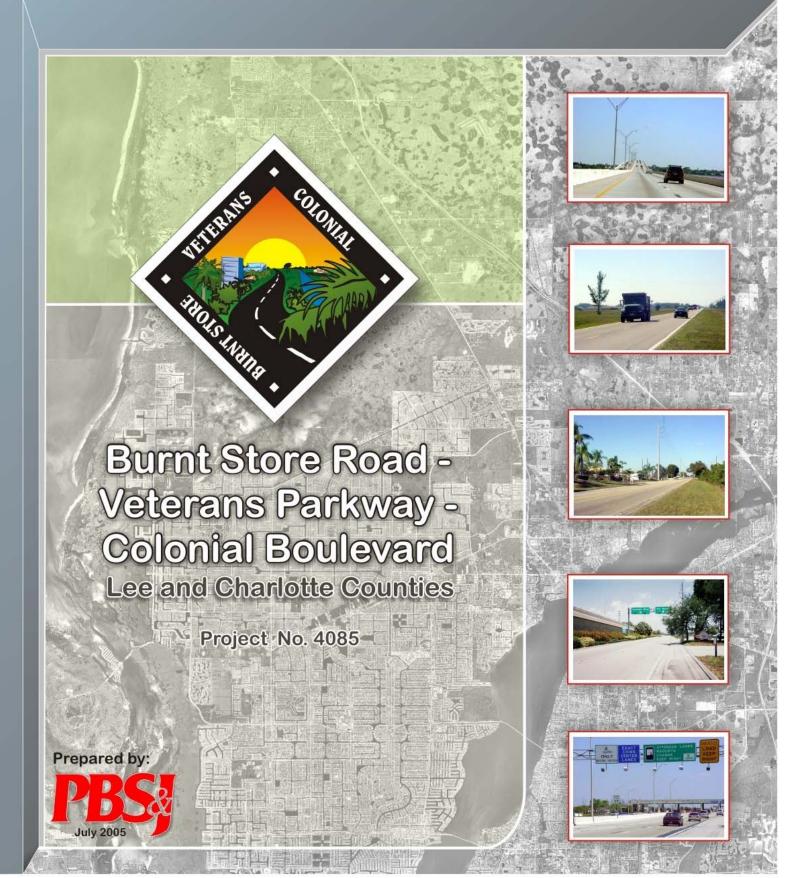
Bi - County Study Phase II: Concept Report Technical Appendix



Technical Appendices

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-	2030 PM Peak Hour HCS/Freeway Segment Analysis

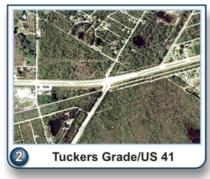
Appendix A

2010 Annual Average Daily Traffic Volumes 2020 Annual Average Daily Traffic Volumes







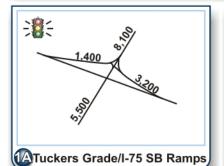


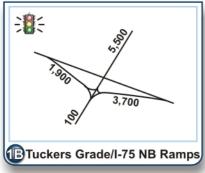


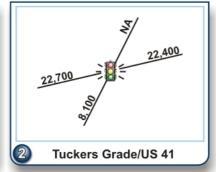


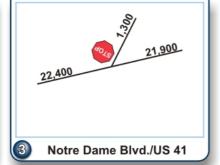


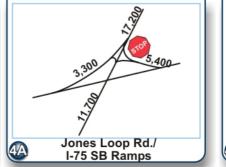


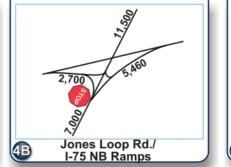


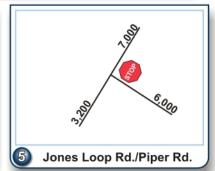












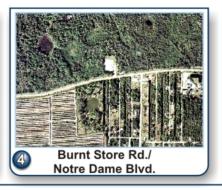


BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES







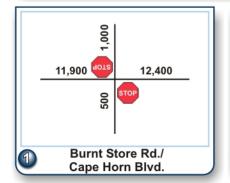


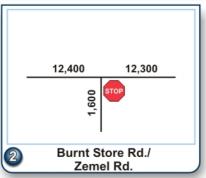


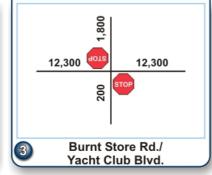


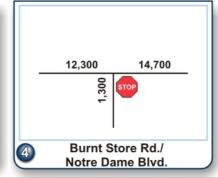




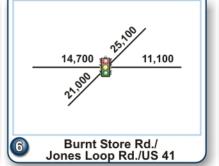


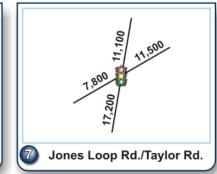














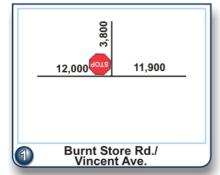


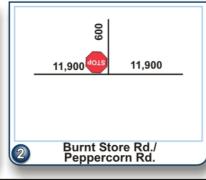


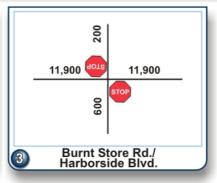


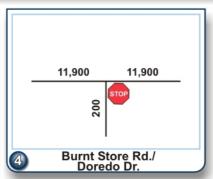














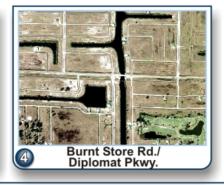
BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES

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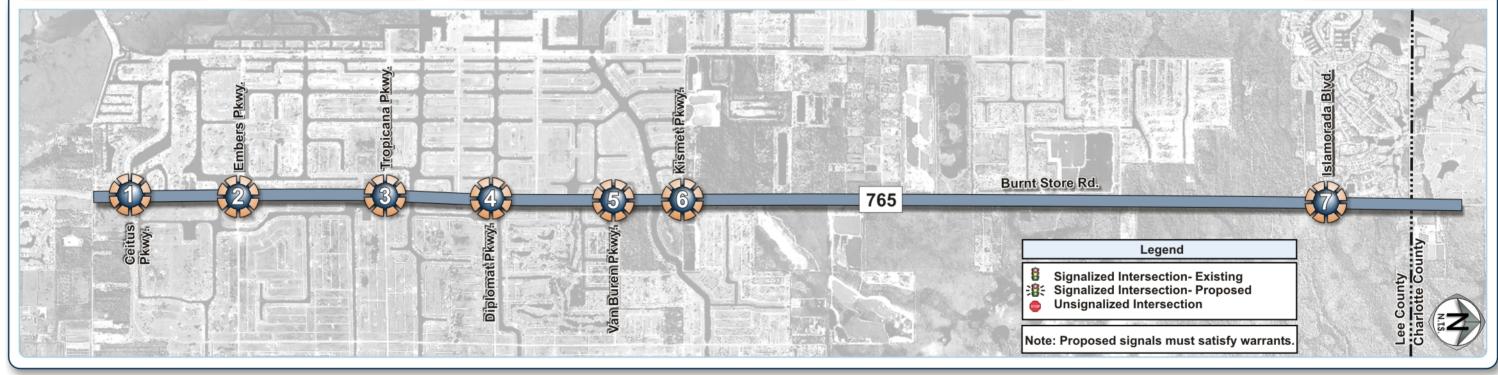


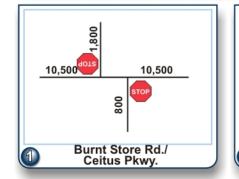


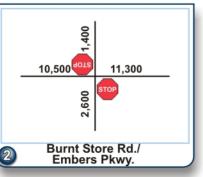


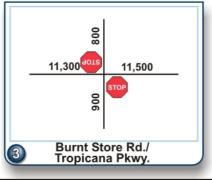


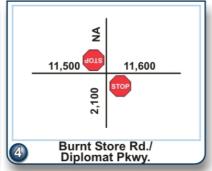


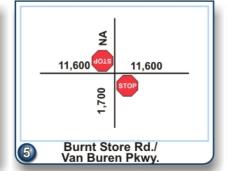


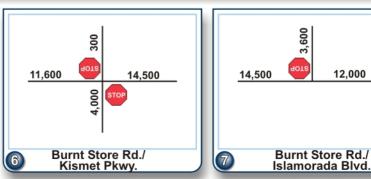




















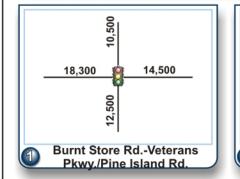


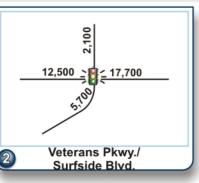


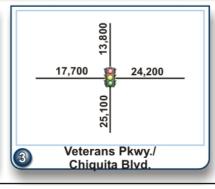


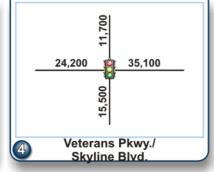


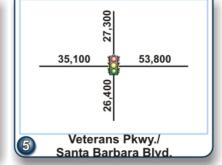


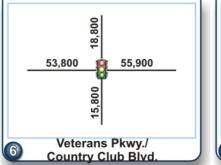


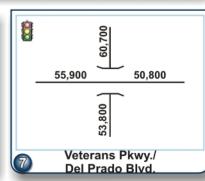


















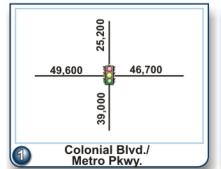








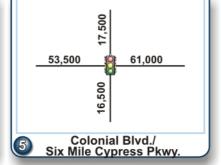


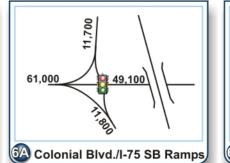


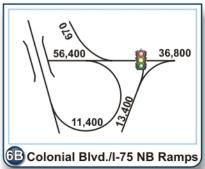




















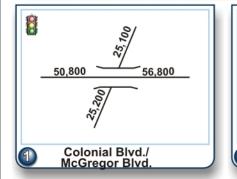




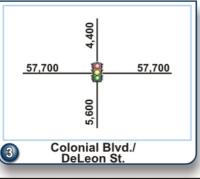


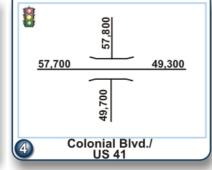


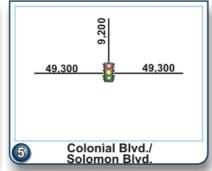


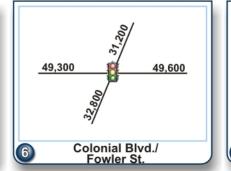


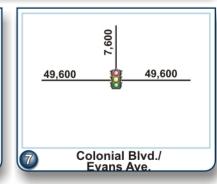






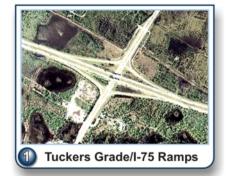


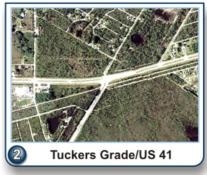


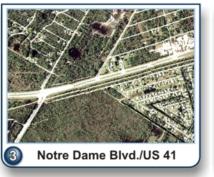






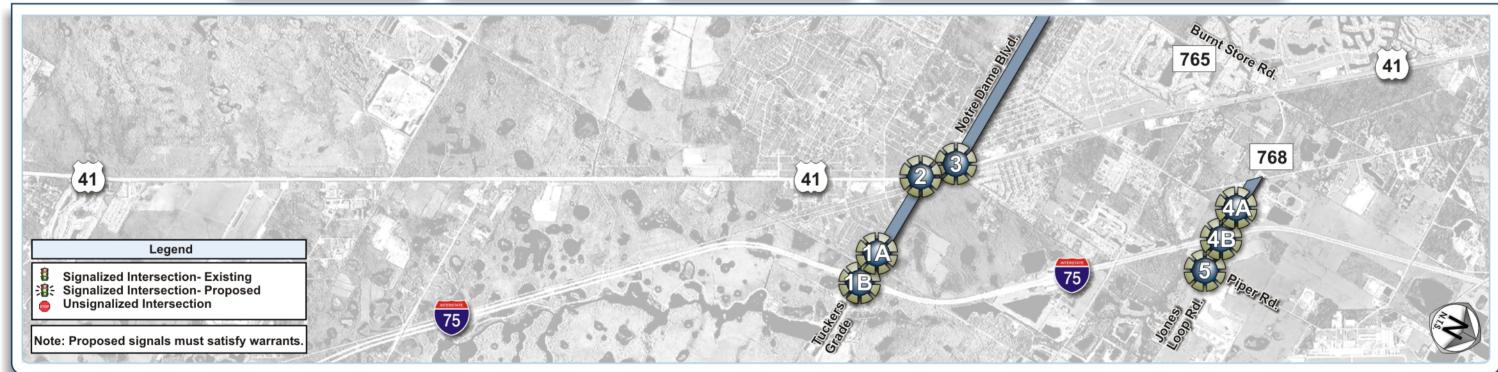


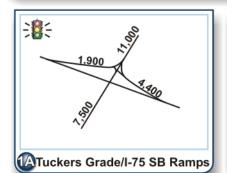


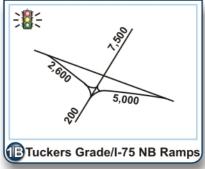


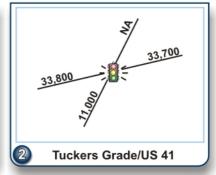


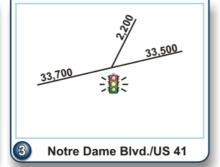


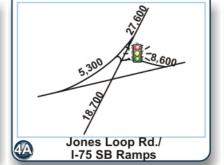


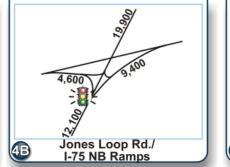


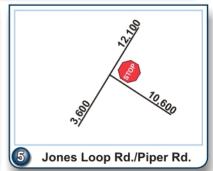








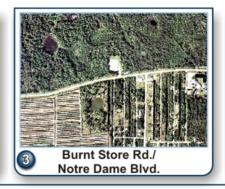








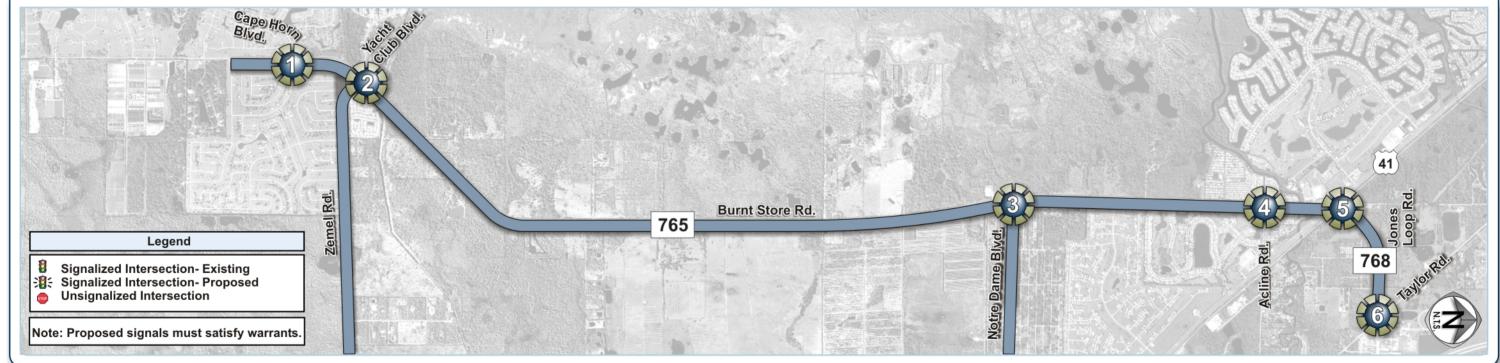






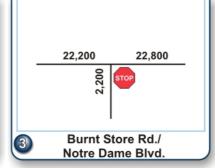


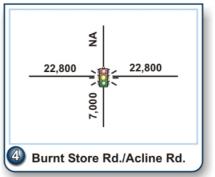


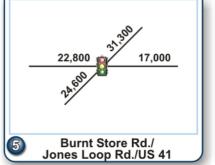


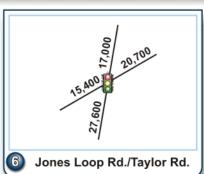












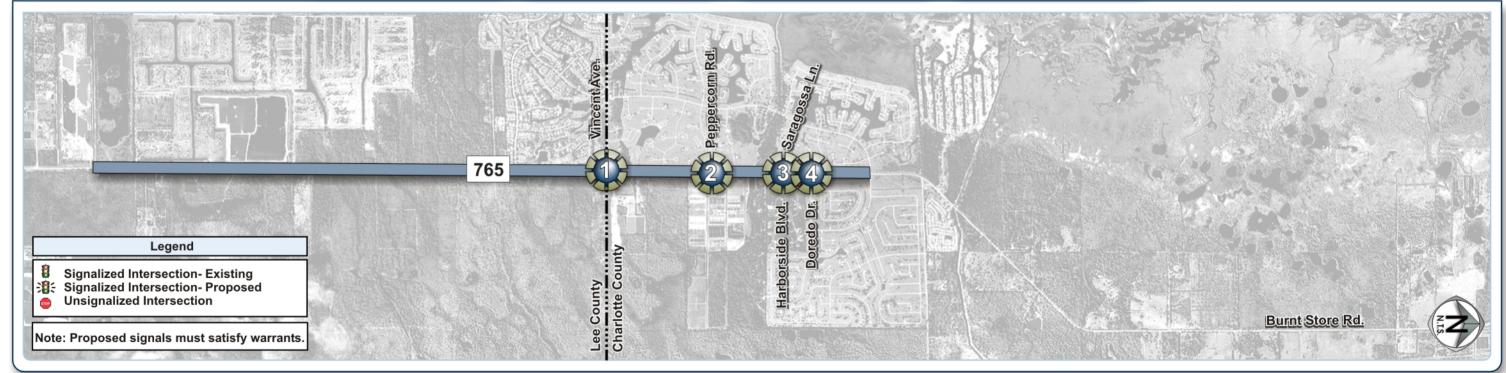


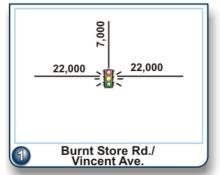


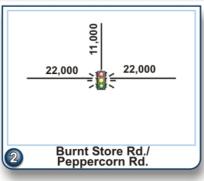


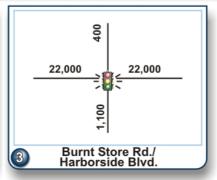


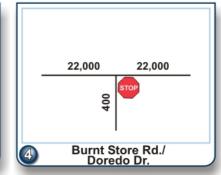










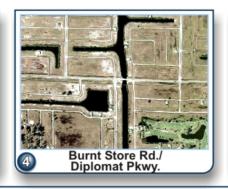








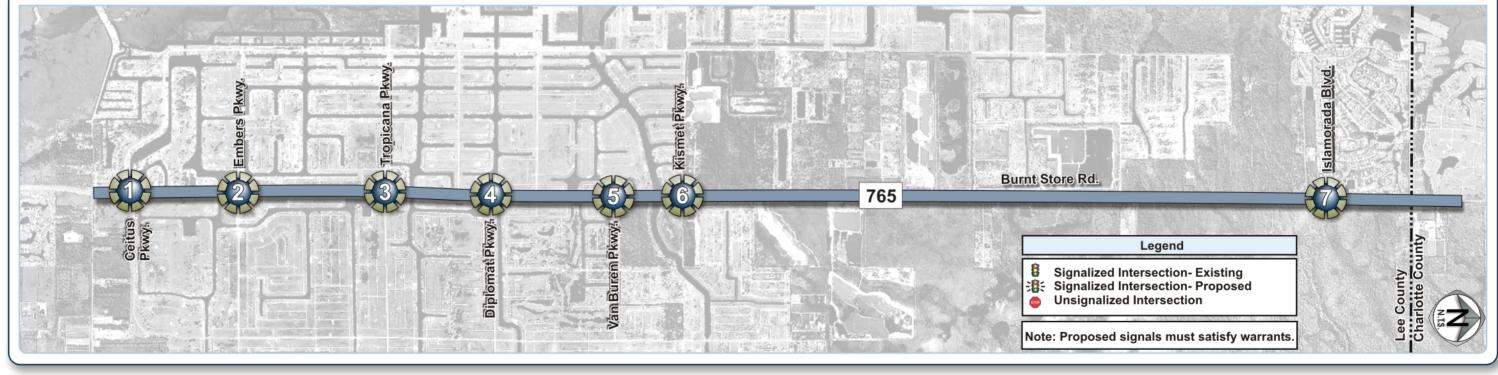


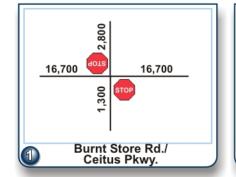


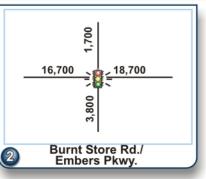


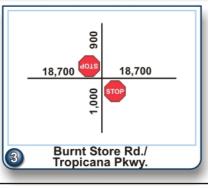


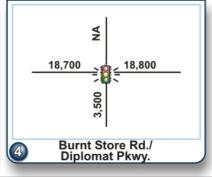


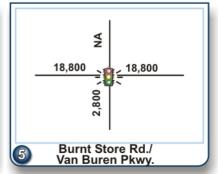


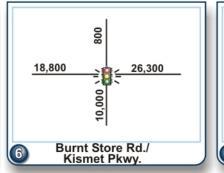


















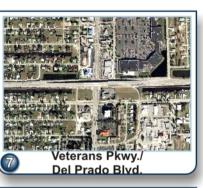




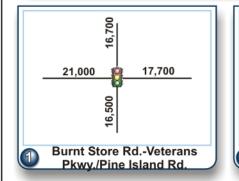


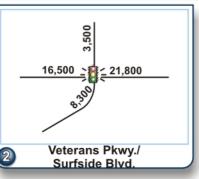


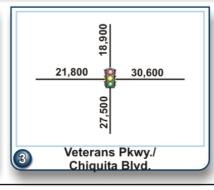




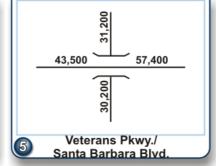


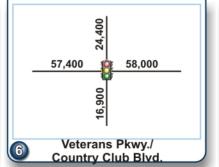


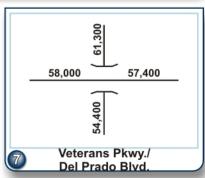
















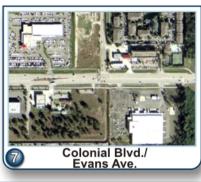




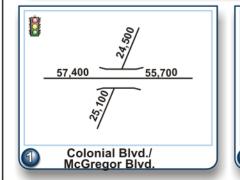




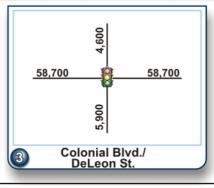


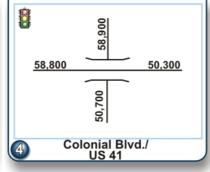


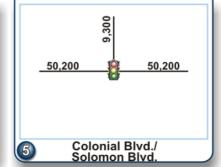




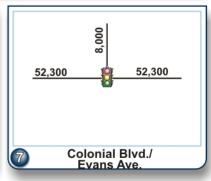














BI-COUNTY STUDY
LEE AND CHARLOTTE
COUNTIES

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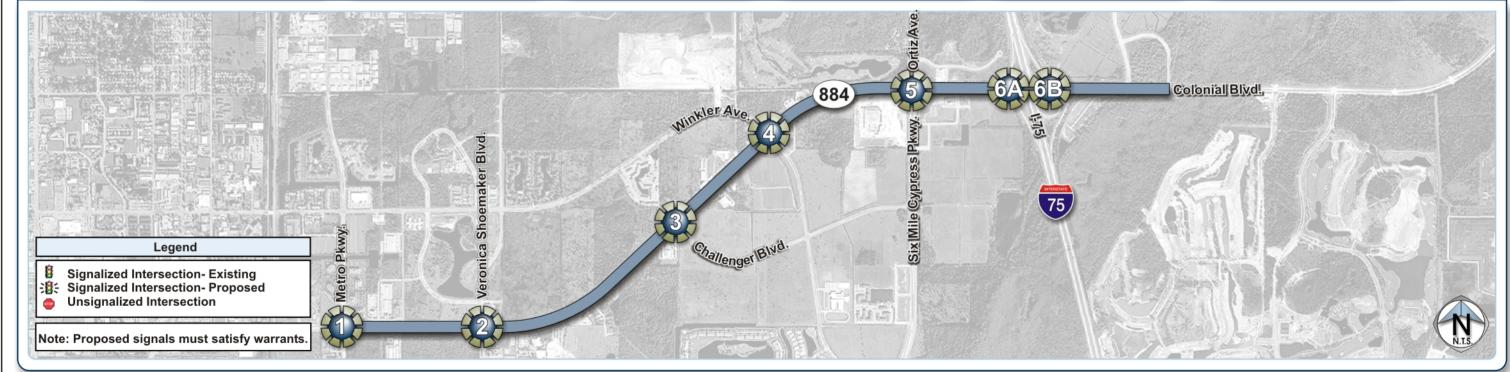


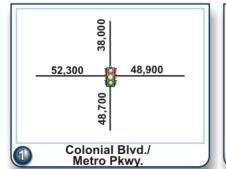






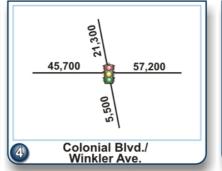


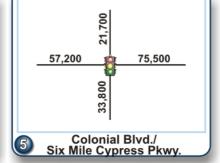


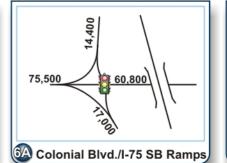


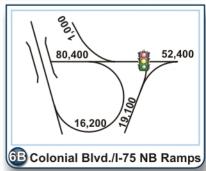












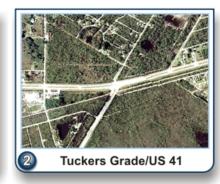
Appendix B

2010 AM and PM Peak Hour Volumes 2020 AM and PM Peak Hour Volumes

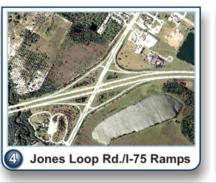






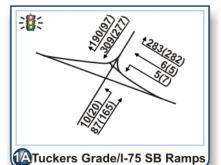


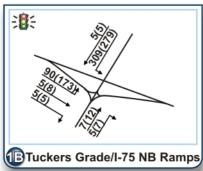


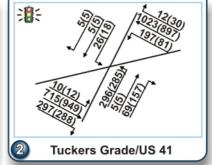


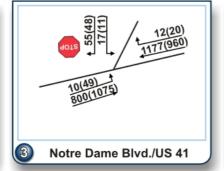


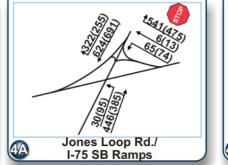


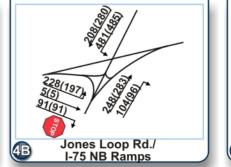


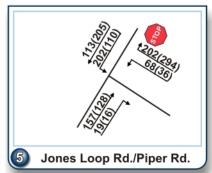










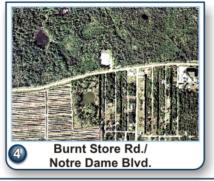










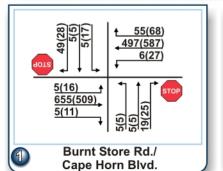


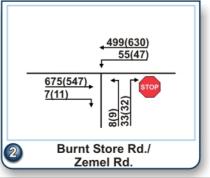


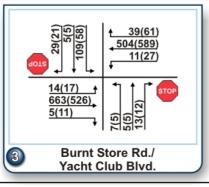


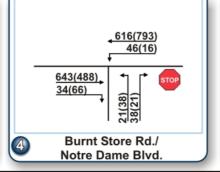


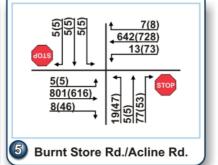


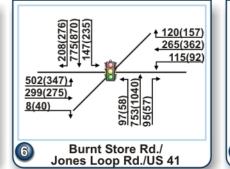


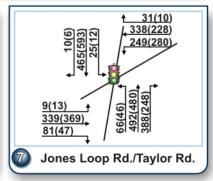














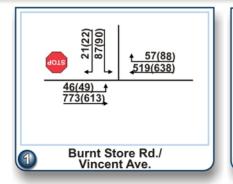


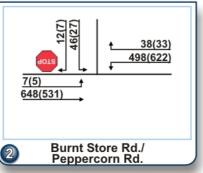


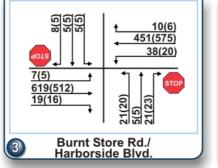


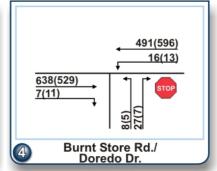














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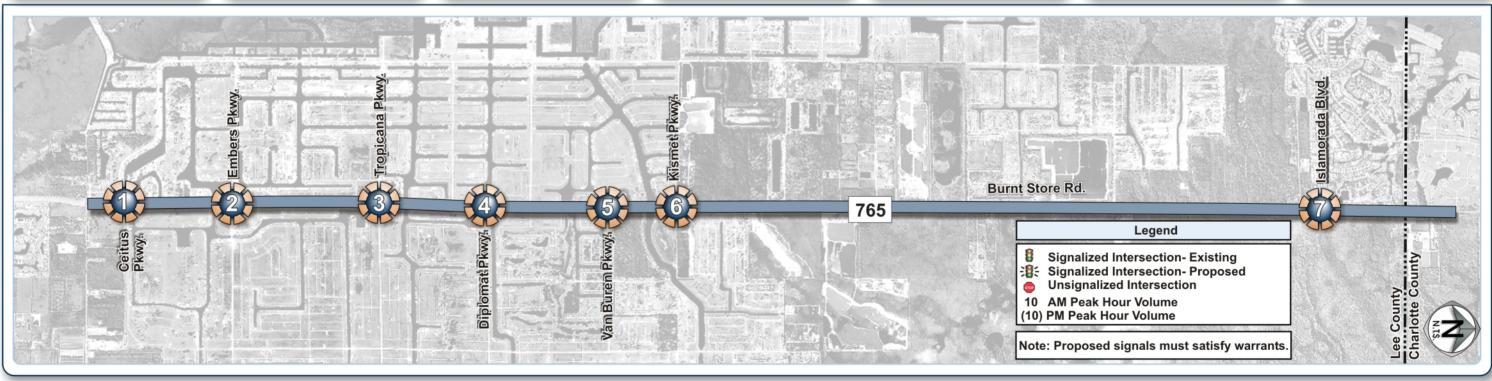


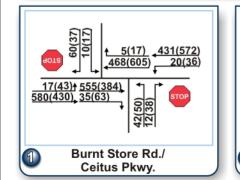


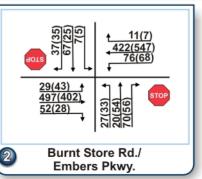


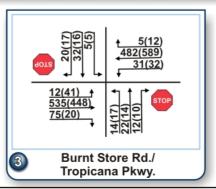


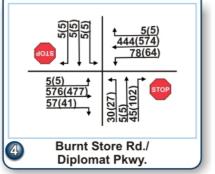


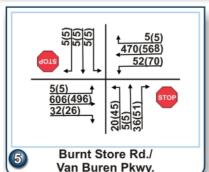


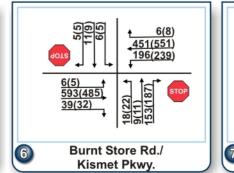
















BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES

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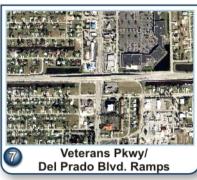




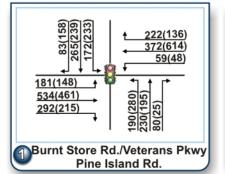


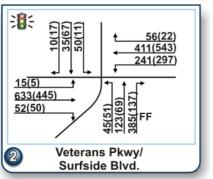


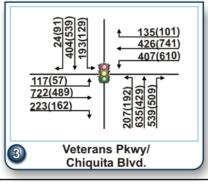




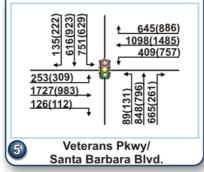


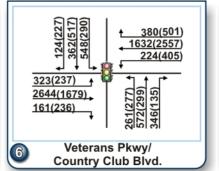


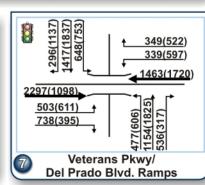








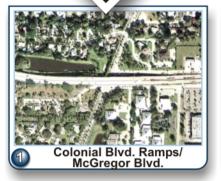






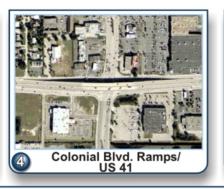
BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES

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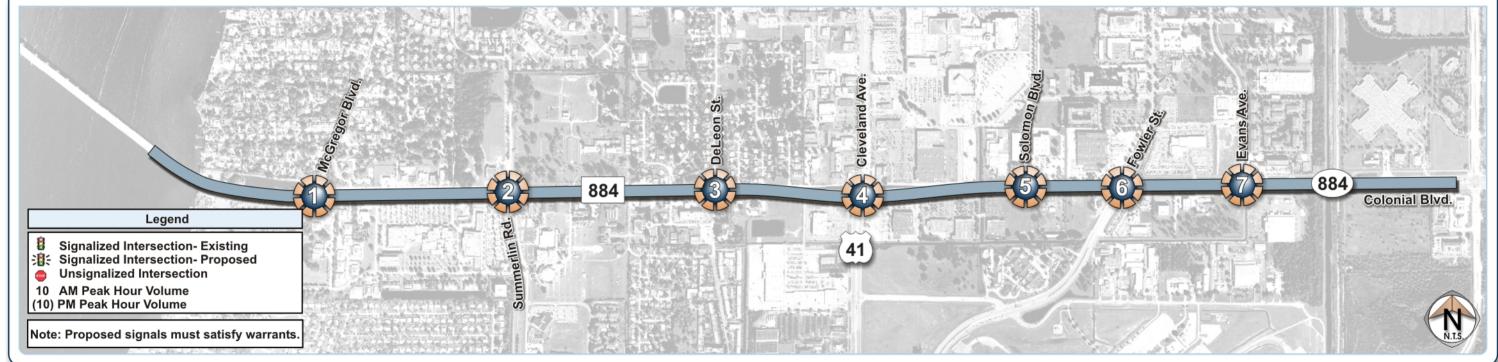


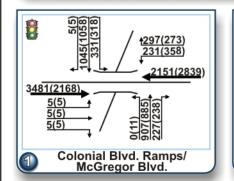


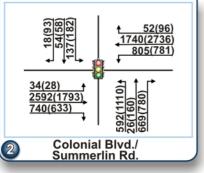


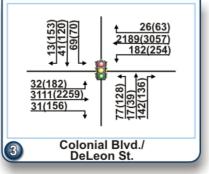


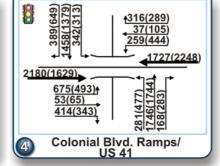


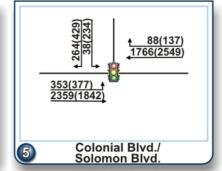


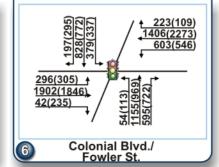


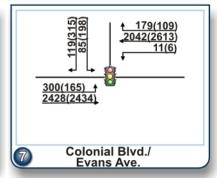














BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES

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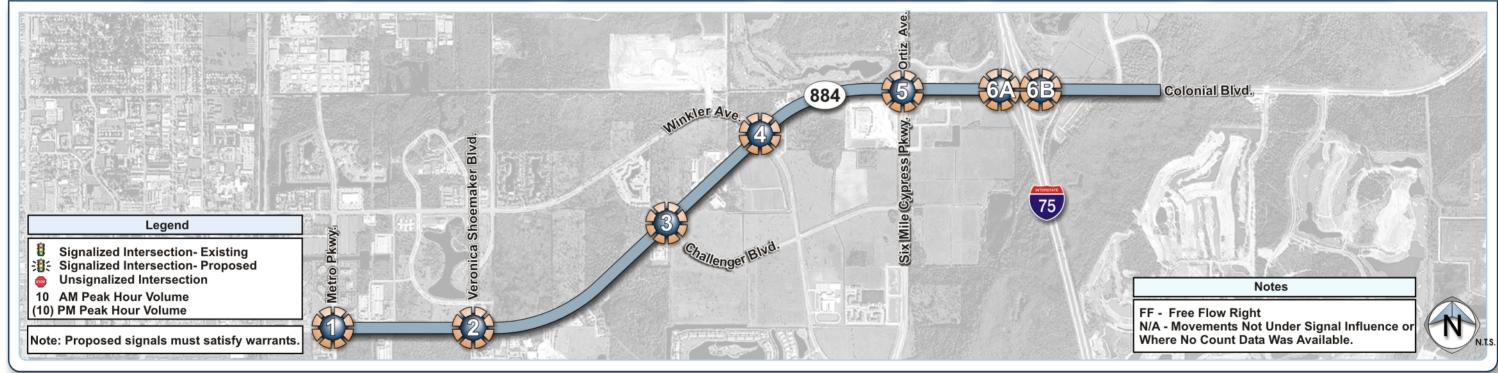


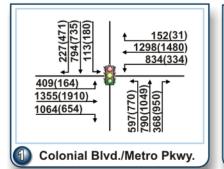


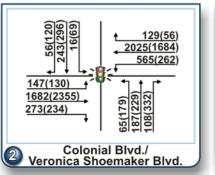


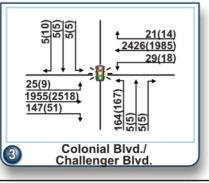




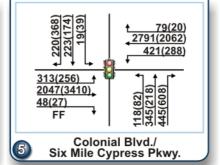


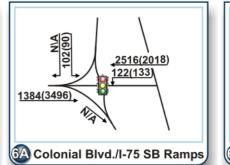


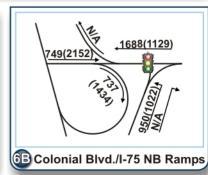








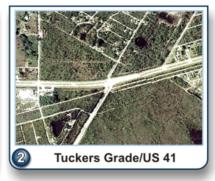






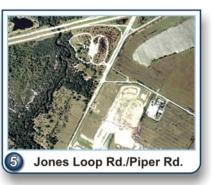




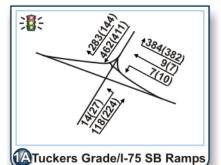


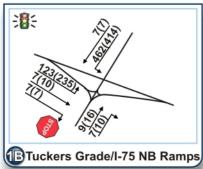


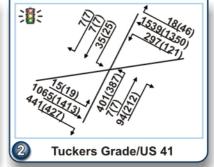


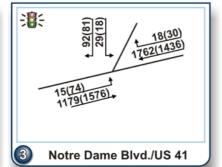


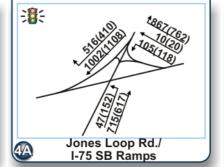


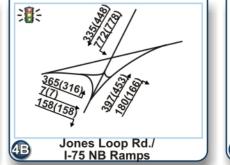


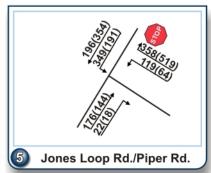


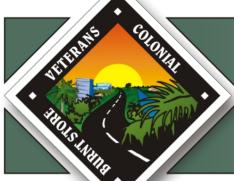
















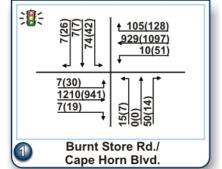


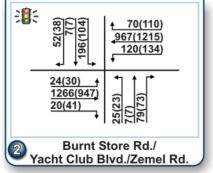


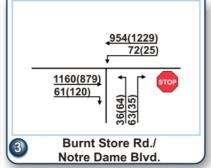


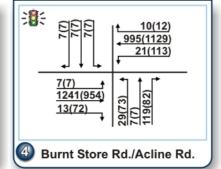


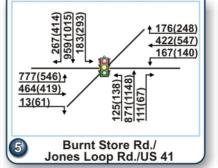


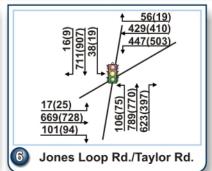










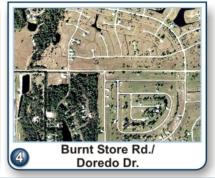




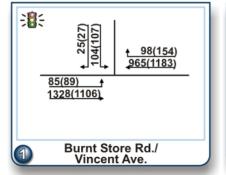


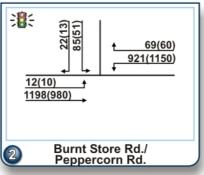


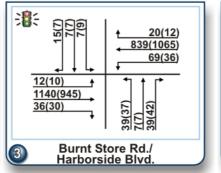


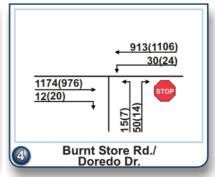














BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES

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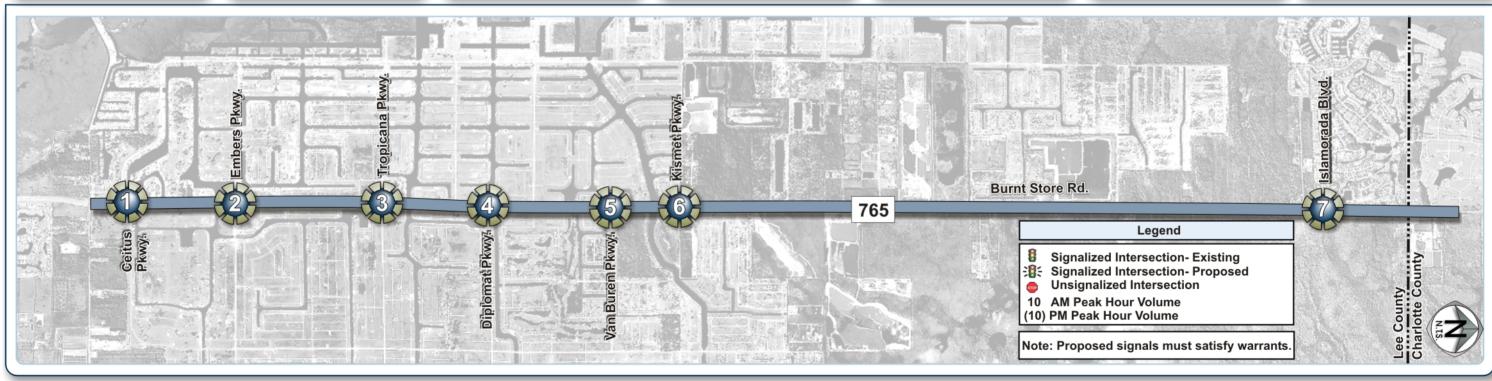


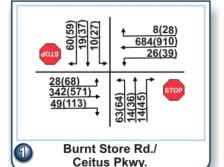


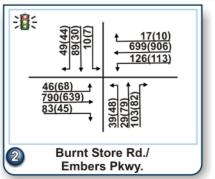


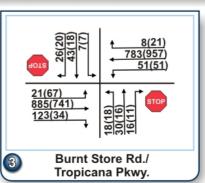


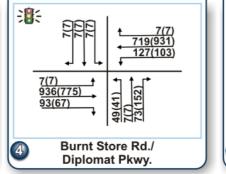


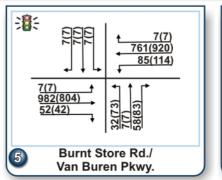


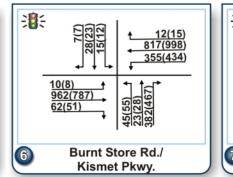


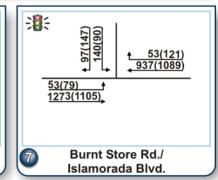
















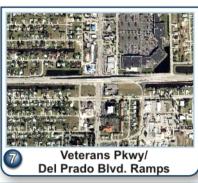




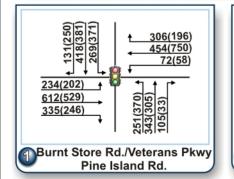


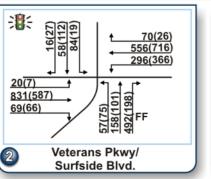


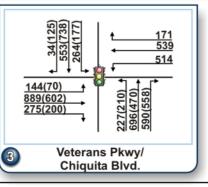


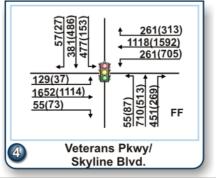


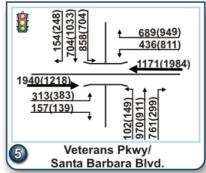


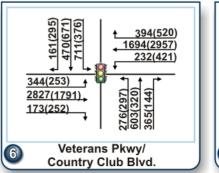


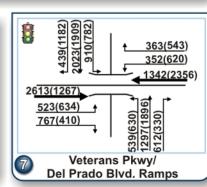




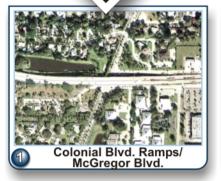






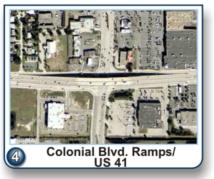






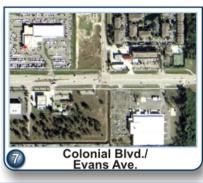




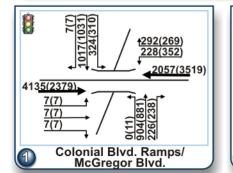


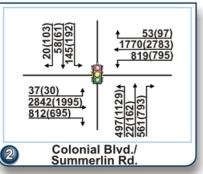


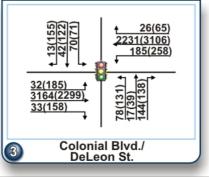


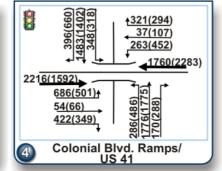




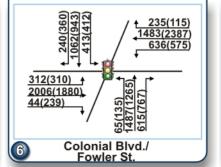


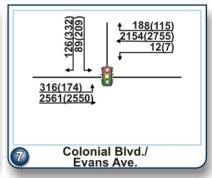


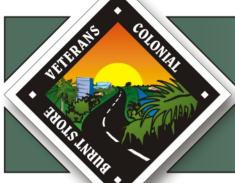
















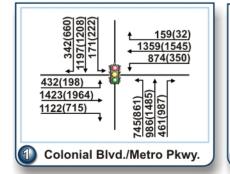


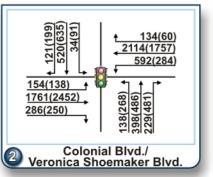


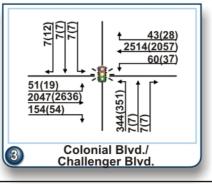




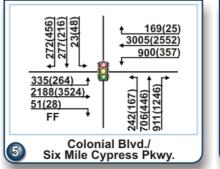


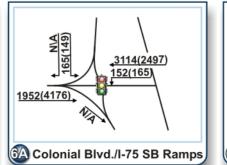










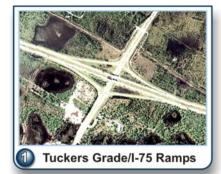




Appendix C

2010 AM Peak Hour Arterial and Intersection Level of Service 2010 PM Peak Hour Arterial and Intersection Level of Service

















BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES

7-5-05





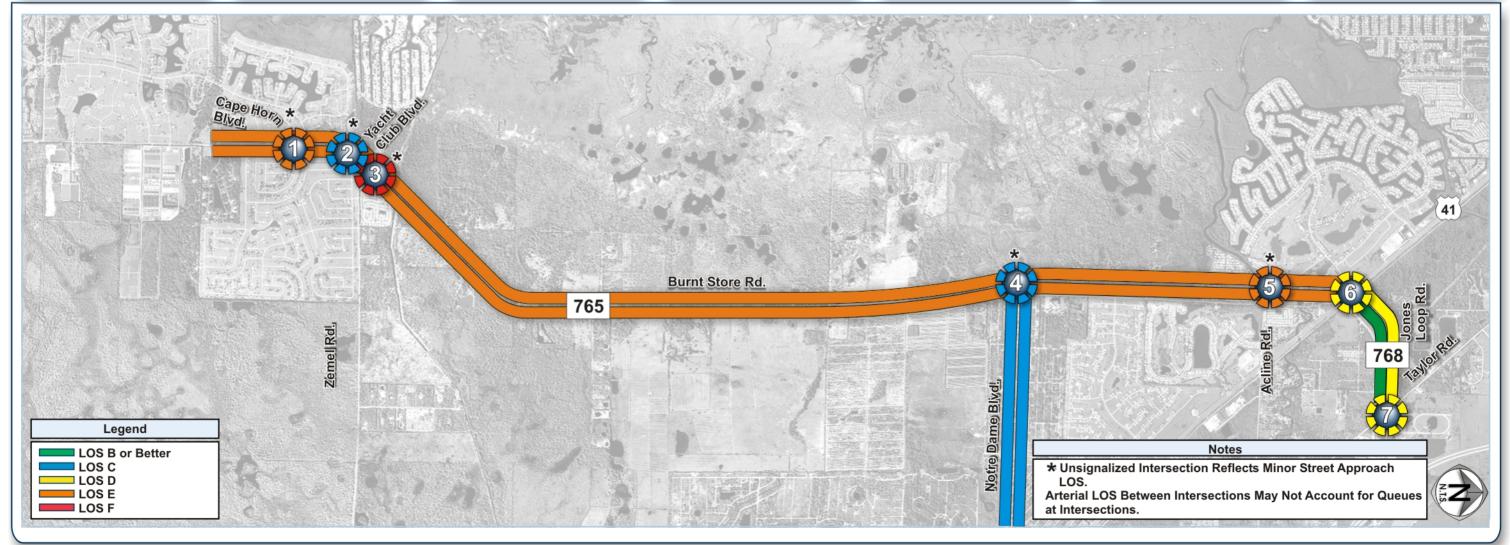










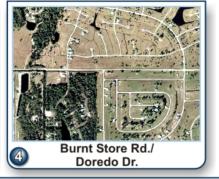


















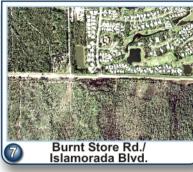
















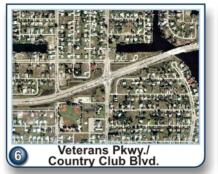
















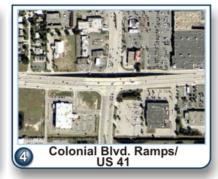


BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES





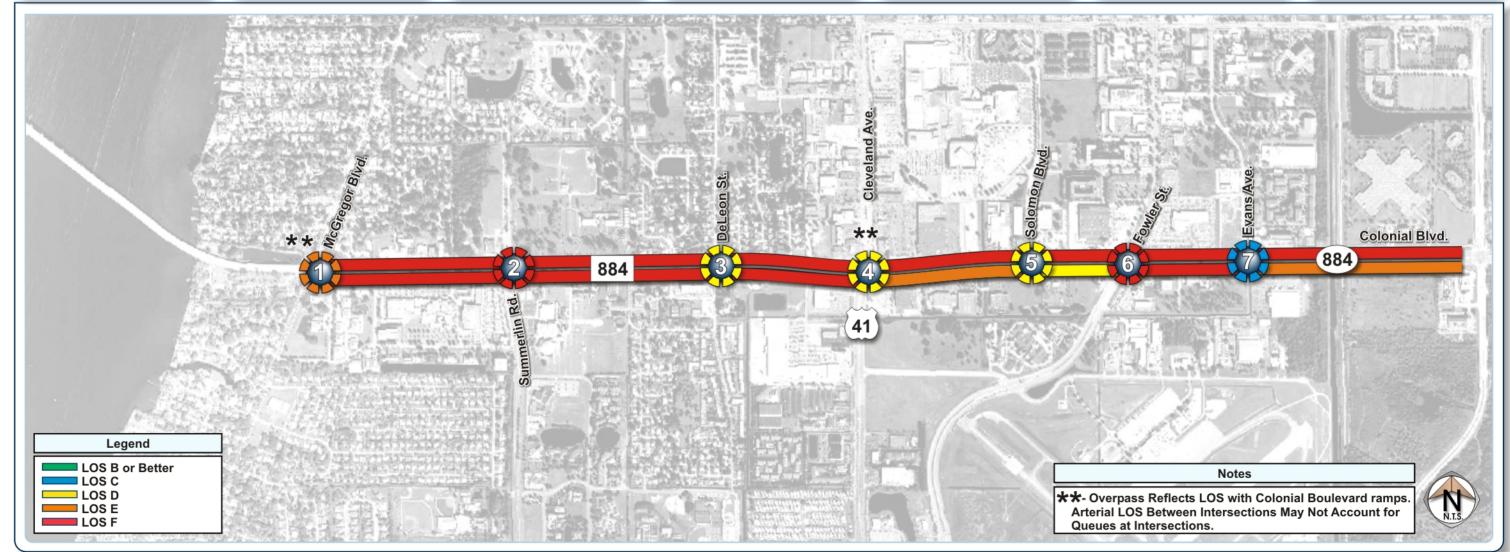






























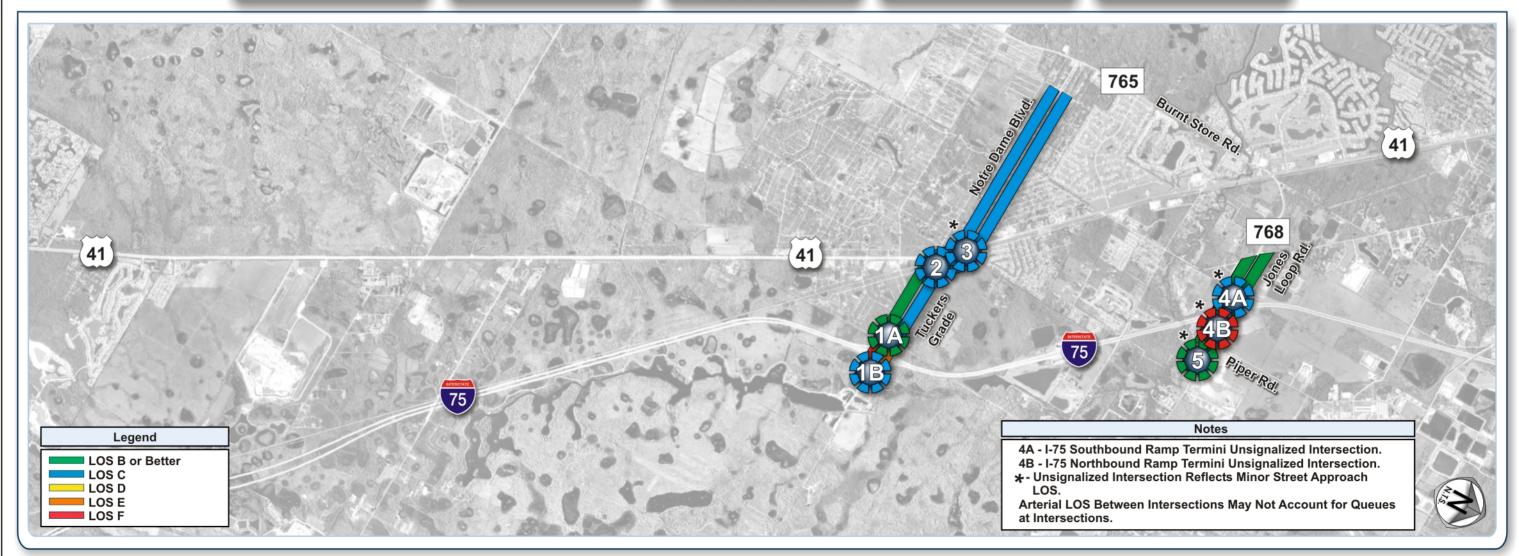


















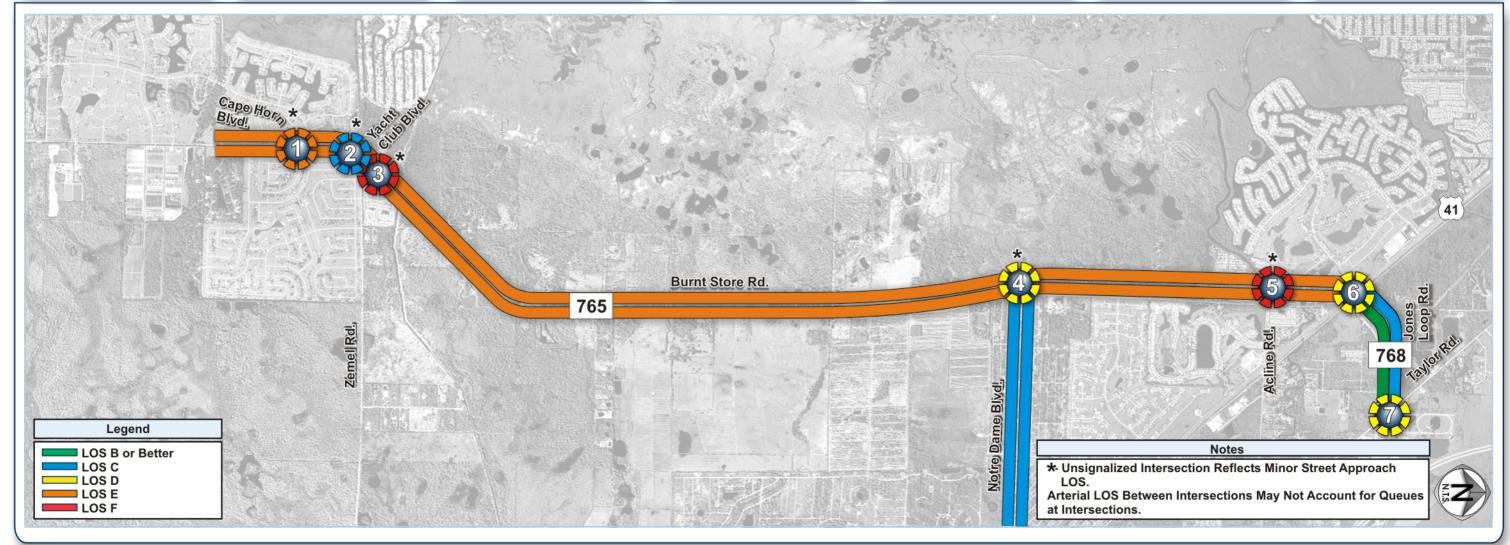












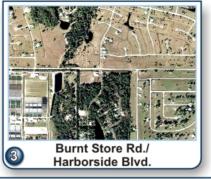


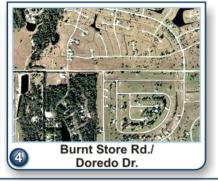
BI-COUNTY STUDY
LEE AND CHARLOTTE
COUNTIES

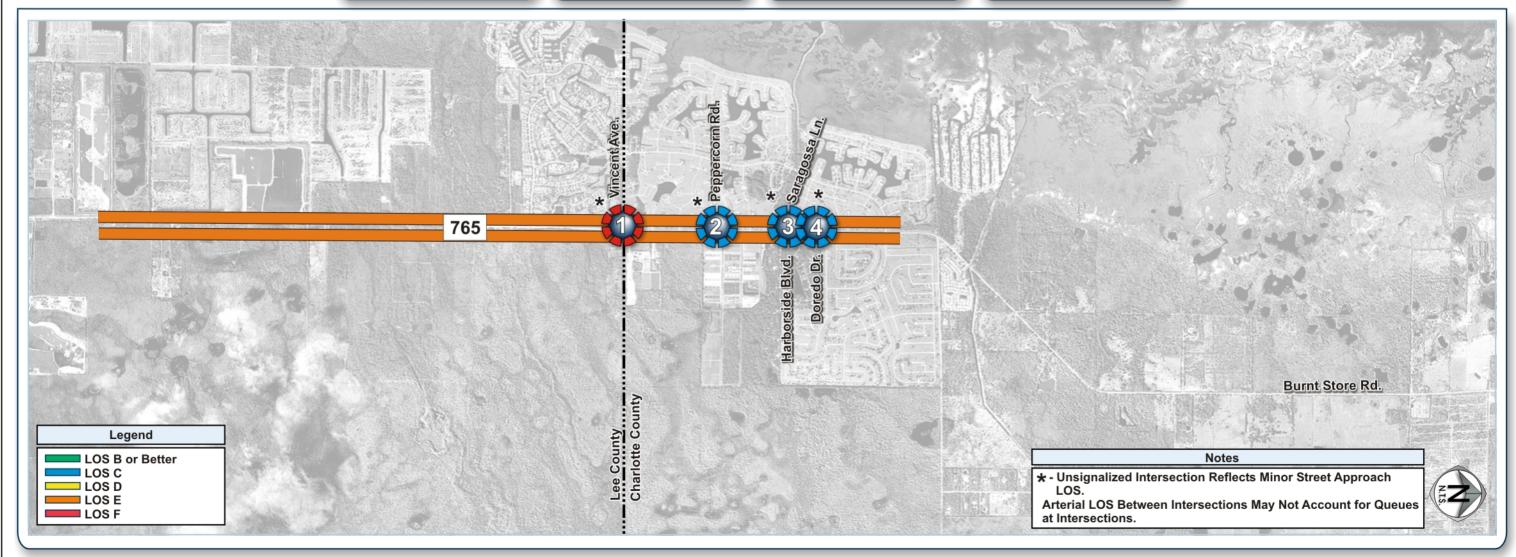
7.5.05













































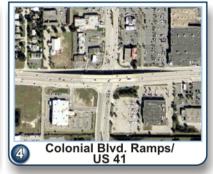








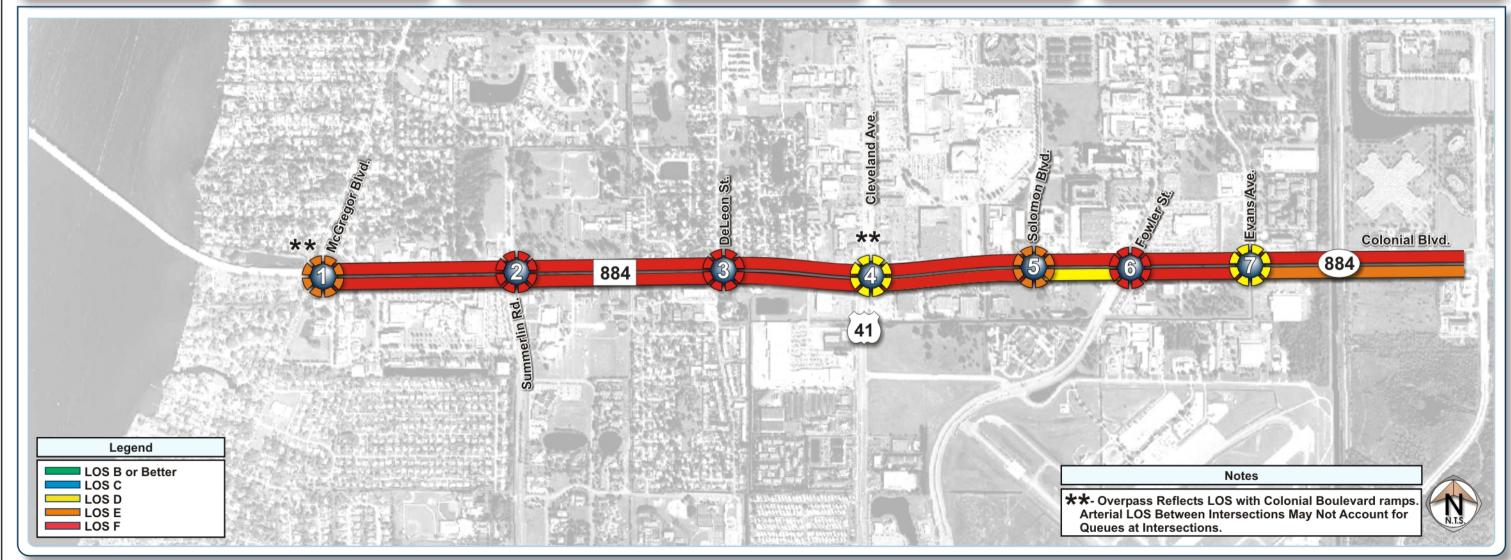














BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES

7.5.05









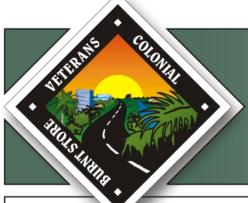






Appendix D

2020 AM Peak Hour Arterial and Intersection Level of Service 2020 PM Peak Hour Arterial and Intersection Level of Service

































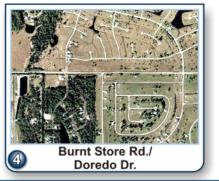
BI-COUNTY STUDY
LEE AND CHARLOTTE
COUNTIES

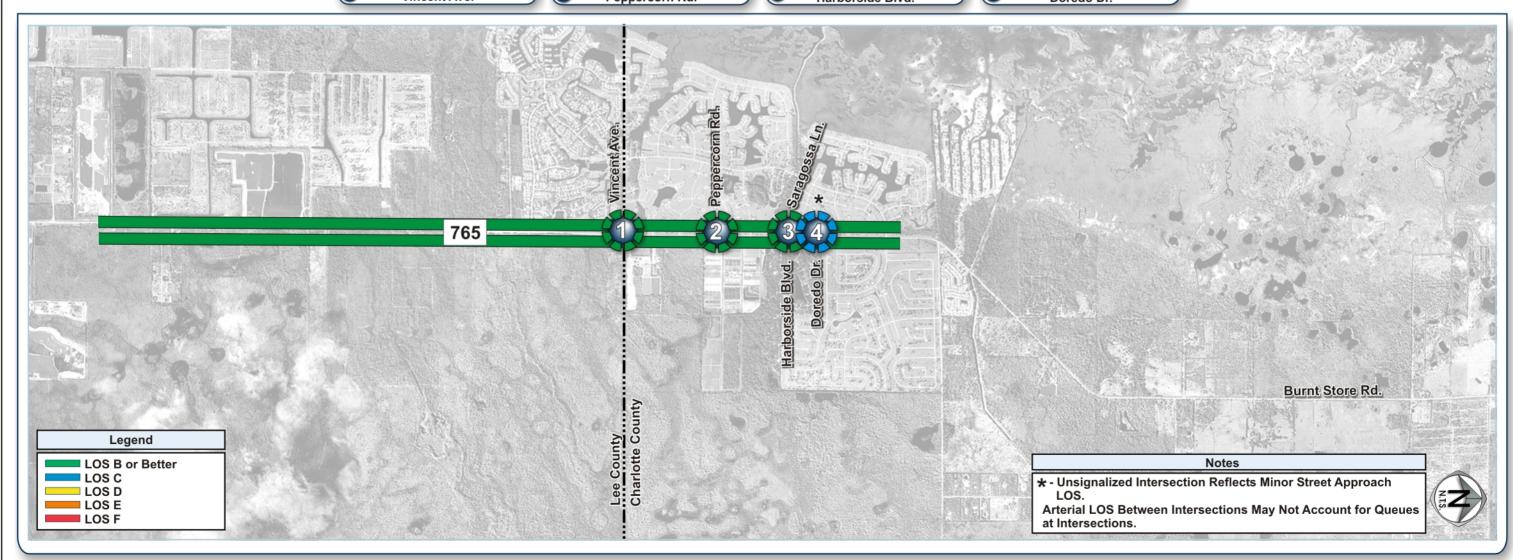
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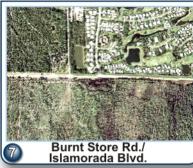
















BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES

7.5













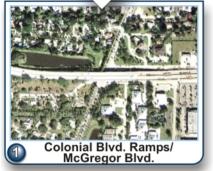






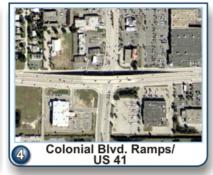
BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES

7.5





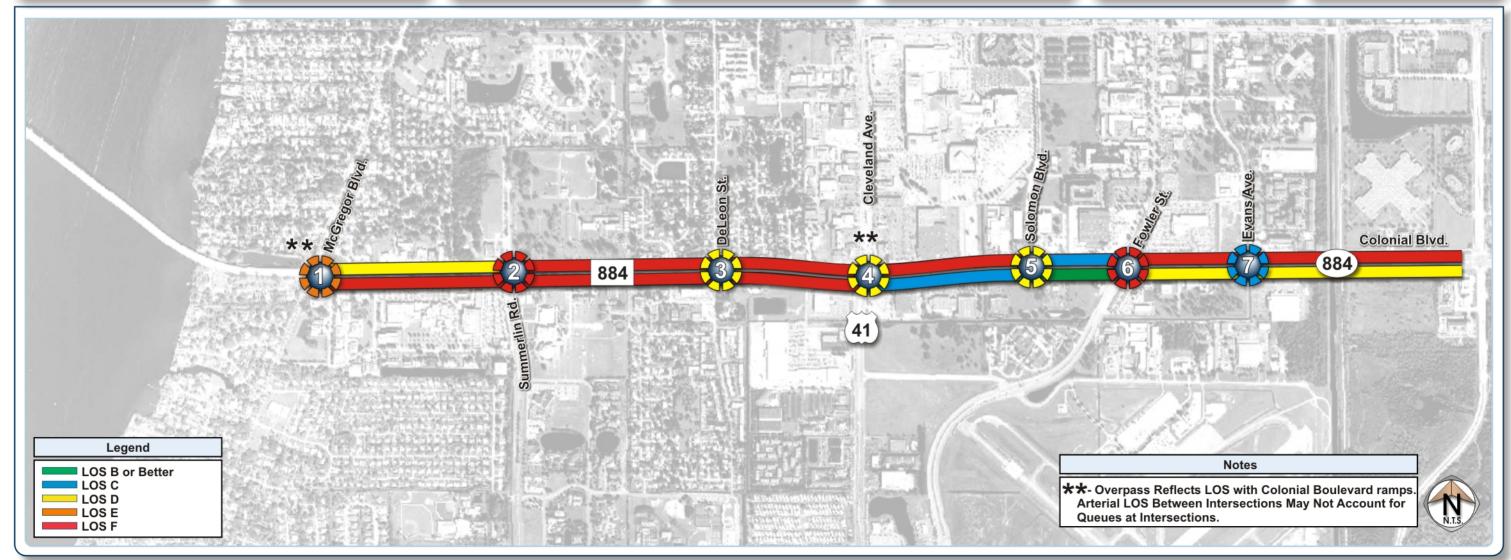
















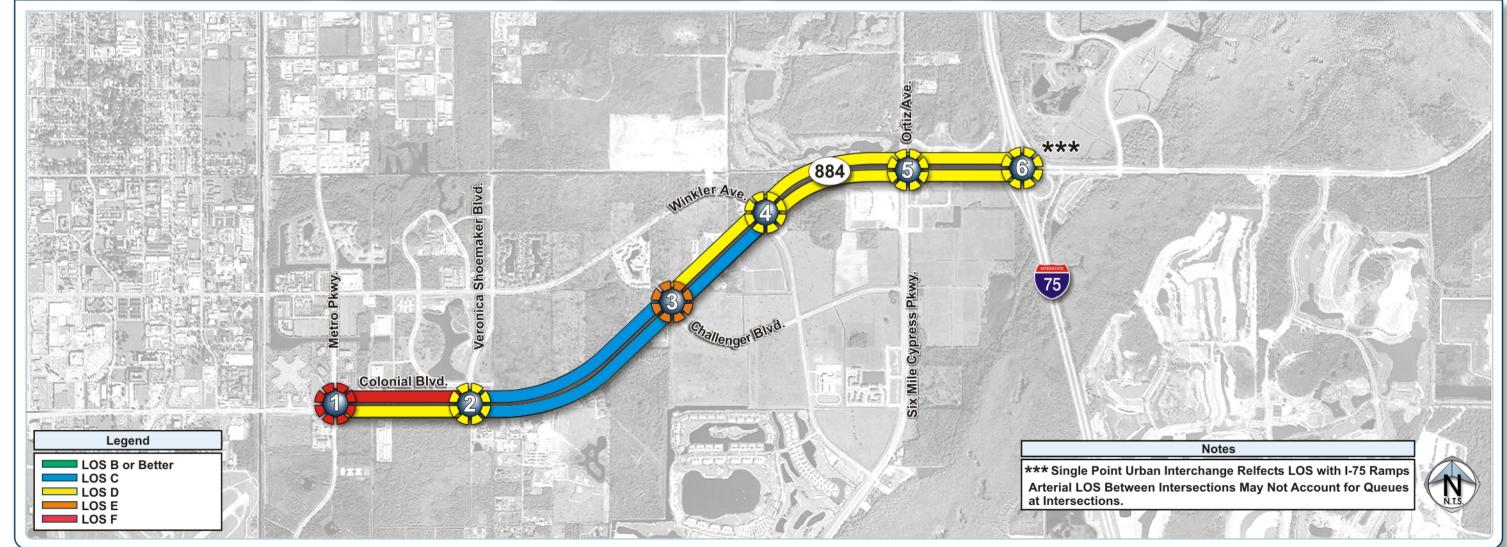




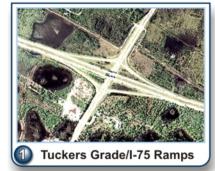








































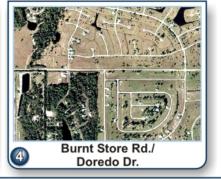
BI-COUNTY STUDY
LEE AND CHARLOTTE
COUNTIES

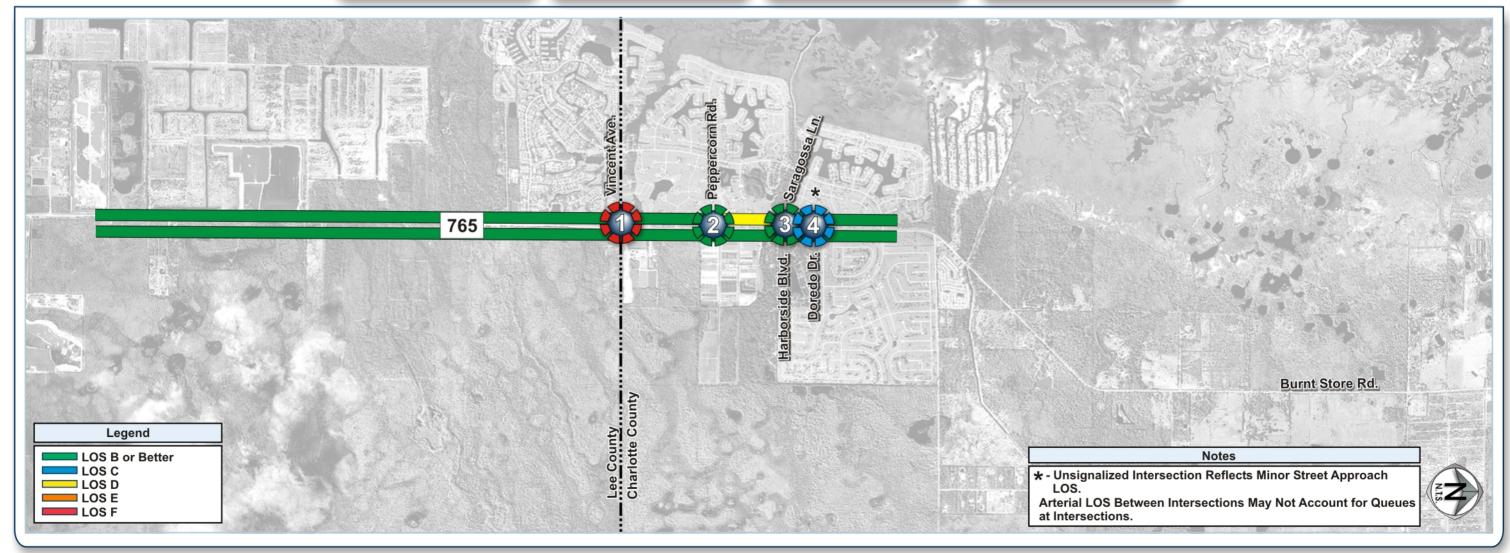
7-5-0



































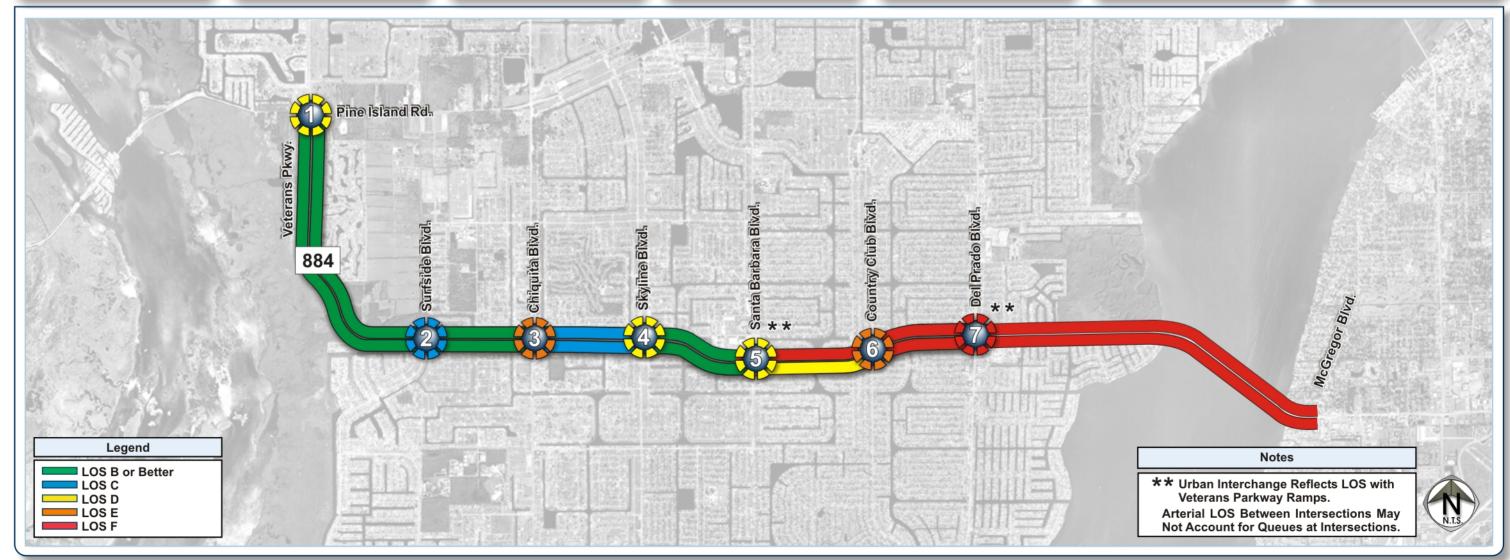












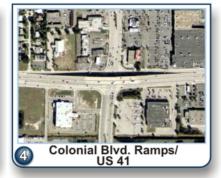


BI-COUNTY STUDY LEE AND CHARLOTTE COUNTIES



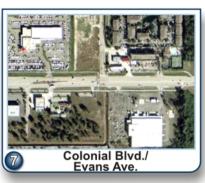


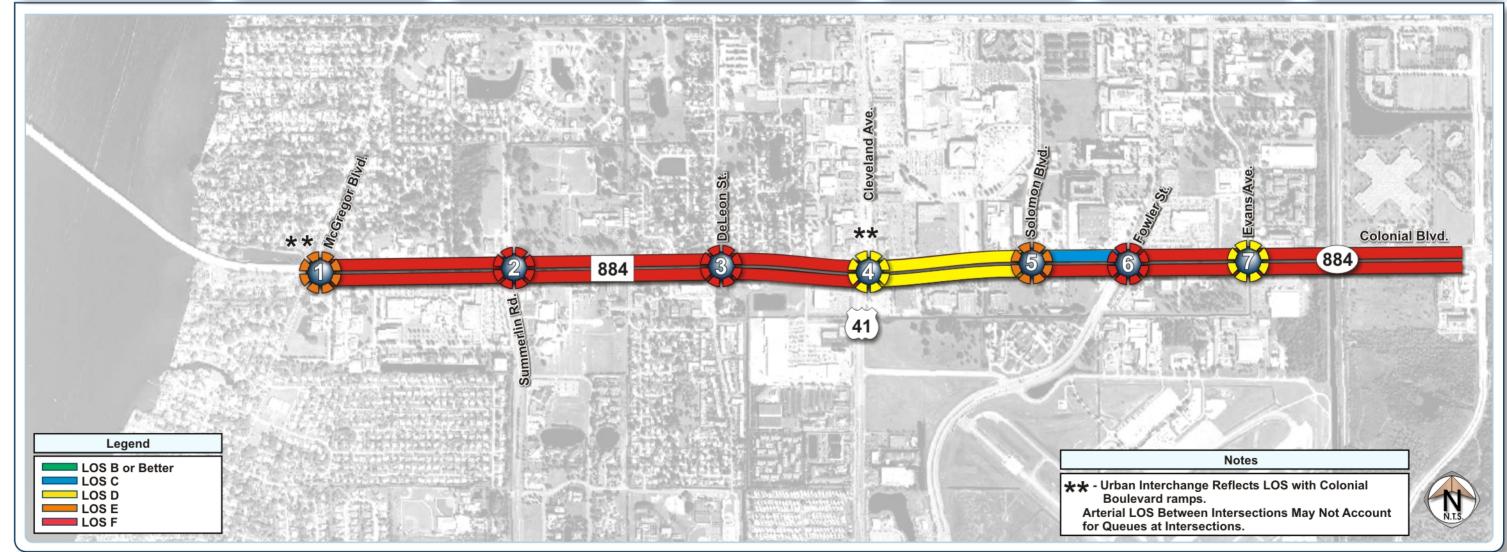
















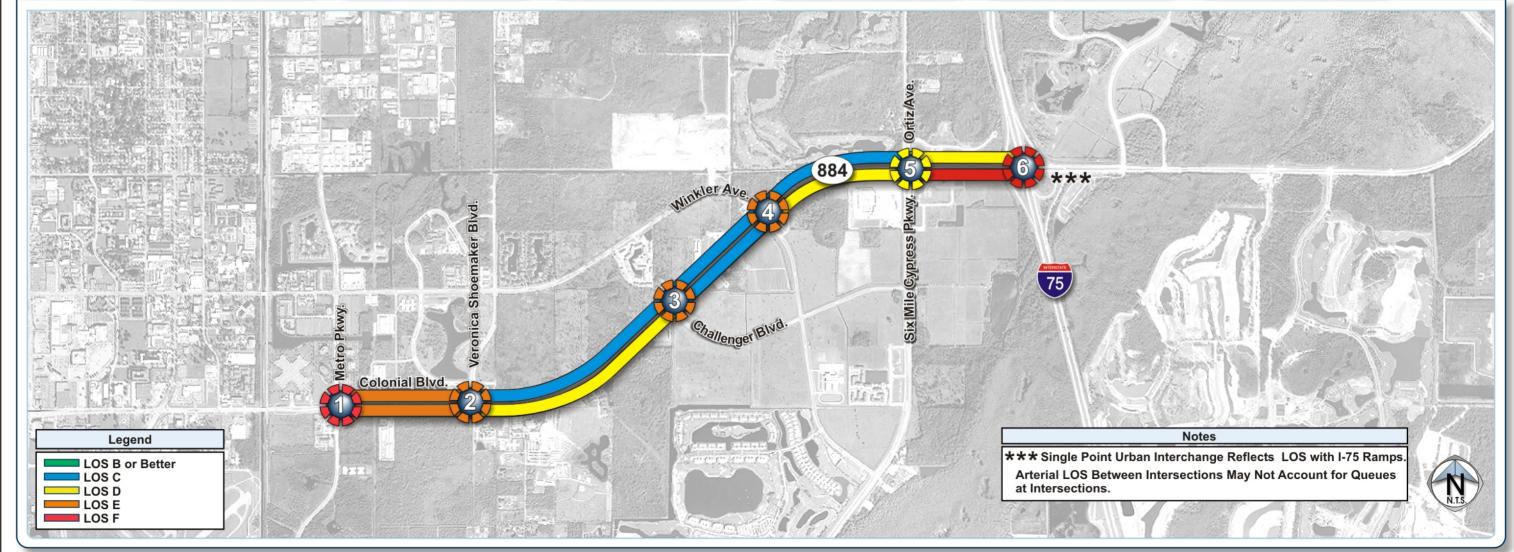












Appendix E

2010 AM Peak Hour HCS Intersection Analysis 2010 PM Peak Hour HCS Intersection Analysis



TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/15/2004

Intersection: Jones Loop Road at Piper Road

Analysis Time Period: AM Peak Hour

Charlotte County

Jurisdiction:

Units: U. S. Customary

Analysis Year:

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Jones Loop Road

North/South Street: Piper Road

Intersection Orientation: EW

Study period (hrs): 0.25

Vehic	le Volu	mes and	Adjust	ments_			
Major Street: Approach	Eas	tbound		_	Westbou	nd	
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	202	113			157	19	
Peak-Hour Factor, PHF	0.95	0.95			0.9		
Hourly Flow Rate, HFR	212	118			165		
Percent Heavy Vehicles	9						
Median Type/Storage	Raised	curb		/ 1			
RT Channelized?	1111000	0022		,			
Lanes	1	2			2	0	
Configuration	L	T			${f T}$	TR	
Upstream Signal?		No			No		
Minor Street: Approach	Nor	thbound			Southbo	und	
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
				•			
Volume				68	0	202	
Peak Hour Factor, PHF				0.9			
Hourly Flow Rate, HFR				71	0	212	
Percent Heavy Vehicles				9	9	9	
Percent Grade (%)		0			0		
Flared Approach: Exists?/S	torage			/		ИО	/
Lanes					0 1	0	
Configuration					LTR		

Approach	EB	WB		No	rthboun	ıd		Sou	thboun	d
Movement	1	4		7	8	9		LO	11	12
Lane Config	L		-				İ		LTR	
v (vph)	212								283	
C(m) (vph)	1337								697	
v/c	0.16								0.41	
95% queue length	0.56								1.98	
Control Delay	8.2								13.7	
LOS	A								В	
Approach Delay									13.7	
Approach LOS									В	

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J 11/15/2004 Date Performed: Analysis Time Period: AM Peak Hour

Intersection:

Jones Loop Rd at I-75 NB Ramp

Jurisdiction:

Charlotte County

Units: U. S. Customary

Analysis Year:

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Jones Loop Road

North/South Street: I-75 NB Ramp Intersection Orientation: EW

Study period (hrs): 0.25

	Vehic	cle Volu	mes and	Adius	tments		
Major Street:	Approach		tbound			stbound	
	Movement	1	2	3	4	5	б
		Ŀ	T	R	L	T	R
Volume		481	208			248	104
Peak-Hour Fact	or, PHF	0.95	0.95			0.95	0.95
Hourly Flow Ra		506	218			261	109
Percent Heavy	Vehicles	9		***			
Median Type/St	orage	Raised	curb		/ 1		
RT Channelized	?					Yε	:S
Lanes		1	2			2 1	•
Configuration		L	${f T}$			T R	
Upstream Signa	1?		No			No	
Minor Street:	Approach	Nor	thbound		So	ıthbound	
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume		228	5	91			
Peak Hour Fact	or, PHF	0.95	0.95	0.95			
Hourly Flow Ra	te, HFR	240	5	95			
Percent Heavy	Vehicles	9	9	9			
Percent Grade	(왕)		0			0	
Flared Approac	h: Exists?/S	Storage			/		/
Lanes		0	1 1				
Configuration		LT	R				٠

Approach	EB	WB	No	rthbou	nd	So	outhbou	nd
Movement	1	4	7	8	9	10	11	12
Lane Config	L		LT		R			
v (vph)	506		245		95			
C(m) (vph)	1251		114		902			
v/c	0.40		2.15		0.11			
95% queue length	1.99		20.79		0.35			
Control Delay	9.8		607.2		9.5			
LOS	A		F		A			
Approach Delay				440.	2			
Approach LOS				F				

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/15/2004
Analysis Time Period: AM Peak Hour

Intersection: Jones Loop Rd at I-75 SB Ramp

Jurisdiction: Charlotte County

Units: U. S. Customary
Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Jones Loop Road North/South Street: I-75 SB Ramp

	Vehi	cle Volu	mes and	Adjust	tme	nts			
Major Street:	Approach		tbound	-			tbound		
•	Movement	1.	2	3	1	4	5	6	
		L	T	R	Ì	L	T	R	
Volume			624	322	***************************************	30	446		
Peak-Hour Fact	or, PHF		0.95	0.95		0.95	0.95		
Hourly Flow Ra	te, HFR		656	338		31	469		
Percent Heavy	Vehicles					9			
Median Type/St	orage	Raised	curb			/ 1			
RT Channelized	?			Yes					
Lanes			2 1			1	2		
Configuration			T R			L	T		
Upstream Signa	1?		Yes				No		
Minor Street:	Approach	Nor	thbound			Sou	thbound		***************************************
	Movement	7	8	9		10	11	12	
		L	T	R	-	L	T	R	
Volume						65	6	541	
Peak Hour Fact	or, PHF					0.95	0.95	0.95	
Hourly Flow Ra	te, HFR					68	6	569	
Percent Heavy	Vehicles					9	9	9	
Percent Grade	(왕)		0				0		
Flared Approac	h: Exists?/S	Storage			1				/
Lanes						0	1 1		
Configuration						LT	R		

Approach	_Delay, EB	Queue WB	ьe	ngt	h, and Lev Northbou		SEI		uthbour	nd
Movement	1	4	1	7	8	9		10	11	12
Lane Config		\mathbf{L}_{i}						LT		R
v (vph)		31						74		569
C(m) (vph)		882						373		747
v/c		0.0	4					0.20		0.76
95% queue length		0.1	1					0.73		7.24
Control Delay		9.2						17.0		23.5
LOS		A						C		C
Approach Delay									22.7	
Approach LOS									C	

Analyst: Inter.: Jones Loop Rd at Taylor Rd

Agency: PBS&J Area Type: All other areas

Date: 11/15/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	Westbound			No:	rthbo	und	Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	1	1	1	1	1	1
LGConfig	L	\mathbf{T}	R	L	TR		L	T	R	L	T	R
Volume	25	465	10	66	492	388	9	339	81	249	238	31
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	-		10	ĺ		0	Ì		80			31

Dur	ation 0.	25	Area T	'ype:	Allo	ther	areas				
					gnal 0						
Pha	se Combinat	ion 1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A	A		
	Thru		A				Thru		A		
	Right		A			İ	Right		A		
	Peds					İ	Peds				
WB	Left	Α				SB	Left	A	A		
	Thru		A			į	Thru		A		
	Right		A			ĺ	Right		A		
	Peds					İ	Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Gre	en	7.0	29.0			•		9.0	24.0		
Yel	low	4.0	4.0					4.0	4.0		
All	Red	1.0	2.0					0.0	2.0		
								Сус	le Lengt	h: 90.0) secs

Lane Lane Group Appr/ Adj Sat Ratios Approach Lane Group Flow Rate g/C Delay LOS Delay LOS Capacity v/c Grp (s) Eastbound L 129 1656 0.20 0.08 39.7 D T 1067 3312 0.46 0.32 24.6 C 25.3 C 0.00 0.32 20.7 C 478 1482 R Westbound L 129 1656 0.53 0.08 44.2 D TR 997 3093 0.93 0.32 43.9 D 44.0 D Northbound 0.41 16.4 1656 0.02 В L 368 \mathbf{T} 465 0.77 0.27 38.0 D 37.5 D 1743 395 1482 0.00 0.27 24.2 C R Southbound 290 1656 0.90 0.41 56.9 Ε

29.5

24.2

С

C

43.5

0.54 0.27

0.00 0.27

Intersection Delay = 38.8 (sec/veh) Intersection LOS = D

1743

1482

T

R

465

395

Intersection Performance Summary

Analyst: Inter.: Tuckers Grade at I-75 NB Ramps

Agency: PBS&J Area Type: All other areas Date: 2/22/2005 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: I-75 NB Ramps

SIGNALIZED	INTERSECTION	SUMMARY

	Eas	stbou	nd	Wes	stbou	nd N		rthbo	und	Sou	und	
	L	T	R	L	${f T}$	R	L	T	R	L	\mathbf{T}	R
No. Lanes	1	2	0	0	2	1		1	1	0	0	0
LGConfig	L	${f T}$			T	R	İ	LT	R	ĺ		
Volume	309	5		Ì	7	5	90	5	5			
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
RTOR Vol	j			ĺ		5			5	Ì		

Dur	ation	0.25		Area	Type	: Al	1 0	ther	areas	·			
								perat					
Pha	se Comb	ination	1	2	3	_	4			5	6 7	{	3
EB	Left		Α					NB	Left	Α			
	Thru		A	A				j	Thru	A			
	Right								Right	A			
	Peds							ĺ	Peds				
WB	Left							SB	Left				
	Thru			A				į	Thru				
	Right			A					Right				
	Peds							İ	Peds				
NB	Right							EB	Right				
SB	Right							WB	Right				
Gre	en		35.0	9.0				•	_	30.0			
Yel	low	4	4.0	4.0						4.0			
All	Red	(0.0	2.0						2.0			
										Cycle	Length:	90.0	secs

