48	0.05
Uniform Delay, d1	26.3	20.3	17.1	15.7	18.4	12.8	38.2	32.1	30.7	35.5	38.9	37.4
Progression Factor	1.00	1.00	1.00	0.86	0.75	1.11	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	3.0	0.6	0.3	2.7	0.1	15.5	0.8	0.3	1.0	2.1	0.1
Delay (s)	26.9	23.3	17.7	13.7	16.4	14.3	53.7	32.9	31.0	36.5	41.1	37.6
Level of Service	C	C	B	B	B	B	D	C	C	D	D	D
Approach Delay (s)		21.6			15.4			42.6			38.6	
Approach LOS		C			B			D			D	

























Intersection Summary

HCM Average Control Delay	27.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	39	164	217	60	108	253	512	217	70	332	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1570	1759	1568	1770	1863	1568	1770	1681	1324	1752	1727	1429
Flt Permitted	0.71	1.00	1.00	0.67	1.00	1.00	0.33	1.00	1.00	0.31	1.00	1.00
Satd. Flow (perm)	1181	1759	1568	1240	1863	1568	621	1681	1324	565	1727	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	42	178	236	65	117	275	557	236	76	361	89
RTOR Reduction (vph)	0	0	153	0	0	99	0	0	142	0	0	60
Lane Group Flow (vph)	89	42	25	236	65	18	275	557	94	76	361	29
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	12.5	9.4	9.4	14.3	10.3	10.3	34.9	26.8	26.8	24.9	21.8	21.8
Effective Green, g (s)	12.5	9.4	9.4	14.3	10.3	10.3	34.9	26.8	26.8	24.9	21.8	21.8
Actuated g/C Ratio	0.19	0.14	0.14	0.21	0.15	0.15	0.52	0.40	0.40	0.37	0.32	0.32
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	237	246	219	295	285	240	460	669	527	264	559	463
v/s Ratio Prot	0.02	0.02		c0.05	0.03		c0.07	c0.33		0.01	0.21	
v/s Ratio Perm	0.05		0.02	c0.12		0.01	0.24		0.07	0.09		0.02
v/c Ratio	0.38	0.17	0.11	0.80	0.23	0.07	0.60	0.83	0.18	0.29	0.65	0.06
Uniform Delay, d1	23.7	25.5	25.3	24.8	25.0	24.4	10.3	18.2	13.1	14.4	19.4	15.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.3	0.2	14.3	0.4	0.1	2.1	8.7	0.2	0.6	2.6	0.1
Delay (s)	24.7	25.8	25.5	39.1	25.4	24.5	12.4	27.0	13.3	15.0	22.0	15.8
Level of Service	C	C	C	D	C	C	B	C	B	B	C	B
Approach Delay (s)		25.3			32.9			20.2			19.9	
Approach LOS		C			C			C			B	

Intersection Summary		
HCM Average Control Delay	23.1	HCM Level of Service C
HCM Volume to Capacity ratio	0.76	
Actuated Cycle Length (s)	67.3	Sum of lost time (s) 18.0
Intersection Capacity Utilization	65.2%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	105	289	115	163	60	446	187	115	39	121	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.94		1.00	0.92	
Flt Protected		0.97	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1644	1583		1788		1770	1646		1770	1598	
Flt Permitted		0.60	1.00		0.70		0.33	1.00		0.56	1.00	
Satd. Flow (perm)		1015	1583		1272		608	1646		1048	1598	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	170	114	314	125	177	65	485	203	125	42	132	170
RTOR Reduction (vph)	0	0	210	0	11	0	0	33	0	0	70	0
Lane Group Flow (vph)	0	284	104	0	356	0	485	295	0	42	232	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		21.2	21.2		21.2		31.1	31.1		13.4	13.4	
Effective Green, g (s)		21.2	21.2		21.2		31.1	31.1		13.4	13.4	
Actuated g/C Ratio		0.33	0.33		0.33		0.48	0.48		0.21	0.21	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		335	522		419		533	796		218	333	
v/s Ratio Prot							c0.19	0.18				0.15
v/s Ratio Perm		0.28	0.07		c0.28		c0.25			0.04		
v/c Ratio		0.85	0.20		0.85		0.91	0.37		0.19	0.70	
Uniform Delay, d1		20.0	15.5		20.1		12.7	10.4		21.0	23.6	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		17.7	0.2		15.1		19.4	0.3		0.4	6.3	
Delay (s)		37.7	15.6		35.2		32.0	10.7		21.4	29.8	
Level of Service		D	B		D		C	B		C	C	
Approach Delay (s)		26.1			35.2			23.5			28.8	
Approach LOS		C			D			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			27.1				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			64.3				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			79.6%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	176	39	27	72	60	0	42	374	72	293	242	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1456	1643		1770	1792		1770	1473	1583	1597	1792	1583
Flt Permitted	0.71	1.00		0.71	1.00		0.60	1.00	1.00	0.32	1.00	1.00
Satd. Flow (perm)	1095	1643		1324	1792		1112	1473	1583	531	1792	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	191	42	29	78	65	0	46	407	78	318	263	191
RTOR Reduction (vph)	0	22	0	0	0	0	0	0	51	0	0	109
Lane Group Flow (vph)	191	49	0	78	65	0	46	407	27	318	263	82
Heavy Vehicles (%)	24%	2%	18%	2%	6%	2%	2%	29%	2%	13%	6%	2%
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	13.5	13.5		13.5	13.5		22.9	20.6	20.6	32.5	25.4	25.4
Effective Green, g (s)	13.5	13.5		13.5	13.5		22.9	20.6	20.6	32.5	25.4	25.4
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.39	0.35	0.35	0.55	0.43	0.43
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	250	375		302	409		456	513	551	419	769	679
v/s Ratio Prot		0.03			0.04		0.00	0.28		c0.09	0.15	
v/s Ratio Perm	c0.17			0.06			0.04		0.02	c0.33		0.05
v/c Ratio	0.76	0.13		0.26	0.16		0.10	0.79	0.05	0.76	0.34	0.12
Uniform Delay, d1	21.4	18.2		18.7	18.3		11.4	17.4	12.8	8.9	11.3	10.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.0	0.2		0.5	0.2		0.1	8.2	0.0	7.7	0.3	0.1
Delay (s)	34.3	18.3		19.2	18.5		11.5	25.6	12.8	16.6	11.6	10.3
Level of Service	C	B		B	B		B	C	B	B	B	B
Approach Delay (s)		30.0			18.9			22.5			13.3	
Approach LOS		C			B			C			B	

























Intersection Summary

HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	59.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: SR 82 & SR 29





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	281	375	504	116	579	48	777	275	116	31	176	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3072	3139	2707	3045	3139	1404	4277	1570	1404	1570	1638	1455
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3072	3139	2707	3045	3139	1404	4277	1570	1404	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	408	548	126	629	52	845	299	126	34	191	305
RTOR Reduction (vph)	0	0	251	0	0	41	0	0	80	0	0	166
Lane Group Flow (vph)	305	408	297	126	629	11	845	299	46	34	191	139
Heavy Vehicles (%)	14%	15%	5%	15%	15%	15%	19%	21%	15%	15%	16%	11%
Turn Type	Prot		pm+ov	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	10.0	22.1	41.1	6.9	19.0	19.0	19.0	32.6	32.6	3.5	17.1	17.1
Effective Green, g (s)	10.0	22.1	41.1	6.9	19.0	19.0	19.0	32.6	32.6	3.5	17.1	17.1
Actuated g/C Ratio	0.11	0.25	0.46	0.08	0.21	0.21	0.21	0.37	0.37	0.04	0.19	0.19
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	345	779	1431	236	669	299	912	574	514	62	314	279
v/s Ratio Prot	c0.10	c0.13	0.04	0.04	c0.20		c0.20	0.19		0.02	c0.12	
v/s Ratio Perm			0.07			0.01			0.03			0.10
v/c Ratio	0.88	0.52	0.21	0.53	0.94	0.04	0.93	0.52	0.09	0.55	0.61	0.50
Uniform Delay, d1	39.0	29.0	14.3	39.6	34.5	27.8	34.4	22.1	18.5	42.0	32.9	32.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	22.5	0.6	0.1	2.3	21.3	0.1	14.9	0.9	0.1	9.6	3.3	1.4
Delay (s)	61.4	29.6	14.4	41.9	55.8	27.8	49.3	23.0	18.6	51.6	36.3	33.5
Level of Service	E	C	B	D	E	C	D	C	B	D	D	C
Approach Delay (s)		30.7			51.8			40.1			35.7	
Approach LOS		C			D			D			D	

Intersection Summary		
HCM Average Control Delay	38.9	HCM Level of Service D
HCM Volume to Capacity ratio	0.93	
Actuated Cycle Length (s)	89.1	Sum of lost time (s) 30.0
Intersection Capacity Utilization	68.1%	ICU Level of Service C
Analysis Period (min)	15	

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	253	78	211	47	51	55	211	253	12	55	164	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.95		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1560	1282		1614		1456	1511		1770	1667	1442
Flt Permitted		0.71	1.00		0.81		0.54	1.00		0.58	1.00	1.00
Satd. Flow (perm)		1148	1282		1321		826	1511		1087	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	275	85	229	51	55	60	229	275	13	60	178	188
RTOR Reduction (vph)	0	0	148	0	35	0	0	3	0	0	0	140
Lane Group Flow (vph)	0	360	81	0	131	0	229	285	0	60	178	48
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		19.9	19.9		19.9		23.2	17.1		17.6	14.3	14.3
Effective Green, g (s)		19.9	19.9		19.9		23.2	17.1		17.6	14.3	14.3
Actuated g/C Ratio		0.35	0.35		0.35		0.41	0.30		0.31	0.25	0.25
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		406	453		467		409	459		380	423	366
v/s Ratio Prot							c0.06	c0.19		0.01	0.11	
v/s Ratio Perm		c0.31	0.06		0.10		0.17			0.04		0.03
v/c Ratio		0.89	0.18		0.28		0.56	0.62		0.16	0.42	0.13
Uniform Delay, d1		17.1	12.6		13.1		11.7	16.8		13.8	17.5	16.2
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		20.1	0.2		0.3		1.7	2.6		0.2	0.7	0.2
Delay (s)		37.2	12.8		13.4		13.3	19.4		14.0	18.2	16.4
Level of Service		D	B		B		B	B		B	B	B
Approach Delay (s)		27.7			13.4			16.7			16.8	
Approach LOS		C			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			20.2				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			56.3				Sum of lost time (s)			14.0		
Intersection Capacity Utilization			58.4%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	43	215	331	524	340	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1570	1392	1570	3139	3139	1404
Flt Permitted	0.95	1.00	0.34	1.00	1.00	1.00
Satd. Flow (perm)	1570	1392	566	3139	3139	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	234	360	570	370	99
RTOR Reduction (vph)	0	196	0	0	0	76
Lane Group Flow (vph)	47	38	360	570	370	23
Heavy Vehicles (%)	15%	16%	15%	15%	15%	15%
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Actuated Green, G (s)	7.6	7.6	27.0	27.0	10.9	10.9
Effective Green, g (s)	7.6	7.6	27.0	27.0	10.9	10.9
Actuated g/C Ratio	0.16	0.16	0.58	0.58	0.23	0.23
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	256	227	546	1819	734	328
v/s Ratio Prot	c0.03		c0.14	0.18	0.12	
v/s Ratio Perm		0.03	c0.24			0.02
v/c Ratio	0.18	0.17	0.66	0.31	0.50	0.07
Uniform Delay, d1	16.8	16.8	6.0	5.0	15.5	13.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.4	2.9	0.1	0.5	0.1
Delay (s)	17.2	17.1	8.9	5.1	16.0	14.0
Level of Service	B	B	A	A	B	B
Approach Delay (s)	17.1			6.6	15.6	
Approach LOS	B			A	B	

**Intersection Summary**

HCM Average Control Delay	10.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	46.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

13: CR 846 & Eastern Loop

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	17	21	169	25	241	31	392	169	156	254	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.92		1.00	0.86		1.00	0.95		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1513		1570	1428		1570	2997		1570	3087	
Flt Permitted	0.52	1.00		0.73	1.00		0.56	1.00		0.34	1.00	
Satd. Flow (perm)	862	1513		1207	1428		931	2997		560	3087	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	18	23	184	27	262	34	426	184	170	276	34
RTOR Reduction (vph)	0	18	0	0	199	0	0	84	0	0	16	0
Lane Group Flow (vph)	34	23	0	184	90	0	34	526	0	170	294	0
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	11.9	11.9		11.9	11.9		17.6	16.2		22.2	18.5	
Effective Green, g (s)	11.9	11.9		11.9	11.9		17.6	16.2		22.2	18.5	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.35	0.33		0.45	0.37	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	206	362		288	341		347	975		325	1147	
v/s Ratio Prot		0.02			0.06		0.00	0.18		c0.04	0.10	
v/s Ratio Perm	0.04			c0.15			0.03			c0.19		
v/c Ratio	0.17	0.06		0.64	0.26		0.10	0.54		0.52	0.26	
Uniform Delay, d1	15.0	14.6		17.0	15.4		10.6	13.7		8.7	10.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.1		4.6	0.4		0.1	0.6		1.5	0.1	
Delay (s)	15.4	14.7		21.6	15.8		10.8	14.3		10.3	11.0	
Level of Service	B	B		C	B		B	B		B	B	
Approach Delay (s)		15.0			18.1			14.1			10.7	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			14.3				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			49.8				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			64.4%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	44	17	25	651	442	44
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	48	18	27	708	480	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	10					
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	889	240	528			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	889	240	528			
tC, single (s)	7.1	7.2	4.4			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.4			
p0 queue free %	81	97	97			
cM capacity (veh/h)	252	723	950			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	66	27	354	354	240	240	48
Volume Left	48	27	0	0	0	0	0
Volume Right	18	0	0	0	0	0	48
cSH	349	950	1700	1700	1700	1700	1700
Volume to Capacity	0.19	0.03	0.21	0.21	0.14	0.14	0.03
Queue Length 95th (ft)	17	2	0	0	0	0	0
Control Delay (s)	19.1	8.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A					
Approach Delay (s)	19.1	0.3	0.0				
Approach LOS	C						

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	28.9%	ICU Level of Service	A
Analysis Period (min)	15		

## Arterial Level of Service

### Arterial Level of Service: SB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	46	618.8	11.1	629.9	7.90	45.1	A
SR 29	I	55	185.4	18.5	203.9	2.83	50.0	A
Total	I		804.2	29.6	833.8	10.73	46.3	A

### Arterial Level of Service: WB Eastern Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 846	I	55	185.4	15.7	201.1	2.83	50.7	A
SR 29	I	55	516.9	53.7	570.6	7.90	49.8	A
Total	I		702.3	69.4	771.7	10.73	50.1	A

### Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	27.5	64.0	0.50	28.1	C
SR 29	I	60	348.7	13.9	362.6	5.81	57.7	A
Farm Workers Way	I	49	180.7	21.4	202.1	2.48	44.2	A
CR 846	I	43	112.6	15.5	128.1	1.36	38.1	B
New Market Rd	I	35	16.1	16.8	32.9	0.13	14.1	F
N 1st St	I	35	42.8	17.9	60.7	0.41	24.2	D
9th St	I	30	63.8	17.4	81.2	0.50	22.3	D
Immokalee Dr	I	35	89.6	29.0	118.6	0.87	26.4	D
Lake Trafford	I	35	51.9	10.3	62.2	0.50	29.2	C
New Market Rd	I	45	46.2	41.9	88.1	0.58	23.6	D
Eastern Loop	I	55	200.3	26.0	226.3	3.04	48.4	A
Total	I		1189.2	237.6	1426.8	16.18	40.8	B

### Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	47.7	84.2	0.50	21.4	D
Westclox Rd	I	55	200.3	14.0	214.3	3.04	51.1	A
Lake Trafford	I	45	46.2	29.4	75.6	0.58	27.5	C
Immokalee Dr	I	35	51.9	26.0	77.9	0.50	23.3	D
9th St	I	35	89.6	23.6	113.2	0.87	27.7	C
Immokalee Rd	I	30	63.8	27.8	91.6	0.50	19.7	E
New Market Rd	I	35	42.8	10.4	53.2	0.41	27.6	C
CR 846	I	35	16.1	2.5	18.6	0.13	24.9	D
Farm Workers Way	I	43	112.6	9.6	122.2	1.36	39.9	B
SR 29	I	60	148.8	9.0	157.8	2.48	56.6	A
Oil Well Rd	I	57	364.3	24.4	388.7	5.81	53.8	A
Total	I		1172.9	224.4	1397.3	16.18	41.7	B

Queues

1: Oil Well Rd & SR 29



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	216	183	46	105	249	589	46	42	382	216
v/c Ratio	0.81	0.53	0.17	0.24	0.55	0.82	0.06	0.12	0.68	0.39
Control Delay	51.2	12.2	23.3	11.3	11.8	27.5	4.0	7.5	24.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	12.2	23.3	11.3	11.8	27.5	4.0	7.5	24.4	4.6
Queue Length 50th (ft)	89	8	16	11	45	216	0	7	125	0
Queue Length 95th (ft)	#204	63	42	48	79	#409	16	17	208	38
Internal Link Dist (ft)		1240		1240		920			17041	
Turn Bay Length (ft)	200		200		200		200	450		
Base Capacity (vph)	291	366	297	481	457	778	845	336	745	670
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.50	0.15	0.22	0.54	0.76	0.05	0.13	0.51	0.32

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

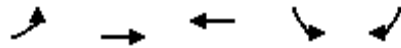
Queues

2: Farm Workers Way & SR 29



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	13	77	225	13	347	78	225	225	25
v/c Ratio	0.25	0.04	0.32	0.47	0.02	0.67	0.14	0.43	0.26	0.03
Control Delay	20.0	9.8	21.1	7.0	6.0	21.4	4.4	9.9	9.6	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	9.8	21.1	7.0	6.0	21.4	4.4	9.9	9.6	5.0
Queue Length 50th (ft)	13	0	18	0	1	75	0	25	26	0
Queue Length 95th (ft)	42	11	52	45	8	167	22	68	103	13
Internal Link Dist (ft)	911		368			4849			4291	
Turn Bay Length (ft)		200		250	600		600	800		800
Base Capacity (vph)	435	569	446	690	529	786	794	519	887	766
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.02	0.17	0.33	0.02	0.44	0.10	0.43	0.25	0.03

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	199	450	799	104	308
v/c Ratio	0.35	0.19	0.51	0.48	0.71
Control Delay	6.1	2.5	15.5	42.8	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.1	2.5	15.5	42.8	14.0
Queue Length 50th (ft)	17	20	138	56	0
Queue Length 95th (ft)	m31	m33	227	97	74
Internal Link Dist (ft)		320	878	1310	
Turn Bay Length (ft)	300				
Base Capacity (vph)	565	2340	1575	450	568
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.19	0.51	0.23	0.54

#### Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	SBL
Lane Group Flow (vph)	165	479	1023	439
v/c Ratio	0.52	0.25	0.78	0.91
Control Delay	24.3	10.4	16.8	48.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.3	10.4	16.8	48.5
Queue Length 50th (ft)	38	60	254	190
Queue Length 95th (ft)	m86	108	127	#357
Internal Link Dist (ft)		959	199	824
Turn Bay Length (ft)	250			
Base Capacity (vph)	315	1891	1314	529
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.25	0.78	0.83

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

5: SR 29 & N 1st St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	161	404	543	249	210	541	587	352	136	292	120
v/c Ratio	0.41	0.49	0.70	0.99	0.55	0.38	1.04	0.97	0.46	0.62	0.81	0.29
Control Delay	25.9	27.8	11.0	54.5	17.9	2.6	70.5	61.1	4.5	29.4	52.8	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	27.8	11.0	54.5	17.9	2.6	70.5	61.1	4.5	29.4	52.8	7.9
Queue Length 50th (ft)	59	84	85	132	93	11	~244	324	0	41	159	0
Queue Length 95th (ft)	91	128	113	m#246	m114	m13	#445	#542	56	#82	#290	44
Internal Link Dist (ft)		1248			1032			1240			1240	
Turn Bay Length (ft)	250		250	250			100			250		200
Base Capacity (vph)	295	326	578	551	452	553	521	603	769	219	361	416
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.49	0.70	0.99	0.55	0.38	1.04	0.97	0.46	0.62	0.81	0.29

**Intersection Summary**

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



Queues

6: SR 29 & 9th St















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	361	250	268	557	98	387	125	268	55	80	76
v/c Ratio	0.26	0.50	0.31	0.47	0.64	0.12	0.86	0.40	0.54	0.28	0.42	0.33
Control Delay	14.8	23.6	3.9	13.5	17.4	4.2	58.1	35.3	8.3	26.6	43.9	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	23.6	3.9	13.5	17.4	4.2	58.1	35.3	8.3	26.6	43.9	13.1
Queue Length 50th (ft)	18	154	0	85	225	11	112	63	0	22	43	0
Queue Length 95th (ft)	42	257	48	m110	m305	m18	#190	110	61	47	84	38
Internal Link Dist (ft)		560			1244			1240			1240	
Turn Bay Length (ft)	600		200	200		200	200		200	225		200
Base Capacity (vph)	292	725	800	587	866	835	450	445	595	197	331	344
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.50	0.31	0.46	0.64	0.12	0.86	0.28	0.45	0.28	0.24	0.22

Intersection Summary

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

7: Immokalee Dr & SR 29

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	89	42	178	236	65	117	275	557	236	76	361	89
v/c Ratio	0.37	0.20	0.51	0.81	0.22	0.34	0.60	0.80	0.34	0.26	0.66	0.17
Control Delay	24.5	28.5	10.7	48.2	28.6	9.1	14.9	29.0	3.9	10.8	26.0	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	28.5	10.7	48.2	28.6	9.1	14.9	29.0	3.9	10.8	26.0	5.3
Queue Length 50th (ft)	28	16	0	81	25	0	54	195	0	13	119	0
Queue Length 95th (ft)	61	42	50	#184	58	41	105	#395	40	34	217	28
Internal Link Dist (ft)	1240			1240			1248			1235		
Turn Bay Length (ft)	225		200	150		200	200		200	275		200
Base Capacity (vph)	242	441	526	291	467	480	461	711	696	287	622	571
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.10	0.34	0.81	0.14	0.24	0.60	0.78	0.34	0.26	0.58	0.16

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	284	314	367	485	328	42	302
v/c Ratio	0.85	0.43	0.86	0.88	0.40	0.19	0.75
Control Delay	47.4	4.5	42.0	32.8	10.3	23.4	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	4.5	42.0	32.8	10.3	23.4	29.4
Queue Length 50th (ft)	104	0	129	125	64	14	81
Queue Length 95th (ft)	#246	50	#291	#272	118	38	161
Internal Link Dist (ft)	1240		1240		1268		1554
Turn Bay Length (ft)		150		650		200	
Base Capacity (vph)	367	773	470	550	934	288	504
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.41	0.78	0.88	0.35	0.15	0.60

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues

9: Westclox Rd & SR 29















Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	191	71	78	65	46	407	78	318	263	191
v/c Ratio	0.73	0.17	0.25	0.15	0.10	0.87	0.14	0.78	0.33	0.23
Control Delay	38.5	12.6	19.7	18.0	7.9	41.9	5.1	26.6	14.0	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	12.6	19.7	18.0	7.9	41.9	5.1	26.6	14.0	3.4
Queue Length 50th (ft)	61	11	22	18	7	136	0	60	68	0
Queue Length 95th (ft)	#143	38	52	44	20	#284	24	#160	123	34
Internal Link Dist (ft)		423		137		1335			373	
Turn Bay Length (ft)	325		100		400		300	250		250
Base Capacity (vph)	312	489	377	510	478	498	587	408	802	814
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.15	0.21	0.13	0.10	0.82	0.13	0.78	0.33	0.23