Intersection Performance Summary

		Intersec	ction P	eriormar	ice Summa	ary		
Appr/	Lane	Adj Sat	Rat	ios	Lane (Group	Appro	oach
Lane	Group	Flow Rate						
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und						· · · · · · · · · · · · · · · · · · ·	***************************************
L	702	1805	0.46	0.39	21.0	С		
T	1925	3610	0.00	0.53	9.8	A	20.8	C
Westbo	und							
Т	361	3610	0.02	0.10	36.5	D	36.5	D
R	162	1615	0.00	0.10	36.5	D		
Northbo	ound							
LT	605	1814	0.17	0.33	21.3	С	21.3	С
R	538	1615	0.00	0.33	20.0	В		
Southbo	ound							

Intersection Delay = 21.2 (sec/veh) Intersection LOS = C

Analyst: Inter.: Tuckers Grade at I-75 SB Ramps

Agency: PBS&J Area Type: All other areas Date: 3/9/2005 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMAR		SIGNALIZED	INTERSECTION	SUMMARY
--------------------------------	--	------------	--------------	---------

	Ea	stbou	nd	We	Westbound			Northbound			1 5	Southbound		
	L	T	R	L	T	R	L		T	R	L		T	R
No. Lanes	0	2	1		. 2	0	_	0	0	0	_	0	1	1
LGConfig	ĺ	T	R	L	T						ĺ		LT	R
Volume		309	190	10	87						5		б	283
Lane Width		12.0	12.0	12.0	12.0								12.0	12.0
RTOR Vol			80	ĺ							Ī			80

Dur	ation 0.25		Area T	ype:	All	other	areas				
					gnal (
Pha	se Combinatio	n 1	2	3	4			5	6 7	8	
EB	Left					NB	Left				
	Thru	A				j	Thru				
	Right	A					Right				
	Peds					İ	Peds				
WB	Left		Α			j sb	Left	A			
	Thru	Α	A			i	Thru	A			
	Right					İ	Right	A			
	Peds					ĺ	Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Gre		25.0	12.0			,	_	37.0			
Yel	low	4.0	4.0					4.0			
All	Red	0.0	2.0					2.0			
								Cycle	Length:	90.0	secs

Intercontion	Dorformance	Cummaru	

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane (Group	Appro	ach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbox	und					**************	***************************************	***************************************
т	1003	3610	0.32	0.28	26.0	С	25.9	С
R	449	1615	0.26	0.28	25.6	C		
Westbou	und							
L	241	1805	0.05	0.13	34.1	С		
T	1645	3610	0.06	0.46	13.7	В	15.9	В

Northbound

Southbound

LT	764	1858	0.01	0.41	15.7	В	18.1	В		
R	664	1615	0.32	0.41	18.3	В				
	Interse	ection Delay	= 22.3	(sec/v	reh) :	Inters	ection	LOS	**	C

Analyst: Inter.: US 41 at Tuckers Grade

Agency: PBS&J Area Type: All other areas
Date: 2/22/2005 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	We	Westbound			rthbo	und	Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	2	1		2	1
LGConfig	L	TR		L	$_{ m LT}$	R	L	${f T}$	R	L	T	R
Volume	26	5	5	296	5	6 9	10	715	297	197	1023	12
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	ĺ		5	İ		60			60			12

Dur	ation	0.25		Area	Туре	: Al	1 0	ther	areas					
								perat						
Pha	se Combi	nation 1	1.	2	3	_	4	Ì		5	6	7	8	
EB	Left	I	A					NB	Left	Α				
	Thru	P	Ą					Ì	Thru			A		
	Right	Į	£.					Ì	Right			A		
	Peds								Peds					
WB	Left			A				SB	Left	Α	A			
	Thru			A					Thru		A	A		
	Right			A					Right		A	A		
	Peds							İ	Peds					
NB	Right			A				EB	Right					
SB	Right							WB	Right					
Gre	en	8.	. 0	26.0				•		13.0	7.0	40.0		
Yel	low	4.	. 0	4.0						4.0	4.0	4.0		
All	Red	2.	. 0	2.0						0.0	0.0	2.0		
										Cycl	e Leng	gth: 120	.0	secs

		Intersec	tion Pe	rformanc	e Summa	ary				
Appr/	Lane	Adj Sat	Rati	os	Lane (Group	Appr	oach		
Lane	Group	Flow Rate			***************************************					
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd	······································								
L	120	1805	0.22	0.07	54.0	D				
TR	127	1900	0.04	0.07	52.5	D	53.8	D		
Westbou	nd									
L	391	1805	0.80	0.22	55.6	E				
LT	412	1900	0.01	0.22	36.9	D	54.8	D		
R	350	1615	0.03	0.22	37.1	D				
Northbo	und									
L	196	1805	0.06	0.11	48.1	D				
T	1203	3610	0.63	0.33	34.7	С	29.9	C		
R	888	1615	0.28	0.55	14.5	В				
Southbo	und									
L	361	1805	0.57	0.20	45.6	D				
T	1534	3610	0.70	0.43	29.7	C	32.3	C		
R	686	1615	0.00	0.43	19.8	В				
	Intersec	tion Delay	= 34.4	(sec/ve	h) Ir	nterse	ction	LOS	= C	

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 2/23/2005
Analysis Time Period: AM Peak Hour

Intersection: US 41 at Notre Dame Boulevard

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Notre Dame Boulevard

North/South Street: US 41 Intersection Orientation: NS

Study period (hrs): 0.25

	Vehi	cle Volu	mes and	Adjus	tme	nts			
Major Street:	Approach	Nor	thbound			Sou	thbound		
	Movement	1	2	3		4	5	6	
		L	T	R	1	L	T	R	
Volume		10	800				1177	12	
Peak-Hour Fact	or, PHF	0.95	0.95				0.95	0.95	
Hourly Flow Ra	te, HFR	10	842				1238	12	
Percent Heavy	Vehicles	4							
Median Type/St	_	Raised	curb			/ 1			
RT Channelized	?	_	_						
Lanes		1	2				2 0		
Configuration	_	L	${f T}$				T TR		
Upstream Signa	1?		No				No		
Minor Street:	Approach	West	tbound			Eas	tbound		
Minor Street:	Approach Movement	West	tbound 8	9	1	Eas	tbound 11	12	
Minor Street:	~ ~			9 R				12 R	
Minor Street: Volume	~ ~	7	8			10	11		
	Movement	7	8		Manuscript paragraphs	10 L	11 T	R	
Volume	Movement or, PHF	7	8			10 L	11 T	R 55	
Volume Peak Hour Fact	Movement or, PHF te, HFR	7	8		Temperature delication	10 L 17 0.95	11 T 0 0.95	F 55 0.95	
Volume Peak Hour Fact Hourly Flow Ra	Movement or, PHF te, HFR Vehicles	7	8		THE PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY ADDRESS O	10 L 17 0.95 17	11 T 0 0.95	F 55 0.95 57	
Volume Peak Hour Fact Hourly Flow Ra Percent Heavy	Or, PHF te, HFR Vehicles (%)	7 L	8 T			10 L 17 0.95 17	11 T 0 0.95 0 4 0	F 55 0.95 57	/
Volume Peak Hour Fact Hourly Flow Ra Percent Heavy Percent Grade	Or, PHF te, HFR Vehicles (%)	7 L	8 T		/	10 L 17 0.95 17	11 T 0 0.95 0 4 0	55 0.95 57 4	/
Volume Peak Hour Fact Hourly Flow Ra Percent Heavy Percent Grade Flared Approac	Or, PHF te, HFR Vehicles (%)	7 L	8 T		**************************************	10 L 17 0.95 17 4	11 T 0 0.95 0 4 0	55 0.95 57 4	/

Approach	_Delay, NB	Queue SB		, and Lev Westbound		*****	astbound	
Movement	1	4	7	8	9	10	11 1	2
Lane Config	L]				LTR	
v (vph)	10						74	
C(m) (vph)	542						323	
v/c	0.02						0.23	
95% queue length	0.06						0.87	
Control Delay	11.8						19.4	
LOS	В						C	
Approach Delay							19.4	
Approach LOS							C	

Analyst: PBS&J Inter.: US 41 at Burnt Store Rd

Agency: PBS&J Area Type: All other areas
Date: 11/29/2004 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Rd/Burnt Store Rd N/S St: US 41

SIGNALIZED	INTERSECTION	SUMMARY
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·	Eas	Eastbound			stbou	nd	Northbound			So	Southbound		
	L	T	R	L	T	R	L	${f T}$	R	L	T	R	
No. Lanes	2	2	1	1	2	1	1	2	1	2	2	1	
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	502	299	8	115	265	120	97	753	95	147	775	208	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			8	İ		84			84			84	

Dur	ation	0.25		Area	Type: A	All o	cher	areas					
					Sign	nal O	perat	ions_					
Pha	se Comb	ination	1	2	3	4	Ì		5	6	7	8	
ΕB	Left		A	A			NB	Left	A				
	Thru			A	A		ĺ	Thru		Α			
	Right				A			Right		A			
	Peds						İ	Peds					
WB	Left		Α				SB	Left	A				
	Thru				A			Thru		A			
	Right				A			Right		A			
	Peds						İ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en		13.0	7.0	16.0				13.0	45.0			
Yel:	low		4.0	4.0	4.0				4.0	4.0			
All	Red	(0.0	0.0	2.0				2.0	2.0			

Cycle Length: 120.0 secs

		Intersec	ction Pe	erforman	ce Summ	ary			
Appr/	Lane	Adj Sat	Rati	os	Lane (Group	Appr	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd	-				***************************************		***************************************	
L	667	3335	0.79	0.20	52.1	D			
T	774	3438	0.41	0.22	40.0	D	47.6	D	
R	205	1538	0.00	0.13	45.1	D			
Westbou	ınd								
L	179	1656	0.68	0.11	61.2	E			
${f T}$	442	3312	0.63	0.13	52.1	D	54.2	D	
R	198	1482	0.19	0.13	46.7	D			
Northbo	ound								
L	188	1736	0.54	0.11	53.9	D			
T	1302	3471	0.61	0.38	31.2	С	33.7	C	
R	582	1553	0.02	0.38	23.6	C			
Southbo	ound								
L	365	3367	0.42	0.11	50.8	D			
T	1302	3471	0.63	0.38	31.6	С	33.6	С	
R	582	1553	0.23	0.38	25.8	C			
	Intersec	tion Delay	= 39.9	(sec/v	reh) I	nterse	ction	LOS =	= D

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/15/2004

Intersection:

Analysis Time Period: AM Peak Hour

Burnt Store Road at Acline Rd

Jurisdiction:

Charlotte County

Units: U. S. Customary

Analysis Year:

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Acline Road

North/South Street: Burnt Store Road

Intersection Orientation: NS

Study period (hrs): 0.25

Veh	icle Volu	mes and	Adjus	tmei				
Major Street: Approach	Nor	thbound			Sou	thbound	d	
Movement	1	2	3		4	5	6	
	L	T	R		L	T	R	
Volume	5	801	8		13	642	7	
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rate, HFR	5	843	8		13	675	7	
Percent Heavy Vehicles	5				5			
Median Type/Storage	Undivi	.ded			/			
RT Channelized?								
Lanes	0	1 0			0	1 (0	
Configuration	Lī	'R			LT	R		
Upstream Signal?		No				Yes		
Minor Street: Approach	Wes	tbound			Eas	tbound		
Movement	7	8	9	1	10	11	12	
	\mathbf{L}_{i}	T	R	l	L	T	R	
** 7					F	5	5	
Volume	19	5	77		5	_		
Peak Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rate, HFR	20	5	81		5	5	5	
Percent Heavy Vehicles	5	5	5		5	5	5	
Percent Grade (%)		0				0		
Flared Approach: Exists?	/Storage		No	/			No	/
Lanes	0	1 0			0	1 (0	
Configuration		LTR				LTR		

Approach	_Delay, NB	Queue Le		bound	. · · · ·	001		astbound	
Movement	1	4	7	8	9		10	11	12
Lane Config	LTR	LTR		LTR				LTR	
v (vph)	5	13		106		·		15	
C(m) (vph)	897	775		205				107	
v/c	0.01	0.02		0.52				0.14	
95% queue length	0.02	0.05		2.65				0.47	
Control Delay	9.0	9.7		40.0				44.1	
LOS	A	A		E				E	
Approach Delay				40.0				44.1	
Approach LOS				E				E	

TWO-WAY STOP CONTROL SUMMARY____

Analyst:

Configuration

Agency/Co.: PBS&J
Date Performed: 11/15/2004
Analysis Time Period: AM Peak Hour

Analysis Time Period: AM Peak Hour
Intersection: Burnt Store Road at Notre Dame

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Notre Dame Boulevard North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

Vehicle	· Volumes	and	Adjustments_
Approach	Northbo	bnuc	

Major Street:	Approach	Noi	cthbound	1	Sou	Southbound			
•	Movement	1	2	3	4	5	6		
		L	Т	R	L	T	R		
Volume			643	34	46	616			
Peak-Hour Fact	or, PHF		0.95	0.95	0.95	0.95			
Hourly Flow Ra	te, HFR		676	35	48	648			
Percent Heavy					5				
Median Type/St		Undiv:	ided		/				
RT Channelized	_				,				
Lanes	-		1 0)	0	1			
Configuration			TF	}	LT	•			
Upstream Signa	1?		No			No			
	· · · ·								
Minor Street:	Approach	Wes	stbound		Eastbound				
	Movement	7	8	9	1.0	11	12		
		L	T	R	L	T	R		
					•				
Volume		21	0	38					
Peak Hour Fact	or, PHF	0.95	0.95	0.95					
Hourly Flow Ra	te, HFR	22	0	40					
Percent Heavy		5	5	5					
Percent Grade			0			0			
Flared Approac		Storage		No	/		/		
Lanes	•	ő	1 0)	•				

Approach	NB	Queue Length, and Level of Serv SB Westbound					Eastbound			
Movement	1	4	7	8	9	10	11	12		
Lane Config		LT		LTR						
v (vph)		48		62						
C(m) (vph)		875		245						
v/c		0.05		0.25						
95% queue length		0.17		0.97						
Control Delay		9.4		24.6						
LOS		A		C						
Approach Delay				24.6						
Approach LOS				С						

LTR

TWO-WAY STOP CONTROL SUMMARY____

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 11/19/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store @ Yacht Club Blvd

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2010

Configuration

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Yacht Club Boulevard North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

	Vehi	cle Volu	ımes and	l Adjus	tme	nts			
Major Street:	Approach		thbound			+++++++++++++++++++++++++++++++++++++++	thbound	<u> </u>	
Ū	Movement	1	2	3		4	5	6	
		L	${f T}$	R	İ	L	T	R	
Volume		14	663	5		11	504	39	***************************************
Peak-Hour Fact	or, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Ra	te, HFR	14	697	5		11	530	41	
Percent Heavy	Vehicles	5				5			
Median Type/St	orage	Undivi	ded			/			
RT Channelized	?			No			No)	
Lanes		1	1 1	•		1	1 1	•	
Configuration		L	T R			L	T R		
Upstream Signa	1?		No				No		
Minor Street:	Approach	Wes	tbound			Eas	tbound		
	Movement	7	8	9	***************************************	10	11	12	
		L	T	R	i	L	T	R	
Volume		7	5	13		109	5	29	
Peak Hour Fact	or, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Ra	te, HFR	7	5	13		114	5	30	
Percent Heavy	Vehicles	5	5	5		5	5	5	
Percent Grade	Percent Grade (%)						0		
Flared Approach: Exists?/Storage				No	1			No	/
Lanes		0	1 0			0	1 0		

Approach	NB	SB	Westbound	Eastbound
Movement	1	4	7 8 9	10 11 12
Lane Config	L	L	LTR	LTR
v (vph)	1.4	11	25	149
C(m) (vph)	987	882	206	154
v/c	0.01	0.01	0.12	0.97
95% queue length	0.04	0.04	0.41	7.17
Control Delay	8.7	9.1	24.9	122.2
LOS	Α	A	С	F
Approach Delay			24.9	122.2
Approach LOS			C	F

LTR

LTR

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 11/15/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store @ Zemel Road

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Zemel Road

North/South Street: Burnt Store Road

Intersection O			Noau	St	udy	period	(hrs)	: 0.2	5
	Veh	icle Vol	umes and	Adius	tme	nts			
Major Street:	Approach		rthbound				thboun	d	
•	Movement	1	2	3	l	4	5	6	
		L	T	R	İ	L	T	R	
Volume			675	7		55	499		V
Peak-Hour Fact	or, PHF		0.95	0.95		0.95	0.95		
Hourly Flow Ra			710	7		57	525		
Percent Heavy						5			
Median Type/Ste RT Channelized		Undivi	ided			/			
Lanes			1 0			0	1		
Configuration			TR			LT			
Upstream Signa	1?		No				No		
Minor Street:	Approach	Wes	tbound			Eas	tbound		
	Movement	7	8	9	1	10	11	12	
		Ŀ	T	R	***************************************	L	Т	R	
Volume		8	0	33					
Peak Hour Facto	or, PHF	0.95	0.95	0.95					
Hourly Flow Ra	te, HFR	8	0	34					
Percent Heavy		5	5	5					
Percent Grade			0				0		
Flared Approach	h: Exists?			No	/				/
Lanes		0	1 0						
Configuration			LTR						
***************************************	the last	Queue Ler	ath an	d Torro	1 0	e corri	G 0	<u>'</u>	
Approach	NB	SB	-	bound	ı 0.	L Www.V.		oound	
Movement	1	4		8	9	1 1		11	12
Lane Config	-	LT		LTR					
v (vph)		57		42				***************************************	
C(m) (vph)		870		317					
v/c		0.07		0.13					
95% queue leng	th	0.21		0.45					
Control Delay		9.4		18.1					
LOS		A		C					
Approach Delay				18.1					
Approach LOS				C					

TWO-WAY STOP CONTROL SUMMARY_____

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/15/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Rd/Cape Horn Blvd

Jurisdiction: Charlotte County

Units: U. S. Customary
Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Cape Horn Boulevard North/South Street: Burnt Store Road

	Vehic	cle Volu	mes an	d Adjust	tments			
Major Street:	Approach	Nor	thboun	d -	Sou	thboun	d	
-	Movement	1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume		5	655	5	6	497	55	
Peak-Hour Fact	or, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Ra	Hourly Flow Rate, HFR			5	6	523	57	
Percent Heavy	5			5				
Median Type/Sto	Undivi	ded		/				
Lanes	•	0	1	0	0	1	0	
Configuration	LT		•	LT		•		
Upstream Signal	1 2		No		***	No		
opocicam bigin	± •		110					
Minor Street:	Approach	Wes	tbound		Eastbound			
	Movement	7	8	9	10	11	12	
		L	T	R	L	T	R	
Volume		5	5	19	49	5	5	
Peak Hour Facto	or. PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Ra	•	5	5	20	51	5	5	
Percent Heavy		5	5	5	5	5	5	
Percent Grade		-	0	-	-	0	-	
Flared Approach	•	Storage	-	No	/	-	No	1
Lanes		0	1	0	, 0	1	0	•
Configuration		•	LTR	_	•	LTR	_	

Approach	NB	SB	ngth, and Level Westbound			stbound	
Movement Lane Config	1 LTR	4 LTR	7 8 LTR	9	10	11 LTR	12
v (vph)	5	6	30		**************************************	61	
C(m) (vph)	979	888	263			140	
v/c	0.01	0.01	0.11			0.44	`
95% queue length	0.02	0.02	0.38			1.94	
Control Delay	8.7	9.1	20.4			49.2	
LOS	Α	A	C			E	\
Approach Delay			20.4			49.2	
Approach LOS			С			E	

TWO-WAY STOP CONTROL SUMMARY____

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/15/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Rd/Doredo Dr

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Doredo Drive
North/South Street: Burnt Store Road

Major Street:	Approach		rthbour	nd Adjus nd		outhbound	đ	
•	Movement	1	2	3	4	5	6	
		L	T	R	Ĺ	T	R	
Volume		·····	638	7	16	491		***************************************
Peak-Hour Fact	or, PHF		0.95	0.95	0.95	0.95		
Hourly Flow Ra	te, HFR		671	7	16	516		
Percent Heavy	Vehicles				5		~ ~	
Median Type/St	orage	Undiv	rided		/			
Lanes	•		1	0	0	1		
Configuration				rR.	_	LT		
Upstream Signa	1?		No			No		
Minor Street:	Approach	₩e	stbound	1	E	astbound		
	Movement	7	8	9	10	11	12	
		Ŀ	T	R	L	Ţ	R	
Volume		8		27				
Peak Hour Fact	or, PHF	0.95		0.95				
Hourly Flow Ra	te, HFR	8		28				
Percent Heavy	Vehicles	5		5				
Percent Grade			0			0		
Flared Approac	h: Exists?/	Storage	;	No	/			/
Lanes	·	ō		0				
Configuration			LR					

Approach	NB	SB	_	Westbound		E	astboun	d
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		16		36		 		
C(m) (vph)		900		347				
v/c		0.02		0.10				
95% queue length		0.05		0.34				
Control Delay		9.1		16.6				
LOS		Α		C				
Approach Delay				16.6				
Approach LOS				С				

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/15/2004 Analysis Time Period: AM Peak Hour

Intersection:

Burnt Store Rd/Saragossa Ln

Jurisdiction:

Charlotte County

Units: U. S. Customary

2010

Analysis Year:

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Saragossa Lane

North/South Street: Burnt Store Road

Intersection Orientation: NS

Study period (hrs): 0.25

Ve	hicle Volu	ımes and	Adjust	tments			
Major Street: Approach	Noi	cthbound		Sou	thbound		
Movement	1	2	3	4	5	б	
	L	T	R	L	T	R	

Volume	7	619	19	38	451	10	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR	7	651	20	40	474	10	
Percent Heavy Vehicles	5			5			
Median Type/Storage	Undivi	ided		/			
RT Channelized?							
Lanes	0	1 0		0	1 0	ı	
Configuration	LT	rr		LT	R		
Upstream Signal?		No			No		
Minor Street: Approach	Wes	tbound		Eas	tbound		
Minor Street: Approach Movement	Wes	stbound 8	9	Eas 10	tbound 11	12	
			9 R			12 R	
	7	8		10	11		
	7	8		10	11		
Movement	7 L	8 T	R	10 L	11 T	R	
Movement	7 L 21	8 T	R 21	10 L 5	11 T	R 8	
Wolume Peak Hour Factor, PHF	7 L 21 0.95	8 T 5 0.95	R 21 0.95	10 L 5 0.95	11 T 5 0.95	R 8 0.95	
Wolume Peak Hour Factor, PHF Hourly Flow Rate, HFR	7 L 21 0.95 22	8 T 5 0.95 5	21 0.95 22	10 L 5 0.95 5	11 T 5 0.95 5	8 0.95 8	
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles Percent Grade (%)	7 L 21 0.95 22 5	8 T 5 0.95 5 0	21 0.95 22	10 L 5 0.95 5	11 T 5 0.95 5 0	8 0.95 8	/
Wolume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles	7 L 21 0.95 22 5	8 T 5 0.95 5 0	21 0.95 22 0	10 L 5 0.95 5	11 T 5 0.95 5 0	8 0.95 8 0	/
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles Percent Grade (%) Flared Approach: Exists	7 L 21 0.95 22 5	8 T 5 0.95 5 0	21 0.95 22 0	10 L 5 0.95 5 5	11 T 5 0.95 5 0	8 0.95 8 0	/

Approach	NB	SB	ngth, and Leve Westbound		***************************************	astbound	
Movement	1	4	7 8	9	10	11	12
Lane Config	LTR	LTR	LTR			LTR	
v (vph)	7	40	49			18	
C(m) (vph)	1063	905	206			218	
v/c	0.01	0.04	0.24			0.08	
95% queue length	0.02	0.14	0.90			0.27	
Control Delay	8.4	9.2	27.8			23.0	
LOS	A	A	D			C	
Approach Delay			27.8			23.0	
Approach LOS			D			C	

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/15/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Rd/Peppercorn Rd

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Peppercorn Road North/South Street: Burnt Store Road

	Vehi	cle Vol	umes an	d Adju	stments_			
Major Street:	Approach	No	rthboun	d		Southbou	nd	
	Movement	1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume		7	648			498	38	
Peak-Hour Fact	or, PHF	0.95	0.95			0.95	0.95	
Hourly Flow Ra	te, HFR	7	682			524	40	
Percent Heavy	Vehicles	5						
Median Type/St	orage	Undiv	ided		/			
Lanes	•	0	1			1	0	
Configuration		_	Т				TR	
Upstream Signa	1?		No			No		
Minor Street:	Approach		stbound			Eastboun	đ	
	Movement	7	8	9	10	11	12	
		L	T	R	Ĺ	T	R	
Volume					46		12	
Peak Hour Fact	or, PHF				0.9	5	0.95	
Hourly Flow Ra	te, HFR				48		12	
Percent Heavy	Vehicles			,	5		5	
Percent Grade	(웅)		0			0		
Flared Approac	h: Exists?/	Storage			1		Yes	/1
Lanes					1	0	0	
Configuration						LR		

Approach	NB	SB		,	Westboun	d	E	astbound	
Movement	1	4		7	8	9	10	11	12
Lane Config	LT						İ	LR	
v (vph)	7		************		***************************************			60	
C(m) (vph)	993							238	
v/c	0.01							0.25	
95% queue length	0.02							0.97	
Control Delay	8.7							26.6	
LOS	A							D	
Approach Delay								26.6	
Approach LOS								D	

TWO-WAY STOP CONTROL SUMMARY____

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/15/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Rd/Vincent Ave Jurisdiction: Charlotte/Lee County Line

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Vincent Avenue
North/South Street: Burnt Store Road

	Vehi	cle Volu	ımes and	Adjus	tments_				
Major Street:	Approach	Nor	thbound	Ĺ		Southboun	đ		
	Movement	1	2	3	4	5	6		
		L	T	R	L	T	R		
Volume		46	773		***************************************	519	57		
Peak-Hour Fact	or, PHF	0.95	0.95			0.95	0.95		
Hourly Flow Ra	te, HFR	48	813			546	60		
Percent Heavy	Vehicles	5							
Median Type/St RT Channelized		Undivi	.ded		/				
Lanes	•	0	1			1	0		
Configuration		LT				Т	_		
Upstream Signa	1?		No			No			
Minor Street:	Approach	Wes	tbound		Eastbound				
	Movement	7	8	9	10	11	12		
		L	T	R	L	T	R		
Volume					87		21	······································	
Peak Hour Fact	or, PHF				0.99	5	0.95		
Hourly Flow Ra	te, HFR				91		22		
Percent Heavy	Vehicles				5		5		
Percent Grade			0			0			
Flared Approac	h: Exists?/	Storage			/		No	/	
Lanes					(ס	0		
Configuration						LR			

Approach	_Delay, NB	SB	_	West	bound		Ea	astbound	
Movement	1	4	7		8	9	10	11	12
Lane Config	LT		ĺ				İ	LR	
v (vph)	48		·····					113	
C(m) (vph)	958							150	
v/c	0.05							0.75	
95% queue length	0.16							4.60	
Control Delay	9.0							79.4	
Los	A							F	
Approach Delay								79.4	
Approach LOS								F	

TWO-WAY STOP CONTROL SUMMARY____

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/15/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Rd/Marina Ent

Jurisdiction: Lee County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Islamorada Blvd (Marina Ent)

North/South Street: Burnt Store Road

Vehic	le Volu	mes and	Adjust	ments		
Major Street: Approach	Nor	thbound		S	outhbound	
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	44	702			496	44
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	46	738			522	46
Percent Heavy Vehicles	6					
Median Type/Storage	Undivi	.ded		/		
RT Channelized?				•	No)
Lanes	1	1			1 1	,
Configuration	L	T			T R	
Upstream Signal?		No			No	
Minor Street: Approach	Wes	tbound		E	astbound	***************************************
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	,			117		81
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				123		85
Percent Heavy Vehicles				6		6
Percent Grade (%)		0			0	
Flared Approach: Exists?/S	torage			/		No /
Lanes				0	0	
Configuration					LR	

Approach	NB	SB			Westbound			E	astbound	
Movement	1	4	***************************************	7	8	9		10	11	12
Lane Config	L						ĺ		LR	
v (vph)	46								208	
C(m) (vph)	985								218	
v/c	0.05								0.95	
95% queue length	0.15								8.23	
Control Delay	8.8								96.0	
LOS	A								\mathbf{F}	
Approach Delay									96.0	
Approach LOS									F	

TWO-WAY STOP CONTROL SUMMARY____

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/29/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Rd at Kismet Pkwy

Jurisdiction: Lee County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Kismet Parkway
North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

Vehic	le Volu	mes and	Adjustm			
Major Street: Approach	Nor	thbound		Sou	thbound	
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	593	39	196	451	6
	_				0.95	0.95
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR	6	624	41	206	474	6
Percent Heavy Vehicles	б			6		
Median Type/Storage	Undivi	.ded		/		
RT Channelized?						
Lanes	0	1 0		0	1 0	
Configuration	LT	'R		LT	'R	
Upstream Signal?		No			No	
Minor Street: Approach	Wes	tbound		Eas	tbound	
Movement	7	8	9	10	11	12
	L	${f T}$	R I	L	T	R
			`			
Volume	18	9	153	6	11	5
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	18	9	161	6	11	5
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)	-	0			0	
Flared Approach: Exists?/S	torage	J	No	/	-	No /
Lanes	0	1 0	2.0	0	1 0	•
	U			U	LTR	
Configuration		LTR			LILK	

Approach	_Delay, NB	SB	ngth, and Leve: Westbound			astbound
Movement Lane Config	1 LTR	4 LTR	7 8 LTR	9	10	11 12 LTR
v (vph)	б	206	188			22
C(m) (vph)	1062	906	246			68
v/c	0.01	0.23	0.76			0.32
95% queue length	0.02	0.87	5.52			1.19
Control Delay	8.4	10.1	55.2			81.4
Los	A	в.	F			F
Approach Delay			55.2			81.4
Approach LOS			F			F

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TWO-WAY STOP CONTROL SUMMARY___

Analyst:

Agency/Co.:

PBS&J

Date Performed: 11/15/2004 Analysis Time Period: AM Peak Hour

Intersection:

Burnt Store Road at Van Buren

Jurisdiction:

Lee County

Units: U. S. Customary

Analysis Year:

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Van Buren Parkway North/South Street: Burnt Store Road

Intersection Orientation: NS

Study period (hrs): 0.25

	cle Volu	mes and	Adjust	cme				
Major Street: Approach	Nor	thbound			Sou	thbound	đ	
Movement	1	2	3		4	5	б	
	L	T	R		L	Т	R	
Volume	5	606	32		52	470	5	
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rate, HFR	5	637	33		54	494	5	
Percent Heavy Vehicles	6				6		***	
Median Type/Storage	Undivi	ded			/			
RT Channelized?								
Lanes	0	1 0			0	1 ()	
Configuration	LT	'R			LT	R		
Upstream Signal?		No				No		
Minor Street: Approach	Wes	tbound			Eas	tbound	•	
Minor Street: Approach Movement	Wes	tbound 8	9	1	Eas	tbound 11	12	
			9 R				12 R	
Movement	7	8			10	11 T	R	
	7	8			10	11		
Movement	7 L	8 T	R		10 L	11 T	R	
Movement Volume	7 L 20	8 T	R 36		10 L	11 T	R 5	
Wovement Volume Peak Hour Factor, PHF	7 L 20 0.95	8 T 5 0.95	36 0.95		10 L 5 0.95	11 T 5 0.95	F 5 0.95	
Wolume Peak Hour Factor, PHF Hourly Flow Rate, HFR	7 L 20 0.95 21	8 T 5 0.95 5	36 0.95 37		10 L 5 0.95 5	11 T 5 0.95 5	5 0.95 5	
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles	7 L 20 0.95 21 6	8 T 5 0.95 5 6	36 0.95 37	/	10 L 5 0.95 5	11 T 5 0.95 5 6	5 0.95 5	
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles Percent Grade (%)	7 L 20 0.95 21 6	8 T 5 0.95 5 6	36 0.95 37	/	10 L 5 0.95 5	11 T 5 0.95 5 6 0	75 0.95 5 6	/
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles Percent Grade (%) Flared Approach: Exists?/	7 L 20 0.95 21 6	5 0.95 5 6 0	36 0.95 37		10 L 5 0.95 5 6	11 T 5 0.95 5 6 0	R 5 0.95 5 6 No	/

Approach	_Delay, NB	Queue Le	_	d Level of Se bound	rvice Eastbound	
Movement	1	4	7	8 9	10 11	12
Lane Config	LTR	LTR	LT	R	LTR	
v (vph)	5	54	26	37	15	***************************************
C(m) (vph)	1045	902	131	460	174	
v/c	0.00	0.06	0.20	0.08	0.09	
95% queue length	0.01	0.19	0.70	0.26	0.28	
Control Delay	8.5	9.2	39.2	13.5	27.6	
LOS	A	A	E	В	D	
Approach Delay			;	24.1	27.6	
Approach LOS				С	D	

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/15/2004

Intersection:

Analysis Time Period: AM Peak Hour

Burnt Store Road at Diplomat

Jurisdiction:

Lee County

Units: U. S. Customary

Analysis Year:

Lanes

Configuration

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study East/West Street: Diplomat Parkway

North/South Street: Burnt Store Road

Intersection Orientation: NS

Study period (hrs): 0.25

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	Vehi	cle Vol	umes and	d Adjus	tments			
Major Street:	Approach	No	rthbound	đ	Sou	ithbound	1	
•	Movement	1	2	3	4	5	6	
		L	T	R	L	Т	R	
Volume		5	576	57	78	444	5	
Peak-Hour Fact	or, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Ra	te, HFR	5	606	60	82	467	5	
Percent Heavy		6		***	б			
Median Type/St RT Channelized	orage	Undiv	ided		/			
Lanes		0	1	0	0	1 ()	
Configuration		Ľ.	ΓR		L	rR		
Upstream Signa	1?		No			No		
Minor Street:	Approach	We	stbound		Eas	tbound		
	Movement	7	8	9	10	11	12	
		L	T	R	L	T	R	
Volume		30	5	45	5	5	5	
Peak Hour Fact	or, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Ra		31	5	47	5	5	5	
Percent Heavy		6	6	6	6	6	6	
Percent Grade			0			0		
Flared Approac		Storage		No	1			/

Approach	_Delay, NB	Queue Le	ngth, and Level of Westbound	ServiceEastbour	ıd
Movement	1	4	7 8 9	10 11	12
Lane Config	LTR	LTR	LTR	LT	R
v (vph)	5	82	83	10	5
C(m) (vph)	1069	905	211	119	585
v/c	0.00	0.09	0.39	0.08	0.01
95% queue length	0.01	0.30	1.75	0.27	0.03
Control Delay	8.4	9.4	32.7	38.0	11.2
LOS	A	A	D	E	В
Approach Delay			32.7	29.3	L
Approach LOS			D	D	

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TWO-WAY STOP CONTROL SUMMARY____

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/15/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Road at Tropicana

Jurisdiction: Lee County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Tropicana Parkway
North/South Street: Burnt Store Road

Major Street:	Approach	Nor	thbour	ıd		Sou	thbound		
-	Movement	1	2	3	-	4	5	б	
		L	T	R	1	L	T	R	
Volume		12	535	75		31	482	5	
Peak-Hour Fact	or, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Ra	ite, HFR	12	563	78		32	507	5	
Percent Heavy	Vehicles	б				6			
Median Type/St RT Channelized		Undivi	.ded		/	/			
Lanes		0	1	0		0	1 0		
Configuration		LJ	.R			LT	'R		
Upstream Signa	11?		No				No		
Minor Street:	Approach	Wes	tbound		***************************************	Eas	tbound		•
	Movement	7	8	9		10	11	12	
		Ŀ	T	R		L	T	R	
Volume		14	22	12		5	32	20	
Peak Hour Fact	or, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Ra	te, HFR	14	23	12		5	33	21	
Percent Heavy	Vehicles	6	б	6		6	б	6	
Percent Grade	(용)		0				0		
Flared Approac	h: Exists?/	'Storage		No	/			No	/
Lanes		1	2	0		1	2 0		
Configuration		L	T I	'R		L	T TR		

Approach	NB	SB	_	stbound		Service Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Config	LTR	LTR	L	T	TR	L	T	TR	
v (vph)	12	32	14	11	23	5	16	37	
C(m) (vph)	1033	924	117	169	257	128	160	269	
v/c	0.01	0.03	0.12	0.07	0.09	0.04	0.10	0.14	
95% queue length	0.04	0.11	0.40	0.21	0.29	0.12	0.33	0.47	
Control Delay	8.5	9.0	39.9	27.8	20.4	34.3	30.0	20.5	
LOS	A	A	E	D	C	D	D	C	
Approach Delay				27.8			24.3		
Approach LOS				D			C		

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/16/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Rd at Embers Pkwy

Jurisdiction: Lee County

Units: U. S. Customary
Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Embers Parkway
North/South Street: Burnt Store Road

			Adjustme			
Major Street: Approach	Nor	thbound		Sou	thbound	
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	29	497	52	76	422	11
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	30	523	54	80	444	11
Percent Heavy Vehicles	6			6	*** ***	
Median Type/Storage	Undivi	ded		/		
RT Channelized?						
Lanes	0	1 0		0	1 0	
Configuration	LT	R		LT	R	
Upstream Signal?		No			No	
						······································
Minor Street: Approach	Wes	tbound		Eas	tbound	
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	27	20	70	7	67	37
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	28	21	73	7	70	38
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/S	torage		No /		1	No /
Lanes	1	2 0	•	1	2 0	•
Configuration	L	T TR		L	T TR	

Approach	NB	SB	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Config	LTR	LTR	Ŀ	T	TR	L	Т	TR	
v (vph)	30	80	28	10	83	7	35	73	
C(m) (vph)	1085	977	73	150	405	98	145	240	
v/c	0.03	0.08	0.38	0.07	0.20	0.07	0.24	0.30	
95% queue length	0.09	0.27	1.48	0.21	0.76	0.23	0.90	1.24	
Control Delay	8.4	9.0	82.2	30.7	16.2	44.5	37.6	26.4	
LOS	A	A	F	D	C	E	E	D	
Approach Delay				32.6			30.9		
Approach LOS				D			D		

TWO-WAY STOP CONTROL SUMMARY_____

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/16/2004 Analysis Time Period: AM Peak Hour

Intersection:

Burnt Store Rd at Ceitus East

Jurisdiction:

Lee County

Units: U. S. Customary

Analysis Year:

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Ceitus Parkway East

North/South Street: Burnt Store Road

Intersection Orientation: NS

Study period (hrs): 0.25

	•						
	Vehic	cle Volu	mes and	Adjus	tments		
Major Street:	Approach	Nor	thbound	•	Sou	thbound	
	Movement	1	2	3	4	5	6
		L	${f T}$	R	L	T	R
					•		
Volume		0	555	35	20	431	0
Peak-Hour Facto	or, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rat	e, HFR	0	584	36	21	453	0
Percent Heavy V	ehicles	6			6		
Median Type/Sto	rage	Undivi	.ded		/		
RT Channelized?							
Lanes		0	1 0		0	1 0	
Configuration		ĽĽ	rR.		LT	'R	
Upstream Signal	?		No			No	
Minor Street:	Approach	Wes	tbound		Eas	tbound	
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
					•		
Volume		42		12			
Peak Hour Facto	r, PHF	0.95		0.95			
Hourly Flow Rat	e, HFR	44		12			
Percent Heavy V	ehicles	6		6			
Percent Grade (용)		0			0	
Flared Approach	: Exists?/S	Storage			1		/
Lanes		1	1				
Configuration		L	R				

Approach	NB	SB	_	and Leve stbound			astbound	i
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L		R	******		
v (vph)	0	21	44		12		<u></u>	
C(m) (vph)	1087	941	227		492			
v/c	0.00	0.02	0.19		0.02			
95% queue length	0.00	0.07	0.70		0.07			
Control Delay	8.3	8.9	24.6		12.5			
LOS	Α	A	C		В			
Approach Delay				22.0				
Approach LOS				С				

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/15/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Rd at Ceitus West

Jurisdiction: Lee County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Ceitus Parkway West North/South Street: Burnt Store Road

	Vehic	le Volu	mes and	Adjust	ments		
Major Street:	Approach	Not	thbound	_	Sou	thbound	
•	Movement	1	2	3	4	5	6
		L	${f T}$	R	L	${f T}$	R
Volume		17	580	0	0	468	5
Peak-Hour Fact	or, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Ra	te, HFR	17	610	0	0	492	5
Percent Heavy	Vehicles	6	***		6		
Median Type/Sto	orage	Undivi	lded		/		
RT Channelized	•						
Lanes		0	1 0		0	1 0	
Configuration		LT	PR.		LT	R	
Upstream Signa	1?		Yes			No	
***************************************				,			
Minor Street:	Approach		stbound			tbound	
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
		······································			1.0		60
Volume					0.95		0.95
Peak Hour Facto	•						
Hourly Flow Ra					10 6		63 6
Percent Heavy			•		ь	0	0
Percent Grade			0		1	0	,
Flared Approach	n: Exists?/S	corage			/	4	/
Lanes					1	1	
Configuration					L	R	

Approach	_Delay, NB	Queue Le	engt	h, and Leve Westbound	l of	Ser		stbound	
Movement	1	4	7	8	9	1	10	11	12
Lane Config	LTR	LTR				İ	Ŀ		R
v (vph)	17	0		·····			10		63
C(m) (vph)	1047	934		1			207		567
v/c	0.02	0.00					0.05		0.11
95% queue length	0.05	0.00					0.15		0.37
Control Delay	8.5	8.9					23.3		12.1
LOS	A	A					C		В
Approach Delay								13.7	
Approach LOS								В	

Analyst: Inter.: Burnt Store at Pine Island

Agency: PBS&J Area Type: All other areas

Date: 11/16/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Pine Island Road N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	${f T}$	R	L	T	R	L	${f T}$	R	L	T	R
									····			
No. Lanes	1	1	1	1	1	1	1	1	1	1	2	1
LGConfig	L	${f T}$	R	L	${f T}$	R	L	T	R	L	\mathbf{T}	R
Volume	181	534	292	59	372	222	190	230	80	172	265	83
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60	Ì		60	Ì		60

Dur	ation	0.25		Area	Type: 1	All o	ther	areas					
					Sig	nal O	perat	ions					
Pha	se Comb:	ination	1	2	3	4			5	6	7	8	
EB	Left		A	A			NB	Left	A				
	Thru			A	A		İ	Thru		A			
	Right			A	A			Right		A			
	Peds						İ	Peds					
WB	Left		Α				SB	Left	A				
	Thru				A			Thru		A			
	Right				A			Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_		7.0	7.0	29.2		,	-	16.6	32.0			
Yel	low		4.0	4.0	4.8				4.0	4.8			
	Red	1	0.0	0.0	2.0				2.8	1.8			

Cycle Length: 120.0

secs

		Intersec	tion Pe	rformand	ce Summa	ary					
Appr/	Lane	Adj Sat	Rati	os	Lane (Group	Appr	roach			
Lane	Group	Flow Rate									
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS			
Eastbou	ınd							***************************************		·····	***************************************
L	255	1703	0.75	0.15	60.5	E					
${f T}$	606	1810	0.93	0.33	59.1	E	52.8	D			
R	520	1553	0.47	0.33	32.2	С					
Westbou	ınd										
L	101	1736	0.61	0.06	65.8	E					
${f T}$	440	1810	0.89	0.24	63.6	E	57.3	E			
R	371	1524	0.46	0.24	39.6	D					
Northbo	ound										
L	240	1736	0.83	0.14	71.9	E					
T	487	1827	0.50	0.27	38.0	D	52.4	D			
R	414	1553	0.05	0.27	32.8	С					
Southbo	ound										
L	236	1703	0.77	0.14	63.9	E					
T	908	3406	0.31	0.27	35.3	D	45.9	D			
R	406	1524	0.06	0.27	32.8	C					
	Intersec	tion Delay	= 52.5	(sec/ve	eh) Ir	nterse	ction	LOS	= D		

Analyst: PBS&J Inter.: Veterans Pkwy at Surfside Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbou	nd	We:	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	L	T	R	L	T	R
Ma Tanan		~	4	<u> </u>		4	ļ	- 1	1			
No. Lanes	1	2	T	7	2	7	1 +	1	J.	! -	٠.	U
LGConfig	L	${f T}$	R	L	${f T}$	R	L	T	R	L	TR	
Volume	15	633	52	241	411	56	45	123	385	50	35	10
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	j		52	İ		56	ĺ		60			0

Dur	ation 0.25		Area	Туре:	All	other	areas					
				Si	.gnal	Opera	tions					
Pha	se Combination	1	2	3	- 4	:	***************************************	5	6	7	8	
EB	Left	A				N	Left	A				
	Thru		A			ĺ	Thru	A				
	Right		A				Right	A				
	Peds						Peds					
WB	Left	Α				SE	Left	A				
	Thru		A			j	Thru	A				
	Right		A				Right	A				
	Peds					İ	Peds					
NB	Right					E	Right					
SB	Right					WE	Right					
Gre	en	26.0	42.0			•	_	33.0				
Yel	low	4.0	4.5					4.0				
All	Red	2.5	2.0					2.0				
								_		_		

Cycle Length: 120.0 secs

		Intersec	tion P	erforman	ice Summ	ary	· ·		
Appr/	Lane	Adj Sat	Rat	ios	Lane (Group	Appro	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und				***************************************				
L	376	1736	0.04	0.22	37.2	D			
T	1340	3654	0.50	0.37	29.7	C	29.9	C	
R	544	1553	0.00	0.35	25.4	С			
Westbo	und								
L	405	1736	0.63	0.23	44.4	D			
T	1215	3471	0.36	0.35	29.1	C	34.8	C	
R	544	1553	0.00	0.35	25.4	C			
Northb	ound								
L	365	1326	0.13	0.28	32.9	C			
T	502	1827	0.26	0.28	34.2	С	45.1	D	
R	427	1553	0.80	0.28	50.9	D			
Southb	ound								
L	331	1205	0.16	0.28	33.2	C			
TR	485	1764	0.10	0.28	32.5	С	32.9	C	

Intersection Delay = 35.7 (sec/veh) Intersection LOS = D

15

Analyst: Inter.: Veterans Pkwy at Chiquita Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	Wes	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	${f T}$	R	L	T	R	L	${f T}$	R	L	${f T}$	R
*** * * * * * * * * * * * * * * * * * *			*									
No. Lanes	1	2	1	2	2	Τ.	1 +	2	1	1	4	1
LGConfig	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R
Volume	117	722	223	407	426	135	207	635	539	193	404	24
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	Ì		60			60	ĺ		120	Ì		24

Dur	ation 0.	25	Area	Type:	All	other	areas					
				Si	gnal	Operat	ions					
Pha	se Combinat:	ion 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	A	A			
	Thru		Α			İ	Thru		Α	A		
	Right		A			İ	Right		A	A		
	Peds					Ì	Peds					
WB	Left	A				SB	Left	A				
	Thru		A			ĺ	Thru			A		
	Right		A			i	Right			A		
	Peds					İ	Peds					
NB	Right	A				EB	Right					
SB	Right					WB	Right					
Gre	en	16.0	35.0			,		16.5	5.0	20.0		
Yel	low	4.0	4.5					4.0	4.0	4.5		
All	Red	2.5	2.0					0.0	0.0	2.0		

Cycle Length: 120.0 secs

		Intersed	ction Pe	rformar	ice Summ	ary				
Appr/	Lane	Adj Sat	Rati	.os	Lane	Group	Appr	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	und									
L	231	1736	0.53	0.13	50.9	D				
\mathbf{T}	1012	3471	0.75	0.29	41.7	D	41.6	D		
R	453	1553	0.38	0.29	34.4	C				
Westbo	und									
L	449	3367	0.95	0.13	82.4	F				
T	1012	3471	0.44	0.29	34.9	C	55.9	E		
R	453	1553	0.17	0.29	31.9	C				
Northb	ound									
L	369	1736	0.59	0.21	45.1	D				
T	839	3471	0.80	0.24	48.1	D	41.5	D		
R	666	1553	0.66	0.43	29.8	C				
Southb	ound									
L	239	1736	0.85	0.14	74.5	E				
T	579	3471	0.73	0.17	52.3	D	59.5	E		
R	259	1553	0.00	0.17	41.7	D				
	Intersec	tion Delay	= 47.9	(sec/v	reh) I	nterse	ction	LOS =	: D	

Analyst: Inter.: Veterans Pkwy at Skyline Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Veterans Parkway N/S St: Skyline Boulevard

SIGNALIZED INTERSECTION SUMMARY

***************************************	Ea	stbou	nd	We:	stbou	nd	No	rthbou	ınd	S	outhbo	ound
	L	T	R	L	\mathbf{T}	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2			2	0	-	2 2	1
LGConfig	L	T	R	L	${f T}$	R	L	T		L	T	R
Volume	102	1307	43	211	983	210	44	570		377	301	45
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.	0 12.0	12.0
RTOR Vol	Ì		43	ĺ		60	İ					45

Dur	ation	0.25		Area	Type: P	ill o	ther	areas					
					Sign	al Op	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A	A			NB	Left	A				
	Thru			A	A			Thru		A			
	Right			A	A			Right					
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru				A			Thru		A			
	Right				A			Right		A			
	Peds						ĺ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre			10.0	7.0	40.0	,	•	-	15.0	22.0			
Yel	low		3.5	3.5	4.0				3.5	4.5			
All	Red		0.0	0.0	2.0				3.0	2.0			

Cycle Length: 120.0 secs

		Intersec	tion P	erforman	ce Summary		
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane Group	Approach	
Grp	Capacity	(s)	v/c	g/C	Delay LOS	Delay LOS	
Eastbo	und			A 1 M	40.0		

٠٢	capacity	(5)	٧, ٥	5/0	Domay	200	Donay	
Eastbo	ound	······						
L	575	3367	0.19	0.17	42.8	D		
T	1461	3471	0.94	0.42	45.7	D	45.5	D
R	654	1553	0.00	0.42	20.1	C		
Westbo	ound							
L	281	3367	0.79	0.08	68.1	E		
T	1157	3471	0.89	0.33	47.2	D	48.6	D
R	518	1553	0.31	0.33	30.0	C		
North	oound							
L	421	3367	0.11	0.13	46.7	D		
T	636	3471	0.94	0.18	71.1	E	69.4	E
South	oound							
L	421	3367	0.94	0.13	81.9	F		
T	636	3471	0.50	0.18	44.7	D	65.4	E
R	285	1553	0.00	0.18	40.0	D		

Intersection Delay = 53.5 (sec/veh) Intersection LOS = D

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Analyst: PBS&J Inter.: Veterans at Santa Barbara

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Santa Barbara Boulevard

CTCMALTZED	INTERSECTION	CT TRAKETS TO SE
SIUNALIZM	INTERSECTION	SUMMARY

***************************************	Ea:	stbou	nd	Westbound			No:	rthbo	und	Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	2	2	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	253	1727	126	409	1098	645	89	848	665	751	616	135
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	-		60			0			240	İ		60

Dur	ation 0	.25	Area	Type: All	. 0	ther	areas					
				Signal	. Oj	perat	ions					
Pha	se Combina	tion 1	2	3	4			5	6	7	8	***************************************
EB	Left	A	Α			NB	Left	A				
	Thru		A	A		Ì	Thru			A		
	Right		Α	A		Ì	Right			A		
	Peds						Peds					
WB	Left	A				SB	Left	A	A			
	Thru			A			Thru		A	A		
	Right			A		j	Right		A	A		
	Peds						Peds					
NB	Right	A				EB	Right					
SB	Right					WB	Right	A	A			
Gre	en	13.0	5.0	28.0		•		12.0	10.0	23.9		
Yel	low	3.5	3.5	5.0				3.5	3.5	4.5		
All	Red	0.0	0.0	1.8				0.0	0.0	2.8		
								Cycl	e Leng	th: 120	. 0	secs

Intersection Performance Summary

				_	ice Summa				
Appr/	Lane	Adj Sat	Rat:	los	Lane G	roup	Appr	oach	
Lane	Group	Flow Rate			***************************************				
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
	a								
Eastbou						_			
L	603	3367	0.44	0.18	44.4	D			
T	1758	5481	1.03	0.32	71.6	E	66.9	E	
R	472	1553	0.15	0.30	30.5	С			
Westbou	ind								
L:	434	3471	0.99	0.12	93.7	F			
T	1164	4988	0.99	0.23	70.6	E	59.4	E	
R	1419	2733	0.48	0.52	18.7	В			
Northbo	ound								
L	337	3367	0.28	0.10	50.4	D			
T	789	3654	1.13	0.22	121.9	F	91.9	F	
R	572	1553	0.78	0.37	40.5	D			
Southbo	ound								
L	795	3471	0.99	0.23	76.8	E			
T	1082	3471	0.60	0.31	35.9	D	56.9	E	
R	484	1553	0.16	0.31	30.1	С			
	Intersec	tion Delay	= 67.4	(sec/v	eh) In	iterse	ction	LOS :	= E

Analyst: Inter.: Veterans at Country Club

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Country Club Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	Wes	stbou	nd	No	rthbo	ınd	Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	1	2	2	1	. 2	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	323	2644	161	224	1632	380	261	572	346	548	362	124
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60			60			60

Dur	ation	0.25		Area T	уре:	All (other	areas					
					Sig	gnal (Operat	ions					
Pha	se Combi	.nation	1	2	3	4	Ī		5	6	7	8	
EB	Left		A	A			NB	Left	Α				
	Thru			A	A		İ	Thru		A			
	Right			A	A		İ	Right		A			
	Peds						İ	Peds					
WB	Left		A				SB	Left	A				
	Thru				A		i	Thru		Α			
	Right				A		İ	Right		A			
	Peds							Peds					
NB	Right		Α				EB	Right					
SB	Right						WB	Right					
Gre	_	,	7.0	10.0	42.0)	,		18.0	18.0			
Yel			3.5	3.5	5.0	-			3.5	3.5			
	Red		0.0	0.0	2.0				2.0	2.0			

Cycle Length: 120.0 secs

		Intersec	tion Pe	erforman	ice Summa	ary			
Appr/	Lane	Adj Sat	Rati	os	Lane (Group	Appr	oach	
Lane	Group	Flow Rate					******************		-
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd		***************************************						
L	575	3367	0.59	0.17	47.5	D			
T	2626	5481	1.06	0.48	67.2	E	63.6	E	
R	718	1553	0.15	0.46	18.7	В			
Westbou	ınd								
L	253	3367	0.93	0.08	94.0	F			
T	1829	4988	0.94	0.37	46.8	D	49.8	D	
R	544	1 553	0.62	0.35	34.5	C			
Northbo	ound								
L	521	3471	0.53	0.15	48.1	D			
T	609	3654	0.99	0.17	83.3	F	66.6	E	
R	395	1553	0.76	0.25	49.9	D			
Southbo	ound								
L	579	3471	1.00	0.17	86.4	F			
T	521	3471	0.73	0.15	53.9	D	71.7	E	
R	233	1553	0.29	0.15	46.0	D			
	Intersec	tion Delay	= 61.0	(sec/v	reh) Ir	nterse	ction	LOS =	= E

Analyst: PBS&J Agency: PBS&J

Inter.: Veterans at Del Prado Area Type: All other areas

Date: 1/4/2005 Period: Am Peak Hour

Jurisd: Lee County

Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY

***************************************	Eas	tbou	nd	Westbound			No:	rthbo	und	Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	2	0	1	2	0	1	- <u>-</u>	3	0	3	3	1	
LGConfig	L		R	L		R	L	TR		L	T	R	
Volume	503		738	339		349	477	1154	536	648	1417	296	
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0		12.0	12.0	12.0	
RTOR Vol			55			55			0	ĺ		55	

Dur	ation	0.25		Area T	'ype:	All o	ther	areas					
					Si	gnal O	perat	ions					
Pha	se Combi	nation	1	2	3	4			5	6	7	8	
EB	Left		Α	A			NB	Left	A				
	Thru							Thru		Α			
	Right			A			İ	Right		A			
	Peds						Ì	Peds					
WB	Left		A				SB	Left	A				
	Thru							Thru		A			
	Right							Right		A			
	Peds							Peds					
NB	Right						EB	Right	A				
SB	Right		A				WB	Right	A				
Gre	en	1	5.0	29.5			•		17.0	40.0			
Yel	low	4	. 0	4.0					4.0	4.5			
Al1	Red	0	0.0	4.5					4.5	3.0			

Cycle Length: 130.0 secs

		Intersec	tion Pe	rformano		-	e neme	44.	30.0	5005
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati					oach		
		(s)	***************************************	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd									
L	1256	3367	0.42	0.37	30.5	С	62.9	E		
R Westbou	681 nd	1553	1.06	0.44	86.7	F				
Ĭ	454	3471	0.79	0.13	63.6	E	180.3	F		
R Northbo	203 und	1553	1.52	0.13	315.0	F				
Ŀ	507	3471	0.99	0.15	92.7	F				
TR	1686	5220	1.06	0.32	82.1	F	84.5	F		
Southbo	und									
L	761	5207	0.90	0.15	67.8	E				
T	1602	5207	0.93	0.31	53.9	D	54.4	D		
R	747	1553				C				
	Intersec	tion Delay	= 79.0	(sec/ve	h) Ir	iterse	ction I	OS =	Ε	

Analyst: Inter.: Colonial Blvd at McGregor Blvd

Agency: PBS&J Area Type: All other areas

Date: 2/8/05 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: McGregor Boulevard

SIGNALIZED INTERSECTION SUMMARY____

	Eastbound			Westbound			Northbound			So	Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R	
	ļ						ļ						
No. Lanes	1	1	0	1	0	1	1	1	1	1	1	0	
LGConfig	L	TR		L		R	L	T	R	L	TR		
Volume	5	5	5	231		297	0	907	227	331	1045	5	
Lane Width	12.0	12.0		12.0		12.0	12.0	12.0	12.0	12.0	12.0		
RTOR Vol	-		0			55			55	Ì		0	

Dur	ation	0.25	Area '	Type:	All	other	areas					
				Si	gnal	Operat	ions					
Pha	se Comb:	ination 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	A		A		
	Thru	A				ĺ	Thru			A		
	Right	A				İ	Right			A		
	Peds						Peds					
WB	Left		A			SB	Left	A	A	A		
	Thru					-	Thru		A	A		
	Right		A			i	Right		A	A		
	Peds					ĺ	Peds					
NB	Right		A			EB	Right					
SB	Right					WB	Right					
Gre	en	7.0	20.0			•	_	7.0	7.0	66.0		
Yel	low	4.0	4.0					4.0	4.0	4.0		
All	Red	1.0	1.0					0.0	0.0	1.0		
								Cyc	le Leng	gth: 130	.0	secs

Tntor	coation	Performance	Summaru
1111.01	SECLION.	PELLULMANCE	Dummarv

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane G	Froup	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und			***************************************		<u> </u>		
L	95	1770	0.05	0.05	58.6	E		
TR	93	1723	0.11	0.05	59.0	E	58.9	E
Westbo	und							
L	272	1770	0.89	0.15	82.8	F		
							104.4	F
R	244	1583	1.05	0.15	124.9	F		
Northbo	ound							
L	152	1770	0.00	0.56	0.0	A		
T	946	1863	1.01	0.51	55.8	E	47.4	D
R	1047	1583	0.17	0.66	3.4	A		
Southbo	ound							
L	302	1770	1.15	0.68	128.4	F		
TR	1102	1861	1.00	0.59	43.5	D	63.8	E

Intersection Delay = 64.3 (sec/veh) Intersection LOS = E

, · · · · · · ·

Analyst: Inter.: Colonial at Summerlin Rd

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Summerlin Road

SIGNALIZED INTERSECTION SUMMARY

	Eas	Eastbound			Westbound			Northbound			uthbo	und
	L	T	R	L	${f T}$	R	L	T	R	L	\mathbf{T}	R
No. Lanes	1	3	1		3	0		1	1	1 1	1	1
LGConfig	L	T	R	L	TR		L	${f T}$	R	L	${f T}$	R
Volume	34	2592	740	805	1740	52	592	26	669	137	54	18
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			30			0	1		30	İ		18

Dur	ation 0.25	'	Area T	ype:	All ot	her	areas				
				Sig	nal Or	perat	ions				
Pha	se Combination	1 1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A	A		
	Thru			A			Thru		Α	A	
	Right			A			Right		A	A	
	Peds						Peds				
WB	Left	A	A			SB	Left	A			
	Thru		Α	A			Thru			A	
	Right		A	Α			Right			A	
	Peds						Peds				
NB	Right	Α	A			EB	Right				
SB	Right					WB	Right				
Gre	****	19.0	26.0	109.	o '	•	_	19.0	10.0	19.0	
Yel	low	4.0	4.0	4.0				4.0	4.0	4.0	
	Red	0.0	0.0	2.0				0.0	0.0	2.0	
								Cycl	e Leng	th: 230.	0 secs

Intersection Performance Summary_____

Appr/ Lane	Lane Group	Adj Sat Flow Rate		OS	Lane Group		Appro	oach
	_	(s)		g/c	Delay	LOS	Delay	LOS
Eastbou	und	***************************************						
L	162	1770	0.22	0.09	97.6	F		
\mathbf{T}	2697	5588	1.01	0.48	79.7	E	81.1	F
R	764	1583	0.98	0.48	85.3	F		
Westbou	ınd							
L	785	3539	1.08	0.22	145.1	F		
TR	3411	5564	0.55	0.61	26.3	C	63.1	E
Northbo	ound							
L	539	3539	1.16	0.15	187.0	F		
T	283	1863	0.10	0.15	84.0	F	157.0	F
R	619	1583	1.09	0.39	132.1	F		
Southbo								
L	162	1770	0.89	0.09	143.9	F		
${f T}$	170	1863	0.34	0.09	99.1	F	131.2	F
- R	145	1583		0.09	95.0	F		
		tion Delay					ction I	OS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst: Inter.: Colonial at DeLeon Street

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: DeLeon Street

SIGNALIZED INTERSECTION SUMMARY_____

	Eastbound			Westbound			No	Northbound			outhbo	ound
	L	T	R	L	T	R	L	T	R	L	${f T}$	R
										_		
No. Lanes	1	3	1	1	3	0	() 1	Ü	() 1	Ü
LGConfig	L	${f T}$	R	L	TR			LI	'R		LT	C'R
Volume	32	3111	31	182	2189	26	77	17	142	69	41	13
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0)	Ì	12.0)
RTOR Vol			30			0	Ì		0	İ		0

Dur	ation	0.25		Area T	ype:	All o	cher	areas					
					Sig	gnal O	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru			A			ĺ	Thru	A				
	Right			A				Right	Α				
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru			A				Thru	A				
	Right			A				Right	A				
	Peds							Peds					
NB	Right						EB	Right					
SB	Rìght						WB	Right					
Gre	-	:	23.5	145.0			•	~	43.5				
Yel	low		4.0	4.0					4.0				
	Red		2.0	2.0					2.0				

Cycle Length: 230.0 secs

		** i		&		_	e Lengi	n: 230.0	secs
Appr/ Lane	Lane Group	Intersec Adj Sat Flow Rate			ce Summa Lane G		Appro	oach	
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und	, _ , , _ , _ , _ , _ , _ , _ , _ ,							
L	196	1770	0.17	0.11	93.1	F			
T	3465	5421	0.95	0.64	44.3	D	44.8	D	
R	1012	1583	0.00	0.64	15.0	В			
Westbo	und								
L	196	1770	0.98	0.11	160.2	F			
TR	3458	5411	0.67	0.64	26.8	C	37.0	D	
Northbo	ound								
LTR	268	1416	0.93	0.19	127.3	F	127.3	F	
Southb	ound								
LTR	193	1019	0.67	0.19	95.6	F	95.6	F'	
	Intersec	tion Delay	= 46.0	(sec/v	eh) In	terse	ction I	Los = D	

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HCS2000: Signalized Intersections Release 4.1d

Analyst: Inter.: Colonial Blvd. at US 41

Area Type: All other areas Agency: PBS&J

Date: 02/07/05 Period: AM Peak Hour Jurisd: Lee County

Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY_____

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	${f T}$	R	L	T	R
	ļ											
No. Lanes	2	1	1	2	1	0	2	3	1	2	3	1
LGConfig	L	${f T}$	R	L	TR		L	${f T}$	R	L	T	R
Volume	675	53	414	259	37	316	281	1746	168	342	1458	389
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			100	ĺ		0	ĺ		60	İ		60

Dur	ation 0.25	5	Area T	'ype:	All of	her	areas					
					gnal Op							
Pha	se Combinatio	on 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	A	Α			
	Thru		A				Thru		A	A		
	Right		A				Right		A	A		
	Peds						Peds					
WB	Left	A				SB	Left	A				
	Thru		A				Thru			А		
	Right		A				Right			A		
	Peds						Peds					
NB	Right	A				EB	Right	A				
SB	Right	A				WB	Right					
Gre	en _	22.5	26.0				_	10.5	5.0	33.0		
Yel	low	4.0	4.0					4.0	4.0	4.0		
All	Red	1.0	1.0					0.0	0.0	1.0		

Cycle Length: 120.0 secs

Intersection	Performance	Summary

Appr/ Lane		Adj Sat Flow Rate		.os	Lane (Group	Appr	oach	······	
	-	(s)	***************************************	g/c	Delay	LOS	Delay	LOS		
Eastbou	und									
L	723	3539	0.98	0.20	76.8	E				
T	404	1863	0.14	0.22	38.1	D	61.4	E		
R	574	1583	0.58	0.36	32.3	C				
Westbou	ınd									
L.	644	3433	0.42	0.19	43.5	D				
TR	376	1613	0.99	0.23	89.3	F	69.9	E		
Northbo	ound									
L	558	3433	0.53	0.16	47.0	D				
T	2049	5588	0.90	0.37	39.0	D	38.4	D		
R	917	1583	0.12	0.58	7.2	A				
Southbo	ound									
L	369	3539	0.98	0.10	93.8	F				
T	1630	5588	0.94	0.29	52.5	D	53.3	D		
R	798	1583								
		tion Delay					ction	LOS =	D	

Analyst: Inter.: Colonial at Solomon Boulevard

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Solomon Boulevard

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つうしもりいみししたらしし	TIVERSELLIUN	SURPRE

,	Eastbound			Westbound			Northbound			Sou	Southbound		
	L	T	R	L	T	R	L	$\mathbf{T}$	R	L	T	R	
No Tomos	l					*\$				_			
No. Lanes	T	3	0	U	3	٠.	0	U	0	1 4	U	4.	
LGConfig	L	$\mathbf{T}$			T	R				L		R	
Volume	353	2359		Ì	1766	88				38		264	
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0	
RTOR Vol						30						30	

Dur	ation	0.25		Area T	ype:	All	ot	her	areas					
					Si	gnal	Or	erat	ions					
Pha	se Comb	ination	1	2	3	- 4	1		<del></del>	5	6	7	8	
EB	Left		A	Α				NB	Left					
	Thru		A	A					Thru					
	Right								Right					
	Peds								Peds					
WB	Left						Ì	SB	Left	A				
	Thru			A					Thru					
	Right			A					Right	A				
	Peds						i		Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en	!	54.0	115.0			•		<del></del>	45.0				
Yel	low		4.0	4.0						4.0				
A11	Red	(	0.0	2.0						2.0				

Cycle Length: 230.0 secs

							.e Leng	cn: 2	30.0	secs
					ce Summa	~				
Appr/	Lane	Adj Sat	Rati	.os	Lane G	roup	Appr	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	und									
L	460	1770	0.81	0.75	80.9	F			4	
Т	3825	5085	0.65	0.75	14.2	В	22.9	C		
Westbo	und									
T	2543	5085	0.73	0.50	46.4	D	45.9	D		
R	792	1583	0.08	0.50	29.9	C				
Northbo	ound									
Southbo	ound									
L	346	1770	0.12	0.20	76.3	E				
							97.8	F		
R	310	1583	0.79	0.20	101.3	F				
	Intersec	tion Delay	= 35.8	(sec/v	eh) In	terse	ction	LOS =	: D	

200

Analyst: Inter.: Colonial at Fowler Street

Agency: PBS&J Area Type: All other areas

Date: 12/1/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Fowler Street

## SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	We	Westbound			rthbo	und	Southbound			
	L	${f T}$	R	L	T	R	L	T	R	L	T	R	
No. Lanes	2	3			3	1		2	1		2	1	
LGConfig	L	${f T}$	R	L	$\mathbf{T}$	R	L	TR	R	L	${f T}$	R	
Volume	296	1902	42	603	1406	223	54	1155	595	379	828	197	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			30	Ī		30			30			30	

Dur	ation	0.25		Area 1	'ype: A	111 01	ther	areas					
					Sigr	ıal Op	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EΒ	Left		A				NB	Left	A				
	Thru		A	A				Thru			A		
	Right			A				Right			A		
	Peds							Peds					
WB	Left				A		SB	Left	A	A			
	Thru			A	A		*	Thru		A	Α		
	Right			Α				Right			A		
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre			29.0	58.0	42.0	'	•	-	17.0	7.0	49.0		
Yel	low		4.0	4.0	4.0				4.0	4.0	4.0		
	Red		0.0	0.0	2.0				0.0	0.0	2.0		

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane	Lane	Adj Sat Flow Rate	Rat	ios	Lane G	roup	Appro	oach
Grp	Group Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und		· · · · · · · · · · · · · · · · · · ·					
L	433	3433	0.72	0.13	102.4	F		
T	2012	5085	1.00	0.40	88.1	F	89.9	F
R	399	1583	0.03	0.25	64.9	E		
Westbo	und							
L	627	3433	1.01	0.18	133.2	F		
T	2299	5085	0.64	0.45	49.3	D	74.5	E
R	399	1583	0.51	0.25	74.9	E		
Northb	ound							
L	254	3433	0.22	0.07	100.7	F		
TR	754	3539	1.61	0.21	372.4	F	387.8	F
R	337	1583	1.77	0.21	446.9	F		
Southb	ound							
L	418	3433	0.95	0.12	132.8	F		
$\mathbf{T}$	923	3539	0.94	0.26	101.1	F	107.5	F
R	337	1583	0.52	0.21	81.6	F		

Intersection Delay = 158.5 (sec/veh) Intersection LOS = F

Analyst: Inter.: Colonial at Evans Avenue

Agency: PBS&J Area Type: All other areas

Date: 12/1/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Evans Avenue

OTOMAT TOOD	TATION	CHARTAN	C1778/8475 T132
SIGNALIZED	INTERNE	SPACIFICAL CONTRACTOR	SUMMARCE

	Eas	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	${f T}$	R	L	T	R	L	T	R	
No. Lanes		3	0	0	3	1		0	0	_	0	1	
LGConfig	L	T			${f T}$	R				L		R	
Volume	300	2428		İ	2042	179				85		119	
Lane Width	12.0	12.0			12.0	12.0	İ			12.0		12.0	
RTOR Vol	ĺ					30	İ			Ì		30	

Dur	ation	0.25		Area	Type:	All	ot	her	areas					
						gnal								
Pha	se Comb:	ination	1	2	3	4	1			5	6	7	8	
EB	Left		A					NB	Left					
	Thru		Α	А					Thru					
	Right								Right					
	Peds								Peds					
WB	Left							SB	Left	A				
	Thru			A					Thru					
	Right			A					Right	A				
	Peds								Peds					
NB	Right						į	EB	Right					
SB	Right							WB	Right					
Gre	en		45.0	139.	0				•	30.0				
Yel	low		4.0	4.0						4.0				
All	Red	+	0.0	2.0						2.0				

						-	e Leng	th: 230.0	secs
		Intersec	tion P	erforman	ce Summa	ıry			
Appr/ Lane	Lane	Adj Sat Flow Rate	Rat	ios	Lane G	roup	Appr	oach	
Grp	Group Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und					***************************************		***************************************	
L	346	1770	0.91	0.20	118.3	F			
T	4156	5085	0.62	0.82	8.0	A	20.1	C	
Westbo	und								
T	3073	5085	0.70	0.60	31.9	С	31.1	С	
R	957	1583	0.16	0.60	20.1	C			
Northbo	ound								
Southbo	ound								

	. •									
L	231	1770	0.39	0.13	92.6	F				
							93.4	F		
R	206	1583	0.46	0.13	94.1	F				
	Intersect:	ion Delay =	= 27.3	(sec/veh	1)	Intersec	ction	LOS	=	C

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Analyst: PBS&J Inter.: Colonial Blvd at Metro Pkwy

Agency: PBS&J Area Type: All other areas

Date: 11/29/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Metro Parkway

SIGNALIZED	INTERSECTION	SUMMARY
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	Eas	Eastbound			Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R		
No. Lanes	2	3	2	2	3	1	2	2	1		2	1		
LGConfig	L	T	R	L	${f T}$	R	L	T	R	L	${f T}$	R		
Volume	409	1355	1064	834	1298	152	597	790	368	113	794	227		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		
RTOR Vol			200	Ì		63			63			63		

tion	0.25		Area	Type: A	ill of	cher	areas				
				Sign	al Op	perat	ions				
e Combi	nation	1.	2	3	4			5	6	7	8
Left				A		NB	Left	A	A		
Thru			A	A			Thru		A	A	
			A	A			Right		A	A	
Peds							Peds				
Left		A				SB	Left	A			
		A	A			İ	Thru			A	
		A	A				Right			A	
Peds							Peds				
		Α				EB	Right				
						WB					
n		55.0	7.5	55.5		,	~	17.0	18.5	43.5	
OW								4.5	4.5	4.5	
			0.0					0.0	0.0	3.0	
	e Combi Left Thru Right Peds Left Thru Right Peds Right Right	e Combination Left Thru Right Peds Left Thru Right Peds Right Right	e Combination 1 Left Thru Right Peds Left A Thru A Right A Peds Right A Right A Right A Right A Right A Right A Right A Right A Right A	e Combination 1 2  Left Thru A Right A Peds Left A Thru A A Right A A Right A A Peds Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A	Signer Combination 1 2 3 Left A Thru A A Right A A Peds Left A Thru A A Right A A Right A A Right A A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A	Signal Operation 1 2 3 4  Left A  Thru A A  Right A A  Peds  Left A  Thru A A  Right A A  Right A A  Right A A  Right A A  Right A  Right A  Right A  Right A  Right A  Right A  Right A  Right A  Right A  Right A  Right A  Right A  Right A  Right A  Right A  Right A  Right A  Right A	Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal Operate Signal	Signal Operations  e Combination 1 2 3 4  Left A NB Left Thru A A Right Peds Peds Left A SB Left Thru A A Right Right A A Right Peds Left A SB Left Thru A A Right Right A A Right Peds Right A A Right Peds Right A A Right Right A A Right Peds Right A A Right Right A A Right Right A A Right Right A A Right Right A A Right Right A A Right Right A A Right Right A Right Right A A Right Right A Right Right A Right Right A A Right Right A Right Right A A Right Right A Right Right A A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right Right A Right	Signal Operations  e Combination 1 2 3 4 5  Left A NB Left A  Thru A A A Thru  Right A A A Right  Peds  Left A SB Left A  Thru A A Thru  Right A A Right  Peds  Left B Fight  Right A A Fight  Peds  Right A A Fight  Peds  Right A A Fight  Right A A Fight  Right A A Fight  Right A A Fight  Right A A Fight  Right A A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight  Right A Fight	Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Signal Operations   Sign	Signal Operations   Signal Operations

Cycle Length: 230.0 secs

		Intersec	ction Pe	erforman	ce Summa	ry			
Appr/	Lane	Adj Sat	Rati	Los	Lane G	roup	Appro	oach	
Lane	Group	Flow Rate							<del></del>
Grp	Capacity	(s)	v/ċ	g/C	Delay	LOS	Delay	LOS	
Eastbo	und	· · · · · · · · · · · · · · · · · · ·		<u> </u>					
L	858	3433	0.50	0.25	74.5	E			
T	1689	5588	0.84	0.30	78.1	E	95.8	F	
R	842	2787	1.08	0.30	133.7	F			
Westbou	ınd								
L	877	3539	1.00	0.25	117.2	F			
T	1676	5588	0.82	0.30	76.8	E	91.2	F	
R	475	1583	0.20	0.30	59.3	E			
Northbo	ound								
L	646	3539	0.97	0.18	121.9	F			
$\mathbf{T}$	1109	3725	0.75	0.30	75.9	E	83.3	F	
R	902	1583	0.36	0.57	27.0	C			
Southbo	ound								
L	146	1770	0.82	0.08	132.5	F			
T	737	3725	1.13	0.20	169.0	F	152.3	F	
R	313	1583	0.55	0.20	85.2	F			
	Intersec	tion Delay	= 99.6	(sec/v	eh) In	iterse	ction I	.OS =	F

Analyst: PBS&J Inter.: Colonial @ Veronica Shoemaker

Agency: PBS&J Area Type: All other areas

Date: 11/29/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Veronica Shoemaker Boulevard

SIGNALIZED	INTERSECTION	SUMMARY
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	Ea	stbou	nd	We	stbou	nd	No:	rthbo	und	Southbound			
	L	$\mathbf{T}$	R	L	T	R	L	T	R	L	T	R	
No. Lanes	1	3	1	2	3	1	1	2	1	 1	2	1.	
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R	
Volume	147	1682	273	565	2025	129	65	187	108	16	243	56	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			60	İ		60	Ì		60			0	

Dur	ation	0.25		Area I	ype: A	All of	cher	areas					
					Sigr	nal Op	perat	ions					
Pha	se Comb	ination	1	2	3	4		<u></u>	5	6	7	8	
EB	Left		Α				NB	Left	A				
	Thru				A			Thru		A			
	Right				A			Right		A			
	Peds							Peds					
WB	Left		Α	A			SB	Left	A				
	Thru			A	A			Thru		A			
	Right			A	A			Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_		20.0	15.0	75.0		•		12.0	22.0			
Yel	low		4.0	4.0	4.0				4.0	4.0			
All	Red		0.0	0.0	2.0				2.0	2.0			

Cycle Length: 170.0 secs

		Intersec	ction Pe	rforman	ce Summa	ary			
Appr/	Lane	Ādj Sat	Rati	.os	Lane (	Group	Appr	oach	
Lane	Group	Flow Rate			***************************************		*****************		
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd				<del></del>	***************************************			
L	208	1770	0.75	0.12	86.2	F			
T	2243	5085	0.79	0.44	42.7	D	44.6	D	
R	698	1583	0.32	0.44	31.2	C			
Westbou	ınd								
L	788	3433	0.76	0.23	65.2	E			
T	2812	5085	0.76	0.55	30.5	C	37.5	D	
R	875	1583	0.08	0.55	17.9	В			
Northbo	ound								
L	125	1770	0.54	0.07	81.2	F			
T	458	3539	0.43	0.13	68.9	Ε	71.3	E	
R	205	1583	0.25	0.13	67.2	E			
Southbo	ound								
L	125	1770	0.14	0.07	74.6	E			
Т	458	3539	0.56	0.13	71.0	E	70.6	E	
R	205	1583	0.29	0.13	67.7	E			
	Intersec	tion Delay	= 44.1	(sec/v	eh) Ir	nterse	ction	LOS =	: D

Analyst: Inter.: Colonial at Challenger Blvd.

Agency: PBS&J Area Type: All other areas

Date: 12/16/04 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: Challenger Boulevard

SIGNALIZED INTE	RSECTION	SUMMARY
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	Eas	stbou	nd	Westbound			No	rthbo	und	S	Southbound			
	L	T	R	L	T	R	Ŀ	T	R	L	${f T}$	R		
			<del></del>							_				
No. Lanes	1	2	1	1	2	0	1	1	U		0 1	U		
LGConfig	L	${f T}$	R	L	TR		L	TR			LI	'R		
Volume	25	1955	147	29	2426	21	164	5	5	5	5	5		
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0			
RTOR Vol			42	}		0			0			0		

Dur	ation	0.25		Area T	ype:	All	other	areas					
					Si	gnal	Operat	ions					
Pha	se Comb	ination	1	2	3	4	Ì		5	6	7	8	
EB	Left		Α				NB	Left	A	A			
	Thru			A			İ	Thru	A	A			
	Right			A			İ	Right	A	A			
	Peds							Peds					
NB	Left		А				SB	Left		A			
	Thru			Α				Thru		A			
	Right			A			ĺ	Right		Α			
	Peds							Peds					
VB	Right						EB	Right					
3B	Right						WB	Right					
Gre		•	7.0	120.0			•	J	13.0	8.0			
Zel	low	4	1.0	4.0					4.0	4.0			
<b>A11</b>	Red	7	2.0	2.0					0.0	2.0			

Cycle Length: 170.0 secs

		<b></b>				-	е Lengi	cn: 170.0	secs
Appr/ Lane	Lane Group	Intersec Adj Sat Flow Rate	tion Pe Rati		ce Summa Lane C		Appro	oach	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und								
Li	73	1770	0.36	0.04	82.3	F			
T	2551	3614	0.81	0.71	19.1	В	19.3	В	
R	1117	1583	0.10	0.71	7.9	A			
Westbo	ınd								
L	73	1770	0.42	0.04	83.5	F			
TR	2590	3609	0.99	0.72	40.1	D	40.6	D	
Northbo	ound								
L	215	1770	0.80	0.15	88.4	F			
TR	253	1723	0.04	0.15	62.3	E	87.0	F	
Southbo	ound								
LTR	74	1574	0.20	0.05	79.3	E	79.3	E	

Intersection Delay = 33.0 (sec/veh) Intersection LOS = C

Inter.: Colonial Blvd at Winkler Av Analyst: PBS&J

Area Type: All other areas Agency: PBS&J

Date: 11/30/2004 Period: AM Peak Hour Jurisd: Lee County

Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Winkler Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	We	stbour	ıd	No	rthbo	und	Southbound			
	L	T	R	L	T	R	L	T	R	L	${f T}$	R	
						<del>, , , , , , , , , , , , , , , , , , , </del>		····			***********		
No. Lanes	1	3	1	1	3	0	1	2	0	2	2	0	
LGConfig	L	${f T}$	R	L	T		L	TR		L	TR		
Volume	40	1906	39	16	2196		46	154	20	753	160	28	
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0		
RTOR Vol	ĺ		39	ĺ					0	1		0	

Dur	ation 0	.25	Area :	Type:	All o	ther	areas					
					gnal O							
Pha	se Combina	tion 1	2	3	4	1		5	б	7	8	
EB	Left	A				NB	Left	A				
	Thru		A			İ	Thru			A		
	Right		A			ĺ	Right			A		
	Peds					ĺ	Peds		•			
WB	Left	A				SB	Left	Α	A			
	Thru		A			Ì	Thru		A	A		
	Right					Ì	Right		A	Α		
	Peds					Ì	Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre	en	7.0	89.0			•		14.5	21.0	9.0		
Yel	low	5.1	5.1					4.4	4.4	4.4		
A11	Red	1.8	1.8					0.0	0.0	2.5		
								Cycl	e Leng	th: 170	.0	secs

		Intersec	tion P	erforman	ice Summa		·		-
Appr/	Lane	Adj Sat	Rat:	ios	Lane G	roup	Appro	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	nd			***************************************	······································	***************************************	_,_,		
L	73	1770	0.58	0.04	90.7	F			
T	2662	5085	0.75	0.52	33.1	C	34.3	C	
R	829	1583	0.00	0.52	19.3	В			
Westbou	nđ								
L	73	1770	0.23	0.04	80.5	F			
T	2662	5085	0.87	0.52	38.7	D	39.1	D	
Northbo	und								
L	151	1770	0.32	0.09	74.3	E			
TR	184	3478	0.99	0.05	145.2	F	130.4	F	
Southbo	und								
L	806	3433	0.98	0.23	92.4	F			
TR	700	3461	0.28	0.20	57.6	E	85.4	F	

Intersection Delay = 49.3 (sec/veh) Intersection LOS = D

Analyst: Inter.: Colonial at Six Mile Cypress

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: Six Mile Cypress Parkway

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbour	nd	We	stbou	nd	No:	rthbo	und	Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	2	3	0	.  2	3	1	2	2	1	.	2	1	
LGConfig	L	T		L	${f T}$	R	L	${f T}$	R	L	T	R	
Volume	313	2047		421	2791	79	118	345	445	19	223	220	
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	Ì					42	İ		42	İ		84	

Dur	ation	0.25		Area	Type	: All	. ot	her	areas					
					S	ignal	. Og	perat	ions					
Pha	se Comb:	ination	1	2	3		4			5	6	7	8	
EB	Left		A					NB	Left	A				
	Thru			Α					Thru		A			
	Right			A					Right		Α			
	Peds						İ		Peds					
WB	Left		Α					SB	Left	Α				
	Thru			A					Thru		A			
	Right			A			į		Right		A			
	Peds								Peds					
NB	Right							EB	Right					
SB	Right						į	WB	Right					
Gre	en		20.0	89.9	}		•	'	_	7.1	25.0			
Yel	low		5.1	5.1						4.4	4.4			
All	Red		1.9	1.9						2.6	2.6			
										,	7 - + (-	1	ma a	

Cycle Length: 170.0 secs

		Intersed	ction Pe	erforman	ce Summa	-				2002
Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appro	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd			··········			***************************************		<del></del>	***************************************
L	444	3433	0.74	0.13	77.8	E				
T	2931	5421	0.74	0.54	30.8	C	37.0	D		
Westbou	ınd									
L	458	3539	0.97	0.13	107.2	F				
T	3021	5588	0.97	0.54	48.6	D	55.9	E		
R	856	1583	0.05	0.54	18.4	В				
Northbo	ound									
L	184	3433	0.67	0.05	88.3	F				
T	562	3539	0.65	0.16	69.6	E	225.1	F		
R	251	1583	1.69	0.16	398.3	F				
Southbo	ound									
L	95	1770	0.21	0.05	78.1	E				
T	562	3539	0.42	0.16	64.9	E	67.1	E		
R	251	1583	0.57	0.16	69.2	E				
	Intersec	tion Delay	= 71.4	(sec/v	eh) In	terse	ction I	OS =	E	

Analyst: Inter.: Colonial Blvd at I-75 SB Ramps

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: I-75 SB Ramps

SIGNALIZED	INTERSECTION	SUMMARY

	Eas	stbou	nd	Wes	stbour	nd	No	rthbo	und	Sou	thbo	und
	L	T	R	L	T	R	Ĺ	T	R	L	T	R
No. Lanes	0	3	0	-	2	0	0	0	0	-	0	0
LGConfig		$\mathbf{T}$		L	T		ĺ			L		
Volume		1384		122	2516					102		
Lane Width RTOR Vol	***************************************	12.0		12.0	12.0					12.0		

Dur	ation	0.25		Area T	'ype:	All o	ther	areas					
					Si	gnal O	perat	ions					
Pha	se Comb:	ination	1	2	3	4			5	6	7	8	
EB	Left						NB	Left					
	Thru			A			Ì	Thru					
	Right						Ì	Right					
	Peds						Ì	Peds					
WB	Left		A				SB	Left	A				
	Thru		A	A			ĺ	Thru					
	Right						Ì	Right					
	Peds						İ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en		40.0	96.4			•	_	16.0				
Yel	low		5.1	5.1					4.0				
A11	Red		0.0	1.6					1.8				
									~ 7			m o o	

Cycle Length: 170.0 secs

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane G	roup	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und						***************************************	
T	2883	5085	0.51	0.57	22.5	С	22.5	С
Westbo	und							
L	416	1770	0.31	0.24	54.0	D		
T	2946	3539	0.90	0.83	13.7	В	15.5	В

#### Northbound

South	bound					
L	167	1770	0.64	0.09	82.3	F

82.3 F

Intersection Delay = 19.5 (sec/veh) Intersection LOS = B

. ...