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	305	408	548	126	629	52	845	299	126	34	191	305
v/c Ratio	0.86	0.51	0.33	0.52	0.91	0.15	0.90	0.51	0.21	0.32	0.69	0.73
Control Delay	62.5	30.9	2.6	47.3	53.7	9.9	47.6	26.0	5.0	47.8	47.7	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	30.9	2.6	47.3	53.7	9.9	47.6	26.0	5.0	47.8	47.7	22.9
Queue Length 50th (ft)	86	101	11	35	179	0	161	136	0	18	99	49
Queue Length 95th (ft)	#164	153	39	64	#295	29	#246	219	37	49	170	140
Internal Link Dist (ft)		981			7423			920			1046	
Turn Bay Length (ft)	400		400	450		450	455		450	450		450
Base Capacity (vph)	355	802	1686	247	690	349	940	601	615	109	341	466
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.51	0.33	0.51	0.91	0.15	0.90	0.50	0.20	0.31	0.56	0.65

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	360	229	166	229	288	60	178	188
v/c Ratio	0.86	0.37	0.32	0.56	0.61	0.12	0.47	0.40
Control Delay	41.0	4.4	11.5	17.4	25.6	9.7	23.0	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	4.4	11.5	17.4	25.6	9.7	23.0	6.2
Queue Length 50th (ft)	117	0	27	49	93	11	53	0
Queue Length 95th (ft)	#258	38	67	93	#196	28	102	41
Internal Link Dist (ft)	376		508		1074		3498	
Turn Bay Length (ft)		225		275		200		400
Base Capacity (vph)	470	660	574	409	476	485	497	561
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.35	0.29	0.56	0.61	0.12	0.36	0.34

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

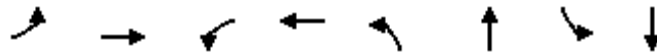


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	47	234	360	570	370	99
v/c Ratio	0.19	0.56	0.66	0.31	0.51	0.25
Control Delay	19.3	9.0	13.9	5.9	18.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	9.0	13.9	5.9	18.5	6.0
Queue Length 50th (ft)	11	0	42	32	44	0
Queue Length 95th (ft)	35	47	#132	72	86	28
Internal Link Dist (ft)	1083			1299	7055	
Turn Bay Length (ft)	520		520			450
Base Capacity (vph)	544	636	545	2176	1088	551
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.37	0.66	0.26	0.34	0.18

**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	41	184	289	34	610	170	310
v/c Ratio	0.15	0.10	0.60	0.52	0.09	0.63	0.47	0.25
Control Delay	16.5	9.9	25.3	7.1	8.1	15.7	13.3	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	9.9	25.3	7.1	8.1	15.7	13.3	11.1
Queue Length 50th (ft)	8	4	47	6	5	63	25	21
Queue Length 95th (ft)	26	22	104	54	17	117	59	64
Internal Link Dist (ft)		16618		1381		7740		4406
Turn Bay Length (ft)	240		240		450		450	
Base Capacity (vph)	315	566	440	687	393	1172	358	1383
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.07	0.42	0.42	0.09	0.52	0.47	0.22

Intersection Summary





Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	44	17	25	651	442	44
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	48	18	27	708	480	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)	10					
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	889	240	528			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	889	240	528			
tC, single (s)	7.1	7.2	4.4			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.4			
p0 queue free %	81	97	97			
cM capacity (veh/h)	252	723	950			























Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	66	27	354	354	240	240	48
Volume Left	48	27	0	0	0	0	0
Volume Right	18	0	0	0	0	0	48
cSH	349	950	1700	1700	1700	1700	1700
Volume to Capacity	0.19	0.03	0.21	0.21	0.14	0.14	0.03
Queue Length 95th (ft)	17	2	0	0	0	0	0
Control Delay (s)	19.1	8.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A					
Approach Delay (s)	19.1	0.3			0.0		
Approach LOS	C						

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization	28.9%		ICU Level of Service A
Analysis Period (min)		15	

**Appendix F**  
**Alternative 4 - Synchro Output Sheets**

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	20	9	30	24	247	11	254	20	247	392	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1628	1583		1736	1538	1770	3139	1583	1770	3282	1468
Flt Permitted		0.80	1.00		0.80	1.00	0.50	1.00	1.00	0.58	1.00	1.00
Satd. Flow (perm)		1340	1583		1428	1538	938	3139	1583	1084	3282	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	22	10	33	26	268	12	276	22	268	426	39
RTOR Reduction (vph)	0	0	8	0	0	219	0	0	12	0	0	22
Lane Group Flow (vph)	0	47	2	0	59	49	12	276	10	268	426	17
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		6.0	6.0		6.0	6.0	14.5	14.5	14.5	14.5	14.5	14.5
Effective Green, g (s)		6.0	6.0		6.0	6.0	14.5	14.5	14.5	14.5	14.5	14.5
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.44	0.44	0.44	0.44	0.44	0.44
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		244	288		260	280	412	1379	696	476	1442	645
v/s Ratio Prot								0.09				0.13
v/s Ratio Perm		0.04	0.00		c0.04	0.03	0.01		0.01	c0.25		0.01
v/c Ratio		0.19	0.01		0.23	0.17	0.03	0.20	0.01	0.56	0.30	0.03
Uniform Delay, d1		11.4	11.1		11.5	11.4	5.3	5.7	5.2	6.9	6.0	5.2
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.4	0.0		0.4	0.3	0.0	0.1	0.0	1.5	0.1	0.0
Delay (s)		11.8	11.1		12.0	11.7	5.3	5.8	5.2	8.4	6.1	5.3
Level of Service		B	B		B	B	A	A	A	A	A	A
Approach Delay (s)		11.7			11.8			5.7			6.9	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay		7.9										A
HCM Volume to Capacity ratio		0.46										
Actuated Cycle Length (s)		33.0								12.5		
Intersection Capacity Utilization		46.1%										A
Analysis Period (min)		15										

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	440	705	457	51	51	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3273	3167	2971		1687	1282
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3273	3167	2971		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	478	766	497	55	55	310
RTOR Reduction (vph)	0	0	12	0	0	230
Lane Group Flow (vph)	478	766	540	0	55	80
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot			Perm		
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	14.0	40.0	20.0		18.0	18.0
Effective Green, g (s)	14.0	40.0	20.0		18.0	18.0
Actuated g/C Ratio	0.20	0.57	0.29		0.26	0.26
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	655	1810	849		434	330
v/s Ratio Prot	c0.15	0.24	c0.18		0.03	
v/s Ratio Perm						c0.06
v/c Ratio	0.73	0.42	0.64		0.13	0.24
Uniform Delay, d1	26.2	8.5	21.8		20.0	20.6
Progression Factor	0.73	0.33	1.00		1.00	1.00
Incremental Delay, d2	3.1	0.5	3.6		0.6	1.7
Delay (s)	22.3	3.4	25.4		20.6	22.3
Level of Service	C	A	C		C	C
Approach Delay (s)		10.7	25.4		22.1	
Approach LOS		B	C		C	

**Intersection Summary**

HCM Average Control Delay	16.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	320	380	246	496	765	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	3282	3312	1252	2870	1429
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3400	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	348	413	267	539	832	257
RTOR Reduction (vph)	0	0	0	393	0	169
Lane Group Flow (vph)	348	413	267	146	832	88
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	Prot		Perm		Perm	
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	9.0	34.0	19.0	19.0	24.0	24.0
Effective Green, g (s)	9.0	34.0	19.0	19.0	24.0	24.0
Actuated g/C Ratio	0.13	0.49	0.27	0.27	0.34	0.34
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	437	1594	899	340	984	490
v/s Ratio Prot	c0.10	0.13	0.08		c0.29	
v/s Ratio Perm				c0.12		0.06
v/c Ratio	0.80	0.26	0.30	0.43	0.85	0.18
Uniform Delay, d1	29.6	10.6	20.2	21.0	21.3	16.1
Progression Factor	0.86	0.74	0.49	2.19	1.00	1.00
Incremental Delay, d2	8.8	0.4	0.7	3.1	8.9	0.8
Delay (s)	34.2	8.2	10.5	49.1	30.2	16.9
Level of Service	C	A	B	D	C	B
Approach Delay (s)		20.1	36.4		27.0	
Approach LOS		C	D		C	

**Intersection Summary**

HCM Average Control Delay	27.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	115	199	319	265	129	94	166	168	356	145	259	115	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95		
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1770	1727	1324	1703	1696	1495	1770	1696	1524	1770	1656		
Flt Permitted	0.67	1.00	1.00	0.59	1.00	1.00	0.27	1.00	1.00	0.64	1.00		
Satd. Flow (perm)	1244	1727	1324	1054	1696	1495	503	1696	1524	1196	1656		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	125	216	347	288	140	102	180	183	387	158	282	125	
RTOR Reduction (vph)	0	0	260	0	0	72	0	0	283	0	23	0	
Lane Group Flow (vph)	125	216	87	288	140	30	180	183	104	158	384	0	
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt			
Protected Phases	5	2		1	6		3	8		7	4		
Permitted Phases	2		2	6		6	8		8	4			
Actuated Green, G (s)	22.3	17.6	17.6	27.7	20.3	20.3	25.1	18.8	18.8	24.9	18.7		
Effective Green, g (s)	22.3	17.6	17.6	27.7	20.3	20.3	25.1	18.8	18.8	24.9	18.7		
Actuated g/C Ratio	0.32	0.25	0.25	0.40	0.29	0.29	0.36	0.27	0.27	0.36	0.27		
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	432	434	333	486	492	434	294	455	409	476	442		
v/s Ratio Prot	0.02	0.13		c0.06	0.08		c0.06	0.11		0.03	c0.23		
v/s Ratio Perm	0.07		0.07	c0.17		0.02	0.16		0.07	0.09			
v/c Ratio	0.29	0.50	0.26	0.59	0.28	0.07	0.61	0.40	0.25	0.33	0.87		
Uniform Delay, d1	18.1	22.4	21.0	18.2	19.2	18.0	16.8	21.0	20.1	16.0	24.5		
Progression Factor	1.02	0.91	1.13	0.88	0.60	0.38	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.3	3.4	1.6	1.9	1.4	0.3	3.7	0.6	0.3	0.4	16.3		
Delay (s)	18.7	23.9	25.4	17.9	13.0	7.2	20.5	21.6	20.4	16.4	40.8		
Level of Service	B	C	C	B	B	A	C	C	C	B	D		
Approach Delay (s)		23.7			14.5			20.7			33.9		
Approach LOS		C			B			C			C		
<b>Intersection Summary</b>													
HCM Average Control Delay			23.2									HCM Level of Service	C
HCM Volume to Capacity ratio			0.70										
Actuated Cycle Length (s)			70.0									Sum of lost time (s)	18.0
Intersection Capacity Utilization			71.7%									ICU Level of Service	C
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	337	277	148	219	43	180	39	148	148	60	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.98		1.00	0.88		1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1613		1770	1702		1736	1532		1770	1704	
Flt Permitted	0.59	1.00		0.31	1.00		0.66	1.00		0.59	1.00	
Satd. Flow (perm)	1090	1613		580	1702		1209	1532		1107	1704	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	366	301	161	238	47	196	42	161	161	65	85
RTOR Reduction (vph)	0	37	0	0	9	0	0	125	0	0	66	0
Lane Group Flow (vph)	85	630	0	161	276	0	196	78	0	161	84	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	42.3	42.3		42.3	42.3		15.7	15.7		15.7	15.7	
Effective Green, g (s)	42.3	42.3		42.3	42.3		15.7	15.7		15.7	15.7	
Actuated g/C Ratio	0.60	0.60		0.60	0.60		0.22	0.22		0.22	0.22	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	659	975		350	1028		271	344		248	382	
v/s Ratio Prot		c0.39			0.16			0.05			0.05	
v/s Ratio Perm	0.08			0.28			c0.16			0.15		
v/c Ratio	0.13	0.65		0.46	0.27		0.72	0.23		0.65	0.22	
Uniform Delay, d1	5.9	9.0		7.6	6.5		25.1	22.2		24.6	22.2	
Progression Factor	1.00	1.00		0.43	0.31		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	3.3		3.6	0.5		9.2	0.3		5.8	0.3	
Delay (s)	6.3	12.3		6.9	2.6		34.3	22.5		30.4	22.4	
Level of Service	A	B		A	A		C	C		C	C	
Approach Delay (s)		11.6			4.1			28.3			26.6	
Approach LOS		B			A			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			15.8	HCM Level of Service				B				
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			70.0	Sum of lost time (s)				12.0				
Intersection Capacity Utilization			82.2%	ICU Level of Service				E				
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

7: Immokalee Dr & SR 29




















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	60	199	117	39	55	129	203	117	84	313	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.91		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1614		1770	1689		1770	1544		1752	1656	
Flt Permitted	0.69	1.00		0.59	1.00		0.49	1.00		0.55	1.00	
Satd. Flow (perm)	1142	1614		1094	1689		916	1544		1019	1656	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	104	65	216	127	42	60	140	221	127	91	340	104
RTOR Reduction (vph)	0	168	0	0	47	0	0	43	0	0	23	0
Lane Group Flow (vph)	104	113	0	127	55	0	140	305	0	91	421	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	7.5	7.5		7.5	7.5		14.2	14.2		14.2	14.2	
Effective Green, g (s)	7.5	7.5		7.5	7.5		14.2	14.2		14.2	14.2	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.42	0.42		0.42	0.42	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	254	359		243	376		386	651		429	698	
v/s Ratio Prot		0.07			0.03			0.20			c0.25	
v/s Ratio Perm	0.09			c0.12			0.15			0.09		
v/c Ratio	0.41	0.31		0.52	0.15		0.36	0.47		0.21	0.60	
Uniform Delay, d1	11.2	11.0		11.5	10.5		6.7	7.0		6.2	7.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.5		2.0	0.2		0.6	0.5		0.2	1.5	
Delay (s)	12.3	11.5		13.5	10.7		7.2	7.6		6.4	9.0	
Level of Service	B	B		B	B		A	A		A	A	
Approach Delay (s)		11.7			12.3			7.5			8.6	
Approach LOS		B			B			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			9.5				HCM Level of Service			A		
HCM Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			33.7				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			71.3%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	223	193	344	39	125	23	222	55	39	36	84	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.94		1.00	0.89	
Flt Protected		0.97	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1637	1583		1813		1770	1643		1770	1560	
Flt Permitted		0.75	1.00		0.85		0.27	1.00		0.69	1.00	
Satd. Flow (perm)		1262	1583		1564		497	1643		1287	1560	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	242	210	374	42	136	25	241	60	42	39	91	242
RTOR Reduction (vph)	0	0	218	0	8	0	0	26	0	0	164	0
Lane Group Flow (vph)	0	452	156	0	195	0	241	76	0	39	169	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		23.9	23.9		23.9		21.5	21.5		10.9	10.9	
Effective Green, g (s)		23.9	23.9		23.9		21.5	21.5		10.9	10.9	
Actuated g/C Ratio		0.42	0.42		0.42		0.37	0.37		0.19	0.19	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		525	659		651		321	615		244	296	
v/s Ratio Prot							c0.08	0.05			0.11	
v/s Ratio Perm		c0.36	0.10		0.12		c0.20			0.03		
v/c Ratio		0.86	0.24		0.30		0.75	0.12		0.16	0.57	
Uniform Delay, d1		15.2	10.8		11.2		13.7	11.8		19.4	21.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		13.5	0.2		0.3		9.5	0.1		0.3	2.7	
Delay (s)		28.8	11.0		11.4		23.2	11.9		19.7	23.8	
Level of Service		C	B		B		C	B		B	C	
Approach Delay (s)		20.7			11.4			19.8			23.4	
Approach LOS		C			B			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			20.0				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			57.4				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			81.8%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	151	952	610	215	331	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1538	2943	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1538	2943	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	1035	663	234	360	164
RTOR Reduction (vph)	0	0	0	0	0	120
Lane Group Flow (vph)	164	1035	663	234	360	44
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	9.3	58.4	15.5	37.1	15.6	15.6
Effective Green, g (s)	9.3	58.4	15.5	37.1	15.6	15.6
Actuated g/C Ratio	0.16	1.00	0.27	0.64	0.27	0.27
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	252	1538	781	997	438	389
v/s Ratio Prot	0.10		0.23	0.15	0.22	
v/s Ratio Perm		c0.67				0.03
v/c Ratio	0.65	0.67	0.85	0.23	0.82	0.11
Uniform Delay, d1	23.0	0.0	20.3	4.6	20.1	16.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.9	2.4	8.6	0.1	11.8	0.1
Delay (s)	28.9	2.4	28.9	4.7	31.9	16.3
Level of Service	C	A	C	A	C	B
Approach Delay (s)	6.0			22.6	27.0	
Approach LOS	A			C	C	





















**Intersection Summary**

HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	58.4	Sum of lost time (s)	0.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	43	222	96	66	18	344	62	62	18	96	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.99		1.00	0.93		1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1599	1282		1688		1456	1542		1770	1667	1442
Flt Permitted		0.76	1.00		0.76		0.45	1.00		0.67	1.00	1.00
Satd. Flow (perm)		1257	1282		1320		686	1542		1250	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	47	241	104	72	20	374	67	67	20	104	124
RTOR Reduction (vph)	0	0	194	0	7	0	0	38	0	0	0	104
Lane Group Flow (vph)	0	136	47	0	189	0	374	96	0	20	104	20
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		8.9	8.9		8.9		24.3	19.4		8.3	7.4	7.4
Effective Green, g (s)		8.9	8.9		8.9		24.3	19.4		8.3	7.4	7.4
Actuated g/C Ratio		0.20	0.20		0.20		0.54	0.43		0.18	0.16	0.16
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		248	252		260		589	662		240	273	236
v/s Ratio Prot							c0.18	0.06		0.00	0.06	
v/s Ratio Perm		0.11	0.04		c0.14		c0.16			0.01		0.01
v/c Ratio		0.55	0.19		0.73		0.63	0.14		0.08	0.38	0.09
Uniform Delay, d1		16.3	15.1		17.0		6.8	7.9		15.2	16.9	16.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.5	0.4		9.7		2.2	0.1		0.1	0.9	0.2
Delay (s)		18.8	15.5		26.7		9.0	8.0		15.4	17.7	16.2
Level of Service		B	B		C		A	A		B	B	B
Approach Delay (s)		16.7			26.7			8.7			16.8	
Approach LOS		B			C			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			15.1				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			45.2				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			52.3%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group









Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	199	144	223	593	966	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1570	1652	1652	1404	3045	1404
Flt Permitted	0.39	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	643	1652	1652	1404	3045	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	216	157	242	645	1050	271
RTOR Reduction (vph)	0	0	0	0	0	167
Lane Group Flow (vph)	216	157	242	645	1050	104
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type	pm+pt			Free		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			Free		6
Actuated Green, G (s)	22.8	22.8	12.8	56.4	21.6	21.6
Effective Green, g (s)	22.8	22.8	12.8	56.4	21.6	21.6
Actuated g/C Ratio	0.40	0.40	0.23	1.00	0.38	0.38
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	326	668	375	1404	1166	538
v/s Ratio Prot	0.05	0.10	0.15		c0.34	
v/s Ratio Perm	c0.22			c0.46		0.07
v/c Ratio	0.66	0.24	0.65	0.46	0.90	0.19
Uniform Delay, d1	13.5	11.1	19.7	0.0	16.4	11.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.0	0.2	3.8	1.1	9.7	0.2
Delay (s)	18.5	11.2	23.5	1.1	26.0	11.8
Level of Service	B	B	C	A	C	B
Approach Delay (s)		15.4	7.2		23.1	
Approach LOS		B	A		C	

**Intersection Summary**

HCM Average Control Delay	16.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	56.4	Sum of lost time (s)	6.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑	↑	↘	↑↑	↘	↘
Volume (vph)	1031	253	129	667	164	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3139	1404	1570	3139	1570	1404
Flt Permitted	1.00	1.00	0.13	1.00	0.95	1.00
Satd. Flow (perm)	3139	1404	215	3139	1570	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1121	275	140	725	178	140
RTOR Reduction (vph)	0	156	0	0	0	112
Lane Group Flow (vph)	1121	119	140	725	178	28
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type		Perm	pm+pt			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	24.7	24.7	33.9	33.9	11.4	11.4
Effective Green, g (s)	24.7	24.7	33.9	33.9	11.4	11.4
Actuated g/C Ratio	0.43	0.43	0.59	0.59	0.20	0.20
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1353	605	203	1857	312	279
v/s Ratio Prot	c0.36		0.04	c0.23	c0.11	
v/s Ratio Perm		0.08	0.37			0.02
v/c Ratio	0.83	0.20	0.69	0.39	0.57	0.10
Uniform Delay, d1	14.4	10.1	8.5	6.2	20.7	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	0.2	9.4	0.1	2.5	0.2
Delay (s)	18.8	10.3	17.8	6.3	23.2	18.9
Level of Service	B	B	B	A	C	B
Approach Delay (s)	17.1			8.2	21.3	
Approach LOS	B			A	C	



















**Intersection Summary**

HCM Average Control Delay	14.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	57.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group























HCM Unsignalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	102	24	90	35	16	39	59	168	35	60	259	102
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	111	26	98	38	17	42	64	183	38	65	282	111
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	774	761	282	834	834	183	392			221		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	774	761	282	834	834	183	392			221		
tC, single (s)	7.3	6.6	7.0	7.2	6.6	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.1	4.0	3.6	4.1	3.3	2.3			2.2		
p0 queue free %	55	91	84	81	94	95	94			95		
cM capacity (veh/h)	248	295	599	203	268	860	1119			1349		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>NB 2</b>	<b>SB 1</b>	<b>SB 2</b>						
Volume Total	235	98	247	38	347	111						
Volume Left	111	38	64	0	65	0						
Volume Right	98	42	0	38	0	111						
cSH	336	324	1119	1700	1349	1700						
Volume to Capacity	0.70	0.30	0.06	0.02	0.05	0.07						
Queue Length 95th (ft)	125	31	5	0	4	0						
Control Delay (s)	37.1	20.8	2.6	0.0	1.8	0.0						
Lane LOS	E	C	A		A							
Approach Delay (s)	37.1	20.8	2.2		1.4							
Approach LOS	E	C										
<b>Intersection Summary</b>												
Average Delay			11.2									
Intersection Capacity Utilization			56.5%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	157	48	84	31	23	0	57	141	81	84	217	157
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	171	52	91	34	25	0	62	153	88	91	236	171
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				None
Median storage (veh)								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	708	784	236	813	866	153	407			241		
vC1, stage 1 conf vol	418	418		277	277							
vC2, stage 2 conf vol	290	365		536	589							
vCu, unblocked vol	708	784	236	813	866	153	407			241		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.2	4.1			4.2		
tC, 2 stage (s)	6.3	5.5		6.1	5.6							
tF (s)	3.7	4.0	3.5	3.5	4.1	3.3	2.2			2.3		
p0 queue free %	60	88	88	89	93	100	95			93		
cM capacity (veh/h)	432	431	765	316	370	893	1152			1263		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
Volume Total	171	143	34	25	62	153	88	91	236	171		
Volume Left	171	0	34	0	62	0	0	91	0	0		
Volume Right	0	91	0	0	0	0	88	0	0	171		
cSH	432	597	316	370	1152	1700	1700	1263	1700	1700		
Volume to Capacity	0.40	0.24	0.11	0.07	0.05	0.09	0.05	0.07	0.14	0.10		
Queue Length 95th (ft)	46	23	9	5	4	0	0	6	0	0		
Control Delay (s)	18.7	12.9	17.7	15.4	8.3	0.0	0.0	8.1	0.0	0.0		
Lane LOS	C	B	C	C	A			A				
Approach Delay (s)	16.0		16.8		1.7			1.5				
Approach LOS	C		C									
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization			40.1%		ICU Level of Service				A			
Analysis Period (min)			15									