Inter.: Colonial Blvd at I-75 NB Ramps Analyst:

Area Type: All other areas Agency: PBS&J

Jurisd: Lee County Date: 11/30/2004

Period: AM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: I-75 NB Ramps

SIGNALIZED	INTERSECTION	SUMMARY

	Eas	stbou	nd	We	Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	${f T}$	R	L	T	R	
No. Lanes	0	2	0	0	2	0	_	0	0	-	0	0	
LGConfig		T	ŭ		T	Ū	L	·			•	•	
Volume		749			1688		950						
Lane Width RTOR Vol	İ	12.0			12.0		12.0						

Dur	ation	0.25		Area	Type:	All o	ther	areas					
						gnal 0							
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left						NB	Left	A				
	Thru		A				Ì	Thru					
	Right						İ	Right					
	Peds						1	Peds					
WB	Left						SB	Left					
	Thru		A				Í	Thru					
	Right							Right					
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_		94.0				•		63.2				
	low		5.1						4.0				
	Red		1.2						2.5				
											_		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane G	Froup	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und	· · · · · · · · · · · · · · · · · · ·			<u></u>	***************************************		
T	1957	3539	0.40	0.55	22.0	C	22.0	C
Westbo	und							
T	1957	3539	0.91	0.55	40.8	D	40.8	D
Northb L	ound 1276	3433	0.78	0.37	50.6	D	50.6	D

Southbound

Intersection Delay = 39.4 (sec/veh) Intersection LOS = D



#### TWO-WAY STOP CONTROL SUMMARY

Analyst:

PBS&J

Agency/Co.:

PBS&J

Date Performed: 11/16/2004

Analysis Time Period: PM Peak Hour

Intersection: Jones Loop Road at Piper Road

Jurisdiction:

Charlotte County

Units: U. S. Customary

Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Jones Loop Road North/South Street: Piper Road

Intersection Orientation: EW

١	/enicle	volumes	and	Adjus	tments

Major Street:	Approach	Eas	tbound	<b>,</b>		West	bound		
	Movement	1	2	3		4	5	6	
		L	T	R		L	T	R	
Volume	***************************************	110	205				128	16	
Peak-Hour Fact	or, PHF	0.95	0.95				0.95	0.95	
Hourly Flow Ra	te, HFR	115	215				134	16	
Percent Heavy		9							
Median Type/St RT Channelized	orage	Raised	curb		/	1			
Lanes		1	2				2 0		
Configuration		L	${f T}$				T TR		
Upstream Signa	1?		No				No		
Minor Street:	Approach	Nort	hbound			Sout	hbound	**************************************	····
	Movement	7	8	9		10	11	12	
		L	T	R	1	L	T	R	
Volume						36	0	294	······································
Peak Hour Fact	or, PHF					0.95	0.95	0.95	
Hourly Flow Ra	te, HFR					37	0	309	
Percent Heavy	Vehicles					9	9	9	
Percent Grade	(%)		0				0		
Flared Approac	h: Exists?/S	Storage			1		]	No	/
Lanes		-				0	1 0		•
Configuration							LTR		

Approach	EB	WB			h, and Lev Northboun		****	outhbound	1
Movement	1	4	-	7	8	9	10	11	12
Lane Config	L		ĺ				İ	LTR	
v (vph)	115		***************************************	~~~				346	
C(m) (vph)	1379							872	
v/c	0.08							0.40	
95% queue length	0.27							1.92	
Control Delay	7.8							11.8	
LOS	A							В	
Approach Delay								11.8	
Approach LOS								В	

#### TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/16/2004 Analysis Time Period: PM Peak Hour

Intersection: Jones Loop Rd at I-75 NB Ramp

Jurisdiction:

Charlotte County

Units: U. S. Customary

Analysis Year:

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Jones Loop Road

North/South Street: I-75 NB Ramp

Intersection Orientation: EW

Major Street: Appro	Vehicle		bound				bound		
Movem		ದಿದರು	2	2	1		5	6	
Movell	nent 1		T T	3 R		4 L	o T	-	
	Ţī		1	K		ئبل	1	R	
Volume	48	5	280				283	96	
Peak-Hour Factor, PH	IF 0.	95	0.95				0.95	0.95	
Hourly Flow Rate, HF	'R 51	0	294				297	101	
Percent Heavy Vehicl									
Median Type/Storage		ised	curb		/	′ 1			
RT Channelized?					·		Yes	3	
Lanes		ı	2				2 1		
Configuration		L	${f T}$				T R		
Upstream Signal?			No				No		
Minor Street: Appro	ach	Nort	hbound			Sout	hbound		
Movem			8	9		10	11	12	
	L		T	R	İ	L	T	R	
Volume	19	7	5	91					
Peak Hour Factor, PH	F 0.	95	0.95	0.95					
Hourly Flow Rate, HF		7	5	95					
Percent Heavy Vehicl			9	9					
Percent Grade (%)			0				0		
Flared Approach: Ex	ists?/Stor	age			1				/
Lanes		ō	1 1						
Configuration		LT	R						

Approach	EB	WB		Nor	thbour	nd	S	outhbou	ıd
Movement	1.	4	1	7	8	9	10	11	12
Lane Config	L		Ì	LT		R			
v (vph)	510			212		95			
C(m) (vph)	1212			100		852			
v/c	0.42			2.12		0.11			
95% queue length	2.13			18.34		0.38			
Control Delay	10.1			605.8		9.8			
LOS	В			F		A			
Approach Delay					421.4	i			
Approach LOS					F				

## TWO-WAY STOP CONTROL SUMMARY_____

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/16/2004
Analysis Time Period: PM Peak Hour

Intersection: Jones Loop Rd at I-75 SB Ramp

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Jones Loop Road North/South Street: I-75 SB Ramp

Intersection Orientation: EW Study period (hrs): 0.25

	Vehic	le Volu	mes and	Adjust	ments_		
Major Street:	Approach	Eas	bound			Westbound	
•	Movement	1	2	3	4	5	б
		L	T	R	L	T	R
Volume			691	255	95	385	
Peak-Hour Facto	מעם מר		0.95	0.95	0.9		
			727	268	100		
Hourly Flow Rat			141	200	9	403	
Percent Heavy \		77 - 4	 		/ 1		
Median Type/Sto		Raised		· · · · · ·	/ 1		
RT Channelized?	?			Yes			
Lanes			2 1			1 2	
Configuration			T R			L T	
Upstream Signal	L?		Yes			No	
Minor Street:	Approach	Nor	thbound			Southbound	1
	Movement	7	8	9	10	11	12
		L	T	R	L	${f T}$	R
Volume					74	13	475
Peak Hour Facto	or. PHF				0.9	5 0.95	0.95
Hourly Flow Rat	•				77	13	500
Percent Heavy \					9	9	9
Percent Grade			0		-	0	
Flared Approach	•	Storage	-		1	-	/
Lanes					•	0 1 1	, 1
Configuration						LT R	-

Approach	EB	WB	_	h, and Le Northbou				uthbour	ıd
Movement	1	4	7	8	9		10	11	12
Lane Config		L				İ	LT		R
v (vph)		100					90		500
C(m) (vph)		827					295		784
v/c		0.12	2				0.31		0.64
95% queue length		0.43	L				1.26		4.67
Control Delay		10.0	)				22.5		17.3
LOS		Α					С		C
Approach Delay								18.1	
Approach LOS								C	

HCS2000: Signalized Intersections Release 4.1d

Analyst: Inter.: Jones Loop Rd at Taylor Rd

Agency: PBS&J Area Type: All other areas

Date: 11/16/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: Taylor Road

# SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	Westbound			Northbound			Southbound		
	L	T	R	Ŀ	${f T}$	R	L	T	R	L	${f T}$	R
							_			<b> </b>		<u> </u>
No. Lanes	1	2	1	1	2	0	1	1	1	1	1.	1.
LGConfig	L	${f T}$	R	L	TR		L	$\mathbf{T}$	R	L	${f T}$	R
Volume	12	593	6	46	480	248	13	369	47	280	228	10
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	ĺ		0			0	ĺ		6			0

Dur	ation	0.25		Area 1	'ype:	All o	ther	areas					
					Sig	gnal O	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	A	Α			
	Thru			Α			İ	Thru		A			
	Right			A			İ	Right		A			
	Peds						ĺ	Peds					
WB	Left		Α				SB	Left	A	A			
	Thru			A			į	Thru		A			
	Right			A		•		Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_		7.0	25.0			•		14.0	23.0			
Yel	low	4	1.0	4.0					4.0	4.0			
All	Red	:	1.0	2.0					0.0	2.0			

Intersection Performance Summary_____

Cycle Length: 90.0 secs

~		Adj Sat Flow Rate		os	Lane	Group	Appı	roach	1
	_	(s)		g/c	Delay	LOS	Delay	LOS	5
Eastbou	nd								
L	129	1656	0.10	0.08	38.9	D			
T	920	3312	0.68	0.28	30.9	C	31.0	С	
R	412	1482	0.01	0.28	23.6	C			
Westbou	nđ								
L	129	1656	0.37	0.08	41.2	D			
TR	873	3143	0.88	0.28	41.1	D	41.1	D	
Northbo	und								
L	455	1656	0.03	0.46	14.1	В			
T	445	1743	0.87	0.26	49.1	D	45.7	D	
R	379	1482	0.11	0.26	25.8	С			
Southbo	und								
L	347	1656	0.85	0.46	36.8	D			
T	445	1743	0.54	0.26	30.2	C	33.7	C	
R	379	1482	0.03	0.26	25.2	C			
	Intersec	tion Delay	= 37.7	(sec/ve	h) I	nterse	ction	LOS	= D

Analyst: Inter.: Tuckers Grade at I-75 NB Ramps

Area Type: All other areas Agency: PBS&J Jurisd: Charlotte County Date: 2/22/2005

Year : 2010 Period: PM Peak Hour

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: I-75 NB Ramps

SIGNALIZED	INTERSECTION	SUMMARY
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	Eas	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	1	2	0		2	1	.	1	1		0	0	
LGConfig	L	T			${f T}$	R		LT	R			-	
Volume	279	5		l .	12	7	173	8	5				
Lane Width	12.0	12.0			12 12.0	12.0	Ì	12.0	12.0	Ì			
RTOR Vol	İ					7	İ		5	İ			

Dur	ation	0.25		Area	Type:	All	other	areas					
					Si	gnal	Operat	ions					
Pha	se Comb	ination	1	2	3	4	. ]		5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru		A	Α			ĺ	Thru	A				
	Right						Ì	Right	A				
	Peds						İ	Peds					
WB	Left						SB	Left					
	Thru			A			į	Thru					
	Right			A				Right					
	Peds						İ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en		35.0	7.0			,		32.0				
Yel	low	4	4.0	4.0					4.0				
All	Red	(	0.0	2.0					2.0				

Cycle Length: 90.0

secs

Intersection Performance Summary

Appr/ Lane	Lane Group	Adj Sat	Rat	ios	Lane (	Group	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und							
L	702	1805	0.42	0.39	20.5	C		
T	1845	3610	0.00	0.51	10.8	В	20.3	C
Westbo	und							
т	281	3610	0.05	0.08	38.5	D	38.5	D
R	126	1615	0.00	0.08	38.3	D		
Northbo	ound							
LT	645	1813	0.29	0.36	21.1	С	21.1	С
R	574	1615	0.00	0.36	18.7	В		
Southbo	ound							

Intersection Delay = 21.1 (sec/veh) Intersection LOS = C

Analyst: Inter.: Tuckers Grade at I-75 SB Ramps

Area Type: All other areas Agency: PBS&J Jurisd: Charlotte County Date: 3/9/2005

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: I-75 SB Ramps E/W St: Tuckers Grade

SIGNALIZED	TNTER	SECTION	SUMMARY
	4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 -		*** **** ** ** * * * * * * * * * * * *

				~~~~~			~~~~		·				
	Ea	stbou	nd	We	Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	0	2	1	1	2	0	0	0	0	-	1	1	
LGConfig	Ì	T	R	L	T		İ			İ	LT	R	
Volume		277	97	20	165					7	5	282	
Lane Width	ĺ	12.0	12.0	12.0	12.0		Ì				12.0	12.0	
RTOR Vol			80				1			1		80	

Dur	ation	0.25		Area	Type:	All c	ther	areas				
						gnal C						
Pha	se Comb:	ination	1	2	3	4	Ī		5	6 7	8	
EB	Left						NB	Left				
	Thru		A				ĺ	Thru				
	Right		A				İ	Right				
	Peds							Peds				
WB	Left			A			SB	Left	Α			
	Thru		A	Α			Ì	Thru	A			
	Right						ĺ	Right	A			
	Peds						Ì	Peds				
NB	Right						EB	Right				
SB	Right						WB	Right				
Gre	en		32.0	7.0			•	_	35.0			
Yel	low		4.0	4.0					4.0			
All	Red	1	0.0	2.0					2.0			
									Cycle	Length:	90.0	secs

Interes	tion	Performance	Summary.
	. L L. U. I. I		CHIBITER

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane (Group	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und			,				
T	1284	3610	0.23	0.36	20.4	С	20.3	С
R	574	1615	0.03	0.36	18.9	В		
Westbo	und							
L	140	1805	0.15	0.08	39.2	D		
Т	1725	3610	0.10	0.48	12.9	В	15.8	В

Northbound

Southbound

LT	718	1846	0.02	0.39	16.9	В	19.5	В	
R	628	1615	0.34	0.39	19.7	В			
	Interse	ction Delay	= 18.9	(sec/v	reh) I	nters	ection	LOS :	= B

Analyst: Inter.: US 41 at Tuckers Grade

Agency: PBS&J Area Type: All other areas
Date: 2/22/2005 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: US 41

			~					~~					
	Ea	stbou	nd	We	Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes			Ω	.	٦	1	1	2	1	-	2	1	
LGConfig	L	TR	•	L	LT	R	L	T	R	L	$\overline{\mathbf{T}}$	R	
Volume	18	5	5	285	5	157	12	949	288	81	897	30	
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			0	İ		60	İ		60			30	

Dur	ation	0.25		Area '	Type:	All	ot	her	areas					
					Si	gnal	Or	perat	ions					
Pha	se Comb	ination	1	2	3	- 4	1			5	6	7	8	
EB	Left		A					NB	Left	A				
	Thru		A						Thru		Α			
	Right		A						Right		A			
	Peds								Peds					
WB	Left			A				SB	Left	A				
	Thru			A			i		Thru		A			
	Right			A			İ		Right		A			
	Peds						Ì		Peds					
NB	Right			A			ĺ	EB	Right					
SB	Right						i	WB	Right					
Gre		•	7.0	30.0				•		11.0	48.0			
Yel	low	4	1.0	4.0						4.0	4.0			
	Red		2.0	2.0						2.0	2.0			

C	ycle	Length:	120.0	secs
---	------	---------	-------	------

		Intersec	tion Pe	rforman	ce Summa	ary				
Appr/	Lane	Adj Sat	Rati	os	Lane	Group	Appr	oach		
Lane	Group	Flow Rate					A			
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd	****		******	***************************************					***************************************
L	105	1805	0.18	0.06	54.6	D				
TR	103	1758	0.10	0.06	53.9	D	54.4	D		
Westbou	nd									
L	451	1805	0.67	0.25	44.2	D				
LT	475	1900	0.01	0.25	33.8	C	42.1	D		
R	404	1615	0.25	0.25	36.4	D				
Northbo	und									
L	165	1805	0.08	0.09	50.1	D				
${f T}$	1444	3610	0.69	0.40	31.3	C	27.2	C		
R	1050	1615	0.23	0.65	8.7	Α				
Southbo	und									
L	165	1805	0.52	0.09	54.7	D				
T	1444	3610	0.65	0.40	30.3	С	32.3	C		
R	646	1615	0.00	0.40	21.6	C				
	Intersec	tion Delay	= 31.7	(sec/ve	eh) I	nterse	ction :	LOS =	= C	

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J Date Performed: 2/23/2005 Analysis Time Period: PM Peak Hour

Intersection: US 41 at Notre Dame Boulevard

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Notre Dame Boulevard North/South Street: US 41

Intersection Orientation: NS

	veni	cle Volu	mes and	Adjusti	ments		·····	***************************************
Major Street:	Approach	Nor	thbound			Southbou	ınd	
	Movement	1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume		49	1075			960	20	
Peak-Hour Fact	or pur	0.95	0.95			0.95		
Hourly Flow Ra		51	1131			1010		
Percent Heavy		4	***			1010		
Median Type/St		Raised	aurh		/ 1			
RT Channelized		raiseu	Carn		/ 1			
Lanes	•	1	2			2	0	
Configuration		L	T			$\overline{ extbf{T}}$	TR	
Upstream Signa	1?	-	No			No		
Minor Street:	3	*** 1	_1					
MINOL SCIERC:						To a to be a second	· ~	
	Approach		bound	0	1 30	Eastbour		
	Approach Movement	7	8	9	10	11	12	
				9 R	10 L			
Volume		7	8	-	!	11	12	
	Movement	7	8	-	L	11 T	12 R 48	
Volume	Movement or, PHF	7	8	-	L 11	11 T	12 R 48	
Volume Peak Hour Facto	Movement or, PHF te, HFR	7	8	-	11 0.9	11 T 0 95 0.95	12 R 48 0.95	
Volume Peak Hour Factor Hourly Flow Rate	Movement or, PHF te, HFR Vehicles	7	8	-	11 0.9 11	11 T 0 95 0.95	12 R 48 5 0.95 50	
Volume Peak Hour Factor Hourly Flow Rate Percent Heavy	Movement or, PHF te, HFR Vehicles (%)	7 L	8 T	-	11 0.9 11	11 T 0 95 0.95 0 4	12 R 48 5 0.95 50	
Volume Peak Hour Factor Hourly Flow Rad Percent Heavy Percent Grade	Movement or, PHF te, HFR Vehicles (%)	7 L	8 T	-	11 0.9 11	11 T 0 95 0.95 0 4	12 R 48 0.95 50 4	/
Volume Peak Hour Factor Hourly Flow Rai Percent Heavy Percent Grade Flared Approach	Movement or, PHF te, HFR Vehicles (%)	7 L	8 T	-	11 0.9 11	11 T 0 95 0.95 0 4 0	12 R 48 0.95 50 4 No	/

Approach	_Delay, NB	SB		gth, and Westh			***************************************	stbound	
Movement	1	4	'	7 8	9	-	10	11	12
Lane Config	L					İ		LTR	
v (vph)	51							61	
C(m) (vph)	658							390	
v/c	0.08							0.16	
95% queue length	0.25							0.55	
Control Delay	10.9							15.9	
LOS	В							C	
Approach Delay								15.9	
Approach LOS								С	

Analyst: PBS&J Inter.: US 41 at Burnt Store Rd

Agency: PBS&J Area Type: All other areas

Date: 11/26/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Rd/Burnt Store Rd N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

				~~11 130								
	Ea	stbou	nd	Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	${f T}$	R	Ŀ	T	R
No. Lanes	2	2	1		1 2	1	1	2	1		2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	347	275	40	92	362	157	58	1040	57	235	870	276
Lane Width	12.0	12.0	12.0	12.	0 12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		40	ĺ		84			57	l		84

Dur	ation	0.25	Area	Type:	All o	ther	areas					
				Si	gnal O	perat	ions					
Pha	se Combin	ation 1	2	3	4		-	5	6	7	8	
EB	Left	Α	A			NB	Left	Α				
	Thru		A	A		İ	Thru			A		
	Right		A	A		İ	Right			A		
	Peds					Ì	Peds					
WB	Left	A				SB	Left	Α	A			
	Thru			A		İ	Thru		A	Α		
	Right			A		i	Right		A	A		
	Peds					İ	Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre		11.	.0 5.0	20.	0	•	_	7.0	5.0	44.0		
Yel	low	4.0	4.0	4.0				4.0	4.0	4.0		
	Red	0.0	0.0	2.0				0.0	0.0	2.0		
								Cyc	le Leng	gth: 120	.0 sec	S

Intersection Performance Summary

Appr/ Lane	Lane Group	Adj Sat Flow Rate		os	Lane	Group	Appr	oach	
Grp		(s)		g/c	Delay	LOS	Delay	LOS	
Eastbou	nd			<u> </u>	·····	***************************************			
L	556	3335	0.66	0.17	49.6	D			
T	831.	3438	0.35	0.24	37.9	D	44.4	D	
R	372	1538	0.00	0.24	34.5	С			
Westbou	nd								
L	152	1656	0.64	0.09	61.2	E			
T	552	3312	0.69	0.17	50.7	D	51.7	D	
R	247	1482	0.31	0.17	44.7	D			
Northbo	und								
L	101	1736	0.60	0.06	65.0	E			
T	1273	3471	0.86	0.37	41.3	D	42.6	D	
R	569	1553	0.00	0.37	24.1	C			
Southbo	und								
L	449	3367	0.55	0.13	50.1	D			
${f T}$	1533	3471	0.60	0.44	26.1	C	29.8	C	
R	686	1553	0,29	0.44	21.7	С			
		tion Delay					ction	LOS	= D

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/16/2004

Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Road at Acline Rd

Jurisdiction: Charlotte County

Units: U. S. Customary

Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Acline Road North/South Street: Burnt Store Road

Intersection Orientation: NS

Vehic	cle Volu	mes and	Adjust	mei	nts			
Major Street: Approach	Nor	thbound			Sou	thboun	d	
Movement	1	2	3		4	5	6	
	L		R	ĺ	L	T	R	
Volume	5	616	46		73	728	8	······
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rate, HFR	5	648	48		76	766	8	
Percent Heavy Vehicles	5				5			
Median Type/Storage RT Channelized?	Undivi	ded		,	/			
Lanes	0	1 0			0	1	0	
Configuration	LI	'R			LT	R		
Upstream Signal?		No				Yes		
Minor Street: Approach	Wes	tbound			Eas	tbound		
Movement	7	8	9		10	11	12	
	L	T	R	***************************************	L	T	R	
Volume	47	5	53		5	5	5	
Peak Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rate, HFR	49	5	55		5	5	5	
		-	5		_		5	
Percent Heavy Vehicles	5	5	5		5	5	5	
Percent Heavy Vehicles Percent Grade (%)	5	0	5		5	0	5	
-	_		No	/	5	-	No	/
Percent Grade (%)	_			/	0	0		/

Approach	_Delay, NB	Queue L		and Leve	l of		stbound	
Movement Lane Config	1 LTR	4 LTR	7	8 LTR	9	10	11 LTR	12
v (vph)	5	76		109			15	
C(m) (vph)	828	886		121			95	
v/c	0.01	0.09		0.90			0.16	
95% queue length	0.02	0.28		5.69			0.53	
Control Delay	9.4	9.4		124.5			49.9	
LOS	A	A		F			E	
Approach Delay				124.5			49.9	
Approach LOS				F			E	

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/16/2004
Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Road at Notre Dame

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Notre Dame Boulevard North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

	Val	nicle Volu	imed and	a Adina	tme	nta			
Major Street:	Approach		thbound	-	o CiliC.		uthboun	đ	
Major Derece.	Movement	1	2	3	1	4	5	- 6	
	110 V GIIGII C	L	${f T}$	R		L	T	R	
Volume	(, , , , , , , , , , , , , , , , , , , 		488	66		16	793		
Peak-Hour Fact	or, PHF		0.95	0.95		0.95	0.95		
Hourly Flow Ra	te, HFR		513	69		16	834		
Percent Heavy			** **			5			
Median Type/St		Undivi	ded			/			
RT Channelized						•			
Lanes			1 ()		0	1		
Configuration			TI	₹		L'	Г		
Upstream Signa	11?		No				No		
- <u>-</u>									
Minor Street:	Approach	Wes	tbound			Eas	stbound		
	Movement	7	8	9		10	11	12	
		L	T	R		L	Т	R	
Volume		38	0	21					
Peak Hour Fact	or, PHF	0.95	0.95	0.95					
Hourly Flow Ra	ite, HFR	40	0	22					
Percent Heavy	Vehicles	5	5	5					
Percent Grade	(왕)		0				0		
Flared Approac	h: Exists?	?/Storage		No	/				/
Lanes		Ō	1 (כ					
Configuration			LTR						
	<u> </u>								
Approach	Delay, NB	Queue Ler		nd Leve bound	et o	i Serv		bound	
Approach Movement	ND 1	36 4	7	8	9	1 -		11	12
PROVERIENT.	.1.		,	-					

Approach	NB	SB	W	estbound		E	astbound	£
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LTR]		
v (vph)		16	<u></u>	62				
C(m) (vph)		978		198				
v/c		0.02		0.31				
95% queue length		0.05		1.27				
Control Delay		8.7		31.3				
LOS		A		D				
Approach Delay				31.3				
Approach LOS				D				

TWO-WAY STOP CONTROL SUMMARY

Analyst: Agency/Co.: PBS&J

PBS&J

Date Performed:

11/16/2004

Analysis Time Period: PM Peak Hour

Intersection:

Jurisdiction:

Charlotte County

Units: U. S. Customary

2010

Analysis Year:

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Yacht Club Boulevard

North/South Street: Burnt Store Road

Intersection Orientation: NS

Vehi	cle Volu	ımes and	Adjust	mer	its			<u></u>
Major Street: Approach	Nor	thbound			Sou	thbound		
Movement	1	2	3		4	5	6	
	L	${f T}$	R	ĺ	L	T	R	
Volume	17	526	11		27	589	61	
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rate, HFR	17	553	11		28	620	64	
Percent Heavy Vehicles	5		· **		5		**	
Median Type/Storage	Undivi	.ded		/	ŧ			
RT Channelized?			No			No		
Lanes	1	1 1			1	1 1		
Configuration	L	T R			L	T R		
Upstream Signal?		No				No		
Minor Street: Approach	Wes	tbound			Eas	tbound		
Minor Street: Approach Movement	Wes	tbound 8	9	1	Eas	tbound 11	12	
			9 R				12 R	
	7	8 T	R	-	10 L	11 T	R	
	7 L 5	8 T 5	R 12	-	10 L 58	11 T	R 21	
Wovement Volume Peak Hour Factor, PHF	7 L	8 T	R 12 0.95		10 L 58 0.95	11 T 5 0.95	R 21 0.95	
Movement Volume	7 L 5	8 T 5	R 12 0.95 12		10 L 58	11 T 5 0.95 5	21 0.95 22	
Wovement Volume Peak Hour Factor, PHF	7 L 5 0.95	8 T 5 0.95	R 12 0.95	-	10 L 58 0.95	11 T 5 0.95	R 21 0.95	
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR	7 L 5 0.95 5	8 T 5 0.95 5	R 12 0.95 12		10 L 58 0.95 61	11 T 5 0.95 5	21 0.95 22	
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles	7 L 5 0.95 5 5	8 T 5 0.95 5 5	R 12 0.95 12		10 L 58 0.95 61	11 T 5 0.95 5 5	21 0.95 22	/
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles Percent Grade (%)	7 L 5 0.95 5 5	8 T 5 0.95 5 5	R 12 0.95 12 5	/	10 L 58 0.95 61	11 T 5 0.95 5 5	21 0.95 22 5	/
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles Percent Grade (%) Flared Approach: Exists?/	7 L 5 0.95 5 5 5	8 T 5 0.95 5 5	R 12 0.95 12 5	/	10 L 58 0.95 61 5	11 T 5 0.95 5 5 0	21 0.95 22 5	/

Approach	NB	SB	We	stbound		Ea	astbound	
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR		1	LTR	
v (vph)	17	28		22			88	***************************************
C(m) (vph)	895	993		223			160	
v/c	0.02	0.03		0.10			0.55	
95% queue length	0.06	0.09		0.32			2.80	
Control Delay	9.1	8.7		22.9			52.0	
LOS	А	A		С			F	
Approach Delay				22.9			52.0	
Approach LOS				C			F	

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 11/16/

Date Performed: 11/16/2004 Analysis Time Period: PM Peak Hour

Intersection: Burnt Store @ Zemel Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Zemel Rd

North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

		.cle Vol			tme			
Major Street:	Approach	Ио:	rthbound	l		Sou	thbound	
	Movement	1	2	3	- [4	5	6
		L	T	R		L	Т	R
Volume			547	11		47	630	
Peak-Hour Fact	or, PHF		0.95	0.95		0.95	0.95	
Hourly Flow Ra	te, HFR		575	11		49	663	
Percent Heavy	Vehicles					5		
Median Type/St RT Channelized		Undiv:	ided			/		
Lanes			1 0)		0	1	
Configuration			TF	<u>.</u>		LT	•	
Upstream Signa	1?		No				No	
Minor Street:	Approach	Wes	stbound			Eas	tbound	
	Movement	7	8	9	1	10	11	12
		L	T	R	-	L	Т	R
Volume		9	0	32				
Peak Hour Fact	or, PHF	0.95	0.95	0.95				
Hourly Flow Ra	te, HFR	9	0	33				
Percent Heavy	Vehicles	5	5	5				
Percent Grade	(웅)		0				0	
Flared Approac	h: Exists?/	Storage		ИО	/			/
Lanes		0	1 0)				
Configuration			LTR					

Approach	Deray,	SB	ender	ı, and Leve Westbound	ساء ساست	JUL		astbound	E
Movement	1	4	7	8	9		10	11	12
Lane Config		LT		LTR					
v (vph)		49		42					
C(m) (vph)		974		345					
v/c		0.05		0.12					
95% queue length		0.16		0.41					
Control Delay		8.9		16.9					
LOS		A		С					
Approach Delay				16.9					
Approach LOS				С					

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/16/2004
Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Rd/Cape Horn Blvd

Jurisdiction: Charlotte County

Units: U. S. Customary
Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Cape Horn Boulevard North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

Veh	icle Volu	mes and	Adjust	tme	nts			
Major Street: Approach		thbound				thboun	d	
Movement	1	2	3	1	4	5	6	
	L	T	R	ĺ	L	${f T}$	R	
Volume	16	509	11		27	587	68	
Peak-Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rate, HFR	16	535	11		28	617	71	
Percent Heavy Vehicles	5				5			
Median Type/Storage	Undivi	ded			/			
RT Channelized?								
Lanes	0	1 0			0	1	0	
Configuration	LT	'R			LT	R		
Upstream Signal?		No				No		
Minor Street: Approach	Wes	tbound			Eas	tbound		
Movement	7	8	9		10	11	12	
	L	T	R		L	T	R	
Volume	5	5	25		28	5	17	
Peak Hour Factor, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rate, HFR	5	5	26		29	5	17	
Percent Heavy Vehicles	5	5	5		5	5	5	
Percent Grade (%)		0				0		
Flared Approach: Exists?	/Storage		No	1			No	/
Lanes	0	1 0			0	1	0	
Configuration		LTR				LTR		

Approach	_Delay, NB	SB		tbound			astbound	
Movement Lane Config	1 LTR	4 LTR	7	8 LTR	9	10	11 LTR	12
v (vph)	16	28		36			51	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
C(m) (vph)	892	1008		290			164	
v/c	0.02	0.03		0.12			0.31	
95% queue length	0.05	0.09		0.42			1.24	
Control Delay	9.1	8.7		19.2			36.6	
LOS	A	A		C			E	
Approach Delay				19.2			36.6	
Approach LOS				С			E	

TWO-WAY STOP CONTROL SUMMARY

Analyst:

PBS&J Agency/Co.: Date Performed: 11/16/2004 Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Rd/Doredo Dr

Jurisdiction: Charlotte County

Units: U. S. Customary

Analysis Year:

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Doredo Drive North/South Street: Burnt Store Road

Intersection Orientation: NS

Major Street:	Approach		orthbou		stmentsSc	uthbour	ıd	
	Movement	1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume			529	11	13	596		
Peak-Hour Fact	or, PHF		0.95	0.95	0.95	0.95		
Hourly Flow Ra	te, HFR		556	11	13	627		
Percent Heavy	Vehicles		** **	***	5			
Median Type/St RT Channelized		Undi	vided		/			
Lanes			1	0	0	1		
Configuration				TR	L	T		
Upstream Signa	1?		No			No		
Minor Street:	Approach	Westbound			Ea	stbound	l	
	Movement	7	8	9	10	11	12	
		L	T	R	L	T	R	
Volume		5		7				
Peak Hour Fact		0.95		0.95				
Hourly Flow Ra	·	5		7				
Percent Heavy		5		5				
Percent Grade			0			0		_
Flared Approac	h: Exists?	/Storag	e	No	/			/
Lanes		0		0				
Configuration			LR					

Approach	NB	SB			Westbound	ì	E	astbound	£
Movement	1	4	l	7	8	9	10	11	12
Lane Config		LT			LR				
v (vph)		13			12		 		***************************************
C(m) (vph)		990			306				
v/c		0.01			0.04				
95% queue length		0.04			0.12				
Control Delay		8.7			17.2				
LOS		A			С				
Approach Delay					17.2				
Approach LOS		1			С				

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/16/2004 Analysis Time Period: PM Peak Hour

Intersection:

Burnt Store Rd/Saragossa Ln

Jurisdiction:

Charlotte County

Units: U. S. Customary

Analysis Year:

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Saragossa Lane
North/South Street: Burnt Store Road

Intersection Orientation: NS

Vehic	le Volu	mes and	Adjustn	ments		
Major Street: Approach		thbound			thbound	
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	512	16	20	575	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	5	538	16	21	605	6
Percent Heavy Vehicles	5			5		
Median Type/Storage	Undivi	ded		/		
RT Channelized?						
Lanes	0	1 0		0	1 0	
Configuration	LT	R.		LT	₹	
Upstream Signal?		No			No	
	F.7			Pogi	bound	
Minor Street: Approach		tbound		•		10
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	20	5	23	5	5	5
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	21	5	24	5	5	5
Percent Heavy Vehicles	5	0	0	5	0	0
Percent Grade (%)	-	0	•		0	
Flared Approach: Exists?/S	torage	-	No	1	I	No /
Lanes	0	1 0	•	. 0	1 0	•
Configuration	~	LTR			LTR	

Approach	NB	SB	ngth, and Level of Westbound	Eastbound
Movement	1	4	7 8 9	10 11 12
Lane Config	LTR	LTR	LTR	LTR
v (vph)	5	21	50	15
C(m) (vph)	953	1001	232	202
v/c	0.01	0.02	0.22	0.07
95% queue length	0.02	0.06	0.80	0.24
Control Delay	8.8	8.7	24.7	24.2
LOS	A	A	С	C
Approach Delay			24.7	24.2
Approach LOS			С	C

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/16/2004

Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Rd/Peppercorn Rd

Jurisdiction: Charlotte County

Units: U. S. Customary

Analysis Year:

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Peppercorn Road North/South Street: Burnt Store Road

Intersection Orientation: NS

			Adjust				,
Major Street: Approach	No	rthbound		Sou	thbound		
Movement	1	2	3	4	5	6	
	L	T	R	Ĺ	T	R	
Volume	5	531			622	33	······································
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95	
Hourly Flow Rate, HFR	5	558			654	34	
Percent Heavy Vehicles	5						
Median Type/Storage	Undiv	ided		/			
RT Channelized?							
Lanes	0	1			1 0		
Configuration	L	Γ			TR		
Upstream Signal?		No			No		
Minor Street: Approach	We	stbound		Eas	tbound		
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume				27		7	
Peak Hour Factor, PHF				0.95		0.95	
Hourly Flow Rate, HFR				28		7	
Percent Heavy Vehicles				5		5	
Percent Grade (%)		0			0		
Flared Approach: Exists?/S	Storage			/		Yes	/1
Lanes	J -			0	0		
Configuration					LR		

Eastboun	ıd
11	12
LR	
35	
238	
0.15	5
0.51	Ĺ
24.4	ŧ
C	
24.4	Ł
С	

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/16/2004
Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Rd/Vincent Ave Jurisdiction: Charlotte/Lee County Line

Units: U. S. Customary
Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Vincent Avenue
North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

	Vehic	le Volu	mes and	Adiusi	tme:	nts			
Major Street:	Approach		thbound	_	_,,,,		thbound		
	Movement	1	2	3	1	4	5	6	
		L	${f T}$	R		Ŀ	T	R	
Volume		49	613				638	88	
Peak-Hour Fact	or, PHF	0.95	0.95				0.95	0.95	
Hourly Flow Ra	te, HFR	51	645				671	92	
Percent Heavy	Vehicles	5							
Median Type/St	orage	Undivi	ded			/			
RT Channelized	?								
Lanes		0	1				1 0		
Configuration		LI	1				TR		
Upstream Signa	1?		No				No		
Minor Street:	Approach		tbound			Eas	tbound		
	Movement	7	8	9		10	11	12	
		L	T	R		L	T	R	
Volume						90		22	
Peak Hour Fact	or, PHF					0.95		0.95	
Hourly Flow Ra						94		23	
Percent Heavy						5		5	
Percent Grade			0				0		
Flared Approac		torage			1			No	/
Lanes	·	_				0	0		
Configuration							LR		

Approach	_Delay, NB	SB			estboun			astbound	
Movement	1	4		7	8	9	10	11	12
Lane Config	LT		İ					LR	
v (vph)	51							117	
C(m) (vph)	836							152	
v/c	0.06							0.77	
95% queue length	0.19							4.79	
Control Delay	9.6							81.2	
LOS	A							F	
Approach Delay								81.2	
Approach LOS								F	

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/16/2004

Analysis Time Period: PM Peak Hour

Intersection:

Burnt Store Rd/Marina Ent

Jurisdiction:

Lee County

Units: U. S. Customary

Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Islamorada Blvd (Marina Ent)
North/South Street: Burnt Store Road

Intersection Orientation: NS

	Vehi	cle Volu	imes and	Adjust	ments_			
Major Street:	Approach	Nor	thbound			Southbou		
	Movement	1	2	3	4	5	б	
		L	T	R	L	${f T}$	R	
							101	
Volume		66	587			559	101	
Peak-Hour Fact		0.95	0.95		•	0.95		
Hourly Flow Ra	te, HFR	69	617			588	106	
Percent Heavy	Vehicles	6					**	
Median Type/St	orage	Undivi	.ded		/			
RT Channelized							No	
Lanes		1	1			1	1	
Configuration		L	T			T	R	
Upstream Signa	12		No			No		
Minor Street:	Approach	Wes	tbound			Eastbour	nd	
	Movement	7	8	9	10	11	12	
		7 L	8 T	9 R	10 L	11 T	12 R	
					L		R	
Volume	Movement				75	T	R 123	······
Peak Hour Fact	Movement or, PHF				75 0.9	T	R 123 0.95	
	Movement or, PHF				75	T	R 123 0.95 129	
Peak Hour Fact	Movement or, PHF te, HFR				75 0.9	T	R 123 0.95	
Peak Hour Fact Hourly Flow Ra	Movement or, PHF te, HFR Vehicles				75 0.9 78	T	R 123 0.95 129	
Peak Hour Fact Hourly Flow Ra Percent Heavy Percent Grade	Or, PHF te, HFR Vehicles (%)	L	Т		75 0.9 78	T 95	R 123 0.95 129	
Peak Hour Fact Hourly Flow Ra Percent Heavy Percent Grade Flared Approac	Or, PHF te, HFR Vehicles (%)	L	Т		75 0.9 78	T 95	R 123 0.95 129 6	/
Peak Hour Fact Hourly Flow Ra Percent Heavy Percent Grade	Or, PHF te, HFR Vehicles (%)	L	Т		75 0.9 78	T 95	R 123 0.95 129 6 No	/

Approach	_Delay, NB	SB			h, and Leve Westbound			stbound	
Movement	1	4		7	8	9	10	11	12
Lane Config	L		j					LR	
v (vph)	69				<u> </u>			207	
C(m) (vph)	883							267	
v/c	0.08							0.78	
95% queue length	0.25							5.83	
Control Delay	9.4							53.1	
LOS	A							F	
Approach Delay								53.1	
Approach LOS								F	

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/29/2004

Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Rd at Kismet Pkwy

Jurisdiction:

Lee County

Units: U. S. Customary

2010

Analysis Year:

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Kismet Parkway North/South Street: Burnt Store Road

Intersection Orientation: NS

Veh	icle Volu	umes and	. Adjust	ments_				
Major Street: Approach	Noi	thbound			South	oound		
Movement	1	2	3	4	5		6	
	L	T	R	L	T		R	
Volume	5	485	32	239	55	51	8	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.9	95 0.	. 95	0.95	
Hourly Flow Rate, HFR	5	510	33	251	. 58	30	8	
Percent Heavy Vehicles	б			6		•		
Median Type/Storage RT Channelized?	Undivi	lded		/				
Lanes	0	1 0			0 1	0		
Configuration	L	PR .			LTR			
Upstream Signal?		No			No)		
Minor Street: Approach	Wes	tbound			Eastbo	ound		
Minor Street: Approach Movement	Wes	tbound 8	9	10	Eastbo		12	
			9 R	10 L		L	12 R	
	7	8	=	•	13			
Movement	7 L	8 T	R	L	1] T 9		R	
Movement Volume	7 L 22	8 T	R 187	L 5	1] T 9		F 5	
Wolume Peak Hour Factor, PHF	7 L 22 0.95	8 T 11 0.95	R 187 0.95	5 0.9	11 T 9 95 0.		R 5 0.95	
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR	7 L 22 0.95 23	8 T 11 0.95	187 0.95 196	5 0.9 5	11 T 9 95 0.		5 0.95 5	
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles	7 L 22 0.95 23 6	8 T 11 0.95 11 6	187 0.95 196	5 0.9 5	13 T 9 95 0. 9	. 95	5 0.95 5	/
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles Percent Grade (%)	7 L 22 0.95 23 6	8 T 11 0.95 11 6	187 0.95 196 6	5 0.9 5	13 T 9 95 0. 9	. 95	7 5 0.95 5 6	/

Approach	NB NB	Queue Le	_	stbound			astbound	
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR		l	LTR	
v (vph)	5	251		230		····	19	
C(m) (vph)	968	1006		228			54	
v/c	0.01	0.25		1.01			0.35	
95% queue length	0.02	0.99		9.41			1.26	
Control Delay	8.7	9.8		107.4			104.2	
LOS	A	A		F			F	
Approach Delay				107.4			104.2	
Approach LOS				F			F	

TWO-WAY STOP CONTROL SUMMARY_____

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/16/2004

Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Road at Van Buren

Jurisdiction: Lee County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Van Buren Parkway North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

	Vehic:	le Volu	mes and	Adjust	men	its			
Major Street:	Approach	Nor	thbound			Sout	hboun	i	
•	Movement	1	2	3		4	5	6	
		L	T	R	ĺ	L	T	R	
Volume		5	496	26		70	568	5	
Peak-Hour Facto	or, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Ra	te, HFR	5	522	27		73	597	5	
Percent Heavy		6				6			
Median Type/Sto	_	Undivi	ded		/	•			
Lanes	•	0	1 0			0	1 ()	
Configuration		LTI				LTF	₹		
Upstream Signal	1 2		No				No		
opacieum bigna.	4.)		1,0						
Minor Street:	Approach	West	tbound			East	bound		
	Movement	7	8	9	1	10	11	12	
		L	T	R	į	L	T	R	
Volume		45	5	51		5	5	5	
	and DUD	0.95	0.95	0.95		0.95	0.95	0.95	
Peak Hour Facto						5	5	5	
Hourly Flow Ra		47	5	53 6		5 6	5 6	5 6	
Percent Heavy		6	6 0	О		0	0	O	
Percent Grade	*		U		,		U	No	,
Flared Approach	n: Exists?/Si				1	^	. ,		/
Lanes		0	1 1			0	_	ס	
Configuration		LT	R				LTR		

Approach	NB	SB		stbound	el of Se	E		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	LT		R		LTR	
v (vph)	5	73	52		53		15	
C(m) (vph)	956	1001	121		537		159	
v/c	0.01	0.07	0.43		0.10		0.09	
95% queue length	0.02	0.24	1.86		0.33		0.31	
Control Delay	8.8	8.9	55.5		12.4		30.0	
LOS	A	A	F		В		D	
Approach Delay				33.8			30.0	
Approach LOS				D			D	

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/16/2004 Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Road at Diplomat

Jurisdiction: Lee County

Units: U. S. Customary

Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Diplomat Parkway North/South Street: Burnt Store Road

Intersection Orientation: NS

	_Vehicle Vo	lumes and	Adjustme	ents		
Major Street: Approa	ch N	orthbound		Sou	thbound	
Moveme		2	3	4	5	6
	L	${f T}$	R Ì	L	T	R
					F F2 A	
Volume	5	477	41	64	574	5
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	5	502	43	67	604	5
Percent Heavy Vehicle	s 6	** ***		6		** **
Median Type/Storage	Undi:	/ided		/		
RT Channelized?						
Lanes	0	1 0		0	1 0	
Configuration	1	JTR		$_{ m LT}$	R	
Upstream Signal?		No			No	
•						
Minor Street: Approa	ch We	estbound		Eas	tbound	
Minor Street: Approa Moveme		estbound 8	9	Eas 10	tbound 11	12
- -			9 R			12 R
Moveme	nt 7 L	8 T	R	10 L	11 T	R
- -	nt 7	8	1	10 L	11 T	R 5
Moveme	7 L 27	8 T	R	10 L	11 T	R
Volume Peak Hour Factor, PHF	nt 7 L 27 0.95	8 T 5	R	10 L	11 T	R 5
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR	27 0.95 28	8 T 5 0.95	102 0.95	10 L 5 0.95	11 T 5 0.95	S 0.95
Volume Peak Hour Factor, PHF	27 0.95 28	8 T 5 0.95 5	102 0.95 107	10 L 5 0.95 5	11 T 5 0.95 5	S 0.95 5
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicle	nt 7 L 27 0.95 28 s 6	8 T 5 0.95 5 6 0	102 0.95 107	10 L 5 0.95 5	11 T 5 0.95 5 6	S 0.95 5
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicle Percent Grade (%)	nt 7 L 27 0.95 28 s 6	8 T 5 0.95 5 6 0	102 0.95 107 6	10 L 5 0.95 5	11 T 5 0.95 5 6	S 0.95 5
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicle Percent Grade (%) Flared Approach: Exi	nt 7 L 27 0.95 28 s 6	8 T 5 0.95 5 6 0	102 0.95 107 6	10 L 5 0.95 5 6	11 T 5 0.95 5 6	S 0.95 5

Approach	NB	SB	Westbound	Service Eastbound				
Movement	1	4 7	7 8 9	10 11	12			
Lane Config	LTR	LTR	LTR	LT	R			
v (vph)	5	67	140	10	5			
C(m) (vph)	950	1004	305	111	490			
v/c	0.01	0.07	0.46	0.09	0.01			
95% queue length	0.02	0.21	2.29	0.29	0.03			
Control Delay	8.8	8.8	26.4	40.6	12.4			
LOS	A	A	D	E	В			
Approach Delay			26.4	31	. 2			
Approach LOS			D	D	ſ			

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/16/2004 Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Road at Tropicana

Jurisdiction:

Lee County

Units: U. S. Customary

2010

Analysis Year:

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Tropicana Parkway North/South Street: Burnt Store Road

Intersection Orientation: NS

Vehic	le Volu	mes and	Adjustme	ents		
Major Street: Approach	Nor	thbound		Sou	thbound	
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	41	448	20	32	589	12
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	43	471	21	33	620	12
Percent Heavy Vehicles	б			б		
Median Type/Storage RT Channelized?	Undivi	ded		/		
Lanes	0	1 0		0	1 0	
Configuration	LT			LT	_	
Upstream Signal?		No			No	
Minor Street: Approach	Westbound Ea				tbound	
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	17	14	10	5	16	17
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	17	14	10	5	16	17
Percent Heavy Vehicles	6	6	6	6	6	б
Percent Grade (%)		0			0	
Flared Approach: Exists?/S	torage		No /	/	1	No /
Lanes	1	2 0	·	1	2 0	
Configuration	L	T TR		L	T TR	

Approach	_Delay, _NB	SB		stbound	el of Se		stbound	
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L	T	TR	Ŀ	T	TR
v (vph)	43	33	17	7	17	5	8	25
C(m) (vph)	932	1051	114	147	262	118	147	278
v/c	0.05	0.03	0.15	0.05	0.06	0.04	0.05	0.09
95% queue length	0.14	0.10	0.50	0.15	0.21	0.13	0.17	0.29
Control Delay	9.0	8.5	42.0	30.7	19.7	36.9	30.9	19.2
LOS	A	A	E	D	C	E	D	C
Approach Delay				30.8			24.0	
Approach LOS				D			C	

TWO-WAY STOP CONTROL SUMMARY____

Analyst:

Agency/Co.: PBS&J 11/16/2004 Date Performed: Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Rd at Embers Pkwy

Jurisdiction: Lee County

Units: U. S. Customary Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Embers Parkway
North/South Street: Burnt Store Road

Study period (hrs): 0.25 Intersection Orientation: NS

	Vehi	cle Volu	ımes and	adius	tme	nts			
Major Street:	Approach		thbound	_			thbound		
	Movement	1	2	3		4	5	6	
		L	T	R	ĺ	L	T	R	
Volume		43	402	28		68	547	7	
Peak-Hour Fact	or, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Ra	te, HFR	45	423	29		71	575	7	
Percent Heavy		6				6			
Median Type/St RT Channelized	orage	Undivi	.ded		•	/			
Lanes		0	1 (0	1 0		
Configuration		LT	'R			LT	R		
Upstream Signa	1?		No				No		
Minor Street:	Approach	Wes	tbound			Eas	tbound		
	Movement	7	8	9	l	10	11	12	
		ŗ	T	R	-	L	T	R	
Volume		33	54	56		5	25	35	
Peak Hour Fact	or, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Ra	te, HFR	34	56	58		5	26	36	
Percent Heavy	Vehicles	6	6	6		6	6	6	
Percent Grade	(왕)		0				0		
Flared Approac	h: Exists?/	Storage		No	- /		1	No	/
Lanes		1	2 ()		1.	2 0		
Configuration		L	T TH	ર		Ŀ	T TR		

Approach	NB	SB		stbound		l of Service Eastbound				
Movement	1	4	7	8	9	10	11	12		
Lane Config	LTR	LTR	L	T	TR	L	T	TR		
v (vph)	45	71	34	28	86	5	13	49		
C(m) (vph)	973	1088	99	143	296	75	141	300		
v/c	0.05	0.07	0.34	0.20	0.29	0.07	0.09	0.16		
95% queue length	0.15	0.21	1.35	0.70	1.18	0.21	0.30	0.58		
Control Delay	8.9	8.5	59.3	36.2	22.1	56.4	33.1	19.3		
LOS	A	A	F	E	C	F	D	C		
Approach Delay				33.3			24.8			
Approach LOS				D			С			

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J

Date Performed: 11/16/2004

Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Rd at Ceitus East Lee County

Jurisdiction:

Units: U. S. Customary

Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Ceitus Parkway East North/South Street: Burnt Store Road

Study period (hrs): 0.25 Intersection Orientation: NS

> Southbound 5

> > T

6

		Veh	icle	Volumes	and	Adj	ustme	ents	
Major	Street:	Approach		Northbo	ound				1
•		Movement	1	2		3		4	
			L	${f T}$		R	1	L	

572 384 63 36 Volume 0.95 0.95 0.95 0.95 0.95 0.95 Peak-Hour Factor, PHF Hourly Flow Rate, HFR 37 602 404 66 0 6 6 ___

Percent Heavy Vehicles Undivided Median Type/Storage

RT Channelized? 0 1 0 1 0 0 Lanes Configuration LTR LTR No Upstream Signal? No

Eastbound Westbound Minor Street: Approach 8 9 10 11 12 Movement 7 T R т R L

50 38 Volume 0.95 Peak Hour Factor, PHF 0.95 Hourly Flow Rate, HFR 40 52 Percent Heavy Vehicles

0 Percent Grade (%) 0 Flared Approach: Exists?/Storage

Lanes 1 Configuration R

	Delay,	Queue Le	ength, a	and Leve	el of	Ser	rvice_		
Approach	NB	SB	We	stbound			E	astboun	đ
Movement	1	4	7	8	9	-	10	11	12
Lane Config	LTR	LTR	Ŀ		R	i			
v (vph)	0	37	52		40	<u> </u>			<u></u>
C(m) (vph)	956	1071	219		611				
v/c	0.00	0.03	0.24		0.07	7			
95% queue length	0.00	0.11	0.90		0.21	_			
Control Delay	8.8	8.5	26.5		11.3	3			
LOS	A	A	D		В				
Approach Delay				19.9					
Approach LOS				С					

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.:

PBS&J

Date Performed: 11/16/2004

Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Rd at Ceitus West Jurisdiction: Lee County

Units: U. S. Customary

Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Ceitus Parkway West North/South Street: Burnt Store Road

Intersection Orientation: NS

Study period (hrs): 0.25

	Vehi	cle Vol	umes and	Adjus	tments_			
Major Street:	Approach	No	rthbound			Southbo	und	
·	Movement	1	2	3	4	5	6	
		Ŀ	T	R	L	${f T}$	R	
Volume		43	430	0	0	605	17	
Peak-Hour Fact	or, PHF	0.95	0.95	0.95	0.9	95 0.9	5 0.95	
Hourly Flow Ra	te, HFR	45	452	0	0	636	17	
Percent Heavy		6			6			
Median Type/St RT Channelized	orage	Undiv	ided		/			
Lanes		0	1 0			0 1	0	
Configuration		L	rr			LTR		
Upstream Signa	1?		Yes			No		
Minor Street:	Approach	Wes	stbound	<u> </u>		Eastbou	nd	
	Movement	7	8	9	10	11	12	
		L	T	R	L	Т	R	
Volume					17		37	
Peak Hour Fact	or, PHF				0.9	95	0.95	
Hourly Flow Ra	te, HFR				17		38	
Percent Heavy					6		6	
Percent Grade			0			0		
Flared Approac	h: Exists?/	Storage			/			/
Lanes	·	•				1	1	
Configuration						L	R	

Approach	ИВ	SB		Westboun	d		Ea	stbound	
Movement	1	4	7	8	9		10	11	12
Lane Config	LTR	LTR				ĺ	L		R
v (vph)	45	0					17		38
C(m) (vph)	915	1082					186		466
v/c	0.05	0.00					0.09		0.08
95% queue length	0.15	0.00					0.30		0.27
Control Delay	9.1	8.3					26.3		13.4
LOS	A	A					D		В
Approach Delay								17.4	
Approach LOS								C	

Analyst: PBS&J Inter.: Burnt Store at Pine Island

Agency: PBS&J Area Type: All other areas

Date: 11/16/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Pine Island Road N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED	INTERSECTION	SUMMARY
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	Eas	stbou	nd	We	stbou	nd	No	rthbo	und	Southbound		
	L	L T R			L T R			L T R			T	R
No. Lanes	1	1	1	1	1.	1	1	1	1	1	2	1
LGConfig	L	T	R	L	T	R	L	${f T}$	R	L	\mathbf{T}	R
Volume	148	461	215	48	614	136	280	195	25	233	239	158
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60			25			60

Dur	ation 0.25		Area	Type:							
				Sig	nal Op	perat	ions				****
Pha	se Combination	1	2	3	4			5	6	7 8	
EB	Left	Α	A			ИВ	Left	Α			
	Thru		A	A			Thru		A		
	Right		A	A			Right		A		
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Gre		7.0	5.0	44.2		'	_	21.6	14.0		
Yel		4.0	4.0	4.8				4.0	4.8		
		0.0	0.0	2.0				2.8	1.8		
								Cycl	e Length	: 120.0	secs

Intersection Performance Summary

Appr/	Lane	Adj Sat	Rati		ce Summa. Lane G		Appr	oacl	1
Lane	Group	Flow Rate					- "2" 1		
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	;
Eastbou	ınd								
L	227	1703	0.69	0.13	58.0	E			
T	802	1810	0.60	0.44	26.7	С	31.6	C	
R	688	1553	0.24	0.44	21.0	C			
Westbou	and								
L	101	1736	0.50	0.06	58.9	E			
T	667	1810	0.97	0.37	64.3	E	60.0	E	
R	561	1524	0.14	0.37	25.4	С			
Northbo	ound								
L	312	1736	0.95	0.18	85.3	F			
T	213	1827	0.96	0.12	103.6	F	92.8	F	
R	181	1553	0.00	0.12	46.8	D			
Southbo	ound								
L	307	1703	0.80	0.18	60.9	E			
T	397	3406	0.63	0.12	53.9	D	56.9	Ε	
R	178	1524	0.58	0.12	54.9	D			
	Intersec	tion Delay	= 56.9	(sec/v	reh) Ir	iterse	ction	LOS	=

Analyst: PBS&J Inter.: Veterans Pkwy at Surfside Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Ear	stbou	nd	Westbound			No	rthboi	ınd	Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	1	2	1	1	2	1		1	1	<u>1</u>	1	0	
LGConfig	L	T	R	Ŀ	T	R	L	T	R	L	TR		
Volume	5	445	50	297	543	22	51	69	137	11	67	17	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		
RTOR Vol			50	ĺ		22			60			0	

Dur	ation	0.25		Area	Type:	All	ot	cher	areas				
								perat					
Pha	se Combin	ation	1	2	3	-	4		-	5	6 7	8	
EB	Left		A					NB	Left	A			
	Thru			Α					Thru	A			
	Right			A					Right	A			
	Peds							ĺ	Peds				
WB	Left		А					SB	Left	A			
	Thru			A					Thru	A			
	Right			Α					Right	A			
	Peds								Peds				
NB	Right							EB	Right				
SB	Right							WB	Right				
Gre	-	3	34.0	50.0)					17.0			
Yel	low	4	.0	4.5						4.0			
	Red		2.5	2.0						2.0			
										Cycle	Length:	120.0	secs

Intersection Performance Summary

Appr/	Lane	Ađj Sat	Rat	ios	Lane (Group	Appro	oach
Lane	Group	Flow Rate						
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und					***************************************		
L	492	1736	0.01	0.28	30.9	C		
${f T}$	1583	3654	0.30	0.43	22.2	C	22.3	C
R	647	1553	0.00	0.42	20.4	C		
Westbo	und							
Li	521	1736	0.60	0.30	37.8	D		
T	1446	3471	0.40	0.42	24.6	C	29.3	C
R	647	1553	0.00	0.42	20.4	C		
Northb	ound							
L	181	1278	0.30	0.14	47.1	D		
T	259	1827	0.28	0.14	46.6	D	47.2	D
R	220	1553	0.37	0.14	47.7	D		
Southb	ound							
L	184	1296	0.07	0.14	44.8	D		
TR	251	1771	0.35	0.14	47.4	D	47.1	D

Intersection Delay = 30.6 (sec/veh) Intersection LOS = C

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Analyst: PBS&J Inter.: Veterans Pkwy at Chiquita Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	Eastbound			Westbound			rthbo	und	Southbound		
	L	${f T}$	R	L	T	R	L	${f T}$	R	L	\mathbf{T}	R
No. Lanes	1	2	1	2	2	1	1	2	1		2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	${f T}$	R
Volume	57	489	162	610	741	101	192	429	509	129	539	91
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	Ì		60			60	İ		120			60

Dur	ation	0.25		Area	Type:	All o	ther	areas					
						nal O							
Pha	se Comb	ination	1	2	3	4]		5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru				A		ĺ	Thru		A			
	Right				Α		İ	Right		A			
	Peds						İ	Peds					
WB	Left		A	A			SB	Left	A				
	Thru			A	Α			Thru		A			
	Right			A	A		ĺ	Right		A			
	Peds						ĺ	Peds					
NB	Right		Α				EB	Right					
SB	Right						WB	Right					
Gre	-		24.0	7.0	21.0		'		17.0	24.0			
Yel	low		4.0	4.0	4.5				4.0	4,5			
	Red	(0.0	0.0	2.0				2.0	2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary Adj Sat Ratios Lane Group Approach Appr/ Lane Flow Rate Lane Group Delay LOS Capacity v/c q/C Delay LOS (s) Grp Eastbound 0.17 0.20 347 1736 40.0 D T 607 3471 0.85 0.17 58.9 E 55.0+ E 0.39 44.8 R 272 1553 0.17 D Westbound 982 3367 0.65 0.29 38.8 D L 0.84 0.27 48.7 D 43.9 D Т 926 3471 0.10 0.27 C \mathbf{R} 414 1553 33.3 Northbound 1736 0.82 0.14 69.5 Ε L 246 0.65 0.20 46.3 D 42.7 D Т 694 3471 0.58 0.45 25.5 C R 705 1553 Southbound 0.55 0.14 50.7 D 246 1736 L 0.20 D 0.82 53.5 52.3 T 694 3471 1553 0.11 0.20 39.4 D R 311 Intersection Delay = 47.1 (sec/veh) Intersection LOS = D

Analyst: Inter.: Veterans Pkwy at Skyline Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Veterans Parkway N/S St: Skyline Boulevard

SIGNALIZED	INTERSECTION	SUMMARY
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			ـ ت	CIALITIE	1111		MODEL TOIL SOLINGING					
	Ea	stbou	nd	We	stbou	nd	No:	rthbou	ınd	So	uthbo	und
	L	T	R	L	T	R	L T		R	L	${f T}$	R
No. Lanes	2	2	1	2	2	1		2	0	$-\left \right _2$	2	1
LGConfig	L	T	R	L	$\overline{\mathbf{T}}$	R	L	T		L	${f T}$	R
Volume	29	881	58	569	1285	252	70	412		121	385	21
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			43	Ì		60	İ			Ì		21

Dur	ation	0.25		Area T	ype: 1	All o	ther	areas					
					Sign	nal O	perat	ions					
Pha	se Combi	nation	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru				A			Thru		A			
	Right				Α		ĺ	Right					
	Peds						ļ	Peds					
VB	Left		A	Α			SB	Left	Α				
	Thru			Α	A			Thru		A			
	Right			A	A		•	Right		A			
	Peds						5 6 6 6 7	Peds					
1B	Right						EB	Right			•		
SB	Right						WB	Right					
Gre	_		10.0	11.5	44.0		•		7.0	22.0			
Yel	low		3.5	3.5	3.5				3.5	4.5			
	Red		0.0	0.0	2.0				3.0	2.0			

In	ters	ecti	on P	erfo	ormance	Summar	У

Appr/ Lane	Lane Group	Adj Sat Flow Rate		.os	Lane (Group	Appr	oach	
Grp		(s)		g/C	Delay	LOS	Delay	LOS	
Eastbo	ınd				***************************************				
L	281	3367	0.11	0.08	51.1	D			
r	1273	3471	0.73	0.37	35.0-	С	35.3	D	
R	569	1553	0.03	0.37	24.3	С			
Westbo	und								
L	701	3367	0.85	0.21	55.8	E			
r	1707	3471	0.79	0.49	28.1	C	34.8	C	
ર	764	1553	0.26	0.49	18.0	В			
orthbo	ound								
L	196	3367	0.38	0.06	55.6	E			
T	636	3471	0.68	0.18	48.7	D	49.7	D	
Southbo	ound								
L	196	3367	0.65	0.06	62.6	E			
ľ	636	3471	0.64	0.18	47.4	D	51.0	D	
R	285	1553	0.00	0.18	40.0	D			
	Intersec	tion Delay	= 38.8	(sec/v	eh) Ir	nterse	ction	LOS :	= D

Analyst: PBS&J Inter.: Veterans at Santa Barbara

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway
N/S St: Santa Barbara Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbou:	nd	Westbound			Northbound			So	und	
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		3	1	2	3	2			1		2	1
LGConfig	L	T	R	L	T	R	L	$\overline{\mathbf{T}}$	R	L	T	R
Volume	309	983	112	757	1485	886	131	796	261	629	923	222
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	Ì		60			0	İ		60			60

Dur	ation	0.25		Area 1	ype:	All o	ther	areas					
					Sig	gnal O	perat	ions					
Pha	se Comb	ination	1	2	3	4	Ì		5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru				A		į	Thru			A		
	Right				A			Right			A		
	Peds							Peds					
WB	Left		A	A			SB	Left	Α	A			
	Thru			Α	A		Ì,	Thru		Α	A		
	Right			Α	A		Ì	Right		A	A		
	Peds							Peds					
NB	Right		A				EB	Right					
SB	Right						WB	Right	A	A			
Gre	_	;	13.0	11.0	23.4	L .	•	_	12.0	6.0	26.5		
Yel	low	:	3.5	3.5	5.0				3.5	3.5	4.5		
	Red		0.0	0.0	1.8				0.0	0.0	2.8		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/	Lane	Adj Sat	Rat:	los	Lane (Group	Appr	oach	l
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	3
Eastbo	und								
L	365	3367	0.89	0.11	75.5	E			
T	1069	5481	0.97	0.19	68.1	E	68.8	E	
R	303	1553	0.18	0.19	40.6	D			
Westbo	und								
L	853	3471	0.93	0.25	61.4	E			
T	1575	4988	0.99	0.32	61.7	E	49.6	D	
R	1508	2733	0.62	0.55	19.1	В			
Northbo	ound								
L	337	3367	0.41	0.10	51.5	D			
T	868	3654	0.97	0.24	67.7	E	58.4	E	
R	606	1553	0.35	0.39	26.2	C			
Southbo	ound								
L	680	3471	0.97	0.20	75.9	E			
T	1099	3471	0.88	0.32	47.7	D	56.7	E	
R	466	1553	0.37	0.30	33.5	C			
	Intersec	tion Delay	= 56.1	(sec/v	eh) Ir	nterse	ction	LOS	= E

Analyst: Inter.: Veterans at Country Club

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Country Club Boulevard

SIGNALIZED INTERSECTION SUMMARY

			، يـ ت	CHADY	يند صديندين		ODC 1 1014 OOM AMA					
	Eas	stbou	nd	Wes	stbou	nd	No:	rthbo	ınd	Southbound		
	L	T	R	L	T	R	L	\mathbf{T}	R	L	\mathbf{T}	R
No. Lanes		2	1		3	1		2	1		2	7
	4	 	± ~	- 4	, m	**	¥ 4	7'	.t.		r.	R
LGConfig	L	${f T}$	R		T	R	l Tr		R	l P	1	
Volume	237	1679	236	405	2557	501	277	299	135	290	517	227
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60	İ		60	İ		60	j		60

Dur	ation	0.25		Area	Type:	All of	her	areas				
						nal O						
Pha	se Comb:	ination	1.	2	3	4			5	6	7 8	}
EB	Left		Α				NB	Left	Α			
	Thru				A			Thru		A		
	Right				A			Right		A		
	Peds							Peds				
WB	Left		Α	A			SB	Left	A			
	Thru			A	A			Thru		A		
	Right			A	A			Right		A		
	Peds							Peds				
NB	Right						EB	Right				
SB	Right						WB	Right				
Gre	_		9.0	9.0	46.0	•	•	-	11.0	20.0		
Yel	low		3.5	3.5	5.0				3.5	3.5		
	Red		0.0	0.0	2.0				2.0	2.0		
									Cycl	e Length	: 120.0	secs

		Interse	ction Pe	rforman	ice Summa	ary					
Appr/	Lane	Adj Sat	Rati	.os	Lane (Group	Appr	oach			
Lane	Group	Flow Rate									
Grp	Capacity	(8)	v/c	g/C	Delay	LOS	Delay	LOS			
Eastbo	und									·····	··
L	309	3367	0.81	0.09	67.9	E					
T	2101	5481	0.84	0.38	36.9	D	39.5	D			
R	595	1553	0.31	0.38	26.2	C					
Westbo	und										
L	603	3367	0.71	0.18	50.1	D					
${f T}$	2763	5481	0.97	0.50	40.7	D	39.7	D			
R	757	1553	0.61	0.49	24.0	C					
Northbo	ound										
L	318	3471	0.92	0.09	84.4	F					
T	609	3654	0.52	0.17	46.4	D	62.4	E			
R	259	1553·	0.31	0.17	44.6	D					
Southbo	ound										
L	376	3471	0.81	0.11	64.9	E					
T	579	3471	0.94	0.17	72.9	E	67.3	E			
R	259	1553	0.68			D					
	Intersec	tion Delay	= 45.5	(sec/v	reh) Ir	nterse	ction	LOS =	= D		

Analyst: PBS&J Inter.: Veterans at Del Prado Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY____

***************************************	Eas	tbou	nd	Wes	Westbound			rthbo	und	Southbound			
	L	T	R	L	T	R	L	T	R	L	Т	R	
No. Lanes	2	0	1	2	0	1	2	3	9	- 3	3	1	
LGConfig	L		R	L		R	L	TR		L	${f T}$	R	
Volume	611		395	597		522	606	1825	317	753	1837	1137	
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0		12.0	12.0	12.0	
RTOR Vol			55			55			0			55	

Dur	ation	0.25		Area	Type	: All	. ot	cher	areas					
						ignal								
Pha	se Combi	nation	1	2	3		4			5	6	7	8	
EB	Left		A	A				NB	Left	A				
	Thru								Thru		A			
	Right			A					Right		Α			
	Peds								Peds					
WB	Left		A					SB	Left	A				
	Thru								Thru		A			
	Right								Right		A			
	Peds								Peds					
NB	Right							EB	Right	A				
SB	Right		A	Α				WB	Right	A				
Gre	-		21.0	7.0				•	•		49.5			
	low		4.0	4.0						4.0	4.5			
	Red		0.0	4.5						4.5	3.0			
										_				

		Intersec	tion Pe	rforman	ce Summa	ry				
Appr/ Lane	Lane	Adj Sat Flow Rate	Rati	.os	Lane G	roup	Appr	oach	1	
		(s)	v/c	g/C	Delay	LOS	Delay	LOS	5	
Eastbou	nd				····					
L	829	3367	0.78	0.25	50.3	D	49.5	D		
R	472	1553	0.76	0.30	47.9	D				
Westbou	nd									
L	614	3471	1.02	0.18	95.7	F	198.1	F		
R	311	1553	1.58	0.20	328.8	F				
Northbo	und									
L	641	3471	1.00	0.18	87.2	\mathbf{F}				
TR	2123	5359	1.06	0.40	77.8	E	79.8	E		
Southbo	und									
L	961	5207	0.83	0.18	57.0	E				
T	2171	5481	0.89	0.40			50.3	D		
R	1087	1553	1.05		60.2					
	Intersec	tion Delay	= 78.5	(sec/ve	eh) In	terse	ction	LOS	= E	

Analyst: PBS&J Inter.: Colonial Blvd at McGregor Blvd

Agency: PBS&J Area Type: All other areas

Date: 2/8/05 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: McGregor Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	Westbound			Northbound			Southbound		
	L	T	R	L	${f T}$	R	L	${f T}$	R	L	T	R
No. Lanes	1	1	0	1	0	1	1	1	1	1	1	0
LGConfig	L	TR		L		R	L	${f T}$	R	L	TR	
Volume	5	5	5	358		273	0	885	238	318	1058	5
Lane Width	12.0	12.0		12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	ĺ		0	İ		55	İ		55			0

Dur	ation	0.25		Area 1	Гуре:	All o	ther	areas				
					Sig	gnal O	perat	ions				
Pha	se Comb	ination	1	2	3	4			5	6	7	8
EB	Left		A				NB	Left	A		A	
	Thru		A				Ì	Thru			A	
	Right		Α				Ì	Right			A	
	Peds						j	Peds				
WB	Left			A			SB	Left	A	A	A	
	Thru							Thru		A	A	
	Right			A			İ	Right		A	A	
	Peds						İ	Peds				
NB	Right			A			EB	Right				
SB	Right						WB	Right				
Gre	_	7	7.0	20.0			•		7.0	7.0	66.0	
Yel	low	4	1.0	4.0					4.0	4.0	4.0	
All	Red]	L.O	1.0					0.0	0.0	1.0	
									Cyc.	le Leng	gth: 130	.0 secs

		Intersec	tion Pe	erforman	ce Summa	ry		
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat:	ios	Lane G	roup	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbou	nd					····		
L	95	1770	0.05	0.05	58.6	E		
TR	93	1723	0.11	0.05	59.0	Ε	58.9	E
Westbou	ind							
L	272	1770	1.39	0.15	249.9	F	191.5	F
R	244	1583	0.94	0.15	95.4	F		
Northbo	und							
L	152	1770	0.00	0.56	0.0	Α		
${f T}$	946	1863	0.99	0.51	49.4	D	41.5	D
R	1047	1583	0.18	0.66	3.5	A		
Southbo	ound							
L	302	1770	1.11	0.68	108.0	F		
TR	1102	1861	1.02	0.59	46.7	D	60.8	E

Intersection Delay = 78.8 (sec/veh) Intersection LOS = E

Analyst: Inter.: Colonial at Summerlin Rd

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Summerlin Road

SIGNALIZED INTERSECTION SUMMARY

										· · · · · · · · · · · · · · · · · · ·			
	Ea:	Eastbound			Westbound			Northbound			Southbound		
	Ь	T	R	L	${f T}$	R	L	T	R	L	T	R	
No. Lanes	1	3	1	2	3	0		1	1		1	1	
LGConfig	L	${f T}$	R	L	TR		L	T	R	L	T	R	
Volume	28	1793	633	781	2736	96	1110	160	780	182	58	98	
Lane Width	12.0	12,0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			30			0	İ		30			30	

Dur	ation 0.	25	Area T								
				Sign	aı Op	perat	ions				
Pha	se Combinat	ion 1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	Α	A		
	Thru			A			Thru		A	A	
	Right			A			Right		Α	A	
	Peds						Peds				
WB	Left	A	A			SB	Left	A			
	Thru		A	A			Thru			Α	
	Right		A	A			Right			Α	
	Peds						Peds				
NB	Right	A	A			EB	Right				
SB	Right					WB	Right				
Gre		7.0	49.0	73.0			_	30.0	33.0	10.0	
Yel	low	4.0	4.0	4.0				4.0	4.0	4.0	
	Red	0.0	0.0	2.0				0.0	0.0	2.0	
								Cycl	e Leng	th: 230.	.0 secs

Intersect	ion Perf	formance	Summary
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Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appro	ach
Lane	Group	Flow Rate						
Grp	Capacity	(s)	v/c	g/C	Delay 1	LOS	Delay	LOS
Eastbo	und							
L	54	1770	0.54	0.03	120.1	F		
T	1614	5085	1.17	0.32	161.7	F	174.0	F
R	502	1583	1.26	0.32	212.9	F		
Westbo								
L	896	3433	0.92	0.26	96.7	F		
TR	2771	5059	1.08	0.55	93.7	F	94.3	F
Northb	ound	•						
L	1000	3433	1.17	0.29	168.0	F		
T	381	1863	0.44	0.20	80.8	F	133.8	F
R	778	1583	1.01	0.49	94.3	F		
Southb	ound							
L	231	1770	0.83	0.13	119.5	F		
T	81	1863	0.75	0.04	141.1	F	148.2	F
R	69	1583	1.04	0.04	230.9			
	Intersec	tion Delay	= 128.9	(sec/ve	eh) In	terse	ction L	os = F

Analyst: Inter.: Colonial at DeLeon Street

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: DeLeon Street

STONALIZED	INTERSECTION	STIMMARY

	1 79-	_ 4-1		1 7.7 -		3	NT.	rthbo		Southbound			
	Eas	stbou	aa	i we:	Westbound			remod	Junu	30			
	L	${f T}$	R	L	\mathbf{T}	R	L	${f T}$	\mathbb{R}	L	${f T}$	R	
	Í			İ						İ			
No. Lanes	1	3	1	1	3	0	0	1	0) 1	0	
LGConfig	L	${f T}$	R	L	TR			Lī	r.	ı	LT	R	
Volume	182	2259	156	254	3057	63	128	39	136	70	120	153	
Lane Width	12.0	12.0	12.0	12.0	12.0		ĺ	12.0)	į	12.0		
RTOR Vol			30	ĺ		0	Ì		0	İ		0	

Dura	ation 0.25		Area T	ype: A	ll o	ther	areas					
				Signa	al O	perat	ions					
Phas	se Combination	1 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	Α				
	Thru			A		İ	Thru	A				
	Right			A		ĺ	Right	A				
	Peds					ĺ	Peds					
VB	Left	A	Α			SB	Left	A				
	Thru		A	A		ĺ	Thru	A				
	Right		A	A		İ	Right	A				
	Peds					Ì	Peds					
1B	Right					EB	Right					
SB	Right					WB	Right					
ire		26.0	28.0	112.0		,	_	44.0				
cel:		4.0	4.0	4.0				4.0				
	Red	0.0	0.0	2.0				2.0				

					_	-	e rengt	n: 230.0	secs
		Intersec							
Appr/	Lane	Adj Sat	Ratio	os	Lane G	roup	Appro	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd			······································					
L	200	1770	0.96	0.11	153.5	F			
T	2476	5085	0.96	0.49	67.3	E	71.7	E	
R	771	1583	0.17	0.49	33.2	C			
Westbou	ınd								
L	446	1770	0.60	0.25	78.0	E			
TR	3174	5070	1.03	0.63	68.8	E	69.5	E	
Northbo	ound								
LTR	145	757	2.20	0.19	654.9	F	654.9	F	
Southbo	ound								
LTR	267	1394	1.35	0.19	274.1	F	274.1	F	
	Intersec	tion Delay	= 108.0	(sec/ve	h) In	terse	ction I	LOS = F	

Analyst: PBS&J Inter.: Colonial Blvd. at US 41

Agency: PBS&J Area Type: All other areas

Date: 02/07/05 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			No:	Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	${f T}$	R	
No. Lanes		1	1	2	1	0		3	1		3	1	
LGConfig	L	T	R	L	TR		L	${f T}$	R	L	${f T}$	R	
Volume	493	65	343	444	105	289	477	1744	283	313	1379	649	
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			100	İ		0	İ		60	Ì		60	

0.25	Area '	Гуре:	All o	ther	areas				
		Si	gnal 0	perat	ions				
bination 1	2	3	4			5	6	7	8
A				NB	Left	A	Α		
	Α			ĺ	Thru		A	Α	
•	A				Right		A	A	
					Peds				
A				SB	Left	A			
	A			1	Thru			A	
,	A			İ	Right			A	
				İ	Peds				
A				EB	Right	A			
A				WB	Right				
22.5	26.0			•	***	10.5	5.0	33.0	
4.0	4.0					4.0	4.0	4.0	
1.0	1.0					0.0	0.0	1.0	
	mbination 1 A A A A A A A A A A A A A A A A A A A	Mbination 1 2 A A A A A A A A A A A A A A A A A A	A A A A A A A A A A A A A A A A A A A	Signal Ombination 1 2 3 4 A A A A A A A A A A A A A	Signal Operators	Signal Operations	Signal Operations	Signal Operations mbination 1 2 3 4 5 6 A NB Left A A Thru A Right A Peds A SB Left A Thru Right A Right Peds B A B B B B B B B B B B B B B B B B B	Signal Operations mbination 1 2 3 4 5 6 7 A NB Left A A Thru A A Right A A Peds A SB Left A A Right A Peds A B Right A Peds A B Right A Peds A B Right A Peds A B Right A Peds A B Right A Peds A B Right A Peds A B B Right A A A B B B Right A A A B B B Right A A A B B B Right A B A B Right A B A B Rig

Intersect:	on Per	formance	Summary

Appr/ Lane	Lane Group	Adj Sat Flow Rate		ios	Lane 0	roup	Appı	roach		
		(s)		g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd			77						•••••••••••
Li	723	3539	0.72	0.20	48.0	D				
T	404	1863	0.17	0.22	38.4	D	41.6	D		
R	574	1583	0.45	0.36	29.6	C				
Westbou	ınd									
L	644	3433	0.73	0.19	49.9	D				
TR	387	1658	1.07	0.23	112.4	F	79.3	E		
Northbo	ound									
L	558	3433	0.90	0.16	66.9	E				
T	2049	5588	0.90	0.37	38.9	D	41.5	D		
R	917	1583	0.26	0.58	7.9	A				
Southbo	ound									
L	369	3539	0.89	0.10	75.8	E				
T	1630	5588			46.9		44.8	D		
R	798	1583								
	Intersec	tion Delay					ction	LOS	= D	

Analyst: Inter.: Colonial at Solomon Boulevard

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Solomon Boulevard

STONALTZED	INTERSECTION	SHMMARY
SIUMPILADO	THIERDECTION	DOMESTICAL

	Ea:	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	1	3	0	0	3	1	0	0	0	-	0	1	
LGConfig	L	${f T}$		İ	T	R	Ì			L		R	
Volume	377	1842		İ	2549	137				234		429	
Lane Width	12.0	12.0		j	12.0	12.0				12.0		12.0	
RTOR Vol				Ì		0	İ			İ		0	

Dur	ation	0.25		Area T	'ype:	All	ot	cher	areas					
					Si	.gnal	Op	perat	ions					
Pha	Phase Combination		1	2	3	3 4]		5	6	7	8	
EB	Left		Α	A				NB	Left					
	Thru		A	A					Thru					
	Right								Right					
	Peds								Peds					
WB	Left							SB	Left	A				
	Thru			A					Thru					
	Right			A					Right	A				
	Peds							ĺ	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	_	4	49.0	120.0				•		45.0				
Yel	low	4	4.0	4.0						4.0				
	Red	(0.0	2.0						2.0				
										G 3 .				~~~

	сусте	hengtn:	230.0	secs

	Intersection Performance Summary										
Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appro	oach			
Lane	Group	Flow Rate									
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS			
Eastbou	ınd									***	
L	409	1770	0.97	0.75	119.7	F					
T	3825	5085	0.51	0.75	11.5	В	29.9	С			
Westbou	ınd										
т	2653	5085	1.01	0.52	75.3	E	72.9	E			
R	826	1583	0.17	0.52	29.0	C					
Northbo	ound										
Southbo	ound										
L	346	1770	0.71	0.20	93.1	F					
							237.2	F			
R	310	1583			315.7						
	Intersec	tion Delay	= 75.4	(sec/ve	eh) In	terse	ction	LOS =	E		

Analyst: Inter.: Colonial at Fowler Street

Agency: PBS&J Area Type: All other areas

Date: 12/1/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Fowler Street

STONALTZED	INTERSECTION	SUMMARY
D.LUMMILL OED	エバイロむりゅうて エアヘバ	O Chilitating

				ヘンプイングファ マ・	ذبك ميدنبيدوب	H T WILLIAM	C 1 1 C 1 1	O 01-11-11				
	Ea:	stbou	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	3	1	2	2	1	1 2	2	1
LGConfig	L	T	R	L	T	R	L	TR	R	L	T	R
Volume	305	1846	235	546	2273	109	113	969	722	337	772	295
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			30			30	İ		0			30

Dur	ation	0.25		Area T								
					Sign	al Op	perat	ions				
Pha	se Combin	ation	1	2	3	4			5	6	7	8
EB	Left		Α				NB	Left	A			
	Thru		Α	A			Ì	Thru			A	
	Right			Α			İ	Right			A	
	Peds						ĺ	Peds				
WB	Left				A		SB	Left	Α	A		
	Thru			Α	A		į	Thru		A	Α	
	Right			A	A		ĺ	Right		A	A	
	Peds						ĺ	Peds				
NB	Right						EB	Right				
SB	Right						WB	Right				
Gre	-	3	9.0	47.0	42.0		•	·	23.0	7.0	54.0	
Yel	low	4	. 0	4.0	4.0				4.0	4.0	4.0	
	Red	0	0.0	0.0	2.0				0.0	0.0	2.0	
									Cycl	e Leng	th: 240.	.0 secs

Intersection Performance Sum	mary
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Appr/	Lane	Adj Sat	Ratio	os	Lane G	roup	Appro	ach
Lane Grp	Group Capacity	Flow Rate (s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und							
L	558	3433	0.58	0.16	94.3	F		
T	1907	5085	1.02	0.38	100.5	F	99.3	F
R	310	1583	0.70	0.20	96.6	F		
Westbo	und							
L	601	3433	0.96	0.17	124.4	F		
T	1970	5085	1.21	0.39	175.0	F	162.0	F
R	613	1583	0.14	0.39	47.6	D		
Northbo	ound							
L	329	3433	0.36	0.10	102.3	F		
TR	796	3539	1.28	0.22	229.2	F	374.9	F
R	356	1583	2.13	0.22	613.0	F		
Southbo	ound							
L	486	3433	0.73	0.14	104.2	F		
T	958	3539	0.85	0.27	90.1	F	91.8	F
R	429	1583	0.65	0.27	80.9			
		tion Delay	= 178.6	(sec/v	eh) In	terse	ction L	OS = F

Analyst: Inter.: Colonial at Evans Avenue

Agency: PBS&J Area Type: All other areas

Date: 12/1/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Evans Avenue

SHANASIANI INTERKSELITON SOMMERT	STGNALTZED	INTERSECTION	SUMMARY
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			~									
	Ea	stbou	nd	We	stbou:	nd	Nor	thbo	und	Sou	thbo	und
	L	${f T}$	R	L	T	R	L	T	R	L	T	R
No. Lanes	— ₁	3	0	0	3	1	0	0	0	- -1	0	1
LGConfig	L	${f T}$			T	R	İ			L		R
Volume	165	2434			2613	109	İ			198		315
Lane Width	12.0	12.0			12.0	12.0	İ			12.0		12.0
RTOR Vol	İ					30						30

Dur	ation	0.25		Area T									
					Si	gnal Op	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left					
	Thru		A	A			İ	Thru					
	Right							Right					
	Peds							Peds					
NB	Left						SB	Left	A				
	Thru			A				Thru					
	Right			A				Right	A				
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en	;	35.0	134.0			•		45.0				
Yel	low		4.0	4.0					4.0				
A11	Red	•	0.0	2.0					2.0				

						Cyc]	le Lengt	h: 230.0	secs
		Intersec	tion Pe	erforman	ice Summa	ary			
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane (Froup	Appro	ach	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und								
L	269	1770	0.65	0.15	97.0	F			
T	3825	5085	0.67	0.75	14.7	В	19.9	В	
Westbo	und								
Т	2963	5085	0.93	0.58	49.6	D	48.7	D	
R	922	1583	0.09	0.58	21.2	C			
Northb	ound								
Southb	ound								
L	346	1,770	0.60	0.20	87.2	F	114.9	F	

0.97 0.20 134.1 F

Intersection Delay = 41.3 (sec/veh) Intersection LOS = D

1583

R

310

Analyst: Inter.: Colonial Blvd at Metro Pkwy

Agency: PBS&J Area Type: All other areas

Date: 11/29/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Metro Parkway

				GMUDIA								
	Ea:	stbour	nd	We:	stbou	nd	No:	rthbo	und	So	ithbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	2	2	3	1	2	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	${f T}$	R	L	\mathbf{T}	R
Volume	164	1910	654	334	1480	31	770	1049	950	180	735	471
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		0	İ		30	ĺ		30			30

Dur	ation 0.25		Area T								
				Sign	nal O	perat	ions				
Pha	se Combination	1	2	3	4			5	б	7	8
EB	Left			A		NB	Left	Α	A		
	Thru		A	A		Ì	Thru		A	A	
	Right		A	A			Right		A	A	
	Peds					İ	Peds				
WB	Left	A				SB	Left	A			
	Thru	A	A			İ	Thru			A	
	Right	A	A			Ì	Right			A	
	Peds					ĺ	Peds				
NB	Right	A				EB	Right				
SB	Right					WB	Right				
Gre	en	32.5	57.5	13.5		•		34.5	16.5	42.5	
Yel	low	4.5	4.5	4.5				4.5	4.5	4.5	
All	Red	0.0	0.0	3.0				0.0	0.0	3.0	
								Cycl	e Leng	th: 230.	.0 secs

Intersection Performance Summary

Appr/ Lane	Lane Group	Adj Sat Flow Rate		ios	Lane G	roup	Appro	ach
		(s)		g/C	Delay 1	LOS	Delay	LOS
Eastbou	ınd		<u> </u>					
L	202	3433	0.86	0.06	135.9	F		
T	1669	5085	1.20	0.33	172.5	F	145.7	F
R	915	2787	0.75	0.33	69.9	E		
Westbou	ınd							
Ŀ	485	3433	0.73	0.14	99.9	F		
T	2089	5085	0.75	0.41	52.3	D	61.1	E
R	650	1583	0.00	0.41	35.3	D		
Northbo	ound							
L	828	3433	0.98	0.24	112.9	F		
T	977	3539	1.13	0.28	154.8	F	169.6	F
R	712	1583	1.36	0.45	234.1	F		
Southbo	ound							
L	266	1770	0.71	0.15	101.5			
T	654	3539	1.18	0.18	191.3	F	238.2	F
R	293	1583						
	Intersec	tion Delay	= 150.	0+(sec/v	eh) In	terse	ction L	OS = F

Analyst: PBS&J Inter.: Colonial @ Veronica Shoemaker

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Veronica Shoemaker Boulevard

SIGNALIZED IN	TERSECTION	SUMMARY
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******	Ea:	stbou	nd	We:	Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R		
No. Lanes	1	3	1.	2	3	1	1	2	1		2	1		
LGConfig	L	T	R	L	${f T}$	R	L	T	R	L	${f T}$	R		
Volume	130	2355	234	262	1684	56	179	229	332	69	296	120		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		
RTOR Vol	İ		42	Ì		42	İ		42			42		

Dur	ation 0.25		Area T		All of							
				Si	gnal Op	perat	ions					
Pha	se Combination	1 1	2	3	4			5	6	7	8	
ΕB	Left	A				NB	Left	Α	A			
	Thru		A				Thru		A			
	Right		A				Right		A			
	Peds					ĺ	Peds					
WB	Left	A				SB	Left	A				
	Thru		A				Thru		A			
	Right		Α				Right		A			
	Peds						Peds					
NB	Right	A				EB	Right					
SB	Right					WB	Right					
Gre	•	18.0	94.0			'	_	11.0	25.0			
	low	4.0	4.0					4.0	4.0			
	Red	2.0	2.0					0.0	2.0			
								Cycl	e Lengt	h: 17	0.0	secs

Interception	Derformance	Summary	

		Intersed	ction Pe	rforman	ce Summa	ry				
Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appr	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	ınd		·····							~
L	187	1770	0.73	0.11	87.5	F				
T	2812	5085	0.88	0.55	36.8	D	38.0	D		
R	875	1583	0.23	0.55	19.6	В				
Westbou	und									
L	363	3433	0.76	0.11	83.0	F				
T	2812	5085	0.63	0.55	26.5	C	34.0	С		
R	875	1583	0.02	0.55	17.2	В				
Northbo	ound									
L	204	1770	0.92	0.24	108.2	F				
T	520	3539	0.46	0.15	67.0	E	73.4	E		
R	456	1583	0.67	0.29	57.1	E				
Southbo	ound									
L	115	1770	0.63	0.06	88.5	F				
T	520	3539	0.60	0.15	69.8	E	72.1	E		
R	233	1583	0.35	0.15		E				
	Intersec	tion Delay	= 43.5	(sec/v	eh) In	terse	ction	LOS	= D	

Analyst: Inter.: Colonial at Challenger Blvd.