## Arterial Level of Service

### Arterial Level of Service: NW Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 29	I	50	170.0	7.7	177.7	2.37	48.0	A
Total	I		170.0	7.7	177.7	2.37	48.0	A

### Arterial Level of Service: SB Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
New Market Rd	II	42	202.6	30.4	233.0	2.37	36.6	A
Total	II		202.6	30.4	233.0	2.37	36.6	A

### Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Farm Workers Way	I	59	529.3	6.8	536.1	8.70	58.5	A
CR 846	I	43	112.6	25.2	137.8	1.36	35.4	B
New Market Rd E	I	35	16.1	10.7	26.8	0.13	17.3	E
N 1st St	I	35	42.8	14.0	56.8	0.41	25.8	D
9th St	I	30	63.8	2.7	66.5	0.50	27.2	C
Immokalee Dr	I	35	89.6	9.0	98.6	0.87	31.8	C
Lake Trafford	I	35	51.9	8.4	60.3	0.50	30.1	C
Central Loop	I	50	106.5	26.8	133.3	1.48	39.9	B
SR 82	I	55	151.6	6.6	158.2	2.32	52.7	A
Total	I		1164.2	110.2	1274.4	16.27	46.0	A























### Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	II	55	36.5	39.8	76.3	0.50	23.6	C
SR 29	II	55	151.6	3.6	155.2	2.32	53.7	A
Lake Trafford	II	40	134.0	19.0	153.0	1.48	34.8	B
Immokalee Dr	II	35	51.9	11.6	63.5	0.50	28.6	B
9th St	II	35	89.6	12.7	102.3	0.87	30.6	B
Immokalee Rd	II	30	63.8	24.1	87.9	0.50	20.6	D
New Market Rd E	II	35	42.8	8.3	51.1	0.41	28.7	B
CR 846	II	35	16.1	3.4	19.5	0.13	23.7	C
Farm Workers Way	II	43	112.6	7.1	119.7	1.36	40.8	A
Total	II		698.9	129.6	828.5	8.06	35.0	A



HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	5	6	20	4	160	6	392	30	160	254	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1497	1583		1676	1538	1770	3139	1583	1770	3282	1468
Flt Permitted		0.74	1.00		0.73	1.00	0.58	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)		1157	1583		1272	1538	1084	3139	1583	938	3282	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	5	7	22	4	174	7	426	33	174	276	25
RTOR Reduction (vph)	0	0	6	0	0	140	0	0	22	0	0	17
Lane Group Flow (vph)	0	44	1	0	26	34	7	426	11	174	276	8
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		5.1	5.1		5.1	5.1	8.3	8.3	8.3	8.3	8.3	8.3
Effective Green, g (s)		5.1	5.1		5.1	5.1	8.3	8.3	8.3	8.3	8.3	8.3
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.32	0.32	0.32	0.32	0.32	0.32
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		228	312		250	303	347	1006	507	301	1052	470
v/s Ratio Prot								0.14			0.08	
v/s Ratio Perm		c0.04	0.00		0.02	0.02	0.01		0.01	c0.19		0.01
v/c Ratio		0.19	0.00		0.10	0.11	0.02	0.42	0.02	0.58	0.26	0.02
Uniform Delay, d1		8.7	8.4		8.5	8.5	6.0	6.9	6.0	7.3	6.5	6.0
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.4	0.0		0.2	0.2	0.0	0.3	0.0	2.7	0.1	0.0
Delay (s)		9.1	8.4		8.7	8.7	6.0	7.2	6.0	10.0	6.7	6.0
Level of Service		A	A		A	A	A	A	A	B	A	A
Approach Delay (s)		9.0			8.7			7.1			7.9	
Approach LOS		A			A			A			A	

Intersection Summary		
HCM Average Control Delay	7.8	HCM Level of Service
HCM Volume to Capacity ratio	0.43	A
Actuated Cycle Length (s)	25.9	Sum of lost time (s)
Intersection Capacity Utilization	44.5%	12.5
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	285	457	705	78	78	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0		6.0	6.0
Lane Util. Factor	0.97	0.95	0.95		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3273	3167	2971		1687	1282
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3273	3167	2971		1687	1282
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	310	497	766	85	85	478
RTOR Reduction (vph)	0	0	14	0	0	238
Lane Group Flow (vph)	310	497	837	0	85	240
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot			Perm		
Protected Phases	5	2	6		4	
Permitted Phases						4
Actuated Green, G (s)	7.0	32.0	19.0		16.0	16.0
Effective Green, g (s)	7.0	32.0	19.0		16.0	16.0
Actuated g/C Ratio	0.12	0.53	0.32		0.27	0.27
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	382	1689	941		450	342
v/s Ratio Prot	c0.09	0.16	c0.28		0.05	
v/s Ratio Perm						c0.19
v/c Ratio	0.81	0.29	0.89		0.19	0.70
Uniform Delay, d1	25.9	7.7	19.5		17.0	19.8
Progression Factor	0.69	0.29	1.00		1.00	1.00
Incremental Delay, d2	10.8	0.4	12.3		0.9	11.4
Delay (s)	28.7	2.6	31.8		17.9	31.2
Level of Service	C	A	C		B	C
Approach Delay (s)		12.6	31.8		29.2	
Approach LOS		B	C		C	

**Intersection Summary**

HCM Average Control Delay	24.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	236	246	380	765	496	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	3282	3312	1252	2870	1429
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3400	3282	3312	1252	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	257	267	413	832	539	380
RTOR Reduction (vph)	0	0	0	541	0	279
Lane Group Flow (vph)	257	267	413	291	539	101
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	Prot		Perm		Perm	
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	5.0	32.0	21.0	21.0	16.0	16.0
Effective Green, g (s)	5.0	32.0	21.0	21.0	16.0	16.0
Actuated g/C Ratio	0.08	0.53	0.35	0.35	0.27	0.27
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	283	1750	1159	438	765	381
v/s Ratio Prot	c0.08	0.08	0.12		c0.19	
v/s Ratio Perm				c0.23		0.07
v/c Ratio	0.91	0.15	0.36	0.66	0.70	0.27
Uniform Delay, d1	27.3	7.1	14.5	16.5	19.9	17.4
Progression Factor	1.00	1.00	0.40	3.92	1.00	1.00
Incremental Delay, d2	30.4	0.2	0.4	3.8	5.4	1.7
Delay (s)	57.7	7.3	6.2	68.5	25.3	19.1
Level of Service	E	A	A	E	C	B
Approach Delay (s)		32.0	47.8		22.7	
Approach LOS		C	D		C	

**Intersection Summary**

HCM Average Control Delay	36.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	74	129	288	410	199	120	359	364	265	94	230	74	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96		
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1770	1727	1324	1703	1696	1495	1770	1696	1524	1770	1668		
Flt Permitted	0.57	1.00	1.00	0.67	1.00	1.00	0.30	1.00	1.00	0.49	1.00		
Satd. Flow (perm)	1070	1727	1324	1197	1696	1495	558	1696	1524	922	1668		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	80	140	313	446	216	130	390	396	288	102	250	80	
RTOR Reduction (vph)	0	0	260	0	0	100	0	0	195	0	16	0	
Lane Group Flow (vph)	80	140	53	446	216	30	390	396	93	102	314	0	
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%	
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		Perm	pm+pt			
Protected Phases	5	2		1	6		3	8		7	4		
Permitted Phases	2		2	6		6	8		8	4			
Actuated Green, G (s)	15.5	11.0	11.0	23.9	15.2	15.2	29.8	21.2	21.2	20.3	15.7		
Effective Green, g (s)	15.5	11.0	11.0	23.9	15.2	15.2	29.8	21.2	21.2	20.3	15.7		
Actuated g/C Ratio	0.24	0.17	0.17	0.36	0.23	0.23	0.45	0.32	0.32	0.31	0.24		
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	301	290	222	504	394	347	441	549	493	345	400		
v/s Ratio Prot	0.02	0.08		c0.12	0.13		c0.14	0.23		0.02	0.19		
v/s Ratio Perm	0.04		0.04	c0.21		0.02	c0.27		0.06	0.07			
v/c Ratio	0.27	0.48	0.24	0.88	0.55	0.09	0.88	0.72	0.19	0.30	0.79		
Uniform Delay, d1	21.2	24.7	23.6	18.8	22.1	19.7	13.5	19.5	16.0	16.6	23.3		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.5	1.3	0.6	16.8	1.6	0.1	18.6	4.6	0.2	0.5	9.7		
Delay (s)	21.7	25.9	24.2	35.6	23.7	19.8	32.1	24.2	16.1	17.0	33.1		
Level of Service	C	C	C	D	C	B	C	C	B	B	C		
Approach Delay (s)		24.3			29.8			24.9			29.3		
Approach LOS		C			C			C			C		
<b>Intersection Summary</b>													
HCM Average Control Delay			26.8		HCM Level of Service						C		
HCM Volume to Capacity ratio			0.87										
Actuated Cycle Length (s)			65.5		Sum of lost time (s)						12.0		
Intersection Capacity Utilization			82.7%		ICU Level of Service						E		
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	219	180	229	337	66	277	112	229	43	72	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.98		1.00	0.90		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1613		1770	1702		1736	1554		1770	1747	
Flt Permitted	0.43	1.00		0.43	1.00		0.67	1.00		0.46	1.00	
Satd. Flow (perm)	797	1613		805	1702		1228	1554		862	1747	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	238	196	249	366	72	301	122	249	47	78	55
RTOR Reduction (vph)	0	54	0	0	13	0	0	121	0	0	36	0
Lane Group Flow (vph)	55	380	0	249	425	0	301	250	0	47	97	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	20.4	20.4		20.4	20.4		16.7	16.7		16.7	16.7	
Effective Green, g (s)	20.4	20.4		20.4	20.4		16.7	16.7		16.7	16.7	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.34	0.34		0.34	0.34	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	331	670		334	707		418	529		293	594	
v/s Ratio Prot		0.24			0.25			0.16			0.06	
v/s Ratio Perm	0.07			c0.31			c0.25			0.05		
v/c Ratio	0.17	0.57		0.75	0.60		0.72	0.47		0.16	0.16	
Uniform Delay, d1	9.0	11.0		12.2	11.2		14.2	12.7		11.3	11.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	1.1		8.7	1.4		6.0	0.7		0.3	0.1	
Delay (s)	9.2	12.1		20.9	12.6		20.2	13.4		11.6	11.4	
Level of Service	A	B		C	B		C	B		B	B	
Approach Delay (s)		11.8			15.6			16.4			11.5	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			14.6				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			49.1				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			78.5%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis




















7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	39	129	181	60	84	199	313	181	55	203	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.91		1.00	0.94		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1614		1770	1690		1770	1544		1752	1659	
Flt Permitted	0.66	1.00		0.64	1.00		0.59	1.00		0.39	1.00	
Satd. Flow (perm)	1087	1614		1197	1690		1090	1544		729	1659	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	42	140	197	65	91	216	340	197	60	221	64
RTOR Reduction (vph)	0	109	0	0	71	0	0	36	0	0	18	0
Lane Group Flow (vph)	64	73	0	197	85	0	216	501	0	60	267	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	9.6	9.6		9.6	9.6		21.4	21.4		21.4	21.4	
Effective Green, g (s)	9.6	9.6		9.6	9.6		21.4	21.4		21.4	21.4	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.50	0.50		0.50	0.50	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	243	360		267	377		542	768		363	826	
v/s Ratio Prot		0.05			0.05			c0.32			0.16	
v/s Ratio Perm	0.06			c0.16			0.20			0.08		
v/c Ratio	0.26	0.20		0.74	0.23		0.40	0.65		0.17	0.32	
Uniform Delay, d1	13.8	13.6		15.5	13.7		6.8	8.0		5.9	6.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.3		10.2	0.3		0.5	2.0		0.2	0.2	
Delay (s)	14.4	13.9		25.7	14.0		7.3	10.0		6.1	6.7	
Level of Service	B	B		C	B		A	B		A	A	
Approach Delay (s)		14.0			20.5			9.2			6.6	
Approach LOS		B			C			A			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			11.7				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			43.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			70.9%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	148	121	222	60	187	82	344	84	60	27	55	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.97		1.00	0.94		1.00	0.89	
Flt Protected		0.97	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1639	1583		1784		1770	1643		1770	1559	
Flt Permitted		0.65	1.00		0.88		0.42	1.00		0.66	1.00	
Satd. Flow (perm)		1102	1583		1583		791	1643		1226	1559	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	161	132	241	65	203	89	374	91	65	29	60	161
RTOR Reduction (vph)	0	0	152	0	19	0	0	40	0	0	134	0
Lane Group Flow (vph)	0	293	89	0	338	0	374	116	0	29	87	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		18.0	18.0		18.0		18.8	18.8		8.2	8.2	
Effective Green, g (s)		18.0	18.0		18.0		18.8	18.8		8.2	8.2	
Actuated g/C Ratio		0.37	0.37		0.37		0.39	0.39		0.17	0.17	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		406	584		584		427	633		206	262	
v/s Ratio Prot							c0.11	0.07			0.06	
v/s Ratio Perm		c0.27	0.06		0.21		c0.23			0.02		
v/c Ratio		0.72	0.15		0.58		0.88	0.18		0.14	0.33	
Uniform Delay, d1		13.2	10.3		12.4		12.9	9.9		17.3	17.9	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.2	0.1		1.4		17.9	0.1		0.3	0.8	
Delay (s)		19.5	10.4		13.8		30.8	10.1		17.6	18.6	
Level of Service		B	B		B		C	B		B	B	
Approach Delay (s)		15.4			13.8			24.7			18.5	
Approach LOS		B			B			C			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			18.5				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			48.8				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			82.5%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	98	617	952	331	215	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.97	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1538	2943	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1538	2943	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	671	1035	360	234	107
RTOR Reduction (vph)	0	0	0	0	0	84
Lane Group Flow (vph)	107	671	1035	360	234	23
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	8.2	68.6	27.8	48.4	14.6	14.6
Effective Green, g (s)	8.2	68.6	27.8	48.4	14.6	14.6
Actuated g/C Ratio	0.12	1.00	0.41	0.71	0.21	0.21
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	189	1538	1193	1108	349	310
v/s Ratio Prot	0.07		c0.35	0.23	c0.14	
v/s Ratio Perm		c0.44				0.02
v/c Ratio	0.57	0.44	0.87	0.32	0.67	0.07
Uniform Delay, d1	28.5	0.0	18.7	3.9	24.8	21.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.9	0.9	6.9	0.2	5.0	0.1
Delay (s)	32.4	0.9	25.6	4.0	29.8	21.7
Level of Service	C	A	C	A	C	C
Approach Delay (s)	5.2			20.0	27.2	
Approach LOS	A			C	C	

**Intersection Summary**





















HCM Average Control Delay	16.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	68.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	121	60	344	62	39	13	222	96	96	13	62	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	0.93		1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1593	1282		1688		1456	1542		1770	1667	1442
Flt Permitted		0.72	1.00		0.73		0.51	1.00		0.63	1.00	1.00
Satd. Flow (perm)		1193	1282		1266		785	1542		1169	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	132	65	374	67	42	14	241	104	104	14	67	155
RTOR Reduction (vph)	0	0	258	0	8	0	0	66	0	0	0	124
Lane Group Flow (vph)	0	197	116	0	115	0	241	142	0	14	67	31
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		12.9	12.9		12.9		15.9	11.7		9.3	8.4	8.4
Effective Green, g (s)		12.9	12.9		12.9		15.9	11.7		9.3	8.4	8.4
Actuated g/C Ratio		0.31	0.31		0.31		0.38	0.28		0.22	0.20	0.20
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		371	399		394		369	435		275	337	292
v/s Ratio Prot							c0.07	0.09		0.00	0.04	
v/s Ratio Perm		c0.17	0.09		0.09		c0.18			0.01		0.02
v/c Ratio		0.53	0.29		0.29		0.65	0.33		0.05	0.20	0.11
Uniform Delay, d1		11.8	10.8		10.8		10.1	11.8		12.6	13.8	13.5
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.5	0.4		0.4		4.1	0.4		0.1	0.3	0.2
Delay (s)		13.3	11.2		11.2		14.2	12.2		12.7	14.0	13.7
Level of Service		B	B		B		B	B		B	B	B
Approach Delay (s)		11.9			11.2			13.3			13.7	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			12.6				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			41.5				Sum of lost time (s)		14.0			
Intersection Capacity Utilization			45.9%				ICU Level of Service		A			
Analysis Period (min)			15									

c Critical Lane Group









Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	307	223	144	916	593	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1570	1652	1652	1404	3045	1404
Flt Permitted	0.38	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	630	1652	1652	1404	3045	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	334	242	157	996	645	334
RTOR Reduction (vph)	0	0	0	0	0	235
Lane Group Flow (vph)	334	242	157	996	645	99
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type	pm+pt		Free		Perm	
Protected Phases	7	4	8		6	
Permitted Phases	4			Free		6
Actuated Green, G (s)	23.7	23.7	8.3	50.7	15.0	15.0
Effective Green, g (s)	23.7	23.7	8.3	50.7	15.0	15.0
Actuated g/C Ratio	0.47	0.47	0.16	1.00	0.30	0.30
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	469	772	270	1404	901	415
v/s Ratio Prot	0.13	0.15	0.10		0.21	
v/s Ratio Perm	0.20			c0.71		0.07
v/c Ratio	0.71	0.31	0.58	0.71	0.72	0.24
Uniform Delay, d1	9.6	8.4	19.6	0.0	15.9	13.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.1	0.2	3.2	3.1	2.7	0.3
Delay (s)	14.7	8.7	22.8	3.1	18.7	13.8
Level of Service	B	A	C	A	B	B
Approach Delay (s)		12.2	5.7		17.0	
Approach LOS		B	A		B	

**Intersection Summary**

HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	50.7	Sum of lost time (s)	0.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		



















c Critical Lane Group

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑	↑	↘	↑↑	↘	↘
Volume (vph)	667	164	199	1031	253	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3139	1404	1570	3139	1570	1404
Flt Permitted	1.00	1.00	0.21	1.00	0.95	1.00
Satd. Flow (perm)	3139	1404	339	3139	1570	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	725	178	216	1121	275	216
RTOR Reduction (vph)	0	124	0	0	0	163
Lane Group Flow (vph)	725	54	216	1121	275	53
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type		Perm	pm+pt			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	16.9	16.9	30.0	30.0	13.6	13.6
Effective Green, g (s)	16.9	16.9	30.0	30.0	13.6	13.6
Actuated g/C Ratio	0.30	0.30	0.54	0.54	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	954	427	340	1694	384	343
v/s Ratio Prot	c0.23		0.08	c0.36	c0.18	
v/s Ratio Perm		0.04	0.26			0.04
v/c Ratio	0.76	0.13	0.64	0.66	0.72	0.15
Uniform Delay, d1	17.5	14.0	8.3	9.2	19.2	16.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5	0.1	3.9	1.0	6.2	0.2
Delay (s)	21.0	14.1	12.2	10.1	25.5	16.7
Level of Service	C	B	B	B	C	B
Approach Delay (s)	19.7			10.5	21.6	
Approach LOS	B			B	C	
<b>Intersection Summary</b>						
HCM Average Control Delay			15.5		HCM Level of Service	B
HCM Volume to Capacity ratio			0.79			
Actuated Cycle Length (s)			55.6		Sum of lost time (s)	18.0
Intersection Capacity Utilization			58.5%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group























HCM Unsignalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	16	59	54	24	60	90	259	54	39	168	66
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	17	64	59	26	65	98	282	59	42	183	72
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	823	803	183	817	816	282	254			340		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	823	803	183	817	816	282	254			340		
tC, single (s)	7.3	6.6	7.0	7.2	6.6	6.2	4.2			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.1	4.0	3.6	4.1	3.3	2.3			2.2		
p0 queue free %	67	94	91	74	90	91	92			97		
cM capacity (veh/h)	214	277	689	229	272	757	1260			1219		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	153	150	379	59	225	72						
Volume Left	72	59	98	0	42	0						
Volume Right	64	65	0	59	0	72						
cSH	312	342	1260	1700	1219	1700						
Volume to Capacity	0.49	0.44	0.08	0.03	0.03	0.04						
Queue Length 95th (ft)	64	54	6	0	3	0						
Control Delay (s)	27.1	23.5	2.6	0.0	1.8	0.0						
Lane LOS	D	C	A		A							
Approach Delay (s)	27.1	23.5	2.3		1.3							
Approach LOS	D	C										
Intersection Summary												
Average Delay			8.8									
Intersection Capacity Utilization			50.9%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	101	23	55	48	36	0	84	217	48	95	141	101
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	110	25	60	52	39	0	91	236	52	103	153	110
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				None
Median storage veh								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	798	830	153	851	888	236	263			288		
vC1, stage 1 conf vol	360	360		418	418							
vC2, stage 2 conf vol	438	471		432	470							
vCu, unblocked vol	798	830	153	851	888	236	263			288		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.2	4.1			4.2		
tC, 2 stage (s)	6.3	5.5		6.1	5.6							
tF (s)	3.7	4.0	3.5	3.5	4.1	3.3	2.2			2.3		
p0 queue free %	69	94	93	86	90	100	93			91		
cM capacity (veh/h)	351	385	852	363	375	803	1301			1213		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>NB 3</b>	<b>SB 1</b>	<b>SB 2</b>	<b>SB 3</b>		
Volume Total	110	85	52	39	91	236	52	103	153	110		
Volume Left	110	0	52	0	91	0	0	103	0	0		
Volume Right	0	60	0	0	0	0	52	0	0	110		
cSH	351	628	363	375	1301	1700	1700	1213	1700	1700		
Volume to Capacity	0.31	0.14	0.14	0.10	0.07	0.14	0.03	0.09	0.09	0.06		
Queue Length 95th (ft)	33	12	12	9	6	0	0	7	0	0		
Control Delay (s)	19.9	11.6	16.6	15.7	8.0	0.0	0.0	8.2	0.0	0.0		
Lane LOS	C	B	C	C	A			A				
Approach Delay (s)	16.3		16.2		1.9			2.3				
Approach LOS	C		C									
<b>Intersection Summary</b>												
Average Delay			6.0									
Intersection Capacity Utilization			38.9%		ICU Level of Service				A			
Analysis Period (min)			15									

Arterial Level of Service

Arterial Level of Service: NW Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 29	I	50	170.0	12.0	182.0	2.37	46.9	A
Total	I		170.0	12.0	182.0	2.37	46.9	A

Arterial Level of Service: SB Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
New Market Rd	II	42	202.6	21.7	224.3	2.37	38.0	A
Total	II		202.6	21.7	224.3	2.37	38.0	A

Arterial Level of Service: NB SR 29





















Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Farm Workers Way	I	59	529.3	7.6	536.9	8.70	58.4	A
CR 846	I	43	112.6	33.2	145.8	1.36	33.5	C
New Market Rd E	I	35	16.1	6.3	22.4	0.13	20.7	E
N 1st St	I	35	42.8	28.2	71.0	0.41	20.7	E
9th St	I	30	63.8	15.3	79.1	0.50	22.9	D
Immokalee Dr	I	35	89.6	11.6	101.2	0.87	31.0	C
Lake Trafford	I	35	51.9	7.7	59.6	0.50	30.5	C
Central Loop	I	50	106.5	31.8	138.3	1.48	38.5	B
SR 82	I	55	151.6	5.6	157.2	2.32	53.0	A
Total	I		1164.2	147.3	1311.5	16.27	44.7	A