Agency: PBS&J Area Type: All other areas

Date: 12/16/04 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: Challenger Boulevard

CICMALIZED	INTERSECTION	STIMMARY

	Ea:	stbou	nd	We	Westbound			rthbo	ound	So	Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R		
No. Lanes	<u>-</u>	2	1	1	. 2	0	-	1	0	() 1	0		
LGConfig	Ĺ	${f T}$	R	L	TR		L	TF	}	İ	LI	R		
Volume	9	2518	51	18	1985	14	167	5	5	5	5	1.0		
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0)		12.0)		
RTOR Vol			42	ĺ		0			0			0		

Dur	ation	0.25		Area T	/pe:	All o	ther	areas					
					Si	gnal O	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	б	7	8	
EB	Left		A				NB	Left	A	A			
	Thru			A			İ	Thru	A	A			
	Right			Α				Right	A	A			
	Peds						Ì	Peds					
WB	Left		Α				SB	Left		A			
	Thru			A			Ì	Thru		A			
	Right			A			ĺ	Right		A			
	Peds						Ì	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	-	,	7.0	120.0			•	_	13.0	8.0			
Yel			4.0	4.0					4.0	4.0			
	Red		2.0	2.0					0.0	2.0			
									Cycl	e Lengt	h: 170	0.0	secs

Intersection	Dawfarmanaa	Cummores	
INTERECTION	PETTOTMANCE	Summarv	

		Intersed	ction Pe	rforman	ce Summa	ıry			
Appr/	Lane	Adj Sat	Rati	.OS	Lane G	roup	Appro	oach	
Lane	Group	Flow Rate					***		
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und								
L	73	1770	0.12	0.04	79.3	E			
T	2673	3725	0.99	0.72	39.0	D	39.0	D	
R	1117	1583	0.01	0.71	7.4	Α			
Westbo	und								
L	73	1770	0.26	0.04	80.9	F			
TR	2548	3610	0.83	0.71	20.0-	В	20.5	C	
Northbo	ound								
L	212	1770	0.83	0.15	92.3	F			
TR	253	1723	0.04	0.15	62.3	E	90.7	F	
Southbo	ound								
LTR	75	1584	0.28	0.05	80.3	F	80.3	F	
	Intersec	tion Delay	= 33.3	(sec/v	reh) In	terse	ction :	LOS = C	

Analyst: Inter.: Colonial Blvd at Winkler Av

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Winkler Avenue

SIGNALIZED INTERSECTION S	SUMMARY	
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				~~***									
	Eas	stbou	nd	We	Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	1	3	1	1	3	0	1	2	0	-	2	0	
LGConfig	L	Т	R	L	T		L	TR		L	TR		
Volume	24	2353	49	5	1854		97	103	20	1012	127	11	
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0		
RTOR Vol			42	ĺ			ĺ		0			0	

Dur	ation	0.25		Area T	ype:	All	ot	her	areas					
					Si	gnal	OI	perat	ions					
Pha	se Comb	ination	1	2	3		4			5	6	7	8	
EB	Left		A					NB	Left	Α				
	Thru			A					Thru			A		
	Right			A					Right			A		
	Peds								Peds					
WB	Left		A					SB	Left	Α	A			
	Thru			A					Thru		A	A		
	Right								Right		A	A		
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	_		7.0	80.0						18.5	28.0	7.0		
	low		5.1	5.1						4.4	4.4	4.4		
	Red		1.8	1.8						0.0	0.0	2.5		
12 T T	. Neu		1.0	· ·								th: 170	. 0	secs

Intersection	Performance	Summary

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	ios	Lane G	roup	Appro	ach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbou	ınd							
L	73	1770	0.34	0.04	82.1	F		
T	2393	5085	1.04	0.47	73.2	E	73.2	E
R	745	1583	0.01	0.47	23.9	C		
Westbou	ınd							
L	73	1770	0.07	0.04	78.8	E		
Г	2393	5085	0.82	0.47	41.0	D	41.1	D
orthbo	ound							•
	193	1770	0.53	0.11	74.4	E		
r	142	3453	0.91	0.04	130.3	F	105.6	F
Southbo	ound							
	1028	3433	1.04	0.30	97.3	F		
rr	810	3496	0.18	0.23	52.5	D	91.9	F

Intersection Delay = 67.6 (sec/veh) Intersection LOS = E

Analyst: Inter.: Colonial at Six Mile Cypress

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: Six Mile Cypress Parkway

STGNALIZED INTERSECTION S	TOMALIZED	TNTERSECTION	SUMMARY
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			Ω÷	CHANT	וד להה	Armite	~ T T ~ X	00111.22	- ** ` **			
	Eas	tbou	nd	Westbound			No	rthboi	und	Southbound		
	LTR		L	L T R		L	L T		R L		R	
No. Lanes	2	3	1	2	3	1	2	2	1		2	1
LGConfig	L	Т	R	L	${f T}$	R	L	T	R	L	\mathbf{T}	R
Volume	256	3410	27	288	2062	20	82	218	608	39	174	368
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		27	1		20	İ		42			84

Dur	ation (.25	A	rea	Type:									
					Sig	gnal	OF	erac	ions					
Pha	se Combina	ation 1		2	3	4	.			5	6	7	8	
EB	Left	А					I	NB	Left	A				
	Thru			Α	A		Ì		Thru		A			
	Right			A	Α		İ		Right		Α			
	Peds								Peds					
WB	Left	А					******	SB	Left	A				
WB					А		-		Thru		A			
	Thru						-		Right		A			
	Right				A		i		-		n			
	Peds						ļ		Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre		12	.0	8.0	65.0)	_			8.0	45.8			
Yel		5.		5.1	5.1					4.4	4.4			
	Red	0.		0.0	1.9					2.6	2.6			
***	110 W	0.	•								le Lengt	h:	170.0	secs

Intersection Performance Summary____

Appr/	Lane	Adj Sat Flow Rate	Ratio	os	Lane G	roup	Appro	each
Lane Grp		(s)	v/c	g/C	Delay	LOS	Delay	LOS
Orb	Capacac	(0)		J, .	•			
Eastbo	und							
L	242	3433	1.11	0.07	170.1	F		
T	2336	5085	1.54	0.46	289.5	F	281.2	F
R	727	1583	0.00	0.46	24.8	С		
Westbo	und							
L	242	3433	1.25	0.07	221.8	F		
T	1944	5085	1.12	0.38	112.8	F	126.1	F
R	605	1583	0.00	0.38	32.4	С		
Northbo	ound							
L	162	3433	0.53	0.05	82.5	F		
T	953	3539	0.24	0.27	48.6	D	187.1	F
R	426	1583	1.40	0.27	255.4	F		
Southb								
L	162	3433	0.25	0.05	78.9	E		
T	953	3539	0.19	0.27	47.9	D	57.9	E
R	426	1583	0.70	0.27	61.1	E		
	Intersec	tion Delay	= 205.7	(sec/v	eh) Ir	iterse	ction I	LOS = F

Analyst: Inter.: Colonial Blvd at I-75 SB Ramps

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: I-75 SB Ramps

	SIGNALIZED INTERSECTION SUMMARY													
	Eas	tbou	nd	Westbound			No	thbo	und	So	Southbound			
	L	T	R	L	L T R			L T R			L T R			
No. Lanes	0	3	0	1	2	0	-	0	0	- <u>1</u>	0	0		
LGConfig		T		L				L	L					

LGConfig T L T L T Volume 3496 133 2018 90 12.0 12.0 12.0 12.0

Dur	ation	0.25		Area T	ype:	All ot	her	areas					
					Si	gnal Op	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left						NB	Left					
	Thru			Α				Thru					
	Right							Right					
	Peds							Peds					
WB	Left		A				SB	Left	Α				
	Thru		A	A				Thru					
	Right							Right					
	Peds							Peds					
NB	Right						EB	Right					
SB	Right	•					WB	Right					
Gre	en		15.0	126.4					11.0				
Yel	low		5.1	5.1					4.0				
A11	Red		0.0	1.6					1.8				

Cycle Length: 170.0 secs

Appr/	Lane	Intersec Adj Sat Flow Rate	tion Pe Rati	erformand Los	e Summa Lane G		Appro	oach
Lane Grp	Group Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbou	nd							
T	3781	5085	0.97	0.74	29.6	С	29.6	С
Westbou	nd							
L	156	1770	0.90	0.09	120.3	F		
T	3050	3539	0.70	0.86	4.8	A	11.9	В

Northbound

South	oouna					
Τ,	115	1770	0.83	0.06	115.4	F

115.4 F

Intersection Delay = 24.3 (sec/veh) Intersection LOS = C

Analyst: Inter.: Colonial Blvd at I-75 NB Ramps

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY_____

***************************************	Eas	tbou	nd	We	Westbound			thbo	und	So	Southbound			
	L	T	R	L	L T R		L	L T R		L	${f T}$	R		
							_			-				
No. Lanes	0	2	O	0	2	0	2	Q	O	0	Ü	Ü		
LGConfig		T			T		L							
Volume		2152		ĺ	1129		1022			Ì				
Lane Width	į	12.0			12.0		12.0							
RTOR Vol	İ						ĺ			-				

Dur	ation	0.25		Area	Type:	All of	her	areas					
					Sig	gnal Op	perat	ions					
Pha	Phase Combination		1	2	3	4			5	6	7	8	
EB	Left						NB	Left	A				
	Thru		Α				ĺ	Thru					
	Right						ĺ	Right					
	Peds							Peds					
WB	Left						SB	Left					
	Thru		A					Thru					
	Right							Right					
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre		1	12.0					_	45.2				
Yel	low	5	5.1						4.0				
	Red		L.2						2.5				

Cycle Length: 170.0 secs

Intersection Performance Summary											
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat:	Ratios Lane Group			Appro	ach			
Grp Capacity		(s)	v/c	g/C	Delay	LOS	Delay	LOS			
Eastbou	ınd										
Т	2332	3539	0.97	0.66	40.1	D	40.1	D			
Westbou	ınd										
T	2332	3539	0.51	0.66	15.1	В	15.1	В			
Northbo L	ound 913	3433	1.18	0.27	154.1	F	154.1	F			

Southbound

Intersection Delay = 60.6 (sec/veh) Intersection LOS = E

Appendix F

2020 AM Peak Hour HCS Intersection Analysis 2020 PM Peak Hour HCS Intersection Analysis



TWO-WAY STOP CONTROL SUMMARY

PBS&J Analyst: Agency/Co.: PBS&J Date Performed: 11/16/2004

Analysis Time Period: AM Peak Hour

Intersection: Jones Loop Road at Piper Road

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Jones Loop Road North/South Street: Piper Road

Intersection Orientation: EW Study period (hrs): 0.25

	Vehic	cle Volu	mes and	Adjust	mer	nts			
Major Street:	Approach	Eas	tbound			Wes	tbound		
-	Movement	1	2	3		4	5	6	
		L	T	R	İ	L	T	R	
Volume		349	196				176	22	
Peak-Hour Fact	or, PHF	0.95	0.95				0.95	0.95	
Hourly Flow Ra	te, HFR	367	206				185	23	
Percent Heavy	Vehicles	9							
Median Type/St RT Channelized		Raised	curb		/	1			
Lanes		1	2				2 0		
Configuration		L	T				T TR		
Upstream Signa	1?		ИО				No		
Minor Street:	Approach	Nor	thbound			Sout	thbound		
	Movement	7	8	9		10	11	12	
		L	T	R		L	T	R	
Volume			*****			119	0	358	·····
Peak Hour Fact	or, PHF					0.95	0.95	0.95	
Hourly Flow Ra	te, HFR					125	0	376	
Percent Heavy	Vehicles					9	9	9	
Percent Grade	(웅)		0				0		
Flared Approact	h: Exists?/S	Storage			/				/
Lanes						0	1 1		
Configuration						LT	R		

Approach	EB	Queue WB		N	orthbou			Southbo	und
Movement	1	4] 7	7	8	9	10	11	12
Lane Config	L						LI	1	R
v (vph)	367	· · · · · · · · · · · · · · · · · · ·					12	:5	376
C(m) (vph)	1311						22	:7	909
v/c	0.28						0.	55	0.41
95% queue length	1.16						2.	98	2.05
Control Delay	8.8						38	. 7	11.7
LOS	A						E	t F	В
Approach Delay								18.	5
Approach LOS								C	

Analyst: PBS&J Inter.: Jones Loop Rd at I-75 NB Ramp

Agency: PBS&J Area Type: All other areas

Date: 12/30/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: I-75 NB Ramp

			~~	~~~~~~									
	Eas	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	${f T}$	R	L	T	R	
										.			
No. Lanes	1	2	0	0	2	1	0	1	1	0	0	0	
LGConfig	L	${f T}$			${f T}$	R		LT	R				
Volume	772	335			397	180	365	7	158				
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0				
RTOR Vol				İ		60	ĺ		60	į			

Dur	ation	0.25		Area 7	ype:	All o	ther	areas					
					Si	gnal O	perat	ions					
Pha	se Comb	ination	1	2	3	4]		5	б	7	8	
EB	Left		A				NB	Left	Α				
	Thru		A				Ì	Thru	A				
	Right						ĺ	Right	A				
	Peds							Peds					
WB	Left						SB	Left					
	Thru			Α			į	Thru					
	Right			A				Right					
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_		59.3	15.3			•	_	28.4				
Yel	low		4.0	4.0					4.0				
	Red	:	1.0	2.0					2.0				
										_			

Cycle Length: 120.0 secs

Intersection Performance Summary												
Appr/	Lane	Adj Sat	Rat	ios	Lane	Group	Appro	ach				
Lane	Group	Flow Rate					***************************************					
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS				
Eastbo	und					***************************************						
L	846	1656	0.96	0.51	50.1	D						
T	1637	3312	0.22	0.49	17.2	В	40.2	D				
Westbo	und											
T	477	3312	0.88	0.14	66.9	E	65.0	E				
R	189	1482	0.67	0.13	58.6	E						
Northbo	ound											
LT	421	1662	0.93	0.25	70.7	E	63.9	E				
R	351	1482	0.29	0.24	38.0	D						
Southbo	ound											

Intersection Delay = 51.6 (sec/veh) Intersection LOS = D

Inter.: Jones Loop Rd at I-75 SB Ramp Analyst:

Area Type: All other areas Agency: PBS&J

Jurisd: Lee County Date: 12/30/2004

Year : 2020 Period: AM Peak Hour

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: I-75 SB Ramp E/W St: Jones Loop Road

SIGNALIZED	INTERSECTION	SUMMARY

·	Ea	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	0	2	1	1	2	0	0	0	0	-	1	1	
LGConfig	Ì	T	R	L	T						LT	R	
Volume	Ì	1002	516	47	715					105	10	867	
Lane Width	Ì	12.0	12.0	12.0	12.0						12.0	12.0	
RTOR Vol			60							Ì		60	

Dur	ation 0.25		Area '	Type:	All o	cher	areas				
				Si	gnal O	perat	ions				
Pha	se Combination	1	2	3	4	[5	6 7	8	
EB	Left					NB	Left				
	Thru	A				ĺ	Thru				
	Right	A				ĺ	Right				
	Peds					ĺ	Peds				
WB	Left		A			SB	Left	A			
	Thru		A			İ	Thru	A			
	Right					İ	Right	A			
	Peds					İ	Peds				
NB	Right					EB	Right				
SB	Right	A				WB	Right				
Gre		43.0	30.0			•		30.0			
		4.0	4.0					4.0			
		1.0	2.0					2.0			
								Cycle	Length:	120.0	secs

		cActe	menden:	120.0	Secs
tersection	Performance	Summary			

		Intersec	tion Pe	erforman	ce Summa	ry		
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat:	ios	Lane G	roup	Appro	each
Grp	Capacity	(s)	v/c	g/c	Delay	LOS	Delay	LOS
Eastbo	und							
T	1187	3312	0.89	0.36	44.8	D	48.1	D
R	531	1482	0.90	0.36	55.4	E		
Westbo	und							
L	414	1656	0.12	0.25	34.9	C		
T	828	3312	0.91	0.25	57.6	E	56.3	E

Northbound

Southbound

LT	417	1667	0.29	0.25	36.8	D	26.5	C		
• •	976									
	Intersect	ion Delay	= 43.7	(sec/vel	h)	Intersec	ction	LOS	==	D

Analyst: PBS&J Inter.: Jones Loop Rd at Taylor Rd

Agency: PBS&J Area Type: All other areas

Date: 11/16/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

				C1411777		.,						
	Eas	stbou	nd	We	stbou	nd	Northbound Southbou					und
	L	LTRLT		R	L	T	R	L	\mathbf{T}	R		
No. Lanes	<u> </u>	2	1	1	2	1	1	2	1		2	1
LGConfig	L	T	R	L _	T	R	L	T	R	L	T	R
Volume	38	711	16	106	789	623	17	669	161	447	429	56
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			16	ĺ		60			60	Ï		56

Dur	ation	0.25		Area '	Type:	All	ther	areas				
					Si	gnal (perat	ions				
Pha	se Comb	ination	1	2	3	4	1		5	6	7 8	
EB	Left		A				NB	Left	Α			
	Thru			A			ĺ	Thru		A		
	Right			A			ĺ	Right		A		
	Peds						ĺ	Peds				
WB	Left		A				SB	Left	A	A		
	Thru			A				Thru		A		
	Right			A				Right		A		
	Peds						İ	Peds				
NB	Right						EB	Right				
SB	Right						WB	Right	A			
Gre	en		11.0	40.0			•	-	9.0	28.0		
Yel	low		4.0	4.0					4.0	4.0		
A11	Red		1.0	2.0					1.0	2.0		
									Cyc	le Length	1: 110.0	secs

		•		
Intersect	cion Performa	ance Summary		
7 dd - 12 n.h	Bation	Tana Croun	nnnroach	

Appr/ Lane		Adj Sat Flow Rate		.os	Lane (Group	Appr	oach	
Grp		(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und							***************************************	
L	166	1656	0.24	0.10	46.4	D			
T	1204	3312	0.62	0.36	29.8	C	30.6	C	
R	539	1482	0.00	0.36	22.3	С			
Westbou	und								
L	166	1656	0.67	0.10	58.1	E			
T	1204	3312	0.69	0.36	31.4	С	32.5	C	
R	741	1482	0.80	0.50	29.2	С			
Northbo	ound								
L	135	1656	0.13	0.08	47.3	D			
T	887	3486	0.79	0.25	43.3	D	42.1	D	
R	377	1482	0.28	0.25	33.3	C			
Southbo	ound								
L	620	3312	0.76	0.38	36.2	D			
T	843	3312	0.54	0.25	36.1	D	36.1	D	
R	377			0.25		C			
		tion Delay				nterse	ction	LOS :	= C

Inter.: Tuckers Grade at I-75 NB Ramps Analyst:

Area Type: All other areas Agency: PBS&J Jurisd: Charlotte County Date: 2/22/2005

Year : 2020 Period: AM Peak Hour

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: I-75 NB Ramps E/W St: Tuckers Grade

SI	GNALIZED	INTERSECTION	SUMMARY
		_	

	Eas	stbour	nd	We	stbou:	nd	Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	1	1	0	0	0
LGConfig	L	${f T}$			${f T}$	R		LT	R]		
Volume	462	7			9	7	123	7	7			
Lane Width	12.0	12.0			12.0	12.0	İ	12.0	12.0			
RTOR Vol	ĺ					7			7			

Dur	ation	0.25		Area	Type	: All	ot	cher	areas				
					S	ignal	O	perat	ions				
Pha	se Comb	nation	1	2	3		1			5	6 7	3	3
EΒ	Left		A					NB	Left	A			
	Thru		A	A					Thru	A			
	Right							ĺ	Right	A			
	Peds							ĺ	Peds				
WB	Left							SB	Left				
	Thru			A					Thru				
	Right			A					Right				
	Peds								Peds				
NB	Right							EB	Right				
SB	Right							WB	Right				
Gre	en		35.0	7.0				•	***	32.0			
Yel	low	4	4.0	4.0						4.0			
All	Red	(0.0	2.0						2.0			
										Cycle	Length:	90.0	secs

		Intersec	tion P	erforman	ice Summa	ary		
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane (Group	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	ınd		······································	******	······································	***************************************	***************************************	
L	702	1805	0.69	0.39	25.9	C		
T	1845	3610	0.00	0.51	10.8	В	25.7	С
Westbo	ınd							
Т	281	3610	0.03	0.08	38.4	D	38.4	D
R	126	1615	0.00	0.08	38.3	D		
Northbo	ound							
LT	645	1814	0.21	0.36	20.4	С	20.4	С
R	574	1615	0.00	0.36	18.7	В		
Southbo	ound							

Intersection Delay = 24.8 (sec/veh) Intersection LOS = C

Inter.: Tuckers Grade at I-75 SB Ramps Analyst:

Area Type: All other areas Agency: PBS&J Jurisd: Charlotte County Date: 3/9/2005

Year : 2020 Period: AM Peak Hour

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: I-75 SB Ramps E/W St: Tuckers Grade

SIGNALIZED	INTERSECTION	SUMMARY

	Ea	Eastbound			stbour	ıd	Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		2	1	1	2	0	0	0	0	_	0 1	1
LGConfig	ĺ	${f T}$	R	L	T		1				LT	R
Volume	ĺ	462	283	14	118		İ			7	9	384
Lane Width	Ì	12.0	12.0	12.0	12.0						12.0	12.0
RTOR Vol			80							ĺ		80

Dur	ation 0.25		Area 7	ype:	All o	ther	areas				
				Si	gnal O	perat	ions				
Pha	se Combination	1 1	2	3	4			5	6 7	8	
ΕB	Left					NB	Left				
	Thru	Α				İ	Thru				
	Right	A				ĺ	Right				
	Peds						Peds				
WB	Left		Α			SB	Left	A			
	Thru	A	A				Thru	A			
	Right						Right	A			
	Peds					j	Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Gre	en	25.0	12.0			•	_	37.0			
Yel	low	4.0	4.0					4.0			
All	Red	0.0	2.0					2.0			
	•							Cycle	Length:	90.0	secs

I.r.	ıter	sec	tion	Peri	ormance	Summary
						*

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	ios	Lane (Group	Appr	oach	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und								
Т	1003	3610	0.48	0.28	27.5	С	27.6	c	
R	449	1615	0.48	0.28	27.9	С			
Westbo	und								
L	241	1805	0.06	0.13	34.2	C			
T	1645	3610	0.08	0.46	13.8	В	16.0	В	

Northbound

Southbound

LT	764	1859	0.02	0.41	15.8	В	19.8	В	
R	664	1615	0.48	0.41	20.0+	C			
	Intersect	ion Delay	= 24.0	(sec/ve	h) In	terse	ection	LOS =	C

Analyst: Inter.: US 41 at Tuckers Grade

Agency: PBS&J Area Type: All other areas
Date: 2/22/2005 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eas	tbou	nd	We	stbou	nd	No:	rthbo	und	So	Southbound		
	L	T	R	L	${f T}$	R	L	${f T}$	R	L	T	R	
**- *		#								.			
No. Lanes	±	Ţ	Ü	1 1	1		1	2	بلنه	1 +	2	1 1	
LGConfig	L	TR		L,	LT	, R	L,	T	R	L	${f T}$	R	
Volume	35	7	7	401	7	94	15	1065	441	297	1539	18	
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			7			60			60			18	

Dur	ation	0.25		Area	Type	Al.	l ot	her	areas					
					S	igna:	l Op	perat	ions					
Pha	se Combi	nation	1	2	3		4		***************************************	5	6	7	8	
EB	Left		Α					NB	Left	A				
	Thru		Α						Thru			A		
	Right		Α						Right			Α		
	Peds								Peds					
WB	Left			A				SB	Left	Α	A			
	Thru			A					Thru		A	A		
	Right			Α					Right		A	A		
	Peds								Peds					
NB	Right			A				EB	Right					
SB	Right							WB	Right					
Gre	en	7	.0	29.0						8.0	11.0	39.0		
Yel	low	4	.0	4.0			•			4.0	4.0	4.0		
All	Red	2	. 0	2.0						0.0	0.0	2.0		
										Cyc.	le Leng	th: 120	. 0	secs

Intersection Performance Summary

3		3.33 0.6			-	·	*	1	
Appr/	Lane	Adj Sat	Rati	LOS	Lane (-roup	Appr	oacn	
Lane	_	Flow Rate			***		***************************************		
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	and								
L	105	1805	0.35	0.06	56.4	E			
TR	111	1900	0.06	0.06	53.6	D	55.9	E	
Westbou	ınd								
L	466	1805	0.91	0.26	64.2	E			
LT	459	1900	0.02	0.24	34.6	C	61.5	E	
R	390	1615	0.09	0.24	35.4	D			
Northbo	ound								
L	120	1805	0.13	0.07	53.2	D			
T	1233	3610	0.91	0.34	47.8	D	39.4	D	
R	915	1615	0.44	0.57	15.3	В			
Southbo	ound								
L	346	1805	0.90	0.19	73.5	E			
T	1773	3800	0.91			D	43.3	D	
R	727	1615	0.00			В			
		tion Delay				iterse	ction	LOS	= D

Analyst: Inter.: US 41 at Notre Dame Blvd

Agency: PBS&J Area Type: All other areas
Date: 2/23/2005 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Notre Dame Boulevard N/S St: US 41

	stbou	1144	1 11 =	Westbound			rthbo	una	301	und	
L	T	R	L	T	R	L	\mathbf{T}	R	L	T	R
0	1.	0	0	0	0		2	0	0	2	0
	LT	R				L	T			TR	
29	0	92				15	1179			1762	18
	12.0					12.0	12.0			12.0	
		0									0
	0	0 1 LT	0 1 0 LTR 29 0 92 12.0	0 1 0 0 LTR 29 0 92 12.0	0 1 0 0 0 0 LTR 29 0 92 12.0	0 1 0 0 0 0 0 LTR 29 0 92 12.0	0 1 0 0 0 0 1 LTR 29 0 92 15 12.0 12.0	0 1 0 0 0 0 1 2 LTR	0 1 0 0 0 0 1 2 0 LTR	0 1 0 0 0 0 1 2 0 0 0 LTR L T 15 1179 12.0 12.0	0 1 0 0 0 0 1 2 0 0 2 LTR 29 0 92 12.0 12.0 12.0 12.0

Dur	ation	0.25	A	rea	Type	: Al	Lo	ther	areas					
					S:	igna]	L O	perat	ions					
Pha	se Comb	ination 1		2	3	_	4			5	6	7	8	
EB	Left	I	A					NB	Left	A				
	Thru	Į	4					İ	Thru	Α	A			
	Right	Į	4					İ	Right					
	Peds								Peds					
WB	Left							SB	Left					
	Thru							İ	Thru		A			
	Right								Right		A			
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	_	32	2.0					•		7.0	65.0			
Yel		4.								4.0	4.0			
	Red	2.								0.0	2.0			

		Intersec	tion De	rformano		-	е пена	CII; I	20.0	5605
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati				Appr	oach		
Grp	**	(s)	v/c	g/C	Delay	LOS	Delay	LOS	_	
Eastbou	nd		****							
LTR	449	1685	0.29	0.27	35.3	D	35.3	D		
Westbou	nd									
Northbo	und									
L	105	1805	0.15	0.06	54.4	D				
T	2286	3610	0.54	0.63	12.6	В	13.1	В		
Southbo	und									
TR	1953	3605	0.96	0.54	38.5	D	38.5	D		
	Intersec	tion Delay	= 28.6	(sec/ve	h) In	terse	ction	LOS =	С	

Analyst: PBS&J Inter.: US 41 at Burnt Store Rd

Agency: PBS&J Area Type: All other areas
Date: 12/28/2004 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Rd/Burnt Store Rd N/S St: US 41

SIGNALIZED	INTERSECTION	SUMMARY
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	Eas	stbou	nđ	Wes	stbou	nd	No	rthbo	und	So	Southbound			
	L	${f T}$	R	L	T	R	L	T	R	L	T	R		
No. Lanes	2	2	1	1	2	1	1	2	1	2	2	1		
LGConfig	L	${f T}$	R	L	T	R	Ŀ	T	R	L	${f T}$	R		
Volume	777	464	13	167	422	176	125	871	111	183	959	267		
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		
RTOR Vol	***************************************		13			60			60	Ì		60		

Dur	ation	0.25		Area	Type:	All o	ther	areas					
					Sig	nal O	perat	ions					
Pha	se Comb:	ination	1	2	3	4			5	6	7	8	
EB	Left		A	A			NB	Left	Α				
	Thru	•		A	A		-	Thru		A			
	Right			A	A			Right		Α			
	Peds						ĺ	Peds					
WB	Left		A				SB	Left	A				
	Thru				A			Thru		A			
	Right				A			Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right	A				
Gre	en	. 2	21.0	5.0	18.0		•	_	10.0	40.0			
Yel	low	4	1.0	4.0	4.0				4.0	4.0			
All	Red	C	0.0	0.0	2.0				2.0	2.0			

		Interse	ction Pe	erforman	ce Summa	iry			
Appr/	Lane	Adj Sat	Rati	.os	Lane G	roup	Appr	oach	
Lane	Group	Flow Rate							****
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	ind				······································				
L	834	3335	0.98	0.25	71.1	E			
T	774	3438	0.63	0.22	43.7	D	60.8	E	
R	346	1538	0.00	0.22	36.0	D			
Westbo	und								
L	290	1656	0.61	0.17	49.3	D			
T	497	3312	0.89	0.15	68.4	E	58.2	E	
R	420	1482	0.29	0.28	34.0	C			
Northbo	ound								
L	145	1736	0.91	0.08	103.5	F			
T	1157	3471	0.79	0.33	40.1	D	47.1	D	
R	518	1553	0.10	0.33	27.7	C			
Southbo	ound								
Ŀ	281	3367	0.69	0.08	60.3	E			
T	1157	3471	0.87	0.33	45.1	D	45.1	D	
R	518	1553	0.42	0.33	31.6	С			
	Intersec	tion Delay	= 52.2	(sec/v	eh) In	iterse	ction	LOS =	D

Analyst: Inter.: Burnt Store Road at Acline Rd

Area Type: All other areas Agency: PBS&J Date: 11/19/2004 Period: AM Peak Hour Jurisd: Charlotte County

Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: Burnt Store Road E/W St: Acline Road

OTOMAT TODO	INTERSECTION	CITMBOOD TO SZ
SHINALLZED	INTERSECTION	SUMMARY

	Eas	Eastbound			Westbound				Northbound			Southbound		
	L	T	R	L	•	ľ	R	L	${f T}$	R	L	T	R	
No. Lanes	<u>-</u>	1	0	-	0	1	0	-	2	1	<u>1</u>	2	1	
LGConfig	L	TR	•			LT	R	L	${f T}$	R	L	T	R	
Volume	7	7	7	29	7		119	7	1241	13	21	995	10	
Lane Width	12.0	12.0	ı	İ	1:	2.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	Ì		0	Ì			0			13	İ		10	

Dur	ation	0.25		Area	Type	: Al	1 0	ther	areas					
					S	igna	1 0	perat	ions					
Pha	se Comb	ination	1	2	3	_	4			5	6	7	8	
EB	Left		Α					NB	Left	A				
	Thru		A						Thru		A			
	Right		A						Right		A			
	Peds							Ì	Peds					
WB	Left		A					SB	Left	A				
	Thru		Α					ĺ	Thru		A			
	Right		A						Right		Α			
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en	2	0.0					•		8.0	74.0			
Yel	low	4	. 0							4.0	4.0			
All	Red	2	.0							2.0	2.0			

		Intersec	tion Pe	rforman	ce Summa	ary			
Appr/	Lane	-		.os	Lane Group		Appr		
Lane Grp	~	Flow Rate (s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
L	147	880	0.05	0.17	42.1	D			
TR	269	1612	0.05	0.17	42.1	D	42.1	D	
Westbou	ınd								
LTR	244	1465	0.67	0.17	53.7	D	53.7	D	
Northbo	ound								
L	110	1656	0.06	0.07	52.7	D			
T	2042	3312	0.64	0.62	15.2	В	15.4	В	
R	914	1482	0.00	0.62	8.8	A			
Southbo	ound								
L	110	1656	0.20	0.07	53.9	D			
T	2042	3312	0.51	0.62	13.1	В	14.0	В	
R	914	1482	0.00	0.62	8.8	A			
	Intersec	tion Delay	= 17.5	(sec/v	reh) II	nterse	ction	LOS =	= B

TWO-WAY STOP CONTROL SUMMARY_____

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/16/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Road at Notre Dame

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Notre Dame Boulevard North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

Major Street:	Approach	icle Volum	thbou	_		outhbound	ন	
Major Street:	Movement	1	2	3	4	5	6	
	MOVEMENT	L	T	R	L	Ť	R	
 Volume			1160	б	72	954		
Peak-Hour Fact	or, PHF		0.95	0.95	0.95	0.95		
Hourly Flow Ra	te, HFR		1221	б	75	1004		
Percent Heavy	Vehicles				5			
Median Type/St	orage	Raised	curb		/ 1			
RT Channelized	?			No				
Lanes			2	1	1	2		
Configuration			T I	R		L T		
Upstream Signa	1?		No			Yes		
Minor Street:	Approach	West	tboun	đ	Е	astbound	***	
	Movement	7	8	9	10	11	12	
		L	T	R	L	T	R	
Volume		36	0	63				
Peak Hour Fact		0.95	0.95					
Hourly Flow Ra		37	0	66				
Percent Heavy		5	5	5				
Percent Grade	• •		0			0		
Flared Approac	h: Exists?	/Storage		No	/		/	
Lanes		1	1	0				
Configuration		L		TR				

Approach	NB	SB	ngth, and Le Westboun			astbound	
Movement	1	4	7 8	9	10	11	12
Lane Config		L	Ŀ	TR			
v (vph)		75	37	66			
C(m) (vph)		547	158	430			
v/c		0.14	0.23	0.15			
95% queue length		0.47	0.87	0.54			
Control Delay		12.6	34.6	14.9			
LOS		В	D	В			
Approach Delay			22.0				
Approach LOS			С				

Analyst: Inter.: Burnt Store @ Zemel/Yacht Club

Agency: PBS&J Area Type: All other areas Date: 11/19/2004 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Zemel Rd/Yacht Club Boulevard N/S St: Burnt Store Road

SIGNALIZED	INTERSECTION	U SIIMMARY

	Eas	tbou	nd	We	Westbound			rthbo	und	Southbound			
	Ĺ	\mathbf{T}	R	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	
	ļ			ļ				***************************************		ļ			
No. Lanes	1	1	0	1	1	0	1	2	1	1	2	1	
LGConfig	L	TR		L	TR		L	${f T}$	R	L	T	R	
Volume	196	7	52	25	7	79	24	1266	20	120	967	70	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			0	Ì		0	Ì		20	ĺ		60	

Dur	ation	0.25		Area	Туре	: All	Lo	ther	areas					
					S	ignal	L O	perat	ions					
Pha	se Comb	ination	1	2	3		4	1		5	6	7	8	
EB	Left		Α					NB	Left	A				
	Thru		A					Ì	Thru		A			
	Right		Α					İ	Right		A			
	Peds							ĺ	Peds					
WB	Left		Α					SB	Left	A				
	Thru		A						Thru		A			
	Right		A					ĺ	Right		A			
	Peds								Peds					
NB	Right				•			EB	Right					
SB	Right							WB	Right					
Gre	_		28.0					•	_	11.0	63.0			
Yel	low	4	4.0							4.0	4.0			
All	Red	:	2.0							2.0	2.0			

		Intersec	tion Pe	rforman	ce Summa	ry				
Appr/	Lane	Adj Sat	Rati	.os	Lane G	Froup	Appı	oach		
Lane	Group	Flow Rate	***************************************		414		***************************************			
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd									
L	284	1218	0.73	0.23	51.4	D				
TR	353	1511	0.18	0.23	37.0	D	48.1	D		
Westbou	nd									
L	291	1249	0.09	0.23	36.2	D				
TR	350	1502	0.26	0.23	37.9	D	37.5	D		
Northbo	und									
L	152	1656	0.16	0.09	50.8	D				
T	1739	3312	0.77	0.52	24.8	С	25.3	С		
R	778	1482	0.00	0.52	13.5	B				
Southbo	und									
L	152	1656	0.83	0.09	83.8	F				
T	1739	3312	0.59	0.52	20.1	С	27.0	С		
R	778	1482	0.01	0.52	13.6	В				
	Intersec	tion Delay	= 28.5	(sec/v	eh) In	iterse	ction	LOS =	: C	

Analyst: Inter.: Burnt Store Rd/Cape Horn Blvd

Agency: PBS&J Area Type: All other areas Date: 12/07/2004 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Cape Horn Boulevard N/S St: Burnt Store Road

SIGNALIZED	INTERSECTION	SUMMARY
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	Eas	stbou	nd	W€	stbou	nd	No	Northbound			Southbound		
	L L	${f T}$	R	L	${f T}$	R	L	T	R	L	T	R	
No. Lanes	1	1	0	1	1	0	_ 1	2	1	·	2	1.	
LGConfig	L	TR		L	TR		L	T	R	L	T	R	
Volume	74	7	7	7	7	26	7	1210	7	10	929	105	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	İ		0			0	İ		7			60	

Dura	ation	0.25		Area	Тур	e: A	11 o	ther	areas					
								perat						
Phas	se Comb:	ination	1	2		3	4		-	5	6	7	8	
EB	Left		A					NB	Left	A				
	Thru		A					İ	Thru		A			
	Right		A					İ	Right		A			
	Peds							j	Peds					
WB	Left		A					SB	Left	A				
	Thru		A					j	Thru		A			
	Right		A						Right		A			
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gree	en –	1	17.0					•		7.0	78.0			
Yell	Low	4	1.0							4.0	4.0			
All	Red	2	2.0							2.0	2.0			

		Intersec	ction Pe	rforman	ce Summa	ary			
Appr/	Lane	Adj Sat	Rati	.os	Lane (Group	Appı	roach	
Lane	**	Flow Rate					***************************************		
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd				<u></u>				
L	181	1281	0.43	0.14	48.7	D			
TR	228	1612	0.06	0.14	44.7	D	48.1	D	
Westbou	ınd								
L	185	1305	0.04	0.14	44.5	D			
TR	217	1535	0.16	0.14	45.5	D	45.4	D	
Northbo	ound								
L	97	1656	0.07	0.06	53.7	D			
T	2153	3312	0.59	0.65	12.4	В	12.6	В	
R	963	1482	0.00	0.65	7.4	A			
Southbo	und								
L	97	1656	0.11	0.06	54.1	D			
${f T}$	2153	3312	0.45	0.65	10.6	В	10.9	В	
R	963	1482	0.05	0.65	7.6	A			
	Intersec	tion Delay	= 13.8	(sec/v	eh) Ir	nterse	ction	LOS =	: B

TWO-WAY STOP CONTROL SUMMARY____

Analyst:

Agency/Co.:

PBS&J

Date Performed:

11/16/2004

Analysis Time Period: AM Peak Hour

Intersection:

Burnt Store Rd/Doredo Dr

Jurisdiction:

Charlotte County

Units: U. S. Customary

Analysis Year:

2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Doredo Drive

North/South Street: Burnt Store Road

Intersection Orientation: NS

Study po

udy per	iod !	(hrs)	٠:	0.25
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		hicle Volu				tme		. 1 1		3	***************************************
	pproach	Nor		ound		E			bound		
М	ovement	1	2		3	ļ	4	5		6	
		L	T		R		L	Т		R	
Volume			117	74	12		30	9:	13		
Peak-Hour Factor	, PHF		0.9	95	0.95		0.95	0	. 95		
Hourly Flow Rate	, HFR		123	5	12		31	9	51		
Percent Heavy Ve	hicles						5		-		
Median Type/Stor	age	Raised	cur	b			/ 1				
RT Channelized?											
Lanes			2	0			1	2			
Configuration			T	TR			I	T			
Upstream Signal?			No					Ye	es		
Minor Street: A	pproach	West	bou	ınd			Ea	stbo	ound		
Mo	ovement	7	8		9		10	1:	L	12	
		L	T		R	j	L	T		R	,
Volume		15			50			······································	·····		
Peak Hour Factor	, PHF	0.95			0.95						
Hourly Flow Rate	, HFR	15			52						
Percent Heavy Vel	nicles	5			5						
Percent Grade (%))		0					0			
Flared Approach:	Exists	?/Storage			No	1					/
Lanes		0		0							
Configuration			LR								
		Queue Leng				1 01	Serv	***			
Approach	NB	SB	K	lest l	oound			I	Easth	ound	

Approach	_Delay, NB	SB			n, and Leve Westbound				astbound	i
Movement	1	4		7	8	9		10	11	12
Lane Config		L			LR					
v (vph)		31			67		***************			
C(m) (vph)		538			326					
v/c		0.06	5		0.21					
95% queue length		0.18	3		0.76					
Control Delay		12.1	L.		18.9					
LOS		В			C					
Approach Delay					18.9					
Approach LOS					С					

Inter.: Burnt Store Rd/Saragossa Ln Analyst:

Area Type: All other areas Agency: PBS&J

Jurisd: Lee County Date: 12/9/2004 Period: AM Peak Hour

Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Saragossa Lane N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eas	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes		1	0	.	1	0	1	2	1		2	1	
LGConfig	L	TR		L	TR		L	${f T}$	R	L	T	R	
Volume	7	7	15	39	7	39	12	1140	36	69	839	20	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	İ		0	į		0	j		36			20	

tion 0.25		Area	Type:	All of	cher	areas					
			Sig	nal Op	perat	ions					
e Combination	n 1	2	3	4			5	6	7	8	
Left	Α				NB	Left	A				
Thru	A					Thru		A			
Right	A				Ì	Right		A			
Peds						Peds					
Left	Α				SB	Left	A				
Thru	Α					Thru		A			
Right	Α				ĺ	Right		Α			
Peds						Peds					
Right					EB	Right					
-					WB						
n	21.0			'	•	_	9.0	72.0			
ow	4.0						4.0	4.0			
	2.0						2.0	2.0			
	e Combination Left Thru Right Peds Left Thru Right Right Peds Right Right	e Combination 1 Left A Thru A Right A Peds Left A Thru A Right A Peds Right A Peds Right A Peds Right Right Right N 21.0	e Combination 1 2 Left A Thru A Right A Peds Left A Thru A Right A Peds Right A Peds Right A Peds Right A Ow 4.0	Sige Combination 1 2 3 Left A Thru A Right A Peds Left A Thru A Right A Peds Left A Thru A Right A Right A Peds Right A Peds Right Right A Right A Right Right A Right A	Signal Ope Combination 1 2 3 4 Left A Thru A Right A Peds Left A Thru A Right A Right A Right A Peds Right A Peds Right A Pods Right Right Right N Right N Right N Right N Right N Right N Right N Right N Right N Right N Right N Right N Right N Right N Right N Right N Right N Right	Signal Operate Combination 1 2 3 4 Left A NB Thru A NB Right A SB Left A SB Thru A SB Thru A SB Thru A SB Thru A SB Thru A SB Thru A SB Right A SB Right A SB Right A SB Right A SB Right A SB Right A SB Right A SB	Signal Operations e Combination 1 2 3 4 Left A NB Left Thru A Thru Right A Right Peds Peds Left A SB Left Thru A SB Left Thru A Right Right A Right	Signal Operations e Combination 1 2 3 4 5 Left A NB Left A Thru A Thru Right A Right Peds Left A SB Left A Thru A Thru Right A SB Left A Thru A Right Peds Left A SB Left A Thru CRight A Right Right A Right Peds Right Pe	Signal Operations e Combination 1 2 3 4 5 6 Left A NB Left A Thru A Thru A Right A Right A Peds Left A SB Left A Thru A Thru A Right A Right A Thru A Right A Right A Right A Right A Right A Right A Right A Right A Right A Peds Right B Right Right WB Right NB Rig	Signal Operations	Signal Operations e Combination 1 2 3 4 5 6 7 8 Left A NB Left A Thru A Thru A Right A Peds Left A SB Left A Thru A SB Left A Thru A Right A Right A Right A Peds Right A Right A Right A Right A Peds Right B Right Right B Right MB R

		Intersed	ction Pe	rforman	ice Summa	ary					
Appr/	Lane	Adj Sat	Rati	.os	Lane (Group	Appr	oach	1		
Lane	Group	Flow Rate									
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	3		
Eastbou	ınd									***************************************	
L	228	1301	0.03	0.17	41.1	D					
TR	286	1632	0.08	0.17	41.5	D	41.4	D			
Westbou	ınd										
L	237	1356	0.17	0.17	42.5	D					
TR	274	1565	0.18	0.17	42.4	D	42.4	D			
Northbo	ound										
L	130	1736	0.10	0.08	52.1	D					
T	2083	3471	0.58	0.60	15.1	В	15.5	В			
R	932	1553	0.00	0.60	9.6	A					
Southbo	ound										
L	128	1703	0.57	0.08	59.6	E					
T	2044	3406	0.43	0.60	13.1	В	16.7	В			
R	914	1524	0.00	0.60	9.6	A					
		tion Delay	= 17.4	(sec/v	eh) II	nterse	ction	LOS	= B		

Inter.: Burnt Store Rd/Peppercorn Rd Analyst:

Area Type: All other areas Agency: PBS&J

Jurisd: Lee County Date: 12/9/2004 Period: AM Peak Hour

Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: Burnt Store Rd E/W St: Peppercorn Road

| STONALIZE | "NATIONAL TO THE TOTAL THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL TO THE TOTAL THE TOTAL TO --|--|-----------|--------------------|
| I L W M A L I / I D | 1 1 1 M 1 M N | - M | ** 1 1571171 1 7 7 |

	Eas	stbou	nd] We	stbo	und	NO.	rthboi	ına	50	utnbo	una
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	0	0	-	2	0	_	2	1
LGConfig	L	TR		İ			L	${f T}$		L	${f T}$	R
Volume	85	0	22	j			12	1198		0	921	69
Lane Width	12.0	12.0		İ			12.0	12.0		12.0	12.0	12.0
RTOR Vol	*		0	İ			İ					60
Duration	0,25		Area				areas					
	_			Si	gnal	Opera	ations_					
Phase Combi	nation	n 1	2	3		4		5	б	7		8

mur	at1011 0.25		Mrca 1	råhe: w	TT O		areas					
				Sign	al O	perat	ions					
Pha	se Combination	1.	2	3	4	1		5	6	7	8	
EB	Left	A				NB	Left	Α				
	Thru	A				ĺ	Thru	A	A			
	Right	A				İ	Right					
	Peds					İ	Peds					
WB	Left					SB	Left		A			
	Thru						Thru		A			
	Right					ĺ	Right		A			
	Peds					j	Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre		25.0				,	_	25.0	52.0			
Yel	low	4.0						4.0	4.0			
		2.0						2.0	2.0			

						Cycl	le Leng	th: 1	20.0	secs
		Intersec	tion Pe	rforman	ce Summa	ary				
Appr/	Lane	Adj Sat	Rati	.os	Lane G	roup	Appr	oach		
Lane	Group	Flow Rate					***************************************			
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd									
L	355	1703	0.25	0.21	40.0	D				
TR	324	1553	0.07	0.21	38.3	D	39.7	D		
Westbou	ınd									
Northbo	ound									
L	362	1736	0.04	0.21	37.9	D				
T	2401	3471	0.53	0.69	9.2	A	9.5	A		
Southbo	ound									
L	172	396	0.00	0.43	19.3	В				
${f T}$	1476	3406	0.66	0.43	28.0	C	27.9	C		
R	660	1524	0.01	0.43	19.4	В				
		tion Delay					ection	LOS =	= B	

Analyst: Inter.: Burnt Store Rd/Vincent Ave

Agency: PBS&J Area Type: All other areas

Date: 11/19/2004 Jurisd: Charlotte/Lee County Line

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Vincent Avenue N/S St: Burnt Store Road

STGMALTZED	INTERSECTION	SHMMARY

	Eas	tbou	nd	Westbound			No	rthbo	und	Southbound			
	L	T	R	L	T	R	L	${f T}$	R	L	T	R	
No. Lanes						0		2	<u> </u>	-	~	1	
LGConfiq	L	Ū	R		U	·	L	T	Ü		T	R	
Volume	104		25				85	1328		İ	965	98	
Lane Width	12.0		12.0				12.0	12.0		Í	12.0	12.0	
RTOR Vol			25	•								60	

Dur	ation	0.25		Area	Type:	All of	cher	areas					
					Sig	nal O	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EΒ	Left		A				NB	Left	A				
	Thru							Thru	A	A			
	Right		Α					Right					
	Peds							Peds					
VB	Left						SB	Left					
	Thru							Thru		A			
	Right							Right		A			
	Peds							Peds					
IB	Right						EB	Right					
SB	Right						WB	Right					
re	_		17.0				•	_	14.0	71.0			
el	low		4.0						4.0	4.0			
11	Red	:	2.0						2.0	2.0			

		Intersec	tion Pe	erforman	ce Summa	ary			,	
Appr/	Lane	Adj Sat	Rati	.os	Lane (Froup	Appr	oach		
Lane	-	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd									
L	235	1656	0.46	0.14	48.8	D				
							48.8	D		
R	210	1482	0.00	0.14	44.2	D				
Westbou	ınd									
Northbo	ound									
1	193	1656	0.46	0.12	51.2	D				
T	2512	3312	0.56	0.76	6.3	A	9.0	A		
Southbo	ound									
${f T}$	1960	3312	0.52	0.59	14.7	В	14.5	В		
R	877	1482		0.59						
		tion Delay					ction 1	LOS	= B	

Analyst: Inter.: Burnt Store at Marina Ent

Agency: PBS&J Area Type: All other areas

Date: 11/19/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Islamorada Blvd (Marina Ent) N/S St: Burnt Store Rd

STONALIZED	INTERSECTION	SHMMARY
3 (TIVM () 1 / 2/11	THIEROSCITION	LAMBURGE

	Eas	Eastbound			Westbound			rthbou	ınd	Southbound			
	L	T	R	L	\mathbf{T}	R	L	T	R	L	T	R	
No. Lanes	1	0	1	0	0	0	_	2	0	-	2	1	
LGConfig	L		R				L	Т			T	R	
Volume	140		97				53	1273		ĺ	937	53	
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0	
RTOR Vol	İ		60				Ì					53	

Dur	ation	0.25		Area	Type:	All ot	cher	areas					
					Sig	gnal Op	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	Α				
	Thru							Thru	A	A			
	Right		Α					Right					
	Peds						ĺ	Peds					
WB	Left						SB	Left					
	Thru							Thru		A			
	Right							Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre		:	15.0			'	•	_	15.0	72.0			
	low	4	4.0						4.0	4.0			
A11	Red		2.0						2.0	2.0			

							e nema	-11.	20.0	3563	
		Intersec									
Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appro	oach			
Lane	Group	Flow Rate									
	Capacity		v/c	g/C	Delav	LOS	Delay	LOS			
t	1	(-)	., -	57 -							
Eastbou	nd		·							***************************************	********
L	213	1703	0.69	0.13	59.4	E					
سد	ب ند مد	1.705	0.05	0.20	22.4	4	56.9	দ			
R	194	1553	0.20	0.13	A7 6	D	30.7	₩			
		7000	0.20	0.13	47.0	ט					
Westbou	na										
	_										
Northbo	und										
L	217	1736	0.26	0.13	48.1	D					
T	2690	3471	0.50	0.77	5.1	A	6.8	A			
Southbo	und										
T	2044	3406	0.48	0 60	13.7	В	13.7	В			
R	914	1524					20.				
T.							ation T	00 -	. 13		
	intersec	tion Delay	= 13.1	(sec/ve	11; 1.11	rerse	CLIOH 1	;∪ ⊃ =	Φ.		

Analyst: Inter.: Burnt Store Rd @ Kismet Pkwy

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020 Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Kismet Parkway N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

				CT41-277-7		r4 T mt/n m	~	~~				
	Eas	stbour	nd	We	stbou	nd	No	rthbo	und	Sot	uthbo	und
	L	T	R	L	T	R	L	${f T}$	R	L	T	R
	1			.								
No. Lanes	1	1	0]	. 1	1	1	2	1	1	2	1
LGConfig	L	TR		L	${f T}$	R	L	T	R	L	T	R
Volume	15	28	7	45	23	382	10	962	62	355	817	12
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0	ĺ		0	ĺ		60	İ		12

Dur	ation	0.25		Area	Type:	All of	cher	areas				
					Si	gnal Op	perat	ions				
Pha	se Comb	ination	1	2	3	4			5	6	7	8
EB	Left		Α				NB	Left	Α			
	Thru		A					Thru			A	
	Right		A					Right			A	
	Peds							Peds				
WB	Left		A				SB	Left	A	A		
	Thru		A				ĺ	Thru		A	A	
	Right		A					Right		A	A	
	Peds							Peds				
NB	Right						EB	Right				
SB	Right						WB	Right	A			
Gre	en		25.0						16.0	13.0	46.0	
Yel	low		4.0						4.0	4.0	4.0	
	Red		2.0						0.0	0.0	2.0	
									Cycl	e Leng	th: 120	.0 secs

		Intersec	tion Pe	erforman	ce Summa	ary				
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	los	Lane (Group	Appr	oach		
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	und									
L	269	1293	0.06	0.21	38.2	D				
TR	352	1692	0.10	0.21	38.6	D	38.4	D		
Westbo	und									
L	266	1279	0.18	0.21	39.4	D				
T	363	1743	0.07	0.21	38.2	D	34.8	C		
R	580	1482	0.69	0.39	34.0	C				
Northbo	ound									
Ļ	221	1656	0.05	0.13	45.5	D				
T	1270	3312	0.80	0.38	36.5	D	36.6	D		
R	568	1482	0.00	0.38	22.8	С				
Southbo	ound									
L	455	1656	0.82	0.28	52.3	D				
\mathbf{T}	1739	3312	0.49	0.52	18.5	В	28.7	C		
R	778	1482	0.00	0.52	13.5	В				
	Intersec	tion Delay	= 32.8	(sec/v	reh) II	nterse	ction	LOS =	: C	

Analyst: Inter.: Burnt Store Rd/Van Buren Pkwy

Agency: PBS&J Area Type: All other areas

Date: 12/7/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Van Buren Parkway N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	We	stbou	nđ	No:	rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	L	T	R	L	${f T}$	R
37.	ļ						_		4	.		
No. Lanes	1 +	T	0	1	7	U	1 +	2	7	1 +	2	44.
LGConfig	L	TR		L	TR		L	\mathbf{T}	R	L	${f T}$	R
Volume	7	7	7	32	7	58	7	982	52	85	761	7
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	***************************************		0	ĺ		0	j		52	Ì		7

Dur	ation	0.25		Area	Туре:	All of	her	areas					
					Sig	gnal O	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	б	7	8	
EB	Left		Α				NB	Left	A				
	Thru		A					Thru		Α			
	Right		Α					Right		Α			
	Peds							Peds					
WB	Left		Α				SB	Left	Α				
	Thru		Α					Thru		A			
	Right		A					Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre		1	15.0				•	_	16.0	71.0			
Yel	low	4	1.0						4.0	4.0			
A11	Red	2	2.0						2.0	2.0			

				_	_	-	e neud	j i . 1 i	20.0	500	~=
		Intersec	ction Pe	rformanc	e Summa	ry					
Appr/	Lane	Adj Sat	Rati	.os	Lane G	roup	Appr	oach			
Lane	Group	Flow Rate									
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS			
•		, ,	•	Ψ.	•		-				
Eastbou	nd	······································									
L	155	1242	0.05	0.13	46.3	D					
TR	202	1612	0.07	0.13	46.5	D	46.4	D			
Westbou	nd										
L	163	1305	0.21	0.13	47.8	D					
TR	189	1509	0.36	0.13	49.3	D	48.8	D			
Northbo	und										
L	221	1656	0.03	0.13	45.3	D					
T	1960	3312	0.53	0.59	14.8	В	15.0	В			
R	877	1482	0.00	0.59	10.0+	В					
Southbo	und										
L	221	1656	0.40	0.13	48.8	D					
T	1960	3312	0.41	0.59	13.3	В	16.9	В			
R	877	1482	0.00	0.59	10.0+	В					
	Intersec	tion Delay	= 17.8	(sec/ve	eh) In	terse	ction	LOS =	В		

Analyst: Inter.: Burnt Store Rd @ Diplomat Pkwy

Agency: PBS&J Area Type: All other areas

Date: 11/19/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Diplomat Parkway N/S St: Burnt Store Road

SIGNALIZED	INTERSECTION	SUMMARY
OTONATIADO	THIEROSCITON	COLLEGIZA

*****	Ea	stbou	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	L	T	R	L	T	R
No. Lanes	<u>-</u>	1.	0	-	1.	1.	1	2	1	1	2	1
LGConfig	L	TR	·	L	T	R	L	T	R	L	T	R
Volume	7	7	7	49	7	73	7	936	93	127	719	7
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0	İ		60			60	ĺ		7

Dur	ation	0.25	***************************************	Area	Туре	: A]	.1 0	ther	areas					
						Signa	1 0	perat	ions					
Pha	se Comb	ination	1	2	2	3	4			5	6	7	8	
EB	Left		A					NB	Left	Α				
	Thru		A						Thru		Α			
	Right		A						Right		A			
	Peds								Peds					
WB	Left		A					SB	Left	A				
	Thru		A						Thru		A			
	Right		A					Ì	Right		A			
	Peds							j	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	_	1	11.0					•	_	16.0	75.0			
Yel	low	4	1.0							4.0	4.0			
All	Red	2	2.0							2.0	2.0			

		Intersec	tion Pe	rforman	ce Summa	ary					
Appr/	Lane	Adj Sat	Rati	.os	Lane (Group	Appr	oach	ļ		
Lane	Group	Flow Rate									
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS			
Eastbou	nd		······································							***************************************	
L	120	1313	0.06	0.09	50.0	D					
TR	148	1612	0.09	0.09	50.2	D	50.1	D			
Westbou	ind										
L	120	1305	0.43	0.09	54.1	D					
T	160	1743	0.04	0.09	49.8	D	52.9	D			
R	136	1482	0.10	0.09	50.3	D					
Northbo	und										
L	221	1656	0.03	0.13	45.3	D					
T	2070	3312	0.48	0.63	12.2	В	12.3	B			
R	926	1482	0.04	0.63	8.7	А					
Southbo	und										
L	221	1656	0.61	0.13	53.7	D					
T	2070	3312	0.37	0.63	11.0	В	17.5	В			
R	926	1482	0.00	0.63	8.4	A					
	Intersec	tion Delay	= 16.5	(sec/v	reh) Ir	nterse	ction	LOS	= B		

TWO-WAY STOP CONTROL SUMMARY___

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/16/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Road at Tropicana

Jurisdiction: Lee County

Units: U. S. Customary
Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Tropicana Parkway North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

					-	-			
	Vehic:	le Volum	nes and	Adjust	men	its			
Major Street: Appr			hbound	_			chbound		
Move		1	2	3		4	5	6	
		L	T	R	į	L	T	R	
					,				
Volume	***************************************	21	885	123		51	783	8	
Peak-Hour Factor, P	HF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rate, H	FR	22	931	129		53	824	8	
Percent Heavy Vehic	les	6				б			
Median Type/Storage		Raised	curb		/	1			
RT Channelized?			1	No.			No		
Lanes		1	2 1			1	2 1		
Configuration		L	T R			L	T R		
Upstream Signal?			Yes				Yes		
-									
Minor Street: Appr	oach	West	bound			East	bound		
Move	ment	7	8	9	1	10	11	12	
		L	T	R		L	T	R	
					`				
Volume		18	30	16		7	43	26	
Peak Hour Factor, P	HF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rate, H	FR	18	31	16		7	45	27	
Percent Heavy Vehic	les	6	6	6		6	6	б	
Percent Grade (%)			0				0		
Flared Approach: E	xists?/St	torage		No	1		1	10	/
Lanes		ī	2 0			1	2 0		
Configuration		L	T TR			L	T TR		
_									
D	elay, Que	eue Leng	th, and	l Level	. of	Servi			
Approach		SB	Westl				Eastbo	ound	
Movement	1 4	š		3	9	1.0) 11	L	12
Lane Config	L I	i I	<u>.</u> 7	['	TR	L	${f T}$		TR
- -		•				•			

Approach	_Delay, NB	Queue Le	_	and Leve	el of Se		stbound	
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L	T	TR	L	T	TR
v (vph)	22	53	18	15	31	7	22	49
C(m) (vph)	771	630	156	161	252	167	137	236
v/c	0.03	0.08	0.12	0.09	0.12	0.04	0.16	0.21
95% queue length	0.09	0.27	0.38	0.30	0.41	0.13	0.55	0.76
Control Delay	9.8	11.2	31.1	29.6	21.3	27.5	36.2	24.2
LOS	A	В	D	D	C	D	E	С
Approach Delay				26.0			27.9	
Approach LOS				D			D	

Analyst: Inter.: Burnt Store Rd at Embers Pkwy

Agency: PBS&J Area Type: All other areas

Date: 11/19/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Embers Parkway N/S St: Burnt Store Road

STGNALIZED	INTERSECTION	SUMMARY

	Ea	Eastbound			Westbound			rthbo	und	Southbound			
	L	${f T}$	R	L	T	R	L	${f T}$	R	L	T	R	
No. Lanes	1	2	0	1	2	0	1	2	1	1	2	1	
LGConfig	L	TR		L	TR		L	T	R	L	${f T}$	R	
Volume	10	89	49	39	29	103	46	790	83	126	699	17	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	j		0	ĺ		0	İ		60	Ì		17	

Dur	ation	0.25		Area T	ype:	All of	cher	areas					
					Sig	gnal Op	perat	ions					
Pha	se Combi	nation	1	2	3	4			5	6	7	8	
EB	Left		Α				NB	Left	A				
	Thru			A			İ	Thru		A			
	Right			A				Right		A			
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru			A				Thru		A			
	Right			A				Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_	•	7.0	11.0		'	'	•	16.0	62.0			
Yel	low	4	1.0	4.0					4.0	4.0			
A11	Red	2	2.0	2.0					2.0	2.0			

		Intersec	tion Pe	rformand	e Summa	ary	~			
Appr/	Lane	Adj Sat	Rati	os	Lane (3roup	Appr	oach		
Lane	Group	Flow Rate	***************************************				***************************************		_	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd		***************************************	***************************************		······································	······································			
L	97	1656	0.11	0.06	54.1	D				
TR	287	3135	0.51	0.09	53.4	D	53.5	D		
Westbou	nd									
L	97	1656	0.42	0.06	57.5	E				
TR	268	2926	0.52	0.09	53.8	D	54.6	D		
Northbo	und									
L	221	1656	0.22	0.13	46.9	D				
T	1711	3312	0.49	0.52	18.9	В	20.3	C		
R	766	1482	0.03	0.52	14.3	В				
Southbo	und									
L	221	1656	0.60	0.13	53.5	D				
T	1711	3312	0.43	0.52	18.2	В	23.6	C		
R	766	1482	0.00	0.52	14.0	В				
	Intersec	tion Delay	= 27.1	(sec/ve	eh) Ir	nterse	ction	LOS =	= C	

TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/24/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Rd at Ceitus

Jurisdiction: Lee County

Units: U. S. Customary Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Ceitus Parkway
North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

		mes and				
Major Street: Approach	Nor	thbound		Sou	thbound	
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	28	342	49	26	684	8
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	29	360	51	27	720	8
Percent Heavy Vehicles	6			6		
Median Type/Storage	Undivi	ded		/		
RT Channelized?]	No		No	
Lanes	1	2 1		1	2 1	
Configuration	L	T R		L	T R	
Upstream Signal?		No			No	
Minor Street: Approach	Wes	tbound	***************************************	East	bound	
Movement	7	8	9	10	11	12
	Ŀ	T	R	L	T	R
Volume	63	14	14	10	19	60
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	66	14	14	10	20	63
Percent Heavy Vehicles	6	2	6	2	2	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/S	torage			/		/
Lanes	1	1 1		1	1 1	
Configuration	L	T R		L	T R	

Approach	NB	SB	We	stbound		Ea	stbound	•
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L	T	R	L	T	R
v (vph)	29	27	66	14	14	1.0	20	63
C(m) (vph)	845	1116	196	173	819	168	163	637
v/c	0.03	0.02	0.34	0.08	0.02	0.06	0.12	0.10
95% queue length	0.11	0.07	1.40	0.26	0.05	0.19	0.41	0.33
Control Delay	9.4	8.3	32.4	27.6	9.5	27.8	30.2	11.3
LOS	A	A	D	D	A	D	D	В
Approach Delay				28.3			17.1	
Approach LOS				D			C	

Analyst: Inter.: Burnt Store at Pine Island

Agency: PBS&J Area Type: All other areas

Date: 11/16/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Pine Island Road N/S St: Burnt Store Rd/Veterans Pkwy

STGNALTZED	TMTER	SECTION	VACMMID

	Eas	Eastbound			stbou	nd	No:	rthbo	und	Southbound			
	j L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	1	2	1	1	2	1	1	2	1	1 1	2	1	
LGConfig	L	${f T}$	R	L	${f T}$	R	L	T	R	L	T	R	
Volume	234	612	335	72	454	306	251	343	105	269	418	131	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			60			60	1		60	ĺ		60	

Dur	ation	0.25		Area	Type: A	All o	ther	areas					
						nal O							
Pha	se Comb:	ination	1	2	3	4			5	6	7	8	
EΒ	Left		A	A			NB	Left	A				
	Thru			A	A			Thru		A			
	Right			Α	A			Right		A			
	Peds						• • • • • • • • • • • • • • • • • • •	Peds					
WB	Left		Α				SB	Left	A				
	Thru				A			Thru		A			
	Right				A			Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_		10.0	7.0	27.2		•	~	24.4	23.2			
Yel	low		4.0	4.0	4.8				4.0	4.8			
	Red		0.0	0.0	2.0				2.8	1.8			
											_		

							e penc	(C11: 1	.20.0	5605
		Intersec	tion Pe	rforman	ce Summa	ry				
Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appı	oach		
Lane	Group	Flow Rate							_	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd									
L	298	1703	0.83	0.17	64.8	E				
${f T}$	1094	3438	0.59	0.32	35.1	D	41.6	D		
R	494	1553	0.59	0.32	36.1	D				
Westbou	ınd									
L	145	1736	0.52	0.08	56.2	E				
T	779	3438	0.61	0.23	43.1	D	47.2	D		
R	345	1524	0.75	0.23	52.1	D				
Northbo	ound									
L	353	1736	0.75	0.20	53.4	D				
T	671	3471	0.54	0.19	44.4	D	47.7	D		
R	300	1553	0.16	0.19	40.5	D				
Southbo	ound									
L	346	1703	0.82	0.20	59.9	E				
${f T}$	658	3406	0.67	0.19	47.5	D	51.3	D		
R	295	1524	0.25	0.19		D				
	Intersec	tion Delay	= 46.3	(sec/ve	eh) In	terse	ction	LOS =	: D	

Analyst: PBS&J Inter.: Veterans Pkwy at Surfside Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

-	Eastbound			Westbound			Northbound			Southbound		
	Ĺ	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		っ	1	1	2	1	1	1	1		7	
LGConfig	L	T	R	L	T	R	L	Ť	R	L	TR	V
Volume	20	831	69	296	556	70	57	158	492	84	58	16
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	ĺ		60			60	j		60			0

Dur	ation 0.25	5	Area I	ype:	All of	her	areas					
				Sig	nal Or	perat	ions					
Pha	se Combinatio	n 1	2	3	4		-	5	6	7	8	
ΕB	Left	A				NB	Left	Α				
	Thru		A			Ì	Thru	A				
	Right		A				Right	A				
	Peds						Peds					
WB	Left	A				SB	Left	A				
	Thru		A				Thru	A				
	Right		A				Right	A				
	Peds						Peds					
NB	Right	A				EB	Right					
SB	Right				-	WB	Right					
Gre	· · · · · · · · · · · · · · · · · · ·	23.0	41.0		,		-	37.0				
Yel	low	4.0	4.5					4.0				
A11	Red	2.5	2.0					2.0				
								_		_		

Cycle Length: 120.0 secs

		Intersec	tion P	erformar	ice Summa	ary			
Appr/	Lane	Adj Sat	Rat	ios	Lane (Group	Appro	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(a)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und								
L	333	1736	0.06	0.19	39.8	D			
T	1309	3654	0.67	0.36	33.8	C	33.9	C	
R	531	1553	0.02	0.34	26.2	C			
Westbo	und								
L	362	1736	0.86	0.21	64.5	E			
T	1186	3471	0.49	0.34	31.6	С	42.9	D	
R	531	1553	0.02	0.34	26.2	C			
Northb	ound								
L	398	1290	0.15	0.31	30.3	С			
T	563	1827	0.29	0.31	31.9	C	22.4	C	
R	854	1553	0.53	0.55	17.8	B			
Southb	ound								
L	343	1113	0.26	0.31	31.6	С			
TR	545	1767	0.14	0.31	30.2	С	30.9	C	

Intersection Delay = 33.8 (sec/veh) Intersection LOS = C

Inter.: Veterans Pkwy at Chiquita Blvd Analyst:

Area Type: All other areas Agency: PBS&J

1/4/2005 Jurisd: Lee County Date:

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study N/S St: Chiquita Boulevard

E/W St: Veterans Parkway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			No:	rthbo	ınd	Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes		2	7	2	2	7	1	2	1	.	2	1	
LGConfig	L	Ť	R	L	T	R	L	T	R	L	T	R	
Volume	144	889	275	514	539	171	227	696	590	264	553	34	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	-		60			60			120			34	

Dur	ation	0.25	Area :	Cype:	All o	other	areas				
				Sig	gnal (perat	ions				
Pha	se Comb	ination 1	2	3	4	Ī		5	6	7	8
EB	Left	A				NB	Left	A	Α		
	Thru		A			İ	Thru		A	A	
	Right		A			ĺ	Right		A	A	
	Peds					ĺ	Peds				
WB	Left	A				SB	Left	Α			
	Thru		A			ĺ	Thru			A	
	Right		Α				Right			A	
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right					WB	Right				
Gre	en	17.5	30.0			•		20.0	5.0	20.0	
Yel	low	4.0	4.5					4.0	4.0	4.5	
All	Red	2.5	2.0					0.0	0.0	2.0	
								Cycl	e Leng	gth: 120.	.0 secs

		Intersed	ction Pe	erforman	ice Summ	ary				
Appr/	Lane	Adj Sat	Rati	ios	Lane	Group	Appr	oach		
Lane	Group	Flow Rate	,							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	und				***************************************					
L	253	1736	0.60	0.15	51.9	D				
T	974	3654	0.96	0.27	63.4	E	58.3	\mathbf{E}		
R	388	1553	0.58	0.25	41.7	D				
Westbo	unđ									
L	564	3471	0.96	0.16	77.7	E				
T	868	3471	0.65	0.25	42.1	D	57.4	E		
R	388	1553	0.30	0.25	36.9	D				
Northbo	ound									
L	420	1736	0.57	0.24	41.8	D				
T	839	3471	0.87	0.24	53.9	D	44.2	D		
R	686	1553	0.72	0.44	31.2	C				
Southbo	ound									
L	289	1736	0.96	0.17	92.1	F				
T	609	3654	0.96	0.17	75.4	E	80.8	F		
R	259	1553	0.00	0.17	41.7	D				
	Intersec	tion Delay	= 57.8	(sec/v	reh) I:	nterse	ection	LOS	= E	

Inter.: Veterans Pkwy at Skyline Blvd Analyst:

Area Type: All other areas Agency: PBS&J

Date: 1/5/2005 Period: AM Peak Hour Jurisd: Lee County

Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: Skyline Boulevard E/W St: Veterans Parkway

SIGNALIZED	TNTEDS	ECTION	VAAMMID
OTCHANTERED	LNIERD	ニーエエンジ	つついいいびてて

	Eastbound			Westbound			No	rthbou	ınd	Southbound		
	L	T	R	L	\mathbf{T}	R	L	T	R	L	T	R
	1						.					
No. Lanes	2	2	1	2	2	1	2	2	0	2	2	1
LGConfig	L	T	R	L	\mathbf{T}	R	L	T		L	${f T}$	R
Volume	129	1652	55	261	1118	261	55	710		477	381	57
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			55			60	į			- Walliam		57

Dur	ation 0.2	25	Area	Type: A	11 ot	her	areas				
				Sign							
Pha	se Combinati	on 1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A			
	Thru		A	A	Ì		Thru			A	
	Right		A	A	ĺ		Right				
	Peds						Peds				
WB	Left	A			į	SB	Left	A	A		
	Thru			A			Thru		A	A	
	Right			Α			Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right				ĺ	WB	Right				
Gre	-	7.5	5.0	46.0		'	-	7.0	5.0	22.5	
Yel	low	3.5	3.5	4.0				3.5	4.5	4.0	
All	Red	0.0	0.0	2.0				0.0	0.0	2.0	
								Cyc.	le Leng	gth: 120.	0 secs

Intercont	i an	Performance	Cummart

Appr/ Lane	Lane Group	Adj Sat		.os	Lane G	roup	Appı	oach		
Grp		(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd							***************************************		
L	449	3367	0.30	0.13	47.3	D				
T	1720	3654	1.01	0.47	56.2	E	55.6	E		
R	705	1553	0.00	0.45	17.9	В				
Westbou	ınd									
L	275	3471	1.00	0.08	109.5	F				
T	1401	3654	0.84	0.38	38.4	D	48.7	D		
R	595	1553	0.36	0.38	26.8	C				
Northbo	ound									
L	196	3367	0.30	0.06	55.0-	D				
T	746	3654	1.00	0.20	81.0	F	79.2	E		
Southbo	ound									
L	506	3471	0.99	0.15	89.0	F				
T	926	3471	0.43	0.27	36.8	D	65.8	E		
R	414	1553	0.00	0.27	32.3	С				
		tion Delay	= 58.8	(sec/v	reh) In	terse	ction	LOS	= E	

Analyst:

Inter.: Veterans at Santa Barbara

Agency: PBS&J

Area Type: All other areas

Date: 1/5/2005

Jurisd: Lee County

Period: AM Peak Hour

Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Veterans Parkway

N/S St: Santa Barbara Boulevard

		Ea	Eastbound			stbou	nd	No	rthbo	und	Southbound				
		Ŀ	T	R	L	T	R	L	T	R	L	\mathbf{T}	R		
37	7			*			?		·····	1		2	٦	-	

SIGNALIZED INTERSECTION SUMMARY

No. Lanes L ÌЬ R R L T R L LGConfig 102 970 858 704 Volume 313 157 436 689 761 12.0 | 12.0 12.0 12.0 | 12.0 12.0 12.0 12.0 | 12.0 Lane Width | 12.0 240 60 60 RTOR Vol

Dur	ation 0.25		Area '	Type:	All ot	her	areas					
				Sig	nal Op	perat	ions					
Pha	se Combination	1.	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	A				
	Thru						Thru			A		
	Right		A				Right			A		
	Peds						Peds					
WP	Left	A				SB	Left	A	A			
	Thru						Thru		A	A		
	Right		A				Right		A	A		
	Peds						Peds					
NB	Right	A				EB	Right	Α				
SB	Right					WB	Right	A	Α			
Gre	en	17.0	13.1					12.0	17.0	34.5		
Yel	low	3.5	5.0					3.5	3.5	4.5		

0.0 0.0 2.8 All Red 1.8 1.8 Cycle Length: 120.0 secs

		Intersec	ction Pe	rforman	ce Summa	ry				
Appr/	Lane	Adj Sat		.os	Lane G	roup	Appr	oach		
Lane	-	Flow Rate			***************************************					
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd					······································				
L	477	3367	0.69	0.14	53.2	D	48.9	D		
R	413	1553	0.25	0.27	34.9	C				
Westbou	ınd									
L	492	3471	0.93	0.14	75.9	E	45.8	D		
R	1193	2733	0.61	0.44	26.8	C				
Northbo	ound									
L	337	3367	0.32	0.10	50.7	D				
T	1051	3654	0.97	0.29	63.3	E	50.8	D		
R	761	1553	0.72	0.49	27.5	C				
Southbo	ound									
L	940	3471	0.96	0.27	63.5	E				
T	1591	3471		0.46	22.6	С	43.6	D		
R	712	1553								
		tion Delay				iterse	ction	LOS :	= D	

Analyst: Inter.: Veterans at Country Club

Agency: PBS&J Area Type: All other areas

Date: 1/5/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Country Club Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	We	stbou	nd	No	rthbo	und	Son	uthbo	und
	L	T	R	L	T	R	L	${f T}$	R	L	T	R
No. Lanes	2	3	1	2	3		2	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	${f T}$	R	L	T	R
Volume	253	1791	252	421	2957	520	297	320	144	376	671	295
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60	Ì		60	j		60			60

Dur	ation	0.25		Area T	ype:	All o	ther	areas					·
					Sig	nal O	perat	ions					
Pha	se Combi	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru				A		İ	Thru			A		
	Right				A			Right			A	•	
	Peds							Peds					
WB	Left		A	Α			SB	Left	Α	A			
	Thru			A	A			Thru		A	A		
	Right			Α	A			Right		A	A		
	Peds						1	Peds					
NB	Right		Α				EB	Right					
SB	Right		A				WB	Right	A				
Gre	-		10.0	13.0	42.0)	•	_	10.0	8.0	10.0		
Yel			3.5	3.5	5.0				3.5	3.5	4.0		
	Red		0.0	0.0	2.0				0.0	0.0	2.0		

		Intersec	ction Pe	rforman	ice Summa	ıry				
Appr/	Lane	Adj Sat	Rati	.os	Lane G	roup	Appro	oach		
Lane	Group	Flow Rate					***************************************			
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd					·····				
L	347	3471	0.77	0.10	62.5	E				
T	2010	5481	0.94	0.37	45.9	D	46.3	D		
R	544	1553	0.37	0.35	29.6	C				
Westbou	ınd									
L	744	3367	0.60	0.22	43.2	D				
T	2763	5481	1.13	0.50	92.1	F	77.2	E		
R	977	1553	0.50	0.63	12.4	В				
Northbo	ound									
L	347	3471	0.90	0.10	79.0	E				
${f T}$	305	3654	1.10	0.08	137.7	F	101.1	F'		
R	336	1553	0.26	0.22	39.4	D				
Southbo	ound									
Li	622	3471	0.64	0.18	47.8	D				
T	680	3471	1.04	0.20	93.1	F	69.1	E		
R	485	1553	0.51	0.31	34.6	C				
	Intersec	tion Delay	= 69.4	(sec/v	eh) In	terse	ction 1	GOS =	: E	

Analyst: PBS&J Inter.: Veterans at Del Prado Agency: PBS&J Area Type: All other areas

Date: 1/5/2005 Period: AM Peak Hour Jurisd: Lee County

Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Del Prado Boulevard

SIGNALIZED	INTERSECTION	SUMMARY

	Eas	tbou	ınd	Wes	tbou	nd	No	rthbo	und	So	uthbo	und
	L	Т	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	2	. 2	0	1	2	3	0	- 3	3	1
LGConfig	L		R	L		R	L	TR		L	Т	R
Volume	523		767	352		363	496	1199	557	673	1472	673
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			60			60			60	İ		60

Dur	ation	0.25		Area	Туре	: Al	1 0	ther	areas					
					S	igna	1 0	perat	ions					
Pha	se Comb:	ination	1.	2	3	-	4		**********	5	6	7	8	
EB	Left		A					NB	Left	Α				
	Thru								Thru		A			
	Right			A					Right		A			
	Peds								Peds					
WB	Left		A					SB	Left	A				
	Thru							Ì	Thru		A			
	Right			Α				ĺ	Right		A			
	Peds							İ	Peds					
NB	Right							EB	Right	Α				
SB	Right		A	A				WB	Right	A				
Gre	en _	3	21.0	7.0				*	_	25.0				
Yel	low	4	1.0	4.0						4.0	4.5			
All	Red	2	2.0	4.5						4.5	3.0			

		Intersed	ction Pe	erforman	ice Summ	nary				
Appr/	Lane	Adj Sat	Rati	.os	Lane	Group	Appr	oacl	1	
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	/ LOS	Delay	LOS	3	
Eastbo	und									
L	614	3471	0.90	0.18	68.3	E				
							59.2	E		
R	851	2733	0.87	0.31	52.4	D				
Westbou	ınd									
L	614	3471	0.60	0.18	51.0	D				
							46.9	D		
R	484	1553	0.66	0.31	42.1	D				
Northbo	ound									
L	668	3471	0.78	0.19	55.9	E				
TR	1955	5240	0.91	0.37	45.8	D	48.1	D		
Southbo	ound									
L	1081	5207	0.65	0.21	48.7	D				
T	1961	5481	0.79		39.6	D	35.9	D		
R	1051	1553	0.61	0.68		В	_			
		tion Delay				nterse	ction	LOS	= D	

Analyst: PBS&J Inter.: Colonial Blvd at McGregor Blvd

Agency: PBS&J Area Type: All other areas

Date: 2/8/05 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: McGregor Boulevard

SIGNALIZED INTERSECTION SUMMARY____

	Eas	stbour	nd	Wes	tbou	nd	No	rthbo	und	So	uthbou	ınd
	L	T	R	L	Т	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	0	1	1	1	1	·	1	0
LGConfig	L	TR		L		R	L	T	R	L	TR	
Volume	7	7	7	228		292	0	904	226	324	1017	7
Lane Width	12.0	12.0		12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			0	Ì		55			55			0

Dur	ation	0.25	A	rea T	ype:	All	ot	her	areas					
					Si	gnal	Oŗ	erat	ions					
Pha	se Comb	ination 1		2	3		4			5	6	7	8	
EB	Left	A						NB	Left	A		A		
	Thru	A					Ì		Thru			A		
	Right	A							Right			A		
	Peds						j		Peds					
WB	Left			A			ı	SB	Left	Α	A	A		
	Thru						ĺ		Thru		A	A		
	Right			A			İ		Right		A	A		
	Peds						ĺ		Peds					
NB	Right			Α			ĺ	EB	Right					
SB	Right						ĺ	WB	Right					
Gre	en	7.	0 :	20.0			·			7.0	7.0	66.0		
Yel	low	4.	0 4	4.0						4.0	4.0	4.0		
All	Red	1.	0 :	1.0						0.0	0.0	1.0		
										Cyc:	le Leng	th: 130	.0	secs

Intersection Performance Summary

Appr/	Lane	Adj Sat	Rat	ios	Lane G	roup	Appro	oach
Lane	Group	Flow Rate				T 0 0	The Tax	T 0 0
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und							
L	95	1770	0.07	0.05	58.8	E		
TR	93	1723	0.15	0.05	59.4	E	59.2	E
Westbo	und							
L	272	1770	0.88	0.15	80.7	F		
							99.7	F
R	244	1583	1.02	0.15	118.0	F		
Northbo	ound							
L	152	1770	0.00	0.56	0.0	A		
\mathbf{T}	946	1863	1.01	0.51	55.0-	D	46.8	D
R	1047	1583	0.17	0.66	3.4	A		
Southbo	ound							
L	302	1770	1.13	0.68	117.3	F		
TR	1102	1861	0.98	0.59	37.1	D	56.4	E

Intersection Delay = 59.8 (sec/veh) Intersection LOS = E

Analyst: Inter.: Colonial at Summerlin Rd

Area Type: All other areas Agency: PBS&J

Date: 12/2/2004 Period: AM Peak Hour Jurisd: Lee County

Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: Summerlin Road E/W St: Colonial Boulevard

SIGNALIZED INTERSECTION SUMMARY____

	Eas	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	\mathbf{T}	R
No. Lanes	1	_3	1		3	0	2	1	1	 1	1	1
LGConfig	L	T	R	L	TR		L	T	R	L	T	R
Volume	37	2842	812	819	1770	53	497	22	561	145	58	20
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			30			0			30	İ		20

Dur	ation	0.25	***************************************	Area T	'ype:	All o	ther	areas				
						nal Op						
Pha	se Comb:	ination	1	2	3	4			5	6	7	8
EB	Left		Α				NB	Left	A	A		
	Thru				A		ĺ	Thru		A	A	
	Right				A			Right		A	A	
	Peds							Peds				
WB	Left		A	A			SB	Left	A			
	Thru			A	A			Thru			A	
	Right			A	A		Ĭ	Right			A	
	Peds							Peds				
NB	Right		A	Α			EB	Right				
SB	Right						WB	Right				
Gre	_		7.0	37.0	119.	0	•		18.0	10.0	11.0	
Yel	low		4.0	4.0	4.0				4.0	4.0	4.0	
	Red		0.0	0.0	2.0				0.0	0.0	2.0	
									Cycl	e Leng	th: 230.	0 secs

Intersection Performance Summary

Appr/ Lane		Adj Sat Flow Rate	Rati			roup	Appro	oach	
		(s)		g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd								
L	69	1770	0.57	0.04	118.9	F			
T	2940	5588	1.02	0.53	75.7	E	77.5	E	
R	833	1583	0.99	0.53	81.9	F			
Westbou	ınd								
L	769	3539	1.12	0.22	161.0	F			
TR	3919	5564	0.49	0.70	15.4	В	60.6	E	
Northbo	ound								
L	523	3539	1.00	0.15	137.4	F			
T	219	1863	0.11	0.12	90.9	F	124.3	F	
R	557	1583		0.35					
Southbo	ound								
L	154	1770	0.99	0.09	175.4	F			
${f T}$	105	1863					157.8	F	
R	89	1583							
		tion Delay					ction I	JOS =	F

Inter.: Colonial at DeLeon Street Analyst:

Area Type: All other areas Agency: PBS&J

Date: 12/2/2004 Period: AM Peak Hour Jurisd: Lee County

Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: DeLeon Street

	SIGNALIZED	INTERSECTION	SUMMARY
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	Eas	stbou	nd	Wes	stbou	nd	No	orthbo	und	Sc	uthbo	und
	L	T	R	L	T	R	L	${f T}$	R	l	T	R
No Tomos				ļ		0	.	1		_	1	
No. Lanes LGConfig	L	T	R	L	TR	Ü		, r L1	'R		LI	r.
Volume	32	3164	33	185	2231	26	78	17	144	70	42	13
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0)		12.0)
RTOR Vol			30			0			0			0

Dur	ation	0.25		Area I	ype:	All o	cher	areas					
					Sig	gnal O	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru			A			ĺ	Thru	A				
	Right			A				Right	A				
	Peds							Peds					
WB	Left		Α				SB	Left	A				
	Thru			A			ĺ	Thru	A				
	Right			A				Right	A				
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_	:	25.0	145.0			•	_	42.0				
Yel	low		4.0	4.0					4.0				
	Red	:	2.0	2.0					2.0				

		Intersec	tion Pe	rformanc	e Summa	ry		
Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appro	oach
Lane	Group	Flow Rate						
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbou	nd					~~~		
L	208	1770	0.16	0.12	91.7	F		
T	3571	5588	0.93	0.64	42.4	D	42.9	D
R	1012	1583	0.00	0.64	15.0	В		
Westbou	nd							
L	208	1770	0.94	0.12	145.7	F		
TR	3458	5411	0.69	0.64	27.3	C	36.3	D
Northbo	und							
LTR	258	1414	0.98	0.18	142.9	F	142.9	F
Southbo	und							
LTR	183	1000	0.72	0.18	101.5	F	101.5	F
	Intersec	tion Delay	= 45.4	(sec/ve	h) In	terse	ction I	OS = D

Analyst: Inter.: Colonial Blvd. at US 41

Agency: PBS&J Area Type: All other areas

Date: 02/07/05 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Ea:	stbou	nd	We:	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	${f T}$	R	L	${f T}$	R	L	${f T}$	R	L	T	R
No. Lanes		7			7	0		3	1		3	1
LGConfig	L	T	R	L	TR	•	L	T	R	L	T	R
Volume	686	54	422	263	37	321	286	1776	170	348	1483	396
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	Ì		100			0	j		60	ĺ		60

Dur	ation	0.25		Area T	'ype:	All o	her	areas					
					Si	gnal Op	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	A	A			
	Thru			A				Thru		A	A		
	Right			A				Right		A	A		
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru			A				Thru			A		
	Right			A				Right			A		
	Peds							Peds					
NB	Right		Α				EB	Right	A				
SB	Right		Α				WB	Right					
Gre		:	22.5	26.0		,	'	_	10.5	5.0	33.0		
	low		4.0	4.0					4.0	4.0	4.0		
	Red	:	1.0	1.0					0.0	0.0	1.0		

		Intersed	ction Pe	rforman	ice Summa	ary				
Appr/	Lane	Adj Sat	Rati	.os	Lane (Group	Appr	oach		
Lane	Group	Flow Rate					***************************************			
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	und									
L	723	3539	1.00	0.20	80.8	F				
T	404	1863	0.14	0.22	38.1	D	64.0	E		
R.	574	1583	0.59	0.36	32.6	C				
Westbo	und									
L	644	3433	0.43	0.19	43.5	D				
TR	376	1612	1.00	0.23	93.1	F	72.1	E		
Northbo	ound									
L	558	3433	0.54	0.16	47.2	D				
T	2049	5588	0.91	0.37	40.3	D	39.5	D		
R	917	1583	0.13	0.58	7.2	A				
Southbo	ound									
L	369	3539	0.99	0.10	98.3	F				
T	1630	5588	0.96	0.29	55.1	E	55.7	E		
R	798	1583	0.44	0.50	14.8	В				
	Intersec	tion Delay	= 53.0	(sec/v	eh) Ir	nterse	ction	LOS :	= D	

Inter.: Colonial at Solomon Boulevard Analyst:

Area Type: All other areas Agency: PBS&J

Jurisd: Lee County Date: 12/2/2004 Period: AM Peak Hour

Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Solomon Boulevard

OTOMAT	TIZED	TRIMED	CECUTON	SUMMARY
SIGNAL	ul ZaBill	INTER	SECTION	SUMMARY

	Ea	stbour	ıd	We	stbou	nd	No	rthbo	und	Sou	thbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	0	0	3	1	0	0	0	_ 1	0	1
LGConfig	L	T		İ	T	R				L		R
Volume	359	2402		İ	1797	90				39		269
Lane Width	12.0	12.0		İ	12.0	12.0				12.0		12.0
RTOR Vol	Ì					30	Ì			İ		30

Dur	ation	0.25		Area T	ype:	A11	other	areas				
							Opera					
Pha	se Combi	nation	1	2	3	4	.]		5	6 7	8	
EB	Left		A	A			NB	Left				
	Thru		A	A			Ì	Thru				
	Right						İ	Right				
	Peds						İ	Peds				
WB	Left						SB	Left	A			
	Thru			A			İ	Thru				
	Right			A			j	Right	A			
	Peds						ĺ	Peds				
NB	Right						EB	Right				
SB	Right						WB	Right				
Gre	en		54.0	115.0			,		45.0			
Yel	low		4.0	4.0					4.0			
All	Red		0.0	2.0					2.0			
									Cvcle	Length:	230.0	secs

						-	e Leng	th: 2	30.0	secs
Appr/ Lane	Lane Group	Intersec Adj Sat Flow Rate			e Summa Lane G		Appr	oach		
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	und									
L	456	1770	0.83	0.75	84.4	F				
T	3825	5085	0.66	0.75	14.5	В	23.6	C		
Westbou	ınd									
T	2543	5085	0.74	0.50	47.0	D	46.5	D		
R Northbo	792	1583	0.08	0.50	30.0	С				
NOT CITY	Juliu									
Southbo	ound									
L	346	1770	0.12	0.20	76.3	Ε	99.8	F		
R	310	1583	0.81	0.20	103.6	F	22.0	-		
		tion Delay					ction :	LOS =	: D	

Analyst: Inter.: Colonial at Fowler Street

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Fowler Street

SIGNALIZED INTERSECTION SUMMARY____

	Ea	stbou	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	\mathbf{T}	R	L	T	R	L	T	R	L	${f T}$	R
										ļ		
No. Lanes	2	3	1	2	3	1	2	2	1	2	2	1
LGConfig	L	${f T}$	R	L	T	R	L	TR	R	L	T	R
Volume	312	2006	44	636	1483	235	65	1487	615	413	1062	240
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	Ì		30			30			0	Ì		30

Dur	ation 0.25		Area :	Type:	All of	cher	areas					
				Sig	nal Op	perat	ions					
Pha	se Combinatio	n 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	A				
	Thru	A	A				Thru			A		
	Right	A	A				Right			A		
	Peds						Peds					
WB	Left			A		SB	Left	A	A			
	Thru		Α	A			Thru		A	A		
	Right		A	A		ĺ	Right		A	A		
	Peds						Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre	en	29.0	58.0	42.0				17.0	7.0	49.0		
Yel	low	4.0	4.0	4.0				4.0	4.0	4.0		
All	Red	0.0	0.0	2.0				0.0	0.0	2.0		
								Cycl	e Leng	yth: 230	.0 se	CS

Intersection Performance Summary

Appr/ Lane		Adj Sat Flow Rate		os	Lane Group	Appro	ach
Grp	-	(s)	v/c	g/C	Delay LOS	Delay	LOS
Eastbou	und						
L	433	3433	0.76	0.13	104.7 F		
T	2012	5085	1.05	0.40	104.1 F	103.8	F
R	626	1583	0.02	0.40	42.4 D		
Westbou	ınd						
L	627	3433	1.07	0.18	149.1 F		
T	2299	5085	0.68	0.45	50.6 D	76.7	E
R	716	1583	0.30	0.45	40.2 D		
Northbo	ound						
L	254	3433	0.27	0.07	101.2 F		
TR	754	3539	2.08	0.21	579.1 F	546.7	F
R	337	1583	1.92	0.21	515.3 F		
Southbo	ound						
L	418	3433	1.04	0.12	156.0 F		
T	923	3539	1.21	0.26	190.2 F	167.4	F
R	413	1583	0.54	0.26	74.4 E		
	Intersec	tion Delay	= 221.7	(sec/ve	eh) Inters	section L	OS = F

Analyst: Inter.: Colonial at Evans Avenue

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Evans Avenue

	STONALIZED	TNIEKSECTION	SUMMAKI
T = = = 1 = 3	1		

	Eas	stbour	nd	Westbound			Nor	thbo	und	Sou	Southbound			
	L	T	R	L	T	R	Ŀ	T	R	L	T	R		
No. Lanes	1	3	0	0	3	1	0	0	0	-	0	1		
LGConfig	L	T			${f T}$	R				L		R		
Volume	316	2561		ĺ	2154	188				89		126		
Lane Width	12.0	12.0		ĺ	12.0	12.0				12.0		12.0		
RTOR Vol	Ì					30				Ì		30		

Dur	ation	0.25		Area 7	ype:	All	other	areas					
					Si	gnal (Operat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left					
	Thru		Α	A				Thru					
	Right							Right					
	Peds							Peds					
WB	Left						SB	Left	A				
	Thru			A				Thru					
	Right			A			1	Right	A				
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre			52.0	132.0)		•	_	30.0				
	low		4.0	4.0					4.0				
	Red	•	0.0	2.0					2.0				
*	200 W	· ·	0.0	2.0							_		

Cycle Length: 230.0 se	CS
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		Intersec	tion Pe	rformanc	e Summa	ry				
Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appr	oach		
Lane		Flow Rate							****	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou						······································				
Lastboo	400	1770	0.83	0.23	98.8	F				
T	4156	5085		0.82			18.4	В		
I	4130	3003	0.05	0.02	Ų.,	2-1	40.1			
Westbou	and									
Т	2918	5085	0.78	0.57	39.1	D	38.0	D		
R.	909	1583	0.18		23.4					
Northbo	ound									
Southbo	ound									
L	231	1770	0.41	0.13	93.0	F				
							93.9	F		
R	206	1583	0,49	0.13	94.7	F				
	Intersec	tion Delay	= 29.5	(sec/ve	eh) In	iterse	ction	LOS =	С	

Analyst: Inter.: Colonial Blvd at Metro Pkwy

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Metro Parkway

SIGNALIZED INTE	RSECTION	SUMMARY
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			~~									
	Eas	stbour	nd	Westbound			No:	rthbo	und	Southbound		
	L	T	R	Ŀ	${f T}$	R	L	${f T}$	R	ļL	T	R
	ļ									.		
No. Lanes	2	3	2	2	3	1	2	2	1	1	2	1
LGConfig	L	T	R	L	T	R	Ŀ	T	R	L	${f T}$	R
Volume	432	1423	1122	874	1359	159	745	986	461	171	1197	342
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	ĺ		0			30			30			30

Dur	ation	0.25		Area 7	ype:	All	. 01	her	areas					
								perat						
Pha	se Combi	ination	1	2	3	-	4	ĺ		5	6	7	8	
EB	Left		A					NB	Left	A	A			
	Thru			Α					Thru		A	A		
	Right			A					Right		A	A		
	Peds								Peds					
WB	Left		A					SB	Left	A				
	Thru			A				ĺ	Thru			A		
	Right			A				ĺ	Right			A		
	Peds								Peds					
NB	Right		A					EB	Right	A	A			
SB	Right		A					WB	Right					
Gre	_	<u></u>	56.2	58.0				•	_	19.0	18.5	48.0		
Yel	low	4	1.5	4.5						4.5	4.5	4.5		
	Red	3	L.8	3.0						0.0	0.0	3.0		
										Cycl	e Leng	th: 230.	. 0	secs

Intersection Performance Sur	mmary
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Appr/ Lane		Adj Sat Flow Rate		os	Lane Gr	oup	Appro	oach	
		(s)		g/C	Delay L	os	Delay	LOS	
Eastbou	ind								•••••
L	869	3433	0.52	0.25	74.5	E			
T	1458	5588	1.03	0.26	115.8	F	82.4	F	
R	1508	3167	0.78	0.48	43.1	D			
Westbou	ınd								
L	896	3539	1.03	0.25	123.0	F			
T	1458	5588	0.98	0.26	103.7	F	108.9	F	
R	413	1583	0.33	0.26	69.2	E			
Northbo	ound								
L	677	3539	1.16	0.19	180.0	F			
T	1182	3725	0.88	0.32	82.1	F	104.8	F	
R	941	1583	0.48	0.59	26.9	C			
Southbo	ound								
L	162	1770	1.11	0.09	208.1	F			
T	810	3725	1.56	0.22	346.1	F	274.8	F	
R	783	1583	0.42	0.49	37.4	D			
	Intersec	tion Delay	= 129.7	(sec/v	eh) Int	erse	ction I	OS = F	

Analyst: Inter.: Colonial @ Veronica Shoemaker

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Veronica Shoemaker Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	L	T	R	L	T	R
No. Lanes	1	3	1	2	3	1	1	2	1		2	1
LGConfig	L	T	R	L	T	R	L	\mathbf{T}	R	L	T	R
Volume	154	1761	286	592	2114	134	138	398	229	34	520	121
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		42	İ		42			42			42

Dur	ation	0.25	Area	Type: A	ll ot	cher	areas					
				Sign	al Op	perat	ions					
Pha	se Comb	ination 1	2	3	4			5	б	7	8	
EB	Left	A				NB	Left	A	A			
	Thru			A			Thru		A	A		
	Right			A			Right		A	A		
	Peds						Peds					
WB	Left	A	A			SB	Left	A				
	Thru		A	A			Thru			A		
	Right		A	A			Right			A		
	Peds				İ		Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre	_	22.	0 7.0	69.0		•		7.0	7.0	30.0		
Yel	low	4.0	4.0	4.0				4.0	4.0	4.0		
All	. Red	0.0	0.0	2.0				0.0	0.0	2.0		
								Cyc	le Leng	gth: 170	.0	secs

Intersection Performance Summary_____

Appr/ Lane		Adj Sat Flow Rate		.os	Lane (Group	Appı	oach		
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd					***************************************		^		······································
L	229	1770	0.71	0.13	80.5	F				
T	2268	5588	0.82	0.41	47.4	D	48.5	D		
R	643	1583	0.40	0.41	36.2	D				
Westbou	ınd									
L	687	3539	0.91	0.19	82.8	F				
T	2630	5588	0.85	0.47	42.3	D	50.3	D		
R	745	1583	0.13	0.47	25.5	C				
Northbo	ound									
L	187	1770	0.78	0.11	92.3	F				
T	854	3539	0.49	0.24	56.0	E	63.2	E		
R	382	1583	0.52	0.24	57.1	E				
Southbo	ound									
L	73	1770	0.49	0.04	84.9	F				
T	657	3725	0.83	0.18	76.6	E	75.1	E		
R	279	1583	0.30	0.18	61.4	E				
	Intersec	tion Delay	= 53.7	(sec/v	eh) Ir	nterse	ction	LOS	= D	

Analyst: Inter.: Colonial at Challenger Blvd.