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	II	55	36.5	39.3	75.8	0.50	23.7	C
SR 29	II	55	151.6	4.9	156.5	2.32	53.3	A
Lake Trafford	II	40	134.0	12.7	146.7	1.48	36.3	A
Immokalee Dr	II	35	51.9	8.0	59.9	0.50	30.3	B
9th St	II	35	89.6	13.0	102.6	0.87	30.5	B
Immokalee Rd	II	30	63.8	29.4	93.2	0.50	19.4	D
New Market Rd E	II	35	42.8	7.4	50.2	0.41	29.2	B
CR 846	II	35	16.1	2.7	18.8	0.13	24.6	C
Farm Workers Way	II	43	112.6	7.1	119.7	1.36	40.8	A
Total	II		698.9	124.5	823.4	8.06	35.3	A

HCM Signalized Intersection Capacity Analysis























1: Oil Well Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	163	42	163	55	27	55	105	246	55	84	380	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.94			0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1205			1678		1626	1496	1583	1770	1638	1214
Flt Permitted		0.80			0.77		0.24	1.00	1.00	0.59	1.00	1.00
Satd. Flow (perm)		983			1319		407	1496	1583	1108	1638	1214
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	177	46	177	60	29	60	114	267	60	91	413	177
RTOR Reduction (vph)	0	36	0	0	31	0	0	0	35	0	0	124
Lane Group Flow (vph)	0	364	0	0	118	0	114	267	25	91	413	53
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			pm+pt		Perm	Perm		Perm
Protected Phases		4			8		5	2				6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		29.8			29.8		30.7	30.7	30.7	21.8	21.8	21.8
Effective Green, g (s)		29.8			29.8		30.7	30.7	30.7	21.8	21.8	21.8
Actuated g/C Ratio		0.41			0.41		0.42	0.42	0.42	0.30	0.30	0.30
Clearance Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		404			542		221	633	670	333	493	365
v/s Ratio Prot							0.02	c0.18				c0.25
v/s Ratio Perm		c0.37			0.09		0.20		0.02	0.08		0.04
v/c Ratio		0.90			0.22		0.52	0.42	0.04	0.27	0.84	0.15
Uniform Delay, d1		20.0			13.8		15.6	14.7	12.2	19.3	23.7	18.5
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		22.6			0.2		2.0	0.5	0.0	0.4	11.8	0.2
Delay (s)		42.6			14.0		17.6	15.1	12.3	19.8	35.5	18.7
Level of Service		D			B		B	B	B	B	D	B
Approach Delay (s)		42.6			14.0			15.4			29.0	
Approach LOS		D			B			B			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			27.3				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			72.5				Sum of lost time (s)			18.0		
Intersection Capacity Utilization			68.7%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	21	4	31	25	325	4	383	21	325	591	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1603	1583		1736	1538	1770	3139	1583	1770	3282	1468
Flt Permitted		0.78	1.00		0.80	1.00	0.41	1.00	1.00	0.34	1.00	1.00
Satd. Flow (perm)		1290	1583		1419	1538	760	3139	1583	628	3282	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	23	4	34	27	353	4	416	23	353	642	52
RTOR Reduction (vph)	0	0	3	0	0	287	0	0	17	0	0	23
Lane Group Flow (vph)	0	57	1	0	61	66	4	416	6	353	642	29
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	pm+pt		Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		9.0	9.0		9.0	9.0	11.8	11.8	11.8	26.6	26.6	26.6
Effective Green, g (s)		9.0	9.0		9.0	9.0	11.8	11.8	11.8	26.6	26.6	26.6
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.25	0.25	0.25	0.55	0.55	0.55
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		241	296		266	288	186	770	388	556	1815	812
v/s Ratio Prot								0.13		c0.12	0.20	
v/s Ratio Perm		c0.04	0.00		0.04	0.04	0.01		0.00	c0.23		0.02
v/c Ratio		0.24	0.00		0.23	0.23	0.02	0.54	0.01	0.63	0.35	0.04
Uniform Delay, d1		16.6	15.9		16.6	16.6	13.8	15.8	13.7	6.6	6.0	4.9
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.5	0.0		0.4	0.4	0.0	0.8	0.0	2.4	0.1	0.0
Delay (s)		17.1	15.9		17.0	17.0	13.8	16.6	13.8	9.0	6.1	4.9
Level of Service		B	B		B	B	B	B	B	A	A	A
Approach Delay (s)		17.1			17.0			16.4			7.0	
Approach LOS		B			B			B			A	

Intersection Summary		
HCM Average Control Delay	11.5	HCM Level of Service
HCM Volume to Capacity ratio	0.49	B
Actuated Cycle Length (s)	48.1	Sum of lost time (s)
Intersection Capacity Utilization	53.7%	12.0
Analysis Period (min)	15	ICU Level of Service
		A

c Critical Lane Group





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	603	916	593	82	82	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3273	3167	2983	1495	1687	2256
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3273	3167	2983	1495	1687	2256
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	655	996	645	89	89	424
RTOR Reduction (vph)	0	0	0	59	0	349
Lane Group Flow (vph)	655	996	645	30	89	75
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot		Perm		Perm	
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	26.0	62.0	30.0	30.0	16.0	16.0
Effective Green, g (s)	26.0	62.0	30.0	30.0	16.0	16.0
Actuated g/C Ratio	0.29	0.69	0.33	0.33	0.18	0.18
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	946	2182	994	498	300	401
v/s Ratio Prot	c0.20	0.31	c0.22		c0.05	
v/s Ratio Perm				0.02		0.03
v/c Ratio	0.69	0.46	0.65	0.06	0.30	0.19
Uniform Delay, d1	28.4	6.4	25.5	20.4	32.1	31.5
Progression Factor	0.87	0.41	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.5	3.3	0.2	2.5	1.0
Delay (s)	26.4	3.1	28.8	20.6	34.6	32.5
Level of Service	C	A	C	C	C	C
Approach Delay (s)		12.4	27.8		32.9	
Approach LOS		B	C		C	

**Intersection Summary**

HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	322	579	375	613	946	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	3282	3312	2203	2870	1429
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3400	3282	3312	2203	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	350	629	408	666	1028	258
RTOR Reduction (vph)	0	0	0	518	0	146
Lane Group Flow (vph)	350	629	408	148	1028	112
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	Prot		Perm		Perm	
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	13.0	39.0	20.0	20.0	39.0	39.0
Effective Green, g (s)	13.0	39.0	20.0	20.0	39.0	39.0
Actuated g/C Ratio	0.14	0.43	0.22	0.22	0.43	0.43
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	491	1422	736	490	1244	619
v/s Ratio Prot	c0.10	0.19	c0.12		c0.36	
v/s Ratio Perm				0.07		0.08
v/c Ratio	0.71	0.44	0.55	0.30	0.83	0.18
Uniform Delay, d1	36.7	17.9	31.0	29.2	22.5	15.7
Progression Factor	0.90	0.84	0.58	2.00	1.00	1.00
Incremental Delay, d2	4.0	0.8	2.4	1.3	6.4	0.6
Delay (s)	37.0	15.9	20.3	59.6	28.9	16.3
Level of Service	D	B	C	E	C	B
Approach Delay (s)		23.4	44.7		26.4	
Approach LOS		C	D		C	

**Intersection Summary**

HCM Average Control Delay	31.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	217	362	347	141	113	188	211	536	175	325	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1727	1324	3303	1696	1495	3433	1696	1524	1770	1663	
Flt Permitted	0.66	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.52	1.00	
Satd. Flow (perm)	1229	1727	1324	3303	1696	1495	3433	1696	1524	976	1663	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	130	236	393	377	153	123	204	229	583	190	353	130
RTOR Reduction (vph)	0	0	247	0	0	83	0	0	408	0	15	0
Lane Group Flow (vph)	130	236	146	377	153	40	204	229	175	190	468	0
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2			6			8	4		
Actuated Green, G (s)	24.1	22.1	22.1	12.9	29.0	29.0	7.0	27.0	27.0	36.0	28.0	
Effective Green, g (s)	24.1	22.1	22.1	12.9	29.0	29.0	7.0	27.0	27.0	36.0	28.0	
Actuated g/C Ratio	0.27	0.25	0.25	0.14	0.32	0.32	0.08	0.30	0.30	0.40	0.31	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	365	424	325	473	546	482	267	509	457	461	517	
v/s Ratio Prot	0.02	c0.14		c0.11	0.09		c0.06	0.13		0.04	c0.28	
v/s Ratio Perm	0.07		0.11			0.03			0.11	0.13		
v/c Ratio	0.36	0.56	0.45	0.80	0.28	0.08	0.76	0.45	0.38	0.41	0.90	
Uniform Delay, d1	27.0	29.7	28.8	37.3	22.7	21.2	40.7	25.5	24.9	18.3	29.7	
Progression Factor	0.82	0.84	0.82	0.73	0.39	0.08	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	4.3	3.6	8.2	1.1	0.3	12.2	0.6	0.5	0.6	19.2	
Delay (s)	22.6	29.2	27.2	35.4	9.9	2.0	52.9	26.1	25.4	18.9	48.9	
Level of Service	C	C	C	D	A	A	D	C	C	B	D	
Approach Delay (s)		27.0			23.1			31.1			40.4	
Approach LOS		C			C			C			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			30.5				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		14.0			
Intersection Capacity Utilization			70.1%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	368	301	164	238	47	195	43	164	167	66	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1681	1524	1770	1727	1568	1736	1533		1770	1702	
Flt Permitted	0.60	1.00	1.00	0.34	1.00	1.00	0.47	1.00		0.38	1.00	
Satd. Flow (perm)	1116	1681	1524	626	1727	1568	863	1533		712	1702	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	400	327	178	259	51	212	47	178	182	72	98
RTOR Reduction (vph)	0	0	195	0	0	22	0	154	0	0	58	0
Lane Group Flow (vph)	98	400	132	178	259	29	212	71	0	182	112	0
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%
Turn Type	Perm		Perm	pm+pt		Perm	pm+pt			pm+pt		
Protected Phases		2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	36.4	36.4	36.4	50.4	50.4	50.4	22.6	11.9		20.6	10.9	
Effective Green, g (s)	36.4	36.4	36.4	50.4	50.4	50.4	22.6	11.9		20.6	10.9	
Actuated g/C Ratio	0.40	0.40	0.40	0.56	0.56	0.56	0.25	0.13		0.23	0.12	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	451	680	616	452	967	878	320	203		277	206	
v/s Ratio Prot		c0.24		c0.03	0.15		c0.08	0.05		0.07	0.07	
v/s Ratio Perm	0.09		0.09	0.19		0.02	c0.09			0.08		
v/c Ratio	0.22	0.59	0.21	0.39	0.27	0.03	0.66	0.35		0.66	0.54	
Uniform Delay, d1	17.5	20.9	17.5	11.3	10.2	8.9	28.8	35.5		29.9	37.2	
Progression Factor	1.00	1.00	1.00	0.68	0.68	1.08	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	3.7	0.8	0.4	0.5	0.1	5.1	1.0		5.5	2.9	
Delay (s)	18.6	24.7	18.3	8.1	7.5	9.7	33.9	36.6		35.5	40.1	
Level of Service	B	C	B	A	A	A	C	D		D	D	
Approach Delay (s)		21.4			8.0			35.3			37.7	
Approach LOS		C			A			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			23.9									HCM Level of Service C
HCM Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			90.0									Sum of lost time (s) 18.0
Intersection Capacity Utilization			70.1%									ICU Level of Service C
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis




















7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	102	66	223	129	43	59	144	219	129	90	337	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.91		1.00	0.94		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1613		1770	1692		1770	1543		1752	1656	
Flt Permitted	0.69	1.00		0.57	1.00		0.42	1.00		0.54	1.00	
Satd. Flow (perm)	1132	1613		1061	1692		784	1543		991	1656	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	72	242	140	47	64	157	238	140	98	366	111
RTOR Reduction (vph)	0	174	0	0	46	0	0	46	0	0	24	0
Lane Group Flow (vph)	111	140	0	140	65	0	157	332	0	98	453	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	10.2	10.2		10.2	10.2		14.1	14.1		14.1	14.1	
Effective Green, g (s)	10.2	10.2		10.2	10.2		14.1	14.1		14.1	14.1	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.39	0.39		0.39	0.39	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	318	453		298	475		305	599		385	643	
v/s Ratio Prot		0.09			0.04			0.21			c0.27	
v/s Ratio Perm	0.10			c0.13			0.20			0.10		
v/c Ratio	0.35	0.31		0.47	0.14		0.51	0.55		0.25	0.70	
Uniform Delay, d1	10.4	10.3		10.8	9.8		8.5	8.6		7.5	9.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.4		1.2	0.1		1.5	1.1		0.4	3.5	
Delay (s)	11.1	10.7		12.0	9.9		10.0	9.8		7.9	12.9	
Level of Service	B	B		B	A		A	A		A	B	
Approach Delay (s)		10.8			11.1			9.8			12.0	
Approach LOS		B			B			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			10.9				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			36.3				Sum of lost time (s)				12.0	
Intersection Capacity Utilization			76.3%				ICU Level of Service				D	
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	235	205	362	43	133	31	234	66	43	48	102	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.94		1.00	0.90	
Flt Protected		0.97	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1637	1583		1806		1770	1645		1770	1567	
Flt Permitted		0.74	1.00		0.84		0.23	1.00		0.68	1.00	
Satd. Flow (perm)		1239	1583		1534		431	1645		1268	1567	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	223	393	47	145	34	254	72	47	52	111	255
RTOR Reduction (vph)	0	0	222	0	9	0	0	29	0	0	124	0
Lane Group Flow (vph)	0	478	171	0	217	0	254	90	0	52	242	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		27.9	27.9		27.9		24.2	24.2		13.6	13.6	
Effective Green, g (s)		27.9	27.9		27.9		24.2	24.2		13.6	13.6	
Actuated g/C Ratio		0.44	0.44		0.44		0.38	0.38		0.21	0.21	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		539	689		668		290	621		269	332	
v/s Ratio Prot							c0.08	0.05				0.15
v/s Ratio Perm		c0.39	0.11		0.14		c0.25			0.04		
v/c Ratio		0.89	0.25		0.32		0.88	0.14		0.19	0.73	
Uniform Delay, d1		16.6	11.5		11.9		16.4	13.1		20.7	23.5	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		16.1	0.2		0.3		24.2	0.1		0.4	7.7	
Delay (s)		32.7	11.6		12.2		40.6	13.2		21.1	31.3	
Level of Service		C	B		B		D	B		C	C	
Approach Delay (s)		23.2			12.2			31.9			30.0	
Approach LOS		C			B			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			25.1				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			64.1				Sum of lost time (s)				10.0	
Intersection Capacity Utilization			86.6%				ICU Level of Service				E	
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	199	1278	828	265	410	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.94	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1538	4277	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1538	4277	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	216	1389	900	288	446	216
RTOR Reduction (vph)	0	0	0	0	0	148
Lane Group Flow (vph)	216	1389	900	288	446	68
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	13.5	70.3	16.8	44.8	22.0	22.0
Effective Green, g (s)	13.5	70.3	16.8	44.8	22.0	22.0
Actuated g/C Ratio	0.19	1.00	0.24	0.64	0.31	0.31
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	304	1538	1022	1001	513	455
v/s Ratio Prot	0.14		0.21	0.18	0.27	
v/s Ratio Perm		c0.90				0.05
v/c Ratio	0.71	0.90	0.88	0.29	0.87	0.15
Uniform Delay, d1	26.6	0.0	25.8	5.7	22.8	17.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.6	9.0	9.0	0.2	14.5	0.2
Delay (s)	34.2	9.0	34.8	5.8	37.3	17.6
Level of Service	C	A	C	A	D	B
Approach Delay (s)	12.4			27.8	30.9	
Approach LOS	B			C	C	

**Intersection Summary**

HCM Average Control Delay	21.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	0.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	55	230	115	84	19	356	64	74	19	100	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.99		1.00	0.92		1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1618	1282		1689		1456	1544		1770	1667	1442
Flt Permitted		0.73	1.00		0.76		0.46	1.00		0.66	1.00	1.00
Satd. Flow (perm)		1216	1282		1311		710	1544		1232	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	60	250	125	91	21	387	70	80	21	109	125
RTOR Reduction (vph)	0	0	183	0	6	0	0	50	0	0	0	104
Lane Group Flow (vph)	0	150	67	0	231	0	387	100	0	21	109	21
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		12.9	12.9		12.9		23.4	18.4		9.3	8.3	8.3
Effective Green, g (s)		12.9	12.9		12.9		23.4	18.4		9.3	8.3	8.3
Actuated g/C Ratio		0.27	0.27		0.27		0.48	0.38		0.19	0.17	0.17
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		325	342		350		515	588		248	286	248
v/s Ratio Prot							c0.17	0.07		0.00	0.07	
v/s Ratio Perm		0.12	0.05		c0.18		c0.19			0.01		0.01
v/c Ratio		0.46	0.20		0.66		0.75	0.17		0.08	0.38	0.09
Uniform Delay, d1		14.8	13.7		15.8		9.0	9.9		15.9	17.7	16.8
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.0	0.3		4.6		6.1	0.1		0.1	0.9	0.2
Delay (s)		15.8	14.0		20.4		15.1	10.0		16.1	18.6	17.0
Level of Service		B	B		C		B	B		B	B	B
Approach Delay (s)		14.7			20.4			13.7			17.6	
Approach LOS		B			C			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			15.8				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			48.3				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			55.0%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group











Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	200	168	259	671	1087	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1570	1652	1652	1404	3045	1404
Flt Permitted	0.33	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	540	1652	1652	1404	3045	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	183	282	729	1182	272
RTOR Reduction (vph)	0	0	0	0	0	158
Lane Group Flow (vph)	217	183	282	729	1182	114
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type	pm+pt			Free		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			Free		6
Actuated Green, G (s)	24.2	24.2	14.2	62.4	26.2	26.2
Effective Green, g (s)	24.2	24.2	14.2	62.4	26.2	26.2
Actuated g/C Ratio	0.39	0.39	0.23	1.00	0.42	0.42
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	275	641	376	1404	1279	590
v/s Ratio Prot	0.05	0.11	0.17		c0.39	
v/s Ratio Perm	c0.26			c0.52		0.08
v/c Ratio	0.79	0.29	0.75	0.52	0.92	0.19
Uniform Delay, d1	17.0	13.1	22.4	0.0	17.2	11.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.9	0.2	8.2	1.4	11.2	0.2
Delay (s)	31.0	13.4	30.6	1.4	28.4	11.6
Level of Service	C	B	C	A	C	B
Approach Delay (s)		22.9	9.5		25.3	
Approach LOS		C	A		C	

**Intersection Summary**

HCM Average Control Delay	19.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	62.4	Sum of lost time (s)	6.0
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		























c Critical Lane Group

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑	↑	↘	↑↑	↘	↘
Volume (vph)	1266	422	130	820	273	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3139	1404	1570	3139	1570	1404
Flt Permitted	1.00	1.00	0.11	1.00	0.95	1.00
Satd. Flow (perm)	3139	1404	174	3139	1570	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1376	459	141	891	297	141
RTOR Reduction (vph)	0	247	0	0	0	107
Lane Group Flow (vph)	1376	212	141	891	297	34
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type		Perm	pm+pt			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	32.0	32.0	42.0	42.0	15.3	15.3
Effective Green, g (s)	32.0	32.0	42.0	42.0	15.3	15.3
Actuated g/C Ratio	0.46	0.46	0.61	0.61	0.22	0.22
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1449	648	186	1902	347	310
v/s Ratio Prot	c0.44		0.04	c0.28	c0.19	
v/s Ratio Perm		0.15	0.42			0.02
v/c Ratio	0.95	0.33	0.76	0.47	0.86	0.11
Uniform Delay, d1	17.9	11.8	12.2	7.5	25.9	21.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.3	0.3	16.1	0.2	18.3	0.2
Delay (s)	31.2	12.1	28.3	7.7	44.2	21.7
Level of Service	C	B	C	A	D	C
Approach Delay (s)	26.4			10.5	37.0	
Approach LOS	C			B	D	
<b>Intersection Summary</b>						
HCM Average Control Delay			22.9		HCM Level of Service	C
HCM Volume to Capacity ratio			0.92			
Actuated Cycle Length (s)			69.3		Sum of lost time (s)	18.0
Intersection Capacity Utilization			72.3%		ICU Level of Service	C
Analysis Period (min)			15			

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	187	48	108	32	31	0	70	144	82	135	223	187
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	203	52	117	35	34	0	76	157	89	147	242	203
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				None
Median storage veh								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	861	934	242	988	1048	157	446			246		
vC1, stage 1 conf vol	536	536		309	309							
vC2, stage 2 conf vol	326	398		679	739							
vCu, unblocked vol	861	934	242	988	1048	157	446			246		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.2	4.1			4.2		
tC, 2 stage (s)	6.3	5.5		6.1	5.6							
tF (s)	3.7	4.0	3.5	3.5	4.1	3.3	2.2			2.3		
p0 queue free %	41	85	85	83	88	100	93			88		
cM capacity (veh/h)	342	355	759	210	281	889	1115			1259		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
Volume Total	203	170	35	34	76	157	89	147	242	203		
Volume Left	203	0	35	0	76	0	0	147	0	0		
Volume Right	0	117	0	0	0	0	89	0	0	203		
cSH	342	562	210	281	1115	1700	1700	1259	1700	1700		
Volume to Capacity	0.59	0.30	0.17	0.12	0.07	0.09	0.05	0.12	0.14	0.12		
Queue Length 95th (ft)	91	32	15	10	5	0	0	10	0	0		
Control Delay (s)	29.8	14.2	25.5	19.6	8.5	0.0	0.0	8.2	0.0	0.0		
Lane LOS	D	B	D	C	A			A				
Approach Delay (s)	22.7		22.6		2.0			2.0				
Approach LOS	C		C									
Intersection Summary												
Average Delay			8.8									
Intersection Capacity Utilization			42.6%		ICU Level of Service				A			
Analysis Period (min)			15									

Arterial Level of Service

Arterial Level of Service: NW Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 29	I	50	170.0	8.7	178.7	2.37	47.7	A
Total	I		170.0	8.7	178.7	2.37	47.7	A

Arterial Level of Service: SB Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
New Market Rd	II	42	202.6	32.1	234.7	2.37	36.3	A
Total	II		202.6	32.1	234.7	2.37	36.3	A

Arterial Level of Service: NB SR 29





















Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	18.1	54.6	0.50	33.0	C
Farm Workers Way	I	59	499.3	19.5	518.8	8.20	56.9	A
CR 846	I	43	112.6	29.2	141.8	1.36	34.4	B
New Market Rd E	I	35	16.1	20.5	36.6	0.13	12.6	F
N 1st St	I	35	42.8	10.5	53.3	0.41	27.5	C
9th St	I	30	63.8	8.3	72.1	0.50	25.1	D
Immokalee Dr	I	35	89.6	12.2	101.8	0.87	30.8	C
Lake Trafford	I	35	51.9	9.9	61.8	0.50	29.4	C
Central Loop	I	50	106.5	51.2	157.7	1.48	33.8	C
SR 82	I	55	151.6	7.0	158.6	2.32	52.6	A
Total	I		1170.7	186.4	1357.1	16.27	43.2	A

Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	43.6	80.1	0.50	22.5	D
SR 29	I	55	151.6	3.6	155.2	2.32	53.7	A
Lake Trafford	I	40	134.0	28.7	162.7	1.48	32.7	C
Immokalee Dr	I	35	51.9	18.0	69.9	0.50	26.0	D
9th St	I	35	89.6	26.4	116.0	0.87	27.0	C
Immokalee Rd	I	30	63.8	30.7	94.5	0.50	19.1	E
New Market Rd E	I	35	42.8	16.1	58.9	0.41	24.9	D
CR 846	I	35	16.1	3.2	19.3	0.13	24.0	D
Farm Workers Way	I	43	112.6	7.2	119.8	1.36	40.7	B
Oil Well Rd	I	59	499.3	40.7	540.0	8.20	54.7	A
Total	I		1198.2	218.2	1416.4	16.27	41.3	B

HCM Signalized Intersection Capacity Analysis























1: Oil Well Rd & SR 29

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	105	24	105	78	42	84	163	380	78	55	246	105	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.94			0.94		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)		1199			1678		1626	1496	1583	1770	1638	1214	
Flt Permitted		0.79			0.80		0.42	1.00	1.00	0.52	1.00	1.00	
Satd. Flow (perm)		966			1360		713	1496	1583	969	1638	1214	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	114	26	114	85	46	91	177	413	85	60	267	114	
RTOR Reduction (vph)	0	54	0	0	46	0	0	0	45	0	0	81	
Lane Group Flow (vph)	0	200	0	0	176	0	177	413	40	60	267	33	
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%	
Turn Type	Perm			Perm			pm+pt		Perm	Perm		Perm	
Protected Phases		4			8		5	2				6	
Permitted Phases	4			8			2		2	6		6	
Actuated Green, G (s)		13.4			13.4		23.0	23.0	23.0	14.0		14.0	
Effective Green, g (s)		13.4			13.4		23.0	23.0	23.0	14.0		14.0	
Actuated g/C Ratio		0.28			0.28		0.48	0.48	0.48	0.29		0.29	
Clearance Time (s)		6.0			6.0		6.0	6.0	6.0	6.0		6.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)		267			377		395	711	752	280		351	
v/s Ratio Prot							0.03	c0.28				0.16	
v/s Ratio Perm		c0.21			0.13		0.19		0.03	0.06		0.03	
v/c Ratio		0.75			0.47		0.45	0.58	0.05	0.21		0.56	
Uniform Delay, d1		16.0			14.5		8.1	9.2	6.8	13.0		14.6	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2		10.9			0.9		0.8	1.2	0.0	0.4		1.5	
Delay (s)		26.9			15.4		8.9	10.4	6.9	13.4		16.1	
Level of Service		C			B		A	B	A	B		B	
Approach Delay (s)		26.9			15.4			9.6				14.9	
Approach LOS		C			B			A				B	
<b>Intersection Summary</b>													
HCM Average Control Delay			14.6									HCM Level of Service	B
HCM Volume to Capacity ratio			0.64										
Actuated Cycle Length (s)			48.4									Sum of lost time (s)	12.0
Intersection Capacity Utilization			57.0%									ICU Level of Service	B
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	6	6	20	4	211	6	591	30	211	383	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1499	1583		1676	1538	1770	3139	1583	1770	3282	1468
Flt Permitted		0.73	1.00		0.72	1.00	0.51	1.00	1.00	0.27	1.00	1.00
Satd. Flow (perm)		1147	1583		1254	1538	947	3139	1583	497	3282	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	7	7	22	4	229	7	642	33	229	416	34
RTOR Reduction (vph)	0	0	6	0	0	190	0	0	23	0	0	14
Lane Group Flow (vph)	0	59	1	0	26	39	7	642	10	229	416	20
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	pm+pt		Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		8.2	8.2		8.2	8.2	15.0	15.0	15.0	27.9	27.9	27.9
Effective Green, g (s)		8.2	8.2		8.2	8.2	15.0	15.0	15.0	27.9	27.9	27.9
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.31	0.31	0.31	0.57	0.57	0.57
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		194	267		212	259	292	969	489	466	1884	843
v/s Ratio Prot								c0.20		c0.07	0.13	
v/s Ratio Perm		c0.05	0.00		0.02	0.03	0.01		0.01	0.21		0.01
v/c Ratio		0.30	0.00		0.12	0.15	0.02	0.66	0.02	0.49	0.22	0.02
Uniform Delay, d1		17.7	16.8		17.1	17.2	11.7	14.6	11.7	5.8	5.0	4.5
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.9	0.0		0.3	0.3	0.0	1.7	0.0	0.8	0.1	0.0
Delay (s)		18.6	16.8		17.4	17.5	11.7	16.3	11.7	6.7	5.1	4.5
Level of Service		B	B		B	B	B	B	B	A	A	A
Approach Delay (s)		18.4			17.5			16.0			5.6	
Approach LOS		B			B			B			A	

Intersection Summary

HCM Average Control Delay	12.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	48.6	Sum of lost time (s)	18.5
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	390	593	916	127	127	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3273	3167	2983	1495	1687	2256
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3273	3167	2983	1495	1687	2256
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	424	645	996	138	138	655
RTOR Reduction (vph)	0	0	0	78	0	501
Lane Group Flow (vph)	424	645	996	60	138	154
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot		Perm		Perm	
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	15.1	60.0	38.9	38.9	18.0	18.0
Effective Green, g (s)	15.1	60.0	38.9	38.9	18.0	18.0
Actuated g/C Ratio	0.17	0.67	0.43	0.43	0.20	0.20
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	549	2111	1289	646	337	451
v/s Ratio Prot	c0.13	0.20	c0.33		c0.08	
v/s Ratio Perm				0.04		0.07
v/c Ratio	0.77	0.31	0.77	0.09	0.41	0.34
Uniform Delay, d1	35.8	6.3	21.8	15.1	31.4	30.9
Progression Factor	0.82	0.24	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7	0.3	4.5	0.3	3.7	2.1
Delay (s)	35.0	1.8	26.3	15.4	35.0	33.0
Level of Service	C	A	C	B	D	C
Approach Delay (s)		15.0	25.0		33.3	
Approach LOS		B	C		C	

**Intersection Summary**

HCM Average Control Delay	23.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	237	375	579	946	613	351
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	3282	3312	2203	2870	1429
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3400	3282	3312	2203	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	258	408	629	1028	666	382
RTOR Reduction (vph)	0	0	0	637	0	235
Lane Group Flow (vph)	258	408	629	391	666	147
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	Prot		Perm		Perm	
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	9.8	50.0	34.2	34.2	28.0	28.0
Effective Green, g (s)	9.8	50.0	34.2	34.2	28.0	28.0
Actuated g/C Ratio	0.11	0.56	0.38	0.38	0.31	0.31
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	370	1823	1259	837	893	445
v/s Ratio Prot	c0.08	0.12	c0.19		c0.23	
v/s Ratio Perm				0.18		0.10
v/c Ratio	0.70	0.22	0.50	0.47	0.75	0.33
Uniform Delay, d1	38.7	10.2	21.4	21.0	27.8	23.8
Progression Factor	0.86	1.10	0.55	0.28	1.00	1.00
Incremental Delay, d2	5.0	0.3	0.9	1.2	5.6	2.0
Delay (s)	38.1	11.4	12.6	7.2	33.4	25.8
Level of Service	D	B	B	A	C	C
Approach Delay (s)		21.7	9.3		30.7	
Approach LOS		C	A		C	

**Intersection Summary**

HCM Average Control Delay	18.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	141	334	536	217	175	401	475	347	113	240	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1727	1324	3303	1696	1495	3433	1696	1524	1770	1668	
Flt Permitted	0.50	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.20	1.00	
Satd. Flow (perm)	933	1727	1324	3303	1696	1495	3433	1696	1524	363	1668	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	153	363	583	236	190	436	516	377	123	261	82
RTOR Reduction (vph)	0	0	295	0	0	127	0	0	254	0	13	0
Lane Group Flow (vph)	82	153	68	583	236	63	436	516	123	123	330	0
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2			6			8	4		
Actuated Green, G (s)	21.7	16.9	16.9	17.8	29.9	29.9	14.8	29.3	29.3	26.5	20.5	
Effective Green, g (s)	21.7	16.9	16.9	17.8	29.9	29.9	14.8	29.3	29.3	26.5	20.5	
Actuated g/C Ratio	0.24	0.19	0.19	0.20	0.33	0.33	0.16	0.33	0.33	0.29	0.23	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	270	324	249	653	563	497	565	552	496	201	380	
v/s Ratio Prot	0.02	0.09		c0.18	c0.14		c0.13	c0.30		0.04	0.20	
v/s Ratio Perm	0.06		0.05			0.04			0.08	0.14		
v/c Ratio	0.30	0.47	0.27	0.89	0.42	0.13	0.77	0.93	0.25	0.61	0.87	
Uniform Delay, d1	30.5	32.6	31.3	35.2	23.3	21.0	36.0	29.4	22.3	37.6	33.4	
Progression Factor	0.76	0.72	0.94	0.65	0.69	0.51	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	4.2	2.3	12.9	2.0	0.5	6.5	23.2	0.3	5.4	18.5	
Delay (s)	23.7	27.7	31.8	35.8	18.0	11.2	42.4	52.6	22.5	43.0	51.9	
Level of Service	C	C	C	D	B	B	D	D	C	D	D	
Approach Delay (s)		29.7			27.0			40.7			49.6	
Approach LOS		C			C			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			35.9				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		16.0			
Intersection Capacity Utilization			70.6%				ICU Level of Service		C			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	59	238	195	253	368	72	301	113	253	47	73	59	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90		1.00	0.93		
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1770	1681	1524	1770	1727	1568	1736	1550		1770	1738		
Flt Permitted	0.38	1.00	1.00	0.52	1.00	1.00	0.44	1.00		0.53	1.00		
Satd. Flow (perm)	713	1681	1524	962	1727	1568	805	1550		983	1738		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	64	259	212	275	400	78	327	123	275	51	79	64	
RTOR Reduction (vph)	0	0	148	0	0	41	0	92	0	0	33	0	
Lane Group Flow (vph)	64	259	64	275	400	37	327	306	0	51	110	0	
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%	
Turn Type	Perm		Perm	pm+pt		Perm	pm+pt			pm+pt			
Protected Phases		2		1	6		3	8		7	4		
Permitted Phases	2		2	6		6	8			4			
Actuated Green, G (s)	27.1	27.1	27.1	43.1	43.1	43.1	34.9	26.5		15.9	13.5		
Effective Green, g (s)	27.1	27.1	27.1	43.1	43.1	43.1	34.9	26.5		15.9	13.5		
Actuated g/C Ratio	0.30	0.30	0.30	0.48	0.48	0.48	0.39	0.29		0.18	0.15		
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	215	506	459	550	827	751	471	456		195	261		
v/s Ratio Prot		0.15		0.06	c0.23		c0.12	0.20		0.01	0.06		
v/s Ratio Perm	0.09		0.04	c0.18		0.02	c0.15			0.04			
v/c Ratio	0.30	0.51	0.14	0.50	0.48	0.05	0.69	0.67		0.26	0.42		
Uniform Delay, d1	24.1	26.0	22.9	19.5	15.9	12.5	21.1	27.9		31.4	34.7		
Progression Factor	1.00	1.00	1.00	0.33	0.29	0.01	1.00	1.00		1.00	1.00		
Incremental Delay, d2	3.5	3.7	0.6	0.5	1.5	0.1	4.4	3.9		0.7	1.1		
Delay (s)	27.7	29.7	23.6	7.0	6.1	0.2	25.5	31.8		32.1	35.8		
Level of Service	C	C	C	A	A	A	C	C		C	D		
Approach Delay (s)		27.0			5.8			29.0			34.8		
Approach LOS		C			A			C			C		
<b>Intersection Summary</b>													
HCM Average Control Delay			21.1		HCM Level of Service						C		
HCM Volume to Capacity ratio			0.57										
Actuated Cycle Length (s)			90.0		Sum of lost time (s)					12.0			
Intersection Capacity Utilization			71.4%		ICU Level of Service					C			
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis




















7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	43	144	193	66	90	223	337	193	59	219	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.91		1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1614		1770	1692		1770	1545		1752	1657	
Flt Permitted	0.65	1.00		0.63	1.00		0.57	1.00		0.33	1.00	
Satd. Flow (perm)	1073	1614		1173	1692		1065	1545		601	1657	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	47	157	210	72	98	242	366	210	64	238	72
RTOR Reduction (vph)	0	113	0	0	71	0	0	40	0	0	21	0
Lane Group Flow (vph)	72	91	0	210	99	0	242	536	0	64	289	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.5	12.5		12.5	12.5		20.3	20.3		20.3	20.3	
Effective Green, g (s)	12.5	12.5		12.5	12.5		20.3	20.3		20.3	20.3	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.45	0.45		0.45	0.45	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	299	450		327	472		483	700		272	751	
v/s Ratio Prot		0.06			0.06			c0.35			0.17	
v/s Ratio Perm	0.07			c0.18			0.23			0.11		
v/c Ratio	0.24	0.20		0.64	0.21		0.50	0.77		0.24	0.38	
Uniform Delay, d1	12.5	12.3		14.2	12.4		8.7	10.3		7.5	8.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.2		4.3	0.2		0.8	5.0		0.4	0.3	
Delay (s)	12.9	12.6		18.5	12.6		9.5	15.2		7.9	8.4	
Level of Service	B	B		B	B		A	B		A	A	
Approach Delay (s)		12.6			15.8			13.5			8.4	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			12.8				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			44.8				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			74.7%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	129	238	72	199	88	368	96	72	31	62	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.97		1.00	0.94		1.00	0.89	
Flt Protected		0.97	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1638	1583		1783		1770	1642		1770	1562	
Flt Permitted		0.63	1.00		0.86		0.42	1.00		0.64	1.00	
Satd. Flow (perm)		1065	1583		1552		788	1642		1197	1562	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	170	140	259	78	216	96	400	104	78	34	67	170
RTOR Reduction (vph)	0	0	159	0	18	0	0	49	0	0	141	0
Lane Group Flow (vph)	0	310	100	0	372	0	400	133	0	34	96	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		19.6	19.6		19.6		19.0	19.0		8.5	8.5	
Effective Green, g (s)		19.6	19.6		19.6		19.0	19.0		8.5	8.5	
Actuated g/C Ratio		0.39	0.39		0.39		0.38	0.38		0.17	0.17	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		413	613		601		412	617		201	262	
v/s Ratio Prot							c0.12	0.08			0.06	
v/s Ratio Perm		c0.29	0.06		0.24		c0.25			0.03		
v/c Ratio		0.75	0.16		0.62		0.97	0.22		0.17	0.36	
Uniform Delay, d1		13.4	10.1		12.5		14.6	10.7		18.0	18.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		7.5	0.1		1.9		36.6	0.2		0.4	0.9	
Delay (s)		20.9	10.3		14.4		51.2	10.9		18.4	19.5	
Level of Service		C	B		B		D	B		B	B	
Approach Delay (s)		16.1			14.4			38.6			19.4	
Approach LOS		B			B			D			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			23.4				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			50.6				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			87.2%				ICU Level of Service			E		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	129	828	1278	410	265	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.94	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	1538	4277	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	1538	4277	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	140	900	1389	446	288	140
RTOR Reduction (vph)	0	0	0	0	0	108
Lane Group Flow (vph)	140	900	1389	446	288	32
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	9.2	67.0	24.5	45.8	15.3	15.3
Effective Green, g (s)	9.2	67.0	24.5	45.8	15.3	15.3
Actuated g/C Ratio	0.14	1.00	0.37	0.68	0.23	0.23
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	217	1538	1564	1073	374	332
v/s Ratio Prot	0.09		c0.32	0.28	0.18	
v/s Ratio Perm		c0.59				0.02
v/c Ratio	0.65	0.59	0.89	0.42	0.77	0.10
Uniform Delay, d1	27.4	0.0	20.0	4.7	24.2	20.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.4	1.6	6.5	0.3	9.4	0.1
Delay (s)	33.8	1.6	26.5	4.9	33.6	20.5
Level of Service	C	A	C	A	C	C
Approach Delay (s)	6.0			21.3	29.3	
Approach LOS	A			C	C	





















**Intersection Summary**

HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	67.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	126	84	356	74	55	14	230	102	115	14	66	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.99		1.00	0.92		1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1618	1282		1687		1456	1544		1770	1667	1442
Flt Permitted		0.73	1.00		0.72		0.51	1.00		0.61	1.00	1.00
Satd. Flow (perm)		1214	1282		1248		784	1544		1140	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	91	387	80	60	15	250	111	125	15	72	166
RTOR Reduction (vph)	0	0	262	0	7	0	0	75	0	0	0	133
Lane Group Flow (vph)	0	228	125	0	148	0	250	161	0	15	72	33
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		13.7	13.7		13.7		16.0	11.8		9.4	8.5	8.5
Effective Green, g (s)		13.7	13.7		13.7		16.0	11.8		9.4	8.5	8.5
Actuated g/C Ratio		0.32	0.32		0.32		0.38	0.28		0.22	0.20	0.20
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		392	414		403		362	430		266	334	289
v/s Ratio Prot							c0.07	0.10		0.00	0.04	
v/s Ratio Perm		c0.19	0.10		0.12		c0.19			0.01		0.02
v/c Ratio		0.58	0.30		0.37		0.69	0.37		0.06	0.22	0.12
Uniform Delay, d1		12.0	10.8		11.0		10.8	12.3		13.0	14.2	13.9
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.2	0.4		0.6		5.6	0.5		0.1	0.3	0.2
Delay (s)		14.2	11.2		11.6		16.3	12.9		13.0	14.5	14.1
Level of Service		B	B		B		B	B		B	B	B
Approach Delay (s)		12.3			11.6			14.7			14.1	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.3				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			42.4				Sum of lost time (s)			14.0		
Intersection Capacity Utilization			48.4%				ICU Level of Service			A		
Analysis Period (min)			15									

c Critical Lane Group









Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	307	259	168	1037	671	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1570	1652	1652	1404	3045	1404
Flt Permitted	0.39	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	636	1652	1652	1404	3045	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	334	282	183	1127	729	334
RTOR Reduction (vph)	0	0	0	0	0	232
Lane Group Flow (vph)	334	282	183	1127	729	102
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type	pm+pt		Free		Perm	
Protected Phases	7	4	8		6	
Permitted Phases	4			Free		6
Actuated Green, G (s)	24.4	24.4	9.0	52.3	15.9	15.9
Effective Green, g (s)	24.4	24.4	9.0	52.3	15.9	15.9
Actuated g/C Ratio	0.47	0.47	0.17	1.00	0.30	0.30
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	465	771	284	1404	926	427
v/s Ratio Prot	0.13	0.17	0.11		0.24	
v/s Ratio Perm	0.21			c0.80		0.07
v/c Ratio	0.72	0.37	0.64	0.80	0.79	0.24
Uniform Delay, d1	10.0	9.0	20.2	0.0	16.7	13.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.3	0.3	4.9	4.9	4.5	0.3
Delay (s)	15.2	9.3	25.1	4.9	21.1	13.9
Level of Service	B	A	C	A	C	B
Approach Delay (s)		12.5	7.8		18.9	
Approach LOS		B	A		B	

**Intersection Summary**

HCM Average Control Delay	12.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	52.3	Sum of lost time (s)	0.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑	↑	↘	↑↑	↘	↘
Volume (vph)	820	273	200	1266	422	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3139	1404	1570	3139	1570	1404
Flt Permitted	1.00	1.00	0.14	1.00	0.95	1.00
Satd. Flow (perm)	3139	1404	225	3139	1570	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	891	297	217	1376	459	217
RTOR Reduction (vph)	0	199	0	0	0	146
Lane Group Flow (vph)	891	98	217	1376	459	71
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type		Perm	pm+pt			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	23.8	23.8	36.8	36.8	23.5	23.5
Effective Green, g (s)	23.8	23.8	36.8	36.8	23.5	23.5
Actuated g/C Ratio	0.33	0.33	0.51	0.51	0.33	0.33
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1033	462	245	1598	510	456
v/s Ratio Prot	0.28		0.09	c0.44	c0.29	
v/s Ratio Perm		0.07	c0.37			0.05
v/c Ratio	0.86	0.21	0.89	0.86	0.90	0.15
Uniform Delay, d1	22.7	17.5	13.5	15.5	23.3	17.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.6	0.2	29.3	5.0	18.8	0.2
Delay (s)	30.3	17.7	42.8	20.5	42.1	17.5
Level of Service	C	B	D	C	D	B
Approach Delay (s)	27.1			23.6	34.2	
Approach LOS	C			C	C	

**Intersection Summary**























HCM Average Control Delay	26.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	72.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



HCM Unsignalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	121	31	70	49	48	0	108	223	49	107	144	121
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	132	34	76	53	52	0	117	242	53	116	157	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				None
Median storage veh								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	892	920	157	959	998	242	288			296		
vC1, stage 1 conf vol	389	389		477	477							
vC2, stage 2 conf vol	503	530		482	521							
vCu, unblocked vol	892	920	157	959	998	242	288			296		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.2	4.1			4.2		
tC, 2 stage (s)	6.3	5.5		6.1	5.6							
tF (s)	3.7	4.0	3.5	3.5	4.1	3.3	2.2			2.3		
p0 queue free %	54	90	91	82	84	100	91			90		
cM capacity (veh/h)	284	338	849	295	324	796	1274			1206		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>EB 2</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>	<b>NB 2</b>	<b>NB 3</b>	<b>SB 1</b>	<b>SB 2</b>	<b>SB 3</b>		
Volume Total	132	110	53	52	117	242	53	116	157	132		
Volume Left	132	0	53	0	117	0	0	116	0	0		
Volume Right	0	76	0	0	0	0	53	0	0	132		
cSH	284	580	295	324	1274	1700	1700	1206	1700	1700		
Volume to Capacity	0.46	0.19	0.18	0.16	0.09	0.14	0.03	0.10	0.09	0.08		
Queue Length 95th (ft)	58	17	16	14	8	0	0	8	0	0		
Control Delay (s)	28.2	12.7	19.9	18.2	8.1	0.0	0.0	8.3	0.0	0.0		
Lane LOS	D	B	C	C	A			A				
Approach Delay (s)	21.1		19.0		2.3			2.4				
Approach LOS	C		C									
<b>Intersection Summary</b>												
Average Delay			7.7									
Intersection Capacity Utilization			41.0%		ICU Level of Service				A			
Analysis Period (min)			15									

## Arterial Level of Service

### Arterial Level of Service: NW Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 29	I	50	170.0	23.2	193.2	2.37	44.1	A
Total	I		170.0	23.2	193.2	2.37	44.1	A

### Arterial Level of Service: SB Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
New Market Rd	II	42	202.6	25.3	227.9	2.37	37.4	A
Total	II		202.6	25.3	227.9	2.37	37.4	A

### Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	14.6	51.1	0.50	35.2	B
Farm Workers Way	I	59	499.3	18.9	518.2	8.20	57.0	A
CR 846	I	43	112.6	27.1	139.7	1.36	34.9	B
New Market Rd E	I	35	16.1	12.8	28.9	0.13	16.0	E
N 1st St	I	35	42.8	18.7	61.5	0.41	23.8	D
9th St	I	30	63.8	5.9	69.7	0.50	25.9	D
Immokalee Dr	I	35	89.6	18.9	108.5	0.87	28.9	C
Lake Trafford	I	35	51.9	7.7	59.6	0.50	30.5	C
Central Loop	I	50	106.5	47.2	153.7	1.48	34.6	B
SR 82	I	55	151.6	7.1	158.7	2.32	52.5	A
Total	I		1170.7	178.9	1349.6	16.27	43.4	A

### Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	42.2	78.7	0.50	22.9	D
SR 29	I	55	151.6	5.0	156.6	2.32	53.3	A
Lake Trafford	I	40	134.0	13.2	147.2	1.48	36.2	B
Immokalee Dr	I	35	51.9	9.3	61.2	0.50	29.7	C
9th St	I	35	89.6	29.1	118.7	0.87	26.4	D
Immokalee Rd	I	30	63.8	27.4	91.2	0.50	19.8	E
New Market Rd E	I	35	42.8	11.5	54.3	0.41	27.0	C
CR 846	I	35	16.1	1.9	18.0	0.13	25.7	D
Farm Workers Way	I	43	112.6	5.7	118.3	1.36	41.2	B
Oil Well Rd	I	59	499.3	20.9	520.2	8.20	56.8	A
Total	I		1198.2	166.2	1364.4	16.27	42.9	A