Agency: PBS&J Area Type: All other areas

Date: 12/16/04 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: Challenger Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbou	nd	We	stbou	nd	No	orthbo	ound	S	outhbo	ound
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	0	1	. 1	0	_	0 1	0
LGConfig	L	${f T}$	R	L	TR		L	TF	2	Ì	Lì	r.
Volume	51	2047	154	60	2514	43	344	7	7	7	7	7
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0)		12.0)
RTOR Vol	-		42	1		0			0			0

Dur	ation	0.25		Area	Туре	: All	. 0	ther	areas					
								perat						
Pha	se Combin	ation	1	2	3		4	1		5	6	7	8	
EB	Left		Α					NB	Left	A	A			
	Thru			A					Thru	A	A			
	Right			Α				ĺ	Right	A	A			
	Peds								Peds					
WB	Left		A					SB	Left		Α			
	Thru			A					Thru		A			
	Right			Α				ĺ	Right		A			
	Peds							Ì	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en	7	7.0	108.	0			•		26.0	7.0			
Yel	low	4	.0	4.0						4.0	4.0			
All	Red	2	.0	2.0						0.0	2.0			
										Cycl	e Lengt	h: 1	70.0	secs

Intersection Performance Summary Lane Group Appr/ Lane Adj Sat Ratios Approach Flow Rate Lane Group Capacity g/C Delay LOS Delay LOS (s) v/c Grp Eastbound 0.74 0.04 113.2 F L 73 1770 29.9 T 2410 3725 0.89 0.65 C 31.0 C 0.64 12.3 В R 1006 1583 0.12 Westbound 0.67 0.05 96.0 F L 94 1770 TR 2404 3716 1.12 0.65 90.0 F 90.1 F Northbound 1770 0.99 0.23 109.1 F L 364 375 0.04 0.22 52.5 D 107.0 F TR 1723 Southbound 82.1 F 82.1 F 1572 0.32 0.04 LTR Intersection Delay = 66.1 (sec/veh) Intersection LOS = E

Analyst: Inter.: Colonial Blvd at Winkler Ave.

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Winkler Avenue

______SIGNALIZED INTERSECTION SUMMARY_____

***************************************	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	1	1	2	0	2	2	0
LGConfig	L	${f T}$	R	L	T	R	L	TR		L	TR	
Volume	41	1975	41	17	2348	875	64	212	27	767	163	29
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			41			42			0			0

Dur	ation 0.	25	Area	Type: A	ll ot	her	areas					
				Sign	al Op	perat	ions					
Pha	se Combinat	ion 1	2	3	4			5	6	7	8	
EB	Left	A	A			NB	Left	A				
	Thru		A	A			Thru			A		
	Right		A	A			Right			A		
	Peds						Peds					
WB	Left	A			İ	SB	Left	A	A			
	Thru			A			Thru		A	A		
	Right			A			Right		A	A		
	Peds				į		Peds					
NB	Right					EB	Right					
SB	Right					WB	Right	Α	A			
Gre	en	7.0	5.0	76.0			-	9.0	27.0	14.1		
Yel	low	5.1	5.1	4.0				4.4	4.4	4.4		
All	Red	0.0	0.0	2.0				0.0	0.0	2.5		
								Сус	le Leng	th: 170	.0	secs

Intersection	Performance	Summarv
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Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane G	roup	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und					***************************************		***********
L	178	1770	0.24	0.10	71.2	E		
T	2575	5085	0.81	0.51	37.0	D	37.7	D
R	802	1583	0.00	0.51	20.7	C		
Westbo	und							
L	73	1770	0.25	0.04	80.7	F		
T	2498	5588	0.99	0.45	62.2	E	50.8	D
R	1140	1583	0.77	0.72	18.2	В		
Northb	ound							
L	94	1770	0.71	0.05	101.6	F		
TR	289	3480	0.87	0.08	100.5	F	100.7	F
Southb	ound							
L	841	3539	0.96	0.24	85.7	F		
TR	926	3458	0.22	0.27	48.6	D	78.2	E

Intersection Delay = 53.1 (sec/veh) Intersection LOS = D

Analyst: Inter.: Colonial at Six Mile Cypress

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: Six Mile Cypress Parkway

SIGNALIZED	INTERSECTION	SUMMARY

	Ea:	stbour	nd	We	stbou	nd	No:	rthbou	ınd	So	Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R		
No. Lanes	2	4	0	2	4	1	2	3	0		3	1		
LGConfig	L	T		L	T	R	L	T		L	· T	R		
Volume	335	2188		900	3005	169	242	706		23	277	272		
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0		
RTOR Vol	İ			İ		42	İ					42		

Dur	ation	0.25		Area T	ype: /	All o	ther	areas					
					Sign	nal O	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	Α	A			
	Thru				A			Thru		A	A		
	Right						İ	Right					
	Peds						ĺ	Peds					
WB	Left		Α	Α			SB	Left	A				
	Thru			A	A			Thru			A		
	Right			A	A			Right			A		
	Peds							Peds					
NB	Right						EB	Right		•			
SB	Right		A				WB	Right					
Gre	_		23.0	20.5	60.5		•	-	7.0	15.0	13.0		
Yel	low		5.1	5.1	4.0				4.4	4.4	4.0		
A11	Red	1	0.0	0.0	2.0				0.0	0.0	2.0		
									Cyc.	le Leng	th: 170	.0	secs

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Intersection	Performance	Summarv

Appr/	Lane	Intersec Adj Sat	Rati	വട	Lane (troup	Appı	coact	1
Lane	Group	Flow Rate	2 COC 14 A	. ~ ~	******		1-1-		-
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	3
Eastbou	and		······································						
L	505	3433	0.70	0.15	73.2	E			
T	2739	7451	0.84	0.37	51.7	D	54.6	D	
Westbou	ınd								
L	1053	3539	0.90	0.30	67.7	E			
T	3861	7451	0.82	0.52	35.8	D	42.5	D	
R	820	1583	0.16	0.52	21.6	C			
Northbo	ound								
L	591	3539	0.43	0.17	64.1	E			
T	1131	5588	0.66	0.20	63.8	E	63.8	E	
Southbo	ound								
L	182	3433	0.13	0.05	77.1	E			
T	449	5085	0.65	0.09	78.3	E	69.2	E	
R	410	1583	0.59	0.26	57.4	E			
	Intersec	tion Delay	= 50.5	(sec/v	eh) Ir	iterse	ction	LOS	= D

Analyst: Inter.: Colonial Blvd @ I-75 Ramp SPUI

Agency: PBS&J Area Type: All other areas

Date: 12/16/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: I-75 Ramps SPUI

SIGNALIZED I	NTERSECTION	SUMMARY
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	Eas	stbour	nd	We	Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	2	4	0		4	0	-	0	2	 	0	2	
LGConfig	L	T		Ŀ	\mathbf{T}		L		R	L		R	
Volume	1050	902		152	1914		1352		518	165		1160	
Lane Width	12.0	12.0		12.0	12.0		12.0		12.0	12.0		12.0	
RTOR Vol	İ								0	Ì		0	

Duration	0.25		Area T	ype:	All o	cher	areas					
				Si	gnal O	perat	ions					
Phase Com	bination	1	2	3	4			5	6	7	8	
EB Left		A				NB	Left		A			
Thru			A				Thru					
Right							Right		A			
Peds							Peds					
WB Left		Α				SB	Left	A				
Thru			A			ĺ	Thru					
Right						ĺ	Right	A				
Peds							Peds					
NB Right		A				EB	Right					
SB Right		A				WB	Right					
Green		1.6	40.0			•		20.4	43.0			
Yellow	5	.1	5.1					4.0	4.0			
All Red	1	. 6	1.6					1.8	1.8			

				_		-		C11. 170.0	3665
		Intersec	ction Pe	rtormanc	e Summa	ry			
Appr/	Lane	Adj Sat	Ratio	os	Lane G	roup	Appro	oach	
Lane	Group	Flow Rate				_			
Grp		(s)		g/C	Delay	LOG	Delay	T.OS	
arb	Capacity	(5)	V/C	9/0	peray	nos	Delay	103	
Eastbou	nd								
Ŀ	840	3433	1.32	0.24	214.6	F			
T	1595	6780		0.24			142.4	F	
±.	1000	0,00	0.55	V. 2. 1	50.1			*	
Westbou	nd								
L	840	3433	0.19	0.24	51.0	D			
Т	1841	7451		0.25		F	111.1	F	
-						-			
Northbo	und								
L	868	3433	1.64	0.25	356.5	F			
							264.2	F	
R	1482	2787	0.37	0.53	23.3	С		-	
		2/0/	0.37	0.55	23.3	C			
Southbo	una								
L	412	3433	0.42	0.12	70.0	E			
							143.8	F	
R	1016	2787	1.20	0.36	154.3	F			
	Intersec	tion Delay	= 165.3	(sec/ve	h) In	iterse	ction 1	LOS = F	

Analyst:

Inter.: Colonial Blvd at I-75 SB Ramps

Agency: PBS&J

Area Type: All other areas

Jurisd: Lee County

Date: 12/2/2004 Period: AM Peak Hour

Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: I-75 SB Ramps

E/W S	St: Col	onial	Boule	evard			N/S	St: I	-75 S	B Ramp	S	_		
				ST	GNAT.T	ZED TN	TERSE	CTION	SIIMMA	RY				
		Eas	stbour			stbour			thbou	***************************************	Sou	thbou	nd	
		L	T	R	L	Т	R	L	Т	R	L	T	R	
LGCor Volum	me Width	0	3 T 1952 12.0	0	1 L 152 12.0	2 T 3114 12.0	0	0	0		1 L 165 12.0	0	0	
Durat	tion	0.25		Area '	· Type:	All c	ther	areas			<u></u>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		·····
						nal C								
	e Combi	natio	n 1	2	3	4			5	6	7	8		
7 F	Left Thru Right Peds			A			NB	Left Thru Right Peds						
n F	Left Thru Right Peds		A A	A			SB	Left Thru Right Peds	A					
NB F	Right						EB WB	Right Right						
Green			41.6	92.8			1	J	18.0					
Yello	wc		5.1	5.1					4.0					
All F	Red		0.0	1.6					1.8					
			***			- #.			-	le Len	gth:	170.0	S	ecs
N 2020 20 1	/ Lan	~		itersed Sat		Peric itios		e Summa		ממל	roach			
Appr/ Lane	Gro			, Sat , Rate		(CTOS		name (aroup	App	roacii			
Grp		acity		(s)	v/c	g/	C	Delay	LOS	Dela	y Los	*********		
Easth	oound							***************************************				***************************************		
T	27	76	508	35	0.74	0.	55	30.5	С	30.5	С			
Westh	oound													
L	43		177			0.								
T	31	01	372	25	1.06	0.	83	48.1	D	48.4	D			
North	nbound													
South	nbound													
L	18	7	177	70	0.93	0.	11	121.7	F	121.	7 F			
												_		

Intersection Delay = 44.1 (sec/veh) Intersection LOS = D

Analyst: Inter.: Colonial Blvd at I-75 NB Ramps

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: I-75 NB Ramps

STGNALTZED	INTERSECTION	SHMMARY

	Eas	stbou	nd	We	Westbound			thbo	und	Sou	Southbound			
	L	T	R	L	T	R	Ŀ	\mathbf{T}	R	L	${f T}$	R		
No. Lanes	0	2	0	0	2	0		0	0	-	0	0		
LGConfig]	T		İ	T		L			İ				
Volume		1067			1914		1352			İ				
Lane Width RTOR Vol		12.0			12.0		12.0							

Duration 0.25			Area	Type:	All	of	her	areas						
								perat						
Phase Combination		1	2	3	_	4		-	5	6	7	8		
EB	Left							NB	Left	A				
	Thru		Α						Thru					
	Right								Right					
	Peds								Peds					
WB	Left							SB	Left					
	Thru		Α						Thru					
	Right								Right					
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	-		90.4						_	66.8				
Yel	Yellow		5.1							4.0				
All Red		1.2							2.5					

Cycle Length: 170.0 secs

Intersection	Performance	Summary
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Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane Group		Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	ınd			***************************************				
Ţ	1882	3539	0.60	0.53	27.8	C	27.8	С
Westbo	ınd							
T	2025	3725	1.00	0.54	57.4	E	57.4	E
Northbo								
L	1432	3539	0.99	0.40	72.6	Е	72.6	E

Southbound

Intersection Delay = 54.8 (sec/veh) Intersection LOS = D



TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/16/2004
Analysis Time Period: PM Peak Hour

Intersection: Jones Loop Road at Piper Road

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Jones Loop Road North/South Street: Piper Road

Intersection Orientation: EW Study period (hrs): 0.25

Major Street:	Approach	cle Volum. East	tbound	-			tbound		
•	Movement	1	2	3		4	5	6	
		Ŀ	Т	R	ĺ	L	T	R	
Volume	***************************************	191	354				144	18	
Peak-Hour Fact	or, PHF	0.95	0.95				0.95	0.95	
Hourly Flow Ra	te, HFR	201	372				151	18	
Percent Heavy	Vehicles	9							
Median Type/St RT Channelized		Raised	curb		ł	/ 1			
Lanes		1	2				2 0		
Configuration		L	T				T TR		
Upstream Signa	1?		No				No		
Minor Street:	Approach	Nort	hbound			Sout	hbound		
	Movement	7	8	9		10	11	12	
		L	T	R	Ì	L	T	R	
Volume						64	0	519	
Peak Hour Fact	or, PHF					0.95	0.95	0.95	
Hourly Flow Ra	te, HFR					67	0	546	
Percent Heavy	Vehicles					9	9	9	
Percent Grade	(웅)		0				0		
Flared Approac	h: Exists?/	Storage			1				1
Lanes		-				0	1 1		
Configuration						LT	R		

Approach	_Delay, B	WB			and Lev Northbour				uthbour	ıd
Movement	1.	4		7	8	9	1	10	11	12
Lane Config	L						İ	LT		R
v (vph)	201	***************************************	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					67		546
C(m) (vph)	1356							362		936
v/c	0.15							0.19		0.58
95% queue length	0.52							0.67		3.89
Control Delay	8.1							17.2		14.1
LOS	A							С		В
Approach Delay									14.4	
Approach LOS									В	

Analyst: PBS&J Inter.: Jones Loop Rd at I-75 NB Ramp

Agency: PBS&J Area Type: All other areas

Date: 12/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: I-75 NB Ramp

SIGNALIZED INTERSECTION SUMMARY

***************************************	Ea	stbour	ıd	Westbound			Northbound			Southbound		
	L	${f T}$	R	L	T	R	L	${f T}$	R	L	T	R
**												
No. Lanes	1	2	0	0	2	1	0	1	1	1 0	0	0
LGConfig	L	${f T}$			T	R		LT	R	1		
Volume	778	448		Ì	453	166	316	7	158			
Lane Width	12.0	12.0			12.0	12.0	Ì	12.0	12.0			
RTOR Vol	ĺ					60			60	İ		

Dur	ation	0.25	Area T	ype:	All of	ther	areas					
				Sig	gnal O	perat	ions					
Pha	se Comb	ination 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	A				
	Thru	A				İ	Thru	A				
	Right					ĺ	Right	A				
	Peds						Peds					
WB	Left					SB	Left					
	Thru		A				Thru					
	Right		A				Right					
	Peds					ĺ	Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre	en	60.3	3 17.7			•	_	25.0				
Yel	low	4.0	4.0					4.0				
All	Red	1.0	2.0					2.0				

Cycle Length: 120.0 secs

		Tobosos		6	C	-	e nema	C11: 120.0	ಶರಲಾ
Appr/ Lane	Lane Group	Intersec Adj Sat Flow Rate	Rat		Lane		Appro	oach	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und	···········							
L	860	1656	0.95	0.52	47.5	D			
T	1664	3312	0.28	0.50	17.4	В	36.5	D	
Westbo	und								
T	544	3312	0.88	0.16	63.9	E	61.1	E	
R	219	1482	0.51	0.15	49.2	D			
Northb	ound								
LT	374	1662	0.91	0.22	70.8	E	63.9	E	
R	309	1482	0.33	0.21	41.0	D			
Southb	ound								

Intersection Delay = 47.9 (sec/veh) Intersection LOS = D

7.

Analyst: Inter.: Jones Loop Rd at I-75 SB Ramp

Agency: PBS&J Area Type: All other areas

Date: 12/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: I-75 SB Ramp

STONALIZED	INTERSECTION	VARMITIE

	Ea	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	Ĺ	T	R	
No. Lanes	0	2	1	11	2	0	-	0	0	-	1	1	
LGConfig	İ	${f T}$	R	L	T		İ				LT	R	
Volume]	1108	410	152	617					118	20	762	
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0	
RTOR Vol	j		60	İ			İ					60	

Dur	ation 0.25		Area	Type:	All	other	areas					
				Si	gnal	Operat	ions					
Pha	se Combination	1 1.	2	3	4			5	6	7	8	
EB	Left					NB	Left					
	Thru	A				İ	Thru					
	Rìght	A				İ	Right					
	Peds						Peds					
WB	Left		Α			SB	Left	A				
	Thru		A				Thru	A				
	Right					İ	Right	A				
	Peds						Peds					
NB	Right					EB	Right					
SB	Right	A				WB	Right					
Gre	-	59.0	30.0			•	_	14.0				
Yel	low	4.0	4.0					4.0				
All	Red	1.0	2.0				4	2.0				

Cycle Length: 120.0 secs

Intersection Performance Sum	nary_
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Appr/ Lane	Lane Group	Adj Sat Flow Rate		Ratios		Lane Group		oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und					***************************************		
T	1628	3312	0.72	0.49	25.5	С	24.4	С
R	729	1482	0.50	0.49	21.2	C		
Westboo	und							
L	414	1656	0.39	0.25	38.0	D		
${f T}$	828	3312	0.78	0.25	46.9	D	45.2	D

Northbound

Southbound

LT	195	1672	0.74	0.12	65.6	E	25.3	C	
R	976	1482	0.76	0.66	17.4	В			
	Interse	ction Delay	= 29.9	(sec/v	eh) Ii	nters	ection	LOS :	= C

Analyst: Inter.: Jones Loop Rd at Taylor Rd

Agency: PBS&J Area Type: All other areas

Date: 11/16/2004 , Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	Westbound			No	rthbo	und	Southbound		
	L	T	R	L	T	R	L	${f T}$	R	L	${f T}$	R
										ļ		
No. Lanes	1	2	1	1	2	1	1 7	2	Ţ] 2	2	Τ-
LGConfig	L	\mathbf{T}	R	L	T	R	L	${f T}$	R	L	T	R
Volume	19	907	9	75	770	397	25	728	94	503	410	19
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			9			60	Ì		60	-		19

Dur	ation	0.25		Area T	ype:	All of	ther	areas					
					Si	gnal Op	perat	ions					
Pha	se Combi	lnation	1	2	3	4		***************************************	5	б	7	8	
EB	Left		A				NB	Left	A				
	Thru			A			İ	Thru		A			
	Right			A				Right		A			
	Peds						ĺ	Peds					
WB	Left		A				SB	Left	A	A			
	Thru			Α				Thru		A			
	Right			A		i		Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right	A				
Gre	en		12.0	40.0				-	8.0	28.0			
Yel	low		4.0	4.0					4.0	4.0			
All	Red	:	1.0	2.0					1.0	2.0			

		Interse	ction Pe	erforman	ice Summa	ary				
Appr/	Lane	Adj Sat	Rati	los	Lane (Group	Appr	oach		
Lane	Group	Flow Rate	***************************************		***************************************					
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	und								***************************************	
Ŀ	181	1656	0.11	0.11	44.5	D				
T	1204	3312	0.79	0.36	35.0+	D	35.2	D		
R	539	1482	0.00	0.36	22.3	C				
Westbou	ınd									
L	181	1656	0.44	0.11	47.5	D				
${f T}$	1204	3312	0.67	0.36	31.0	C	28.7	C		
R	728	1482	0.49	0.49	19.3	В				
Northbo	ound									
L	120	1656	0.22	0.07	49.0	D				
T	843	3312	0.91	0.25	53.4	D	52.3	D		
R	377	1482	0.10	0.25	31.4	С				
Southbo	ound									
L	623	3213	0.85	0.37	42.9	D				
T	843	3312	0.51	0.25	35.7	D	39.7	D		
R	377	1482	0.00	0.25	30.6	C				
	Intersec	tion Delay	= 37.8	(sec/v	reh) II	nterse	ction	LOS :	= D	

Analyst: Inter.: Tuckers Grade at I-75 NB Ramps

Area Type: All other areas Agency: PBS&J Jurisd: Charlotte County Date: 2/22/2005

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbour	ıd	Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	${f T}$	R
No. Lanes	1	2	0	0	2	1	0	1	1	0	0	0
LGConfig	L	${f T}$]	${f T}$	R		LT	R			
Volume	414	7			16	10	235	10	7			
Lane Width	12.0	12.0		İ	12.0	12.0	1	12.0	12.0			
RTOR Vol	-			ĺ		10	j		7	ĺ		

Dur	ation	0.25		Area	Type	: Al	1 0	ther	areas					
								perat						
Pha	se Comb	ination	1	2	3	_	4		*********	5	6	7	8	***************************************
EB	Left		Α					NB	Left	A				
	Thru		Α	A					Thru	A				
	Right								Right	A				
	Peds								Peds					
WB	Left							SB	Left					
	Thru			Α					Thru					
	Right			A					Right					
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en	:	35.0	7.0				•	_	32.0				
Yel	low	4	4.0	4.0						4.0				
All	Red	(0.0	2.0						2.0				

Cycle Length: 90.0

	e Group Flow							····	
Appr/	Lane	Adj Sat	Rat:	ios	Lane (Group	Appro	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd								
L	702	1805	0.62	0.39	23.9	C			
T	1845	3610	0.00	0.51	10.8	B	23.7	C	
Westbou	ınd								
T	281	3610	0.06	0.08	38.5	D	38.5	D	
R	126	1615	0.00	0.08	38.3	D			
Northbo	ound								
LT	645	1813	0.40	0.36	22.2	С	22.2	С	
R	574	1615	0.00	0.36	18.7	В			

Intersection Delay = 23.5 (sec/veh) Intersection LOS = C

Analyst: PBS&J Inter.: Tuckers Grade at I-75 SB Ramps

Agency: PBS&J Area Type: All other areas Date: 3/9/2005 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: I-75 SB Ramps

SIGNALIZED I	INTERSECTION	SUMMARY	
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	Ea	stbou	nd	We	Westbound L T R		Northbound			Sc	Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes	0	2		1	2	0	0	0	0	-) 1	1	
LGConfig	İ	${f T}$	R	L	T					Ì	LT	R	
Volume	İ	411	144	27	224		Ì			10	7	382	
Lane Width	į	12.0	12.0	12.0	12.0		İ			ĺ	12.0	12.0	
RTOR Vol	ĺ		80				ĺ			Í		80	

Dur	ation	0.25		Area	Type:	All	ot	her	areas					
					Si	gnal	Or	erat	ions					
Pha	se Comb	nation	1	2	3		4			5	6	7	8	
EB	Left						ĺ	NB	Left					
	Thru		A				į		Thru					
	Right		A				ĺ		Right					
	Peds						ĺ		Peds					
WB	Left			A				SB	Left	A				
	Thru		A	A			ĺ		Thru	A				
	Right						į		Right	A				
	Peds						Ì		Peds					
NB	Right						İ	EB	Right					
SB	Right						İ	WB	Right					
Gre	-		32.0	7.0			•		_	35.0				
Yel	low		4.0	4.0						4.0				
A11	Red		0.0	2.0						2.0				

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Adj Sat Ratios Lane Group Approach

Lane Group Flow Rate
Grp Capacity (s) v/c g/C Delay LOS Delay LOS

Eastbound

T 1284 3610 0.34 0.36 21.4 C 21.2 C

*	1207	2020	0.34	0.55	2.2.3	_	4.4.4	_
R	574	1615	0.12	0.36	19.6	В		
Westl	oound							
L	140	1805	0.20	0.08	39.6	D		
T	1725	3610	0.14	0.48	13.2	В	16.0	В
<u>.</u>	1.725	3010	0.14	0.40	4.0.4	Ð	70.0	D

Northbound

Southbound

LT	717	1844	0.03	0.39	17.0	В	21.4	C		
R	628	1615	0.51	0.39	21.6	C				
	Intersect	ion Delay	= 20.0-	(sec/vel	h.)	Intersec	tion	LOS	=	В

Analyst: Inter.: US 41 at Tuckers Grade

Agency: PBS&J Area Type: All other areas Date: 2/22/2005 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eas	tbou	nd	Westbound			Northbound			Southbound		
	L	${f T}$	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	2	1	1	2	1.
LGConfig	L	TR		L	LT	R	L	${f T}$	R	L	${f T}$	R
Volume	25	7	7	387	7	212	19	1413	427	121	1350	46
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			7			60	ĺ		60	ĺ		46

Dur	ation	0.25		Area	Type:	: All c	other	areas					
					Si	ignal (perat	ions					
Pha	se Combi	nation	1	2	3	4	Ī		5	б	7	8	
EB	Left		A				NB	Left	A				
	Thru		Α				İ	Thru		A			
	Right		Α					Right		A			
	Peds						į	Peds					
WB	Left			A			SB	Left	A				
	Thru			A			j	Thru		A			
	Right			A			1	Right		A			
	Peds		•				İ	Peds					
NB	Right			Α			EB	Right					
SB	Right						WB	Right					
Gre	en	•	7.0	29.0			•	-	11.0	51.0			
Yel	low		4.0	4.0					4.0	4.0			
All	Red	;	2.0	2.0					0.0	2.0			

		Intersec	tion Pe	rformand	ce Summa	ary				
Appr/	Lane	Adj Sat	Rati	.os	Lane	Group	Appr	oach		
Lane	-	Flow Rate	***************************************							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd									
L	105	1805	0.25	0.06	55.2	E				
TR	111	1900	0.06	0.06	53.6	D	54.9	D		
Westbou	nd									
L	436	1805	0.93	0.24	71.8	E				
LT	459	1900	0.02	0.24	34.6	C	62.2	E		
R	390	1615	0.41	0.24	39.0	D				
Northbo	und									
L	165	1805	0.12	0.09	50.4	D				
T	1534	3610	0.97	0.43	50.0	D	41.6	D		
R	1077	1615	0.36	0.67	9.0	A				
Southbo	und									
L	165	1805	0.77	0.09	72.9	E				
T	1615	3800	0.88	0.43	37.7	D	40.6	D		
R	686	1615	0.00	0.43	19.8	В				
	Intersec	tion Delay	= 44.2	(sec/ve	eh) Ii	nterse	ction	LOS	= D	

Analyst: Inter.: US 41 at Notre Dame Blvd

Agency: PBS&J Area Type: All other areas Date: 2/23/2005 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Notre Dame Boulevard N/S St: US 41

SIGN	ALI:	ZED	INTERS	SECTIO	N	S	JM	MARY					
 w-										 		 ***************************************	
			_	1 .					Ł		4	 	

***************************************	Ea	stbound	West	bound	Nor	thbou	nd	Sout	hboun	d l
	L	T R	<u> </u>	r R	L	Т	R			R
					_ [[<u> </u>
No. Lane	•	-	0	0 0	1	2	0	0		0
LGConfig		LTR			L	T			TR	
Volume	18	0 81			74	1576	-		436 3	U
Lane Wid	!	12.0			12.0	12.0	į	Ţ	2.0	1
RTOR Vol	L [0							0	
Duration	n 0.25	Area r	Tune · A	ll other	areas					
		, 1 L C C .		al Operat						
Phase Co	ombination	n 1 2	3	4		5	6	7	8	
EB Left	:	A		NB	Left	A				
Thru	1	A			Thru	A	A			
Righ	ıt	A			Right					
Peds				ļ	Peds					
WB Left				SB	Left					
Thru				ļ	Thru		A			
Righ					Right		A			
Peds					Peds					
NB Righ				EB	Right					
SB Righ	ıt	22.2		WB	Right		.			
Green		32.0				9.0	63.0			
Yellow All Red		4.0				$4.0 \\ 0.0$	4.0			
ALL REG		2.0						gth: 1	20 D	secs
		Intersec	tion Pe	erformanc	e Summ			9011. 1	20.0	5605
Appr/	Lane	Adj Sat	Rati			Group	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	roach		
	Group	Flow Rate					- L			
Grp	Capacity		v/c	g/C	Delay	LOS	Dela	y Los	·····	
Eastbour	ıd									
T MD	4 4 7	1675	0 22	0 07	24 7	~	24 5	~		
LTR	447	1675	0.23	0.27	34.7	С	34.7	С		
Westbour	ıđ									
										
Northbou										
L	135	1805	0.58							
T	2286	3610	0.73	0.63	16.1	В	18.1	В		
Southbou	ınd									
COLD.							~ ~ ~	_		
TR	1889	3599	0.82	0.52	26.7	C	26.7	С		

Analyst: Inter.: US 41 at Burnt Store Rd

Agency: PBS&J Area Type: All other areas Date: 12/28/2004 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Rd/Burnt Store Rd N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Ea:					nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	Ŀ	${f T}$	R	L	T	R
							ļ		wet	-		
No. Lanes	2	2	1	1	2	1	1	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	\mathbf{T}	R	L	\mathbf{T}	R
Volume	546	419	61	140	547	248	138	1148	67	293	1015	414
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60	1		60	İ		60

Dur	ation	0.25		Area	Type:	All o	ther	areas					
					Sig	gnal O	perat	ions					
Pha	se Combin	ation	1	2	3	4	_		5	6	7	8	
EB	Left		A	Α			NB	Left	Α				
	Thru			Α	A			Thru		A			
	Right			Α	A			Right		A			
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru				A			Thru		A			
	Right				Α		ĺ	Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right	A				
Gre	en	1	1.0	8.0	21.0)		_	12.0	42.0			
Yel	low	4	.0	4.0	4.0				4.0	4.0			
All	Red	0	.0	0.0	2.0				2.0	2.0			
									Cycl	e Length	1: 12	0.0	secs

Intersection Performance Summary

Appr/ Lane	Lane Group	Adj Sat Flow Rate		ios	Lane	Group	Approac			
Grp		(s)		g/C	Delay	LOS	Delay	/ LOS		
Eastbou	ind -	-								
L	639	3335	0.90	0.19	63.2	E				
T	945	3438	0.47	0.28	36.5	D	51.6	D		
R	423	1538	0.00	0.28	31.6	С				
Westbou	ınd									
L	179	1656	0.82	0.11	77.7	E				
T	635	3312	0.91	0.19	64.3	E	59.5	E		
R	482	1482	0.41	0.32	32.1	С				
Northbo	ound									
L	174	1736	0.83	0.10	80.9	F				
T	1340	3654	0.90	0.37	44.6	D	48.4	D		
R	544	1553	0.01	0.35	25.5	C				
Southbo	ound									
L	337	3367	0.91	0.10	81.8	F				
T	1215	3471	0.88	0.35	44.3	D	49.3	D		
R	544	1553	0.69	0.35	36.9	D				
	Intersec	tion Delay	= 51.4	(sec/v	reh) I	nterse	ction	LOS	= D	

Analyst: Inter.: Burnt Store Road at Acline Rd

Agency: PBS&J Area Type: All other areas Date: 11/19/2004 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Acline Road N/S St: Burnt Store Road

CTONAT.TOTAL	INTERSECTION	CITMMADV
- 5 1 GIVA LI 7 B.D.	INTERICS ELLIUN	SUMMARY

	Eas	stbou	nd	We	estbo	stbound Northbound Southbou					und		
	L	\mathbf{T}	R	L	\mathbf{T}	R		L	T	R	L	${f T}$	R
										······································	ļ		
No. Lanes	1	1	0	() 1	0		1	2	1	1	2	1
LGConfig	L	TR			L	TR		L	${f T}$	R	L	${f T}$	R
Volume	7	7	7	73	7	82	ĺ	7	954	72	113	1129	12
Lane Width	12.0	12.0			12.	0	İ	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0	į		0	İ			60	ĺ		12

Dur	ation	0.25		Area	Type	: All	. 0	her	areas					
					S	ignal	. O _l	perat	ions					
Pha	se Comb	ination	1	2	3	_	4			5	6	7	8	
EB	Left		A					NB	Left	A				
	Thru		A						Thru		A			
	Right		Α						Right		A			
	Peds								Peds					
WB	Left		A					SB	Left	A				
	Thru		A						Thru		A			
	Right		A						Right		A			
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en	2	2.0						_	15.0	65.0			
Yel	low	4	.0							4.0	4.0			
All	Red	2	.0							2.0	2.0			

		Tretorio		~f~~~~		-	e neng	J C 11 T	20.0	5565	
Appr/ Lane	Lane Group	Intersect Adj Sat Flow Rate	Rati				Appı	roach			
	-	(s)		g/C	Delay	LOS	Delay	/ LOS	****		
Eastbou	nd									***************************************	
L	186	1016	0.04	0.18	40.4	D					
TR	296	1612	0.05	0.18	40.4	D	40.4	D			
Westbou	nd										
LTR	252	1377	0.67	0.18	52.6	D	52.6	D			
Northbo	und										
L	207	1656	0.03	0.13	46.2	D					
T	1794	3312	0.56	0.54	18.5	В	18.6	В			
R	803	1482	0.02	0.54	12.7	В					
Southbo	und										
Ŀ	207	1656	0.57	0.13	53.4	D					
T	1794	3312	0.66	0.54	20.6	C	23.6	C			
R	803	1482	0.00	0.54	12.6	В					
	Intersec	tion Delay	= 23.6	(sec/v	eh) Ir	nterse	ction	LOS =	C		

TWO-WAY STOP CONTROL SUMMARY_

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/16/2004
Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Road at Notre Dame

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Notre Dame Boulevard North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

	Vehi	cle Volu	mes and	Adjus	tme	nts			
Major Street:	Approach	Nor	thbound			Sou	thbound	ì	
	Movement	1	2	3		4	5	6	
		L	T	R		L	T	R	
Volume			879	120		25	1229		
Peak-Hour Fact	or, PHF		0.95	0.95		0.95	0.95		
Hourly Flow Ra	te, HFR		925	126		26	1293		
Percent Heavy						5			
Median Type/St		Raised	curb			/ 1			
RT Channelized				No		,			
Lanes			2 1			1	2		
Configuration			T R			L	T		
Upstream Signa	1?		No				Yes		
Minor Street:	Approach	Wes	tbound			Eas	tbound		
	Movement	7	8	9	ļ	10	11	12	
		L	T	R		L	T	R	
Volume		64	0	35		····.			
Peak Hour Fact	or, PHF	0.95	0.95	0.95					
Hourly Flow Ra	te, HFR	67	0	36					
Percent Heavy	Vehicles	5	5	5					
Percent Grade	(왕)		0				0		
Flared Approact	h: Exists?/	Storage		No	/				/
Lanes	·	ĭ	1 0						
Configuration		L	TR						

Approach	NB	SB	We:	stbound		Εε	stbound	Ē
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		TR			
v (vph)		26	67		36			
C(m) (vph)		640	212		538			
v/c		0.04	0.32		0.07			
95% queue length		0.13	1.29		0.21			
Control Delay		10.9	29.6		12.2			
LOS		В	D		В			
Approach Delay				23.5				
Approach LOS				С				

Analyst: Inter.: Burnt Store @ Zemel/Yacht Club

Agency: PBS&J Area Type: All other areas Date: 11/19/2004 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Zemel Rd/Yacht Club Boulevard N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	Westbound			No	Northbound			Southbound		
	L	\mathbf{T}	R	L	T	R	L	T	R	L	T	R	
No. Lanes	<u>-</u>	<u>-</u>	0		1 1	0	$ \begin{vmatrix} 1 \end{vmatrix}$	2	1		2	1	
LGConfig	L	TR		L	TF	2	L	T	R	L	${f T}$	R	
Volume	104	7	38	23	7	73	30	947	41	134	1215	110	
Lane Width	12.0	12.0		12.	0 12.0)	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	İ		0	j		0	ĺ		41	Ì		60	

Dur	ation	0.25	A	rea	Туре	: A	ll o	ther	areas					
						igna	al O	perat	ions					
Pha	se Comb	ination :	1	2	3		4			5	6	7	8	
EB	Left	,	A					NB	Left	A				
	Thru		A					İ	Thru		A			
	Right	j	Ą					İ	Right		A			
	Peds								Peds					
WB	Left	į	A					SB	Left	A				
	Thru	i	Ą					ĺ	Thru		A			
	Right	ì	Ą					İ	Right		A			
	Peds							İ	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	****	2:	L.O					•	_	16.0	65.0			
Yel	low	4	. 0							4.0	4.0			
A11	Red	2	. 0							2.0	2.0			

		Intersec	tion Pe	rforman	ce Summa	ry				
Appr/	Lane	Adj Sat	Rati	.os	Lane G	Froup	Appr	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd									
L	214	1224	0.51	0.17	46.9	D				
TR	266	1521	0.18	0.17	42.5	D	45.5	D		
Westbou	ınd									
L	222	1266	0.11	0.17	41.8	D				
TR	263	1503	0.32	0.17	44.0	D	43.5	D		
Northbo	und									
L	221	1656	0.14	0.13	46.3	D				
Т	1794	3312	0.56	0.54	18.4	В	19.3	В		
R	803	1482	0.00	0.54	12.6	В				
Southbo	und									
L	221	1656	0.64	0.13	55.3	E				
T	1794	3312	0.71	0.54	21.9	C	24.8	C		
R	803	1482	0.07	0.54	13.1	В				
	Intersec	tion Delay	= 24.6	(sec/v	eh) In	iterse	ction	LOS =	: C	

Analyst: Inter.: Burnt Store Rd/Cape Horn Blvd

Agency: PBS&J Area Type: All other areas Date: 12/07/2004 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Cape Horn Boulevard N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbou	nd	Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
				.									
No. Lanes	1	I	0]]	. 1	0	1	2	1	1 1	2	1	
LGConfig	L	TR		L	TR		L	T	R	L	${f T}$	R	
Volume	42	7	26	7	7	35	30	941	19	51	1097	128	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	-		0			0	İ		19			60	

Dur	ation	0.25		Area	Туре	: Al]	L of	ther	areas					
					S	ignal	L Op	perat	ions					
Pha	se Combi	nation	1	2	3		4			5	6	7	8	
EB	Left		A					NB	Left	A				
	Thru		A					ĺ	Thru		A			
	Right		A						Right		Α			
	Peds								Peds					
WB	Left		Α					SB	Left	A				
	Thru		Α					İ	Thru		A			
	Right		A					ĺ	Right		A			
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en	:	19.0					•		11.0	72.0			
Yel	low		4.0							4.0	4.0			
All	Red	:	2.0							2.0	2.0			

		Intersec	ction Pe	erforman	ice Summa	ary					
Appr/	Lane	Adj Sat	Rati	Los	Lane (Group	Appr	oach			
Lane		Flow Rate									
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS			
Eastbo	ınd	 		***************************************						***************************************	***************************************
L	201	1270	0.22	0.16	44.6	D					
TR	243	1535	0.14	0.16	43.7	D	44.2	D			
Westbo	ınd										
L	203	1281	0.03	0.16	42.8	D					
TR	241	1523	0.18	0.16	44.1	D	44.0	D			
Northbo	ound										
Ŀ	152	1656	0.21	0.09	51.2	D					
T	1987	3312	0.50	0.60	13.9	В	15.1	В			
R	889	1482	0.00	0.60	9.6	A					
Southbo	ound										
$\mathbf{L}_{\mathbf{i}}$	152	1656	0.36	0.09	52.6	D					
T	1987	3312	0.58	0.60	15.2	В	16.5	В			
R	889	1482	0.08	0.60	10.1	B					
	Intersec	tion Delay	= 17.3	(sec/v	reh) Ir	nterse	ction	LOS	= B		

TWO-WAY STOP CONTROL SUMMARY____

Analyst:

Agency/Co:: PBS&J
Date Performed: 11/16/2004
Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Rd/Doredo Dr

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Doredo Drive
North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

	Vehic	cle Volu	mes and	Adjust	ments				
Major Street:	Approach	Nor	thbound			Sou	thbound		
-	Movement	1	2	3	4		5	6	
		L	T	R	L		T	R	
Volume			976	20	24		1106		
Peak-Hour Fact	or, PHF		0.95	0.95	0.	95	0.95		
Hourly Flow Ra	te, HFR		1027	21	25		1164		
Percent Heavy					5				
Median Type/St	orage	Raised	curb		/ 1				
RT Channelized									
Lanes			2 0			1	2		
Configuration			T TR			L	${f T}$		
Upstream Signa	1?		No				Yes		
Minor Street:	Approach	Wes	tbound		***************************************	Eas	tbound		
	Movement	7	8	9	10		11	12	
		Ŀ	T	R	L		T	R	
Volume	······································	7		14					
Peak Hour Fact	or, PHF	0.95		0.95					
Hourly Flow Ra	te, HFR	7		14					
Percent Heavy		5		5					
Percent Grade	(%)		0				0		
Flared Approac	h: Exists?/S	Storage		No	/				/
Lanes		0	0						
Configuration			LR						

Approach	NB	SB		V	Vestbound			E	astboun	đ
Movement	1	4	1	7	8	9		10	11	12
Lane Config		L			LR		ı			
v (vph)		25			21					
C(m) (vph)		642			359					
v/c		0.04			0.06					
95% queue length		0.12	:		0.19					
Control Delay		10.8	}		15.6					
LOS		В			C					
Approach Delay					15.6					
Approach LOS					С					

Analyst: Inter.: Burnt Store Rd/Saragossa Ln

Agency: PBS&J Area Type: All other areas

Date: 12/9/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Saragossa Lane N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eas	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	${f T}$	R	L	${f T}$	R	
					***************************************		_			.			
No. Lanes	1	1	0	1	. 1	0	1	2	1	1	2	1	
LGConfig	L	TR		L	TR		L	${f T}$	R	L	${f T}$	R	
Volume	9	7	7	37	7	42	10	945	30	36	1065	12	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			0			0			0			0	

Dur	ation	0.25		Area	Type:	All of	ther	areas			***************************************	***************************************	***************************************
					Sig	nal O	perat	ions					
Pha	se Combi	.nation	1	2	3	4		4	5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru		A					Thru		A			
	Right		A					Right		A			
	Peds							Peds					
WB	Left	•	A				SB	Left	A				
	Thru		A					Thru		A			
	Right		A					Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_	2	1.0			'	•	-	9.0	72.0			
Yel	low	4	. 0						4.0	4.0			
All	Red	2	. 0						2.0	2.0			

						-	e nenô	Lil: 1	.20.0	Secs
		Intersec	ction Pe	erforman	ice Summ	ary				
Appr/	Lane	Adj Sat	Rati	los	Lane	Group	Appr	oach		
Lane	Group	Flow Rate				-				
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS		
01 <u>5</u>	owhwarel	(10)	v, c	3/0	20101	200	20207			
Eastbou	ınd					***************************************				
L	227	1297	0.04	0.17	41.2	D				
TR	294	1682	0.05	0.17		D	41.2	D		
Westbou	ınd									
L	239	1367	0.16	0.17	42.4	D				
TR	274	1563	0.19	0.17	42.5	D	42.5	D		
Northbo	und									
L	130	1736	0.08	0.08	51.9	D				
T	2083	3471	0.48	0.60	13.6	В	13.9	В		
R	932	1553	0.03	0.60	9.8	A				
Southbo	und									
L	128	1703	0.30	0.08	53.8	D				
T	2044	3406	0.55				15.8	В		
R.	914	1524	0.01			A	+0.0			
K								T 0.0	В	
	Intersec	tion Delay	= 76.3	(sec/v	en) i	nterse	ction	LUS =	: B	

Analyst: Inter.: Burnt Store Rd/Peppercorn Rd

Agency: PBS&J Area Type: All other areas

Date: 12/9/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Peppercorn Road N/S St: Burnt Store Rd

SIGNALIZED IN	ITERSECTION	SUMMARY
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***************************************	Eas	tbou	nd	Westbound			No	rthbo	und	So	uthbo	und
	L	${f T}$	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	0	0	_ 1		0		2	1
LGConfig	L	TR					L	T		L	T	R
Volume	51	0	13				10	980		0	1150	60
Lane Width	12.0	12.0					12.0	12.0		12.0	12.0	12.0
RTOR Vol			0				ĺ			İ		60

Dur	ation	0.25	***************************************	Area	Type:	All	other	areas					
					Si	.gnal	Operat	ions					
Pha	se Comb	ination	1	2	3	4	1		5	6	7	8	
EΒ	Left		A				NB	Left	A				
	Thru		A				-	Thru	A	A			
	Right		A					Right					
	Peds						İ	Peds					
WB	Left						SB	Left		A			
	Thru						ĺ	Thru		A			
	Right						İ	Right		A			
	Peds						İ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	-		21.0				•	_	20.0	61.0			
Yel	low	4	4.0						4.0	4.0			
All	Red	:	2.0						2.0	2.0			

						Cycl	e Leng	th: 1	.20.0	secs
		Intersec	ction Pe	rforman	ce Summa	ry				
Appr/	Lane	Adj Sat	Rati	.os	Lane C	roup	Appr	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
							<u></u>			
Eastbou						_				
L	298	1703	0.18	0.17	42.5	D				
TR	272	1553	0.05	0.17	41.3	D	42.2	D		
Westbou	and									
Northbo	ound									
L	289	1736	0.04	0.17	42.0	D				
T	2516	3471		0.73		A	6.9	A		
Southbo	und									
L	253	498	0.00	0.51	14.5	В				
T	1731	3406		0.51			23.8	С		
							∪ ، ب شه	<u> </u>		
R	775	1524		0.51		В			_	
	Intersec	tion Delay	= 16.8	(sec/ve	en) In	iterse	ction :	LOS =	: B	

Analyst: Inter.: Burnt Store Rd/Vincent Ave

Agency: PBS&J Area Type: All other areas

Date: 11/19/2004 Jurisd: Charlotte/Lee County Line

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Vincent Avenue N/S St: Burnt Store Road

STONALTZED	INTERSECTION	STIMMARY

	Eas	tbou	nd	Westbound			No:	ınd	Southbound			
	L	${f T}$	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1		0	0	_	2	0	-		1
LGConfig	L	•	R		_		L	${f T}$	-	-	\mathbf{T}	R
Volume	107		27	ĺ			89	1106		Ì	1183	154
Lane Width	12.0		12.0	ĺ			12.0	12.0		Ì	12.0	12.0
RTOR Vol			27	ŀ			İ			Ì		60

Dur	ation	0.25		Area	Туре:								
					Sig	nal Op	perat	ions					
ha	se Comb	ination	1	2	3	4	[5	6	7	8	
ΞB	Left		A				NB	Left	A				
	Thru							Thru	A	A			
	Right		A					Right					
	Peds							Peds					
1B	Left						SB	Left					
	Thru							Thru		A			
	Right							Right		A			
	Peds						Ì	Peds					
1B	Right						EB	Right					
3B	Right						WB	Right					
ire	en	;	15.0			,	•		12.0	75.0			
el	low		4.0						4.0	4.0			
111	Red		2.0						2.0	2.0			

		Interse	ction Pe	rforman	ce Summ	ary				
Appr/	Lane	Adj Sat	Rati	.os	Lane	Group	Appı	coacl	1	
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/c	Delay	LOS	Delay	/ LOS	3	
Eastbou	ınd									
L	207	1656	0.55	0.13	52.3	D				
							52.3	D		
R	185	1482	0.00	0.13	45.9	D				
Westbou	ınd									
Northbo	ound									
L	166	1656	0.57	0.10	56.0	E				
T	2567	3312	0.45	0.77	4.8	A	8.6	A		
Southbo	ound									
Т	2070	3312	0.60	0.63	14.0	В	13.7	В		
R	926	1482	0.11							
	Intersec	tion Delay	= 12.9	(sec/v	eh) I	nterse	ction	LOS	= B	

Analyst: Inter.: Burnt Store at Marina Ent

Agency: PBS&J Area Type: All other areas

Date: 11/19/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Islamorada Blvd (Marina Ent) N/S St: Burnt Store Rd

SIGNALIZED	INTERSECTION	SUMMARY

	Eas	Eastbound			Westbound			rthbo	ınd	Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R.	
No. Lanes	1	0	1	0	0	0	1	2	0	-	2	1	
LGConfig	L		R	İ			L	T		j	T	R	
Volume	90		147	ĺ			79	1105		İ	1089	121	
Lane Width	12.0		12.0	İ			12.0	12.0		İ	12.0	12.0	
RTOR Vol	İ		60				ĺ			İ		60	

Dur	ation	0.25		Area	Type:	All of	ther	areas					
					Sig	nal Op	perat	ions					
Pha	se Comb:	ination	1	2	3	4	1		5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru							Thru	A	A			
	Right		A					Right					
	Peds							Peds					
VB	Left						SB	Left					
	Thru					:		Thru		A			
	Right							Right		A			
	Peds							Peds					
1B	Right						EB	Right					
SB	Right						WB	Right					
re	en	1	L5.0			,		•	15.0	72.0			
(el	low	4	1.0						4.0	4.0			
11	Red	2	2.0						2.0	2.0			

		Intersec	rtion De	rformanc	e Summa	-	e Lengt	:h: 1	20.0	secs
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati		Lane G		Appro	oach		
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS	****	
Eastbou	und				***************************************		<u> </u>			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
L	213	1703	0.45	0.13	50.1	D		_		
R	194	1553	0.47	0.13	50.7	D	50.4	D		
Westbou			• • •							
	1									
Northbo						_				
L	217	1736		0.13		D				
T	2690	3471	0.43	0.77	4.7	A	7.7	A		
Southbo	ound									
T	2044	3406	0.56	0.60	14.8	В	14.6	В		
R	914	1524	0.07	0.60	10.1	В				
	Intersec	tion Delay	= 13.8	(sec/ve	h) In	terse	ction I	LOS =	В	

Analyst: Inter.: Burnt Store Rd @ Kismet Pkwy

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Kismet Parkway N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
•	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	2	1		2	1
LGConfig	L	TR		L	T	R	L	T	R	L	${f T}$	R
Volume	12	23	7	55	28	467	8	787	51	434	998	15
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0	İ		0			51			15

Dur	ation	0.25		Area	Type:	All	ot	her	areas					
					Si	ignal	Op	erat	ions					
Pha	se Combi	nation	1	2	3		1			5	б	7	8	
EB	Left		A				ĺ	NB	Left	A				
	Thru		Α				ĺ		Thru			A		
	Right		Α						Right			A		
	Peds						Ì		Peds					
WB	Left		A				ĺ	SB	Left	A	A			
	Thru		A				Ì		Thru		A	A		
	Right		A				İ		Right		A	A		
	Peds						İ		Peds					
NB	Right						ĺ	EB	Right					
SB	Right						ĺ	WB	Right	A				
Gre	en	2	28.0				·			16.0	19.4	36.6		
Yel	low	4	1.0							4.0	4.0	4.0		
All	Red	2	2.0							0.0	0.0	2.0		

		Interse	ction Pe	rforman	ce Summa	_		,	20.0	5005
Appr/	Lane	Adj Sat					Appı	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd					***************************************				
L	300	1287	0.04	0.23	35.7	D				
TR	393	1684	0.08	0.23	36.0	D	35.9	D		
Westbou	ınd									
L	300	1285	0.19	0.23	37.2	D				
\mathbf{T}	407	1743	0.07	0.23	35.9	D	37.7	D		
R	617	1482	0.80	0.42	37.8	D				
Northbo	ound									
L	221	1656	0.04	0.13	45.4	D				
T	1063	3486	0.78	0.30	41.8	D	41.8	D		
R	452	1482	0.00	0.30	29.0	C				
Southbo	ound									
L	544	1656	0.84	0.33	48.7	D				
T	1743	3486	0.60	0.50	22.1	С	30.1	С		
R	741	1482	0.00	0.50	15.0	В				
	Intersec	tion Delay	= 35.0-	(sec/v	eh) Ir	nterse	ction	LOS =	C	

Inter.: Burnt Store Rd/Van Buren Pkwy Analyst:

Area Type: All other areas Agency: PBS&J

Date: 12/7/2004 Period: PM Peak Hour Jurisd: Lee County

Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: Burnt Store Road E/W St: Van Buren Parkway

SIGNALIZED INTERSECTION SUMMARY

	Eas	tbour	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	\mathbf{T}	R	L	T	R
No. Lanes	1 1	1	0		. 1	0	1	2	1		2	1
LGConfig	L	TR		L	TR		L	T	R	L	T	R
Volume	7	7	7	73	7	83	7	804	42	114	920	7
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		0			0	Ì		42	ĺ		7

Dur	ation	0.25		Area	Туре	e: A	11 0	ther	areas					
					5	Sign	al O	perat	ions					
Pha	se Comb	ination	1	2		}	4			5	6	7	8	
EB	Left		A					NB	Left	Α				
	Thru		A					İ	Thru		A			
	Right		A						Right		A			
	Peds								Peds					
WB	Left		A					SB	Left	A				
	Thru	,	A					Ì	Thru		A			
	Right		A					İ	Right		A			
	Peds							Ì	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre		1	6.0					•		15.0	71.0			
Yel	low	4	.0							4.0	4.0			
	Red	2	. 0							2.0	2.0			

		Intersed	ction Pe	erforman	ce Summa	ry					
Appr/	Lane	Adj Sat	Rati	.os	Lane G	roup	Appı	coach			
Lane	~	Flow Rate									
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS			
Eastbou	ınd									***********	
L	162	1213	0.04	0.13	45.4	D					
TR	215	1612	0.07	0.13	45.6	D	45.5	D			
Westbou	ınd										
L	174	1305	0.44	0.13	49.7	D					
TR	200	1501	0.47	0.13	49.8	D	49.8	D			
Northbo	ound										
L	207	1656	0.03	0.13	46.2	D					
T	1960	3312	0.43	0.59	13.6	В	13.9	В			
R	877	1482	0.00	0.59	10.0+	В					
Southbo	und										
L	207	1656	0.58	0.13	53.6	D					
T	1960	3312	0.49	0.59	14.3	В	18.7	В			
R	877	1482	0.00	0.59	10.0+	B					
	Intersec	tion Delay	= 19.5	(sec/v	eh) In	terse	ction	LOS =	= B		

Analyst: Inter.: Burnt Store Rd @ Diplomat Pkwy

Agency: PBS&J Area Type: All other areas

Date: 11/19/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Diplomat Parkway N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbour	nd	We	stbou:	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	Т	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	2	1	·	2	1
LGConfig	L	TR		L	T	R	L	T	R	L	T	R
Volume	7	7	7	41	7	152	7	775	67	103	931	7
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		0	ĺ		60	İ		60	ĺ		7

Dur	ation	0.25		Area	Type:	All o	ther	areas					
					Si	gnal O	perat	ions					
Pha	se Comb	ination	1	2	3	4	İ		5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru		A				ĺ	Thru		A			
	Right		A				Ì	Right		A			
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru		A				Ì	Thru		A			
	Right		A					Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_	:	15.0				•	_	18.0	69.0			
Yel	low		4.0						4.0	4.0			
All	Red		2.0						2.0	2.0			

		Intersec	tion Pe	rforman	ce Summa	-				2002	
Appr/	Lane	Adj Sat	Rati	.os	Lane (Froup	Appr	oach			
Lane	Group	Flow Rate					,, , 				
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS			
Eastbou	ınd		***************************************								
L	164	1313	0.04	0.13	46.3	D					
TR	202	1612	0.07	0.13	46.5	D	46.4	D			
Westbou	ınd										
L	163	1305	0.26	0.13	48.4	D					
T	218	1743	0.03	0.13	46.2	D	50.6	D			
R	185	1482	0.52	0.13	51.9	D					
Northbo	ound										
L	248	1656	0.03	0.15	43.6	D					
T	1904	3312	0.43	0.57	14.5	В	14.8	В			
R	852	1482	0.01	0.57	10.9	В					
Southbo	ound										
L	248	1656	0.44	0.15	47.6	D					
T	1904	3312	0.51	0.57	15.6	В	18.8	В			
R	852	1482	0.00	0.57	10.8	В					
	Intersec	tion Delay	= 19.7	(sec/v	eh) Ir	iterse	ction	LOS =	: B		

TWO-WAY STOP CONTROL SUMMARY____

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/17/2004
Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Road at Tropicana

Jurisdiction: Lee County

Units: U. S. Customary
Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Tropicana Parkway North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

Major Street:	Approach	cle Volum Nori	thbound			thbound	
rajor ocrecer	Movement	1	2	3	4	5	6
	A A W T T T T T T T T T T T T T T T T T	L	T	R	L	T	R
Volume		67	741	34	51	957	21
Peak-Hour Fact	or, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Ra	te, HFR	70	780	35	53	1007	22
Percent Heavy	Vehicles	6			6		
Median Type/St	orage	Raised	curb		/ 1		
RT Channelized]	No.		No	
Lanes		1	2 1		1	2 1	
Configuration		L	T R		L	T R	
Upstream Signa	1?		Yes			Yes	
Minor Street:	Approach	West	bound		Eas	tbound	
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume		18	16	11	7	18	20
Peak Hour Fact	or, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Ra	te, HFR	18	16	11	7	18	21
Percent Heavy	Vehicles	6	6	6	6	6	6
Percent Grade			0			0	
Flared Approac	h: Exists?/	Storage		No	/]	No /
Lanes	•	ī	2 0		1	2 0	
Configuration		L	T TR		L	T TR	

Approach	NB	SB	Wes	stbound		Ea	stbound	
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L	T	TR	L	Т	TR
v (vph)	70	53	18	8	19	7	9	30
C(m) (vph)	657	783	154	123	228	140	133	280
v/c	0.11	0.07	0.12	0.07	0.08	0.05	0.07	0.11
95% queue length	0.36	0.22	0.39	0.21	0.27	0.16	0.21	0.36
Control Delay	11.1	9.9	31.4	36.3	22.2	32.1	34.0	19.4
LOS	В	A	D	E	C	D	D	C
Approach Delay				28.4			24.2	
Approach LOS				D			C	

Inter.: Burnt Store Rd at Embers Pkwy Analyst:

Area Type: All other areas Agency: PBS&J

Jurisd: Lee County Date: 11/19/2004

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: Burnt Store Road E/W St: Embers Parkway

STGNATITED	INTERSECTION	SHMMARY

	Ea	stbou	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	\mathbf{T}	R	L	T	R	L	${f T}$	R	L	T	R
	<u></u>			.			_				······	
No. Lanes	1	2	0	1	2	0	1	2	1	1	2	1
LGConfig	L	TR		L	TR		L	T	R	L	\mathbf{T}	R
Volume	7	30	44	48	79	82	68	639	45	113	906	10
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0	İ		45	1		10

Dur	ation	0.25	***************************************	Area 1	'ype:	All	other	areas					
					Si	gnal.	Operat	ions					
Pha	se Comb	ination	1	2	3	4			5	б	7	8	
EB	Left		A				NB	Left	A				
	Thru		*	A			İ	Thru		A			
	Right			A			j	Right		A			
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru			A				Thru		A			
	Right			A			İ	Right		A			
	Peds						İ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre		,	7.0	11.0			•	-	18.0	60.0			
Yel	low	4	4.0	4.0					4.0	4.0			
A11	Red	:	2.0	2.0					2.0	2.0			

All Red	l	2.0 2.0				2.0	2.0				
						Cycl	e Leng	th: 1	.20.0	secs	3
		Intersec	tion Pe	rforman	ce Summa	-					
Appr/	Lane	Adj Sat	Rati	os	Lane (Group	Appr	oach			
Lane	Group	Flow Rate									
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS			
Eastbou	ınd							***************************************		<u></u>	
L	97	1656	0.07	0.06	53.7	D					
TR	277	3019	0.28	0.09	51.4	D	51.6	D			
Westbou	ınd										
L	97	1656	0.53	0.06	60.1	E					
TR	280	3059	0.60	0.09	56.1	E	57.0	E			
Northbo	und										
Ļ	248	1656	0.29	0.15	46.0	D					
T	1656	3312	0.41	0.50	19.0	В	21.6	C			
R	741	1482	0.00	0.50	15.0	В					
Southbo	und										
I	248	1656	0.48	0.15	48.2	D					
T	1656	3312	0.58	0.50	21.6	C	24.5	C			
R	741	1482	0.00	0.50	15.0	В					
	Intersec	tion Delay	= 27.9	(sec/v	eh) II	nterse	ction	LOS =	· C		

TWO-WAY STOP CONTROL SUMMARY_____

Analyst:

Agency/Co.: PBS&J
Date Performed: 11/24/2004
Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Rd at Ceitus

Jurisdiction: Lee County

Units: U. S. Customary Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Ceitus Parkway
North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

Major Street:	Approach	cle Volu. Nor	thbound				thbound		
ž	Movement	1	2	3		4	5	6	
		L	T	R	Ì	L	T	R	
Volume		68	571	113	*****	39	910	28	***************************************
Peak-Hour Facto	or, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rat	ce, HFR	71	601	118		41	957	29	
Percent Heavy V		6				б			
Median Type/Sto	orage	Undivi	ded			/			
RT Channelized:	?			No			No		
Lanes		1	2 1			1	2 1		
Configuration		L	T R			L	T R		
Upstream Signal	L?		No				No		
Minor Street:	Approach	Wes	tbound			Eas	tbound		
	Movement	7	8	9		10	11	12	
		L	T	R		L	T	R	
Volume		64	36	45		27	37	59	
Peak Hour Facto	or, PHF	0.95	0.95	0.95		0.95	0.95	0.95	
Hourly Flow Rat	te, HFR	67	37	47		28	38	62	
Percent Heavy V	<i>T</i> ehicles	6	2	6		2	2	2	
Percent Grade	(%)		0				0		
Flared Approach	n: Exists?/	Storage			1				/
Lanes		1	1 1			1	1 1		
Configuration		${f L}$	T R			L	T R		

Approach	_Delay, NB	Queue Le		nd Leve	l of Se		tbound	
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L	T	R	L	T	R
v (vph)	71	41	67	37	47	28	38	62
C(m) (vph)	673	852	41	66	684	39	58	534
v/c	0.11	0.05	1.63	0.56	0.07	0.72	0.66	0.12
95% queue length	0.35	0.15	6.89	2.33	0.22	2.63	2.73	0.39
Control Delay	11.0	9.4	526.9	114.1	10.7	217.8	145.4	12.6
LOS	B	A	F	F	В	F	F	B
Approach Delay				265.1			96.9	
Approach LOS				F			F	

Analyst: Inter.: Burnt Store at Pine Island

Agency: PBS&J Area Type: All other areas

Date: 11/17/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Pine Island Road N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED INTERSECTION SUMMARY

	Ea:	stbou	nd	We:	stbou	nd	No:	rthbo	und	Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
			·····							ļ		
No. Lanes	1	2	1	1	2	1	1	2	1] 1	2	1
LGConfig	L	${f T}$	R	L	\mathbf{T}	R	L	${f T}$	R	L	T	R
Volume	202	529	246	58	750	196	370	305	33	371	381	250
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		60	ĺ		60	Ì		20	Ì		60

Dur	ation	0.25	Area	Type:	All o	ther	areas					
				Sig	mal O	perat	ions					
Pha	se Combin	ation 1	2	3	4	1		5	6	7	8	
EB	Left	A	A			NB	Left	A				
	Thru		A	A			Thru		A			
	Right		A	A			Right		A			
	Peds					ĺ	Peds					
WB	Left	A				SB	Left	A				
	Thru			A		İ	Thru		A			
	Right			A		İ	Right		A			
	Peds					İ	Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre		7.0	5.0	30.2		'		31.4	18.2			
Yel	low	4.0		4.8				4.0	4.8			
All	Red	0.0		2.0				2.8	1.8			

		Intersec	ction Pe	erforman	ice Summa	ary				
Appr/	Lane	Adj Sat	Rati	os	Lane (Group	Appro	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd									
L	227	1703	0.94	0.13	94.4	F				
T	1123	3438	0.50	0.33	32.8	C ·	46.1	D		
R	507	1553	0.39	0.33	31.6	С				
Westbou	ınd									
L	101	1736	0.60	0.06	65.0	E				
T	865	3438	0.91	0.25	57.4	E	55.0+	E		
R	384	1524	0.37	0.25	37.7	D				
Northbo	und									
Ŀ	454	1736	0.86	0.26	57.1	E				
T	526	3471	0.61	0.15	49.7	D	53.6	D		
R	236	1553	0.06	0.15	43.7	D				
Southbo	und									
L	446	1703	0.88	0.26	60.0	Ε				
T	517	3406	0.78	0.15	56.2	E	61.9	E		
R	231	1524	0.87	0.15	77.1	E				
	Intersec	tion Delay	= 54.3	(sec/v	eh) Ir	nterse	ction 1	Los =	= D	

Analyst: PBS&J Inter.: Veterans Pkwy at Surfside Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

		····	<u> ΣΤ΄</u>	CINWIT.	CEU II	NIEKSE	CITOM	SOME	W1.C T			
	Ea:	stbou	nd	We:	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	${f T}$	R	L	${f T}$	R
							.				•	
No. Lanes	1	2	1	1	2	1	1	1	1	1	1	0
LGConfig	L	${f T}$	R	L	${f T}$	R	L	T	R	L	TR	
Volume	7	587	66	366	716	26	75	101	198	19	112	27
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	İ		60	Ì		26			60			0

Dur	ation 0.25		Area '	Type:	All c	ther	areas					
				Si	gnal C	perat	ions					
Pha	se Combination	1 1	2	3	4	1		5	6	7	8	
EB	Left	Α				NB	Left	Α				
	Thru		A			ĺ	Thru	A				
	Right		A			İ	Right	A				
	Peds					İ	Peds					
WB	Left	A				SB	Left	A				
	Thru		Α			1	Thru	A				
	Right		A				Right	A				
	Peds					İ	Peds					
NB	Right	A				EB	Right					
SB	Right					WB	Right					
Gre	en	33.0	50.0			•		18.0				
Yel	low	4.0	4.5					4.0				
All	Red	2.5	2.0					2.0				

Cycle Length: 120.0 secs

		Intersec	tion P	erforman	ice Summa	ary			
Appr/	Lane	Adj Sat	Rat:	ios	Lane (Group	Appro	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd			····	·····				
L	477	1736	0.01	0.28	31.7	C			
T	1583	3654	0.39	0.43	23.3	С	23.4	C	
R	647	1553	0.01	0.42	20.5	С			
Westbou	ınd								
L	506	1736	0.76	0.29	45.4	D			
T	1446	3471	0.52	0.42	26.4	C	32.8	C	
R	647	1553	0.00	0.42	20.4	C			
Northbo	ound								
L	152	1011	0.52	0.15	50.2	D			
T	274	1827	0.39	0.15	46.9	D	35.2	D	
R	738	1553	0.20	0.47	18.4	В			
Southbo	ound								
L	185	1231	0.11	0.15	44.3	D			
TR	266	1774	0.55	0.15	49.6	D	49.0	D	

Intersection Delay = 31.7 (sec/veh) Intersection LOS = C

. .

Analyst: PBS&J Inter.: Veterans Pkwy at Chiquita Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	We	stbou	nd	No:	rthbo	ınd	So	uthbo	und
	L	T	R	L	T	R	L	${f T}$	R	L	T	R
No. Lanes	1	2	1	2	2	1	1	2	1		2	1
LGConfig	L	T	R	L	T	R	L	${f T}$	R	L	${f T}$	R
Volume	70	602	200	771	936	129	210	470	558	177	738	125
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	ĺ		60			60	Ì		120			60

ation	0.25		Area	Type:	All	other	areas					
				Si	gnal	Operat	ions					
se Combi	nation	1	2	3	4			5	6	7	8	
Left		A				NB	Left	A	A			
Thru			A			Ì	Thru		A	A		
Right			A				Right		A	A		
Peds						ĺ	Peds					
Left		A				SB	Left	A				
Thru			A			ĺ	Thru			A		
Right			A				Right			A		
Peds						İ	Peds					
Right		A				EB	Right					
Right						WB	Right					
en	:	25.0	27.5			•	_	11.0	5.0	24.0		
low	4	4.0	4.5					4.0	4.0	4.5		
Red	;	2.5	2.0					0.0	0.0	2.0		
	se Combi Left Thru Right Peds Left Thru Right Peds Right Right en low	se Combination Left Thru Right Peds Left Thru Right Peds Right Peds Right Right Right en	se Combination 1 Left A Thru Right Peds Left A Thru Right Peds Right Peds Right Peds Right A Right en 25.0 low 4.0	se Combination 1 2 Left A Thru A Right A Peds Left A Thru A Right A Ri	se Combination 1 2 3 Left A Thru A Right A Peds Left A Thru A Right al se Combination 1 2 3 4 Left A Thru A Right A Peds Left A Thru A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right A Right en 25.0 27.5 low 4.0 4.5	Signal Operatese Combination 1 2 3 4 NB Left A NB Thru A Right A Peds Left A SB Thru A Right A Right A Right A Right A Right A Peds Right A Ri	Signal Operations se Combination 1 2 3 4 Left A NB Left Thru A Right Peds Peds Left A SB Left Thru A Right Peds Peds Left A SB Left Thru A Right Right A Right Peds Peds Right A Right Peds Right A Right Right A EB Right Right Pen 25.0 27.5 low 4.0 4.5	Signal Operations se Combination 1 2 3 4 5 Left A NB Left A Thru A Thru Right A Right Peds Left A SB Left A Thru A Thru Right A Right Peds Right A Right Peds Right A Right Peds Right A Right Peds Right A Right Peds Right A EB Right Right en 25.0 27.5 low 4.0 4.5	Signal Operations se Combination 1 2 3 4 5 6 Left A NB Left A A Thru A Right A Peds Peds Peds Left A SB Left A Thru A Thru Right Peds Right A Right Peds Peds Right A EB Right Right en 25.0 27.5 UB 11.0 5.0 low 4.0 4.5 4.0 4.0 4.0	Signal Operations Section Sect	Signal Operations Se Combination 1 2 3 4 5 6 7 8	

		Intersec	ction Pe	erforman	ce Summa	ry				
Appr/	Lane	Adj Sat	Rati	ios	Lane G	roup	Appr	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd	·								
L	362	1736	0.20	0.21	39.6	D				
T	795	3471	0.80	0.23		D	46.9	D		
R	356	1553	0.41	0.23	40.2	D				
Westbou										
L	781	3471	1.04	0.22	89.5	F				
T	898	3654	1.10	0.25	105.3	F	95.8	F		
R	356	1553	0.21	0.23	37.7	D				
Northbo	ound									
L	289	1736	0.76	0.17	59.3	E				
T	955	3471	0.52	0.28	37.3	D	34.3	C		
R	835	1553	0.55	0.54	19.0	В				
Southbo	und									
L	188	1736	0.99	0.11	115.8	F				
T	792	3654	0.98		74.0	E	79.3	E		
R	311	1553	0.22	0.20	40.5	D				
	Intersec	tion Delay	= 69.2	(sec/v	eh) In	iterse	ction	LOS	= E	

Analyst: Inter.: Veterans Pkwy at Skyline Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Veterans Parkway N/S St: Skyline Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Ea:	Eastbound			stbou	nd	No	rthbou	ınd	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2		2	2	1	- 	2	0	. 2	2	1
LGConfig	L	T	R	L	T	R	L	T		Ĺ	T	R
Volume	37	1114	73	705	1592	313	87	513		153	486	27
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol	İ		60			60						27

Dur	ation	0.25		Area	Type:	All o	ther	areas					
					Sig	nal O	perat	ions					
Pha	se Comb:	lnation	1	2	3	4]		5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru				A		İ	Thru		A			
	Right				A		Ì	Right					
	Peds						İ	Peds					
WB	Left		Α	A			SB	Left	A				
	Thru			A	A		İ	Thru		A			
	Right			A	A		İ	Right		A			
	Peds						İ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_	9	9.0	12.0	45.0)	•		7.0	19.0			
Yel	low	3	3.5	3.5	4.0				3.5	4.5			
All	Red	(0.0	0.0	2.0				3.0	2.0			

		Interse	ction Pe	erforman	ce Summa	_				500	•
Appr/	Lane	Adj Sat		los	Lane 0		Appr	oach			
Lane	Group	Flow Rate					***************************************				
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS			
Eastbou	ınd						<u> </u>		-w		
L	257	3367	0.15	0.08	51.2	D					
T	1324	3471	0.89	0.38	41.7	D	41.8	D			
R	592	1553	0.02	0.38	22.8	C					
Westbou	ınd										
L	721	3471	1.03	0.21	87.9	F					
T	1873	3654	0.89	0.51	31.9	C	46.0	D			
R	796	1553	0.33	0.51	17.2	В					
Northbo	ound										
L	200	3367	0.46	0.06	55.3	E					
T	618	3471	0.87	0.18	60.4	E	59.6	E			
Southbo	ound										
L	200	3367	0.81	0.06	75.7	E					
T	588	3654	0.87	0.16	61.7	E	65.0	E			
R	250	1553	0.00	0.16	41.5	D					
	Intersec	tion Delay	= 49.1	(sec/v	eh) Ir	iterse	ction	LOS =	D		

Analyst: Inter.: Veterans at Santa Barbara

Agency: PBS&J Area Type: All other areas

Date: 1/5/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Santa Barbara Boulevard

S	ι	GNA	LI	ZED	INTER	SECT	CION	SUMMARY

	Eas	Eastbound			tbou	nd	No:	rthbo	und	So	athbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	2		2	1	2	2	1
LGConfig	L		R	L		R	L	T	R	L	T	R
Volume	383		139	811		949	149	911	299	704	1033	248
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		60			0	j		60			60

Dur	ation	0.25		Area T	ype:	All ot	her	areas					
						nal Op							
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru							Thru			A		
	Right			A				Right			A		
	Peds							Peds					
WB	Left		A				SB	Left	Α	A			
	Thru							Thru		A	A		
	Right			A				Right		A	A		
	Peds							Peds					
NB	Right		A.				EB	Right	A				
SB	Right						WB	Right	A	A			
Gre	-	:	29.0	11.0			•	_	7.0	15.0	31.6		
Yel			3.5	5.0					3.5	3.5	4.5		
	Red		1.8	1.8					0.0	0.0	2.8		

		Intersec	ction Pe	rformanc	e Summ	ary				
Appr/	Lane	Adj Sat	Rati	os	Lane	Group	Appı	roach		
Lane	Group	Flow Rate					***************************************	,.,.,.		
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	y LOS		
Eastbou	nd									
L	814	3367	0.50	0.24	39.7	D		_		
							39.8	D		
	321	1553	0.26	0.21	40.3	D				
Westbou	ಗರೆ									
L	897	3471	0.95	0.26	63.2	E				
							60.0	E		
R	1032	2733	0.97	0.38	57.3	E				
Northbo	und									
L	196	3367	0.80	0.06	76.5	E				
T	1023	3654	0.94	0.28	57.6	E	51.7	D		
R	879	1553	0.29	0.57	13.7	В				
Southbo	und									
L	795	3471	0.93	0.23	63.0	E				
T	1449	3471	0.75	0.42	31.9	C	42.4	D		
R	648	1553		0.42		С				
		tion Delay				nterse	ction	LOS :	= D	

Analyst: Inter.: Veterans at Country Club

Agency: PBS&J Area Type: All other areas

Date: 1/5/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Country Club Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Ea:	Eastbound		We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	L	${f T}$	R	L	T	R
****	l	2 3 1		ļ			l		-i	.		
No. Lanes	2	3	1	2	3	T	2	2	7	1 2	2	Ţ
LGConfig	L	${f T}$	R	L	${f T}$	R	L	\mathbf{T}	R	L	${f T}$	R
Volume	253	1791	252	421	2957	520	297	320	144	376	671	295
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60	Ī		60			60

Dur	ation 0.25	5	Area T	ype: A	All ot	her	areas					
				Sign	nal Op	perat	ions					
Pha	se Combinatio	on 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	Α				
	Thru			Α			Thru			Α		
	Right			A			Right			A		
	Peds						Peds					
WB	Left	A	Α			SB	Left	A	A			
	Thru		A	A			Thru		Α	A		
	Right		Α	Α			Right		A	Α		
	Peds						Peds					
NB	Right	A				EB	Right					
SB	Right	A				WB	Right	A				
Gre	en	10.0	13.0	42.0	·			10.0	8.0	10.0		
Yel	low	3.5	3.5	5.0				3.5	3.5	4.0		
All	Red	0.0	0.0	2.0				0.0	0.0	2.0		

		Intersec	ction Pe	erforman	ce Summa	ry			
Appr/	Lane	Adj Sat	Rati	.os	Lane G	roup	Appro	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	-
Eastbou	ınd	4444							
L	347	3471	0.77	0.10	62.5	E			
T	2010	5481	0.94	0.37	45.9	D	46.3	D	
R	544	1553	0.37	0.35	29.6	C			
Westbou	ınd								
L	744	3367	0.60	0.22	43.2	D			
${f T}$	2763	5481	1.13	0.50	92.1	F	77.2	E	
R	977	1553	0.50	0.63	12.4	В			
Northbo	und								
L	347	3471	0.90	0.10	79.0	E			
${f T}$	305	3654	1.10	0.08	137.7	F	101.1	F	
R	336	1553	0.26	0.22	39.4	D			
Southbo	ound								
L	622	3471	0.64	0.18	47.8	D			
T	680	3471	1.04	0.20	93.1	F	69.1	E	
R	485	1553	0.51	0.31	34.6	C			
	Intersec	tion Delay	= 69.4	(sec/v	eh) In	terse	ction I	COS =	: E

Analyst: PBS&J Inter.: Veterans at Del Prado Agency: PBS&J Area Type: All other areas

Date: 1/5/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	Eastbound			tbou	ınd	No	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	${f T}$	R
No. Lanes	2	0	2	2	0	1		3	0	3	3	1
LGConfig	L		R	L		R	L	TR		L	T	R
Volume	634		410	620		543	630	1896	330	782	1909	1182
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol	ĺ		60	İ		60	į		60	İ		60

Dur	ation	0.25	Area	Type:	All of	ther	areas					
				Sig	gnal Op	perat	ions					
Pha	se Comb	ination 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	A				
	Thru						Thru		A			
	Right		A			İ	Right		A			
	Peds						Peds					
WB	Left	A				SB	Left	A				
	Thru					į	Thru		A			
	Right		A				Right		Α			
	Peds					ĺ	Peds					
NB	Right					EB	Right	A				
SB	Right	A	Α			WB	Right	A				
Gre	en	23.0	9.0			•	•	23.0	44.5			
Yel	low	4.0	4.0					4.0	4.5			
All	Red	2.0	4.5					4.5	3.0			

Appr/	Lane	Intersed Adj Sat			Lane (roup	Appro	nach
Lane	Group	Flow Rate						
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	ınd							
L	668	3471	1.00	0.19	86.9	F		
							68.8	E
R	851	2733	0.43	0.31	36.0	D		
Westbou	ınd							
L	668	3471	0.98	0.19	81.4	F		
							82.4	F
R	508	1553	1.00	0.33	83.7	F		
Northbo								
L	668	3471	0.99	0.19	85.3	F		
TR	1924	5378	1.19	0.36	130.6	F	120.4	F
Southbo	ound							
L	1001	5207	0.82	0.19	56.0	E		
T	1961	5481	1.02				66.0	E
R	1099	1553	1.07			E	30.0	
		tion Delay					ction I	OS = F

Analyst: PBS&J Inter.: Colonial Blvd at McGregor Blvd

Agency: PBS&J Area Type: All other areas

Date: 2/8/05 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: McGregor Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Wes	Westbound			rthbo	und	So	uthbo	und
	L	\mathbf{T}	R	L	\mathbf{T}	R	L	${f T}$	R	L	${f T}$	R
				.			.			.		
No. Lanes	1	1	0	1	0	1	1	1	1	1	1	0
LGConfig	L	TR		Ŀ		R	L	${f T}$	R	L	TR	
Volume	7	7	7	352		269	11	881	238	310	1031	7
Lane Width	12.0	12.0		12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	Ì		0	İ		55	Ì		55	İ		0

Dur	ation	0.25		Area 1	'ype:	All of	her	areas					
						gnal Op							
Pha	se Comb	ination	1	2	3	4			5	б	7	8	
EB	Left		A				NB	Left	A		A		
	Thru		Α					Thru			A		
	Right		A					Right			Α		
	Peds							Peds					
WB	Left			A			SB	Left	Α	A	A		
	Thru							Thru		A	Α		
	Right			A				Right		A	A		
	Peds							Peds					
NB	Right			A			EB	Right					
SB	Right						WB	Right					
Gre	en	7	7.0	20.0			,	-	7.0	7.0	66.0		
Yel	low	4	1.0	4.0					4.0	4.0	4.0		
All	Red	3	L.0	1.0					0.0	0.0	1.0		

Cycle Length: 130.0 secs

		Intersec	tion Pe	erforman	ice Summa	ry		
Appr/	Lane	Adj Sat	Rat	ios	Lane G	roup	Appro	ach
Lane	Group	Flow Rate		 -				
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbou	ınd							
L	95	1770	0.07	0.05	58.8	E		
TR	93	1723	0.15	0.05	59.4	Ε	59.2	E
Westbou	ınd							
L	272	1770	1.36	0.15	240.7	F		
		4				***	184.3	F
R	244	1583	0.92	0.15	91.4	F		
Northbo								
L	152	1770	0.08	0.56	18.3	В		
T	946	1863	0.98	0.51	48.0	D	40.1	D
R	1047	1583	0.18	0.66	3.5	Α		
Southbo	ound							
L	302	. 1770	1.08	0.68	94.3	F		
TR	1102	1861	0.99	0.59	40.3	D	52.7	D

Intersection Delay = 73.0 (sec/veh) Intersection LOS = E

Analyst: Inter.: Colonial at Summerlin Rd

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Summerlin Road

SIGNALIZED INTERSECTION SUMMARY

	Eas	Eastbound			Westbound			rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	L	T	R	L	T	R
							-					***************************************
No. Lanes	1	3	1	2	3	0	2	1	1	1	1	1
LGConfig	L	T	R	L	TR		L	\mathbf{T}	R	L	${f T}$	R
Volume	30	1995	695	795	2783	97	1129	162	793	192	61	103
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	ĺ		30	ĺ		0	ĺ		30			30

Dur	ation	0.25		Area T	ype:	All o	her	areas					
					Sig	nal O	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		Α				NB	Left	A	A			
	Thru	3			A			Thru		A	Α		
	Right				Α			Right		A	A		
	Peds							Peds					
WB	Left		Α	A			SB	Left	A				
	Thru			A	A			Thru			A		
	Right			A	A			Right			A		
	Peds							Peds					
NB	Right		Α	A			EB	Right					
SB	Right						WB	Right					
Gre		•	7.0	49.0	73.0)		-	30.0	33.0	10.0		
Yel	low	4	4.0	4.0	4.0				4.0	4.0	4.0		
All	Red	(0.0	0.0	2.0				0.0	0.0	2.0		

		Intersec	ction Pe	rforman	ce Summa:	cy				
Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appro	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay I	LOS	Delay	LOS		
Eastbo	und	, , , , , , , , , , , , , , , , , , , 						<u></u>	***************************************	
L	69	1770	0.46	0.04	113.0	F				
T	1822	5588	1.15	0.33	153.0	F	176.6	F		
R	516	1583	1.36	0.33	250.3	F				
Westbo	und									
L	954	3539	0.88	0.27	89.7	F				
TR	3094	5560	0.98	0.56	61.6	E	67.6	Ε		
Northb	ound									
L	1062	3539	1.12	0.30	146.8	F				
T	397	1863	0.43	0.21	79.2	E	121.4	F		
R	792	1583	1.01	0.50	93.0	F			•	
Southb	ound									
L	246	1770	0.82	0.14	115.7	F				
T	97	1863	0.66	0.05	122.3	F	132.1	F		
R	83	1583	0.93	0.05	183.4	F				
	Intersec	tion Delay	= 116.2	(sec/v	eh) Int	cerse	ction I	GOS =	F	

Analyst: Inter.: Colonial at DeLeon Street

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: DeLeon Street

SIGNALIZED INTERSECTION SUMMARY

	Eas	Eastbound		Westbound			No	rthbo	und	So	outhbo	und
	L	${f T}$	R	L	T	R	L	T	R	L	${f T}$	R
										.		
No. Lanes	1	3	1	1	3	0	0	1	0) 1	0
LGConfig	L	${f T}$	R	L	TR			LT	'R		LT	R
Volume	185	2299	158	258	3106	65	131	39	138	71	122	155
Lane Width	12.0	12.0	12.0	12.0	12.0			12.0			12.0	
RTOR Vol			30			0			0			0

Dur	ation	0.25		Area :	Cype: A	ll o	ther	areas		•			
					Sign	al O	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EΒ	Left		A				NB	Left	A				
	Thru				A		İ	Thru	A				
	Right				A		Ì	Right	A				
	Peds						İ	Peds					
WB	Left		A	A			SB	Left	A				
	Thru			A	A		İ	Thru	A				
	Right			A	A			Right	A				
	Peds						İ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	-		24.0	28.0	101.0		•	_	57.0				
Yel	low		4.0	4.0	4.0				4.0				
All	Red	(0.0	0.0	2.0				2.0				

		Intersec	tion Pe	rformanc	e Summa	•	c nerige	250.0	5005
Appr/	Lane	Adj Sat			Lane G		Appro	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	nd							•	
L	200	1770	0.98	0.11	157.9	F			
T	2502	5588	0.97	0.45	73.2	E	77.6	E	
R	695	1583	0.19	0.44	39.7	D			
Westbou	nd								
Ŀ	446	1770	0.61	0.25	78.4	E			,
TR	3270	5571	1.02	0.59	68.7	E	69.4	E	
Northbo	und								
LTR	227	886	1.43	0.26	301.4	F	301.4	F	
Southbo	und								
LTR	366	1428	1.00	0.26	132.5	F	132.5	F	
	Intersec	tion Delay	= 86.5	(sec/ve	h) In	terse	ction L	OS = F	

Analyst: Inter.: Colonial Blvd. at US 41

Agency: PBS&J Area Type: All other areas

Date: 02/07/05 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eas	Eastbound			Westbound			rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	${f T}$	R
							_			.		
No. Lanes	2	1	1	2	1	0	2	3	1	2	3	1
LGConfig	L	T	R	Ŀ	TR		L	${f T}$	R	L	${f T}$	R
Volume	501	66	349	452	107	29	486	1775	288	318	1402	660
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		100			0			60			60

Dur	ation	0.25		Area 7	'ype:	All o	ther	areas					
					Si	gnal O	perat	ions					
Pha	se Comb	ination	1	2	3	4	Ì		5	6	7	8	
EB	Left		A				NB	Left	A	Α			
	Thru			A			ĺ	Thru		A	A		
	Right			A				Right		A	A		
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru			A				Thru			A		
	Right			A			-	Right			A		
	Peds							Peds					
NB	Right		A				EB	Right	A				
SB	Right		A				WB	Right					
Gre	-		20.5	30.0			•	_	10.5	5.0	31.0		
Yel	low	4	4.0	4.0					4.0	4.0	4.0		
	Red	:	1.0	1.0					0.0	0.0	1.0		

Cycle Length: 120.0 secs

__Intersection Performance Summary_____

Appr/ Lane Lane Group		Adj Sat Flow Rate		Ratios		Group	Appr		
Grp		(s)		g/C	Delay	LOS	Delay	LOS	
Eastbo	und								
L	664	3539	0.79	0.19	53.1	D			
T	466	1863	0.15	0.25	35.2	D	43.6	D	
R	627	1583	0.42	0.40	26.7	С			
Westbou	und								
L	586	3433	0.81	0.17	56.4	E			
TR	481	1803	0.30	0.27	35.4	D	51.6	D	
Northbo	ound					•			
L	558	3433	0.92	0 16	69.7	E			
T	1956	5588			47.5		48.4	ח	
R	864	1583	0.28			В		••	
Southbo		200	0120	0,,00					
L	369	3539	0.91	0.10	78.7	E			
T	1537	5588			57.5		53.7	D	
R	745				31.7		 ,		
••		tion Delay				=	ction :	LOS = I)

Inter.: Colonial at Solomon Boulevard Analyst:

Agency: PBS&J Area Type: All other areas

Jurisd: Lee County Date: 12/2/2004

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: Solomon Boulevard E/W St: Colonial Boulevard

STGNALTZED	TAPPEDOC	TANT TON	CITMMADV
SIGNALIZED		SUTPLEME	SUMMARY

	Eastbound			Westbound			Northbound			Sou	Southbound		
	L	T	R	L	T	R	L	T	R	L	\mathbf{T}	R	
No. Lanes	1	3	0	0	3	1		0	0	-	0	1	
LGConfig	L	T			T	R	j			L		R	
Volume	384	1875			2593	140				238		437	
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0	
RTOR Vol	İ					30	İ			Ì		30	

Dur	ation	0.25		Area '	Гуре:	All	0	cher	areas					
					Si	gnal	. O ₁	perat	ions					
Pha	se Comb:	ination	1	2	3		4	**************************************		5	6	7	8	
EB	Left		A	A				NB	Left					
	Thru		A	A					Thru					
	Right								Right					
	Peds								Peds					
WB	Left							SB	Left	A				
	Thru			A					Thru			•		
	Right			A					Right	A				
	Peds							İ	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	-	4	49.0	120.0)			,	_	45.0				
Yel		4	4.0	4.0						4.0				
	Red		0.0	2.0						2.0				

						secs					
		Intersec	tion P	erformar	nce Summary						
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Ratios		Lane Group		Approach				
Grp	Capacity	(s)	v/c	g/C	Delay LOS		Delay	LOS			
Eastbo	und	· · · · · · · · · · · · · · · · · · ·									
L	409	1770	0.99	0.75	124.6	F					
T	3825	5085	0.52	0.75	11.7	В	30.9	С			
Westbo	und										
T	2653	5085	1.03	0.52	80.3	F	78.2	E			
R	826	1583	0.14	0.52	28.5	С					
Northb	ound										
Southb	ound										
L	346	1770	0.73	0.20	94.1	F	213.0	F			

Dogginog	2277								
L	346	1770	0.73	0.20	94.1	F			
	3 4 0	2	0.70			-			
							213.0	F.	
D	310	1583	1 20	0.20	202 0	E?			
R									
	Intersect	ion Delay	= 74.6	(sec/ve)	h) Ir	iterse	ction L	OS = 1	Ξ
		_							

Analyst: Inter.: Colonial at Fowler Street

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Fowler Street

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	\mathbf{T}	R	L	T	R	L	${f T}$	R
					***************************************					ļ		***************************************
No. Lanes	2	3	1	2	3	1	2	2	1	2	2	1
LGConfig	L	${f T}$	R	L	${f T}$	R	L	TR	R	L	${f T}$	R
Volume	310	1880	239	575	2387	115	135	1265	767	412	743	360
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		30			30			0	j		30

Dur	ation 0.25		Area 1	'ype: Al	Ll ot	her	areas					
				Signa	al Or	perat	ions					
Pha	se Combination	1 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	A				
	Thru	A	A				Thru			A		
	Right		Α				Right			A		
	Peds						Peds					
WB	Left			A	Ì	SB	Left	Α	Α			
	Thru		A	Α			Thru		Α	A		
	Right		A	A			Right		A	A		
	Peds				ļ		Peds					
NB	Right					EB	Right					
SB	Right				Ì	WB	Right					
Gre	en	39.0	47.0	45.0				20.0	7.0	54.0		
Yel	low	4.0	4.0	4.0				4.0	4.0	4.0		
All	Red	0.0	0.0	2.0				0.0	0.0	2.0		

Cycle Length: 240.0 secs

Intersection Performance Summary

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	os	Lane Gr	oup	Appro	ach
Grp	~	(s)	***************************************	g/c	Delay L	os	Delay	LOS
Eastbou	ınd							······································
L	558	3433	0.58	0.16	94.6	F		
T	1907	5085	1.04	0.38	106.1	F	103.9	F
R	310	1583	0.71	0.20	97.5	F		
Westbou	ınd							
L	644	3433	0.94	0.19	118.0	F		
T	2034	5085	1.24	0.40	182.4	F	166.5	F
R	633	1583	0.14	0.40	45.9	D		
Northbo	ound							
L	286	3433	0.50	0.08	106.5	F		
TR	796	3539	1.67	0.22	401.5	F	478.9	F
R	356	1583	2.27	0.22	672.0	F		
Southbo	ound							
L	443	3433	0.98	0.13	141.5	F		
T	958	3539	0.82	0.27	87.5	F	103.7	F
R	429	1583	0.81	0.27	92.7	F		
	Intersec	tion Delay					ction L	OS = F

Analyst: Inter.: Colonial at Evans Avenue

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Evans Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eas	Eastbound		Wes	tbou	nd	No	thbo	und	Sou	thbo	und
	L	T	R	Ŀ	${f T}$	R	L	T	R	L	T	R
						<u>-</u>				_		
No. Lanes	1	3	0	0	3	1	0	0	Ü	1 1	0	T
LGConfig	L	${f T}$			${f T}$	R				L		R
Volume	174	2550			2755	115				209		332
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol	İ					30	j			ĺ		30

Dur	ation	0.25		Area :	Type:	All	oth	er	areas					
					Si	gnal	Ope	rat	ions					
Pha	se Comb	ination	1	2	3	- 4	lĪ			5	6	7	8	
EB	Left		A				İ	NB	Left					
	Thru		Α	A					Thru					
	Right						Ì		Right					
	Peds						İ		Peds					
WB	Left						İ	SB	Left	A				
	Thru			A			j		Thru					
	Right			A			İ		Right	A				
	Peds						ĺ		Peds					
NB	Right							EΒ	Right					
SB	Right						j	WB	Right					
Gre	en	:	30.0	135.0)		•		•	49.0				
Yel	low	4	4.0	4.0						4.0				
A11	Red		0.0	2.0						2.0				

Cycle Length: 230.0 secs

						***	е пепа	LII: 2.	30.0	secs
		Intersed	ction Pe	erforman	ce Summa	ry				
Appr/	Lane	Adj Sat	Rati	.os	Lane G	roup	Appro	oach		
Lane	Group	Flow Rate								
Grp	Capacity		v/c	g/c	Delay	LOS	Delay	LOS		
Eastbo	ınd	***************************************							······································	
L	231	1770	0.79	0.13	114.0	F				
T	3736	5085	0.72			В	24.0	C		
Westbo	ınd									
T	2985	5085	0.97	0.59	56.4	E	55.3	E		
R	929	1583	0.10	0.59	20.8	С				
Northbo	ound									
Southbo	ound									
L	377	1770	0.58	0.21	83.6	F				
							107.3	F		
R	337	1583	0.94	0.21	123.7	F				
	Intersec	tion Delay	= 45.6	(sec/v	eh) In	terse	ction I	Los =	D	

Analyst: Inter.: Colonial Blvd at Metro Pkwy

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Metro Parkway

SIGNALIZED INTERSECTION SUMMARY

	Eas	Eastbound			stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
		2 3 2		ļ			ļ			.		
No. Lanes	2	3	2	2	3	1	2	2	1	1	2	1
LGConfig	L	${f T}$	R	L	T	R	L	${f T}$	R	L	${f T}$	R
Volume	198	1964	715	350	1545	32	861	1485	987	222	1208	660
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			30			30			30

Dur	ation	0.25		Area '	Type:	All	other	areas					
					Si	gnal (Operat	ions					
Pha	se Combi	nation	1	2	3	4	Ī		5	6	7	8	
EB	Left		A				NB	Left	A	A			
	Thru			A			Ì	Thru		A	A		
	Right			A			İ	Right		A	A		
	Peds							Peds					
WB	Left		Α				SB	Left	A	•			
	Thru			Α			İ	Thru			A		
	Right			A			j	Right			A		
	Peds						İ	Peds					
NB	Right		A				EB	Right					
SB	Right		A				WB	Right					
Gre			21.0	75.0			•		34.5	16.2	53.0		
Yel			4.5	4.5					4.5	4.5	4.5		
	Red		1.8	3.0					0.0	0.0	3.0		

Intersection Performance Summary

Cycle Length: 230.0 secs

Lane Group		Adj Sat Flow Rate	Rati			oup	Appro	ach	İ
		(s)		g/C	Delay L	os	Delay	LOS	
Eastbo	and ,			,					
L	343	3433	0.61	0.10	102.2	F			
T	1871	5588	1.10	0.33	128.9	F	113.0	F	
R	933	2787	0.81	0.33	72.1	E			
Westbou	und								
L	354	3539	1.04	0.10	162.0	F			
T	1871	5588	0.87	0.33	73.4	E	89.7	F	
R	530	1583	0.00	0.33	48.8	D			
Northbo	ound								
L	880	3539	1.03	0.25	124.5	F			
T	1226	3725	1.27	0.33	207.3	F	199.0	F	
R	717	1583	1.40	0.45	253.2	F			
Southbo	ound								
L	281	1770	0.83	0.16	112.6	F			
T	891	3725	1.43	0.24	286.4	F	229.3	F	
R	575	1583	1.15	0.36	160.7	F			
	Intersec	tion Delay	= 160.3	(sec/ve	h) Int	erse	ction L	OS = F	

Analyst: PBS&J Inter.: Colonial @ Veronica Shoemaker

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Veronica Shoemaker Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbou	nd	We	stbou	nd	No:	rthbo	und	Son	uthbo	und
	L	T	R	L	T	R	L	${f T}$	R	L	T	R
No. Lanes	1	3	1	2	3	1	<u>-</u>	2	1	1 1	2	1
LGConfig	L	${f T}$	R	Ŀ	T	R	L	T	R	L	${f T}$	R
Volume	138	2452	250	284	1757	60	268	486	481	91	635	199
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			42	Ì		42	İ		42			42

Dur	ation	0.25		Area	Type: .	All o	ther	areas				
						nal O						
Pha	se Comb:	ination	1	2	3	4	[*********	5	6	7	8
EB	Left		A	A			NB	Left	A	A		
	Thru			A	A		ĺ	Thru		A	A	
	Right			A	A			Right		Α	A	
	Peds						İ	Peds				
WB	Left		A				SB	Left	A			
	Thru				A			Thru			A	
	Right				A			Right			A	
	Peds							Peds				
NB	Right		A				EB	Right				
SB	Right						WB	Right				
Gre	_		15.0	7.0	68.0		•	_	15.0	7.0	30.0	
Yel			4.0	4.0	4.0				4.0	4.0	4.0	
	Red		0.0	0.0	2.0				0.0	0.0	2.0	

Cycle Length: 170.0 secs

		Intersec	ction Pe	erforman	ce Summa	ry				
Appr/	Lane	Adj Sat	Rati	.os	Lane G	roup	Appr	oach		
Lane		Flow Rate	***************************************							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	und									
L	292	1770	0.50	0.16	65.9	E				
T	2663	5588	0.97	0.48	54.5	D	53.0	D		
R	754	1583	0.29	0.48	27.3	C				
Westbo	und									
L	343	3433	0.87	0.10	96.4	F				
T	2232	5421	0.83	0.41	47.4	D	54.0	D		
R	652	1583	0.03	0.41	29.8	C				
Northbo	ound									
Ŀ	292	1770	0.97	0.16	113.8	F				
T	895	3539	0.57	0.25	56.4	Ε	68.0	E		
R	596	1583	0.78	0.38	53.0	D				
Southb	ound									
L	177	1770	0.54	0.10	76.2	Ε				
T	701	3725	0.95	0.19	91.3	F	85.0	F		
R	298	1583	0.55	0.19	64.8	E				
	Intersec	tion Delay	= 60.0	(sec/v	eh) In	terse	ection	LOS :	= E	

Analyst: Inter.: Colonial at Challenger Blvd.