HCM Signalized Intersection Capacity Analysis

1: Oil Well Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	223	60	229	70	39	66	148	320	70	102	494	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1543	1001		1687	1656		1626	1496	1583	1770	1638	1214
Flt Permitted	0.68	1.00		0.45	1.00		0.21	1.00	1.00	0.55	1.00	1.00
Satd. Flow (perm)	1110	1001		806	1656		363	1496	1583	1029	1638	1214
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	242	65	249	76	42	72	161	348	76	111	537	242
RTOR Reduction (vph)	0	183	0	0	53	0	0	0	36	0	0	149
Lane Group Flow (vph)	242	131	0	76	61	0	161	348	40	111	537	93
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			pm+pt		Perm	Perm		Perm
Protected Phases		4			8		5	2				6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	15.9	15.9		15.9	15.9		31.7	31.7	31.7	22.8	22.8	22.8
Effective Green, g (s)	15.9	15.9		15.9	15.9		31.7	31.7	31.7	22.8	22.8	22.8
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.53	0.53	0.53	0.38	0.38	0.38
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	296	267		215	442		255	796	842	394	627	464
v/s Ratio Prot		0.13			0.04		0.03	c0.23			c0.33	
v/s Ratio Perm	c0.22			0.09			0.31		0.03	0.11		0.08
v/c Ratio	0.82	0.49		0.35	0.14		0.63	0.44	0.05	0.28	0.86	0.20
Uniform Delay, d1	20.5	18.4		17.7	16.6		10.3	8.5	6.7	12.7	16.9	12.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.9	1.4		1.0	0.1		5.0	0.4	0.0	0.4	11.1	0.2
Delay (s)	36.4	19.9		18.7	16.8		15.3	8.9	6.7	13.1	28.0	12.5
Level of Service	D	B		B	B		B	A	A	B	C	B
Approach Delay (s)		27.1			17.5			10.4			21.9	
Approach LOS		C			B			B			C	























Intersection Summary

HCM Average Control Delay	19.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	59.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	22	4	32	26	398	4	515	22	398	796	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1587	1583		1737	1538	1770	3139	1583	1770	3282	1468
Flt Permitted		0.77	1.00		0.79	1.00	0.33	1.00	1.00	0.29	1.00	1.00
Satd. Flow (perm)		1260	1583		1412	1538	610	3139	1583	544	3282	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	24	4	35	28	433	4	560	24	433	865	65
RTOR Reduction (vph)	0	0	3	0	0	353	0	0	17	0	0	28
Lane Group Flow (vph)	0	66	1	0	63	80	4	560	7	433	865	37
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	pm+pt		Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		9.3	9.3		9.3	9.3	13.8	13.8	13.8	28.9	28.9	28.9
Effective Green, g (s)		9.3	9.3		9.3	9.3	13.8	13.8	13.8	28.9	28.9	28.9
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.27	0.27	0.27	0.57	0.57	0.57
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		231	290		259	282	166	854	431	530	1871	837
v/s Ratio Prot								0.18		c0.15	0.26	
v/s Ratio Perm		c0.05	0.00		0.04	0.05	0.01		0.00	c0.32		0.03
v/c Ratio		0.29	0.00		0.24	0.28	0.02	0.66	0.02	0.82	0.46	0.04
Uniform Delay, d1		17.8	16.9		17.7	17.8	13.5	16.3	13.5	7.1	6.4	4.8
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.7	0.0		0.5	0.6	0.1	1.8	0.0	9.5	0.2	0.0
Delay (s)		18.5	16.9		18.2	18.4	13.6	18.2	13.5	16.6	6.5	4.8
Level of Service		B	B		B	B	B	B	B	B	A	A
Approach Delay (s)		18.4			18.4			17.9			9.7	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			13.6								HCM Level of Service	B
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			50.7								Sum of lost time (s)	12.0
Intersection Capacity Utilization			61.7%								ICU Level of Service	B
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	771	1133	734	113	113	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3273	3167	2983	1495	1687	2256
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3273	3167	2983	1495	1687	2256
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	838	1232	798	123	123	543
RTOR Reduction (vph)	0	0	0	83	0	446
Lane Group Flow (vph)	838	1232	798	40	123	97
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot		Perm		Perm	
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	27.0	62.0	29.0	29.0	16.0	16.0
Effective Green, g (s)	27.0	62.0	29.0	29.0	16.0	16.0
Actuated g/C Ratio	0.30	0.69	0.32	0.32	0.18	0.18
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	982	2182	961	482	300	401
v/s Ratio Prot	c0.26	0.39	c0.27		c0.07	
v/s Ratio Perm				0.03		0.04
v/c Ratio	0.85	0.56	0.83	0.08	0.41	0.24
Uniform Delay, d1	29.6	7.1	28.2	21.2	32.8	31.8
Progression Factor	0.88	0.58	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.4	0.6	8.3	0.3	4.1	1.4
Delay (s)	30.3	4.8	36.5	21.6	36.9	33.2
Level of Service	C	A	D	C	D	C
Approach Delay (s)		15.1	34.5		33.9	
Approach LOS		B	C		C	

**Intersection Summary**

HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	325	771	500	730	1127	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	3282	3312	2203	2870	1429
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3400	3282	3312	2203	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	353	838	543	793	1225	259
RTOR Reduction (vph)	0	0	0	626	0	138
Lane Group Flow (vph)	353	838	543	167	1225	121
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	Prot		Perm		Perm	
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	11.0	36.0	19.0	19.0	42.0	42.0
Effective Green, g (s)	11.0	36.0	19.0	19.0	42.0	42.0
Actuated g/C Ratio	0.12	0.40	0.21	0.21	0.47	0.47
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	416	1313	699	465	1339	667
v/s Ratio Prot	c0.10	0.26	c0.16		c0.43	
v/s Ratio Perm				0.08		0.08
v/c Ratio	0.85	0.64	0.78	0.36	0.91	0.18
Uniform Delay, d1	38.7	21.8	33.5	30.3	22.3	14.0
Progression Factor	1.00	1.01	0.50	1.61	1.00	1.00
Incremental Delay, d2	11.0	1.7	5.4	1.4	11.2	0.6
Delay (s)	49.8	23.7	22.2	50.2	33.5	14.6
Level of Service	D	C	C	D	C	B
Approach Delay (s)		31.4	38.8		30.2	
Approach LOS		C	D		C	

**Intersection Summary**

HCM Average Control Delay	33.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	121	229	398	429	148	129	220	250	663	199	386	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1727	1324	3303	1696	1495	3433	1696	1524	1770	1668	
Flt Permitted	0.66	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.52	1.00	
Satd. Flow (perm)	1220	1727	1324	3303	1696	1495	3433	1696	1524	963	1668	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	132	249	433	466	161	140	239	272	721	216	420	132
RTOR Reduction (vph)	0	0	199	0	0	96	0	0	401	0	13	0
Lane Group Flow (vph)	132	249	234	466	161	44	239	272	320	216	539	0
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2			6			8	4		
Actuated Green, G (s)	23.0	21.0	21.0	13.0	28.0	28.0	7.0	30.0	30.0	35.0	29.0	
Effective Green, g (s)	23.0	21.0	21.0	13.0	28.0	28.0	7.0	30.0	30.0	35.0	29.0	
Actuated g/C Ratio	0.26	0.23	0.23	0.14	0.31	0.31	0.08	0.33	0.33	0.39	0.32	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	348	403	309	477	528	465	267	565	508	428	537	
v/s Ratio Prot	0.03	0.14		c0.14	0.09		c0.07	0.16		0.03	c0.32	
v/s Ratio Perm	0.07		c0.18			0.03			0.21	0.16		
v/c Ratio	0.38	0.62	0.76	0.98	0.30	0.09	0.90	0.48	0.63	0.50	1.00	
Uniform Delay, d1	28.0	30.9	32.1	38.4	23.6	22.0	41.1	23.8	25.3	19.9	30.5	
Progression Factor	0.83	0.85	0.80	0.43	0.41	0.14	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	5.4	12.6	30.2	1.2	0.3	29.3	0.6	2.5	0.9	39.8	
Delay (s)	23.7	31.7	38.3	46.9	10.8	3.5	70.4	24.5	27.9	20.9	70.3	
Level of Service	C	C	D	D	B	A	E	C	C	C	E	
Approach Delay (s)		33.9			31.4			35.4			56.4	
Approach LOS		C			C			D			E	
<b>Intersection Summary</b>												
HCM Average Control Delay			38.7				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)		20.0			
Intersection Capacity Utilization			77.9%				ICU Level of Service		D			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	96	404	325	176	262	51	211	47	176	178	72	96	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.91		
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1770	1681	1524	1770	1727	1568	1736	1533		1770	1703		
Flt Permitted	0.59	1.00	1.00	0.30	1.00	1.00	0.47	1.00		0.35	1.00		
Satd. Flow (perm)	1090	1681	1524	557	1727	1568	859	1533		654	1703		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	104	439	353	191	285	55	229	51	191	193	78	104	
RTOR Reduction (vph)	0	0	211	0	0	24	0	158	0	0	57	0	
Lane Group Flow (vph)	104	439	142	191	285	31	229	84	0	193	125	0	
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%	
Turn Type	Perm		Perm	pm+pt		Perm	pm+pt			pm+pt			
Protected Phases		2		1	6		3	8		7	4		
Permitted Phases	2		2	6		6	8			4			
Actuated Green, G (s)	36.2	36.2	36.2	50.6	50.6	50.6	21.7	11.7		21.1	11.4		
Effective Green, g (s)	36.2	36.2	36.2	50.6	50.6	50.6	21.7	11.7		21.1	11.4		
Actuated g/C Ratio	0.40	0.40	0.40	0.56	0.56	0.56	0.24	0.13		0.23	0.13		
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	438	676	613	426	971	882	305	199		274	216		
v/s Ratio Prot		c0.26		c0.04	0.17		c0.08	0.05		0.08	0.07		
v/s Ratio Perm	0.10		0.09	0.21		0.02	c0.10			0.09			
v/c Ratio	0.24	0.65	0.23	0.45	0.29	0.04	0.75	0.42		0.70	0.58		
Uniform Delay, d1	17.8	21.8	17.7	11.8	10.3	8.8	30.0	36.0		29.8	37.0		
Progression Factor	1.00	1.00	1.00	0.54	0.52	0.80	1.00	1.00		1.00	1.00		
Incremental Delay, d2	1.3	4.8	0.9	0.5	0.5	0.0	10.0	1.4		8.0	3.7		
Delay (s)	19.1	26.6	18.6	6.8	5.9	7.1	40.0	37.5		37.8	40.8		
Level of Service	B	C	B	A	A	A	D	D		D	D		
Approach Delay (s)		22.6			6.3			38.7			39.2		
Approach LOS		C			A			D			D		
<b>Intersection Summary</b>													
HCM Average Control Delay			24.9									HCM Level of Service	C
HCM Volume to Capacity ratio			0.61										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	18.0
Intersection Capacity Utilization			74.2%									ICU Level of Service	D
Analysis Period (min)			15										

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis




















7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	72	247	137	47	62	160	238	137	96	368	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.88		1.00	0.91		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1613		1770	1695		1770	1544		1752	1655	
Flt Permitted	0.68	1.00		0.50	1.00		0.36	1.00		0.49	1.00	
Satd. Flow (perm)	1125	1613		935	1695		680	1544		904	1655	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	78	268	149	51	67	174	259	149	104	400	125
RTOR Reduction (vph)	0	190	0	0	48	0	0	41	0	0	22	0
Lane Group Flow (vph)	125	156	0	149	70	0	174	367	0	104	503	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.3	12.3		12.3	12.3		18.0	18.0		18.0	18.0	
Effective Green, g (s)	12.3	12.3		12.3	12.3		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.43	0.43		0.43	0.43	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	327	469		272	493		289	657		385	704	
v/s Ratio Prot		0.10			0.04			0.24			c0.30	
v/s Ratio Perm	0.11			c0.16			0.26			0.12		
v/c Ratio	0.38	0.33		0.55	0.14		0.60	0.56		0.27	0.71	
Uniform Delay, d1	12.0	11.8		12.7	11.1		9.4	9.2		7.9	10.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.4		2.3	0.1		3.5	1.0		0.4	3.4	
Delay (s)	12.7	12.2		14.9	11.2		12.9	10.2		8.3	13.5	
Level of Service	B	B		B	B		B	B		A	B	
Approach Delay (s)		12.3			13.3			11.0			12.6	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			12.2				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			42.3				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			81.8%				ICU Level of Service			D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	247	217	386	51	141	35	250	74	51	54	115	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	0.94		1.00	0.90	
Flt Protected		0.97	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1637	1583		1804		1770	1644		1770	1570	
Flt Permitted		0.72	1.00		0.76		0.21	1.00		0.67	1.00	
Satd. Flow (perm)		1212	1583		1384		388	1644		1249	1570	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	268	236	420	55	153	38	272	80	55	59	125	268
RTOR Reduction (vph)	0	0	235	0	9	0	0	34	0	0	113	0
Lane Group Flow (vph)	0	504	185	0	237	0	272	101	0	59	280	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2				6
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		30.0	30.0		30.0		26.2	26.2		14.7	14.7	
Effective Green, g (s)		30.0	30.0		30.0		26.2	26.2		14.7	14.7	
Actuated g/C Ratio		0.44	0.44		0.44		0.38	0.38		0.22	0.22	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		533	696		609		291	632		269	338	
v/s Ratio Prot							c0.10	0.06				0.18
v/s Ratio Perm		c0.42	0.12		0.17		c0.26			0.05		
v/c Ratio		0.95	0.27		0.39		0.93	0.16		0.22	0.83	
Uniform Delay, d1		18.3	12.1		12.9		17.6	13.8		22.0	25.5	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		25.8	0.2		0.4		35.6	0.1		0.4	15.3	
Delay (s)		44.1	12.3		13.3		53.2	13.9		22.4	40.8	
Level of Service		D	B		B		D	B		C	D	
Approach Delay (s)		29.7			13.3			40.2			38.4	
Approach LOS		C			B			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			31.7				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			68.2				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			91.3%				ICU Level of Service			F		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	247	1603	1038	320	494	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.88	0.94	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	2707	4277	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	2707	4277	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	268	1742	1128	348	537	268
RTOR Reduction (vph)	0	0	0	0	0	175
Lane Group Flow (vph)	268	1742	1128	348	537	93
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	16.0	88.9	24.0	60.9	30.9	30.9
Effective Green, g (s)	16.0	88.9	24.0	60.9	30.9	30.9
Actuated g/C Ratio	0.18	1.00	0.27	0.69	0.35	0.35
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	285	2707	1155	1076	569	506
v/s Ratio Prot	c0.17		c0.26	0.22	c0.33	
v/s Ratio Perm		0.64				0.06
v/c Ratio	0.94	0.64	0.98	0.32	0.94	0.18
Uniform Delay, d1	36.0	0.0	32.2	5.7	28.2	20.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	37.5	1.2	20.8	0.2	24.4	0.2
Delay (s)	73.5	1.2	53.0	5.8	52.6	20.4
Level of Service	E	A	D	A	D	C
Approach Delay (s)	10.8			41.9	41.9	
Approach LOS	B			D	D	





















**Intersection Summary**

HCM Average Control Delay	27.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	88.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	66	238	127	102	12	386	66	82	12	102	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.99		1.00	0.92		1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1633	1282		1696		1456	1546		1770	1667	1442
Flt Permitted		0.72	1.00		0.75		0.46	1.00		0.66	1.00	1.00
Satd. Flow (perm)		1214	1282		1305		711	1546		1220	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	72	259	138	111	13	420	72	89	13	111	126
RTOR Reduction (vph)	0	0	188	0	3	0	0	54	0	0	0	105
Lane Group Flow (vph)	0	163	71	0	259	0	420	107	0	13	111	21
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		13.8	13.8		13.8		24.5	19.5		9.4	8.4	8.4
Effective Green, g (s)		13.8	13.8		13.8		24.5	19.5		9.4	8.4	8.4
Actuated g/C Ratio		0.27	0.27		0.27		0.49	0.39		0.19	0.17	0.17
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		333	352		358		526	599		239	278	241
v/s Ratio Prot							c0.19	0.07		0.00	0.07	
v/s Ratio Perm		0.13	0.06		c0.20		c0.20			0.01		0.01
v/c Ratio		0.49	0.20		0.72		0.80	0.18		0.05	0.40	0.09
Uniform Delay, d1		15.3	14.0		16.5		9.6	10.1		16.8	18.7	17.7
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.1	0.3		7.1		8.3	0.1		0.1	0.9	0.2
Delay (s)		16.4	14.3		23.6		17.8	10.3		16.8	19.6	17.9
Level of Service		B	B		C		B	B		B	B	B
Approach Delay (s)		15.1			23.6		15.7			18.6		
Approach LOS		B			C		B			B		
<b>Intersection Summary</b>												
HCM Average Control Delay			17.4				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			50.3				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			57.8%				ICU Level of Service			B		
Analysis Period (min)			15									

c Critical Lane Group









Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	201	195	301	746	1201	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1570	1652	1652	1404	3045	1404
Flt Permitted	0.23	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	381	1652	1652	1404	3045	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	218	212	327	811	1305	273
RTOR Reduction (vph)	0	0	0	0	0	144
Lane Group Flow (vph)	218	212	327	811	1305	129
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type	pm+pt		Free		Perm	
Protected Phases	7	4	8	6		
Permitted Phases	4	Free			6	
Actuated Green, G (s)	33.2	33.2	19.1	85.8	40.6	40.6
Effective Green, g (s)	33.2	33.2	19.1	85.8	40.6	40.6
Actuated g/C Ratio	0.39	0.39	0.22	1.00	0.47	0.47
Clearance Time (s)	6.0	6.0	6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	260	639	368	1404	1441	664
v/s Ratio Prot	0.08	0.13	0.20	c0.43		
v/s Ratio Perm	c0.25		c0.58		0.09	
v/c Ratio	0.84	0.33	0.89	0.58	0.91	0.19
Uniform Delay, d1	20.9	18.5	32.3	0.0	20.8	13.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	20.4	0.3	21.9	1.7	8.4	0.1
Delay (s)	41.4	18.8	54.2	1.7	29.2	13.3
Level of Service	D	B	D	A	C	B
Approach Delay (s)	30.2		16.8	26.5		
Approach LOS	C		B	C		

**Intersection Summary**

HCM Average Control Delay	23.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	85.8	Sum of lost time (s)	6.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑	↑	↘	↑↑	↘↘	↘
Volume (vph)	1440	458	131	933	297	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3139	1404	1570	3139	3045	1404
Flt Permitted	1.00	1.00	0.08	1.00	0.95	1.00
Satd. Flow (perm)	3139	1404	139	3139	3045	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1565	498	142	1014	323	142
RTOR Reduction (vph)	0	228	0	0	0	93
Lane Group Flow (vph)	1565	270	142	1014	323	49
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type		Perm	pm+pt			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	41.4	41.4	51.4	51.4	13.0	13.0
Effective Green, g (s)	41.4	41.4	51.4	51.4	13.0	13.0
Actuated g/C Ratio	0.54	0.54	0.67	0.67	0.17	0.17
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1701	761	168	2112	518	239
v/s Ratio Prot	c0.50		c0.04	0.32	c0.11	
v/s Ratio Perm		0.19	0.52			0.03
v/c Ratio	0.92	0.35	0.85	0.48	0.62	0.21
Uniform Delay, d1	16.0	9.9	14.1	6.0	29.4	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.6	0.3	30.3	0.2	2.3	0.4
Delay (s)	24.6	10.2	44.4	6.2	31.8	27.7
Level of Service	C	B	D	A	C	C
Approach Delay (s)	21.1			10.9	30.5	
Approach LOS	C			B	C	























**Intersection Summary**

HCM Average Control Delay	19.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	76.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	217	54	127	35	35	0	82	158	85	140	235	217
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	236	59	138	38	38	0	89	172	92	152	255	236
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			None	
Median storage veh								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	929	1002	255	1077	1146	172	491			264		
vC1, stage 1 conf vol	560	560		350	350							
vC2, stage 2 conf vol	369	442		727	796							
vCu, unblocked vol	929	1002	255	1077	1146	172	491			264		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.2	4.1			4.2		
tC, 2 stage (s)	6.3	5.5		6.1	5.6							
tF (s)	3.7	4.0	3.5	3.5	4.1	3.3	2.2			2.3		
p0 queue free %	24	82	81	77	85	100	92			88		
cM capacity (veh/h)	309	326	746	164	246	872	1072			1239		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
Volume Total	236	197	38	38	89	172	92	152	255	236		
Volume Left	236	0	38	0	89	0	0	152	0	0		
Volume Right	0	138	0	0	0	0	92	0	0	236		
cSH	309	539	164	246	1072	1700	1700	1239	1700	1700		
Volume to Capacity	0.76	0.36	0.23	0.15	0.08	0.10	0.05	0.12	0.15	0.14		
Queue Length 95th (ft)	147	41	21	13	7	0	0	10	0	0		
Control Delay (s)	46.1	15.5	33.4	22.3	8.7	0.0	0.0	8.3	0.0	0.0		
Lane LOS	E	C	D	C	A			A				
Approach Delay (s)	32.2		27.9		2.2			2.0				
Approach LOS	D		D									
Intersection Summary												
Average Delay			12.0									
Intersection Capacity Utilization			45.6%		ICU Level of Service				A			
Analysis Period (min)			15									

## Arterial Level of Service

### Arterial Level of Service: NW Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 29	I	50	170.0	7.3	177.3	2.37	48.1	A
Total	I		170.0	7.3	177.3	2.37	48.1	A

### Arterial Level of Service: SB Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
New Market Rd	II	42	202.6	31.3	233.9	2.37	36.5	A
Total	II		202.6	31.3	233.9	2.37	36.5	A

### Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	10.9	47.4	0.50	38.0	B
Farm Workers Way	I	59	499.3	21.4	520.7	8.20	56.7	A
CR 846	I	43	112.6	37.2	149.8	1.36	32.6	C
New Market Rd E	I	35	16.1	22.8	38.9	0.13	11.9	F
N 1st St	I	35	42.8	11.0	53.8	0.41	27.3	C
9th St	I	30	63.8	6.4	70.2	0.50	25.8	D
Immokalee Dr	I	35	89.6	12.2	101.8	0.87	30.8	C
Lake Trafford	I	35	51.9	9.5	61.4	0.50	29.6	C
Central Loop	I	50	106.5	35.2	141.7	1.48	37.6	B
SR 82	I	55	151.6	6.6	158.2	2.32	52.7	A
Total	I		1170.7	173.2	1343.9	16.27	43.6	A

### Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	56.2	92.7	0.50	19.4	E
SR 29	I	55	151.6	3.0	154.6	2.32	53.9	A
Lake Trafford	I	40	134.0	38.0	172.0	1.48	31.0	C
Immokalee Dr	I	35	51.9	17.1	69.0	0.50	26.3	D
9th St	I	35	89.6	28.4	118.0	0.87	26.6	D
Immokalee Rd	I	30	63.8	32.3	96.1	0.50	18.8	E
New Market Rd E	I	35	42.8	24.0	66.8	0.41	22.0	D
CR 846	I	35	16.1	4.9	21.0	0.13	22.0	D
Farm Workers Way	I	43	112.6	8.0	120.6	1.36	40.5	B
Oil Well Rd	I	59	499.3	31.9	531.2	8.20	55.6	A
Total	I		1198.2	243.8	1442.0	16.27	40.6	B