Agency: PBS&J Area Type: All other areas

Date: 12/16/04 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: Challenger Boulevard

SIGNALIZED INTERSECTION SUMMARY____

	Eas	stbou	nd	We	stbou	nd	No	rthbo	ound	S	outhbo	ound
	L	T	R	L	T	R	L	${f T}$	R	L	T	R
No. Lanes	1	2		1	2	0	$ \begin{vmatrix} 1 \end{vmatrix}$	1	0	_) 1	0
LGConfig	L	T	R	L	TR		L	T	3		L1	'R
Volume	19	2636	54	37	2057	28	351	7	7	7	7	12
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	כ	ĺ	12.0)
RTOR Vol			42			0	İ		0	İ		0

Dur	ation	0.25		Area T	ype:	All	other	areas					
							Operat						
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	A	A			
	Thru			A			İ	Thru	A	A			
	Right			A			ĺ	Right	A	A			
	Peds						İ	Peds					
WB	Left		Α				SB	Left		Α			
	Thru			A			İ	Thru		A			
	Right			A			İ	Right		Α			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre		,	7.0	110.0			•	-	24.0	7.0			
Yel	low		4.0	4.0					4.0	4.0			
All	Red	;	2.0	2.0					0.0	2.0			

Cycle Length: 170.0 secs

		Intersec	tion Pe	erforman	ce Summa	_	.c memgi	-411	0.0	5005
Appr/ Lane	Lane Group	Adj Sat Flow Rate			Lane G		Appro	oach		
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd									
L	73	1770	0.27	0.04	81.1	F				
T	2454	3725	1.13	0.66	93.6	F	93.2	F		
R	1024	1583	0.01	0.65	10.7	В				
Westbou	ınd									
L	73	1770	0.53	0.04	87.4	F				
TR	2450	3718	0.90	0.66	28.9	C	29.9	С		
Northbo	ound									
L	340	1770	1.09	0.22	138.0	F				
TR	355	1723	0.04	0.21	54.1	D	134.9	F		
Southbo	ound									
LTR	65	1580	0.42	0.04	83.8	F	83.8	F		
		, 1		, ,						

Intersection Delay = 70.1 (sec/veh) Intersection LOS = E

Analyst: Inter.: Colonial Blvd at Winkler Ave.

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: Winkler Avenue

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
										_		
No. Lanes	1	3	1	1	3	1	1 +	2	U	2		Ų
LGConfig	L	${f T}$	R	L	${f T}$	R	L	TR		L	TR	
Volume	25	2439	50	7	2282	550	133	142	28	1031	129	12
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol	Ì		42	ĺ		42			0	1		0

Dur	ation	0.25		Area T	ype:	All of	ther	areas				•	
					Sig	gnal O	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				ИВ	Left	A				
	Thru			A				Thru			A		
	Right			A				Right			A		
	Peds						ĺ	Peds					
WB	Left		Α				SB	Left	A	A			
	Thru			A				Thru		A	A		
	Right			A				Right		A	A		
	Peds						İ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre		•	7.0	77.5			'	~	20.8	27.2	8.0		
Yel	low	1	5.1	5.1					4.4	4.4	4.4		
	Red		1.8	1.8					0.0	0.0	2.5		

Cycle Length: 170.0 secs

		Intersec	tion P	erformar	ice Summa	ry			
Appr/	Lane	Adj Sat	Rat:	ios	Lane G	roup	Appro	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd								
L	73	1770	0.36	0.04	82.3	F			
T	2613	5588	0.98	0.47	58.3	E	58.4	E	
R	722	1583	0.01	0.46	25.3	С			
Westbou	ınd								
L	73	1770	0.10	0.04	79.0	E			
T	2613	5588	0.92	0.47	48.1	D	47.1	D	
R	722	1583	0.74	0.46	42.1	D			
Northbo	ound								
L	217	1770	0.65	0.12	77.6	E			
TR	214	3634	0.83	0.06	102.6	F	91.6	F	
Southbo	ound								
L	1132	3539	0.96	0.32	74.3	E			
TR	814	3493	0.18	0.23	52.3	D	71.7	E	

Intersection Delay = 57.5 (sec/veh) Intersection LOS = E

Analyst: Inter.: Colonial at Six Mile Cypress

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Colonial Boulevard N/S St: Six Mile Cypress Parkway

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbour	ıd	We	stbou	nd	No:	rthbou	ınd	So	uthbo	und
	L	T	R	L	\mathbf{T}	R	L	T	R	L	T	R
No. Lanes			0		Λ	1		2	<u> </u>		2	1
LGConfig	L	T	٠	L	T	R	L	T	Ü	L	T	R
Volume	264	3524		357	2552	25	167	446		48	216	456
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol						25						42

Dur	ation	0.25		Area	Type:	All o	ther	areas					
						nal O							
Pha	se Comb	nation	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru			A	A		İ	Thru		A			
	Right						į	Right					
	Peds						1	Peds					
WB	Left		Α				SB	Left	A				
	Thru				A		į	Thru		A			
	Right				A		į	Right		A			
	Peds						ĺ	Peds					
NB	Right						EB	Right					
SB	Right		A	A			WB	Right					
Gre	en	:	20.0	9.0	72.0		,	-	10.0	25.8			
Yel	low		5.1	5.1	5.1				4.4	4.4			
All	Red		2.0	0.0	1.9				2.6	2.6			

Cycle Length: 170.0 secs

		Intersec	tion Pe	erforman	ce Summa	ary	, , , , , , , , , , , , , , , , , , ,		
Appr/	Lane	_	Rati	.os	Lane	Group	Appr	oach	
Lane	Group	Flow Rate	<u>.</u>						
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ind								
L	458	3539	0.61	0.13	72.2	E			
T	3861	7451	0.96	0.52	46.8	D	48.6	D	
Westbou	und								
L	458	3539	0.82	0.13	83.5	F			
T	3243	7451	0.83	0.44	44.3	D	49.1	D	
R	689	1583	0.00	0.44	27.1	C			
Northbo	ound								
L	250	3539	0.70	0.07	85.9	F			
T	579	3539	0.81	0.16	77.0	E	79.5	E	
Southbo	ound								
L	242	3433	0.21	0.07	75.0	E			
T	579	3539	0.39	0.16	64.0	E	51.5	D	
R	660	1583	0.66	0.42	42.3	D			
	Intersec	Adj Sat Ratios Flow Rate (s)		(sec/v	eh) Ii	nterse	ction :	LOS =	: D

Analyst: Inter.: Colonial Blvd @ I-75 Ramp SPUI

Agency: PBS&J Area Type: All other areas

Date: 12/16/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: I-75 Ramps SPUI

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbour	ıd	We	stbour	ıd	Nor	thbo	und	Sou	thbo	und
	L	${f T}$	R	L T R		L	T	R	L	T	R	
No. Lanes	2	4	0		4	0	_	0	2	2	0	2
LGConfig	L	T	_	L	$\overline{\mathbf{T}}$	•	L	-	R	L		R
Volume	1730	2446		165	1207		1455		480	149		637
Lane Width	12.0	12.0		12.0	12.0		12.0		12.0	12.0		12.0
RTOR Vol				į						Ì		0

Dur	ation	0,25		Area T	'ype:	All o	ther	areas					
					Sig	gnal O	perat	ions					
Pha	se Comb	nation	1	2	3	4			5	6	7	8	
EB	Left		A	A			NB	Left		Α			
	Thru			A	A		ĺ	Thru					
	Right							Right		A			
	Peds							Peds					
WB	Left		A				SB	Left	Α				
	Thru				A		İ	Thru					
	Right						ĺ	Right	A				
	Peds						j ,	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre		2	20.0	25.0	26.0)	,		20.0	48.0			
	low	5	5.1	5.1	4.0				4.0	4.0			
	Red		L . 6	1.6	2.0				1.8	1.8			

Cycle Length: 170.0 secs

		Intersec	tion Pe	rformanc	e Summa	ry			
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	os	Lane G	roup	Appro	oach	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	nd	······································							
L	1044	3433	1.74	0.30	398.1	F			
T	2301	6780	1.12	0.34	116.3	F	233.0	F	
Westbou	nd								
L	404	3433	0.43	0.12	70.4	E			
T	1227	7451	1.04	0.16	106.4	F	102.1	F	
Northbo	und								
L	969	3433	1.58	0.28	327.4	F			
R Southbo	787 und	2787		0.28				,	
L	404	3433	0.39	0.12	70.0	E	463.9	ਜ	
R	328 Intersec	2787 tion Delay	2.05	0.12 (sec/ve	556.1 h) In		ction I		

Analyst: PBS&J Inter.: Colonial Blvd at I-75 SB Ramps

Agency: PBS&J Area Type: All other areas

Date: 11/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: I-75 SB Ramps

CICMALIZED	INTERSECTION	VGEMMID
SHUMBLEANS	FINEPACTULE LUM	~>1 31 M 19 11 1 1 C 1

	Eas	Eastbound			Westbound			Northbound			Southbound		
	L	${f T}$	R	L	T	R	Ì	Ŀ	T	R	L	T	R
	ļ	***************************************		_	····		_	····	·····				
No. Lanes	0	3	0	1	2	0		0	0	0	1	0	0
LGConfig	į	${f T}$		L	${f T}$						L		Ì
Volume		4176		165	2497		- [149		
Lane Width		12.0		12.0	12.0		j				12.0		
RTOR Vol							ĺ						ĺ

Dur	ation	0.25	Area T	ype:	All o	ther	areas					
				Sig	gnal O	perat	ions					
Pha	se Combi	nation 1	2	3	4			5	6	7	8	
EB	Left					NB	Left					
	Thru		A			Ì	Thru					
	Right						Right					
	Peds						Peds					
WB	Left	A				SB	Left	Α				
	Thru	Α	A			ĺ	Thru					
	Right						Right					
	Peds						Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre	en	15.0	124.4			•		13.0				
Yel	low	5.1	5.1					4.0				
All	Red	0.0	1.6					1.8				

Cycle Length: 170.0 secs

		Intersec	tion P	erforman	ce Summa	ry	_		
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Ratios		Lane G	Lane Group		Approach	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbo	und								······································
Т	4155	5588	1.06	0.74	54.3	D	54.3	D	
Westbo	und								
L	177	1770	0.98	0.10	138.8	F			
T	3210	3725	0.82	0.86	7.3	A	15.5	В	
Northb	ound								

South	bound					
T.	156	1770	1.01	0.09	151.2	F

151.2 F

Intersection Delay = 41.5 (sec/veh) Intersection LOS = D

Analyst: Inter.: Colonial Blvd at I-75 NB Ramps

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Colonial Boulevard N/S St: I-75 NB Ramps

_____SIGNALIZED INTERSECTION SUMMARY_____

	Eas	tbou	nd	We	stbou	nd	Nor	thbo	und	So	ıthbo	und
	L	T	R	L	T	R	L	T	R	L	\mathbf{T}	R
No. Lanes	0	2	0	l	2	0	_	0	0	_	0	0
LGConfig		Т	-		\mathbf{T}		L	-	-		•	-
Volume		2595			1207		1455			Ì		
Lane Width RTOR Vol		12.0			12.0		12.0					

Dur	ation	0.25		Area	Type:	All	other	areas					
					Si	gnal	Operat	ions					
Pha	se Comb	ination	1	2	3	4	Ì	•	5	б	7	8	
EB	Left						NB	Left	A				
	Thru		Α					Thru					
	Right							Right					
	Peds							Peds					
WB	Left						SB	Left					
	Thru		Α				į	Thru					
	Right						ĺ	Right					
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en	5	95.0				•	-	62.2				
Yel	low	5	5.1						4.0				
A11	Red		1.2						2.5				

Cycle Length: 170.0 secs

		Intersec	tion Pe	erformand	ce Summa	-			5000
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	los	Lane G	roup	Appro	ach	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	und								
T	2125	3725	1.29	0.57	168.7	F	168.7	F	
Westbo	ınd								
T	1978	3539	0.64	0.56	26.5	C	26.5	С	
Northbo L	ound 1336	3539	1.15	0.38	128.2	F			
							128.2	F	

Southbound

Intersection Delay = 124.9 (sec/veh) Intersection LOS = F

Appendix G

2030 AM Peak Hour HCS Intersection Analysis 2030 PM Peak Hour HCS Intersection Analysis



Analyst: PBS&J Inter.: Jones Loop Road at Piper Road

Area Type: All other areas Agency: PBS&J Date: 03/22/2005 Period: AM Peak Hour Jurisd: Charlotte County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: Piper Road

STONALTZED	INTERSECTION	CITMMADV
	THE COURT FILLS	T. J. L. Printer L. L.

	Eas	Eastbound			Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R		
	 						_			_				
No. Lanes	1 1	2	0	0	2	0	(0	0	1 0	1	I		
LGConfig	L	${f T}$			TR						LT	R		
Volume	495	279		1	196	24				171	0	513		
Lane Width	12.0	12.0		Ì	12.0					İ	12.0	12.0		
RTOR Vol	1			İ		0				ĺ		60		

Dur	ation	0.25		Area T	ype:	All o	ther	areas					
						gnal O							
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left					
	Thru		A					Thru					
	Right							Right					
	Peds						ĺ	Peds					
WB	Left						SB	Left	A				
	Thru			A			-	Thru	A				
	Right			A			ĺ	Right	A				
	Peds							Peds					
NB	Right						EB	Right					
SB	Right		Α				WB	Right					
Gre	en	4	47.0	33.0			•		23.0				
Yel	low	4	4.0	4.0					4.0				
A11	Red	:	1.0	2.0					2.0				

Cycle Length: 120.0 secs

		Intersec	tion P	erforman	ice Summa	ry	₩		
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane G	roup	Appro	oach	
Grp	Capacity	(s)	v/c	g/C	Delay :	LOS	Delay	LOS	
Eastbo	ınd								
L	649	1656	0.80	0.39	39.6	D			
T	1297	3312	0.23	0.39	24.5	С	34.1	C	
Westbo	und								
TR	896	3258	0.26	0.28	34.1	С	34.1	С	
Northbo	ound								

Southbound

LT	318	1660	0.57	0.19	46.3	D	21.7	С
R	939	1482	0.51	0.63	12.4	В		
	Inters	ection Delay	= 29.3	(sec/v	reh)	Inters	ection	LOS = C

Analyst: PBS&J Inter.: Jones Loop Rd at I-75 NB Ramp

Agency: PBS&J Area Type: All other areas

Date: 12/30/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: I-75 NB Ramp

SIGNALIZED IN	TERSECTION	SUMMARY
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	Eas	stboun	ıd	Westbound			No:	rthbo	und	Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	0	0	2	1	0	2	1	0	0	0
LGConfig	L	T			${f T}$	R	İ	LT	R	*		
Volume	1062	461			517	255	503	10	225			
Lane Width	12.0	12.0			12.0	12.0	İ	12.0	12.0			
RTOR Vol	ĺ					80	İ		80	İ		

Dur	ation	0.25		Area 7	ype:	All c	ther	areas					
						gnal C							
Pha	se Comb:	ination	1	2	3	4	Ì	***************************************	5	6	7	8	
EB	Left		Α				NB	Left	A				
	Thru		Α	A			r-+	Thru	A				
	Right						***************************************	Right	A				
	Peds							Peds					
WB	Left						SB	Left					
	Thru			A			İ	Thru					
	Right			A			İ	Right					
	Peds						ĺ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	_		48.5	24.5			•		30.0				
Yel	low		4.0	4.0					4.0				
	Red		1.0	2.0					2.0				

Cycle Length: 120.0 secs

		Intersec	tion P	erformar	ice Summa	ary			
Appr/	Lane	Adj Sat	Rat	ios	Lane (Group	Appro	oach	
Lane	Group	Flow Rate		- / 0		Ŧ 0 0	T) = 3 ====	T 0.0	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LUS	
Eastbo	und	······································		<u> </u>					<u> </u>
L	1352	3213	0.83	0.42	35.3	D			
T	2153	3312	0.23	0.65	8.7	A	27.2	С	
Westbo	und								
Т	770	3486	0.71	0.22	46.1	D	46.3	D	
R	303	1482	0.61	0.20	46.9	D			
Northbo	ound								
LT	886	3323	0.61	0.27	39.8	D	39.5	D	
R	371	1482	0.41	0.25	38.4	D			
Southbo	ound								

Intersection Delay = 34.6 (sec/veh) Intersection LOS = C

Analyst: Inter.: Jones Loop Rd at I-75 SB Ramp

Area Type: All other areas Agency: PBS&J

Date: 12/30/2004 Period: AM Peak Hour Jurisd: Lee County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: I-75 SB Ramp

CTCNINI TOUR	INTERSECTION	CHIRARAD TOSE
SHANALIZED	TMURKSRUTTON	SUMMAKE

	Ea	stbou	nd	Westbound			Noi	thbo	und	So	Southbound			
	L	T	R	L	${f T}$	R	L	T	R	L	T	R		
No. Lanes		3	1	1	2	0	0	0	0	-	1	2		
LGConfig	ĺ	T	R	L	T		j				LT	R		
Volume	l	1379	711	65	985					144	14	1194		
Lane Width		12.0	12.0	12.0	12.0					Ì	12.0	12.0		
RTOR Vol	Ì		80									80		

Dur	ation 0.	25	Area T	ype:	All ot	her	areas					
				Sig	nal Op	perat	ions					
Pha	se Combinat	ion 1	2	3	4			5	6	7	8	
ΕB	Left					NB	Left					
	Thru		A	Α			Thru					
	Right		Α	A			Right					
	Peds						Peds					
WB	Left	A				SB	Left	A				
	Thru	A	Α				Thru	A				
	Right						Right	A				
	Peds						Peds					
NB	Right					EB	Right					
SB	Right			A		WB	Right					
Gre	en	9.0	34.0	27.0			_	30.0				
Yel	low	4.0	4.0	4.0				4.0				
All	Red	0.0	0.0	2.0				2.0				

Cycle Length: 120.0 secs

	ΤI	15	er	se	CCION	7	err	CL.	llidi	CE	\sim	unmai		
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	-												-	***

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane (	Group	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und	***************************************				***************************************		
T	2920	5229	0.50	0.56	16.3	В	19.7	В
R	827	1482	0.80	0.56	27.0	С		
Westbo	und							
${f L}$	124	1656	0.55	0.08	58.6	E		
T	1423	3486	0.73	0.41	31.8	C	33.5	C

#### Northbound

#### Southbound

LT	417	1667	0.40	0.25	38.1	D	28.6	C	
R	1413	2608	0.83	0.54	27.2	С			
	Interse	ction Delay	y = 25.6	(sec/v	eh) Ii	nters	ection	LOS :	= C

Analyst: Inter.: Tuckers Grade at I-75 NB Ramps

Agency: PBS&J Area Type: All other areas
Date: 2/22/2005 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbour	ıd	Westbound			No	rthbo	und	Southbound		
	L	${f T}$	R	L	T	R	L	T	R	L	${f T}$	R
No. Lanes	1 7	ົ	<u> </u>		) 2	1		1	1	0	0	0
LGConfig	L	Ť	Ŭ		T	R		LT	R		J	Ü
Volume	616	10		İ	13	10	154	10	10			
Lane Width	12.0	12.0		ĺ	12.0	12.0		12.0	12.0			
RTOR Vol	ĺ			ĺ		10			10			

Dur	ation	0.25		Area	Type:	All o	ther	areas					
						gnal O							
Pha	se Comb	ination	1	2	3	4	Ī	-	5	6	7	8	
EB	Left		Α				NB	Left	A				
	Thru		A	Α				Thru	A				
	Right						Ì	Right	A				
	Peds							Peds					
VB	Left						SB	Left					
	Thru			A			ĺ	Thru					
	Right			A			İ	Right					
	Peds						ĺ	Peds					
ΙB	Right						EB	Right					
SB	Right						WB	Right					
Gre		:	35.0	7.0					32.0				
rel	low	4	4.0	4.0					4.0				
	Red		0.0	2.0					2.0				
	•								_				

Cycle Length: 90.0 secs

		Intersec	tion P	erforman	ice Summa	-		50.0	5005
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat		Lane		Appr	oach	
Grp	Capacity	(s)	v/c	g/c	Delay	LOS	Delay	LOS	
Eastbo	und				····		***************************************	····	
L	702	1805	0.92	0.39	44.1	D			
T	1845	3610	0.01	0.51	10.8	В	43.5	D	
Westbo	und								
T	281	3610	0.05	0.08	38.5	D	38.5	D	
R	126	1615	0.00	0.08	38.3	D			
Northb	ound								
LT	645	1815	0.27	0.36	20.9	С	20.9	С	
R	574	1615	0.00	0.36	18.7	В			
Southb	ound								

Intersection Delay = 38.8 (sec/veh) Intersection LOS = D

Analyst: PBS&J Inter.: Tuckers Grade at I-75 SB Ramps

Area Type: All other areas Agency: PBS&J Date: 3/9/2005 Period: AM Peak Hour Jurisd: Charlotte County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: I-75 SB Ramps

STONAT.TZED	INTERSECTION	VGAMMID

	Ea:	Eastbound			stbour	ıd	No	cthbo	und	S	Southbound			
	L	T	R	L	T	R	L	${f T}$	R	ļ L	T	R		
37							·			_	~ -			
No. Lanes	U	2	T	1	2	0	0	U	0	'	J 1	T		
LGConfig		T	R	L	T						LT	R		
Volume		616	377	17	150					10	11	490		
Lane Width	Ì	12.0	12.0	12.0	12.0		1				12.0	12.0		
RTOR Vol	İ		80				ĺ			ĺ		80		

Dur	ation 0.25	5	Area 7	'ype:	Allo	ther	areas					
				Si	gnal 0	perat	ions					
Pha	Phase Combination		2	3	4			5	6	7	8	
EB	Left					NB	Left					
	Thru	A					Thru					
	Right	A				Ì	Right					
	Peds					1	Peds					
WB	Left		A			SB	Left	A				
	Thru	A	A				Thru	A				
	Right					İ	Right	A				
	Peds					İ	Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre	_	25.0	12.0				<b>-</b>	37.0				
Yel		4.0	4.0					4.0				
	Red	0.0	2.0					2.0				

Cycle Length: 90.0 secs

Appr/ Lane Lane Group		Adj Sat Flow Rate	Ratios		Lane Group		Approach	
Grp	Capacity	(s)	v/c	g/C	Delay	Delay LOS		LOS
Eastbo	ind							
T	1003	3610	0.65	0.28	30.1	С	31.3	С
R	449	1615	0.70	0.28	33.8	C		
Westboo	und							
L	241	1805	0.07	0.13	34.3	С		
T	1645	3610	0.10	0.46	14.0	В	16.1	В

#### Northbound

#### Southbound

LT	763	1856	0.03	0.41	15.8	В	23.2	C	
R	664	1615	0.65	0.41	23.6	C			
	Intersect	ion Delay	= 27.3	(sec/ve	h) I	nterse	ection 1	LOS =	: C

Analyst: Inter.: US 41 at Tuckers Grade

Agency: PBS&J Area Type: All other areas Date: 2/22/2005 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: US 41

	Ea	Eastbound			stbou	nd	Northbound			Southbound		
	L	${f T}$	R	L	$\mathbf{T}$	R	L	T	R	L	$\mathbf{T}$	R
No. Lanes						7	1	<u> </u>	1		3	
		π	U	- +		±	_ +		Τ,	1 - 2		-t-
LGConfig	L	$\mathtt{TR}$		L	$_{ m LT}$	R	1	,1,	R	ļ <u>L</u> i	$T_{c}$	R
Volume	44	10	10	510	10	120	20	1418	587	396	2054	25
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0	İ		60			60	İ		25

Dur	ation	0.25		Area T	ype:	All of	ther	areas				
			Signal Operations									
Phase Combination		1	2	3	4			5	6	7	8	
EB	Left		Α				NB	Left	A			
	Thru		Α					Thru			A	
	Right		A				İ	Right			A	
	Peds							Peds				
WB	Left			Α			SB	Left	A	Α		
	Thru			A			İ	Thru		A	A	
	Right			A			ĺ	Right		Α	A	
	Peds							Peds				
VB	Right			A			EB	Right				
SB	Right						WB	Right				
Gre	_	7	.0	36.0		'	ı		8.0	7.0	36.0	
rel	low	4	.0	4.0					4.0	4.0	4.0	
	Red		. 0	2.0					0.0	0.0	2.0	

Cycle Length: 120.0 secs

		Intersection Performance Summary										
Appr/	Lane	Adj Sat	t Ratios Lane Grou		Group	Appı	oach					
Lane	Group	Flow Rate	***************************************		······							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS				
Eastbou	ınd				······································	······································	·····					
L	105	1805	0.44	0.06	57.5	E						
TR	103	1758	0.21	0.06	54.9	D	56.7	E				
Westbou	ınd											
L	542	1805	0.99	0.30	78.0	E						
LT	602	1900	0.02	0.32	28.2	С	72.2	E				
R	485	1615	0.13	0.30	30.7	С						
Northbo	und											
L	120	1805	0.17	0.07	53.6	D						
${f T}$	1643	5187	0.91	0.32	47.2	D	38.7	D				
R	969	1615	0.57	0.60	15.5	В						
Southbo	ound											
L	554	3502	0.75	0.16	54.0	D						
T	2327	5700	0.93	0.41	41.2	D	43.3	D				
R	633	1615	0.00	0.39	22.2	C						
	Intersec	tion Delay	= 45.0	(sec/v	eh) I	nterse	ction	LOS =	D			

Inter.: US 41 at Notre Dame Blvd Analyst:

Area Type: All other areas Agency: PBS&J Jurisd: Charlotte County Date: 2/23/2005

Year : 2030 Period: AM Peak Hour

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: US 41 E/W St: Notre Dame Boulevard

SIGNALIZED	INTERSECTION	SUMMARY
		C C1.11.12.17.77

	Eastbound			Westbound			Northbound			Soi	Southbound		
	L	T	R	L	Т	R	L	T	R	L	T	R	
No. Lanes	0	1	0	0	0	0	1	3	0	0	3	0	
LGConfig		$_{ m LT}$	'R				L	${f T}$		ļ	TR	.	
Volume	40	0	125				20	1562			2350	25	
Lane Width		12.0					12.0	12.0		-	12.0		
RTOR Vol	•		0							İ		0	
Duration	0,25		Area	Type:	A11	other	areas		·····				
						Opera							

Dur	ation	0,25		Area	Type	: Al	l ot	cher	areas					
								perat						
Pha	se Comb	ination	1	2	3	_	4			5	6	7	8	
EB	Left		A					NB	Left	A				
	Thru		Α				ĺ	į	Thru	A				
	Right		Α						Right					
	Peds								Peds					
WB	Left							SB	Left					
	Thru								Thru	A				
	Right								Right	A				
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	-		35.0						-	73.0				
Yel	low		4.0							4.0				
A11	Red	;	2.0							2.0				
											Longt	h. 10	0 0	GOGG

		<b>*</b>				-	e Leng	th: 1	20.0	secs
Appr/ Lane	Lane Group	Intersec Adj Sat Flow Rate		rformanc os			Appr	oach		
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS	<del></del>	
Eastbou	ınd				**************************************					
LTR	491	1685	0.35	0.29	34.0	С	34.0	С		
Westbou	ınd									
Northbo	ound									
L T	63 3155	104 5187		0.61 0.61			13.6	В		
Southbo	ound									
TR	3151	5179	0.79	0.61	19.3	В	19.3	В		
	Intersec	tion Delay	= 17.7	(sec/ve	h) In	terse	ction :	Los =	В	

Analyst: PBS&J Inter.: Jones Loop Rd at Taylor Rd

Agency: PBS&J Area Type: All other areas Date: 11/16/2004 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	$\mathbf{T}$	R	L	${f T}$	R	
No. Lanes	1	3	1	1	3	2	1	3	1		3	1	
LGConfig	L	${f T}$	R	L	T	R	L	Т	R	Ŀ	${f T}$	R	
Volume	52	959	20	146	1087	857	25	999	241	648	621	81	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			20	İ		60	]		60			60	

Dur	ation	0.25		Area	Type:	All of	ther	areas					
					Sig	nal O	perat	ions					
Pha	se Combi	Ination	1	2	3	4		4	5	6	7	8	
EB	Left		Α				NB	Left	A				
	Thru				Α			Thru			A		
	Right				A		Ì	Right			A		
	Peds						Ì	Peds					
WB	Left		A	A			SB	Left	A	A			
	Thru			A	A		ĺ	Thru		A	A		
	Right			A	A		ĺ	Right		A	A		
	Peds							Peds					
NB	Right		A	A			EB	Right					
SB	Right						WB	Right	A	A			
Gre		•	7.0	5.0	26.5		,	_	7.0	12.5	24.0		
Yel	low		4.0	4.0	4.0				4.0	4.0	4.0		
	Red	1	0.0	0.0	2.0				0.0	0.0	2.0		
									Caro.	la Tana		0	cece

Cycle Length: 110.0 secs

		Intersec	ction Pe	erforman	ice Summ	ary			
Appr/	Lane	Adj Sat	Rati	.os	Lane	Group	Appr	oach	
Lane	Group	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Es at leav								****	
Eastbou			0.43	0.00	<b>50</b> 0	<b>F</b>			
L	135	1656	0.41	0.08	50.0	D		_	
T	1355	5229	0.74	0.26	39.7		40.2	D	
R	384	1482	0.00	0.26	30.2	C			
Westbou	ınd								
L	271	1656	0.57	0.16	45.2	D			
T	1783	5229	0.64	0.34	31.4	C	25.0	C	
R	1589	2608	0.53	0.61	12.7	В			
Northbo	ound								
L	135	1656	0.19	0.08	47.8	D			
T	1236	5229	0.85	0.24	46.0	D	42.2	D	
R	647	1482	0.30	0.44	20.3	C			
Southbo	ound								
L	768	3312	0.89	0.23	53.2	D			
T	1839	4759	0.36	0.39	24.1	C	38.7	D	
R	573	1482	0.04	0.39	21.0	C			
	Intersec	tion Delay	= 34.7	(sec/v	reh) I:	nterse	ction	LOS	= C

Analyst: PBS&J Inter.: US 41 at Burnt Store Rd

Agency: PBS&J Area Type: All other areas Date: 1/18/2005 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Rd/Burnt Store Rd N/S St: US 41

SIGNALIZED INTERSEC	110N	SUMMARY
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	Eas	stbou	nd	Westbound			Northbound			Southbound			
	L	${f T}$	R	L	T	R	L	T	R	L	T	R	
No. Lanes	2	2	1	1	2	1	1	3	1		3	2	
LGConfig	L	T	R	L	T	R	L	$\mathbf{T}$	R	L	T	R	
Volume	1057	631	17	215	590	226	163	971	126	228	1181	346	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	İ		13			84			84			84	

Dur	ation	0.25		Area 1	ype:	All o	cher	areas					
						nal Op							
Pha	se Comb	ination	1	2	3	4	ĺ		5	6	7	8	
EB	Left		Α	A			NB	Left	Α				
	Thru			A	A			Thru		Α			
	Right			A	A		į	Right		A			
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru				A			Thru		A			
	Right				A			Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right		Α	Α			WB	Right	A				
Gre		:	21.0	13.0	20.0		1	-	10.0	30.0			
Yel			4.0	4.0	4.0				4.0	4.0			
	Red		0.0	0.0	2.0				2.0	2.0			

Cycle Length: 120.0 secs

		Interse	ction Pe	rforman	ce Summa	ıry		,		
Appr/	Lane	Adj Sat			Lane G		Appı	oach		
Lane	Group	Flow Rate							<del></del>	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	und									 
L	1146	3438	0.97	0.33	59.4	E				
T	1060	3438	0.63	0.31	36.8	D	50.9	D		
R	474	1538	0.01	0.31	28.8	C				
Westbo	und									
L	290	1656	0.78	0.17	60.0	E				
T	639	3486	0.97	0.18	77.3	E	66.7	E		
R	445	1482	0.33	0.30	33.1	C				
Northb	ound									
L	174	1736	0.99	0.10	118.6	F				
T	1247	4988	0.82	0.25	46.9	D	56.4	Ε		
R	388	1553	0.11	0.25	34.9	C				
Southb	ound									
L	281	3367	0.85	0.08	76.0	E				
T	1462	5481	0.85	0.27	46.7	D	44.9	D		
R	1685	2733	0.16	0.62	9.9	A				
	Intersec	tion Delay	= 53.0	(sec/v	eh) Ir	iterse	ction	LOS =	: D	

Analyst: Inter.: Burnt Store Road at Acline Rd

Agency: PBS&J Area Type: All other areas Date: 11/24/2004 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Acline Road N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUN	IMMARY
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	Ea	Eastbound				Westbound			Northbound			Southbound		
	L	T	R	L		T	R	L	T	R	L	T	R	
No. Lanes	1	1	0	ļ	0	1	1	<u>-</u>	2	1	.	2	0	
LGConfig	L	TR	•	l	-	LT	R	L	T	R	L	TR		
Volume	10	10	10	39		10	162	10	1688	17	28	1353	14	
Lane Width	12.0	12.0				12.0	12.0	12.0	12.0	12.0	12.0	12.0		
RTOR Vol	Ì		0	İ			60			17			0	

Dur	ation	0.25		Area	Type	A1:	1 0	ther	areas					
					S	igna:	1 Oj	perat	ions					
Pha	se Comb	ination	1	2	3		4			5	6	7	8	
EB	Left		Α					NB	Left	A				
	Thru		A					Ì	Thru		A			
	Right		Α						Right		A			
	Peds								Peds					
WB	Left		A					SB	Left	A				
	Thru		A						Thru		A			
	Right		A					İ	Right		A			
	Peds							j	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	_		21.0					•	-	7.0	74.0			
Yel	low	4	4.0							4.0	4.0			
A11	Red	:	2.0							2.0	2.0			

Cycle Length: 120.0 secs

		Intersec	tion Pe	erforman	ce Summa	ary		
Appr/	Lane	Adj Sat	Rat:	ios	Lane (	Group	Appro	oach
Lane	Group	Flow Rate		·				
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und	THE RESERVE THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF TH		***************************************	***************************************			
L	219	1253	0.05	0.17	41.3	D		
TR	282	1612	0.08	0.17	41.5	D	41.4	D
Westbo	und							
LT	234	1338	0.22	0.17	43.0	D	44.4	D
R	259	1482	0.41	0.17	45.1	D		
Northb	ound							
L	97	1656	0.11	0.06	54.1	D		
T	2042	3312	0.87	0.62	23.4	С	23.6	C
R	914	1482	0.00	0.62	8.8	A		
Southb	ound							
L	97	1656	0.30	0.06	55.9	E		
TR	2039	3307	0.71	0.62	16.7	В	17.5	В

Intersection Delay = 22.1 (sec/veh) Intersection LOS = C

Analyst: Inter.: Burnt Store Road at NotreDame

Agency: PBS&J Area Type: All other areas Date: 12/1/2004 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Notre Dame N/S St: Burnt Store Road

			SI	GNAL:	ZED I	NTERSE	CTION	SUMM	ARY	
	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So
i	i	***		i		-	1 -	***	_	<b>+</b>

	Ea:	stbou	nd	Wes	Westbound				und	Southbound		
	L	${f T}$	R	L	T	R	L	T	R	L	$\mathbf{T}$	R
No. Lanes	0	0	0	-	0	1	0	2	1		2	0
LGConfig				L		R		${f T}$	R	L	T	
Volume				49		86		1772	88	98	1297	
Lane Width	Ì			12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vol	ĺ			j		0			60	İ		

Dur	ation	0.25		Area	Type:	All of	cher	areas		.,			
						gnal Op							
Pha	se Comb	ination	1	2	3	4	l	•	5	6	7	8	
EB	Left						NB	Left					
	Thru						ĺ	Thru		A			
	Right						ĺ	Right		Α			
	Peds							Peds					
WB	Left		A				SB	Left	Α				
	Thru							Thru	A	A			
	Right		A					Right					
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre			14.0						10.0	80.0			
	low		4.0						4.0	4.0			
	Red		2.0						0.0	2.0			
	-								~3		1_ +	000	

		cycre	renatu:	T20.0	secs
atawaaatian	Derformance	Summarte			

		Intersec	cion F	errorma	nce Summary	
Appr/	Lane	Adj Sat	Rat	ios	Lane Group	Approach
Lane	Group	Flow Rate				
Grp	Capacity	(s)	v/c	g/C	Delay LOS	Delay LOS

#### Eastbound

Westbo L	und 193	1656	0.27	0.12	49.1	D	51.5	D
R Northb	173 ound	1482	0.53	0.12	52.8	D	51.5	D
Т	2208	3312	0.84	0.67	18.5 6.8	B A	18.3	В
R Southb	988 ound	1482	0.03	0.67	0.0	A		
L	138	1656	0.75	0.08	73.5	E		
T	2594	3312	0.53	0.78	5.0	A	9.8	A

Intersection Delay = 16.1 (sec/veh) Intersection LOS = B

Analyst: Inter.: 1

Agency: PBS&J

Date: 11/24/2004

Inter.: Burnt Store @ Zemel/Yacht Club

Area Type: All other areas Jurisd: Charlotte County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Zemel Rd/Yacht Club Boulevard N/S St: Burnt Store Road

STGNALTZED	INTERSECTION	SHMMARY

						,, +							
	Ea	stbou	nd	We	Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	${f T}$	R	L	${f T}$	R	
No. Lanes	1	1	0	1	1	0		3	1	\- <u></u>	3	1	
LGConfig	L	TR	•	L _	TR	-	Ŀ	T	R	L	T	R	
Volume	283	10	75	34	10	108	35	1831	29	173	1421	101	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	İ		0	Ì		0	Ì		29			60	

Dur	ation	0.25		Area	Type	: Al	1 0	ther	areas					
					S	igna	1 0	perat	ions					
Pha	se Comb	ination	1	2	3	_	4		*****	5	6	7	8	
EB	Left		Α					NB	Left	Α				
	Thru		A						Thru			A		
	Right		Α						Right			A		
	Peds								Peds					
WB	Left		A					SB	Left	A	A			
	Thru		A					İ	Thru		A	A		
	Right		A					j	Right		A	A		
	Peds							ĺ	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	_	3	35.0					•	_	7.0	5.0	53.0		
Yel	low	4	1.0							4.0	4.0	4.0		
	Red	2	2.0							0.0	0.0	2.0		
										Cyc.	le Leng	gth: 120	. 0	secs

			chore	nenden:	120.0	2000
	 	_				

		Intersec	ction Pe	rforman	ce Summa	ry			
Appr/	Lane	Adj Sat	Rati	OS	Lane G	roup	Appr	oach	
Lane	Group	Flow Rate							<del></del>
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd								
L	342	1110	0.87	0.31	60.2	E			
TR	467	1514	0.19	0.31	30.7	C	53.3	D	
Westbou	ınd								
L	372	1206	0.10	0.31	29.7	C			
TR	464	1505	0.27	0.31	31.6	С	31.2	C	
Northbo	ound								
L	124	1656	0.30	0.08	53.9	D			
T	2397	5229	0.80	0.46	30.0	C	30.4	С	
R	679	1482	0.00	0.46	17.6	В			
Southbo									
L	248	1656	0.73	0.15	59.5	E			
T	2789	5229	0.54	0.53	18.5	В	22.7	С	
R	790	1482	0.05	0.53	13.5	В			
		tion Delay		(sec/v	eh) In	iterse	ction	LOS =	C

Analyst: Inter.: Burnt Store Rd/Cape Horn Blvd

Agency: PBS&J Area Type: All other areas
Date: 12/02/2004 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Cape Horn Boulevard N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMA
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	Ea:	Eastbound	Westbound				No	rthbo	und	Southbound			
	L	T	R	L		T	R	L	${f T}$	R	L	T	R
No. Lanes	1	1	0		1	1	0	_  1	. 2	1	1	2	1
LGConfig	L	TR		L		TR		L	T	R	L	T	R
Volume	98	10	10	10	-	10	37	10	1760	10	15	1362	153
Lane Width	12.0	12.0		12.	0 3	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0				0			0	İ		14

Dur	ation	0.25		Area	Туре	e: A.	ll o	ther	areas					
					5	Signa	al O	perat	ions					
Pha	se Comb	ination	1	2		}	4			5	б	7	8	
EB	Left		Α					NB	Left	A				
	Thru		Α						Thru		A			
	Right		Α					İ	Right		A			
	Peds							ĺ	Peds					
WB	Left		A					SB	Left	A				
	Thru		A						Thru		A			
	Right		A					ĺ	Right		A			
	Peds							Ì	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	-	3	17.0					•		7.0	78.0			
Yel	low	4	1.0							4.0	4.0			
	Red		2.0							2.0	2.0			

Cycle Length: 120.0 secs

		Interse	ction Pe	rforman	ice Summ	_	C Dong	,		
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	.os	Lane	Group	Appı	roach	<u> </u>	
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd			· · · · · · · · · · · · · · · · · · ·						
L	179	1263	0.58	0.14	52.6	D				
TR	228	1612	0.10	0.14	45.0	D	51.3	D		
Westbou	ınd									
L	183	1295	0.06	0.14	44.7	D				
TR	218	1539	0.23	0.14	46.2	D	46.0	D		
Northbo	ound									
L	97	1656	0.11	0.06	54.1	D				
T	2153	3312	0.86	0.65	20.5	C	20.6	C		
R	963	1482	0.01	0.65	7.4	Α				
Southbo	ound									
L	97	1656	0.16	0.06	54.5	D				
T	2153	3312	0.67	0.65	13.8	В	13.7	В		
R	963	1482	0.15	0.65	8.2	A				
	Intersec	tion Delay	= 19.0	(sec/v	eh) I	nterse	ction	LOS =	= B	

#### TWO-WAY STOP CONTROL SUMMARY

Analyst:

Agency/Co.: PBS&J
Date Performed: 12/2/2004
Analysis Time Period: AM Peak Hour

Intersection: Burnt Store Rd/Doredo Dr

Jurisdiction: Charlotte County

Units: U. S. Customary
Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Doredo Drive North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

	Vehi	cle Volu	mes and	Adjust	ments		
Major Street:	Approach		thbound			thbound	
•	Movement	1	2	3	4	5	б
		L	T	R	L	T	R
Volume			1708	18	43	1339	
Peak-Hour Fact	or, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Ra	te, HFR		1797	18	45	1409	
Percent Heavy	Vehicles			<b></b>	5		
Median Type/St RT Channelized	orage	Raised	curb		/ 1		
	•		2 0		1	2	
Lanes			T TR		ı. Lı	T	
Configuration	<b>]</b> n				n	Yes	
Upstream Signa		Yes			rep		
Minor Street:	Approach	Wes	tbound		Eas	tbound	
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Movement Volume		22		72			
Peak Hour Fact	or, PHF	0.95		0.95			
Peak Hour Factor, PHF Hourly Flow Rate, HFR		23		75			
Hourly Flow Rate, HFR Percent Heavy Vehicles		5		5			
Percent Heavy Vehicles Percent Grade (%)			0			0	
Percent Grade (%) Flared Approach: Exists?/		Storage		No	/		/
Flared Approach: Exists?/ Lanes		ō	0				
Configuration			LR				

Approach	NB	SB	W	estbound		Εā	astbound	f
Movement	1	4	7	8	9	10	11	12
Lane Config		L		LR		***************************************		
v (vph)		45		98		<del></del>		
C(m) (vph)		381		336				
v/c		0.12		0.29				
95% queue length		0.40		1.19				
Control Delay		15.7		20.1				
LOS		C		С				
Approach Delay				20.1				
Approach LOS				C				

Analyst: Inter.: Burnt Store Rd/Saragosa Ln

Agency: PBS&J Area Type: All other areas Date: 12/2/2004 Jurisd: Charlotte County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Saragosa Lane N/S St: Burnt Store Road

SIGNALIZED	INTERSECTION	SUMMARY
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	Ea	stbou	nd	We	stbou	nd	No:	rthbo	und	Southbound			
	L	T	R	L	T	R	L	$\mathbf{T}$	R	L	T	R	
No. Lanes		3	n		1 1	<u> </u>	ļ	າ າ		.	2	1	
LGConfig	L	TR	U	L	TR	Ü	L	T	R	L	T	R	
Volume	10	10	22	57	10	57	18	1659		101	1231		
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	Ì		0	Ì		0			17			14	

Dur	ation	0.25		Area	Туре	: Al	1 0	ther	areas				***************************************	
								perat						
Pha	se Comb	ination	1	2	3		4			5	6	7	8	
EB	Left		A					NB	Left	A				
	Thru		Α					Ì	Thru		A			
	Right		A						Right		A			
	Peds								Peds					
WB	Left		A					SB	Left	A				
	Thru		A						Thru		A			
	Right		Α						Right		A			
	Peds							İ	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	_	1	17.0					•	_	13.0	72.0			
Yel	low	4	1.0							4.0	4.0			
All	Red	2	2.0							2.0	2.0			

Cycle Length: 120.0 secs

		Interse	ction Pe	erforman	ice Sumi	mary					
Appr/ Lane	Lane	Adj Sat Flow Rate		los	Lane	Group	Appr	oach			
Grp	Group Capacity		v/c	g/C	Dela	y LOS	Delay	LOS	<del></del>		
Eastbo	ınd								***************************************	***************************************	
L	176	1239	0.06	0.14	44.7	D					
TR	222	1566	0.15	0.14	45.5	D	45.3	D			
Westbo	ınd										
L	181	1281	0.33	0.14	47.5	D					
TR	216	1522	0.33	0.14	47.3	D	47.4	D			
Northbo	ound										
L	179	1656	0.11	0.11	48.5	D					
T	1987	3312	0.88	0.60	25.2	C	25.1	C			
R	889	1482	0.04	0.60	9.9	A					
Southbo	ound										
L	179	1656	0.59	0.11	56.1	E					
T	1987	3312	0.65	0.60	16.5	B	19.4	В			
R	889	1482	0.02	0.60	9.7	A					
	Intersec	tion Delay	= 23.9	(sec/v	reh)	Interse	ction	LOS :	= C		

Analyst: Inter.: Burnt Store Rd/Peppercorn Rd

Area Type: All other areas Agency: PBS&J Date: 12/2/2004 Period: AM Peak Hour Jurisd: Charlotte County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Peppercorn Road N/S St: Burnt Store Road

~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~	TNTERSECTION	<u>ለተተከለዚፈች ጀን</u> ሚያ
~ [ [#N[A [ - ] X [ M ] ]	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	~ 1341141 AL Y

							CLION						<del></del>
	Eas	stbound	l	Wes	tbour	ıd	Not	thbou	nd	Sou	ithbo	und	
	L	T F	5	L	T	R	L	T	R	L	T	R	
No. Lanes	s   1	1 (	)	0	0	0	-	2	0	1	2	1	
LGConfig	- !	TR	<b>'</b>	J	Ū	v	L	T	i	L	T	R	İ
Volume	123	0 32					18	1742	i	0		101	
Lane Widt	1						12.0		i	12.0		12.0	İ
RTOR Vol		0	İ						į			60	
Duration	, 		, 	'z z >	חות	ther	areas						•
					nal C	perat							
Phase Cor	mbinatior	1 1	2	3	4			5	6	7		8	
EB Left		A				NB	Left	A					
Thru		A				ļ	Thru		A				
Right	t	A					Right	-	A				
Peds							Peds						
WB Left						SB	Left	A					
Thru							Thru		A				
Right	t						Right	•	A				
Peds							Peds						
NB Right						EB	Right						
SB Right	t					WB	Right						
Green		18.0						7.0	77.0				
Yellow		4.0						4.0	4.0				
All Red		2.0						2.0	2.0		100	•	
					<b>.</b>				le Len	gtn:	120.	0 se	CS
						rmanc	e Summ						
	Lane	Adj S		Ka	tios		Lane	Group	App	roach	l		
	Group	Flow F			/	-	D-1	- TOC		T O C			
Grp (	Capacity	(s)		v/c	g/	C	ретаў	LOS	рета	y LOS	j 		
Eastbound													
L	248	1656		0.52		15	49.0	D	40 7	-			
TR	222	1482		0.15	0.	15	44.7	D	48.1	D			
Westbound	đ												
Northbour						,							
L	97	1656		0.20	0.	06	54.8	D					

2125 3312 0.86 0.64 21.2 C 21.6 C

53.2

14.2

8.0

D

В

Α

14.0 B

0.00 0.06

0.66 0.64

0.05 0.64

Intersection Delay = 19.6 (sec/veh) Intersection LOS = B

T

L

T

R

Southbound

97

2125

951

1656

3312

1482

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J

Inter.: Burnt Store Rd at Vincent Ave

Agency: PBS&J Date: 12/2/2004 Period: AM Peak Hour Area Type: All other areas Jurisd: Charlotte County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

	Vincer								Burnt :		Road			
				SIC	GNALI2	ED I	NTERSE	ECTION	SUMMA	RY				
	Ī	Eas	tbour			tbou		_	rthbou		Sou	thbou	ind	
	1	Ĺ.	T	R	Ŀ	Т	R	L	T	R	L	Т	R	difference and
No. Lar LGConfi Volume	ig   1  12		1 TR 0	0 29	0	0	0	1 L 123	T 1878	0		2 T 1411		- thirties assumed assistance of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties of the thirties
Lane Wi	1	2.0	12.0	0				12.0	12.0	************	,	12.0	12.0 60	
Duratio	on 0	. 25		Area 7			other Operat				***************************************			
Phase C	Combinat	ion	1	2	3	4	_		5	6	7	8	}	
EB Lef			A				NB	Left	A					
Thr Ric Pec	ght		A A					Thru Right Peds		Α				
WB Lef	t						SB	Left						
Thr								Thru		A				
Ric								Right	<b>-</b>	A				
Pec								Peds	_					
NB Ric							EB WB	Right Right						
SB Ric Green	Jil L		18.0				MP	Kīgiii	15.5	70.5				
Yellow			4.0						4.0	4.0				
All Red			2.0						0.0	2.0				
									Cyc.	le Len	gth: 3	120.0	se	cs
				ntersec										
Appr/ Lane	Lane Group			) Sat v Rate		tios			Group		roach			
Grp	Capaci	lty	•	(s)	v/c	9	/c	Delay	LOS	Dela	y Los			
Eastbou	ınd													
L	248		165		0.51		.15	48.7	D					
TR	222		148	32	0.14	0	.15	44.6	D	47.8	D			
Westbou	ınd													
<b>%</b> #	3													
Northbo L	ound 214		165	: 6	0.60	0	.13	54.1	D					
T	2484		331		0.80		.75	11.2	В	13.8	В			
Southbo	ound													
T R	1946 871		331 148		0.76		.59 .59	20.4 10.4	C B	20.2	С			
1,7	0/1		T.#C	شک ز	0.03	Ų		± ∪ . •±	ت					

Intersection Delay = 17.8 (sec/veh) Intersection LOS = B

Analyst: Inter.: Burnt Store at Marina Ent

Agency: PBS&J Area Type: All other areas

Date: 11/24/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Eastbound

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Westbound

E/W St: Islamorada Blvd (Marina Ent) N/S St: Burnt Store Rd

SIGNALIZED	INTERSECTION	SUMMARY

	ندا	.1,	R	1 4	T	R	יו	1	R	11	1	IX.
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R	İ			L	${f T}$		[	$\mathbf{T}$	R
Volume	162		113	ĺ			61	1839			1379	61
Lane Width	12.0		12.0	İ			12.0	12.0			12.0	12.0
RTOR Vol	İ		60	İ								60
Duration	0.25		Area				areas		·····			
			····	51	gnai	Operat	:ions_					
Phase Combi	.nation	. 1	2	3	4			5	6	7		8
EB Left		Α				l NB	Left	Α				

***	~~-~-			-3								
				Sig	nal Op	perat	ions					
Pha	se Combination	1	2	3	4			5	6	7	8	
EB	Left	Α				NB	Left	A				
	Thru						Thru	A	A			
	Right	A					Right					
	Peds						Peds					
WB	Left					SB	Left					
	Thru						Thru		A			
	Right						Right		A			
	Peds						Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre	<del>-</del>	18.0				•		15.0	71.0			
Yel	low -	4.0						4.0	4.0			
A11	Red	2.0						0.0	2.0			

Cycle Length: 120.0 secs

Northbound

Southbound

rgrs

						CACT	e Leng	tn: 1	20.0	secs
		Intersec	tion Pe	rformanc	e Summa	ry				
Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appr	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd					·····	<del></del>			
L	255	1703	0.67	0.15	54.9	D				
							52.6	D		
R	233	1553	0.24	0.15	45.5	D				
Westbou	ınd									
										•
Northbo	ound									
L	217	1736	0.29	0.13	48.5	D				
T	2603	3471	0.74			A	10.9	В		
-										
Southbo	ound									
T	2015	3406	0.72	0.59	18.7	В	18.7	В		
R	902	1524	0,00	0.59	10.0+	В				
		tion Delay				terse	ction :	LOS =	: B	

Inter.: Burnt Store Rd @ Kismet Pkwy Analyst:

Area Type: All other areas Agency: PBS&J

Date: 12/2/2004 Period: AM Peak Hour Jurisd: Lee County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Kismet Parkway N/S St: Burnt Store Road

SIGNALIZED	INTERSECTION	SUMMARY
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	Ea	Eastbound			stbou	nd	Northbound			Southbound			
	L	T	R	L	T	R	L	${f T}$	R	L	T	R	
No. Lanes	   1	1	0	1	1	1	<u>-</u>	2	1		2	1	
LGConfig	L	TR		L	T	R	L	T	R	L	${f T}$	R	
Volume	20	35	10	77	38	650	15	1381	89	513	1180	17	
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			0	İ		0	Ì		60			17	

Dur	ation	0.25		Area	Type:	All	ot	her	areas					
						ignal								
Pha	se Combi	ination	1	2	3	-	4		-	5	6	7	8	
EB	Left		A				ĺ	NB	Left	A				
	Thru		A				Ì		Thru			A		
	Right		A				İ		Right			A		
	Peds								Peds					
WB	Left		Α					SB	Left	A	A			
	Thru		Α						Thru		A	A		
	Right		A						Right		A	A		
	Peds								Peds					
NB	Right						İ	EB	Right					
SB	Right							WB	Right	A	A			
Gre	en		17.0				ľ		_	7.0	27.0	49.0		
Yel	low		4.0							4.0	4.0	4.0		
All	Red		2.0							0.0	0.0	2.0		
										Cyc.	le Leng	th: 120	. 0	secs

		-	
ntercection	Derformance	Summary	

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	.os	Lane	Group	Appr	oach		
Grp	Capacity		v/c	g/C	Dela	y LOS	Delay	LOS	<del></del>	
Eastbou	ınd									
Ļ	202	1274	0.10	0.16	43.4	D				
TR	266	1683	0.18	0.16	44.1	D	43.9	D		
Westbou	und									
L	200	1265	0.41	0.16	46.8	D				
T	276	1743	0.14	0.16	43.7	D	37.9	D		
R	778	1482	0.88	0.52	36.5	D				
Northbo	ound									
L	124	1656	0.13	0.08	52.3	D				
T	1482	3486	0.98	0.43	53.0	D	52.3	D		
R	630	1482	0.05	0.43	20.3	C				
Southbo	ound									
L	552	1656	0.98	0.33	72.2	E				
T	2311	3382	0.54	0.68	9.8	A	28.7	C		
R	1013	1482	0.00	0.68	6.0	A				
	Intersec	tion Delay	= 39.2	(sec/v	eh)	Interse	ction	LOS	= D	

Analyst: Inter.: Burnt Store Rd/Van Buren Pkwy

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Van Buren Parkway N/S St: Burnt Store Road

SIGNALIZED	INTERSECTION	SUMMARY

	Eas	stbou	nd	We	stbou	nd	No	rthbo	und	Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	-	2	1	1	2	1
LGConfig	L	TR		L	TR		L	T	R	L	T	R
Volume	10	10	10	47	10	84	10	1411	74	122	1093	10
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		0	Ì		0	1		60			10

Dur	ation	0.25		Area	Type:	All o	ther	areas					
						gnal O							
Pha	se Comb	ination	1	2	3	4	1	***	5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru		A					Thru		Α			
	Right		A					Right		A			
	Peds						Ì	Peds					
WB	Left		Α				SB	Left	A				
	Thru		A				Ì	Thru		A			
	Right		A				j	Right		A			
	Peds						İ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre		:	11.0				•	•	16.0	75.0			
Yel	low		4.0						4.0	4.0			
	Red	2	2.0						2.0	2.0			
	**												

L20.0	secs
L	20.0

		Intersec								 
Appr/ Lane	Lane Group	Adj Sat Flow Rate		.os	Lane	Group	Appı	oacl	1	
Grp		(a)	v/c	g/C	Delay	LOS	Delay	LOS	3	
Eastbo	ınd				······································	***************************************				
L	107	1170	0.10	0.09	50.4	D				
TR	148	1612	0.15	0.09	50.7	D	50.6	D		
Westbou	and									
L	119	1295	0.41	0.09	53.8	D				
TR	139	1511	0.71	0.09	68.7	E	63.8	E		
Northbo	ound									
L	221	1656	0.05	0.13	45.5	D				
T	2070	3312	0.72	0.63	16.5	В	16.6	В		
R	926	1482	0.02	0.63	8.5	Α				
Southbo	ound									
L	221	1656	0.58	0.13	52.6	D				
T	2070	3312	0.56	0.63	13.3	В	17.2	В		
R	926	1482	0.00	0.63	8.4	A				
	Intersec	tion Delay	= 19.6	(sec/v	reh) I	nterse	ction	LOS	= B	

Analyst: Inter.: Burnt Store Road at Diplomat

Area Type: All other areas Agency: PBS&J

Date: 11/24/2004 Period: AM Peak Hour Jurisd: Lee County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: Burnt Store Road E/W St: Diplomat Parkway

SIGNALIZED INTE	RSECTION	SUMMARY
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	Ea	stbou	nđ	Westbound Northbound					und	Southbound			
	L	T	R	L	T	R	L	${f T}$	R	L	T	R	
No Tamos	ļ		<u> </u>	<u> </u>	-	<u> </u>			7				
No. Lanes LGConfig	L	TR	U	L	Ţ	R	L	T	R	L	T	R	
Volume	10	10	10	70	10	105	10	1351	134	182	1033	10	
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			0			60			60			10	

Dur	ation	0.25	Area	Type:	All c	ther	areas				
					gnal C						
Pha	se Comb	ination 1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A				İ	Thru			A	
	Right	Α				Ì	Right			A	
	Peds					ĺ	Peds				
WB	Left	A				SB	Left	Α	A		
	Thru	A				İ	Thru		A	A	
	Right	A				İ	Right		A	A	
	Peds					İ	Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Gre	en	13.	0			•	_	7.0	10.0	70.0	
Yel	low	4.0						4.0	4.0	4.0	
A11	Red	2.0						0.0	0.0	2.0	
								Cyc:	le Leng	th: 120	.0 secs

Tm	torcostion	Performance	Cummaru.
1 173	FERSECTION	PETTOTHATICE	SUBBOALV

Appr/	Lane	Adj Sat	Rati	.os	Lane	Group	Appı	coacl	1
Lane Grp	Group Capacity	Flow Rate (s)	v/c	g/C	Delay	/ LOS	Delay	/ LOS	3
Eastbou	ınd								
L	142	1308	0.08	0.11	48.3	D			
TR	175	1612	0.13	0.11	48.7	D	48.6	D	
Westbou	ınd								
L	140	1295	0.53	0.11	54.3	D			
T	189	1743	0.06	0.11	48.1	D	52.4	D	
R	161	1482	0.29	0.11	50.3	D			
Northbo	ound								
L	97	1656	0.11	0.06	54.1	D			
T	1932	3312	0.74	0.58	19.8	В	19.6	В	
R	864	1482	0.09	0.58	11.0	В			
Southbo	ound								
L	290	1656	0.66	0.17	51.7	D			
T	2318	3312	0.47	0.70	8.2	A	14.7	В	
R	1037	1482	0.00	0.70	5.4	A			
	Intersec	tion Delay	= 19.3	(sec/v	reh) I	Interse	ction	LOS	= B

Analyst: Inter.: Burnt Store Rd @ Tropicana

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tropicana Parkway N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes		2	0	1	2	0	1	2	1	1	. 2	1	
LGConfig	L	TR		L	TR		L	${f T}$	R	L	T	R	
Volume	8	53	33	22	37	20	30	1277	178	73	1130	12	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	İ		0	ĺ		0	Ì		60	ĺ		12	

Dur	ation	0.25		Area	Туре	: A	Ll of	ther	areas					
								perat						
Pha	se Comb	ination	1	2	=		4			5	6	7	8	
EΒ	Left		A					NB	Left	A				
	Thru		Α						Thru		A			
	Right		A						Right		Α			
	Peds								Peds					
WB	Left		A					SB	Left	A				
	Thru		A					Ì	Thru		A			
	Right		A					į	Right		A			
	Peds							ĺ	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en	1	.5.0					•		12.0	75.0			
Yel	low	4	1.0							4.0	4.0			
All	Red	2	2.0							2.0	2.0			
												- *	 _	

Cycle Length: 120.0 secs

		Intersed	ction Pe	rforman	ice Summ	nary				
Appr/	Lane	Adj Sat	Rati	.os	Lane	Group	Appr	oach	1	
Lane	Group	Flow Rate			***************************************		,			
Grp	Capacity	(s)	v/c	g/C	Delay	y LOS	Delay	LOS	3	
Eastbou	ınd		MINIMAN							
L	156	1248	0.05	0.13	46.4	D				
TR	390	3121	0.23	0.13	47.6	D	47.5	D		
Westbou	ınd									
L	151	1211	0.15	0.13	47.3	D				
TR	392	3138	0.15	0.13	47.0	D	47.1	D		
Northbo	ound									
L	166	1656	0.19	0.10	50.1	D				
T	2070	3312	0.65	0.63	14.9	В	15.2	B		
R	926	1482	0.13	0.63	9.3	Α				
Southbo	ound									
L	166	1656	0.46	0.10	53.0	D				
T	2070	3312	0.57	0.63	13.6	В	16.0	В		
R	926	1482	0.00	0.63	8.4	A				
	Intersec	tion Delay	= 17.5	(sec/v	reh) :	Interse	ction	LOS	= B	

Analyst: Inter.: Burnt Store Rd at Embers Pkwy

Agency: PBS&J Area Type: All other areas

Date: 11/24/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Embers Parkway N/S St: Burnt Store Road

STGNALTZED	INTERSECTION	SHMMARY
		** (\f\;\!\!\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\

	Ea	stbou	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	Ŀ	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	-	2	1	1	2	1
LGConfig	L	TR		L	TR		L	${f T}$	R	L	$\mathbf{T}$	R
Volume	12	110	61	52	38	135	69	1183	123	182	1008	25
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0	Ì		0			60	Ì		25

Dur	ation	0.25		Area	Туре:	All ot	her	areas					
					Sig	gnal Op	perat	ions					
Pha	se Comb:	ination	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	Α				
	Thru			A		ĺ		Thru		A			
	Right			A				Right		A			
	Peds							Peds					
WB	Left		Α				SB	Left	A				
	Thru			A				Thru		A			
	Right			Α				Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre			7.0	9.0		1		_	15.0	65.0			
Yel			4.0	4.0					4.0	4.0			
	Red		2.0	2.0					2.0	2.0			

Cycle Length: 120.0 secs

		Intersec	tion Pe	erforman	ce Summ	ary				
Appr/	Lane	Adj Sat	Rati	ios	Lane	Group	Appr	oach		
Lane	Group	Flow Rate							****	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd		<del></del>		· · · · · · · · · · · · · · · · · · ·			***************************************		
L	97	1656	0.13	0.06	54.3	D				
TR	235	3135	0.77	0.08	68.5	E	67.5	E		
Westbou	ınd									
Ŀ	97	1656	0.57	0.06	62.6	E				
TR	219	2924	0.83	0.08	77.6	E	74.1	E		
Northbo	ound									
Ŀ	207	1656	0.35	0.13	49.1	D				
${f T}$	1794	3312	0.69	0.54	21.4	C	22.4	С		
R	803	1482	0.08	0.54	13.2	В				
Southbo	ound									
L	207	1656	0.93	0.13	94.7	F				
L T	1794	3312	0.59	0.54	19.1	B	30.7	С		
R	803	1482	0.00	0.54	12.6	В				
	Intersec	tion Delay	= 32.6	(sec/v	eh) I	nterse	ction	LOS =	C	

Analyst: Inter.: Burnt Store Rd at Ceitus Pkwy

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Appr/

Lane

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Ceitus Parkway N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eas	stboui	nd	We	stbou	nd	No:	rthbo	ınd	So	uthbo	und
	L	T	R	Ŀ	${f T}$	R	L	T	R	L	T	R
No. Lanes	1	1	1.	1	1	1	1	2	1	1	2	1.
LGConfig	L	${f T}$	R	L	T	R	L	T	R	L	T	R
Volume	24	22	142	91	17	17	41	1267	67	34	1034	11
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60	j		17			60	İ		11

Dur	ation	0.25		Area	Тур	e: 2	All c	ther	areas					
								perat						
Pha	se Comb	ination	1	2		} _	4	]		5	6	7	8	
EB	Left		A					NB	Left	A				
	Thru		A						Thru		A			
	Right		A					Ì	Right		A			
	Peds							İ	Peds					
MB	Left		Α					SB	Left	A				
	Thru		A					ĺ	Thru		A			
	Right		A					, and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of	Right		A			
	Peds								Peds					
VB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en _		18.0					•		9.0	75.0			
Ye1	low		4.0							4.0	4.0			
All	Red	;	2.0							2.0	2.0			
										Сус	le Lengt	h:	120.0	secs

				Cycac	merragerr.	120.0	
In	tersectio	on Performance	Sumr	nary			
—— Adj	Sat	Ratios	Lane	Group	Approach	1	
73.3	D - 4						

Lane	Group	Flow Rate				- <del> </del>			
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	/ LOS	3
Eastbo	und	· · · · · · · · · · · · · · · · · · ·						***************************************	
L	201	1337	0.12	0.15	44.5	D			
T	272	1810	0.08	0.15	44.0	D	45.9	D	
R	233	1553	0.37	0.15	46.9	D			
Westbo	und								
L	203	1356	0.47	0.15	48.4	D			
T	272	1810	0.07	0.15	43.9	D	47.7	D	
R	229	1524	0.00	0.15	43.3	D			
Northbo	ound								
L	130	1736	0.33	0.08	54.1	D			
${f T}$	2169	3471	0.62	0.63	14.2	B	15.4	В	
R	971	1553	0.01	0.63	8.5	A			
Southbo	ound								
L	128	1703	0.28	0.08	53.6	D			
T	2129	3406	0.51	0.63	12.6	В	13.9	В	
R	953	1524	0.00	0.63	8.4	A			
		tion Delay	= 17.6	(sec/v	reh) I	nterse	ction	LOS	= B

Analyst: Inter.: Burnt Store at Pine Island

Agency: PBS&J Area Type: All other areas

Date: 11/17/2004 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Pine Island Road N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED	INTER	SECTION	SUMMARY

	Eas	stbou	nd	We	stbou	nd	Northbound			Southbound		
	L	T	R	L	${f T}$	R	L	T	R	L	T	R
No. Lanes	2	2	1.	1	2	1	2	2	1,		2	1
LGConfig	L	${f T}$	R	L	T	R	L	T	R	L	T	R
Volume	324	700	382	85	539	438	334	552	141	396	612	192
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	ĺ		60			60	Ì		60	İ		60

Dur	ation	0.25		Area	Type:	All o	ther	areas		,			
					Sig	nal O	perat	ions					
Pha	se Comb	ination	1	2	3	4			5	6	7	8	
EB	Left		A	A			NB	Left	A				
	Thru			A	A		İ	Thru		A			
	Right			A	A		į	Right		A			
	Peds						İ	Peds					
WB	Left		Α				SB	Left	Α				
	Thru				A		İ	Thru		Α			
	Right				A		Ì	Right		A			
	Peds						Ì	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en	,	7.0	5.0	34.0		•	_	17.0	28.8			
Yel	low	4	4.0	4.0	4.8				4.0	4.8			
All	Red	(	0.0	0.0	2.0				2.8	1.8			

		Intersec	tion Pe	rformanc	e Summa	-				 
Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appı	coach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	/ LOS		
Eastbou	nd		***************************************			***************************************				 
L	440	3303	0.77	0.13	58.7	E				
T	1232	3438	0.60	0.36	32.3	C	38.9	D		
R	556	1553	0.61	0.36	33.6	С				
Westbou	nd									
L	101	1736	0.88	0.06	109.8	F				
${f T}$	974	3438	0.58	0.28	37.8	D	54.8	D		
R	432	1524	0.92	0.28	66.8	E				
Northbo	und									
L	477	3367	0.74	0.14	55.3	E				
T	833	3471	0.70	0.24	44.2	D	47.5	D		
R	373	1553	0.23	0.24	37.0	D				
Southbo	und									
L	468	3303	0.89	0.14	69.4	E				
T	817	3406	0.79	0.24	47.9	D	54.4	D		
R	366	1524	0.38	0.24	38.8	D				
	Intersec	tion Delay	= 48.3	(sec/ve	h) In	iterse	ction	LOS =	D	

Analyst: PBS&J Inter.: Veterans Pkwy at Surfside Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/11/2005 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

				~~~~~~				~ ~					
	Ea	stbou	nd	We	Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	${f T}$	R	L	T	R	
No. Lanes	1	2	1	1	2	1	1	1	1		1	0	
LGConfig	L	${f T}$	R	L	T	R	L	T	R	L	TR		
Volume	26	1051	93	354	803	83	72	200	624	167	117	31	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		
RTOR Vol	ĺ		60			60			60			0	

Dur	ation	0.25		Area	Туре	All	. 0	ther	areas					
					S	ignal	. 0	perat	ions					
Pha	se Combi	nation	1	2	3		4			5	6	7	8	
EB	Left		A					NB	Left	A				
	Thru			A					Thru		A			
	Right			A				İ	Right		A			
	Peds							Ì	Peds					
WB	Left		A					SB	Left	A				
	Thru			A				•	Thru		A			
	Right			A				•	Right		A			
	Peds							* *	Peds					
NB	Right		A					EB	Right					
SB	Right							WB	Right					
Gre	_	;	25.0	39.0				•	_	13.0	18.0			
Yel			4.0	4.5						4.0	4.0			
	Red		2.5	2.0						2.0	2.0			
										Cycl	e Lengt	h:	120.0	secs

		Intersec	tion Pe	erforman	ice Summa	ry		
Appr/	Lane	Adj Sat	Rat:	ios	Lane G	roup	Appro	oach
Lane	Group	Flow Rate						
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbou	ınd							
L	362	1736	0.07	0.21	38.3	D		
${f r}$	1248	3654	0.89	0.34	45.3	D	44.6	D
R	505	1553	0.07	0.32	28.0	C		
Westbou	ınd							
L	391	1736	0.95	0.22	79.6	E		
T	1128	3471	0.75	0.32	39.0	D	50.9	D
R	505	1553	0.05	0.32	27.8	C		
Northbo	ound							
L	188	1736	0.40	0.11	51.3	D		
T	274	1827	0.77	0.15	61.6	E	56.7	E
R	634	1553	0.94	0.41	55.6	E		
Southbo	ound							
L	188	1736	0.94	0.11	100.7	F		
TR	265	1769	0.59	0.15	51.0	D	77.3	E

Intersection Delay = 52.7 (sec/veh) Intersection LOS = D

Analyst: Inter.: Veterans Pkwy at Chiquita Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/4/2005 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Veterans Parkway N/S St: Chiquita Boulevard

STGNALTZED	INTERSECTION	SUMMARY
STUNKERSON		O Chillitair x

						*******		~ ~ ~				
	Eas	Eastbound Westbound				nđ	Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	2	0	1	1	3	1	1	3	1
LGConfig	L		R	L		R	L	T	R	L	T	R
Volume	172		327	605		201	239	734	622	321	673	41
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60	,		60			120			41

Dur	ation	0.25		Area T									
					Sig	mal Op	perat	ions			***************************************		
Pha	se Comb:	nation	1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru							Thru		Α			
	Right		A					Right		A			
	Peds							Peds					
WB	Left		A	Α			SB	Left	A				
	Thru							Thru		A			
	Right			A				Right		A			
	Peds							Peds					
NB	Right			A			EB	Right	A				
SB	Right						WB	Right					
Gre	_		20.0	20.0			•		25.0	30.0			
Yel	low		4.0	4.5					4.0	4.0			
All	Ređ		2.5	2.0					2.0	2.0			

		Intersec	tion Pe	rformanc	e Summa	ary				
Appr/	Lane	Adj Sat	Rati	os	Lane (Froup	Appr	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd									
L	289	1736	0.63	0.17	50.8	D				
							37.7	D		
R	582	1553	0.48	0.38	29.3	C				
Westbou	nd									
L	1403	3471	0.45	0.40	26.3	C				
							30.6	C		
R	259	1553	0.57	0.17	49.1	D				
Northbo	und									
L	362	1736	0.70	0.21	49.7	D				
T	1247	4988	0.62	0.25	40.9	D	41.7	D		
R	647	1553	0.82	0.42	39.0	D				
Southbo	und									
L	362	1736	0.93	0.21	77.5	E				
${f T}$	1370	5481	0.52	0.25	39.1	D	51.5	D		
R	388	1553	0.00	0.25	33.8	C				
•		tion Delay		(sec/ve	h) Ir	iterse	ction	LOS =	= D	

Analyst: PBS&J Inter.: Veterans Pkwy at Skyline Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/11/2005 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Veterans Parkway N/S St: Skyline Boulevard

SIGNALIZED INTERSECTION SUM	SIGNALIZED	TNTER	SECTION	SUMMARY
-----------------------------	------------	-------	---------	---------

	Eas	Eastbound			Westbound			rthbou	ınd	So	uthbo	und
	L	T	R	Ŀ	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	1	2	2	0		2	1
LGConfig	L		R	Į L		R	L	T		L	${f T}$	R
Volume	151		65	312		312	69	882		548	437	66
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol	ĺ		60	Ì		60	Ì			İ		60

Dur	ation	0.25		Area T									
					Sig	gnal Op	perat	ions			····		
Pha	se Comb:	ination	1	2	3	4			5	6	7	8	
ΞB	Left		Α				NB	Left	A				
	Thru						j	Thru		A			
	Right			A			İ	Right					
	Peds						İ	Peds					
NB	Left		Α				SB	Left	A				
	Thru							Thru		A			
	Right			Α				Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right	A				
Gre			17.0	12.0			•		23.0	45.0			
Yel.	low		3.5	4.0					3.5	4.0			
A11	Red		2.0	2.0					2.0	2.0			

		Intersec	tion Pe	rformand	ce Summa	ary				
Appr/	Lane	Adj Sat	Rati	os	Lane (Group	Appr	oach		
Lane	•	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd									
L	477	3367	0.33	0.14	46.8	D	46.0	D		
R	155	1553	0.03	0.10	48.8	D	46.9	IJ		
Westbou	ind									
L	550	3471	0.60	0.16	48.7	D	41.3	D		
R	531	1553	0.50	0.34	32.1	С	41.5	U		
Northbo	und									
L	645	3367	0.11	0.19	40.2	D				
T	1431	3654	0.65	0.39	30.8	С	31.5	C		
Southbo	ound									
L	723	3471	0.80	0.21	51.4	D				
T	1302	3471	0.35	0.38	27.2	C	40.6	D		
R	582	1553	0.01			C				
		tion Delay	= 37.8	(sec/ve	eh) Ir	nterse	ection	LOS	= D	

Analyst: PBS&J Inter.: Veterans at Santa Barbara

Agency: PBS&J Area Type: All other areas

Date: 11/2005 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Santa Barbara Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	tbou	nd	Wes	tbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
N							.		4	.	~	
No. Lanes	2	U	1	2	U	2	2	3	-L	2	3	1
LGConfig	L		R	L		R	L	${f T}$	R	L	${f T}$	R
Volume	374		188	456		720	1111	1060	831	935	767	168
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	İ		60	Ì		0	į		240	ĺ		60

Dur	ation	0.25		Area '	Type:	All	ot]	her	areas				
					si	gnal	Ope	erat	ions				
Pha	se Comb	ination	1	2	3	. 4	1			5	б	7	8
EB	Left		A				j	NB	Left	Α			
	Thru						İ		Thru			A	
	Right		A				İ		Right			A	
	Peds						ĺ		Peds				
WB	Left			Α			i	SB	Left	A	A		
	Thru						İ		Thru		A	A	
	Right			A					Right		Α	A	
	Peds						İ		Peds				
NB	Right		A	A				EB	Right	A			
SB	Right						Ì	WB	Right	A			
Gre		•	16.0	19.0			•		_	12.0	18.7	29.0	
Yel	low		3.5	3.5						3.5	3.5	4.5	
	Red		2.0	2.0						0.0	0.0	2.8	

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	os	Lane (Group	Appı	oach	ì
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd	······································	***************************************						
L	449	3367	0.88	0.13	68.6	E			
							61.2	E	
R	362	1553	0.37	0.23	39.3	D			
Westbou	ınd								
L	550	3471	0.87	0.16	63.7	E			
							58.0	E	
R	831	2733	0.91	0.30	54.5	D			
Northbo	ound								
L	337	3367	0.35	0.10	51.0	D			
T	1325	5481	0.84	0.24	48.4	D	37.1	D	
R	994	1553	0.63	0.64	14.2	В			
Southbo	ound								
L	989	3471	0.99	0.28	70.1	E			
T	2128	4988	0.38	0.43	23.6	C	47.5	D	
R	663	1553	0.17	0.43	21.4	C			
		tion Delay				nterse	ction	LOS	= D

Analyst: PBS&J

Inter.: Veterans at Country Club

Agency: PBS&J

Area Type: All other areas

Jurisd: Lee County

Date: 1/11/2005 Period: AM Peak Hour

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Veterans Parkway

N/S St: Country Club Boulevard

		,	SI	GNALIZ	ED I	NTERSE	CTION	SUMM	ARY			
	Eas	tbou			tbou			rthbo		So	uthbo	and
	L	L T R			T R		L T		R	L	T	R
No. Lanes		n	1.		0	1	2	2	1	1 2	2	1
LGConfig	L	v	R	L	_	R	L	T	R	L	T	R.
Volume	360		180	272		462	302	661	400	875	578	197
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60			60	1		60	I		60

Dur	ation	0.25		Area T	ype:	All	ot	her	areas					
					Si	gnal	Op	erat	ions					
Pha	se Comb	ination	1	2	3	4			,	5	6	7	8	
EB	Left		A					NB	Left	A				
20	Thru						į		Thru			A		
	Right			A			İ		Right			A		
	Peds						i		Peds					
WB	Left		A				i	SB	Left	Α	A			
МБ	Thru		**						Thru		Α	A		
	Right			A					Right		Α	A		
							l		Peds					
	Peds		A				l	EB	Right					
NB	Right		A				1	WB	Right	A				
SB	Right		20.0	19.0			l	712		18.0	15.0	32.5		
Gre			20.0							3.5	3.5	4.0		
Yel	.low		3.5	5.0										
All	. Red		2.0	2.0						0.0	0.0	2.0	•	
										Cycl	e Leng	th: 130	. υ	secs

		Intersec	tion Pe	rformanc	e Summa	ary			,	
Appr/	Lane	Adj Sat	Rati	os	Lane (Froup	Appr	oach		
Lane Grp	Group Capacity	Flow Rate (s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd									
L	518	3367	0.73	0.15	57.7	E	56.9	E		
R	227	1553	0.56	0.15	54.6	D				
Westbou	ınd									
Ŀ	587	3471	0.49	0.17	49.5	D	48.6	D		
R	526	1553	0.80	0.34	48.0	D				
Northbo	ound					***				
L	481	3471	0.66	0.14	56.5	E		_		
T	970	3654	0.72	0.27	45.9		43.2	D		
R	699	1553	0.51	0.45	26.2	C				
Southbo	ound									
L	1028	3471	0.90	0.30	54.2	D				
T	1362	3471	0.45	0.39	29.3	С	42.8	D		
R	609	1553	0.24	0.39	26.7	C				
••		ction Delay	= 45.6	(sec/ve	eh) I:	nterse	ection	LOS :	= D	

Analyst: PBS&J Inter.: Veterans at Del Prado Agency: PBS&J Area Type: All other areas

Date: 1/11/2005 Jurisd: Lee County

Period: AM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Del Prado Boulevard

SIGNALIZED	INTERSECTION	SUMMARY

	Eas	tbou	nd	Wes	tbou	ınd .	No:	rthbo	und	So	uthbo	und
	L	T	R	L 1	T	R	L	\mathbf{T}	R	L	T	R
No. Lanes	2	0	2	2	0	1		3	0	3	3	1
LGConfig	L		R	L		R	L	TR		L	\mathbf{T}	R
Volume	611		898	412		424	580	1402	651	787	1722	360
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			55			55	İ		0	i		55

Dur	ation (0.25	Area T	ype:	All o	ther	areas					
				Sig	gnal O	perat	ions					
Pha	se Combina	ation 1	2	3	4			5	6	7	8	
EB	Left	A	A			NB	Left	A				
	Thru						Thru		Α			
	Right		Α				Right		Α			
	Peds						Peds					
WB	Left	A				SB	Left	A				
	Thru					İ	Thru		Α			
	Right					ĺ	Right		A			
	Peds					ĺ	Peds					
NB	Right					EB	Right	A				
SB	Right	A	A			WB	Right					
Gre	_	14.0	12.0			,	•	27.0				
Yel	low	4.0	4.0					4.0	4.5			
All	Red	2.0	4.5					4.5	3.0			

		Intersec	tion Pe	rforman	ce Summa	.ry			
Appr/	Lane	-	Rati	.os	Lane G	roup	Appro	oach	
Lane	-	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	ınd		***************************************						
Ŀ	908	3471	0.71	0.26	46.1	D	47.5	D	
R	999	2733	0.89	0.37	48.6	D		_	
Westbou						 -			
L	427	3471	1.02	0.12	104.8	F			
							134.6	F	
R	323	1553	1.20	0.21	167.9	F			
Northbo	und								
L	721	3471	0.85	0.21	58.8	E			
TR	1947	5220	1.11	0.37	98.2	F	89.6	F	
Southbo	und								
L	1162	5207	0.71	0.22	48.7	D			
T	1961	5481	-	0.36			44.1	D	
R.	1027	1553		0.66		A			
		tion Delay					ction I	OS = E	

Refer to Appendix K for 2030 AM Peak Hour Intersection Analysis for Colonial Boulevard

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Analyst: Inter.: Jones Loop Road at Piper Road

Agency: PBS&J Area Type: All other areas Date: 03/22/2005 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: Piper Road

signalized intersection summary_____

	Eastbound			Westbound			Nor	thbo	und	Sc	Southbound		
	L	T	R	L	T	R	Ì	L	${f T}$	R	L	T	R
**											_		
No. Lanes	1	2	0	0	2	0		Ų	Ü	0	'	1	T
LGConfig	L	T			TR							$_{ m LT}$	R.
Volume	271	503			160	20		•			92	0	744
Lane Width	12.0	12.0		ĺ	12.0		Ì				ĺ	12.0	12.0
RTOR Vol	İ			į		0	Ì				İ		60

Dur	ation	0.25		Area	Type:	All	ot	her	areas					
					Si	gnal	Or	erat	ions					
Pha	se Combi	nation	1	2	3	•	4			5	6	7	8	
EB	Left		A					NB	Left					
	Thru		A				j		Thru					
	Right						Ì		Right					
	Peds						Ì		Peds					
WB	Left						Ì	SB	Left	A				
	Thru			A			Ì		Thru	A				
	Right			A			į		Right	A				
	Peds								Peds					
NB	Right						ĺ	EB	Right					
SB	Right		A				j	WB	Right					
Gre	en	3	8.0	32.0						33.0				
Yel	low	4	1.0	4.0						4.0				
All	Red	1	.0	2.0						2.0				

Cycle Length: 120.0 secs

		Intersec	tion Pe	erformanc	e Summa	ry		
Appr/	Lane	Adj Sat	Rati	ios	Lane G	roup	Appro	each
Lane	Group	Flow Rate	***************************************				4	
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbou								
L	524	1656	0.54	0.32		D		
${f T}$	1049	3312	0.50	0.32	33.7	С	34.2	С
Westbou	nd							
TR	869	3257	0.22	0.27	34.4	С	34.4	С

Southbound

Northbound

	* L			1				TOC	
R	951	1482	0.76	0.64	18.5	В			
LT	457	1660	0.21	0.28	33.7	С	20.3	C	

Intersection Delay = 28.0 (sec/veh) Intersection LOS = C

Analyst: PBS&J Inter.: Jones Loop Rd at I-75 NB Ramp

Area Type: All other areas Agency: PBS&J

Date: 12/30/2004 Period: PM Peak Hour Jurisd: Lee County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: I-75 NB Ramp

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbour	nd	We	Westbound			rthbo	und	Southbound		
	L	T	R	L	T	R	L	T	R	L	\mathbf{T}	R
No. Lanes	2	2	0	0	2	1	0	2	1	0	0	0
LGConfig	L	T		İ	T	R		LT	R			
Volume	1072	617		ĺ	625	236	434	11	224	Ì		
Lane Width	12.0	12.0		ĺ	12.0	12.0		12.0	12.0	Ì		
RTOR Vol	İ			Ì		80	Ì		80			

Dur	ation	0.25		Area	Type:	All	other	areas					
					Si	gnal	Opera	tions					
Pha	se Comb	ination	1	2	3	- 4	:]		5	6	7	8	
ΕB	Left		A				NE	Left	A				
	Thru		A	A			İ	Thru	A				
	Right						ĺ	Right	A				
	Peds						İ	Peds					
WB	Left						SB	Left					
	Thru			A			ĺ	Thru					
	Right			A				Right					
	Peds						İ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en	!	52.0	28.0			,		23.0				
Yel	low	4	4.0	4.0					4.0				
All	Red	:	1.0	2.0					2.0				

Cycle Length: 120.0 secs

		Intersec	tion P	erforman	ce Summa	**	.6	C11. Z20.	5 5665	
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat		Lane (Appro	oach		
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd							•	<u></u>	
L	1446	3213	0.78	0.45	30.8	С				
T	2346	3312	0.28	0.71	6.4	A	21.9	С		
Westbou	ınd									
т	872	3486	0.75	0.25	45.4	D	44.4	D		
R	346	1482	0.47	0.23	40.7	D				
Northbo	ound									
LT	692	3324	0.68	0.21	46.5	D	46.3	D		
R	284	1482	0.54	0.19	45.7	D				
Southbo	ound									

Intersection Delay = 32.3 (sec/veh) Intersection LOS = C

Analyst: Inter.: Jones Loop Rd at I-75 SB Ramp

Agency: PBS&J Area Type: All other areas

Date: 12/30/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: I-75 SB Ramp

CICNIALIZED	INTERSECTION	CHIMMARY
31.41VALL1.6.D		SOLIMETER

	Ea	stbou	nd	Westbound			No:	rthbo	und	Sc	Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R		
No. Lanes	<u> </u>	3	1	1 1	2	0	-	0 -	0	-	1	2		
LGConfig		${f T}$	R	L	T						LT	R		
Volume	İ	1526	564	209	850					163	28	1050		
Lane Width	Ì	12.0	12.0	12.0	12.0						12.0	12.0		
RTOR Vol	Ì		80									80		

Dur	ation	0.25		Area T	ype:	All o	her	areas					
					Sig	nal O	perat	ions					
Pha	se Comb	ination	1	2	3	4		·	5	6	7	8	
EB	Left						NB	Left					
	Thru			A	A			Thru					
	Right			A	A			Right					
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru		A	A				Thru	A				
	Right							Right	Α				
	Peds							Peds					
NB	Right						EB	Right					
SB	Right				A		WB	Right					
Gre	-		20.0	34.0	17.0		•	-	26.0				
Yel	low		4.0	4.0	4.0				4.0				
	Red		1.0	2.0	2.0				2.0				

Cycle Length: 120.0 secs

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane (Froup	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbou	ınd		·····					
T	2571	5229	0.62	0.49	22.9	C	24.3	С
R	704	1482	0.72	0.47	28.9	C		
Westbou	ınd							
Ŀ	276	1656	0.80	0.17	63.1	E		
T	1772	3486	0.51	0.51	19.8	В	28.3	C

Northbound

Southbound

LT	390	1672	0.52	0.23	41.3	D	44.4	D	
R	1108	2608	0.92	0.43	45.0	D			
	Interse	ction Delay	r = 30.8	(sec/v	eh) I	nters	ection	LOS :	= C

Analyst: Inter.: Tuckers Grade at I-75 NB Ramps

Agency: PBS&J Area Type: All other areas Date: 2/22/2005 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbour	nd	We	stbou	nd	No	rthbo	und	Sou	thbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	1	0	1	1		0	0
LGConfig	L	T		İ	${f T}$	R	ĺ	LT	R			
Volume	550	10		İ	20	13	300	13	10	İ		
Lane Width	12.0	12.0		l	12.0	12.0	Ì	12.0	12.0	İ		
RTOR Vol	Ì			İ		13	ĺ		10	Ì		

Dur	ation	0.25		Area	Type:	All o	ther	areas					
						gnal O							
Pha	se Comb	ination	1	2	3	4]		5	6	7	8	
EB	Left		Α				NB	Left	A				
	Thru		A	A			İ	Thru	A				
	Right						İ	Right	A				
	Peds							Peds					
WB	Left						SB	Left					
	Thru			A			İ	Thru					
	Right			A				Right					
	Peds						Ì	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en	;	35.0	7.0			,	•	32.0				
Yel	low		4.0	4.0					4.0				
A11	Red	1	0.0	2.0					2.0				

Intersection Performance Summary

Cycle Length: 90.0 secs

		Intersec	ction P	erforman	ice Summa	ary		
Appr/	Lane	Adj Sat	Rat	ios	Lane (Group	Appro	oach
Lane	Group	Flow Rate						
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbou	ind	······				·····		
L	702	1805	0.82	0.39	32.7	C		
T	1845	3610	0.01	0.51	10.8	В	32.3	С
Westbou	ınd							
т	281	3610	0.07	0.08	38.6	D	38.6	D
R	126	1615	0.00	0.08	38.3	D		
Northbo	ound	•						
LT	645	1813	0.51	0.36	23.5	С	23.5	С
R	574	1615	0.00	0.36	18.7	В		
Southbo	ound							

Intersection Delay = 29.4 (sec/veh) Intersection LOS = C

Analyst: Inter.: Tuckers Grade at I-75 SB Ramps

Agency: PBS&J Area Type: All other areas Date: 3/9/2005 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: I-75 SB Ramps

S	GNALIZED	INTERSECTION	SUMMARY

	Ea	stbou	nd	We	stbour	nd] I	Nor	thbo	und	S	outhbo	und
	L	T	R	L	T	R	L		T	R	L	T	R
No. Lanes	0	2		1	2	0	-	0	0	0	-) 1	1
LGConfig		T	R	L	T	•	İ	•	•	•		LT	R
Volume		548	193	35	285		ı				12	10	487
Lane Width	İ	12.0	12.0	12.0	12.0		l				ĺ	12.0	12.0
RTOR Vol	İ		80	İ			ĺ						80

Dur	ation 0.25		Area	Type:	All d	other	areas					
				Si	gnal (perat	ions					
Pha	se Combination	1	2	3	4			5	6	7	8	
EB	Left					NB	Left					
	Thru	A				İ	Thru					
	Right	A					Right					
	Peds						Peds					
WB	Left		Α			SB	Left	A				
	Thru	A	A			Ì	Thru	A				
	Right						Right	A				
	Peds					ĺ	Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre	en :	32.0	7.0			•	_	35.0				
Yel	low	4.0	4.0					4.0				
All	Red (0.0	2.0					2.0				

Cycle Length: 90.0 secs

		Intersec	tion P	erforman	ice Summa	ary		
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane (Froup	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und			***************************************	······································	·······		
Т	1284	3610	0.45	0.36	22.5	С	22.1	С
R	574	1615	0.21	0.36	20.4	C		
Westbo	ınd							
L	140	1805	0.26	0.08	40.1	D		
T	1725	3610	0.17	0.48	13.4	В	16.4	В

Northbound

Southbound

LT	719	1850	0.03	0.39	17.0	В	25.4	C	
R	628	1615	0.68	0.39	25.9	C			
	Interse	ection Delay	= 21.8	(sec/v	reh) II	iters	ection	LOS	= C

Analyst: Inter.: US 41 at Tuckers Grade

Agency: PBS&J Area Type: All other areas Date: 2/22/2005 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Tuckers Grade N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound				stbou	nd	No:	rthbo	und	Southbound			
	L	T	R	L	T	R	L	${f T}$	R	Ĺ	T	R	
			·····			·····	***************************************				······································	·····	
No. Lanes	1	1	0	1	1	1	1	3	1	2	3	1	
LGConfig	L	TR		L	LT	R	L	\mathbf{T}	R	L	\mathbf{T}	R	
Volume	31	10	10	493	10	269	25	1881	569	162	1802	61	
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			10			60			60			60	

Dur	ation	0.25		Area	Type:	All o	ther	areas				***************************************	***********
					Sig	gnal Op	perat	ions					
Pha	se Combi	nation	1	2	3	4	1		5	6	7	8	
EB	Left		Α				NB	Left	Α				
	Thru		A				Ì	Thru		A			
	Right		Α					Right		A			
	Peds						ĺ	Peds					
WB	Left			A			SB	Left	A				
	Thru			A				Thru		Α			
	Right			A				Right		A			
	Peds						Ì	Peds					
NB	Right			A			EB	Right					
SB	Right						WB	Right					
Gre	en	•	7.0	36.0			•	•	10.0	45.0			
Yel	low	4	1.0	4.0					4.0	4.0			
A11	Red	2	2.0	2.0					0.0	2.0			

		Intersed	ction Pe	rforman	ce Summ	ary				
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rati	.os	Lane	Group	Appr	oach		
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd			***************************************	***************************************					
L	105	1805	0.31	0.06	55.9	E				
TR	111	1900	0.10	0.06	53.9	D	55.4	E		
Westbou	ınd									
L	572	1805	0.91	0.32	57.6	E				
LT	570	1900	0.02	0.30	29.6	C	50.5	D		
R	485	1615	0.45	0.30	34.7	C				
Northbo	ound									
L	150	1805	0.17	0.08	51.7	D				
T	2233	5700	0.89	0.39	38.8	D	32.8	C		
R	1090	1615	0.49	0.68	9.8	Α				
Southbo	ound									
L	292	3502	0.59	0.08	56.0	E				
T	2138	5700	0.89	0.38	40.1	D	41.4	D		
R	606	1615	0.00	0.38	23.5	С				
	Intersec	tion Delay	= 38.7	(sec/v	eh) I	nterse	ction	LOS =	: D	

Analyst: Inter.: US 41 at Notre Dame Blvd

Area Type: All other areas Agency: PBS&J Date: 2/23/2005 Jurisd: Charlotte County

Year : 2030 Period: PM Peak Hour

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Westbound

T

N/S St: US 41 E/W St: Notre Dame Boulevard

Ŀ

R

0

Eastbound

1

LTR

No. Lanes

LGConfig

STONALTZED	INTERSECTION	VAKMMID
CIUMDIAL		COLUMNICA

Northbound

3

Т

 \mathbf{T}

L

L

1

Southbound

3

TR

L

الأزال	ourid	1	Title	ĸ	- 1			ناذ	T.	- 1		TR	ı
Vol	ume	24	0	111	j			99	2082	i	1	914 40	İ
Lan	e Width	İ	12.0		İ			12.0	12.0		1:	2.0	
RTC	R Vol	İ		0				İ		į		0	
		•			·					·			•
Dur	ation	0.25		Area	Type:	All o	ther	areas					
					si	gnal O	perat	ions					
Pha	se Combi	natio	n 1	2	3	4			5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru		A					Thru	A	A			
	Right		A					Right					
	Peds						1	Peds					
WB	Left						SB	Left					
	Thru							Thru		A			
	Right							Right		A			
	Peds							Peds					
NB	Right						EB	Right					
SB	Right						WB	Right					
Gre	en		32.0						10.0	62.0			
Yel	low		4.0						4.0	4.0			
All	Red		2.0						0.0	2.0			

Cycle Length: 120.0 0000

		Tankanana		-	~~ C	-	e Lengt	In: 120.0	secs
Appr/ Lane	Lane Group	Intersec Adj Sat Flow Rate			Lane C	~	Appro	oach	
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	nd								
LTR	446	1674	0.32	0.27	35.7	D	35.7	D	
Westbou	nd								
Northbo	und								
L T	150 3285	1805 5187	0.69 0.67		66.4 14.5	E B	16.9	В	
Southbo	und								
TR	2672	5171	0.77	0.52	24.7	C	24.7	C	

Intersection Delay = 21.0 (sec/veh) Intersection LOS = C

Analyst: Inter.: Jones Loop Rd at Taylor Rd

Agency: PBS&J Area Type: All other areas

Date: 11/17/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Road N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
No Topos		<u> </u>			<u> </u>	2		~·····	4		<u> </u>		
No. Lanes	1 -	٦	1.	1 -	3	****	1	3	7		3	1.	
LGConfig	L	${f T}$	R.	L	${f T}$	R	L	T	R	L	${f T}$	R	
Volume	25	1222	13	103	1060	547	38	1088	139	729	594	27	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			13			60			60			27	

Dur	ation 0.	25	Area 1	Гуре:	All of	her	areas				
				Sig	gnal Op	perat	ions				
Pha	se Combinat	ion 1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	Α			
	Thru		A				Thru			A	
	Right		A				Right			A	
	Peds						Peds				
WB	Left	A				SB	Left	A	Α		
	Thru		Α				Thru		Α	A	
	Right		A				Right		A	A	
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right					WB	Right	A	A		
Gre	en	7.0	29.0					7.0	15.0	26.0	
Yel	low	4.0	4.0					4.0	4.0	4.0	
All	Red	2.0	2.0					0.0	0.0	2.0	
								Cyc:	le Leng	th: 110.	.0 secs

Intersection	Derformance	Summaru
THEETSELLIUM	RETIONMENCE	Summary

Appr/	Lane	Adj Sat	Rati	.os	Lane (Group	Appı	coach		
Lane Grp	Group Capacity	Flow Rate (s)	v/c	g/C	Delay	LOS	Delay	/ LOS	··········	
Eastbou	und									
L	135	1656	0.19	0.08	47.8	D				
T	1474	5229	0.87	0.28	43.7	D	43.8	D		
R	418	1482	0.00	0.28	28.4	C				
Westbou	ınd									
L	135	1656	0.80	0.08	77.6	E				
T	1474	5229	0.76	0.28	38.4	D	33.1	C		
R	1612	2815	0.32	0.57	12.4	В				
Northbo	ound									
L	135	1656	0.30	0.08	48.8	D				
T	1331	5229	0.86	0.25	45.1	D	43.8	D		
R	552	1482	0.15	0.37	23.1	C				
Southbo	ound									
L	843	3312	0.91	0.25	53.6	D				
T	2123	4968	0.29	0.43	20.7	С	38.8	D		
R	633	1482	0.00	0.43	18.0	В				
	Intersec	tion Delay	= 39.3	(sec/v	eh) Ir	iterse	ction	LOS	= D	

Analyst: Inter.: US 41 at Burnt Store Rd

Agency: PBS&J Area Type: All other areas Date: 1/18/2005 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Jones Loop Rd/Burnt Store Rd N/S St: US 41

	Eas	stbou	nd	Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
				ļ		·····						[
No. Lanes	2	2	1	1	2	1	1	3	1	2	3	2	
LGConfig	L	${f T}$	R	L	${f T}$	R	L	T	R	L	T	R	
Volume	737	574	84	189	243	328	177	1286	77	365	1251	529	
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			84			84			77			84	

Dur	ation 0.25	-	Area	Type: A	All o	ther	areas					
				Sigr	nal O	perat	ions					
Pha	se Combinatio	n 1	2	3	4			5	6	7	8	
EB	Left	A	A			NB	Left	Α				
	Thru		Α	A		ĺ	Thru		A			
	Right		А	A		Ì	Right		A			
	Peds					Ì	Peds					
WB	Left	Α				SB	Left	A				
	Thru			A		Ì	Thru		A			
	Right			A		İ	Right		A			
	Peds					ĺ	Peds					
NB	Right					EB	Right					
SB	Right	A	A			WB	Right	A				
Gre	_	17.0	8.0	17.0		•	•	15.0	37.0			
Yel	low	4.0	4.0	4.0				4.0	4.0			
All	Red	0.0	0.0	2.0				2.0	2.0			

Cycle Length: 120.0 secs Intersection Performance Summary

Appr/ Lane	Lane Group	Adj Sat Flow Rate		ios	Lane	Group	Appr	oach		
		(s)		g/C	Delay	LOS	Delay	LOS		
Eastbo	ınd								***************************************	***************************************
L	888	3438	0.87	0.26	52.3	D				
T	831	3438	0.73	0.24	45.1	D	49.1	D		
R	372	1538	0.00	0.24	34.5	С				
Westbou	ınd									
L	262	1656	0.76	0.16	60.5	E				
T	524	3312	0.49	0.16	46.8	D	46.5	D		
R	469	1482	0.55	0.32	35.3	D				
Northbo	ound									
L	246	1736	0.76	0.14	62.1	E				
T	1781	5481	0.76	0.32	38.3	D	41.2	D		
R	479	1553	0.00	0.31	28.7	С				
Southbo	ound									
L	492	3471	0.78	0.14	57.6	E				
T	1781	5481	0.74	0.32	37.7	D	35.6	D		
R	1640	2733	0.29	0.60	11.7	В				
	Intersec	tion Delay	= 41.6	(sec/v	reh) I:	nterse	ction	LOS =	: D	

Analyst: Inter.: Burnt Store Road at Acline Rd

Area Type: All other areas Agency: PBS&J Date: 11/24/2004 Period: PM Peak Hour Jurisd: Charlotte County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Acline Road N/S St: Burnt Store Road

STOMAT.TZED	INTERSECTION	SIIMMARY
D.UTIVALLI ARL	THIERDECTION	SOUTHING

	Ea	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	L	T	R	L	T	R
										ļ		
No. Lanes	1	1	0	0	1	1	1	2	1.	1 +	2	U
LGConfig	L	TR			\mathtt{LT}	R	L	\mathbf{T}	R	L	TR	
Volume	10	10	10	100	10	112	10	1297	98	153	1535	17
Lane Width	12.0	12.0		İ	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			0	Ì		0			60			17

Dur	ation	0.25		Area	Type	; Al	l o	cher	areas					
					S	igna:	1 O ₁	perat	ions					
Pha	se Comb	ination	1	2	3	_	4			5	6	7	8	
EB	Left		A					NB	Left	A				
	Thru		A						Thru		A			
	Right		A					ĺ	Right		A			
	Peds								Peds					
WB	Left		A					SB	Left	A				
	Thru		A			•		İ	Thru		A			
	Right		Α						Right		A			
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre		:	24.0					•	_	13.0	65.0			
Yel	low	4	4.0							4.0	4.0			
All	Red	:	2.0							2.0	2.0			

Cycle Length: 120.0 secs

		Intersec	tion Pe	erforman	ice Summa	ary		
Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane (Group	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	ınd			***************************************				
L	189	945	0.06	0.20	39.0	D		
TR	322	1612	0.07	0.20	39.0	D	39.0	D
Westbo	und							
LT	255	1273	0.45	0.20	43.5	D	43.1	D
R	296	1482	0.40	0.20	42.6	D		
Northbo	ound							
L	179	1656	0.06	0.11	48.2	D		
T	1794	3312	0.76	0.54	23.4	C	23.3	C
R	803	1482	0.05	0.54	13.0	В		
Southbo	ound							
L	179	1656	0.90	0.11	93.0	F		
TR	1794	3312	0.90	0.54	31.3	C	36.9	D

Intersection Delay = 31.8 (sec/veh) Intersection LOS = C

Analyst: Inter.: Burnt Store Road at NotreDame

Area Type: All other areas Agency: PBS&J 12/1/2004 Jurisd: Charlotte County Date:

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

~	Notre Dan	: Store Roa ne	ad-vecer				Boule Store		study	
		Si	IGNALIZEI	O INTERSE	CTION	SUMMA	RY			
	Eas	tbound		oound		thbou	***************************************	Sou	thboun	ıd
	L	T R	L	r R	L	Т	R	L	T	R
No. Lan LGConfi Volume Lane Wi RTOR Vo	g dth	0 0	1 L 88 12.0	0 1 R 47 12.0	0	2 T 1267 12.0	•	1 L 34 12.0	T 1671	0
Duratio	n 0.25	Area		ll other				***************************************		
Phage C	ombination	1 1 2	Signa 3	al Operat 4	ions	5	6	7	8	
EB Lef Thr Rig Ped	t u ht	de vie des	3	NB	Left Thru Right Peds		A A	,	Ū	
WB Lef Thru Rigi Ped NB Rigi	t u ht s ht	A		SB EB WB	Left Thru Right Peds Right Right		A			
SB Right Green Yellow All Red		12.0 4.0 2.0		·	-	7.0 4.0 0.0 Cyc:	85.0 4.0 2.0 le Leng		120.0	secs
Appr/	Lane	Interse Adj Sat	ction Pe Rati	erformanc		ary Group	Ann	roach		
Lane Grp	Group Capacity	Flow Rate (s)		g/C		LOS	*************	y LOS		
Eastbou	-		·····	3/ ~	Deray			, 100	·····	
Westbou		1656	0.56	0.10	55.7	E				
R Northbo	148	1482	0.33		51.6	D	54.3	D		
T R Southbox	2346 1050 and	3312 1482	0.57 0.11	0.71 0.71	8.9 5.6	A A	8.6	A		
L T	97 2650	1656 3312	0.37 0.66	0.06 0.80	56.8 5.8		6.8	A		
	Intersec	tion Delay	= 9.6	(sec/ve	h) I	nters	ection	LOS	= A	

Analyst: Inter.: Burnt Store @ Zemel/Yacht Club

Agency: PBS&J Area Type: All other areas Date: 11/24/2004 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Zemel Rd/Yacht Club Boulevard N/S St: Burnt Store Road

STGNALTZED	INTERSECTION	STIMMARY

	Eas	stbou	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	${f T}$	R	L	T	R
No. Lanes	1	1	0		1	0	1	2	1		2	
LGConfig	L	TR		L	TR		L	${f T}$	R	L	T	R
Volume	150	10	55	31	10	99	43	1371	60	193	1784	159
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	i		0	İ		0	j		60			60

Dur	ation	0.25	***************************************	Area	Турє	: A]	.l o	ther	areas			•		
					S	igna	ıl O	perat	ions					
Pha	se Comb	ination	1	2	3	-	4			5	б	7	8	
EB	Left		A					NB	Left	A				
	Thru		A						Thru			A		
	Right		Α						Right			A		
	Peds								Peds					
WB	Left		A					SB	Left	A	A			
	Thru		A						Thru		A	A		
	Right		A						Right		A	A		
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	-	2	22.0					•	_	7.0	7.0	64.0		
Yel	low	4	1.0							4.0	4.0	4.0		
	Red	2	2.0							0.0	0.0	2.0		

		Intersec	tion Pe	rforman	ce Sumn	nary	_			
Appr/	Lane	Adj Sat	Rati	.os	Lane	Group	Appı	oach		
Lane	-	Flow Rate			***************************************		***************************************			
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd	***************************************		<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>						
L	211	1153	0.75	0.18	60.2	E				
TR	279	1523	0.25	0.18	42.4	D	54.8	D		
Westbou	nd									
L	228	1241	0.14	0.18	41.4	D				
TR	276	1507	0.42	0.18	44.3	D	43.7	D		
Northbo	und									
L	97	1656	0.46	0.06	58.2	E				
T	1766	3312	0.82	0.53	26.3	C	27.3	C		
R.	790	1482	0.00	0.53	13.1	В				
Southbo	und									
L	248	1656	0.82	0.15	68.5	E				
\mathbf{T}	2070	3312	0.91	0.63	25.8	C	29.0	C		
R	926	1482	0.11	0.63	9.1	A				
	Intersec	tion Delay	= 30.3	(sec/ve	eh) I	interse	ction	LOS =	= C	

Analyst: Inter.: Burnt Store Rd/Cape Horn Blvd

Agency: PBS&J Area Type: All other areas Date: 12/02/2004 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Cape Horn Boulevard N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	${f T}$	R
		***************************************							4			
No. Lanes	1	1	0	1	. 1	0	1	2	1	1	2	1
LGConfig	L	TR		L	TR		L	\mathbf{T}	R	L	${f T}$	R
Volume	56	10	34	10	10	50	43	1368	29	75	1608	187
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	ĺ		0	ĺ		0			29	-		60

Dur	ation	0.25		Area	Type	: Al]	l of	cher	areas					
					S	ignal	l Or	perat	ions					
Pha	se Comb:	ination	1	2	3		4			5	6	7	8	
EB	Left		A					NB	Left	Α				
	Thru		A						Thru		A			
	Right		Α						Right		A			
	Peds								Peds					
WB	Left		Α					SB	Left	A				
	Thru		Α						Thru		Α			
	Right		Α						Right		A			
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en	1	.5.0							11.0	76.0			
Yel	low	4	.0							4.0	4.0			
All	Red	2	2.0							2.0	2.0			
												_		

		Intersed	ction Pe	rformar	ice Sum	mary				
Appr/	Lane	Adj Sat	Rati	.os	Lane	Group	Appr	oach		
Lane	Group	Flow Rate								
Grp	Capacity	(s)	v/c	g/C	Dela	y Los	Delay	LOS		
Eastbo	und					, , , , , , , , , , , , , , , , , , , 				 _
L	156	1247	0.38	0.13	49.8	D				
TR	193	1543	0.24	0.13	48.0	D	49.0	D		
Westbo	und									
L	158	1266	0.07	0.13	46.5	D				
TR	191	1527	0.34	0.13	49.0	D	48.6	D		
Northb	ound									
L	152	1656	0.30	0.09	52.0	D				
T	2098	3312	0.69	0.63	15.2	В	16.3	В		
R	939	1482	0.00	0.63	8.1	A				
Southb	ound									
L	152	1656	0.52	0.09	55.1	E				
T	2098	3312	0.81	0.63	18.9	B	19.7	В		
R	939	1482	0.14	0.63	8.9	Α				
	Intersec	tion Delay			reh)	Interse	ction	LOS	= B	

TWO-WAY STOP CONTROL SUMMARY_____

Analyst:

Agency/Co.: PBS&J
Date Performed: 12/2/2004
Analysis Time Period: PM Peak Hour

Intersection: Burnt Store Rd/Doredo Dr

Jurisdiction: Charlotte County

Units: U. S. Customary Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

East/West Street: Doredo Drive North/South Street: Burnt Store Road

Intersection Orientation: NS Study period (hrs): 0.25

	Vel	nicle Volu	mes and	Adjus	tments		
Major Street:	Approach	Nor	thbound		Sou	thbound	i
	Movement	1	2	3	4	5	6
		L	Т	R	L	T	R
Volume			1420	29	35	1617	
Peak-Hour Fact	or, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Ra	te, HFR		1494	30	36	1702	
Percent Heavy	Vehicles				5		
Median Type/St	orage	Raised	curb		/ 1		
RT Channelized	?						
Lanes			2 0		1	2	
Configuration			T TR		L	T	
Upstream Signa	1?		Yes			Yes	
Minor Street:	Approach	West	tbound		Eas	tbound	
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume		10		20			
Peak Hour Fact	or, PHF	0.95		0.95			
Hourly Flow Ra	te, HFR	10		21			
Percent Heavy	Vehicles	5		5			
Percent Grade	(%)		0			0	
Flared Approact	h: Exists?	/Storage		No	1		/
Lanes		Ō	0				
Configuration			LR				
***************************************	Delar	Queue Leng	rth and	l Leve	of Servi	Ce	***************************************
Approach	NB	SB		ound	r or nervr	Easth	NOTING
Movement	1			30ana	9 1		.1 12
TO V CHICKLE	.1.	"	,	,		· 1	

	NB NB	Queue Le SB	_	stbound		 	astbound	i
Movement	1	4	7	8	9	10	11	12
Lane Config		L		LR				
v (vph)	***************************************	36		31		 	***************************************	······································
C(m) (vph)		536		373				
v/c		0.07		0.08				
95% queue length		0.22		0.27				
Control Delay		12.2		15.5				
LOS		В		C				
Approach Delay				15.5				
Approach LOS				С				

Analyst: Inter.: Burnt Store Rd/Saragosa Ln

Area Type: All other areas Agency: PBS&J Date: 12/2/2004 Period: PM Peak Hour Jurisd: Charlotte County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Saragosa Lane N/S St: Burnt Store Road

SIGNALIZED INTERS	SECTION	SUMMARY
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	Eas	Eastbound			Westbound			Northbound			Southbound			
	L	T	R	L	T	R	L	${f T}$	R	L	T	R		
							. <u>-</u> -					*		
No. Lanes	1 T	T	U	1 +	7	O	T.	2	Ţ	1 1	2	1		
LGConfig	L	TR		L	TR		L	${f T}$	R	L	${f T}$	R		
Volume	13	10	10	54	10	61	14	1375	44	53	1557	17		
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0		
RTOR Vol	-		0	-		0	1		17	-		14		

Dur	ation	0.25		Area	Туре	: A	ll o	ther	areas	•				
					٤	Signa	al O	perat	ions					
Pha	se Comb	ination	1	2	3	,	4			5	6	7	8	
EB	Left		Α					NB	Left	A				
	Thru		Α					ĺ	Thru		Α			
	Right		A						Right		A			
	Peds								Peds					
WB	Left		Α					SB	Left	Α				
	Thru		A	•					Thru		A			
	Right		Α					Ì	Right		A			
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en]	17.0					•		10.0	75.0			
Yel	low	4	1.0							4.0	4.0			
All	Red	Ž	2.0							2.0	2.0			

		Intersec	tion Pe	rformand	ce Summa	-			. 0 5005
Appr/	Lane	Adj Sat			Lane G		Appro	oach	
Lane	-	Flow Rate							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	
Eastbou	nd	······································	***************************************						
L	175	1234	0.08	0.14	44.9	D			
TR	228	1612	0.10	0.14	45.0	D	45.0	D	
Westbou	nd								
L	183	1295	0.31	0.14	47.2	D			
TR	215	1520	0.35	0.14	47.5	D	47.4	D	
Northbo	und								
L	138	1656	0.11	0.08	51.2	D			
T	2070	3312	0.70	0.63	16.0	В	16.3	В	
R	926	1482	0.03	0.63	8.6	A			
Southbo	und								
L	138	1656	0.41	0.08	54.1	D			
T	2070	3312	0.79	0.63	18.9	В	20.0+	С	
R	926	1482	0.00	0.63	8.5	A			
	Intersec	tion Delay	= 19.7	(sec/ve	eh) Ir	nterse	ction I	LOS = B	

Analyst: Inter.: Burnt Store Rd/Peppercorn Rd

Agency: PBS&J Area Type: All other areas
Date: 12/2/2004 Jurisd: Charlotte County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Peppercorn Road N/S St: Burnt Store Road

CTCNINTTION	INTERSECTION	CHITRARA TO 1012
SIGNALIZED	TNIERSECTION	SUPPARI

No. Lanes				SI	GNALIZ	ED I	NTERSE	CTION	SUMMA	RY				
No. Lanes 1		Eas	tbour	ıd	Wes	tbou	nd	Noi	rthbou	nd	Sot	ıthbo	und	
Light Ligh		L	T	R	L	Т	R	L	Т	R	L	Т	R	
Volume	No. Lanes	1	1	0	0	0	0	1	2	0	1	2	1	-
Volume	LGConfig	L	TR		j			L	T		${f L}$	T	R	
Duration 0.25		74	0	18				14	1426		0	1672	88	
Duration 0.25 Area Type: All other areas Signal Operations	Lane Width	1 12.0	12.0		İ			12.0	12.0		12.0	12.0	12.0	
Phase Combination 1	RTOR Vol			0						Ì			60	İ
Phase Combination 1		· · · · · · · · · · · · · · · · · · ·											MANAGE	-
EB Left A Thru A Right A Right A Right A Peds WB Left SB Left A Thru A Right A Peds WB Left Thru A Right A Peds WB Left BB Right A Right A Peds NB Right BB Right BB Right SB Right WB Right SB Right WB Right Green 15.0 7.0 80.0 Yellow 4.0 4.0 All Red 2.0 2.0 2.0 Cycle Length: 120.0 secs Intersection Performance Summary Appr/ Lane Group Flow Rate Group Approach Lane Group Flow Rate (s) V/C g/C Delay LOS Delay LOS Eastbound L 207 1656 0.38 0.13 49.4 D TR 185 1482 0.10 0.13 46.8 D 48.9 D Westbound Northbound L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B	Duration	0.25		Area :										
Thru A Right A Peds WB Left SB Left A Thru A Right A Peds WB Left SB Left A Thru A Right A Peds WB Left SB Left A Thru A Right A Peds WB Right A Peds WB Right A Peds WB Right A Right A Right A Right A Peds WB Right A Peds WB Right A Peds WB Right A Right A Right A Right A Peds WB Right A Peds WB Right A Right A Right A Right A Peds WB Right A Right A Right A Right A Right A Peds WB Right A		inatior	ı 1	2	3	4				6	7		8	
Right A Peds Pe			Α				NB		A					
Peds			A							A				
WB Left Thru Right Peds NB Right SB Right SB Right SB Right SB Right SB Right SB Right SB Right SB Right SB Right SB Right A Right A Right A Right A Right A Right SB Right SB Right A Right			Α						:	A				
Thru Right														
Right Peds Ped							SB		A					
Peds NB Right EB Right Green 15.0 7.0 80.0 Yellow 4.0 4.0 4.0 All Red 2.0 2.0 2.0 Cycle Length: 120.0 secs Intersection Performance Summary Appr/ Lane Adj Sat Ratios Lane Group Approach Lane Group Flow Rate 7.0 80.0 Polay Los Grp Capacity (s) v/c g/C Delay Los Delay Los Delay Los Delay Los Northbound L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B														
B Right B Right WB Right Right SB Right WB Right SB O.							ļ		:	A				
WB Right WB Right Green 15.0 7.0 80.0 Yellow 4.0 4.0 4.0 4.0 2.0 2.0 2.0 Cycle Length: 120.0 secs Intersection Performance Summary Approach Lane Group Flow Rate Grp Capacity (s) V/c g/C Delay LOS Delay LOS Delay LOS Eastbound L 207 1656 0.38 0.13 49.4 D TR 185 1482 0.10 0.13 46.8 D 48.9 D Westbound Northbound L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B														
Signature														
Yellow 4.0 4.0 4.0 2.0 Intersection Performance Summary Appr/ Lane Adj Sat Ratios Lane Group Flow Rate Grp Capacity (s) V/c g/C Delay LOS Delay LOS Eastbound L 207 1656 0.38 0.13 49.4 D TR 185 1482 0.10 0.13 46.8 D 48.9 D Westbound Northbound L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B	_						WB	Right						
All Red)			
Cycle Length: 120.0 secs Intersection Performance Summary Appr/ Lane Adj Sat Ratios Lane Group Approach A														
Intersection Performance Summary Appr/ Lane	All Red		2.0								. ما جارت	120	^ ~~	
Appr/ Lane Adj Sat Ratios Lane Group Approach Lane Group Flow Rate Grp Capacity (s) v/c g/C Delay LOS Delay LOS Eastbound L 207 1656 0.38 0.13 49.4 D TR 185 1482 0.10 0.13 46.8 D 48.9 D Westbound Northbound L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B			Tm	torco	-+ i	Darf	armana	A C11mm	_	re ner	Gen:	120.	v se	CS
Lane Group Capacity (s) v/c g/C Delay LOS Delay LOS Eastbound L 207 1656 0.38 0.13 49.4 D TR 185 1482 0.10 0.13 46.8 D 48.9 D Westbound Northbound L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B	Appr/ La	m Q								Δης	roach			
Grp Capacity (s) v/c g/C Delay LOS Delay LOS Eastbound L 207 1656 0.38 0.13 49.4 D TR 185 1482 0.10 0.13 46.8 D 48.9 D Westbound Westbound Image: Compact of the compact of th					1,64			<u> </u>	Groap	1,55	LOUGI	•		
L 207 1656 0.38 0.13 49.4 D TR 185 1482 0.10 0.13 46.8 D 48.9 D Westbound Northbound L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B		-			v/c	g	/c	Delay	, LOS	Dela	y Los	3		
TR 185 1482 0.10 0.13 46.8 D 48.9 D Westbound Northbound L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B	Eastbound													
Westbound Northbound L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B	L 2	07	165	6	0.38	0	.13	49.4	D					
Northbound L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B	TR 1	.85	148	2	0.10	0	.13	46.8	D	48.9	D			
Northbound L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B										. ~				
L 97 1656 0.15 0.06 54.4 D T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B	Westbound													
T 2208 3312 0.68 0.67 13.1 B 13.5 B Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B	Northbound	Ĺ												
Southbound L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B			165	6	0.15	0	.06	54.4	D					
L 97 1656 0.00 0.06 53.2 D T 2208 3312 0.80 0.67 16.4 B 16.2 B	Т 2	208	331	.2	0.68	0	.67	13.1	В	13.5	В			
T 2208 3312 0.80 0.67 16.4 B 16.2 B	Southbound	l												
	L 9	7	165	6	0.00			53.2	D					
R 988 1482 0.03 0.67 6.8 A	T 2	208	331	.2				16.4	В	16.2	В			
	R 9	88	148	2	0.03	0	.67	6.8	A					

Intersection Delay = 15.9 (sec/veh) Intersection LOS = B

Analyst:

Inter.: Burnt Store Rd at Vincent Ave

Agency: PBS&J

Area Type: All other areas Jurisd: Charlotte County

Date: 12/2/2004

Year : 2030

Period: PM Peak Hour

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Vincent Avenue

N/S St: Burnt Store Road

SIGNALIZED	INTERSECTION	SUMMARY

			. ت	ナ バユヤハ ヤンナナナナ	~ L	ひんていだつだ	2CTTOTA	COLULAR	21/ T			
<u> </u>	Eas	stbou	nd	We	stbou	nd	No	rthbou	ınd	Sot	ıthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	0	0	1	2	0	0	2	1
LGConfig	L	TR					L	Ţ			${f T}$	R
Volume	124	0	31				130	1593			1729	170
Lane Width	12.0	12.0					12.0	12.0			12.0	12.0
RTOR Vol			0									80
Duration	0.25	***************************************	Area	Type:	All	other	areas					
				Si	gnal	Operat	ions_					
Phase Combi	nation	1	2	3	4			5	6	7		8
EB Left		Α				NB	Left	A				
Thru		A				İ	Thru	A	A			
Right		Α					Right	:				
Bode						i	Pode					

	Right	A		Right	
	Peds			Peds	
WB	Left		SB	Left	
	Thru		İ	Thru	Α
	Right		İ	Right	A
	Peds			Peds	
NB	Right		EB	Right	
SB	Right		WB	Right	

Green 17.0 Yellow 4.0 All Red 2.0 14.0 71.0 4.0 4.0 2.0 2.0

2.0 2.0

						CACT	e rend	rii: T	20.0	Secs
		Intersec	ction Pe	erforman	ce Summa	ary				
Appr/ Lane	Lane Group		Rati		Lane Gro			oach		
Grp	-	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbo	und									
Li	235	1656	0.56	0.14	50.9	D				
TR	210	1482	0.16	0.14	45.6	D	49.9	D		
Westbo	und									
Northb	ound									
Ŀ	193	1656			62.5	E				
T	2512	3312	0.67	0.76	7.8	A	11.9	В		
Southb	ound									
T	1960	3312	0.93	0.59	30.6	С	29.6	С		
R	877	1482	0.11	0.59	10.7	В				
	Intersec	tion Delay	= 22.2	(sec/v	eh) Ir	iterse	ction :	LOS =	С	

Analyst: Inter.: Burnt Store at Marina Ent

Agency: PBS&J Area Type: All other areas

Date: 11/24/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Islamorada Blvd (Marina Ent) N/S St: Burnt Store Rd

CTCNINT	TOTAL	TAIRTIN	CECORECAL	SIMMARY
SILINIAL	3 X H3 1	1 N. 1. H. H.	3- MILTER URV	SIMMMARY

Eastbound Westbound Northbound Southbound

	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes		0	1	- 0	0	0	_	2	0	.	2	1
LGConfig	L	v	R		Ū	J	L	T	•		T	R
Volume	105		170	Ì			92	1618		1	1619	141
Lane Width	12.0		12.0	ĺ			12.0	12.0		ĺ	12.0	12.0
RTOR Vol			60	İ			İ			İ		60
Duration	0.25		Area	Type:	All	other	areas					
				Si	gnal	Opera	tions_					
Phase Combi	nation	1	2	3	4	!	-	5	6	7		8

	dc1011 0.			Sign	nal Op							
Pha	se Combinat	ion 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	A				
	Thru						Thru	Α	A			
	Right	A					Right					
	Peds						Peds					
WB	Left					SB	Left					
	Thru						Thru		A			
	Right						Right		A			
	Peds						Peds					
NB	Right					EB	Right					
SB	Right					WB	Right					
Gre	en	15.0			·			14.0	75.0			
Yel	low	4.0						4.0	4.0			
All	Red	2.0						0.0	2.0			

						CACT	e rend	cu: T	20.0	secs
		Intersec	tion Pe	rformanc	e Summa	ry				
Appr/ Lane	Lane Group	Adj Sat Flow Rate		os	Lane G	roup	Appr	oach		
Grp	Capacity		***************************************	g/c	Delay	LOS	Delay	LOS		
Eastbou	ınd		***************************************			***************************************				
L	213	1703	0.52	0.13	51.4	D	53.1	D		
R Westbou	194 ind	1553	0.60	0.13	54.7	D				
Northbo	ound									
L	203	1736	0.48	0.12	51.4	D				
T	2690	3471	0.63	0.77	6.5	A	8.9	A		
Southbo	ound									
T R	2129 953	3406 1524		0.63 0.63		B A	18.7	В		
14		tion Delay					ction 1	LOS =	В	

Analyst: Inter.: Burnt Store Rd @ Kismet Pkwy

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Kismet Parkway N/S St: Burnt Store Road

STGNALTZED	INTERSECTION	SUMMARY

	Eastbound			Westbound				No:	rthbo	ınd	Southbound			
	L	T	R	L		T	R	L	T	R	L	${f T}$	R	
 											.			
No. Lanes	1 +	7	U	ļ	Ţ	1	1	1	2	<u>.</u>	1 -	4	1	
LGConfig	L	TR		L		${f T}$	R	L	\mathbf{T}	R	L	${f T}$	R	
Volume	16	28	10	94		47	794	12	1130	73	627	1442	21	
Lane Width	12.0	12.0		12.	0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	ĺ		0 .	1			80			60			21	

Dur	ation	0.25	Area	Type:	All ot	her	areas					
				Sig	gnal Op	perat	ions					
Pha	se Combi	nation 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	A				
	Thru	A					Thru			A		
	Right	A					Right			A		
	Peds						Peds					
WB	Left	A				SB	Left	A	A			
	Thru	A					Thru		A	A		
	Right	A					Right		A	A		
	Peds						Peds					
NB	Right					EB	Right					
SB	Right					WB	Right	A	A			
Gre		13.	0			,	-	7.0	38.0	42.0		
Yel	low	4.0						4.0	4.0	4.0		
All	Red	2.0						0.0	0.0	2.0		
								_				

		Intersed	ction Pe	rforman	ce Sumn	nary				
Appr/	Lane	Adj Sat	Rati	os	Lane	Group	Appr	oach		
Lane	-	Flow Rate	***************************************							
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	nd					***************************************				
L	158	1264	0.11	0.13	46.9	D				
TR	209	1671	0.19	0.13	47.5	D	47.3	D		
Westbou	nđ									
L	159	1274	0.62	0.13	57.2	E				
T	218	1743	0.22	0.13	47.8	D	34.6	C		
R	864	1482	0.87	0.58	30.7	C				
Northbo	und									
L	124	1656	0.10	0.08	52.1	D				
T	1278	3486	0.93	0.37	48.6	D	48.4	D		
R	543	1482	0.03	0.37	24.3	C				
Southbo	und									
L	704	1656	0.94	0.43	53.1	D				
${f T}$	2424	3382	0.63	0.72	9.3	A	22.6	C		
R	1062	1482	0.00	0.72	4.8	Α				
	Intersec	tion Delay	= 32.6	(sec/v	eh) I	Interse	ction	LOS =	= C	

Analyst: Inter.: Burnt Store Rd/Van Buren Pkwy

Agency: PBS&J Area Type: All other areas

Date: 12/2/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Van Buren Parkway N/S St: Burnt Store Road

STONALTZED	INTERSECTION	CHMMARY

	Eas	Eastbound			Westbound				und	Southbound			
	L	T	R	L	${f T}$	R	L	T	R	L	Т	R	
No. Lanes	1	1	0	1	1	0	-	2	1	1	2	1	
LGConfig	L	TR		L	TR		L	${f T}$	R	Ĺ	T	R	
Volume	10	1.0	10	105	10	119	10	1154	61	163	1322	10	
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	ĺ		0	ĺ		0	ļ		60			10	

Dur	ation	0.25	F	rea	Type:	All	ot	her	areas					
					Si	.gnal	Op	erat	ions					
Pha	se Comb:	ination :	L	2	3		4		***************************************	5	6	7	8	
EB	Left	2	Ą				İ	NB	Left	A				
	Thru	1	Ą				Ì		Thru			A		
	Right	2	Ą				ĺ		Right			A		
	Peds						ĺ		Peds					
WB	Left	7	Ą				İ	SB	Left	A	A			
	Thru	2	Ą				ĺ		Thru		A	A		
	Right	I	A				i		Right		A	A		
	Peds						ĺ		Peds					
NB	Right				*		ĺ	EB	Right					
SB	Right						· į	WB	Right					
Gre	en	17	7.0							7.0	8.0	68.0		
Yel	low	4.	. 0							4.0	4.0	4.0		
A11	Red	2.	. 0							0.0	0.0	2.0		
										Cyc.	le Leng	gth: 120	.0	secs

Intersection Performance Summary

Appr/ Lane		Adj Sat Flow Rate		.os	Lane (Group	Appı	oach		
	_	(s)		g/c	Delay	LOS	Delay	LOS		
Eastbou	ınd									
L	142	1002	0.08	0.14	44.9	D				
TR	228	1612	0.10	0.14	45.0	D	45.0	D		
Westbou	ınd									
L	183	1295	0.61	0.14	54.0	D				
TR	213	1503	0.64	0.14	54.9	D	54.5	D		
Northbo	ound									
L	97	1656	0.11	0.06	54.1	D				
T	1877	3312	0.65	0.57	18.6	В	18.9	В		
R	840	1482	0.00	0.57	11.3	В				
Southbo	ound									
L	262	1656	0.66	0.16	53.3	D				
T	2208	3312	0.63	0.67	12.1	В	16.6	В		
R	988	1482	0.00	0.67	6.7	Α				
	Intersec	tion Delay	= 20.9	(sec/v	eh) Ir	nterse	ction	LOS	= C	

Analyst: Inter.: Burnt Store Road at Diplomat

Agency: PBS&J Area Type: All other areas

Date: 11/24/2004 Period: PM Peak Hour Jurisd: Lee County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Diplomat Parkway N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbou	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	Т	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	2	1	1	2	1
LGConfig	L	TR		L	T	R	L	T	R	L	${f T}$	R
Volume	10	10	10	46	10	174	10	1118	97	149	1337	10
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0	ĺ		60	ĺ		60			10

Dur	ation	0.25	Are	a Tyr	e: Al	ll ot	:her	areas					
					Signa	al Op	erat	ions					
Pha	se Combi	nation 1	. 2		3	4			5	6	7	8	
EB	Left	Ą				Ì	NB	Left	A				
	Thru	P						Thru			A		
	Right	A						Right			A		
	Peds					Ì		Peds					
WB	Left	A				İ	SB	Left	A	A			
•	Thru	A						Thru		A	A		
	Right	. A						Right		A	A		
	Peds					j		Peds					
NB	Right					ĺ	EB	Right					
SB	Right						WB	Right					
Gre	en	17	.0			·			7.0	8.0	68.0		
Yel	low	4.	0						4.0	4.0	4.0		
All	Red	2.	0						0.0	0.0	2.0		
									Cycl	le Leng	th: 120	.0	secs

Intersection Performance Summary

Appr/ Lane	Lane Group	Adj Sat Flow Rate	Rat	ios	Lane (Group	Appro	oach
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	und						***************************************	
L	185	1308	0.06	0.14	44.7	D		
TR	228	1612	0.10	0.14	45.0	D	44.9	D
Westbo	und							
L	183	1295	0.26	0.14	46.7	D		
T	247	1743	0.04	0.14	44.6	D	50.0	D
R	210	1482	0.57	0.14	51.8	D		
Northbo	ound							
L	97	1656	0.11	0.06	54.1	D		
T	1877	3312	0.63	0.57	18.1	B	18.3	В
R	840	1482	0.05	0.57	11.6	В		
Southbo	ound							
L	262	1656	0.60	0.16	50.7	D		

0.67

Intersection Delay = 19.3 (sec/veh) Intersection LOS = B

0.67 6.7

12.2

В

A

16.1 B

T

R

2208

3312

1482

0.64

0.00

Inter.: Burnt Store Rd @ Tropicana Analyst:

Area Type: All other areas Agency: PBS&J

Jurisd: Lee County Date: 12/2/2004 Period: PM Peak Hour

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: Burnt Store Road E/W St: Tropicana Parkway

SIGNALIZED INTERSECTION SUMMARY

	Ea	stbour	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	\mathbf{T}	R	L	T	R
	ļ				· · · · · · · · · · · · · · · · · · ·		.	າ		ļ		
No. Lanes	1	2	Ų	1	2	0	1 +	2	<u>ا</u>	1	4	1
LGConfig	L	TR		L	TR		L	T	R	L	${f T}$	R
Volume	10	20	22	21	18	12	97	1069	49	74	1381	30
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	ĺ		0	İ		0			49			30

Dur	ation	0.25		Area	Type	: Al	Lo	ther	areas					
					S	ignal	L O	perat	ions					
Pha	se Combi	nation	1	2	3	_	4			5	6	7	8	
EB	Left		Α					NB	Left	A				
	Thru		Α					Ì	Thru		A			
	Right		A					Ì	Right		A			
	Peds							İ	Peds					
WB	Left		Α					SB	Left	A				
	Thru		A					ĺ	Thru		A			
	Right		A					İ	Right		A			
	Peds							İ	Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	_	:	15.0					'	_	14.0	73.0			
	low		4.0							4.0	4.0			
	Red		2.0							2.0	2.0			

Cycle Length:	120.0	secs
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		Intersec	tion Pe	rformand	e Summ	ary				
Appr/	Lane	Adj Sat	Rati	os	Lane	Group	Appr	oach	1	
Lane	Group	Flow Rate					***************************************	,		
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	3	
Eastbou	nd									
L	160	1282	0.07	0.13	46.5	D				
TR	382	3052	0.12	0.13	46.7	D	46.7	D		
Westbou	nd									
L	158	1267	0.14	0.13	47.2	D				
TR	389	3110	0.08	0.13	46.5	D	46.8	D		
Northbo	und									
L	193	1656	0.53	0.12	52.6	D				
T	2015	3312	0.56	0.61	14.3	В	17.5	В		
R	902	1482	0.00	0.61	9.2	A				
Southbo	und									
L	193	1656	0.40	0.12	50.5	D				
T	2015	3312	0.72	0.61	17.7	В	19.4	В		
R	902	1482	0.00	0.61	9.2	A				
		tion Delay				nterse	ction	LOS	= B	

Analyst: Inter.: Burnt Store Rd at Embers Pkwy

Area Type: All other areas Agency: PBS&J

Date: 11/24/2004 Period: PM Peak Hour Jurisd: Lee County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: Burnt Store Road E/W St: Embers Parkway

STGNALIZED	INTERSECTION	SIMMARY

	Ea	stbou	nd	We	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	1	2	0	1	2	1	.	2	1
LGConfig	L	TR		L	TR		L	\mathbf{T}	R	L	T	R
Volume	10	35	51	63	105	107	101	956	68	163	1307	15
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0	Ì		0			60			15

Dur	ation	0.25		Area 1	ype:	All	ot	her	areas					
									ions					
Pha	se Comb	ination	1	2	3		4]			5	б	7	8	
EB	Left		Α				Ì	NB	Left	A				
	Thru			A			İ		Thru			A		
	Right			A			İ		Right			A		
	Peds						ĺ		Peds					
WB	Left		A				ĺ	SB	Left	A	A			
	Thru			A			į		Thru		A	A		
	Right			A			ĺ		Right		A	A		
	Peds						ĺ		Peds					
NB	Right						Ì	EB	Right					
SB	Right						Ì	WB	Right					
Gre	en	•	7.0	12.0			·			14.0	7.0	54.0		
Yel	low	4	4.0	4.0						4.0	4.0	4.0		
A11	Red	:	2.0	2.0						0.0	0.0	2.0		
										Cycl	e Leng	gth: 120	.0	secs

Intersection Performance Summary

Appr/ Lane		Adj Sat Flow Rate		os	Lane (Group	Appı	oach		
	_	(s)		g/C	Delay	LOS	Delay	LOS	******	
Eastbou	und									
L	97	1656	0.11	0.06	54.1	D				
TR	302	3017	0.30	0.10	50.7	D	51.0	D		
Westbou	ınd									
L	97	1656	0.68	0.06	73.0	E				
TR	306	3061	0.73	0.10	61.2	E	63.9	E		
Northbo	ound									
L	193	1656	0.55	0.12	53.3	D				
T	1490	3312	0.68	0.45	27.3	C	29.7	C		
R	667	1482	0.01	0.45	18.3	В				
Southbo	ound									
L	345	1656	0.50	0.21	43.1	D				
T	1794	3312	0.77	0.54	23.6	C	25.8	C		
R	803	1482		0.54						
	Intersec	tion Delay	= 31.7	(sec/ve	eh) II	nterse	ction	LOS :	= C	

Analyst: Inter.: Burnt Store Rd at Ceitus Pkwy

Area Type: All other areas Agency: PBS&J

Date: 12/2/2004 Period: PM Peak Hour Jurisd: Lee County

Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

N/S St: Burnt Store Rd E/W St: Ceitus Parkway

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	We	stbou	nđ	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	\mathbf{T}	R	L	T	R
No. Lanes	<u>1</u>	1		1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	${f T}$	R	L	T	R	L	T	R
Volume	40	40	89	80	39	51	101	915	109	44	1361	41
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	1		60			51	Ì		60			41

Dur	ation	0.25		Area	Type	: All	. 01	cher	areas					
						ignal								
Pha	se Comb:	ination	1	2	3	_	4	ĺ		5	6	7	8	
EB	Left		A					NB	Left	A				•
	Thru		Α						Thru		A			
	Right		A					Ì	Right		A			
	Peds							ĺ	Peds					
WB	Left		Α					SB	Left	A				
	Thru		A						Thru		A			•
	Right		A						Right		A			
	Peds								Peds					
NB	Right							EB	Right					
SB	Right							WB	Right					
Gre	en		15.0					,	_	11.0	76.0			
Yel	low	4	4.0							4.0	4.0			
All	Red		2.0							2.0	2.0			
										Cycl	e Lengt.	h:	120.0	secs

Intersection Performance Summary

Appr/	Appr/ Lane Ad Lane Group Flo			.os	Lane (Group	Appı	oach	l	***************************************
Grp	Capacity		v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd									
L	164	1309	0.26	0.13	48.3	D				
T	226	1810	0.19	0.13	47.4	D	47.7	D		
R	194	1553	0.16	0.13	47.3	D				
Westbou	ınd									
L	167	1333	0.50	0.13	51.4	D				
T	226	1810	0.18	0.13	47.4	D	50.1	D		
R	191	1524	0.00	0.13	45.9	D				
Northbo	ound									
L	159	1736	0.67	0.09	62.9	E				
T	2198	3471	0.44	0.63	11.3	В	16.0	В		
R	984	1553	0.05	0.63	8.4	Α				
Southbo	ound									
L	156	1703	0.29	0.09	51.9	D				
T	2157	3406	0.66	0.63	14.7	В	15.9	В		
R	965	1524	0.00	0.63	8.1	A				
	Intersec	tion Delay	= 18.7	(sec/v	reh) I	nterse	ction	LOS	= B	

Analyst: Inter.: Burnt Store at Pine Island

Agency: PBS&J Area Type: All other areas

Date: 11/17/2004 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Pine Island Road N/S St: Burnt Store Rd/Veterans Pkwy

	SIGNALIZED	INTERSE	CTION	SUMMARY	
Eastbound	Westbo	ound	Nor	thbound	5

	Eas	stbou	nd	We.	stbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	T	R	L	\mathbf{T}	R
No. Lanes	2	2	1	1	2	1	2	2	1	2	2	1
LGConfig	L	${f T}$	R	L	T	R	L	T	R	L	T	R
Volume	281	605	281	69	889	286	493	497	44	555	570	375
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60	İ		60	Ì		20			60

Durat	ion 0.25		Area T	ype:	All ot	her	areas					
				Si	gnal Or	perat	ions					
Phase	Combination	1	2	3	4			5	б	7	8	
EB Le	eft	A				NB	Left	A				
Tì	hru		A				Thru		A			
R:	ight		A				Right		A			
	eds						Peds					
WB Le	eft	A				SB	Left	A				
Tl	hru		A				Thru		A			
R:	ight		Α		=		Right		A			
Pe	eds				į		Peds					
NB R	ight					EB	Right					
SB R:	ight					WB	Right					
Green	•	11.0	33.0		,			22.0	27.0			
Yellov	W 4	4.0	4.8					4.0	4.8			
All Re	ed 2	2.8	2.0					2.8	1.8			

		Intersec	tion Pe	rformand	e Summa	ary	· · · · · · · · · · · · · · · · · · ·				
Appr/	Lane	 Adj Sat	Rati	os	Lane (Group	Appr	oach			
Lane	Group	Flow Rate									
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS			
Eastbou	nd									***************************************	
L	303	3303	0.98	0.09	99.6	F					
${f T}$	945	3438	0.67	0.27	40.6	D	55.2	E			
R	427	1553	0.55	0.27	38.6	D					
Westbou	nd										
L	159	1736	0.46	0.09	53.8	D					
T	945	3438	0.99	0.27	70.2	E	63.3	E			
R	419	1524	0.57	0.27	39.2	D					
Northbo	und										
L	617	3367	0.84	0.18	57.5	E					
T	781	3471	0.67	0.22	44.7	D	50.7	D			
R	349	1553	0.07	0.22	36.7	D					
Southbo	und										
L	606	3303	0.96	0.18	76.2	E					
T	766	3406	0.78	0.22	49.1	D	67.6	E			
R	343	1524	0.97	0.22	86.0	F					
	Intersec	tion Delay	= 60.0	(sec/ve	eh) II	nterse	ction	LOS	= E		

Analyst: PBS&J Inter.: Veterans Pkwy at Surfside Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/11/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	stbou	nd	We	stbou	nd	No	rthbo	und	So	uthbo	und
	L	T	R	L	${f T}$	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	1	1	1	1	0
LGConfig	L	${f T}$	R	L	${f T}$	R	L	T	R	L	TR	
Volume	9	783	88	437	992	31	99	134	262	38	224	53
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol	ĺ		60			31	Ì		60			0

Dur	ation	0.25		Area T	ype:	All	other	areas					
					Si	gnal	Operat	ions					
Pha	se Comb	ination	1	2	3	4	Ì		5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru			A			- Management of the Control of the C	Thru		A			
	Right			A			ĺ	Right		A			
	Peds							Peds					
WB	Left		A				SB	Left	A				
	Thru			A			***************************************	Thru		A			
	Right			A			***	Right		A			
	Peds						Ì	Peds					
NB	Right		A				EB	Right					
SB	Right						i WB	Right					
Gre	_	3	32.0	38.5			•	_	8.0	17.5			
Yel	low	4	4.0	4.0					4.0	4.0			
	Red	2	2.0	2.0					2.0	2.0			

Cycle Length: 120.0 secs

		Intersec	tion P	erformar	ice Summa	ry		
Appr/	Lane	Adj Sat	Rat	ios	Lane G	roup	Appro	ach
Lane	Group	Flow Rate			***************************************			
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbo	and					***************************************	····	
L	463	1736	0.02	0.27	32.5	C		
T	1233	3654	0.67	0.34	35.4	D	35.1	D
R	498	1553	0.06	0.32	28.3	С		
Westbo	und							
L	492	1736	0.93	0.28	67.3	E		
T	1114	3471	0.94	0.32	54.0	D	58.0	E
R	498	1553	0.00	0.32	27.7	C		
Northbo	ound							
L	116	1736	0.90	0.07	108.4	F		
T	266	1827	0.53	0.15	49.5	D	49.3	D
R	718	1553	0.30	0.46	20.3	C		
Southbo	ound							
L	116	1736	0.34	0.07	55.3	E		
TR	259	1774	1.13	0.15	145.9	F	134.9	F

Intersection Delay = 58.6 (sec/veh) Intersection LOS = E

Analyst: Inter.: Veterans Pkwy at Chiquita Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/11/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	tbou	nd	Wes	tbou	nd	No:	rthbo	und	So	uthbo	und
	L	T	R	L	T	R	L	${f T}$	R	L	T	R
No. Lanes	1	0	1	2	0	1	-	3	1	.	3	1
LGConfig	L		R	L		R	L	${f T}$	R	L	T	R
Volume	83		239	907		151	222	496	587	215	898	152
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60	j		60	Ì		120			60

Dur	ation	0.25		Area	Type:	All	O	her	areas					
					Si	gnal	O	perat	ions					
Pha	se Comb	ination	1	2	3	_	4			5	б	7	8	
EB	Left		Α					NB	Left	A.				
	Thru								Thru		A			
	Right		A						Right		A			
	Peds								Peds					
WB	Left			A				SB	Left	A				
	Thru								Thru		A			
	Right			A					Right		A			
	Peds								Peds					
NB	Right			Α				EB	Right	A				
SB	Right							WB	Right					
Gre			12.0	35.5				•	_	22.0	25.0			
Yel	low		4.0	4.5						4.0	4.5			
	Red		2.5	2.0						2.0	2.0			

		Intersec	tion Pe	erforman	ce Summa	ary				
Appr/	Lane	Adj Sat	Rati	los	Lane (Group	Appr	oach	1	
Lane	-	Flow Rate			***************************************					
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS	3	
Eastbou	ınd									
L	174	1736	0.50	0.10	53.4	D	41.3	ח		
R	440	1553	0.43	0.28	35.7	D				
Westbou	und									
L	1085	3471	0.88	0.31	47.7	D	46.2	D		
R	459	1553	0.21	0.30	31.9	C				
Northbo	ound									
L	318	1736	0.74	0.18	54.9	D				
T	1039	4988	0.50	0.21	42.4	D	37.2	D		
R	783	1553	0.63	0.50	23.2	С				
Southbo	ound									
L	318	1736	0.71	0.18	53.2	D				
T	1142	5481	0.83	0.21	50.6	D	50.3	D		
R	324	1553	0.30	0.21	40.6	D				
		tion Delay				nterse	ection	LOS	= D	

Analyst: Inter.: Veterans Pkwy at Skyline Blvd

Agency: PBS&J Area Type: All other areas

Date: 1/11/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

E/W St: Veterans Parkway N/S St: Skyline Boulevard

SIGNALIZED	INTERSECTION	SIIMMARY
		C C 1.11.12.74 C T

	Eas	tbou	nd	Wes	Westbound			Northbound			Southbound		
	L	T	R	L	\mathbf{T}	R	L	T	R	L	${f T}$	R	
No Inno	2		7			7		י	^	_	7	7	
No. Lanes	! 4	U	1	2	U	1	4	4	U	_ 4	۷	<u></u>	
LGConfig	L		R	L		R	L	T		L	${f T}$	R	
Volume	43		87	842		375	108	637		176	558	31	
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0		12.0	12.0	12.0	
RTOR Vol			60	İ		60	İ					31	

Dur	ation	0.25		Area 7	ype:	All o	ther	areas					
					Si	gnal 0	perat	ions					
Pha	se Comb	ination	1	2	з	4	Ī	-	5	6	7	8	
EB	Left		A				NB	Left	A				
	Thru						İ	Thru		A			
	Right			A				Right					
	Peds						ĺ	Peds					
WB	Left		A				SB	Left	A				
	Thru							Thru		A			
	Right			A				Right		A			
	Peds						ĺ	Peds					
NB	Right						EB	Right					
SB	Right						WB	Right	A				
Gre			34.0	14.0			•	_	10.0	39.0			
Yel	low	;	3.5	4.0					3.5	4.0			
	Red		2.0	2.0					2.0	2.0			

Cycle Length: 120.0

Intersection Performance Summary Appr/ Adj Sat Lane Group Lane Ratios Approach Lane Group Flow Rate Delay LOS Delay LOS Grp Capacity (s) v/c g/C Eastbound 3367 0.05 0.28 31.3 C L 954 37.7 D R 181 1553 0.15 0.12 48.1 D Westbound 0.30 D 1041 3471 0.85 46.4 50.0 D 0.86 0.25 59.8 E 388 1553 Northbound 0.41 0.08 53.1 D 281 3367 0.54 0.34 32.3 C 35.3 \mathbb{D} \mathbf{T} 1248 3654 Southbound L 347 3471 0.53 0.10 52.9 D Т 1128 3471 0.52 0.32 33.3 C 38.0 D C R 505 1553 0.00 0.32 27.3 Intersection Delay = 42.4 (sec/veh) Intersection LOS = D

Analyst: Inter.: Veterans at Santa Barbara

Agency: PBS&J Area Type: All other areas

Date: 1/11/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway
N/S St: Santa Barbara Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	tbou	nd	Wes	tbou	nd	Northbound			Southbound			
	L	T	R	L	T	R	L	${f T}$	R	L	T	R	
No. Lanes	2	0	1	2	0	2		3	1		3	1	
LGConfig	L	Ŭ	R	L	Ū	R	l r	T	R	L _	T	R	
Volume	458		166	850		994	163	995	327	771	1132	272	
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			60	İ		0	İ		120			60	

Dur	ation	0.25	Area T	'ype: .	All of	ther	areas					
				Sig	nal Op	perat	ions					
Pha	se Comb	ination 1	2	3	4			5	6	7	8	
EB	Left	A				NB	Left	A				
	Thru					Ì	Thru			A		
	Right	A					Right			Α		
	Peds						Peds					
WB	Left		A			SB	Left	A	A			
	Thru					ĺ	Thru		Α	A		
	Right		A				Right		Α	A		
	Peds						Peds					
NB	Right	A	A			EB	Right	Α				
SB	Right					WB	Right	A				
Gre	en	17.4	30.0			,		12.0	12.0	22.2		
Yel	low	3.5	5.0					3.5	3.5	4.5		
All	Red	1.8	1.8					0.0	0.0	2.8		
								Cycl	e Leng	th: 120	. 0	secs

Intersection Performance Summary

Appr/ Lane		Adj Sat Flow Rate		.os	Lane (Froup	Appı	oach	
		(s)		g/C	Delay	LOS	Delay	LOS	
Eastbo	und								
L	544	3367	0.89	0.16	65.3	E			
•							60.0	E	
R	380	1553	0.29	0.24	37.3	D			
Westbo	und								
L	926	3471	0.97	0.27	65.2	E			
							56.6	E	
R	1111	2733	0.94	0.41	49.3	D			
Northbo	วเทดิ								
L	337	3367	0.51	0.10	52.5	D			
T	1105	5481	0.95	0.20	63.3	E	53.5	D	
R	1064	1553		0.69	7.0	A			
Southbo									
L	853	3471	0.95	0.25	64.6	E			
T	1567	4988			39.3		48.0	D	
R.	488	1553						_	
		tion Delay					ction	LOS	= D
	*******	caca beau		,	, ·				***

Analyst: PBS&J Inter.: Veterans at Country Club

Agency: PBS&J Area Type: All other areas

Date: 1/11/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Country Club Boulevard

SIGNALIZED	INTERSECTION	SUMMARY
------------	--------------	---------

	Eas	tbou	nd	Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	Т	R	L	Т	R
No. Lanes	2	0	1	2	0	1	2	2	1	2	2	1
LGConfig	L		R	L		R	L	\mathbf{T}	R	L	T	R
Volume	264		264	492		609	316	340	154	462	825	363
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			60	,		60	***************************************		60			60

_		
6	7	8
	A	
	A	
A		
A	A	
Α	A	
8.0	28.0	
3.5	4.0	
0.0	2.0	
	A A 8.0 3.5	A A A A A A A A A A A A A A A A

Cycle Length: 130.0 secs

		Intersec	tion Pe	rforman	ce Summa	ry				
Appr/	Lane	Adj Sat	Rati	os	Lane G	roup	Appr	oach		
Lane Grp	Group Capacity	Flow Rate (s)	v/c	g/C	Delay	LOS	Delay	LOS		
Eastbou	ınd								<u> </u>	
L	708	3471	0.39	0.20	45.1	D	47.6	D		
R	334	1553	0.64	0.22	50.7	D		_		
Westbou		~~~	0 00	0.19	58.7	E				
L	635	3367	0.82	0.19	30.7	4	56.3	E		
R	633	1553	0.91	0.41	54.1	D				
Northbo	ound									
L	534	3471	0.62	0.15	53.8	D				
T	787	3654	0.45	0.22	44.8	D	48.4	D		
R	334	1553	0.30	0.22	43.2	D				
Southbo	ound									
L	788	3471	0.62	0.23	46.6	D				
T	1108	3471	0.78	0.32	43.9	D	44.6	D		
R	472	1553	0.68	0.30	43.5	D				
		tion Delay		(sec/v	eh) Ir	nterse	ection	LOS =	: D	

Analyst: PBS&J Inter.: Veterans at Del Prado Agency: PBS&J Area Type: All other areas

Date: 1/5/2005 Jurisd: Lee County

Period: PM Peak Hour Year : 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study E/W St: Veterans Parkway N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eas	tbou	ınd	Westbound			Northbound			So	Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R	
No. Lanes			2		n	1	-	٦	0	-	٦	1	
LGConfig	L	Ů	R	L	Ů	R	L	TR	Ů	L	T	R	
Volume	742		480	725		635	737	2218	386	915	2233	1383	
Lane Width	12.0		12.0	12.0		12.0	12.0	12.0		12.0	12.0	12.0	
RTOR Vol			55			55			0			55	

Dur	ation	0.25	Area I	'ype: Al	.1. 01	ther	areas					
				Signa	1 0	perat	ions					
Pha	se Combi	nation 1	2	3	4	1		5	6	7	8	
EB	Left	A				NB	Left	A				
	Thru						Thru		Α			
	Right		A				Right		Α			
	Peds						Peds					
WB	Left	A				SB	Left	A				
	Thru					İ	Thru		A			
	Right		A			ĺ	Right		Α			
	Peds					ĺ	Peds					
NB	Right			•		EB	Right	A				
SB	Right	A	A			WB	Right					
Gre	en	26.0	12.0			•	•	25.0				
Yel	low	4.0	4.0					4.0	4.5			
All	Red	2.0	4.5					4.5	3.0			

Cycle Length: 130.0 secs

		Interse	ction Pe	rforman	.ce Summa	ry				
Appr/ Lane	Lane Group	Adj Sat Flow Rate		os	Lane G	roup	Appro	oach		
Grp	Capacity		***************************************	g/C	Delay	LOS	Delay	LOS	·····	
Eastbo	ınd									
L	748	3471	1.04	0.22	96.0	F	73.1	E		
R	957	2733	0.47	0.35	33.2	C				
Westbo	und									
L	748	3471	1.02	0.22	89.1	F	94.7	F		
R	567	1553	1.08	0.37	101.7	F				
Northbo	ound									
L	721	3471	1.08	0.21	107.4	F				
TR	1587	5359	1.73	0.30	375.6	F	316.5	F		
Southbo	ound									
L	1081	5207	0.89	0.21	59.5	E				
T	1623	5481	1.45	0.30	251.1	F	185.6	F		
R	1075	1553	1.30	0.69	162.1	F				
	Intersec	tion Delay	= 203.8	(sec/v	eh) In	terse	ction L	.OS =	F	

Refer to Appendix K for 2030 PM Peak Hour Intersection Analysis for Colonial Boulevard

Appendix H

2010 AM Peak Hour HCS Arterial/Segment Analysis 2010 PM Peak Hour HCS Arterial/Segment Analysis



Direction		1		2	
Flow rate, vp		547	pcphpl	571	pcphpl
Free-flow speed, FFS		48.0	mph	48.0	mph
Avg. passenger-car travel speed,	S	48.0	mph	48.0	mph
Level of service, LOS		В		В	
Density, D		11.4	pc/mi/ln	11.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Urban Streets Release 4.1d

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS____

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 12/28/2004
Analysis Time Period: AM Peak Hour
Urban Street: Jones Loop Road
Direction of Travel: West-bound
Jurisdiction: Charlotte County

Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

__Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	speed	Running time (sec)	Section
0 I-75 SB Ramps					
1 Taylor Road	0.38	2	40	36.9	1
2 US 41	0.82	2	40	74.7	1
3					
4					
5					
6 7					
8 9					
10					
11					
12					
13					
14					
15					

Intersection	Delay	Estimates

Seg	length	ratio	ratio	cap.	PVG Arr. if type Input AT	fac-	ext.	queue	delay	delay	
1	90.0	0.278	1.078	859	3	1.000	3.0	0	86.4	0.0	F
2	120.0	0.133	0.631	442	3	0.090	3.0	0	49.5	0.0	D
3											
4											

Arterial Level of Service Sum of Sum of Arterial Inter. LOS by Running control. Other time by length by Arterial delay speed Seg. Sect. section section section time delay (mph) (sec) (sec) (sec) (sec) (mi) 76 Q 1 86.4 0.0 3 1 74.7 49.5 0.0 247.5 1.20 17.5 23456789 10 11 12 13 14 15

```
Total travel time (x)
                                                             247.5
                                                                           sec
Total length (y)
                                                                           miles
                                                             1.20
Total travel speed, Sa = 3600 \times (y)/(x) = Total urban street LOS (Exhibit 15-2) =
                                                             17.5
                                                                           mph
                                                            D
```

```
_Intersection Files in the Analysis_
1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt Store Ro
4:
5:
6:
7:
8:
9:
10:
11:
12:
13:
14:
15:
```

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: PBS&J Agency/Co.: PBS&J
Date Performed: 04/05/05 Analysis Time Period: AM Peak Hour Urban Street: Tuckers Gra Direction of Travel: East-bound Tuckers Grade Jurisdiction: Charlotte County Analysis Year: 2010

Analysis Year:

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section	
0 US41						
1 I-75 SB Ramps	0.74	2	40	67.8	1	
2 I-75 NB Ramps	0.17	2	40	68.0*	2	
3						
4 5						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Seg	•	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay		
1	90.0	0.278	0.324	1003	***************************************	3	1.000	3.0	0	26.0	0.0	C	_
2	90.0	0.533	0.003	1925		3	0.956	3.0	0	9.8	0.0	A	
3													
4													

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)		
<u> </u>	1	67.8	26.0	0.0	93.7	0.74	28.4	В
2 3 4 5 6 7 8 9	2	68.0*	9.8	0.0	77.8	0.17	7.9	F
0 1								
12								
13 14								
14 15								

```
Total travel time (x) = 171.6 sec

Total length (y) = 0.91 miles

Total travel speed, Sa = 3600 \times (y)/(x) = 19.1 mph

Total urban street LOS (Exhibit 15-2) = D
```

Intersection Files in the Analysis

	Intersection Files in the Analysis
1:	P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2010AM\Tuckers and ND\T 2: P:\Projects\Burnt_Store\PDE\Traf
4:	
5:	
6:	
7:	
8:	
9:	
10:	
11:	
12:	
13:	
14:	
15:	

Phone: E-Mail: Fax:

___OPERATIONAL ANALYSIS____

Analyst:

Agency/Co.: PBS&J Date Performed: 04/05/05 Analysis Time Period: AM Peak Hour Urban Street: Tuckers Grade Direction of Travel: West-bound Jurisdiction: Charl Analysis Year: 2010 Charlotte County

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial_____

eg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
I-75 NB Ramps					
I-75 SB Ramps	0.17	2	40	19.6	1
US 41	0.74	2	40	68.0*	2
0					
1					
2					
3					
4	*				
5					

Seg	•	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	90.0	0.456	0.056	1645		3	1.000	3.0	0	13.7	0.0	В
2	120.0	0.217	0.012	412		3	1.000	3.0	0	36.9	0.0	D
3												
4												
=												

```
8
9
10
11
12
13
14
15
```

Arterial Level of Service_____

	eg,	Sect.	Running time (sec)	Inter. control. delay (sec)		time by	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
2 68.0* 36.9 0.0 104.9 0.74 25.4 C		1	19.6	13.7	0.0	33.3	0.17	18.4	D D
		2	68.0*	36.9	0.0	104.9	0.74	25.4	c

```
Total travel time (x) = 138.2 sec Total length (y) = 0.91 miles Total travel speed, Sa = 3600 \times (y)/(x) = 23.7 mph Total urban street LOS (Exhibit 15-2) = C
```

Intersection Files in the Analysis

1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2010AM\Tuckers and ND\T 2: P:\Projects\Burnt_Store\PDE\Traf
4:
5:
6:
7:
8:
9:
10:
11:
12:
13:
14:
15:

HCS2000: Urban Streets Release 4.1d

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: PBS&J Date Performed: 12/20/Analysis 7: Date Performed: 12/28/2004
Analysis Time Period: AM Peak Hour
Urban Street: Burnt Store Rd/Jones Loop Rd

Direction of Travel: East-bound Charlotte County

Jurisdiction: Charl Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

___Description of Arterial___

Geg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
Acline Road					
US 41	0.41	2	40	39.2	1
? Taylor Road	0.82	2	40	74.7	2
,					
! 5					
5				•	
;					
1					
))					
.0					
.1					
.2					
.3					
.4					
.5					

Intersection Delay	Estimates
--------------------	-----------

Seg	Cycle length C	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.133	0.688	458		3	1.000	3.0	0	53.9	0.0	D
2	90.0	0.278	0.532	920		3	0.666	3.0	0	27.9	0.0	C
3												
4												

Arterial Level of Service__

Seg.	Sect.	Running time (sec)		delay	time by	Sum of length by section (mi)		
1	1	39.2	53.9	0.0	93.2	0.41	15.8	E
2 3 3 5 7 3 3 10 11 11 11 11 11 11 11 11 11 11 11 11	2	74.7	27.9	0.0	102.6	0.82	28.8	В

Total travel time (x) = 195.8 sec Total length (y) = 1.23 miles Total travel speed, Sa = $3600 \times (y)/(x) = 22.6$ mph Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt Store Ro 4: 5: 6: 7:

8: 9: 10: 11: 12:

14: 15: Fax:

Phone:

E-Mail: Directional Two-Lane Highway Segment Analysis_____ Agency/Co.

Date Performed

Analysis Time Period

Highway

From/To

Jurisdiction

Analysis Variation

Charlotte County

Charlotte County Analyst Agency/Co. Analyst PBS&J Jurisdiction Charlotte County
Analysis Year 2010 Charlotte County Line to US 41 Description Burnt Store Road-Veterans Parkway-Colonial Boulevard Study ____Input Data____ Highway class Class 1 Peak-hour factor, PHF 0.95
Shoulder width 0.0 ft % Trucks and buses 5 %
Lane width 12.0 ft % Trucks crawling 0.0 %
Segment length 7.6 mi Truck crawl speed 0.0 mi/hr
Terrain type Level % Recreational vehicles 0 %
Grade: Length mi % No-passing zones 20 %
Up/down % Access points/mi 8 /mi Analysis direction volume, Vd 883 veh/h Opposing direction volume, Vo 662 veh/h Average Travel Speed Opposing (o) Direction Analysis(d) PCE for trucks, ET 1.1 1.1 1.0 1.0 PCE for RVs, ER Heavy-vehicle adj. factor, (note-5) fHV 0.995 0.995
Grade adj. factor, (note-1) fG 1.00 1.00
Directional flow rate, (note-2) vi 934 pc/h 700 pc/h Free-Flow Speed from Field Measurement: - mi/h Field measured speed, (note-3) S FM Observed volume, (note-3) Vf veh/h Estimated Free-Flow Speed:
Base free-flow speed, (note-3) BFFS 60.0
Adj. for lane and shoulder width, (note-3) fLS 4.2
2.0 mi/h mi/h mi/h Free-flow speed, FFSd 53.8 mi/h Adjustment for no-passing zones, fnp 0.7 mi/h 40.5 mi/h Average travel speed, ATSd

Direction	Analysis(d)	٥٣	posing	(0)
PCE for trucks, ET	1.0	10	1.0	(0)
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			1.000	
Grade adjustment factor, (note-1) fG			1.00	
Directional flow rate, (note-2) vi	929 p	c/h	697	pc/h
Base percent time-spent-following, (no			0.5	£0,
Adjustment for no-passing zones, fnp	occ a, Diibia	3.8		
Percent time-spent-following, PTSFd		87.9 %		
referre erme opene regressing, ribra		07.5		
Level of Service and	Other Perform	ance Measu	res	
Level of service, LOS		E		
Volume to capacity ratio, v/c		0.55		
Peak 15-min vehicle-miles of travel,	VMT1 5		eh-mi	
Peak-hour vehicle-miles of travel, VM			eh-mi	
Peak 15-min total travel time, TT15			eh-h	
a contract the contract cannot be contract to the contract cannot be contract.				
Notes: 1. If the highway is extended segment 2. If vi (vd or vo) >= 1,700 pc/h, t 3. For the analysis direction only. 4. Exhibit 20-21 provides factors a a 5. Use alternative Equation 20-14 if on a specific downgrade.	erminate anal and b.	ysis-the L	OS is F	•
Passing	Lane Analysis			
Total length of analysis segment, Lt			7.6	mi
Length of two-lane highway upstream of	f the passing	lane, Lu		mi
Length of passing lane including tape		·	0.2	mi
Average travel speed, ATSd (from abov			40.5	mi/h
Percent time-spent-following, PTSFd (87.9	
Level of service, (note-1) LOSd (from	above)		E	
Average	Travel Speed_			
Downstream length of two-lane highway	within effec	tive		
length of passing lane for averag			1.70	mi
Length of two-lane highway downstream			2.7.0	*******
length of the passing lane for av			5.70	mi
Adj. factor for the effect of passing				,
on average speed, fpl	No. 11.2 of the star.		1.11	
Average travel speed including passing	q lane, (note-	2) ATSpl	41.1	
	• • • • • • • • • • • • • • • • • • • •			
Percent Time	-Spent-Follow	ing		
Downstream length of two-lane highway	within effec	tive lengt	h	
of passing lane for percent time-	spent-followi	ng, Lde	4.10	mi
Length of two-lane highway downstream	of effective	length of		
the passing lane for percent time			3.30	mi
Adj. factor for the effect of passing				•
on percent time-spent-following,	fpl		0.62	
Percent time-spent-following				
including passing lane, (note-3) P	TSFpl		78.0	olo

Level of Service and Other Performance Measures (note-4)_____

Level of service including passing lane, LOSpl D
Peak 15-min total travel time, TT15 D
43.0 veh-h

Notes:

- 1. If LOSd = F, passing lane analysis cannot be performed.
- 2. If Ld < 0, use alternative Equation 20-22.
- 3. If Ld < 0, use alternative Equation 20-20.
- 4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

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Fax: Phone: E-Mail: Directional Two-Lane Highway Segment Analysis Analyst PBS&J
Agency/Co. PBS&J
Date Performed 12/28/2004
Analysis Time Period AM Peak Hour
Highway Burnt Store Road
From/To US 41 to Charlotte County Line
Jurisdiction Charlotte County
Analysis Year 2010 Description Burnt Store Road-Veterans Parkway-Colonial Boulevard Study Input Data Highway class Class 1 Peak-hour factor, PHF 0.95
Shoulder width 0.0 ft % Trucks and buses 5 %
Lane width 12.0 ft % Trucks crawling 0.0 %
Segment length 7.6 mi Truck crawl speed 0.0 mi/hr
Terrain type Level % Recreational vehicles 0 %
Grade: Length mi % No-passing zones 20 %
Up/down % Access points/mi 8 /mi Analysis direction volume, Vd 662 veh/h Opposing direction volume, Vo 883 veh/h Average Travel Speed Analysis(d) Opposing (o) Direction PCE for trucks, ET 1.1 1.1 PCE for RVs, ER 1.0 1.0 Heavy-vehicle adj. factor, (note-5) fHV 0.995 0.995
Grade adj. factor, (note-1) fG 1.00 1.00
Directional flow rate, (note-2) vi 700 pc/h 934 pc/h Free-Flow Speed from Field Measurement: Field measured speed, (note-3) S FM - mi/h Observed volume, (note-3) Vf veh/h Estimated Free-Flow Speed: Base free-flow speed;
Base free-flow speed, (note-3) BFFS

Adj. for lane and shoulder width, (note-3) fLS

Adj. for access points, (note-3) fA

2.0 mi/h Free-flow speed, FFSd 53.8 mi/h Adjustment for no-passing zones, fnp 0.5 mi/h Average travel speed, ATSd 40.6 mi/h

Average travel speed, ATSd

	o openie remen			
Silver while an	7 3 i (-3)	<u></u>		(0)
Direction	Analysis(d) 1.0	O _.	pposing 1.0	(0)
PCE for trucks, ET	1.0		1.0	
PCE for RVs, ER				
Heavy-vehicle adjustment factor, fHV			1.000	
Grade adjustment factor, (note-1) fG	1.00	42	1.00	/1
Directional flow rate, (note-2) vi		c/h	929	pc/h
Base percent time-spent-following, (no	ote-4) BPTSFd			
Adjustment for no-passing zones, fnp		1.9		
Percent time-spent-following, PTSFd		87.4 %		
Level of Service and	Other Perform	ance Meas	ures	
Level of service, LOS		E		
Volume to capacity ratio, v/c		0.41		
	TIMES C		veh-mi	
Peak 15-min vehicle-miles of travel,			ven-mi veh-mi	
Peak-hour vehicle-miles of travel, VM	1160			
Peak 15-min total travel time, TT15		32.6	veh-h	
 If the highway is extended segment If vi (vd or vo) >= 1,700 pc/h, t For the analysis direction only. Exhibit 20-21 provides factors a a Use alternative Equation 20-14 if on a specific downgrade. 	erminate analy and b.	ysis-the 1	LOS is F	•
Passing	Lane Analysis			
Total length of analysis segment, Lt			7.6	mi
ength of two-lane highway upstream of	of the passing	lane. In		mi
length of passing lane including tape		20110, 20	0.2	mi
verage travel speed, ATSd (from above			40.6	mi/h
Percent time-spent-following, PTSFd (87.4	((124.) 11
evel of service, (note-1) LOSd (from			E	
	Travel Speed			
Average	TIUVCI DECCO			
ownstream length of two-lane highway			_	
length of passing lane for averag		i, Lde	1.70	mi
ength of two-lane highway downstream				
length of the passing lane for av		speed, Ld	5.70	mi
dj. factor for the effect of passing	Talle		1.11	
on average speed, fpl		3.) AMO		
verage travel speed including passin	ig rane, (note-:	2) ATSPI	41.2	
Percent Time	e-Spent-Follow	ing		
	-		-h	
ownstream length of two-lane highway	within effect	ive lengt	h 5.72	mi
ownstream length of two-lane highway of passing lane for percent time-	within effect	ive lengt	5.72	mi
ownstream length of two-lane highway of passing lane for percent time- ength of two-lane highway downstream	within effect spent-following of effective	ive lengt ng, Lde length o	5.72 E	_
ownstream length of two-lane highway of passing lane for percent time- ength of two-lane highway downstream the passing lane for percent time	within effect spent-following of effective s-spent-following	ive lengt ng, Lde length o	5.72	mi mi
ownstream length of two-lane highway of passing lane for percent time- ength of two-lane highway downstream the passing lane for percent time dj. factor for the effect of passing	within effect spent-following of effective e-spent-following lane	ive lengt ng, Lde length o	5.72 E 1.68	_
Oownstream length of two-lane highway of passing lane for percent time-sength of two-lane highway downstream the passing lane for percent time adj. factor for the effect of passing on percent time-spent-following,	within effect spent-following of effective e-spent-following lane	ive lengt ng, Lde length o	5.72 E	
ownstream length of two-lane highway of passing lane for percent time-sength of two-lane highway downstream the passing lane for percent time-adj. factor for the effect of passing on percent time-spent-following, Percent time-spent-following	within effect spent-following of effective e-spent-following lane fpl	ive lengt ng, Lde length o	5.72 E 1.68 0.62	mi
ownstream length of two-lane highway of passing lane for percent time-ength of two-lane highway downstream the passing lane for percent time adj. factor for the effect of passing on percent time-spent-following,	within effect spent-following of effective e-spent-following lane fpl	ive lengt ng, Lde length o	5.72 E 1.68	

Level of service including passing lane, LOSpl D
Peak 15-min total travel time, TT15 D
32.1 veh-h

Notes:

- 1. If LOSd = F, passing lane analysis cannot be performed.
- 2. If Ld < 0, use alternative Equation 20-22.
- 3. If Ld < 0, use alternative Equation 20-20.
- 4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

Phone: E-Mail:	Fax:				
Directional Two-	Lane Highway	Segment	Analys	is	
Analyst PBS&J Agency/Co. PBS&J Date Performed 12/28/200 Analysis Time Period AM Peak H Highway Burnt Sto From/To Pine Isla Jurisdiction Lee Count Analysis Year 2010 Description Burnt Store Road-Vet	our ore Road .nd Rd to Lee Y		al Boul	evard S	tudy
	Input Data				
Highway class Class 1 Shoulder width 0.0 ft Lane width 12.0 ft Segment length 9.3 mi Terrain type Level Grade: Length mi Up/down % Analysis direction volume, Vd 75 Opposing direction volume, Vo 65	<pre>% Trucks Truck cra % Recreat % No-pass Access po </pre> <pre>2 veh/h</pre>	and buses crawling wl speed ional ver ing zones	icles	0.95 6 0.0 0.0 0	% % mi/hr % % /mi
Avera	ge Travel Sp	eed			
Direction PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adj. factor, (note-5 Grade adj. factor, (note-1) fG Directional flow rate, (note-2) vi	Analysi 1.1 1.0) fHV 0.9 1.0	s (d) 94		posing 1.1 1.0 0.994 1.00	
Free-Flow Speed from Field Measur Field measured speed, (note-3) S F Observed volume, (note-3) Vf Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFF Adj. for lane and shoulder width, Adj. for access points, (note-3) f	M S (note-3) fLS	- - 60.0 4.2 2.0	mi/h veh/h mi/h mi/h mi/h		
Free-flow speed, FFSd		53.8	mi/h		
Adjustment for no-passing zones, Average travel speed, ATSd	fnp	0.7 41.6	mi/h mi/h		

	•	~ <u></u>		
Direction	Analysis(d)	On	posing	(o)
PCE for trucks, ET	1.0	- 12	1.0	,
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			1.000	
Grade adjustment factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi		c/h	687	pc/h
Base percent time-spent-following, (no	•	•		.
Adjustment for no-passing zones, fnp		3.9		
Percent time-spent-following, PTSFd		86.0 %		
ectodic cime spoils torrowing, rista		00.0		
Level of Service and	Other Performa	ance Measu	res	
Level of service, LOS		E		
Volume to capacity ratio, v/c		0.47		
Peak 15-min vehicle-miles of travel,	VMT15	1840 v	eh-mi	
Peak-hour vehicle-miles of travel, VM	T60	6994 v	eh-mi	
Peak 15-min total travel time, TT15		44.2 v	eh-h	
,				
Notes: 1. If the highway is extended segment 2. If vi (vd or vo) >= 1,700 pc/h, t 3. For the analysis direction only.	erminate analy			
4. Exhibit 20-21 provides factors a a			_	_
5. Use alternative Equation 20-14 if	some trucks of	erate at	crawl sp	eeds
on a specific downgrade.				
Passing	Lane Analysis_			
			0 7	
Total length of analysis segment, Lt	F 1-1	3 T	9.3	mi
ength of two-lane highway upstream o		lane, Lu		mi
ength of passing lane including tape			0.2	mi '/-
average travel speed, ATSd (from abov			41.6	mi/h
Percent time-spent-following, PTSFd (86.0	
Level of service, (note-1) LOSd (from	above)		E	
Average	Travel Speed			
Downstream length of two-lane highway	within effect	ive		
length of passing lane for averag			1.70	mi
ength of two-lane highway downstream				
length of the passing lane for av		peed, Ld	7.40	mi
dj. factor for the effect of passing				
on average speed, fpl			1.11	
verage travel speed including passing	g lane.(note-2	e) ATSpl	42.1	
			-	
Percent Time	-Spent-Followi	.ng		
Downstream length of two-lane highway	within effect	ive lengt	h	
of passing lane for percent time-			5.06	mi.
ength of two-lane highway downstream				
the passing lane for percent time			4.04	mi
Adj. factor for the effect of passing				**1***
on percent time-spent-following,			0.62	
	rhr		V+04	
Percent time-spent-following	mon3		76 1	}
including passing lane, (note-3) P	rarbr		76.4	শ্ব
Touch of Country and Other	Daufaumana *	100000000 /	noto Al	
Level of Service and Other	Performance N	leasures (note-4)_	

Level of service including passing lane, LOSpl D
Peak 15-min total travel time, TT15 D
43.7 veh-h

Notes:

- 1. If LOSd = F, passing lane analysis cannot be performed.
- 2. If Ld < 0, use alternative Equation 20-22.
- 3. If Ld < 0, use alternative Equation 20-20.
- 4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

Phone: E-Mail: Fax:

Directional Two-L ${ m c}$	ne Highway	Segment	Analysis
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Agency/Co. PBS&J
Date Performed 12/28/2004
Analysis Time Period AM Peak Hour
Highway Burnt Store Road
From/To Lee Co Line to Pine Island Rd
Jurisdiction Lee County
Analysis Year 2010
Description Burnt T

Description Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

	1	n	р	u	τ	- 1	U	а	С	а	
~~			~							•	*

Highway class Class Shoulder width Lane width Segment length Terrain type Grade: Length	0.0 12.0 9.3 Level	ft ft mi mi	Peak-hour factor, PHF % Trucks and buses % Trucks crawling Truck crawl speed % Recreational vehicles % No-passing zones	0.95 6 0.0 0.0 0	ક mi/hr ક
Up/down		8	Access points/mi	8	/mi

Analysis direction volume, Vd 653 veh/h Opposing direction volume, Vo 752 veh/h

Average Travel Speed

Direction	Analysi	.s (d)	Opposing ((0)
PCE for trucks, ET	1.1	•	1.1	
PCE for RVs, ER	1.0	J	1.0	
Heavy-vehicle adj. factor, (note-5) f	HV 0.9	94	0.994	
Grade adj. factor, (note-1) fG	1.0	10	1.00	
Directional flow rate, (note-2) vi	691	. pc/h	796	pc/h
Free-Flow Speed from Field Measurement Field measured speed, (note-3) S FM	nt:	-	mi/h	

veh/h Observed volume, (note-3) Vf Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 mi/h Adj. for lane and shoulder width, (note-3) fLS 4.2 mi/h Adj. for access points, (note-3) fA 2.0 mi/h 53.8 mi/h Free-flow speed, FFSd 0.5 mi/h 41.8 mi/h Adjustment for no-passing zones, fnp Average travel speed, ATSd

reroeme true	bene-torrowing		
Direction A	malysis(d)	Opposing ('a)
PCE for trucks, ET	1.0	1.0	.0)
PCE for RVs, ER	1.0	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	1.000	
Grade adjustment factor, (note-1) fG	1.000	1.00	
		792	na/h
Directional flow rate, (note-2) vi	687 pc/h	194	pc/h
Base percent time-spent-following, (note		5	
Adjustment for no-passing zones, fnp	2.7	1 .	
Percent time-spent-following, PTSFd	84.3	\$	
Level of Service and Ot	her Performance Meas	sures	·
Level of service, LOS	E		
Volume to capacity ratio, v/c	0.41		4
Peak 15-min vehicle-miles of travel, VM		veh-mi	
Peak-hour vehicle-miles of travel, VMT6		veh-mi	
Peak 15-min total travel time, TT15	38.2	veh-h	
Peak 15-Mill Cotal Cravel Cime, 1115	36.2	AG11-11	
 Notes: If the highway is extended segment (If vi (vd or vo) >= 1,700 pc/h, ter For the analysis direction only. Exhibit 20-21 provides factors a and Use alternative Equation 20-14 if so on a specific downgrade. 	minate analysis-the b.	LOS is F.	
	ne Analysis	9.3	mi
Total length of analysis segment, Lt Length of two-lane highway upstream of	the magging lane In		mi
Length of passing lane including tapers		0.2	mi
	, прт	41.8	
Average travel speed, ATSd (from above)	om shores!		mi/h
Percent time-spent-following, PTSFd (fr		84.3	
Level of service, (note-1) LOSd (from ab	ove)	E	
Average Tr	avel Speed		
Downstream length of two-lane highway w	ithin effective		
length of passing lane for average Length of two-lane highway downstream o		1.70	mi
length of the passing lane for aver		l 7.40	mi
Adj. factor for the effect of passing 1		7.40	III.I.
	ane	1 11	
on average speed, fpl	1 (1.11	
Average travel speed including passing	lane, (note-2) Alspi	42.3	
Percent Time-S	pent-Following		
Downstream length of two-lane highway w	ithin effective lend	rth	
of passing lane for percent time-sp		5.80	mi
Length of two-lane highway downstream o			
the passing lane for percent time-s		3.30	mi
Adj. factor for the effect of passing 1		J - W U	a Principal
on percent time-spent-following, fp		0.62	
	±	0.04	
Percent time-spent-following including passing lane, (note-3) PTS	Fpl	73.6	્રે
	-		
Level of Service and Other P	erformance Measures	(note-4)_	

Level of service including passing lane, LOSpl D
Peak 15-min total travel time, TT15 D
37.8 veh-h

Notes:

- 1. If LOSd = F, passing lane analysis cannot be performed.
- 2. If Ld < 0, use alternative Equation 20-22.
- 3. If Ld < 0, use alternative Equation 20-20.
- 4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

2010 Level of Service Summary by Segment AM Peak Hour Colonial Boulevard/Veterans Parkway

		P	Г	Τ	T	T	Т	T	T				2	Г	T	organização I	T	T	Τ	Τ
	2010 Peak Hour LOS	Westbour	4	L	lu.	1	L	4	L.		2010 Peak Hour LOS		Westbour	ii.	ŭ.	u	U	U	8	8
	2010 Peak	Eastbound Westbound	ш	u.	٥	Ш	11.	ц.	u.		2010 Peak		Eastbound Westbound	ш	ŭ.	u.	U	U	8	В
	Service Volume at	(Peak Hour- Off-Peak Direction)	1830	1830	1830	1830	1830	1830	1830	Service Volume at	LOS Standard	(Peak Hour-	Off-Peak Direction)	2000	1890	1890	1890	1260	1250	1260
***************************************	Service Volume at LOS Standard	(Peak Hour - Both Directions)	4700	4700	4700	4700	4700	4700	4700	Service Volume at	LOS Standard	(Peak Hour-	Both Directions)	5270	4960	4960	4960	3310	3310	3310
rkway	Service Volume at LOS Standard	(Peak Hour- Peak Direction)	2870	2870	2870	2870	2870	2870	2870	Service Volume at	LOS Standard	(Peak Hour-	Peak Direction)	3270	3070	3070	3070	2050	2050	2050
terans Pa		LOS Standard		w	ш	ш	Е	ш	ш			ros	Standard	ш	Ш	m	m	w	ш	3
Colonial Boulevard/Veterans Parkway	2010	Westbound Peak Hour Volume	2232	2232	1854	2302	2397	2597	2350		2010	Westbound	Peak Hour Volume	2151	2236	2152	1404	1072	708	500
COIC	2010	Eastbound Peak Hour Volume	2828	2876	2397	2743	3322	3398	3386		2010	Eastbound	/olume	3481	3538	3153	2106	1454	1068	700
		2010 Lanes		GT9	G19	GTD	G19	9FD	019			2010	Lanes	4LB	9	019	GT9	4LD	4LD	4LD
	vard Segment	To	Evans Avenue	Fowler Street	Solomon Boulevard	US 41	DeLeon Street	Summerlin Road	McGregor Boulevard	Secure 1	жаў эецінені		To	Del Prado Boulevard	Country Club Boulevard	Santa Barbara Boulevard	Skyline Boulevard	Chiquita Boulevard	Surfside Boulevard	Pine Island Road
	Colonial Boulevard Segment	From	Metro Parkway	Evans Avenue	Fowler Street	Solomon Bouleyard	US 41	DeLeon Street	Summerfin Road	Makes Seemble Bearing	A A A CERTAINS CAIN		For	McGregor Boulevard	Del Prado Boulevard	Country Club Boulevard	Santa Barbara Boulevard	Skyline Boulevard	Chiquita Boulevard	Surfside Boulevard

Notes: Services volumes for the peak hour-peak direction and the peak-hour both directions were developed by Lee County DOT.