Queues

1: Oil Well Rd & SR 29



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	242	314	76	114	161	348	76	111	537	242
v/c Ratio	0.80	0.69	0.35	0.23	0.58	0.45	0.09	0.28	0.84	0.39
Control Delay	45.7	15.8	24.9	10.3	17.1	10.9	2.3	15.6	31.9	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	15.8	24.9	10.3	17.1	10.9	2.3	15.6	31.9	4.2
Queue Length 50th (ft)	90	20	25	13	29	72	0	29	183	0
Queue Length 95th (ft)	#207	#134	61	48	#57	127	15	63	#349	38
Internal Link Dist (ft)		1240		1240		2560			17041	
Turn Bay Length (ft)	200		200		450		200	450		
Base Capacity (vph)	340	479	247	557	277	969	1052	481	767	697
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.66	0.31	0.20	0.58	0.36	0.07	0.23	0.70	0.35

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

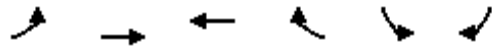
Queues



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	66	4	63	433	4	560	24	433	865	65
v/c Ratio	0.29	0.01	0.24	0.68	0.02	0.66	0.05	0.81	0.46	0.08
Control Delay	21.6	11.8	20.4	8.6	15.5	21.4	7.8	23.5	8.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	11.8	20.4	8.6	15.5	21.4	7.8	23.5	8.0	2.4
Queue Length 50th (ft)	18	0	17	0	1	74	0	58	64	0
Queue Length 95th (ft)	46	6	44	59	7	141	14	#227	139	14
Internal Link Dist (ft)	911		368			1777			4291	
Turn Bay Length (ft)		200		250	600		600	800		800
Base Capacity (vph)	402	507	450	785	201	1032	537	535	2061	946
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.01	0.14	0.55	0.02	0.54	0.04	0.81	0.42	0.07

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



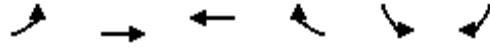
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	838	1232	798	123	123	543
v/c Ratio	0.85	0.56	0.83	0.22	0.41	0.64
Control Delay	32.4	4.9	37.2	5.4	37.6	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	4.9	37.2	5.4	37.6	7.0
Queue Length 50th (ft)	229	112	218	0	63	0
Queue Length 95th (ft)	m268	m143	#305	37	116	47
Internal Link Dist (ft)		320	878		1310	
Turn Bay Length (ft)	300			250		250
Base Capacity (vph)	982	2182	961	565	300	848
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.56	0.83	0.22	0.41	0.64

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	353	838	543	793	1225	259
v/c Ratio	0.85	0.64	0.78	0.73	0.91	0.32
Control Delay	54.1	24.0	22.8	7.0	34.5	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	24.0	22.8	7.0	34.5	3.1
Queue Length 50th (ft)	106	175	122	48	321	0
Queue Length 95th (ft)	m#157	232	m159	m46	#468	40
Internal Link Dist (ft)		959	199		824	
Turn Bay Length (ft)	250			200		200
Base Capacity (vph)	416	1313	699	1091	1339	805
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.64	0.78	0.73	0.91	0.32

**Intersection Summary**

- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

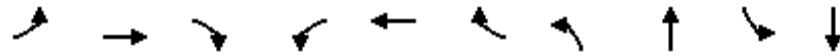
Queues



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	132	249	433	466	161	140	239	272	721	216	552
v/c Ratio	0.38	0.62	0.85	0.98	0.30	0.25	0.90	0.48	0.79	0.48	1.00
Control Delay	26.2	32.3	25.2	51.7	11.0	1.4	76.5	27.3	12.6	20.0	70.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	32.3	25.2	51.7	11.0	1.4	76.5	27.3	12.6	20.0	70.6
Queue Length 50th (ft)	50	119	86	74	21	0	71	122	49	72	~305
Queue Length 95th (ft)	m78	m183	#264	m#207	m46	m0	#139	197	213	119	#523
Internal Link Dist (ft)		555			1032			1240			1240
Turn Bay Length (ft)	250		250	250			100			250	
Base Capacity (vph)	348	403	508	477	528	562	267	565	909	450	550
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.62	0.85	0.98	0.30	0.25	0.90	0.48	0.79	0.48	1.00

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	104	439	353	191	285	55	229	242	193	182
v/c Ratio	0.24	0.65	0.43	0.45	0.29	0.06	0.75	0.68	0.70	0.67
Control Delay	21.1	28.4	4.1	8.0	6.4	2.7	41.9	20.6	38.7	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	28.4	4.1	8.0	6.4	2.7	41.9	20.6	38.7	35.4
Queue Length 50th (ft)	40	206	0	27	85	1	103	31	85	63
Queue Length 95th (ft)	81	323	55	m76	m117	m4	#158	103	133	125
Internal Link Dist (ft)		560			1937			1240		1240
Turn Bay Length (ft)	600		200	200		200	200		225	
Base Capacity (vph)	439	676	824	426	971	906	304	422	280	356
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.65	0.43	0.45	0.29	0.06	0.75	0.57	0.69	0.51

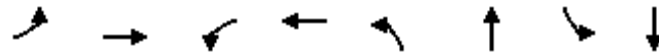
#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	125	346	149	118	174	408	104	525
v/c Ratio	0.39	0.53	0.56	0.22	0.61	0.59	0.28	0.74
Control Delay	18.1	7.6	23.9	8.4	21.1	12.2	10.9	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	7.6	23.9	8.4	21.1	12.2	10.9	17.1
Queue Length 50th (ft)	24	14	31	9	31	57	16	92
Queue Length 95th (ft)	70	73	89	42	94	137	45	204
Internal Link Dist (ft)		1240		1240		1248		1235
Turn Bay Length (ft)	225		150		200		275	
Base Capacity (vph)	474	835	394	753	438	1020	583	1080
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.41	0.38	0.16	0.40	0.40	0.18	0.49

Intersection Summary



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	504	420	246	272	135	59	393
v/c Ratio	0.95	0.45	0.40	0.90	0.20	0.22	0.87
Control Delay	50.1	3.3	15.0	51.0	9.5	24.0	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	3.3	15.0	51.0	9.5	24.0	38.0
Queue Length 50th (ft)	204	0	65	76	21	20	102
Queue Length 95th (ft)	#397	47	121	#187	54	50	#246
Internal Link Dist (ft)	1240		1240		1268		1554
Turn Bay Length (ft)		150		650		200	
Base Capacity (vph)	533	932	618	302	708	303	489
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.45	0.40	0.90	0.19	0.19	0.80























**Intersection Summary**

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



HCM Unsignalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	217	54	127	35	35	0	82	158	85	140	235	217
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	236	59	138	38	38	0	89	172	92	152	255	236
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				None
Median storage veh								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	929	1002	255	1077	1146	172	491			264		
vC1, stage 1 conf vol	560	560		350	350							
vC2, stage 2 conf vol	369	442		727	796							
vCu, unblocked vol	929	1002	255	1077	1146	172	491			264		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.2	4.1			4.2		
tC, 2 stage (s)	6.3	5.5		6.1	5.6							
tF (s)	3.7	4.0	3.5	3.5	4.1	3.3	2.2			2.3		
p0 queue free %	24	82	81	77	85	100	92			88		
cM capacity (veh/h)	309	326	746	164	246	872	1072			1239		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
Volume Total	236	197	38	38	89	172	92	152	255	236		
Volume Left	236	0	38	0	89	0	0	152	0	0		
Volume Right	0	138	0	0	0	0	92	0	0	236		
cSH	309	539	164	246	1072	1700	1700	1239	1700	1700		
Volume to Capacity	0.76	0.36	0.23	0.15	0.08	0.10	0.05	0.12	0.15	0.14		
Queue Length 95th (ft)	147	41	21	13	7	0	0	10	0	0		
Control Delay (s)	46.1	15.5	33.4	22.3	8.7	0.0	0.0	8.3	0.0	0.0		
Lane LOS	E	C	D	C	A			A				
Approach Delay (s)	32.2		27.9		2.2			2.0				
Approach LOS	D		D									
Intersection Summary												
Average Delay			12.0									
Intersection Capacity Utilization			45.6%		ICU Level of Service				A			
Analysis Period (min)			15									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	268	1742	1128	348	537	268
v/c Ratio	0.94	0.64	0.98	0.32	0.95	0.39
Control Delay	78.8	1.2	54.8	6.6	56.2	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.8	1.2	54.8	6.6	56.2	4.6
Queue Length 50th (ft)	152	0	226	68	288	0
Queue Length 95th (ft)	#303	0	#321	108	#489	50
Internal Link Dist (ft)	969			920	2560	
Turn Bay Length (ft)		400	450			450
Base Capacity (vph)	285	2707	1156	1096	590	696
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.64	0.98	0.32	0.91	0.39

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues

11: Charlotte St & New Market Rd



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	163	259	262	420	161	13	111	126
v/c Ratio	0.46	0.47	0.69	0.79	0.24	0.03	0.36	0.34
Control Delay	21.1	5.9	28.7	22.3	6.8	7.3	22.7	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	5.9	28.7	22.3	6.8	7.3	22.7	7.5
Queue Length 50th (ft)	40	0	69	82	12	2	31	0
Queue Length 95th (ft)	95	45	#176	#192	53	8	68	35
Internal Link Dist (ft)	376		508		493		3498	
Turn Bay Length (ft)		225		275		200		400
Base Capacity (vph)	433	624	469	558	851	452	595	596
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.42	0.56	0.75	0.19	0.03	0.19	0.21

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

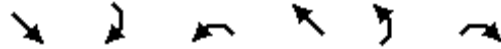
Queues



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	218	212	327	811	1305	273
v/c Ratio	0.84	0.33	0.89	0.58	0.91	0.34
Control Delay	51.3	21.3	61.1	1.7	31.3	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	21.3	61.1	1.7	31.3	3.0
Queue Length 50th (ft)	88	84	181	0	327	0
Queue Length 95th (ft)	#208	142	#335	0	#444	39
Internal Link Dist (ft)		461	1166		1372	
Turn Bay Length (ft)	200					450
Base Capacity (vph)	259	658	387	1404	1570	856
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.32	0.84	0.58	0.83	0.32

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Group Flow (vph)	1565	498	142	1014	323	142
v/c Ratio	0.92	0.50	0.84	0.48	0.62	0.43
Control Delay	27.4	3.0	52.6	7.3	35.2	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	3.0	52.6	7.3	35.2	13.3
Queue Length 50th (ft)	334	0	22	105	75	12
Queue Length 95th (ft)	#543	44	#88	162	114	60
Internal Link Dist (ft)	2575			6375	2581	
Turn Bay Length (ft)		450	450		450	450
Base Capacity (vph)	1728	997	169	2139	639	383
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.50	0.84	0.47	0.51	0.37

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis























1: Oil Well Rd & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	144	39	152	108	60	108	235	494	108	70	320	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1543	998		1687	1654		1626	1496	1583	1770	1638	1214
Flt Permitted	0.64	1.00		0.63	1.00		0.32	1.00	1.00	0.46	1.00	1.00
Satd. Flow (perm)	1044	998		1115	1654		550	1496	1583	864	1638	1214
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	157	42	165	117	65	117	255	537	117	76	348	157
RTOR Reduction (vph)	0	127	0	0	90	0	0	0	54	0	0	111
Lane Group Flow (vph)	157	80	0	117	92	0	255	537	63	76	348	46
Heavy Vehicles (%)	17%	7%	83%	7%	7%	2%	11%	27%	2%	2%	16%	33%
Turn Type	Perm			Perm			pm+pt		Perm	Perm		Perm
Protected Phases		4			8		5	2				6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	12.2	12.2		12.2	12.2		28.5	28.5	28.5	15.4	15.4	15.4
Effective Green, g (s)	12.2	12.2		12.2	12.2		28.5	28.5	28.5	15.4	15.4	15.4
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.54	0.54	0.54	0.29	0.29	0.29
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	242	231		258	383		442	809	856	252	479	355
v/s Ratio Prot		0.08			0.06		0.08	c0.36			0.21	
v/s Ratio Perm	c0.15			0.10			0.23		0.04	0.09		0.04
v/c Ratio	0.65	0.35		0.45	0.24		0.58	0.66	0.07	0.30	0.73	0.13
Uniform Delay, d1	18.3	16.9		17.4	16.5		7.6	8.7	5.8	14.5	16.8	13.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.9	0.9		1.3	0.3		1.8	2.1	0.0	0.7	5.4	0.2
Delay (s)	24.2	17.8		18.7	16.8		9.5	10.7	5.8	15.2	22.2	13.9
Level of Service	C	B		B	B		A	B	A	B	C	B
Approach Delay (s)		20.6			17.5			9.7			19.0	
Approach LOS		C			B			A			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			15.2				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			52.7				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			67.6%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

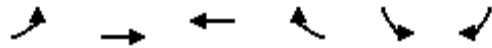
2: Farm Workers Way & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	7	6	30	5	258	6	796	30	258	515	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1496	1583		1671	1538	1770	3139	1583	1770	3282	1468
Flt Permitted		0.72	1.00		0.70	1.00	0.44	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)		1128	1583		1226	1538	823	3139	1583	340	3282	1468
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	8	7	33	5	280	7	865	33	280	560	42
RTOR Reduction (vph)	0	0	6	0	0	231	0	0	21	0	0	17
Lane Group Flow (vph)	0	73	1	0	38	49	7	865	12	280	560	25
Heavy Vehicles (%)	24%	2%	2%	10%	2%	5%	2%	15%	2%	2%	10%	10%
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	pm+pt		Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)		9.0	9.0		9.0	9.0	18.5	18.5	18.5	30.5	30.5	30.5
Effective Green, g (s)		9.0	9.0		9.0	9.0	18.5	18.5	18.5	30.5	30.5	30.5
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.36	0.36	0.36	0.59	0.59	0.59
Clearance Time (s)		6.0	6.0		6.0	6.0	6.5	6.5	6.5	6.0	6.5	6.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		195	274		212	266	293	1117	563	364	1925	861
v/s Ratio Prot								0.28		c0.09	0.17	
v/s Ratio Perm		c0.06	0.00		0.03	0.03	0.01		0.01	c0.36		0.02
v/c Ratio		0.37	0.00		0.18	0.19	0.02	0.77	0.02	0.77	0.29	0.03
Uniform Delay, d1		19.0	17.8		18.3	18.4	10.9	14.9	10.9	7.4	5.4	4.5
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.2	0.0		0.4	0.3	0.0	3.4	0.0	9.4	0.1	0.0
Delay (s)		20.2	17.8		18.8	18.7	10.9	18.3	10.9	16.8	5.4	4.5
Level of Service		C	B		B	B	B	B	B	B	A	A
Approach Delay (s)		20.0			18.7			18.0			9.0	
Approach LOS		C			B			B			A	

**Intersection Summary**

HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	52.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	500	734	1133	175	175	711
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3273	3167	2983	1495	1687	2256
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3273	3167	2983	1495	1687	2256
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	543	798	1232	190	190	773
RTOR Reduction (vph)	0	0	0	103	0	487
Lane Group Flow (vph)	543	798	1232	87	190	286
Heavy Vehicles (%)	7%	14%	21%	8%	7%	26%
Turn Type	Prot		Perm		Perm	
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	20.5	77.0	50.5	50.5	21.0	21.0
Effective Green, g (s)	20.5	77.0	50.5	50.5	21.0	21.0
Actuated g/C Ratio	0.19	0.70	0.46	0.46	0.19	0.19
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	610	2217	1369	686	322	431
v/s Ratio Prot	c0.17	0.25	c0.41		0.11	
v/s Ratio Perm				0.06		c0.13
v/c Ratio	0.89	0.36	0.90	0.13	0.59	0.66
Uniform Delay, d1	43.7	6.6	27.4	17.1	40.6	41.2
Progression Factor	1.15	0.39	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.6	0.4	9.7	0.4	7.7	7.8
Delay (s)	62.7	3.0	37.1	17.5	48.3	49.1
Level of Service	E	A	D	B	D	D
Approach Delay (s)		27.1	34.5		48.9	
Approach LOS		C	C		D	

**Intersection Summary**

HCM Average Control Delay	35.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖↖	↑↑	↗↗	↘↘	↙↙	↘
Volume (vph)	238	500	771	1127	730	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	0.95	0.88	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	3282	3312	2203	2870	1429
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3400	3282	3312	2203	2870	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	259	543	838	1225	793	383
RTOR Reduction (vph)	0	0	0	757	0	188
Lane Group Flow (vph)	259	543	838	468	793	195
Heavy Vehicles (%)	3%	10%	9%	29%	22%	13%
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	12.0	60.0	42.0	42.0	38.0	38.0
Effective Green, g (s)	12.0	60.0	42.0	42.0	38.0	38.0
Actuated g/C Ratio	0.11	0.55	0.38	0.38	0.35	0.35
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	371	1790	1265	841	991	494
v/s Ratio Prot	c0.08	0.17	c0.25		c0.28	
v/s Ratio Perm				0.21		0.14
v/c Ratio	0.70	0.30	0.66	0.56	0.80	0.40
Uniform Delay, d1	47.3	13.6	28.1	26.7	32.6	27.3
Progression Factor	0.88	0.75	0.64	0.78	1.00	1.00
Incremental Delay, d2	4.6	0.4	1.4	1.3	6.8	2.4
Delay (s)	46.4	10.6	19.5	22.3	39.3	29.6
Level of Service	D	B	B	C	D	C
Approach Delay (s)		22.2	21.1		36.2	
Approach LOS		C	C		D	

**Intersection Summary**

HCM Average Control Delay	25.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: SR 29 & N 1st St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	148	362	663	229	205	446	578	429	133	250	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.97	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1727	1324	3303	1696	1495	3433	1696	1524	1770	1668	
Flt Permitted	0.60	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.15	1.00	
Satd. Flow (perm)	1126	1727	1324	3303	1696	1495	3433	1696	1524	279	1668	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	85	161	393	721	249	223	485	628	466	145	272	85
RTOR Reduction (vph)	0	0	317	0	0	146	0	0	267	0	10	0
Lane Group Flow (vph)	85	161	76	721	249	77	485	628	199	145	347	0
Heavy Vehicles (%)	2%	10%	22%	6%	12%	8%	2%	12%	6%	2%	11%	6%
Turn Type	pm+pt		Perm	Prot		Perm	Prot		Perm	pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2			6			8	4		
Actuated Green, G (s)	22.8	18.0	18.0	25.0	38.2	38.2	18.4	41.0	41.0	34.6	28.6	
Effective Green, g (s)	22.8	18.0	18.0	25.0	38.2	38.2	18.4	41.0	41.0	34.6	28.6	
Actuated g/C Ratio	0.21	0.16	0.16	0.23	0.35	0.35	0.17	0.37	0.37	0.31	0.26	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	261	283	217	751	589	519	574	632	568	169	434	
v/s Ratio Prot	0.01	c0.09		c0.22	0.15		c0.14	c0.37		0.05	0.21	
v/s Ratio Perm	0.05		0.06			0.05			0.13	0.22		
v/c Ratio	0.33	0.57	0.35	0.96	0.42	0.15	0.84	0.99	0.35	0.86	0.80	
Uniform Delay, d1	36.3	42.4	40.8	42.0	27.5	24.7	44.4	34.4	24.9	31.8	38.0	
Progression Factor	0.70	0.75	1.07	0.62	0.63	0.97	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	6.7	3.7	19.8	1.7	0.5	11.0	34.0	0.4	32.4	9.9	
Delay (s)	26.2	38.6	47.3	45.7	19.0	24.4	55.4	68.4	25.3	64.2	47.9	
Level of Service	C	D	D	D	B	C	E	E	C	E	D	
Approach Delay (s)		42.3			36.2			51.7			52.6	
Approach LOS		D			D			D			D	
<b>Intersection Summary</b>												
HCM Average Control Delay			45.5				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)		20.0			
Intersection Capacity Utilization			81.2%				ICU Level of Service		D			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: SR 29 & 9th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	62	262	211	271	404	78	325	114	271	51	74	62	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	0.93		
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1770	1681	1524	1770	1727	1568	1736	1548		1770	1735		
Flt Permitted	0.35	1.00	1.00	0.48	1.00	1.00	0.36	1.00		0.52	1.00		
Satd. Flow (perm)	656	1681	1524	890	1727	1568	662	1548		964	1735		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	67	285	229	295	439	85	353	124	295	55	80	67	
RTOR Reduction (vph)	0	0	153	0	0	41	0	83	0	0	28	0	
Lane Group Flow (vph)	67	285	76	295	439	44	353	336	0	55	119	0	
Heavy Vehicles (%)	2%	13%	6%	2%	10%	3%	4%	14%	8%	2%	2%	2%	
Turn Type	Perm		Perm	pm+pt		Perm	pm+pt			pm+pt			
Protected Phases		2		1	6		3	8		7	4		
Permitted Phases	2		2	6		6	8			4			
Actuated Green, G (s)	36.6	36.6	36.6	56.6	56.6	56.6	41.4	32.2		16.2	13.0		
Effective Green, g (s)	36.6	36.6	36.6	56.6	56.6	56.6	41.4	32.2		16.2	13.0		
Actuated g/C Ratio	0.33	0.33	0.33	0.51	0.51	0.51	0.38	0.29		0.15	0.12		
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)	218	559	507	570	889	807	468	453		165	205		
v/s Ratio Prot		0.17		0.07	c0.25		c0.15	0.22		0.01	0.07		
v/s Ratio Perm	0.10		0.05	c0.20		0.03	c0.13			0.04			
v/c Ratio	0.31	0.51	0.15	0.52	0.49	0.05	0.75	0.74		0.33	0.58		
Uniform Delay, d1	27.3	29.5	25.8	23.4	17.4	13.3	27.3	35.2		41.3	45.9		
Progression Factor	1.00	1.00	1.00	0.37	0.40	0.16	1.00	1.00		1.00	1.00		
Incremental Delay, d2	3.6	3.3	0.6	0.6	1.4	0.1	6.8	6.5		1.2	3.9		
Delay (s)	30.9	32.8	26.4	9.3	8.4	2.2	34.1	41.6		42.5	49.8		
Level of Service	C	C	C	A	A	A	C	D		D	D		
Approach Delay (s)		30.1			8.1			38.2			47.8		
Approach LOS		C			A			D			D		
<b>Intersection Summary</b>													
HCM Average Control Delay			26.6									HCM Level of Service	C
HCM Volume to Capacity ratio			0.60										
Actuated Cycle Length (s)			110.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			74.8%									ICU Level of Service	D
Analysis Period (min)			15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis




















7: Immokalee Dr & SR 29

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	51	160	211	78	96	247	368	211	62	238	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.89		1.00	0.92		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1570	1616		1770	1700		1770	1545		1752	1655	
Flt Permitted	0.64	1.00		0.62	1.00		0.55	1.00		0.28	1.00	
Satd. Flow (perm)	1055	1616		1147	1700		1033	1545		522	1655	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	55	174	229	85	104	268	400	229	67	259	80
RTOR Reduction (vph)	0	125	0	0	73	0	0	37	0	0	20	0
Lane Group Flow (vph)	80	104	0	229	116	0	268	592	0	67	319	0
Heavy Vehicles (%)	15%	8%	3%	2%	2%	3%	2%	13%	22%	3%	10%	13%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	14.3	14.3		14.3	14.3		24.2	24.2		24.2	24.2	
Effective Green, g (s)	14.3	14.3		14.3	14.3		24.2	24.2		24.2	24.2	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.48	0.48		0.48	0.48	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	299	458		325	481		495	740		250	793	
v/s Ratio Prot		0.06			0.07			c0.38			0.19	
v/s Ratio Perm	0.08			c0.20			0.26			0.13		
v/c Ratio	0.27	0.23		0.70	0.24		0.54	0.80		0.27	0.40	
Uniform Delay, d1	14.0	13.9		16.2	13.9		9.2	11.1		7.9	8.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.3		6.8	0.3		1.2	6.2		0.6	0.3	
Delay (s)	14.5	14.1		23.0	14.2		10.5	17.3		8.4	8.8	
Level of Service	B	B		C	B		B	B		A	A	
Approach Delay (s)		14.2			19.0			15.3			8.8	
Approach LOS		B			B			B			A	
<b>Intersection Summary</b>												
HCM Average Control Delay			14.6				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			50.5			Sum of lost time (s)				12.0		
Intersection Capacity Utilization			79.9%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Lake Trafford & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	137	250	84	211	94	386	108	84	35	70	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.97		1.00	0.93		1.00	0.89	
Flt Protected		0.97	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1638	1583		1783		1770	1641		1770	1566	
Flt Permitted		0.60	1.00		0.85		0.36	1.00		0.63	1.00	
Satd. Flow (perm)		1007	1583		1523		678	1641		1169	1566	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	149	272	91	229	102	420	117	91	38	76	178
RTOR Reduction (vph)	0	0	163	0	16	0	0	44	0	0	134	0
Lane Group Flow (vph)	0	327	109	0	406	0	420	164	0	38	120	0
Heavy Vehicles (%)	7%	20%	2%	2%	2%	2%	2%	13%	2%	2%	10%	8%
Turn Type	Perm		Perm	Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		23.9	23.9		23.9		23.5	23.5		9.8	9.8	
Effective Green, g (s)		23.9	23.9		23.9		23.5	23.5		9.8	9.8	
Actuated g/C Ratio		0.40	0.40		0.40		0.40	0.40		0.16	0.16	
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		6.5	6.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		405	637		613		437	649		193	258	
v/s Ratio Prot							c0.15	0.10			0.08	
v/s Ratio Perm		c0.32	0.07		0.27		c0.23			0.03		
v/c Ratio		0.81	0.17		0.66		0.96	0.25		0.20	0.46	
Uniform Delay, d1		15.7	11.4		14.5		15.7	12.1		21.4	22.4	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		11.2	0.1		2.7		33.0	0.2		0.5	1.3	
Delay (s)		26.9	11.5		17.2		48.7	12.3		21.9	23.7	
Level of Service		C	B		B		D	B		C	C	
Approach Delay (s)		19.9			17.2			36.6			23.5	
Approach LOS		B			B			D			C	
<b>Intersection Summary</b>												
HCM Average Control Delay			25.3				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			59.4				Sum of lost time (s)			10.0		
Intersection Capacity Utilization			91.7%				ICU Level of Service			F		
Analysis Period (min)			15									

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	160	1038	1603	494	320	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	4.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.88	0.94	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1583	2707	4277	1570	1638	1455
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1583	2707	4277	1570	1638	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	1128	1742	537	348	174
RTOR Reduction (vph)	0	0	0	0	0	134
Lane Group Flow (vph)	174	1128	1742	537	348	40
Heavy Vehicles (%)	14%	5%	19%	21%	16%	11%
Turn Type		Free	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		Free				6
Actuated Green, G (s)	13.5	87.5	36.0	62.0	20.0	20.0
Effective Green, g (s)	13.5	87.5	36.0	62.0	20.0	20.0
Actuated g/C Ratio	0.15	1.00	0.41	0.71	0.23	0.23
Clearance Time (s)	6.0		6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	244	2707	1760	1112	374	333
v/s Ratio Prot	c0.11		c0.41	0.34	c0.21	
v/s Ratio Perm		0.42				0.03
v/c Ratio	0.71	0.42	0.99	0.48	0.93	0.12
Uniform Delay, d1	35.2	0.0	25.6	5.6	33.1	26.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.5	0.5	18.8	0.3	29.5	0.2
Delay (s)	44.6	0.5	44.4	6.0	62.5	26.9
Level of Service	D	A	D	A	E	C
Approach Delay (s)	6.4			35.3	50.7	
Approach LOS	A			D	D	





















**Intersection Summary**

HCM Average Control Delay	28.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	87.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

11: Charlotte St & New Market Rd

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	147	102	368	82	66	16	238	102	127	16	66	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.99		1.00	0.92		1.00	1.00	0.85
Flt Protected		0.97	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1622	1282		1685		1456	1546		1770	1667	1442
Flt Permitted		0.72	1.00		0.72		0.48	1.00		0.60	1.00	1.00
Satd. Flow (perm)		1201	1282		1235		737	1546		1126	1667	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	160	111	400	89	72	17	259	111	138	17	72	189
RTOR Reduction (vph)	0	0	258	0	6	0	0	78	0	0	0	155
Lane Group Flow (vph)	0	271	142	0	172	0	259	171	0	17	72	34
Heavy Vehicles (%)	22%	2%	26%	2%	16%	12%	24%	26%	2%	2%	14%	12%
Turn Type	Perm		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		16.4	16.4		16.4		17.9	13.0		9.3	8.4	8.4
Effective Green, g (s)		16.4	16.4		16.4		17.9	13.0		9.3	8.4	8.4
Actuated g/C Ratio		0.35	0.35		0.35		0.39	0.28		0.20	0.18	0.18
Clearance Time (s)		6.0	6.0		6.0		4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		425	454		437		370	434		239	302	262
v/s Ratio Prot							c0.08	0.11		0.00	0.04	
v/s Ratio Perm		c0.23	0.11		0.14		c0.19			0.01		0.02
v/c Ratio		0.64	0.31		0.39		0.70	0.39		0.07	0.24	0.13
Uniform Delay, d1		12.5	10.9		11.2		11.2	13.5		14.9	16.2	15.9
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		3.1	0.4		0.6		5.7	0.6		0.1	0.4	0.2
Delay (s)		15.6	11.2		11.8		16.9	14.1		15.1	16.6	16.1
Level of Service		B	B		B		B	B		B	B	B
Approach Delay (s)		13.0			11.8			15.5			16.2	
Approach LOS		B			B			B			B	
<b>Intersection Summary</b>												
HCM Average Control Delay			14.2				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			46.3				Sum of lost time (s)		10.0			
Intersection Capacity Utilization			50.2%				ICU Level of Service		A			
Analysis Period (min)			15									

c Critical Lane Group









Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	308	301	195	1151	746	308
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1570	1652	1652	1404	3045	1404
Flt Permitted	0.42	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	687	1652	1652	1404	3045	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	335	327	212	1251	811	335
RTOR Reduction (vph)	0	0	0	0	0	230
Lane Group Flow (vph)	335	327	212	1251	811	105
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type	pm+pt			Free		Perm
Protected Phases	7	4	8		6	
Permitted Phases	4			Free		6
Actuated Green, G (s)	26.0	26.0	11.9	55.3	17.3	17.3
Effective Green, g (s)	26.0	26.0	11.9	55.3	17.3	17.3
Actuated g/C Ratio	0.47	0.47	0.22	1.00	0.31	0.31
Clearance Time (s)	6.0	6.0	6.0		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	452	777	355	1404	953	439
v/s Ratio Prot	0.11	0.20	0.13		0.27	
v/s Ratio Perm	0.24			c0.89		0.07
v/c Ratio	0.74	0.42	0.60	0.89	0.85	0.24
Uniform Delay, d1	10.4	9.7	19.5	0.0	17.8	14.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.4	0.4	2.7	8.9	7.4	0.3
Delay (s)	16.8	10.0	22.2	8.9	25.2	14.4
Level of Service	B	B	C	A	C	B
Approach Delay (s)		13.5	10.8		22.0	
Approach LOS		B	B		C	

**Intersection Summary**

HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	55.3	Sum of lost time (s)	0.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑	↑	↘	↑↑	↘↘	↘
Volume (vph)	929	312	201	1434	482	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3139	1404	1570	3139	3045	1404
Flt Permitted	1.00	1.00	0.15	1.00	0.95	1.00
Satd. Flow (perm)	3139	1404	247	3139	3045	1404
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1010	339	218	1559	524	218
RTOR Reduction (vph)	0	217	0	0	0	165
Lane Group Flow (vph)	1010	122	218	1559	524	53
Heavy Vehicles (%)	15%	15%	15%	15%	15%	15%
Turn Type		Perm	pm+pt			Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	20.8	20.8	31.8	31.8	14.1	14.1
Effective Green, g (s)	20.8	20.8	31.8	31.8	14.1	14.1
Actuated g/C Ratio	0.36	0.36	0.55	0.55	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1128	504	250	1724	742	342
v/s Ratio Prot	0.32		0.08	c0.50	c0.17	
v/s Ratio Perm		0.09	0.40			0.04
v/c Ratio	0.90	0.24	0.87	0.90	0.71	0.16
Uniform Delay, d1	17.5	13.0	10.2	11.7	20.0	17.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.4	0.3	26.6	7.1	3.1	0.2
Delay (s)	26.9	13.3	36.7	18.8	23.1	17.4
Level of Service	C	B	D	B	C	B
Approach Delay (s)	23.5			21.0	21.4	
Approach LOS	C			C	C	























**Intersection Summary**

HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	57.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	141	35	82	54	54	0	127	235	54	109	152	141
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	153	38	89	59	59	0	138	255	59	118	165	153
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				None
Median storage (veh)								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	963	992	165	1042	1087	255	318			314		
vC1, stage 1 conf vol	402	402		532	532							
vC2, stage 2 conf vol	561	590		510	555							
vCu, unblocked vol	963	992	165	1042	1087	255	318			314		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.2	4.1			4.2		
tC, 2 stage (s)	6.3	5.5		6.1	5.6							
tF (s)	3.7	4.0	3.5	3.5	4.1	3.3	2.2			2.3		
p0 queue free %	36	87	89	77	80	100	89			90		
cM capacity (veh/h)	240	303	839	252	289	783	1242			1186		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
Volume Total	153	127	59	59	138	255	59	118	165	153		
Volume Left	153	0	59	0	138	0	0	118	0	0		
Volume Right	0	89	0	0	0	0	59	0	0	153		
cSH	240	549	252	289	1242	1700	1700	1186	1700	1700		
Volume to Capacity	0.64	0.23	0.23	0.20	0.11	0.15	0.03	0.10	0.10	0.09		
Queue Length 95th (ft)	98	22	22	19	9	0	0	8	0	0		
Control Delay (s)	43.4	13.5	23.6	20.6	8.3	0.0	0.0	8.4	0.0	0.0		
Lane LOS	E	B	C	C	A			A				
Approach Delay (s)	29.8		22.1		2.5			2.3				
Approach LOS	D		C									
Intersection Summary												
Average Delay			10.2									
Intersection Capacity Utilization			42.9%		ICU Level of Service				A			
Analysis Period (min)			15									

## Arterial Level of Service

### Arterial Level of Service: NW Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 29	I	50	170.0	22.1	192.1	2.37	44.4	A
Total	I		170.0	22.1	192.1	2.37	44.4	A

### Arterial Level of Service: SB Central Loop

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
New Market Rd	II	42	202.6	29.6	232.2	2.37	36.7	A
Total	II		202.6	29.6	232.2	2.37	36.7	A

### Arterial Level of Service: NB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Oil Well Rd	I	60	36.5	14.5	51.0	0.50	35.3	B
Farm Workers Way	I	59	499.3	22.3	521.6	8.20	56.6	A
CR 846	I	43	112.6	37.9	150.5	1.36	32.4	C
New Market Rd E	I	35	16.1	19.7	35.8	0.13	12.9	F
N 1st St	I	35	42.8	19.4	62.2	0.41	23.6	D
9th St	I	30	63.8	8.7	72.5	0.50	24.9	D
Immokalee Dr	I	35	89.6	20.9	110.5	0.87	28.4	C
Lake Trafford	I	35	51.9	9.9	61.8	0.50	29.4	C
Central Loop	I	50	106.5	25.9	132.4	1.48	40.2	B
SR 82	I	55	151.6	7.8	159.4	2.32	52.3	A
Total	I		1170.7	187.0	1357.7	16.27	43.1	A

### Arterial Level of Service: SB SR 29

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 82	I	55	36.5	67.7	104.2	0.50	17.3	E
SR 29	I	55	151.6	4.5	156.1	2.32	53.4	A
Lake Trafford	I	40	134.0	18.0	152.0	1.48	35.0	B
Immokalee Dr	I	35	51.9	9.6	61.5	0.50	29.5	C
9th St	I	35	89.6	34.0	123.6	0.87	25.3	D
Immokalee Rd	I	30	63.8	39.2	103.0	0.50	17.6	E
New Market Rd E	I	35	42.8	10.7	53.5	0.41	27.4	C
CR 846	I	35	16.1	3.0	19.1	0.13	24.2	D
Farm Workers Way	I	43	112.6	6.4	119.0	1.36	41.0	B
Oil Well Rd	I	59	499.3	28.3	527.6	8.20	56.0	A
Total	I		1198.2	221.4	1419.6	16.27	41.3	B

Queues

1: Oil Well Rd & SR 29



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	157	207	117	182	255	537	117	76	348	157
v/c Ratio	0.65	0.58	0.46	0.39	0.58	0.67	0.13	0.31	0.74	0.34
Control Delay	33.2	13.1	24.5	10.3	13.4	14.5	2.1	19.2	28.3	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	13.1	24.5	10.3	13.4	14.5	2.1	19.2	28.3	5.6
Queue Length 50th (ft)	46	11	32	17	41	113	0	19	99	0
Queue Length 95th (ft)	#107	65	77	61	85	230	19	51	#194	35
Internal Link Dist (ft)		1240		1240		2560			17041	
Turn Bay Length (ft)	200		200		450		200	450		
Base Capacity (vph)	322	422	344	592	442	924	1022	317	601	545
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.49	0.34	0.31	0.58	0.58	0.11	0.24	0.58	0.29

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

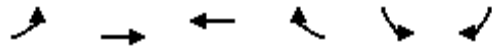
Queues



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	73	7	38	280	7	865	33	280	560	42
v/c Ratio	0.37	0.03	0.18	0.56	0.02	0.78	0.06	0.76	0.29	0.05
Control Delay	24.8	11.2	20.3	7.9	12.7	22.3	5.8	24.0	6.4	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	11.2	20.3	7.9	12.7	22.3	5.8	24.0	6.4	2.5
Queue Length 50th (ft)	21	0	10	0	1	118	0	34	37	0
Queue Length 95th (ft)	51	8	30	49	9	#238	15	#133	78	11
Internal Link Dist (ft)	911		368			1777			4291	
Turn Bay Length (ft)		200		250	600		600	800		800
Base Capacity (vph)	349	495	380	669	311	1185	618	369	2001	911
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.01	0.10	0.42	0.02	0.73	0.05	0.76	0.28	0.05

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



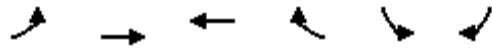
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	543	798	1232	190	190	773
v/c Ratio	0.89	0.36	0.90	0.24	0.59	0.84
Control Delay	65.1	3.0	37.9	3.3	49.0	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.1	3.0	37.9	3.3	49.0	19.2
Queue Length 50th (ft)	164	40	414	0	123	63
Queue Length 95th (ft)	m#274	57	#564	39	200	#171
Internal Link Dist (ft)		320	878		1310	
Turn Bay Length (ft)	300			250		250
Base Capacity (vph)	625	2217	1370	789	322	918
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.36	0.90	0.24	0.59	0.84

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	259	543	838	1225	793	383
v/c Ratio	0.70	0.30	0.66	0.77	0.80	0.56
Control Delay	50.8	10.7	19.7	3.0	39.9	11.0
Queue Delay	0.0	0.0	0.0	2.5	0.0	0.0
Total Delay	50.8	10.7	19.7	5.6	39.9	11.0
Queue Length 50th (ft)	95	73	140	2	258	47
Queue Length 95th (ft)	m126	m86	m218	m14	337	140
Internal Link Dist (ft)		959	199		824	
Turn Bay Length (ft)	250			200		200
Base Capacity (vph)	371	1790	1265	1598	991	682
Starvation Cap Reductn	0	0	0	249	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.30	0.66	0.91	0.80	0.56

#### Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

5: SR 29 & N 1st St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	85	161	393	721	249	223	485	628	466	145	357
v/c Ratio	0.28	0.57	0.74	0.96	0.41	0.33	0.84	0.99	0.56	0.83	0.80
Control Delay	16.6	39.3	13.2	48.4	19.4	4.5	58.9	69.6	6.4	58.0	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	39.3	13.2	48.4	19.4	4.5	58.9	69.6	6.4	58.0	52.1
Queue Length 50th (ft)	16	75	39	245	137	47	171	436	18	56	230
Queue Length 95th (ft)	m39	m147	85	#379	233	68	#247	#680	98	#154	#383
Internal Link Dist (ft)		555			1032			1240			1240
Turn Bay Length (ft)	250		250	250			100			250	
Base Capacity (vph)	301	283	534	751	601	674	593	632	835	174	444
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.57	0.74	0.96	0.41	0.33	0.82	0.99	0.56	0.83	0.80

Intersection Summary

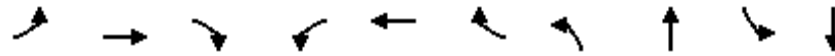
# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Queues

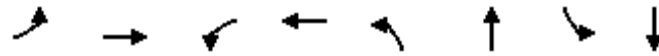


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	285	229	295	439	85	353	419	55	147
v/c Ratio	0.30	0.50	0.34	0.51	0.49	0.10	0.76	0.78	0.32	0.67
Control Delay	34.5	34.3	5.5	10.5	8.9	0.8	38.0	35.6	29.0	50.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	34.3	5.5	10.5	8.9	0.8	38.0	35.6	29.0	50.6
Queue Length 50th (ft)	35	162	0	53	111	2	191	200	24	78
Queue Length 95th (ft)	82	266	57	m84	m155	m5	261	306	48	142
Internal Link Dist (ft)		560			1937			1240		1240
Turn Bay Length (ft)	600		200	200		200	200		225	
Base Capacity (vph)	222	573	671	576	903	860	490	598	171	280
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.50	0.34	0.51	0.49	0.10	0.72	0.70	0.32	0.53

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	229	229	189	268	629	67	339
v/c Ratio	0.27	0.40	0.71	0.34	0.55	0.82	0.27	0.42
Control Delay	19.1	7.9	33.5	10.6	14.7	20.9	11.6	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	7.9	33.5	10.6	14.7	20.9	11.6	9.6
Queue Length 50th (ft)	21	14	68	22	58	145	12	59
Queue Length 95th (ft)	54	61	#169	67	118	#295	35	109
Internal Link Dist (ft)		1240		1240		1248		1235
Turn Bay Length (ft)	225		150		200		275	
Base Capacity (vph)	369	679	401	661	658	1011	333	1070
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.34	0.57	0.29	0.41	0.62	0.20	0.32

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

























Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	327	272	422	420	208	38	254
v/c Ratio	0.81	0.34	0.67	0.92	0.30	0.20	0.65
Control Delay	35.3	3.4	20.7	44.2	9.9	24.4	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	3.4	20.7	44.2	9.9	24.4	18.0
Queue Length 50th (ft)	97	0	108	119	34	13	32
Queue Length 95th (ft)	#264	42	237	#279	74	35	94
Internal Link Dist (ft)	1240		1240		1268		1554
Turn Bay Length (ft)		150		650		200	
Base Capacity (vph)	464	876	715	458	901	349	581
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.31	0.59	0.92	0.23	0.11	0.44

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM Unsignalized Intersection Capacity Analysis

9: Westclox Rd & SR 29

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	141	35	82	54	54	0	127	235	54	109	152	141
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	153	38	89	59	59	0	138	255	59	118	165	153
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				None
Median storage veh								2				
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	963	992	165	1042	1087	255	318			314		
vC1, stage 1 conf vol	402	402		532	532							
vC2, stage 2 conf vol	561	590		510	555							
vCu, unblocked vol	963	992	165	1042	1087	255	318			314		
tC, single (s)	7.3	6.5	6.4	7.1	6.6	6.2	4.1			4.2		
tC, 2 stage (s)	6.3	5.5		6.1	5.6							
tF (s)	3.7	4.0	3.5	3.5	4.1	3.3	2.2			2.3		
p0 queue free %	36	87	89	77	80	100	89			90		
cM capacity (veh/h)	240	303	839	252	289	783	1242			1186		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
Volume Total	153	127	59	59	138	255	59	118	165	153		
Volume Left	153	0	59	0	138	0	0	118	0	0		
Volume Right	0	89	0	0	0	0	59	0	0	153		
cSH	240	549	252	289	1242	1700	1700	1186	1700	1700		
Volume to Capacity	0.64	0.23	0.23	0.20	0.11	0.15	0.03	0.10	0.10	0.09		
Queue Length 95th (ft)	98	22	22	19	9	0	0	8	0	0		
Control Delay (s)	43.4	13.5	23.6	20.6	8.3	0.0	0.0	8.4	0.0	0.0		
Lane LOS	E	B	C	C	A			A				
Approach Delay (s)	29.8		22.1		2.5			2.3				
Approach LOS	D		C									
Intersection Summary												
Average Delay			10.2									
Intersection Capacity Utilization			42.9%		ICU Level of Service				A			
Analysis Period (min)			15									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	174	1128	1742	537	348	174
v/c Ratio	0.71	0.42	0.99	0.48	0.93	0.37
Control Delay	51.7	0.5	46.2	7.8	67.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	0.5	46.2	7.8	67.7	7.4
Queue Length 50th (ft)	92	0	~343	118	193	0
Queue Length 95th (ft)	161	0	#467	193	#366	51
Internal Link Dist (ft)	969			920	2560	
Turn Bay Length (ft)		400	450			450
Base Capacity (vph)	289	2707	1760	1113	375	467
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.42	0.99	0.48	0.93	0.37

#### Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Queues



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	271	400	178	259	249	17	72	189
v/c Ratio	0.48	0.49	0.30	0.51	0.38	0.03	0.19	0.40
Control Delay	19.0	4.4	14.6	13.3	9.6	8.2	19.2	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.0	4.4	14.6	13.3	9.6	8.2	19.2	6.5
Queue Length 50th (ft)	62	0	35	45	24	2	18	0
Queue Length 95th (ft)	#179	52	94	95	93	11	47	40
Internal Link Dist (ft)	376		508		493		3498	
Turn Bay Length (ft)		225		275		200		400
Base Capacity (vph)	608	846	628	529	847	524	789	782
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.47	0.28	0.49	0.29	0.03	0.09	0.24

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

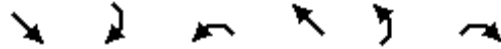
Queues



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	335	327	212	1251	811	335
v/c Ratio	0.74	0.42	0.60	0.89	0.85	0.50
Control Delay	23.0	11.8	27.1	10.8	29.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	11.8	27.1	10.8	29.6	5.3
Queue Length 50th (ft)	71	68	64	0	127	0
Queue Length 95th (ft)	#151	120	121	#100	#240	50
Internal Link Dist (ft)		461	1166		1372	
Turn Bay Length (ft)	200					450
Base Capacity (vph)	451	901	480	1404	996	685
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.36	0.44	0.89	0.81	0.49

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Group Flow (vph)	1010	339	218	1559	524	218
v/c Ratio	0.90	0.47	0.87	0.90	0.71	0.43
Control Delay	31.0	4.5	46.8	22.1	25.9	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	4.5	46.8	22.1	25.9	6.1
Queue Length 50th (ft)	174	0	37	238	86	0
Queue Length 95th (ft)	#296	47	#126	#417	131	43
Internal Link Dist (ft)	2575			6375	2581	
Turn Bay Length (ft)		450	450		450	450
Base Capacity (vph)	1140	726	250	1738	843	546
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.47	0.87	0.90	0.62	0.40

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.