Peak hour-off peak direction service volumes were derived by subtracting the peak hour-peak direction service volume from the peak hour-both directions service volume.

HCS2000: Urban Streets Release 4.1d

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: Agency/Co.:

PBS&J PSB&J

Date Performed: Analysis Time Period: AM Peak Hour

12/28/2004

Urban Street:

Colonial Boulevard

Direction of Travel:

East-bound

Jurisdiction:

Lee County

Analysis Year:

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

___Description of Arterial__

eg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
Metro Parkway					
Veronica Shoemaker Boulevard	0.46	1	50	37.4	1
Challenger Boulevard	0.75	1	50	56.3	2
Winkler Avenue	0.79	1	50	58.9	3
Six Mile Cypress Parkway	0.67	1	50	50.9	4
I-75 SB Ramps	0.42	1	50	35.4	5
I-75 NB Ramps	0.27	1	50	26.5	6
.0					
1					
2					
3					
.4					
.5					

	Intersection Delay Estimates												
Seg	Cycle length C		v/c ratio X	cap.		r. I pe fac- NT tor		queue	-	Other delay (sec)	Inter. LOS		
1	120.0	0.433	0.804	2204	3	1.000	3.0	0	31.8	0.0	С		
2	170.0	0.706	0.807	2551	3	0.494	3.0	0	18.1	0.0	В		
3	170.0	0.524	0.754	2662	3	0.488	3.0	0	32.5	0.0	C		
4	170.0	0.529	0.801	2689	3	0.574	3.0	0	33.8	0.0	С		
5	170.0	0.576	0.497	2931	3	0.497	3.0	0	21.4	0.0	C		
6	170.0	0.553	0.403	1957	3	0.860	3.0	0	22.0	0.0	C		

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Arterial Level of Service Inter. Sum of Sum of Arterial Running control. Other time by length by Arterial LOS by Seg. Sect. time delay delay section section speed section (sec) (sec) (sec) (mi) (mph) (sec) 1 37.4 0.0 69.2 0.46 23.9 D 31.8 1 74.3 0.75 36.3 В 2 2 56.3 18.1 0.0 C 0.79 3 3 58.9 32.5 0.0 91.4 31.1 4 50.9 33.8 0.0 84.7 0.67 28.5 C 5 5 35.4 21.4 0.0 56.9 0.42 26.6 D 6 26.5 22.0 0.0 48.4 0.27 20.1 Ε 7 8 9 10 11

Total travel time (x) = 424.9 sec Total length (y) = 3.36 miles Total travel speed, Sa = 3600 x (y)/(x) = 28.5 mph Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis_

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt Store Road 100955\Burnt 8:

9: 10: 11:

13 14 15

12:

13:

14: 15: Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_ PBS&J

Analyst: Agency/Co.: Date Performed:

PSB&J 12/28/2004 Analysis Time Period: AM Peak Hour Colonial Boulevard

Urban Street: Direction of Travel:

West-bound

Jurisdiction: Analysis Year:

Lee County 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

___Description of Arterial______

eg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
I-75 NB Ramps					
I-75 SB Ramps	0.27	1	50	26.5	1
Six Mile Cypress Parkway	0.42	1	50	35.4	2
Winkler Avenue	0.67	1	50	50.9	3
Challenger Boulevard	0.79	1	50	58.9	4
Veronica Shoemaker Boulevard	0.75	1	50	56.3	5
Metro Parkway	0.46	1	50	37.4	6
0					
2					
" 3					
4					
* 5					

	Intersection Delay Estimates												
Seg	Cycle length C			cap.	PVG if Input	type	fac-	ext.	queue	Cntrl. delay (sec)	delay		
ı	170.0	0.835	0.850	2956	***************************************	3	1.000	3.0	0	13.2	0.0	3	
2	170.0	0.529	1.093	2689		3	0.322	3.0	0	84.1	0.0	F	
3	170.0	0.524	0.869	2662		3	0.090	3.0	0	35.7	0.0	Ð	
4	170.0	0.706	1.011	2548		3	0.376	3.0	0	38.7	0.0	Ð	
5	120.0	0.525	0.799	2670		3	0.090	3.0	0	23.5	0.0	C	
6	227 D	n 304	0.804	1699		4	0.502	3 0	n	73 A	0.0	E	

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____Arterial Level of Service_

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)		
1	1	26.5	13.2	0.0	39.7	0.27	24.5	ם
2	2	35.4	84.1	0.0	119.6	0.42	12.6	F
3	3	50.9	35.7	0.0	86.6	0.67	27.9	Ç
i	4	58.9	38.7	0.0	97.6	0.79	29.1	C
,	5	56.3	23.5	0.0	79.7	0.75	33.9	С
0	6	37.4	73.0	0.0	110.4	0.46	15.0	F
2								
3								
4								
15								

Total travel time (x) **= 533.5** sec Total travel speed, Sa = 3600 x (y)/(x) = 22.7

Total urban street LOS (Exhibit 15-2) = D miles mph

Intersection Files in the Analysis

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt Store Road 100955\Burnt 8:

9: 10:

11:

12: 13:

14: 15:



Phone: E-mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

PBS&J

Anaryst. Agency/Co:

PBS&J

Date:

12/30/2004

Analysis Period: AM Peak Hour

Highway: Jones Loop Road
From/To: Taylor Road to Piper Road
Jurisdiction: Charlotte County
Analysis Year: 2010
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard

FRE	E-FLOW SPEE	3D		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	£t	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	8		8	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	50.0	mph	50.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.0	mph	2.0	mph
Free-flow speed	48.0	mph	48.0	mph
	VOLUME			
Direction	1		2	
Volume, V	946	vph	987	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	249		260	
Trucks and buses	9	ફ	9	ફ
Recreational vehicles	0	ફ	0	ફ
Terrain type	Level		Level	
Grade	0.00	ફ	0.00	્રું
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.957		0.957	
Flow rate, vp	547	pcphpl	571	pcphpl
	RESULTS	-		

Phone: E-mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

PBS&J

Agency/Co:

PBS&J

Date:

12/30/2004

Analysis Period: PM Peak Hour

Highway: Jones Loop Road
From/To: Taylor Road to Piper Road
Jurisdiction: Charlotte County
Analysis Year: 2010
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED											
Direction	1		2								
Lane width	12.0	ft	12.0	ft							
Lateral clearance:											
Right edge	6.0	ft	6.0	£t							
Left edge	6.0	ft	6.0	ft							
Total lateral clearance	12.0	ft	12.0	ft							
Access points per mile	8		8								
Median type	Divided		Divided								
Free-flow speed:	Base		Base								
FFS or BFFS	50.0	mph	50.0	mph							
Lane width adjustment, FLW	0.0	mph	0.0	mph							
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph							
Median type adjustment, FM	0.0	mph	0.0	mph							
Access points adjustment, FA	2.0	mph	2.0	mph							
Free-flow speed	48.0	mph	48.0	mph							
	VOLUME										
Direction	1		2								
Volume, V	946	vph	860	vph							
Peak-hour factor, PHF	0.95		0.95								
Peak 15-minute volume, v15	249		226								
Trucks and buses	9	용	9	ફ							
Recreational vehicles	0	용	0	ફ							
Terrain type	Level		Level								
Grade	0.00	용	0.00	8							
Segment length	0.00	mi	0.00	mi							
Number of lanes	2		2								
Driver population adjustment, fP	0.95		0.95								
Trucks and buses PCE, ET	1.5		1.5								
Recreational vehicles PCE, ER	1.2		1.2								
Heavy vehicle adjustment, fHV	0.957		0.957								
Flow rate, vp	547	pcphpl	497	pcphpl							
	RESULTS										

Direction	1	2				
Flow rate, vp	547	pcphpl	497	pcphpl		
Free-flow speed, FFS	48.0	mph	48.0	mph		
Avg. passenger-car travel speed, S	48.0	mph	48.0	mph		
Level of service, LOS	B		A			
Density, D	11.4	pc/mi/ln	10.4	pc/mi/ln		

Overall results are not computed when free-flow speed is less than 45 mph.

HCS2000: Urban Streets Release 4.1d

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

PBS&J Analyst: Agency/Co.: PBS&J Date Performed: 12/19/2004 Date Performed: 12/19/2004 Analysis Time Period: PM Peak Hour Urban Street: Jones Loop
Direction of Travel: West-bound Jones Loop Road Charlotte County 2010 Jurisdiction:

Analysis Year:

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

_____Description of Arterial_____

2 US 41 0.82 2 40 3	36.9 68.0*	1
2 US 41 0.82 2 40 3		1
3	68.0*	
		1
4		
•		
4 5 6		
6		
7		
8 9		
10		
11		
12		
13		
14		
15		

Intersection Delay Estimates

Seg	Cycle length C	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	90.0	0.278	0.877	873		3	1.000	3.0	0	41.1	0.0	D
2	120.0	0.167	0.690	552		3	0.359	3.0	0	48.4	0.0	D
3												
4												
5												

14: 15:

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section	
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15	1 . 1	36.9 68.0*	41.1	0.0	194.5	1.20	22.2	· C	

Total	travel time (x)	=	194.5	sec
Total	length (y)	=	1.20	miles
Total	travel speed, $Sa = 3600 \times (y)/(x)$	=	22.2	mph
Tatal	urban street LOS (Evhibit 15-2)		C	

```
Intersection Files in the Analysis

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt Store Ro
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OPERATIONAL ANALYSIS_____

Analyst:

Agency/Co.: PBS&J Agency/Co.: PBS&J
Date Performed: 04/05/05 Analysis Time Period: PM Peak Hour Urban Street: Tuckers Grade Direction of Travel: East-bound Jurisdiction: Charlotte County Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Analysis period length 0.25 hr

Seg. Cross street name			Running time (sec)	Section
0 US 41	• •			
1 I-75 SB Ramps	0.74	2 40	67.B	1
2 I-75 NB Ramps	0.17	2 40	68.0*	2
3				
4 5				
6				
7				
6				
9				
10				
11				
12				
13				
14				
15				

_____Intersection Delay Estimates_____

Seg	length	ratio	ratio	cap.	PVG Arr. if type Input AT	fac-	ext.	queue	delay	delay		
1	90.0	0.356	0.247	1284	3	1.000	3.0	0	20.6	0.0	C	
2	90.0	0.511	0.003	1845	3	0.979	3.0	0	10.8	0.0	В	

15:

Arterial Level of Service_____

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	time by section	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	67.8	20.6	0.0	88.3	0.74	30.2	В
2	2	68.0*	10.8	0.0	78.8	0.17	7.8	F
3								
4								
5								
5								
7								
9								
9								
LO								
.1								
.2								
.3								
L4								
15								

```
Total travel time (x)
                                                       = 167.1
                                                                         sec
                                                                         miles
Total length (y)
                                                       = 0.91
Total travel speed, Sa = 3600 \times (y)/(x) = 19.6
Total urban street LOS (Exhibit 15-2) = D
                                                                         mph
```

4:

5:

6: 7: 8: 9:

10: 11: 12: 13: 14:

Fax:

OPERATIONAL ANALYSIS

Analyst: PBS&J Agency/Co.: PBS&J Agency/Co.: PBS&J
Date Performed: 04/05/05 Analysis Time Period: PM Peak Hour Urban Street: Tuckers Gra Direction of Travel: West-bound Tuckers Grade Direction of Annual Jurisdiction: Charles 2010 Charlotte County

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

___Description of Arterial___

eg. Cross street name	Length of segment (mi)	street	Free flow speed (mph)	Running time (sec)	Section
I-75 NB Ramps					
I-75 SB Ramps	0.17	2	40	19.6	1
US 41	0.74	2	40	68.0*	2
)					
L					
2					
3					
5					

 .1.	icer	sec	cron	peray	Recima	ces_

Seg	length	ratio	ratio	cap.	if t	уре	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	90.0	0.356	0.247	1284	3		1.000	3.0	0	20.6	0.0	С
2	120.0	0.250	0.011	475	3	;	0.979	3.0	0	33.8	0.0	C
3												
4												

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8
9
10
11
12
13
14
15
```

_____Arterial Level of Service_____

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)		time by	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
L	1	19.6	20.6	0.0	40.1	0.17	15.2	E
2 3 4 5	2	68.0 *	33.8	0.0	101.8	0.74	26.2	C
7 3)								
LO								
L1 L2								
13 14								
15								

```
Total travel time (x) = 142.0 sec Total length (y) = 0.91 miles Total travel speed, Sa = 3600 \times (y)/(x) = 23.1 mph Total urban street LOS (Exhibit 15-2) = C
```

Intersection Files in the Analysis

1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2010AM\Tuckers and ND\T 2: P:\Projects\Burnt_Store\PDE\Traf
4:
5:
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Fax:

OPERATIONAL ANALYSIS_____

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 12/28/2004
Analysis Time Period: PM Peak Hour

Analysis Time Period: PM Peak Hour
Urban Street: Burnt Store Rd/Jones Loop Rd

Direction of Travel: East-bound Jurisdiction: Charlotte County

Jurisdiction: Char: Analysis Year: 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

__Description of Arterial____

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
0 Acline Road		·····			
1 US 41	0.41	2	40	39.2	1
2 Taylor Road	0.82	2	40	68.0*	2
3					
4 5					
5					
5					
7					
B 9					
10					
11					
12					
13					
14					
15					

Intersection	Delay	Estimates	
--------------	-------	-----------	--

Seg	-	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.242	0.348	831		3	1.000	3.0	0	37.9	0.0	D
2	90.0	0.278	0.678	920		3	0.946	3.0	0	30.8	0.0	C
3												
4												
5												

14: 15:

Arterial Level of Service

eg. Se		Running time (sec)	delay	delay	time by	Sum of length by section (mi)		Arterial LOS by section
)	l	39.2	37.9	0.0	77.2	0.41	19.1	D
•	2	68.0*	30.8	0.0	98.8	0.82	29.9	B

176.0 Total travel time (x) sec 1.23 miles Total length (y) Total travel speed, Sa = $3600 \times (y)/(x) = 25.2$ Total urban street LOS (Exhibit 15-2) = C mph

4: 5: 6: 7:

8: 9: 10: 11: 12: 13:

Fax:

Di	rectional	Two-Lane	Highway	Segment	${ t Analysis}_{ot}$

Agency/Co.

Date Performed

Analysis Time Period

Highway

From/To

Jurisdiction

Analysis Variation

Analysis Variation

Analysis Variation

Analysis Variation

PBS&J

12/28/2004

PM Peak Hour

Burnt Store Road

Charlotte County

Charlotte County Analyst Agency/Co. PBS&J

Jurisdiction Charlotte County
Analysis Year 2010 Charlotte County Line to US 41

Description Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

]	ľη	p	u	t	D	а	t	а

Highway class Class Shoulder width Lane width Segment length Terrain type	1 0.0 12.0 7.6 Level	ft ft mi	Peak-hour factor, PHF % Trucks and buses % Trucks crawling Truck crawl speed % Recreational vehicles	0.95 5 0.0 0.0	% % mi/hr %
Grade: Length		mi	% No-passing zones	20	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 674 veh/h Opposing direction volume, Vo 809 veh/h

Average Travel Speed_

Direction		Anal	ysis ((d)	ggO	osing (o)
PCE for trucks, ET	† :		1.1			1.1	
PCE for RVs, ER			1.0			1.0	
Heavy-vehicle adj.	factor, (note-5) f	HV	0.995	5		0.995	
Grade adj. factor,	(note-1) fG		1.00			1.00	
Directional flow r	ate,(note-2) vi	•	713	pc/h		856	pc/h
Field measured spe Observed volume, (r Estimated Free-Flo Base free-flow spe Adj. for lane and	ote-3) Vf w Speed:	te-3) :			•		
Free-flow speed, F	FSd			53.8	mi/h		
Adjustment for no- Average travel spe	passing zones, fnp ed, ATSd			0.5 41.1	mi/h mi/h		

	-			
Direction	Analysis(d)	On	posing	(0)
PCE for trucks, ET	1.0	QP.	1.0	(0)
PCE for RVs, ER	1.0		1.0	•
Heavy-vehicle adjustment factor, fHV			1.000	
Grade adjustment factor, (note-1) fG	1.00		1.00	
Directional flow rate, (note-2) vi		c/h	852	pc/h
Base percent time-spent-following, (no	_		034	PC, 11
Adjustment for no-passing zones, fnp	occ a) Dirord	2.3		
Percent time-spent-following, PTSFd		86.5 %		
resecte established spent south		00.5		
Level of Service and	Other Performa	nce Measu	res	
Level of service, LOS		E		
Volume to capacity ratio, v/c		0.42		
Peak 15-min vehicle-miles of travel,	VMT1 5		eh-mi	
Peak-hour vehicle-miles of travel, VM			eh-mi	
Peak 15-min total travel time, TT15			eh-h	
addit 10 mail doddi diavor dime, ring				
N. A				
Notes:	. (77)	.374		
1. If the highway is extended segment				
2. If vi (vd or vo) >= 1,700 pc/h, t	erminace analy	sis-the D	US IS F.	
3. For the analysis direction only.				
4. Exhibit 20-21 provides factors a a				
5. Use alternative Equation 20-14 if	some trucks of	erace ac	crawi sp	eeas
on a specific downgrade.				
Passing	Lane Analysis_			***************************************
matell lambs of analysis around the			3 C	4
Total length of analysis segment, Lt	e	3 Y	7.6	mi
Length of two-lane highway upstream of		lane, Lu	0.0	mi
Length of passing lane including tape Average travel speed, ATSd (from abov			0.2	mi mi/h
-			41.1 86.5	mi/h
Percent time-spent-following, PTSFd (Level of service, (note-1) LOSd (from			E	
never or service, (note-1) hosa (from	above		E .	
Average	Travel Speed			
Downstream length of two-lane highway	within effect	ive		
length of passing lane for averag			1.70	mi
Length of two-lane highway downstream		·,		111.4
length of the passing lane for av		need. Ld	5.70	mi
Adj. factor for the effect of passing		E,		
on average speed, fpl			1.11	
Average travel speed including passin	g lane, (note-2) ATSpl	41.7	
Percent Time	-Spent-Followi	ng		
Downstream length of two-lane highway	within effect	ive lengt	n	
of passing lane for percent time-			5.64	mi
Length of two-lane highway downstream			J. V.	******
the passing lane for percent time			1.76	mi
Adj. factor for the effect of passing		9/ ~~		
on percent time-spent-following,			0.62	
Percent time-spent-following			V. V.	
including passing lane, (note-3) P	TSFpl		73.4	66
zuctuding basstiid taite, (itee. 2) t	an and a factor			-
Level of Service and Other	Performance M	leasures (1	note-4)	
	· · · · · · · · · · · · · · · · · · ·	•	-	

Level of service including passing lane, LOSpl Peak 15-min total travel time, TT15 32.3 veh-h

Notes:

- If LOSd = F, passing lane analysis cannot be performed.
 If Ld < 0, use alternative Equation 20-22.
- 3. If Ld < 0, use alternative Equation 20-20.
- 4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

Fax:

Directional	Two-Lane	Highway	Segment	Analysis

Analyst PBS&J
Agency/Co. PBS&J
Date Performed 12/28/2004
Analysis Time Period PM Peak Hour
Highway Burnt Store Road
From/To US 41 to Charlotte County Line
Jurisdiction Charlotte County
Analysis Year 2010

Description Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Input	Data
-------	------

Highway class Class	1	Peak-hour factor, PHF	0.95	
Shoulder width	0.0 ft	% Trucks and buses	5	%
Lane width	12.0 ft	% Trucks crawling	0.0	90
Segment length	7.6 mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level	% Recreational vehicles	0	ે
Grade: Length	mi	% No-passing zones	20	સ્
Up/down	96	Access points/mi	8	/mi

Analysis direction volume, Vd 809 veh/h Opposing direction volume, Vo 674 veh/h

Average Travel Speed

Direction P	Analysis	(d)	Opp	osing (0)
PCE for trucks, ET	1.1			1.1	
PCE for RVs, ER	1.0			1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.99	5		0.995	
Grade adj. factor, (note-1) fG	1.00			1.00	
Directional flow rate, (note-2) vi	856	pc/h		713	pc/h
Free-Flow Speed from Field Measurement:	:				
Field measured speed, (note-3) S FM		-	mi/h		
Observed volume, (note-3) Vf		-	veh/h		
Estimated Free-Flow Speed:					
Base free-flow speed, (note-3) BFFS		60.0	mi/h		
Adj. for lane and shoulder width, (note-	-3) fLS	4.2	mi/h		
Adj. for access points, (note-3) fA		2.0	mi/h		
Free-flow speed, FFSd		53.8	mi/h		
Adjustment for no-passing zones, fnp		0.6	mi/h		
Average travel speed, ATSd		41.0	mi/h		

Direction PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Grade adjustment factor, (note-1) fG Directional flow rate, (note-2) vi Base percent time-spent-following, (note-4 Adjustment for no-passing zones, fnp Percent time-spent-following, PTSFd Level of Service and Other Level of service, LOS Volume to capacity ratio, v/c Peak 15-min vehicle-miles of travel, VMT1	1.0 1.00 1.000 1.00 852 pc/h 1) BPTSFd 83.3 % 3.7 87.0 %	\$	(o) pc/h
PCE for trucks, ET PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Grade adjustment factor, (note-1) fG Directional flow rate, (note-2) vi Base percent time-spent-following, (note-4 Adjustment for no-passing zones, fnp Percent time-spent-following, PTSFd Level of Service and Other Level of service, LOS Volume to capacity ratio, v/c	1.0 1.00 1.000 1.00 852 pc/h 1) BPTSFd 83.3 % 3.7 87.0 %	1.0 1.0 1.000 1.00 709	
PCE for RVs, ER Heavy-vehicle adjustment factor, fHV Grade adjustment factor, (note-1) fG Directional flow rate, (note-2) vi Base percent time-spent-following, (note-4) Adjustment for no-passing zones, fnp Percent time-spent-following, PTSFd Level of Service and Other Level of service, LOS Volume to capacity ratio, v/c	1.0 1.000 1.00 852 pc/h 4) BPTSFd 83.3 3.7 87.0	1.0 1.000 1.00 709	pc/h
Heavy-vehicle adjustment factor, fHV Grade adjustment factor, (note-1) fG Directional flow rate, (note-2) vi Base percent time-spent-following, (note-4) Adjustment for no-passing zones, fnp Percent time-spent-following, PTSFd Level of Service and Other Level of service, LOS Volume to capacity ratio, v/c	1.000 1.00 852 pc/h 4) BPTSFd 83.3 3.7 87.0	1.000 1.00 709	pc/h
Grade adjustment factor, (note-1) fG Directional flow rate, (note-2) vi Base percent time-spent-following, (note-4) Adjustment for no-passing zones, fnp Percent time-spent-following, PTSFd Level of Service and Other Bevel of service, LOS Volume to capacity ratio, v/c	1.00 852 pc/h 1) BPTSFd 83.3 3.7 87.0	1.00 709	pc/h
Directional flow rate, (note-2) vi Base percent time-spent-following, (note-4 Adjustment for no-passing zones, fnp Percent time-spent-following, PTSFd Level of Service and Other Bevel of service, LOS Folume to capacity ratio, v/c	852 pc/h 1) BPTSFd 83.3 % 3.7 87.0 %	709 š	pc/h
Base percent time-spent-following, (note-4) Adjustment for no-passing zones, fnp Percent time-spent-following, PTSFd Level of Service and Other Level of service, LOS Folume to capacity ratio, v/c	1) BPTSFd 83.3 8 3.7 87.0 8	is is	pc/11
Adjustment for no-passing zones, fnp Percent time-spent-following, PTSFd Level of Service and Other Level of service, LOS Volume to capacity ratio, v/c	3.7 87.0 %	\$	
Level of Service and Other Level of Service and Other Level of service, LOS Volume to capacity ratio, v/c	87.0 %		
Level of Service and Othe Level of service, LOS Volume to capacity ratio, v/c			
Level of service, LOS Volume to capacity ratio, v/c	er Performance Meas		
Olume to capacity ratio, v/c		ures	
	E		
eak 15-min vehicle-miles of travel, VMT1	0.50		4
	1618	veh-mi	
Peak-hour vehicle-miles of travel, VMT60		veh-mi	
Peak 15-min total travel time, TT15	39.5	veh-h	
Notes: If the highway is extended segment (le			
t. If vi (vd or vo) >= 1,700 pc/h, termi	.nate analysis-the	LUD IS F.	•
. For the analysis direction only.			
Exhibit 20-21 provides factors a and b			
. Use alternative Equation 20-14 if some	e trucks operate at	. crawi sp	oeeas
on a specific downgrade.			
Passing Lane	Analysis		
and I have the second and a second to the		5 6	
otal length of analysis segment, Lt		7.6	mi :
ength of two-lane highway upstream of the			mi
ength of passing lane including tapers,	гЪт	0.2	mi
verage travel speed, ATSd (from above)		41.0	mi/h
ercent time-spent-following, PTSFd (from		87.0	
evel of service, (note-1) LOSd (from abov	re)	E	
Average Trav	el Speed		
ownstream length of two-lane highway wit	hin effective		
length of passing lane for average tr	avel speed, Lde	1.70	mi
ength of two-lane highway downstream of			
length of the passing lane for averag	ge travel speed, Ld	1 5.70	mi
dj. factor for the effect of passing lan	le		
on average speed, fpl		1.11	
verage travel speed including passing la	ne, (note-2) ATSpl	41.6	
Percent Time-Spe	nt-Following		
The second secon	Andre Leenmadees To	. to In	
ownstream length of two-lane highway wit			ut
of passing lane for percent time-spen		4.64	mi
ength of two-lane highway downstream of			
	nt-following, Ld	2.76	mi
the passing lane for percent time-spe			
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	le		
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	le	0.62	
dj. factor for the effect of passing lan on percent time-spent-following, fpl	e	0.62	
dj. factor for the effect of passing lan		0.62 76.0	oko

Level of service including passing lane, LOSpl D
Peak 15-min total travel time, TT15 D
38.9 veh-h

Notes:

- 1. If LOSd = F, passing lane analysis cannot be performed.
- 2. If Ld < 0, use alternative Equation 20-22.
- 3. If Ld < 0, use alternative Equation 20-20.
- 4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

Phone: Fax: E-Mail: Directional Two-Lane Highway Segment Analysis_____ PBS&J Analyst Agency/Co. Analyst PBS&J Date Performed 12/28/2004
Analysis Time Period PM Peak Hour
Highway Burnt Store Road Date Performed From/To Pine Island Rd to Lee Co Line Jurisdiction Lee County Analysis Year 2010 Description Burnt Store Road-Veterans Parkway-Colonial Boulevard Study _____Input Data Peak-hour factor, PHF 0.95
Shoulder width 0.0 ft % Trucks and buses 6
Lane width 12.0 ft % Trucks crawling 0.0
Segment length 9.3 mi Truck crawl speed 0.0
Terrain type Level % Recreational vehicles 0
Grade: Length mi/hr Level % Recreational vehicles 0
mi % No-passing zones 10
% Access points/mi 8 Grade: Length Up/down /mi Analysis direction volume, Vd 677 veh/h Opposing direction volume, Vo 798 veh/h Average Travel Speed Opposing (o) Direction Analysis(d) PCE for trucks, ET 1.1 1.1 1.0 PCE for RVs, ER 1.0 PCE for RVs, EK
Heavy-vehicle adj. factor, (note-5) fHV 0.994 0.994 Grade adj. factor, (note-1) fG 1.00 1.00
Directional flow rate, (note-2) vi 717 pc/h 845 pc/h Free-Flow Speed from Field Measurement: mi/h Field measured speed, (note-3) S FM Observed volume, (note-3) Vf veh/h Estimated Free-Flow Speed: Base free-flow speed, (note-3) BFFS 60.0 mi/h Adj. for lane and shoulder width, (note-3) fLS 4.2 mi/h Adj. for access points, (note-3) fA 2.0 mi/h Free-flow speed, FFSd 53.8 mi/h

0.5

41.2

mi/h

mi/h

Adjustment for no-passing zones, fnp

Average travel speed, ATSd

	^-			
Direction	Analysis(d)	0	pposing	(o)
PCE for trucks, ET	1.0	0	1.0	(0)
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV			1.000	
			1.00	
Grade adjustment factor, (note-1) fG		/1		ma/h
Directional flow rate, (note-2) vi		oc/h	840	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd			
Adjustment for no-passing zones, fnp		2.4		
Percent time-spent-following, PTSFd		86.2 %		
Level of Service and	Other Perform	nance Meas	ures	
T1 of marrian TOO		779		
Level of service, LOS		E . 40		
Volume to capacity ratio, v/c	*******	0.42		
Peak 15-min vehicle-miles of travel,			veh-mi	
Peak-hour vehicle-miles of travel, VM	T60		veh-mi	
Peak 15-min total travel time, TT15		40.2	veh-h	
 If the highway is extended segment If vi (vd or vo) >= 1,700 pc/h, t For the analysis direction only. Exhibit 20-21 provides factors a a Use alternative Equation 20-14 if on a specific downgrade. 	erminate anal nd b.	ysis-the 1	LOS is F	•
Passing :	Lane Analysis	*		
Total length of analysis segment, Lt			9.3	mi
Length of two-lane highway upstream o	f the naggino	lane Lu		mi
Length of passing lane including tape		Lune, Lu	0.2	mi
Average travel speed, ATSd (from above			41.2	mi/h
Percent time-spent-following, PTSFd (86.2	*** / 11
Level of service, (note-1) LOSd (from			55.2 E	
nevel of service, (noce-1) nosa (from	above;		12	
Average '	Travel Speed_			
Downstream length of two-lane highway				
length of passing lane for average			1.70	mi
Length of two-lane highway downstream	of effective			
length of the passing lane for av	erage travel	speed, Ld	7.40	mi
Adj. factor for the effect of passing	lane			
on average speed, fpl			1.11	
Average travel speed including passing	g lane, (note-	2) ATSpl	41.7	
	_			
Percent Time	-Spent-Follow	ing		
Downstream length of two-lane highway	within effec	tive lengt	:h	
of passing lane for percent time-			5.61	mi
Length of two-lane highway downstream				******
the passing lane for percent time			3.49	mi
Adj. factor for the effect of passing		בווש, בונ	J. 72 J	****
			0.62	
on percent time-spent-following,	rħŢ		0.02	
Percent time-spent-following	TCP-1		75.6	ફ
including passing lane, (note-3) P	rochr		15.0	°

Level of Service and Other Performance Measures (note-4)_____

Level of service including passing lane, LOSpl D
Peak 15-min total travel time, TT15 D
39.7 veh-h

Notes:

- 1. If LOSd = F, passing lane analysis cannot be performed.
- 2. If Ld < 0, use alternative Equation 20-22.
- 3. If Ld < 0, use alternative Equation 20-20.
- 4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

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Fax:

Directional Two-:	Lane High	way Segmen	t Analysis
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Agency/Co. PBS&J
Date Performed 12/28/2004
Analysis Time Period PM Peak Hour
Highway Burnt Store Road
From/To Lee Co Line to Pi
Jurisdiction Lee County
Analysis Year 2010
Description Pure: PBS&J Analyst Lee Co Line to Pine Island Rd

Description Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

I	n	p	u	t	Da	ta

Highway class Class	1		Peak-hour factor, PHF	0.95	
Shoulder width	0.0	ft	% Trucks and buses	6	ફ
Lane width	12.0	ft	% Trucks crawling	0.0	ે
Segment length	9.3	mi	Truck crawl speed	0.0	mi/hr
Terrain type	Level		% Recreational vehicles	0	ક
Grade: Length		mi	% No-passing zones	10	ે
Up/down		ફ	Access points/mi	8	/mi

Analysis direction volume, Vd 798 veh/h Opposing direction volume, Vo 677 veh/h

Average Travel Speed_____

Direction A	malysis	(d)	Opp	osing (0)
PCE for trucks, ET	1.1			1.1	
PCE for RVs, ER	1.0			1.0	
Heavy-vehicle adj. factor, (note-5) fHV	0.99	4		0.994	
Grade adj. factor, (note-1) fG	1.00			1.00	
Directional flow rate, (note-2) vi	845	pc/h		717	pc/h
Free-Flow Speed from Field Measurement:					
Field measured speed, (note-3) S FM		**	mi/h		
Observed volume, (note-3) Vf		-	veh/h		
Estimated Free-Flow Speed:					
Base free-flow speed, (note-3) BFFS		60.0	mi/h		
Adj. for lane and shoulder width, (note-	3) fLS	4.2	mi/h		
Adj. for access points, (note-3) fA		2.0	mi/h		
Free-flow speed, FFSd		53.8	mi/h		
Adjustment for no-passing zones, fnp		0.6	mi/h		
Average travel speed, ATSd		41.1	mi/h		

	•			
Direction PCE for trucks, ET	Analysis(d)	0	pposing	(0)
PCE for RVs, ER	1.0		1.0	
Heavy-vehicle adjustment factor, fHV	1.000		1.000	
Grade adjustment factor, (note-1) fG	1.00	12	1.00	/2
Directional flow rate, (note-2) vi	-	c/h	713	pc/h
Base percent time-spent-following, (no	te-4) BPTSFd	83.2 %		
Adjustment for no-passing zones, fnp		3.6		
Percent time-spent-following, PTSFd		86.9 %		
Level of Service and	Other Perform	ance Meas	ures	
-				
Level of service, LOS		E		
Volume to capacity ratio, v/c		0.50		
Peak 15-min vehicle-miles of travel,			veh-mi	
Peak-hour vehicle-miles of travel, VM	T60		veh-mi	
Peak 15-min total travel time, TT15		47.6	veh-h	
Notes: 1. If the highway is extended segment 2. If vi (vd or vo) >= 1,700 pc/h, t 3. For the analysis direction only. 4. Exhibit 20-21 provides factors a a 5. Use alternative Equation 20-14 if on a specific downgrade.	erminate anal nd b. some trucks o	ysis-the perate at	LOS is F	•
Passing	Lane Analysis			
Total length of analysis segment, Lt			9.3	mi
Length of two-lane highway upstream o	f the passing	lane, Lu	0.0	mi
Length of passing lane including tape			0.2	mi
Average travel speed, ATSd (from abov			41.1	mi/h
Percent time-spent-following, PTSFd (86.9	,,
Level of service, (note-1) LOSd (from			E	
			₩	
Average	Travel Speed_			
Downstream length of two-lane highway	within effect	tive		
length of passing lane for averag Length of two-lane highway downstream		d, Lde	1.70	mi
length of the passing lane for av		speed. Ld	7.40	mi
Adj. factor for the effect of passing		•		
on average speed, fpl			1.11	
Average travel speed including passin	g lane.(note-	2) ATSpl	41.5	
Percent Time	-Spent-Follow	ing		
Downstream length of two-lane highway	within effect	tive lengt	:h	
of passing lane for percent time-			4.72	mi
Length of two-lane highway downstream				
the passing lane for percent time			4.38	mi
Adj. factor for the effect of passing				
on percent time-spent-following,			0.62	
	# F- T		0.02	
Percent time-spent-following	mern1		77.8	%
including passing lane, (note-3) P	rochr		11.0	o

Level of Service and Other Performance Measures (note-4)_____

Level of service including passing lane, LOSpl D
Peak 15-min total travel time, TT15 D
47.0 veh-h

Notes:

- 1. If LOSd = F, passing lane analysis cannot be performed.
- 2. If Ld < 0, use alternative Equation 20-22.
- 3. If Ld < 0, use alternative Equation 20-20.
- 4. v/c, VMT15 , and VMT60 are calculated on Directional Two-Lane Highway Segment Worksheet.

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2010 Level of Service Summary by Segment PM Peak Hour Colonial Boulevard/Veterans Parkway

	2010 Peak Hour LOS	Eastbound Westbound	ц	u	LL.	tı.	u	L	L.	SO LENGTH OF SOME	201 001	Westbound		u	ti.	8	U	8	8
	2010 Peak	Eastbound	ш	u.	۵	u.	u.	ц.	ı.	Jud Disc	1 0 CT	Eastbound	u	Ŀ	u.	ပ	ú	83	В
	Service Volume at	(Peak Hour- Off-Peak Direction)	1830	1830	1830	1830	1830	1830	1830	Service Volume at	Cook Henry	Off-Peak Direction)	2000	1890	1890	1890	1260	1260	1260
	Service Volume at	(Peak Hour- Both Directions)	4700	4700	4700	4700	4700	4700	4700	Service Volume at	Chart Hour	Both Directions)	5270	4960	4960	4960	3310	3310	3310
ainway	Service Volume at LOS Standard	(Peak Hour - Peak Direction)	2870	2870	2870	2870	2870	2870	2870	Service Volume at	Dask Hour	Peak Direction)	3270	3070	3070	3070	2050	2050	2050
Cicidian		LOS Standard	3	3	ш	3	3	3	ш		100	Standard	3	ш	W	ш	3	ш	3
COLOMBI DOGIEVALUI VEICIAMIS PAIAWAY	2010	Westbound Peak Hour Volume	2728	2928	2681	2981	3374	3613	3944	OFFIC	Weethound	Peak Hour Volume	2839	3463	3128	1838	1452	1024	611
	2010	Eastbound Peak Hour Volume	2728	2905	2386	2225	2465	2755	2454	2040	Easthormd	Peak Hour Volume	2168	2104	2152	1404	1127	708	502
		Z010 Lanes	Q19	6LD	61.D	GLD	6LD	6LD	GT9		2010	Lanes	41.8	6,0	GLD	gro ero	4LD	4LD	4.0
	vard Segment	TO	Evans Avenue	Fowler Street	Solomon Boulevard	US 41	Del.eon Street	Summerlin Road	McGregor Boulevard	way.Segment		To	Del Prado Boulevard	Country Club Boulevard	Santa Barbara Boulevard	Skyline Boulevard	Chiquita Boufevard	Surfside Boulevard	Pine Island Road
	Colonial Boulevard Segment	From	Metro Parkway	Evans Avenue	Fowler Street	Solomon Boulevard	US 41	DeLeon Street	Summerlin Road	Veterans Parkway Segment		From	McGregor Boulevard	Del Prado Boulevard	Country Club Boulevard	Santa Barbara Boulevard	Skyline Boulevard	Chiquita Boulevard	Surfside Boulevard

Notes: Services volumes for the peak hour-peak direction and the peak hour both directions were developed by Lee County DOT.

Peak hour-off peak direction service volumes were derived by subtracting the peak hour-peak direction service volume from the peak hour-both directions service volume.

Fax:

__OPERATIONAL ANALYSIS_

Analyst: Agency/Co.:

Date Performed: 12/28/2004
Analysis Time Period: PM Peak Hour

PSB&J 12/28/2004 PM Peak Hour Colonial Boulevard

Urban Street: Direction of Travel: Jurisdiction:

East-bound Lee County

Analysis Year:

2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Pescription of Arterial____

Analysis period length 0.25 hr

Geg. Cross street name	Length of segment (mi)	street		Running time (sec)	Section
) Metro Parkway				·····	
. Veronica Shoemaker Boulevard	0.46	1	50	37.4	1
Challenger Boulevard	0.75	1	50	56.3	2
Winkler Avenue	0.79	1	50	58.9	3
Six Mile Cypress Parkway	0.67	1	50	50.9	4
I-75 SB Ramps	0.42	1	50	35.4	5
I-75 NB Ramps	0.27	1	50	26.5	5
.0					
1					
.2					
.3					
.4					
5					

	Intersection Delay Estimates												
Seg	•	ratio	•	cap.	PVG A	ype	I fac- tor	ext.	queue	Cntrl. delay (sec)	delay		
1	170.ú	0.494	0.996	2513	3		1.000	3.0	C	57.3	0.0	Ξ	
2	170.0	0.706	0.807	2551	3		0.123	3.0	0	17.3	0.0	8	
3	170.0	0.432	1.126	2199	3		0.488	3.0	0	108.5	0.0	F	
4	170.0	0.459	1.536	2336	3		0.090	3.0	0	287.5	0.0	F	
5	170.0	0.716	1.010	3643	3		0.090	3.0	0	31.4	0.0	С	
6	170 0	0.659	0 971	2332	3		กกลก	3.0	n.	29 4	0.0		

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	37.4	57.3	0.0	94.7	0.46	17.5	E
2	2	56.3	17.3	0.0	73.6	0.75	36.7	B
3	3	58.9	108.5	0.0	167.4	0.79	17.0	E
4	4	50.9	287.5	0.0	338.4	0.67	7.1	F
5	5	35.4	31.4	0.0	66.9	0.42	22.6	D
6 7 8 9 11 12 13	6	26.5	29.4	0.0	55.9	0.27	17.4	Ē

Total travel time (x) m 796.8 sec Total length (y) = 3.36 Total travel speed, Sa = 3600 x (y)/(x) = 15.2 miles mph Total urban street LOS (Exhibit 15-2)

Intersection Files in the Analysis

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt Store Road 100955\Burnt 8:

9: 10:

11: 12:

13:

14: 15:

Fax:

OPERATIONAL ANALYSIS

Analyst:

Agency/Co.: Date Performed: Analysis Time Period: PM Peak Hour

PSB&J 12/28/2004 Colonial Boulevard

Urban Street: Direction of Travel: Jurisdiction:

West-bound

Analysis Year:

Lee County 2010

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial____

Seg. Cross street name	Length of segment (mi)	street	Free flow speed (mph)		Section
0 I-75 NB Ramps					
1 I-75 SB Ramps	0.27	1	50	26.5	1
2 Six Mile Cypress Parkway	0.42	1	50	35.4	2
3 Winkler Avenue	0.67	1	50	50.9	3
1 Challenger Boulevard	0.79	1	50	58.9	4
Veronica Shoemaker Boulevard	0.75	1	50	56.3	5
6 Metro Parkway 7 8	0.46	1	50	37.4	6
}					
10					
11					
12					
13					
14					
15					

				Inte	rsection De	elay Es	timate	s			
Seg	Cycle length C	Green ratio g/C	ratio		PVG Arr. if type Input AT	I fac- tor		queue	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	170.0	0.862	0.696	3050	3	1.000	3.0	0	4.8	0.0	A
2	170.0	0.382	1.117	1944	3	0.655	3.0	Û	110.3	0.0	F
3	170.0	0.432	0.888	2199	3	0.090	3.0	0	44.9	0.0	D
4	170.0	0.718	0.995	2590	3	0.339	3.0	0	32.8	0.0	С
5	170.0	0.494	0.706	2513	3	0.103	3.0	0	33.5	0.0	С
6	230.0	0.339	0.904	1724	4	0.643	3.0	0	73.9	0.0	E

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Arterial Level of Service Arterial Sum of Sum of Inter. Running control. Other time by length by Arterial LOS by Seg. Sect. time delay delay section section speed section (sec) (sec) (sec) (sec) (mi) (mph) 1 26.5 4.8 0.0 31.2 0.27 31.1 C 2 2 35.4 110.3 0.0 145.8 0.42 10.4 3 3 50.9 44.9 0.0 95.8 0.67 D 25.2 4 4 58.9 32.8 0.0 91.6 0.79 31.0 C 5 5 56.3 33.5 0.0 89.7 0.75 30.1 C 6 F 37.4 73.9 0.0 111.2 0.46 14.9 8 9 10 11 12 13

Total travel time (x) = 565.4 sec Total length (y) = 3.36 miles Total travel speed, Sa = $3600 \times (y)/(x) = 21.4$ mph Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt Store Road 100955\Burnt 8:

9: 10:

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15

12: 13:

14: 15:

Appendix I

2020 AM Peak Hour HCS Arterial/Segment Analysis 2020 PM Peak Hour HCS Arterial/Segment Analysis



Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Date Performed: 12/20/ Analysis Time Period: AM Peak Hour Urban Street:

12/30/2004 Jones Loop Rd Direction of Travel: East-bound

Jurisdiction: Analysis Year:

Charlotte County 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

___Description of Arterial___

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
0 Taylor Road					
1 I-75 SB Ramp	0.38	2	40	36.9	1
2 I-75 NB Ramp 3 4 5 6 7 8 9 10 11 12 13 14	0.30	2	40	30.6	2

		 	Inte	rsect	ion De.	lay E	stimates	3	 	
Seg	4						Unit ext.			

	C	_	ratio X	**	Input AT			(veh)	•	(sec)	iUS	
1	120.0	0.358	0.889	1187	3	1.000	3.0	0	44.8	0.0	D	_
2	120.0	0.494	0.216	1637	3	0.337	3.0	0	17.2	0.0	B	
2												

15:

Arterial Level of Service_

Seg.	Sect.	Running time (sec)		delay	time by	Sum of length by section (mi)		Arterial LOS by section
1	1	36.9	44.8	0.0	81.7	0.38	16.7	E
2 3 4 5 6 7 8 9 10 11 12 13 14 15	2	30.6	17.2	0.0	47.8	0.30	22.6	С

Totai	travel time (x)	=	129.5	sec
Total	length (y)	=	0.68	miles
Total	travel speed, $Sa = 3600 \times (y)/(x)$	==	18.9	mph
Total	urban street LOS (Exhibit 15-2)	=	D	

4: 5: 6: 7: 8:

9: 10: 11: 12: 13: 14:

Fax:

OPERATIONAL ANALYSIS PBS&J

Analyst: Agency/Co.: Date Performed: Date Performed: 12/30/2004
Analysis Time Period: AM Peak Hour

PBS&J

Urban Street: Direction of Travel: West-bound Jurisdiction:

Jones Loop Rd Charlotte County

Analysis Year:

Cnal. 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial____

Seg. Cross street name	(mi)	Class		time (sec)	Section
) I-75 NB Ramp	***************************************	· · · · · · · · · · · · · · · · · · ·			
L I-75 SB Ramp	0.30	2	40	30.6	1
Taylor Road Taylor Road	0.38	2	40	36.9	2
10					
11					
13					
14					
15					

Intersection Delay Estimates	Interse	ection	Delav	Estimates
------------------------------	---------	--------	-------	-----------

Seg		ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.250	0.909	828		3	1.000	3.0	0	57.6	0.0	E
2	110.0	0.358	0.700	1187		3	0.294	3.0	0	30.8	0.0	C
3												
4												

Arterial Level of Service___

Seg.	Sect.	Running time (sec)		delay	time by	Sum of length by section (mi)	Arterial	Arterial LOS by section
1	1	30.6	57.6	0.0	88.2	0.30	12.2	F
2 3 4 5 6 7 8 9 10 11 12 13 14 15	2	36.9	30.8	0.0	67.7	0.38	20.2	Đ

= 156.0 = 0.68 Total travel time (x)
Total length (y) sec miles Total travel speed, Sa = $3600 \times (y)/(x) = 15.7$ Total urban street LOS (Exhibit 15-2) = E mph

5:

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10: 11: 12: 13: 14: 15:

HCS2000: Urban Streets Release 4.1d

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 04/05/05
Analysis Time Period: AM Peak Hour
Urban Street: Tuckers Grade
Direction of Travel: East-bound
Jurisdiction: Charlotte County

Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial_____

Seg. Cross street name	of segment (ml)			Running time (sec)	Section
US 41					
L I-75 SB Ramps	0.74	2	40	67.8	1
2 I-75 NB Ramps	0.17	2	40	68.0*	2
i 5					
5					
5					
7					
3 9					
•					
LO					
L1					
12					
13					
14					
LS					

Intersection Delay Estimates

Seg	-	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	90.0	0.456	0.075	1645		3	1.000	3.0	0	13.8	0.0	₿
2	90.0	0.511	0.004	1845		3	0.999	3.0	0	10.8	0.0	B
3												
4												
5												

```
_Arterial Level of Service_
                                       Sum of
                                                Sum of
                                                                     Arterial
                      Inter.
           Running
                      control. Other
                                       time by length by Arterial
                                                                      LOS by
                                delay
                                       section section
                                                           speed
                                                                      section
Seg. Sect.
            time
                      delay
                                                            (mph)
             (sec)
                      (sec)
                                (sec)
                                        (sec)
                                                  (mi)
                                0.0
                                                            32.7
1
            67.8
                      13.8
                                        81.6
                                                 0.74
                                                                       В
      1
2
      2
            68.0*
                      10.8
                                0.0
                                        78.8
                                                 0.17
                                                            7.8
                                                                       F
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Total travel time (x) = 160.4 sec Total length (y) = 0.91 miles Total travel speed, Sa = $3600 \times (y)/(x) = 20.4$ mph Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traf 4: 5: 6: 7: 8: 9:

11: 12: 13: 14:

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15:

HCS2000: Urban Streets Release 4.1d

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS____

Analyst: PBS&J Agency/Co.: PBS&J Date Performed: 04/05/05 Analysis Time Period: AM Peak Hour Urban Street: Tuckers Grade Direction of Travel: West-bound 2020 Charlotte County Jurisdiction:

Analysis Year:

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Analysis period length 0.25 hr

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 I-75 NB Ramps					
1 I-75 SB Ramps	0.17	2	40	19.6	1
2 US 41	0.74	2	40	68.0*	2
3					
4					
5					
6 7					
8					
9					
10					
11					
12					
13					
14					
15					

Intersection	Delay	Estimates
--------------	-------	-----------

Seg	-	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay		
1	90.0	0.456	0.075	1645		3	1.000	3.0	0	13.8	0.0	В	-
2	120.0	0.242	0.015	459		3	0.999	3.0	0	34.6	0.0	C	
3													
4													

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Inter. Sum of Sum of aning control. Other time by length by Arterial me delay delay section section speed sec) (sec) (sec) (mi) (mph)

Seg.	Sect.	time (sec)	delay (sec)	delay (sec)	*	section (mi)	speed (mph)	section	
1	1	19.6	13.8	0.0	33.4	0.17	18.3	D	
2	2	68.0*	34.6	0.0	102.6	0.74	26.0	C	
3									
4									
5									
6									
7									
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11									
12									
13									
14									
15									

Total travel time (x) = 136.0 sec Total length (y) = 0.91 miles Total travel speed, Sa = $3600 \times (y)/(x) = 24.1$ mph Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis_

1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traf 4: 5:

Arterial

5: 7: 8: 9:

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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS____

Analyst:

Analysis:
Agency/Co.:
Date Performed:
Analysis Time Period:
AM Peak Hour
Urban Street:
Burnt Store Rd/Jones Loop Rd

Direction of Travel: East-bound

Jurisdiction: Charlotte County Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

___Description of Arterial___

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
0 Acline Read					***************************************
1 US 41	0.41	2	40	39.2	1
2 Taylor Road	0.82	2	40	74.7	2
3					
4 5					
6 7					
8 9					
10					
11					
12					
13					
14					
15					

Intersectio	n Delay	Estimates	

Seg		ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.225	0.630	774		3	1.000	3.0	0	43.7	0.0	D
2	120.0	0.358	0.630	1187		3	0.736	3.0	0	32.7	0.0	C
3												
4												

14: 15:

Arterial Level of Service Inter. Sum of Sum of Arterial control. Other time by length by Arterial LOS by Running section section section Seg. Sect. time delay delay speed (mph) (sec) (sec) (mi) (sec) (sec) 1 39.2 43.7 0.0 82.9 0.41 17.8 D 1 C 0.82 32.7 107.4 27.5 2 2 74.7 0.0 3 4 5 6 7 8 9 10

```
Total travel time (x)
                                           190.3
                                                       sec
Total length (y)
                                            1.23
                                                       miles
Total travel speed, Sa = 3600 \times (y)/(x) = 23.3
                                                       mph
Total urban street LOS (Exhibit 15-2)
```

Intersection Files in the Analysis

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt_Store\PD 4: 5: 6: 7: 8: 9: 10:

11: 12: 13: Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: PBS&J Agency/Co.: PBS&J Agency/Co.: PBS&J
Date Performed: 12/28/2004
Analysis Time Period: AM Peak Hour

Jones Loop Rd/Burnt Store Rd Urban Street: Jones Loop Direction of Travel: West-bound

Jurisdiction:

Charlotte County 2020

Analysis Year:

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street		Running time (sec)	Section	
O Taylor Road			·· ···································			
1 US 41	0.82	2	40	74.7	1	
2 Acline Road 3 4 5 6 7 8 9 10 11 12 13 14	0.41	2	40	39.2	2	

	Intersection Delay Estimates											
Seg	•	ratio	ratio	cap.	if t	ype	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1 2 3	120.0 120.0				3		1.000 0.725		•	53.3 51.9	0.0	D D

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14: 15: Arterial Level of Service_____

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	time by section	Sum of length by section (mi)		Arterial LOS by section
1	1	74.7	53.3	0.0	127.9	0.82	23.1	C
2 3 4 5 6 7 8 9 10 11 13 14 15	2	39.2	51.9	0.0	91.1	0.41	16.2	3

```
Total travel time (x)
                                                  = 219.1
Total length (y) = 1.23
Total travel speed, Sa = 3600 x (y)/(x) = 20.2
                                                                  miles
                                                                  mph
```

Total urban street LOS (Exhibit 15-2)

Intersection Files in the Analysis 1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt Store Road 100

4: 5: б: 7:

8: 9: 10: 11: 12: 13:

Phone: E-mail: Fax:

OPERATIONAL ANALYSIS

Analyst:

PBS&J

Analyst: PBS&J
Agency/Co: PBS&J
Date: 12/30/2004

Analysis Period: AM Peak Hour

Highway: Burnt Store Road
From/To: Acline Road to Yacht/Zemel Roa
Jurisdiction: Charlotte County
Analysis Year: 2020
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard

FRE	E-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	£t
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	8		8	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.0	mph	2.0	mph
Free-flow speed	53.0	mph	53.0	mph
	VOLUME			
			•	
Direction	1	. 1.	2	
Volume, V	1541	vph	1157	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	406	0.	304	o .
Trucks and buses	5	જ .	5	8
Recreational vehicles	0	%	0	8
Terrain type	Level	•	Level	0
Grade	0.00	8	0.00	ફ .
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP			0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	875	pcphpl	657	pcphpl
	RESULTS			

Direction	1		2	
Flow rate, vp	875	pcphpl	657	pcphpl
Free-flow speed, FFS	53.0	mph	53.0	mph
Avg. passenger-car travel speed, S	53.0	mph	53.0	mph
Level of service, LOS	В		В	
Density, D	16.5	pc/mi/ln	12.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: PBS&J Agency/Co.: PBS&J Agency/Co.: PBS&J
Date Performed: 12/29/2004
Analysis Time Period: AM Peak Hour Burnt Store Rd Urban Street: Direction of Travel: North-bound

Jurisdiction:

Charlotte County/Lee County Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial______

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 Marina (Islamorada Rd)					
1 Vincent Avenue	0.57	2	40	52.8	1
2 Peppercorn Road	0.68	2	40	62.5	2
3 Saragossa Lane	0.45	2	40	42.5	3
4 Cape Horn Boulevard	0.56	2	40	51.9	4
5 Zemel Rd/Yacht Club Boulevard	0.34	2	40	33.9	5
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

Intersection	Delay	Esti	lmates

Seg	Cycle length C	ratio		cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.758	0.557	2512		3	1.000	3.0	0	6.3	0.0	A
2	120.0	0.692	0.525	2401		3	0.811	3.0	0	9.1	0.0	Α
3	120.0	0.692	0.500	2401		3	0.838	3.0	0	8.9	0.0	A
4	120.0	0.650	0.861	2153		3	0.858	3.0	0	20.0	0.0	В
5	120.0	0.525	0.767	1739		3	0.391	3.0	0	23.5	0.0	С
5												

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15:

___Arterial Level of Service____

Seg.	Sect.	Running time (sec)	delay	delay	time by	Sum of length by section (mi)		Arterial LOS by section
1	1	52.8	6.3	0.0	59.1	0.57	34.7	В
2	2	62.5	9.1	0.0	71.6	0.68	34.2	В
3	3	42.5	8.9	0.0	51.4	0.45	31.5	B
4	4	51.9	20.0	0.0	71.9	0.56	28.1	В
5	5	33.9	23.5	0.0	57.4	0.34	21.3	D
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

```
Total travel time (x) = 311.3 sec

Total length (y) = 2.60 miles

Total travel speed, Sa = 3600 \times (y)/(x) = 30.1 mph

Total urban street LOS (Exhibit 15-2) = B
```

		Intersection Files in	the Analysis	
1:	P:\Projects\Burnt St	tore Road 100955\Burnt	Store Road 100955\Traffic\Capacity	2: P:\Projects\Burnt Stor
7:				
8:				
9:				
10:				
11:				
12:				
13:				
14:				

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: PBS&J PBS&J Agency/Co.: Date Performed: 12/29/2004
Analysis Time Period: AM Peak Hour Urban Street: Burnt Store Rd Direction of Travel: South-bound

Jurisdiction: Charlotte County/Lee County

Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial_____

Analysis period length 0.25 hr

Seg	g. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0	Yacht Zemel Road			······································		
1	Cape Horn Boulevard	0.34	2	40	33.9	1
2	Saragossa Lane	0.56	2	40	51.9	2
3	Peppercorn Road	0.45	2	40	42.5	3
4	Vincent Avenue	0.68	2	40	62.5	4
5 6 7 8 9 10 11 12 13 14 15	Islamorada Blvd (Marina Ent)	0.57	2	40	52.8	5

Seg	•	ratio	ratio	cap.	PVG Arr. if type Input AT	fac-	ext.	queue	delay	delay	
1	120.0	0.650	0.861	2153	3	1.000	3.0	0	20.5	0.0	С
2	120.0	0.692	0.500	2401	3	0.391	3.0	0	8.8	0.0	A
3	120.0	0.692	0.525	2401	3	0.858	3.0	0	9.1	0.0	Α
4	120.0	0.758	0.557	2512	3	0.838	3.0	0	6.3	0.0	A
5	120.0	0.600	0.561	2044	3	0.811	3.0	0	14.8	0.0	В

Intersection Delay Estimates_____

Arterial Level of Service_____

1 1 33.9 20.5 0.0 54.4 0.34 22.5 C 2 2 51.9 8.8 0.0 60.7 0.56 33.2 B 3 3 42.5 9.1 0.0 51.7 0.45 31.4 B 4 4 62.5 6.3 0.0 68.8 0.68 35.6 A 5 5 52.8 14.8 0.0 67.5 0.57 30.4 B 6 7 8 9 10	Seg. Sect.		ol. Other time by delay section	-	Arterial LOS by section
3 3 42.5 9.1 0.0 51.7 0.45 31.4 B 4 4 62.5 6.3 0.0 68.8 0.68 35.6 A 5 5 52.8 14.8 0.0 67.5 0.57 30.4 B 6 7 8 9	1 1	33.9 20.5	0.0 54.4	0.34 22.5	C
4 4 62.5 6.3 0.0 68.8 0.68 35.6 A 5 5 52.8 14.8 0.0 67.5 0.57 30.4 B 6 7 8 9	2 2	51.9 8.8	0.0 60.7	0.56 33.2	В
5 5 52.8 14.8 0.0 67.5 0.57 30.4 B 6 7 8 9	3 3	42.5 9.1	0.0 51.7	0.45 31.4	B
6 7 8 9	4 4	62.5 6.3	0.0 68.8	0.68 35.6	A
7 8 9	5 5	52.8 14.8	0.0 67.5	0.57 30.4	В
8 9					
9					
	8				
10	9				
= -	10				
11	11				
12	12				
13	13				•
14	14				
15	15				

```
Total travel time (x) = 303.0

Total length (y) = 2.60

Total travel speed, Sa = 3600 x (y)/(x) = 30.9

Total urban street LOS (Exhibit 15-2) = B
                                                                                                                                     sec
                                                                                                                                     miles
                                                                                                                                     mph
```

			Intersect:	ion Files in	the Analys	is			
	1:	P:\Projects\Burnt	Store Road	100955\Burnt	Store Road	1 100955\Traffic\C	apacity 2:	: P:\Projects\Burnt !	Stor
	7:								
	8:								
	9:								
	10:								
	11:								
:	12:								

13: 14:

15:

Phone: E-mail: Fax:

OPERATIONAL ANALYSIS

Analyst:

PBS&J

Agency/Co: Date:

PBS&J

Date:

12/30/2004

Analysis Period: AM Peak Hour

Highway: Burnt Store Road
From/To: Marina Rd to Kismet Pkwy
Jurisdiction: Charlotte County

Analysis Year: 2020
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED										
Direction	1		2							
Lane width	12.0	ft	12.0	ft						
Lateral clearance:										
Right edge	6.0	ft	6.0	ft						
Left edge	6.0	ft	6.0	ft						
Total lateral clearance	12.0	ft	12.0	ft						
Access points per mile	8		8							
Median type	Divided		Divided							
Free-flow speed:	Base		Base							
FFS or BFFS	55.0	mph	55.0	mph						
Lane width adjustment, FLW	0.0	mph	0.0	mph						
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph						
Median type adjustment, FM	0.0	mph	0.0	mph						
Access points adjustment, FA	2.0	mph	2.0	mph						
Free-flow speed	53.0	mph	53.0	mph						
VOLUME										
Direction	1		2							
Volume, V	1359	vph	1184	vph						
Peak-hour factor, PHF	0.95	•	0.95	-						
Peak 15-minute volume, v15	358		312							
Trucks and buses	9	લ્ક	9	ક						
Recreational vehicles	0	%	0	ક						
Terrain type	Level		Level							
Grade	0.00	ફ	0.00	ક						
Segment length	0.00	mi	0.00	mi						
Number of lanes	2		2							
Driver population adjustment, fP	0.95		0.95							
Trucks and buses PCE, ET	1.5		1.5							
Recreational vehicles PCE, ER	1.2		1.2							
Heavy vehicle adjustment, fHV	0.957		0.957							
Flow rate, vp	786	pcphpl	685	pcphpl						
	RESULTS_									

Direction	1		2	
Flow rate, vp	786	pcphpl	685	pcphpl
Free-flow speed, FFS	53.0	mph	53.0	mph
Avg. passenger-car travel speed, S	53.0	mph	53.0	mph
Level of service, LOS	В		В	
Density, D	14.8	pc/mi/ln	12.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

200

Phone: E-Mail: Fax:

D.MIGTT

OPERATIONAL ANALYSIS

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 12/29/2004
Analysis Time Period: AM Peak Hour
Urban Street: Burnt Store Rd
Direction of Travel: North-bound
Jurisdiction: Lee County

Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
O Pine Island Road			***************************************		
1 Embers Parkway	1.01	2	40	90.9	1
2 Diplomat Parkway - Option B	1.76	2	40	158.4	2
3 Van Buren Parkway	0.85	2	40	77.3	3
4 Kismet Parkway 5 6 7	0.47	2	40	44.1	4
9					
11					
12 13 14 15					

Intersection Delay Estimates______

Seg	Cycle length C	ratio		cap.	if t	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.517	0.486	1711		3	1.000	3.0	0	18.9	0.0	В
2	120.0	0.617	0.482	2042	3	3	0.868	3.0	0	12.7	0.0	В
3	120.0	0.592	0.528	1960	:	3	0.871	3.0	0	14.8	0.0	В
4	120.0	0.350	0.874	1159		3	0.836	3.0	0	43.0	0.0	D
5												
6												

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14: 15:

Arterial Level of Service_____

Seg.	Sect.	Running time (sec)	delay	delay	time by	Sum of length by section (mi)		
1	1	90.9	18.9	0.0	109.8	1.01	33.1	В
2	2	158.4	12.7	0.0	171.1	1.76	37.0	A
3	3	77.3	14.8	0.0	92.0	0.85	33.2	В
4	4	44.1	43.0	0.0	87.2	0.47	19.4	D
5								
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```
Total travel time (x) = 460.1 sec

Total length (y) = 4.09 miles

Total travel speed, Sa = 3600 \times (y)/(x) = 32.0 mph

Total urban street LOS (Exhibit 15-2) = B
```

	Intersection Files in the Analysis
1:	P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\BS_JL\Modifie 2: P:\Projects\B
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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: PBS&J Agency/Co.: PBS&J Date Performed: 12/28/2004 Analysis Time Period: AM Peak Hour Urban Street: Burnt Store Rd Direction of Travel: South-bound Jurisdiction: Lee County Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial______

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
0 Kismet Parkway			<u></u>		
1 Van Buren Parkway	0.47	2	40	44.1	1
2 Diplomat Parkway - Option B	0.85	2	40	77.3	2
3 Embers Parkway	1.76	2	40	158.4	3
4 Pine Island Road 5 6 7 8 9 10 11 12	1.01	2	40	90.9	4
14 15					

Intersection	Delay	Estimates

Seg	-	ratio		cap.	PVG Arr. if type Input AT	fac-	ext.	queue	delay	delay	
1	120.0	0.592	0.409	1960	3	1.000	3.0	0	13.3	0.0	В
2	120.0	0.642	0.356	2125	3	0.917	3.0	0	10.1	0.0	В
3	120.0	0.517	0.430	1711	3	0.943	3.0	0	18.2	0.0	В
4	120.0	0.200	0.646	681	3	0.905	3.0	0	46.0	0.0	D
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б											

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```
Arterial Level of Service____
                     Inter.
                                      Sum of
                                               Sum of
                                                                   Arterial
                     control. Other time by length by Arterial
                                                                    LOS by
           Running
                               delay section section
                                                                    section
Seg. Sect. time
                     delay
                                                          speed
                                                          (mph)
            (sec)
                     (sec)
                               (sec)
                                       (sec)
                                                (mi)
1
            44.1
                     13.3
                               0.0
                                       57.5
                                               0.47
                                                          29.4
                                                                     В
      1
2
            77.3
                     10.1
                               0.0
                                       87.3
                                               0.85
                                                          35.0
                                                                     ۵
      2
                                                          35.9
3
            158.4
                                       176.6
                                               1.76
                                                                     Α
      3
                     18.2
                               0.0
            90.9
                                       136.9
                                                          26.6
                                                                     C
                     46.0
                               0.0
                                               1.01
4
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```
Total travel time (x) = 458.3 sec

Total length (y) = 4.09 miles

Total travel speed, Sa = 3600 \times (y)/(x) = 32.1 mph

Total urban street LOS (Exhibit 15-2) = B
```

Intersection Files in the Analysis

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\B

6: 7: 8: 9: 10: 11: 12: 13:

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15

2020 Level of Service Summary by Segment AM Peak Hour Colonial Boulevard/Veterans Parkway

Colonial Boule	Colonial Boulevard Segment		2020	2020		Service Volume at	Service Volume at	Service Volume at	2020 Pask Hour LOS	SOLLAND
From	01	2020 Lanes	Eastbound Peak Hour Volume	100	LOS	(Peak Hour-		(Peak Hour-	Earthound Morthound	March
Metro Parkway	Evans Avenue	6LD	2977	1	Ξ	3040		2300		u u
Evans Avenue	Fowler Street	QT9	3034	2354	ш	3040	5340	2300		. 11
Fowler Street	Solomon Boulevard	G19	2441	1887	ш	3040	5340	2300		. 0
Sotomon Boulevard	US 41	9FD	2788	2344	ш	3040	5340	2300	U) 12.
US 41	DeLeon Street	0,19	3378	2442	ш	3040	5340	2300	LL.	i.
DeLeon Street	Summerlin Road	er.D	3548	2642	ш	3040	5340	2300	u	LL
Summerlin Road	McGregor Boulevard	6LD	3691	2287	ш	3040	5340	2300	<u>.</u>	. 0
Veterans Part	Veterans Parkway Segment		2000	***************************************		Service Volume at	Service Volume at	Service Volume at		
	almiille and faith		20.00	977		LOS Standard	LOS Standard	LOS Standard	ZOZU Peak Hour LOS	tour LOS
From	Το	2020 Lanes	Eastbound Peak Hour Volume	Westbound Peak Hour Volume	LOS	(Peak Hour - Peak Direction)	(Peak Hour- Both Directions)	(Peak Hour- Off-Peak Direction)	Eastbound Westbound	Nestbound
McGregor Boulevard	Del Prado Boulevard	4LB	3843	2232	ш	2030	3560	1530	<u> </u>	ш
Del Prado Boulevard	Country Club Boulevard	erD	3903	2320	ш	3040	5340	2300	u	lı.
Country Club Boulevard	Santa Barbara Boulevard	6LD	3559	2131	w	3040	5340	2300	L	C
Santa Barbara Boulevard	Skyline Boulevard	GT9	2580	1640	ш	3040	5340	2300	Ú	8
Skyline Boulevard	Chiquita Boulevard	4LD	1836	1230	ш	2030	3560	1530	O	C
Chiquita Boulevard	Surfside Boulevard	4LD	1407	922	ш	2030	3560	1530	æ	α
Surfside Boulevard	Pine Island Road	4LD	920	689	Ξ	2030	3560	1530	æ	80

Notes: Senrices volumes for the peak hour-peak direction and the peak-hour both directions were developed by Lee County DOT.

Peak hour-off peak direction service volumes were derived by subtracting the peak hour-peak direction service volume from the peak hour-both directions service volume. The system was assumed as a Controlled Access Facility

PBS&J PBS&J

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: PBS&J Agency/Co.: PBS&J Date Performed: 1/3/2005 Analysis Time Period: AM Peak Hour Urban Street: Colonial Boulevard

Direction of Travel: East-bound Jurisdiction: Lee County

Analysis Year:

2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Analysis period length 0.25 hr

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 Metro Parkway					
1 Veronica Shoemaker Boulevard	0.46	2	40	43.3	1
2 Challenger Boulevard	0.75	2	40	68.6	2
3 Winkler Avenue	0.79	2	40	72.1	3
4 Six Mile Cypress Parkway	0.67	2	40	61.6	4
5 I-75 Ramps SPUI 6 7	0.55	2	40	51.0	5
8 9					
10					
11					
12					
13					
14					
15					

Seg		ratio	-	cap.	PVG Arr. if type Input AT	fac-	ext.	queue	delay		
1	170.0	0.406	0.817	2268	3	1.000	3.0	0	47.4	0.0	D
2	170.0	0.606	0.984	2190	3	0.470	3.0	0	42.5	0.0	D
3	170.0	0.506	0.807	2575	3	0.128	3.0	0	35.3	0.0	Ď
4	170.0	0.309	1.001	2301	3	0.487	3.0	0	72.0	0.0	E
5	170.0	0.235	0.693	1595	3	0.090	3.0	0	59.5	0.0	E

Intersection Delay Estimates

5

Arterial Level of Service___

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)		Arterial LOS by section
1	1	43.3	47.4	0.0	90.7	0.46	18.3	D
?	2	68.6	42.5	0.0	111.1	0.75	24.3	C
	3	72.1	35.3	0.0	107.4	0.79	26.5	C
	4	61.6	72.0	0.0	133.7	0.67	18.0	D
	5	51.0	59.5	0.0	110.5	0.55	17.9	D
0								
i								
2								
13								
L4								
15								

```
Total travel time (x)
                                                = 553.4
                                                               sec
Total length (y) = 3.22
Total travel speed, Sa = 3600 \times (y)/(x) = 20.9
                                                               miles
                                                               mph
Total urban street LOS (Exhibit 15-2)
                                               = D
```

Intersection Files in the Analysis

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt Store 7: 8: 9: 10: 11: 12:

13: 14: 15:

PBS&J PBS&J

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 1/3/2005
Analysis Time Period: AM Peak Hour

Urban Street: Colonial Boulevard

Direction of Travel: West-bound Jurisdiction: Lee County Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

__Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street		Running time (sec)	Section
0 I-75 Ramps SPUI					
1 Six Mile Cypress Parkway	0.55	2	40	51.0	1
2 Winkler Avenue	0.67	2	40	61.6	2
3 Challenger Boulevard	0.79	2	40	72.1	3
4 Veronica Shoemaker Boulevard	0.75	2	40	68.6	4
5 Metro Parkway	0.46	2	40	43.3	5
6					
7					
8					
9					
10					
11					
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13					
14					
15					

				Inte	rsection	Delay Est	imate	3			
Seg	Cycle length C	Green ratio g/C		cap.	PVG Arr if typ Input AT	e fac-	ext.		Cntrl. delay (sec)		
1	170.0	0.448	0.948	3335	3	1.000	3.0	0	52.1	0.0	D
2	170.0	0.447	0.990	2498	3	0.210	3.0	0	52.7	0.0	D
3	170.0	0.671	1.113	2417	3	0.115	3.0	0	79.8	0.0	E
4	170.0	0.471	0.846	2630	3	0.090	3.0	0	39.8	0.0	D
5	230.0	0.261	0.981	1458	4	0.419	3.0	0	97.0	0.0	F

14: 15:

Arterial Level of Service_____

Seg.	Sect.	Running time (sec)		delay	time by	Sum of length by section (mi)		
ī	1	51.0	52.1	0.0	103.1	0.55	19.2	D
2	2	61.6	52.7	0.0	114.4	0.67	21.1	Ď
3	3	72.1	79.8	0.0	151.9	0.79	18.7	D
4	4	68.6	39.8	0.0	108.5	0.75	24.9	C
5	5	43.3	97.0	0.0	140.3	0.46	11.8	F
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

```
Total travel time (x)
                                                                     = 618.2
                                                                                            sec
Total length (y) = 3.22
Total travel speed, Sa = 3600 \times (y)/(x) = 18.8
Total urban street LOS (Exhibit 15-2) = D
                                                                                           miles
                                                                                           mph
```

		Intersection	Files in the A	malysis		
1:	P:\Projects\Burnt	Store Road 1009	55\Burnt Store	Road 100955\Traffic	\Capacity 2:	P:\Projects\Burnt Stor
7:	· -					
8:						
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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS____

Analyst:

Agency/Co.: Date Performed: 12/30/2004
Analysis Time Period: PM Peak Hour

PBS&J

Urban Street: Direction of Travel:

Jones Loop Rd East-bound Charlotte County

Jurisdiction:

Analysis Year: 2020
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

___Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section	
O Taylor Road						
1 I-75 SB Ramp	0.38	2	40	36.9	1	
2 I-75 NB Ramp	0.30	2	40	30.6	2	
3						
4						
5 6						
7						
8 9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates_

Seg	Cycle length C	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.492	0.716	1628		3	1.000	3.0	0	25.5	0.0	С
2	120.0	0.494	0.216	1637		3	0.628	3.0	0	17.2	0.0	B
3												
4												
5												

Arterial Level of Service_____

Seg.	Sect.	Running time (sec)		delay	time by	Sum of length by section (mi)		Arterial LOS by section
1	1	36.9	25.5	0.0	62.4	0.38	21.9	D
2	2	30.6	17.2	0.0	47.8	0.30	22.6	С
3								
4								
5								
6								
7								
В								
9								
10								
11								
12								
13								
14 15								
TO								

```
Total travel time (x)
                                                       = 110.2
                                                                        sec
Total length (y)
                                                      = 0.68
                                                                        miles
Total travel speed, Sa = 3600 \times (y)/(x) = 22.2
Total urban street LOS (Exhibit 15-2) = C
                                                                        mph
```

4: 5:

6: 7: 8: 9: 10:

11: 12: 13: 14: 15:

Phone:

Fax:

E-Mail:

Analyst:

OPERATIONAL ANALYSIS PBS&J

Agency/Co.: Date Performed:

PBS&J 12/30/2004 Analysis Time Period: PM Peak Hour

Urban Street: Direction of Travel:

Jones Loop Rd West-bound

Jurisdiction: Analysis Year: Charlotte County 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial____

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
I-75 NB Ramp					
I-75 SB Ramp	0.30	2	40	30.6	1
Taylor Road	0.38	2	40	36.9	2
•					
i 5					
5					
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.0					
.1					
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.3					
.4					
.5					

Intersection	Delay	Estimates
---------------	-------	------------

Seg		ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay		
1	120.0	0.250	0.784				1.000	3.0	0	46.9	0.0	D	~
2	110.0	0.364	0.674	1204		3	0.526	3.0	0	30.3	0.0	С	
3													
Δ													

Arterial Level of Service_____

3eg.	Sect.	Running time (sec)	delay	delay	time by	Sum of length by section (mi)		Arterial LOS by section
	1	30.6	46.9	0.0	77.5	0.30	13.9	E
	2	36.9	30.3	0.0	67.2	0.38	20.3	D
•								
Š								

Total travel time (x) = 144.8 sec Total length (y) = 0.68 miles Total travel speed, Sa = $3600 \times (y)/(x) = 16.9$ mph Total urban street LOS (Exhibit 15-2) = E

Intersection Files in the Analysis

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt_Store\PD 4: 5:

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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Agency/Co.: PBS&J Agency/Co.: PBS&J
Date Performed: 04/05/05 Analysis Time Period: PM Peak Hour
Urban Street: Tuckers Grade
Direction of Travel: East-bound
Jurisdiction: Charlotte County Jurisdiction: Charl Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial____

Analysis period length 0.25 hr

Seg. Cross street name	Length of segment (mi)	street		Running time (sec)	Section	
0 US 41		.4				
1 I-75 SB Ramps	0.74	.2	40	67.8	1	
2 I-75 NB Ramps	0.17	.2	40	68.0*	2	
3		4				
4		2 2				
5						
6						
7						
8						
9						
10						
11 12						
13						
14						
15						
72						

_Intersection	Detay	Escimaces

Seg		ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	90.0	0.356	0.337	1284		3	1.000	3.0	0	21.4	0.0	С
2 3	90.0	0.511	0.004	1845		3	0.951	3.0	0	10.8	0.0	B
4 5												

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13: 14: 15:

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)		time by section	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
L	1	67.8	21.4	0.0	89.1	0.74	29.9	В
2	2	68.0*	10.8	0.0	78.8	0.17	7.8	F
}								
1								
5								
6								
7								
3								
3								
10								
11								
12 13								
14								
15								

```
Total travel time (x) = 167.9 sec

Total length (y) = 0.91 miles

Total travel speed, Sa = 3600 x (y)/(x) = 19.5 mph

Total urban street LOS (Exhibit 15-2) = D
```

Intersection Files in the Analysis

1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\Analyses\2020AMPMu\Tuckers Analyses\2020AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traffic\2020AMPMu\Tuckers Analyses\2020AMPMu\Tuckers Analyses\2020AMPMu\Tuckers Analyses\2020AMPMu\Tuckers Analyses\2020AMPMu\Tuckers Analyses\2020AMPMu\Tuckers Analyses\2020AMPMu\Tuckers Analyses\2020AMPMu\Tuckers

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Agency/Co.: Date Performed: Analysis Time Period: PM Peak Hour

PBS&J 04/05/05

Urban Street: Direction of Travel: West-bound

Tuckers Grade

Jurisdiction: Analysis Year:

Charlotte County 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	speed	Running time (sec)	Section
0 I-75 NB Ramps				· ·	
1 I-75 SB Ramps	0.17	2	40	19.6	1
2 US 41	0.74	2	40	68.0*	2
3					
4 5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

Intersection	Delay	Estimates
THICETOCCETON	netan	POCTINGCED

Seg		ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	90.0	0.356	0.337	1284		3	1.000	3.0	0	21.4	0.0	C
2	120.0	0.242	0.015	459		3	0.951	3.0	0	34.6	0.0	C
3												

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			Art	erial I	evel of :	Service		Arterial
eg.	Sect.	Running time (sec)	delay	delay		length by section (mi)		LOS by section
	1	19.6	21.4	0.0	40.9	0.17	14.9	E
	2	68.0*	34.6	0.0	102.6	0.74	26.0	C
;								
-								
0								
2								
.3								
.4								
15								

```
Total travel time (x)
Total length (y)
                                                                 = 143.6
                                                                                      sec
                                                                                      miles
                                                                 = 0.91
Total travel speed, Sa = 3600 \times (y)/(x) = 22.8
Total urban street LOS (Exhibit 15-2) = C
                                                                                      mph
```

4:

6: 7: 8: 9: 10: 11:

13: 14: 15:

12:

5:

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst:

Agency/Co.: PBS&J
Date Performed: 12/28/2004
Analysis Time Period: PM Peak Hour
Urban Street: Burnt Store Rd/Jones Loop Rd

Direction of Travel: East-bound

Jurisdiction:

Charlotte County 2020

Analysis Year:

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

_____Description of Arterial____

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
O Acline Road					
1 US 41	0.41	2	40	39.2	1
Z Taylor Road I Taylor Road I Taylor Road	0.82	2	40	68.0*	2
10					
Li					
12					
13					
14 15					

Intersection Delay Estimates	Inte	rsection	Delav	Estimates
------------------------------	------	----------	-------	-----------

Seg		ratio	ratio	cap.	if ty	r. I pe fac- T tor	ext.	queue	delay	delay	
	120.0 120.0				3			-	43.7 37.8		D D

Arterial Level of Service_____

Seg. Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)		Arterial LOS by section
1 1	39.2	43.7	0.0	82.9	0.41	17.8	D
2 2 3 4 5 6 7 8 9 10 11 12 13 14	68.0*	37.8	0.0	105.8	0.82	27.9	С

```
Total travel time (x)
                                                       = 188.7
                                                                         sec
Total length (y)
                                                       = 1.23
                                                                         miles
Total travel speed, Sa = 3600 \times (y)/(x) = 23.5
Total urban street LOS (Exhibit 15-2) = C
                                                                         mph
```

Intersection Files in the Analysis

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt_Store\PD 4: 5: 6: 7: 8: 9: 10: 11: 12: 13: 14: 15:

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst:

Agency/Co.: PBS&J Date Performed: 12/28/2004 Analysis Time Period: PM Peak Hour Urban Street:

Jones Loop Road Direction of Travel: West-bound Charlotte County

Jurisdiction: Analysis Year:

2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial___

.82 .41	2 2	40 40	74.7 68.0*	1
.41	2	40	68.0*	
				2

 incer	section	neray	Escimaces	

Seg	length	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.125	0.640	414		3	1.000	3.0	0	53.3	0.0	D
2	120.0	0.158	0.780	218		3	0.725	3.0	0	60.9	0.0	E
3												
4												

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)		
1	1	74.7	53.3	0.0	127.9	0.82	23.1	С
2 3 4 5 7 3 9 10 11 12 13 14	2	68.0*	60.9	0.0	128.9	0.41	11.5	F

Total	travel time (x)	=	256.8	sec
Total	length (y)	=	1.23	miles
Total	travel speed, $Sa = 3600 \times (y)/(x)$	<) =	17.2	mph
Total	urban street LOS (Exhibit 15-2)	=	D	

4: 5: 5:

8: 9: 10: 11: 12: 13:

14: 15:

Phone: E-mail: Fax:

OPERATIONAL ANALYSIS

Analyst:

PBS&J

Agency/Co:

PBS&J

Date:

12/30/2004

Analysis Period: PM Peak Hour

Highway: Burnt Store Road
From/To: Acline Road to Yacht/Zemel Roa
Jurisdiction: Charlotte County
Analysis Year: 2020
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard

FRE	E-FLOW SPEE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	5.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	£t
Access points per mile	8		8	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.0	mph	2.0	mph
Free-flow speed	53.0	mph	53.0	mph
***************************************	VOLUME			
Direction	1		2	
Volume, V	1124	vph	1559	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	296		410	
Trucks and buses	5	ક	5	ofo
Recreational vehicles	0	용	0	સ
Terrain type	Level		Level	
Grade	0.00	ફ	0.00	ફ
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	638	pcphpl	885	pcphpl
·	RESULTS			

Direction	1		2	
Flow rate, vp	638	pcphpl	885	pcphpl
Free-flow speed, FFS	53.0	mph	53.0	mph
Avg. passenger-car travel speed, S	53.0	mph	53.0	mph
Level of service, LOS	В		В	
Density, D	12.0	pc/mi/ln	16.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst:

Agency/Co.: PBS&J
Date Performed: 12/29/2004
Analysis Time Period: PM Peak Hour

Urban Street: Burnt Store Rd

Direction of Travel: North-bound

Jurisdiction: Charlotte County/Lee COunty
Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 Marina (Islamorada Rd)					
1 Vincent Avenue	0.57	2	40	52.8	1
2 Peppercorn Road	0.68	2	40	62.5	2
3 Saragossa Lane	0.45		40	42.5	3
4 Cape Horn Boulevard	0.56	2	40	51.9	4
5 Zemel Rd/Yacht Club Boulevard 6	0.34	2	40	33.9	5
7					
8					
9					
10					
11					
12 13					
13					
15					

		· · · · · ·		Inte	rsection	Delay Es	timate	s			
Seg		Green ratio g/C		cap.	PVG Arr if typ Input AT	e fac-	ext.		Cntrl. delay (sec)		
1	120.0	0.775	0.453	2567	3	1.000	3.0	0	4.8	0.0	A
2	120.0	0.692	0.430	2401	3	0.891	3.0	0	8.2	0.0	A
3	120.0	0.600	0.576	2083	3	0.905	3.0	0	15.0	0.0	В
4	120.0	0.633	0.686	2098	3	0.792	3.0	0	15.0	0.0	В
5	120.0	0.542	0.556	1794	3	0.668	3.0	0	18.3	0.0	В

5 6

13: 14: 15:

Arterial Level of Service_____

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	52.8	4.8	0.0	57.6	0.57	35.6	A
?	2	62.5	8.2	0.0	70.7	0.68	34.6	В
}	3	42.5	15.0	0.0	57.6	0.45	28.1	B
l .	4	51.9	15.0	0.0	66.9	0.56	30.1	B
5	5	33.9	18.3	0.0	52.2	0.34	23.5	C
;								
7								
!								
)								
LO								
.1								
L2								
.3								
.4								
.5								

```
Total travel time (x) = 304.9
Total length (y) = 2.60
Total travel speed, Sa = 3600 \times (y)/(x) = 30.7
Total urban street LOS (Exhibit 15-2) = B
                                                                                                                                       sec
                                                                                                                                       miles
                                                                                                                                       mph
```

		Intersec	tion Files in	the Analys	is		
1:	P:\Projects\Burnt	Store Road	100955\Burnt	Store Road	100955\Traffic\Capacity	2: P:\Projects\Burnt Sto	r
7:							
8:							
9:							
10:							
11:							
12:							

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Agency/Co.: Agency/Co.: PBS&J
Date Performed: 12/29/2004
Analysis Time Period: PM Peak Hour

Urban Street: Burnt Store Rd Direction of Travel: South-bound

Jurisdiction: Charlotte County/Lee County
Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

___Description of Arterial_____

eg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
Yacht Zemel Road					
Cape Horn Boulevard	0.34	2	40	33.9	1
Saragossa Lane	0.56	2	40	51.9	2
Peppercorn Road	0.45	2	40	42.5	3
Vincent Avenue	0.68	2	40	62.5	4
Islamorada Blvd (Marina Ent)	0.57	2	40	52.8	5
0					
1					
2					
3					
4					
5					

Int	erse	ection	Delay	Estimates

Seg	•		ratio		PVG Arr. if type Input AT	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.633	0.807	2098	3	1.000	3.0	0	18.9	0.0	В
2	120.0	0.600	0.432	2044	3	0.488	3.0	0	13.0	0.0	В
3	120.0	0.433	0.820	1476	3	0.904	3.0	0	33.4	0.0	C
4	120.0	0.625	0.601	2070	3	0.465	3.0	0	13.7	0.0	В
5	120.0	0.600	0.561	2044	3	0.767	3.0	0	14.7	0.0	В
6											

13: 14: 15:

_Arterial Level of Service__

Seg.	Sect.	Running time (sec)		delay	time by	Sum of length by section (mi)	Arterial	Arterial LOS by section
1	1	33.9	18.9	0.0	52.8	0.34	23.2	С
2	2	51.9	13.0	0.0	64.9	0.56	31.1	В
3	3	42.5	33.4	0.0	75.9	0.45	21.3	D
4	4	62.5	13.7	0.0	76.3	0.68	32.1	В
5	5	52.8	14.7	0.0	67.5	0.57	30.4	В
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

```
Total travel time (x)
                                                           = 337.4
                                                                              sec
Total travel speed, Sa = 3600 \times (y)/(x) = 27.7
Total urban street LOS (Exhibit 15-2) = C
                                                                              miles
                                                                              mph
```

		Intersection	on Files in th	ne Analysi:	s		
1:	P:\Projects\Burnt &	Store Road 10	00955\Burnt St	ore Road :	100955\Traffic\Capacity	2: P:\Proje	cts\Burnt Stor
7:	_						
8:							
9;							
10:							
11:							
12:							

Phone: E-mail: Fax:

OPERATIONAL ANALYSIS

Analyst: rbbac
Agency/Co: PBS&J
12/30/2004

Analysis Period: PM Peak Hour

Highway: Burnt Store Road
From/To: Marina Rd to Kismet Pkwy
Jurisdiction: Charlotte County
Analysis Year: 2020
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard

FR	EE-FLOW SPE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	£t	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	£t	12.0	ft
Access points per mile	8		8	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.0	mph	2.0	mph
Free-flow speed	53.0	mph	53.0	mph
	VOLUME			
Direction	1		2	•
Volume, V	1266	vph	1447	vph
Peak-hour factor, PHF	0.95	•	0.95	-
Peak 15-minute volume, v15	333		381	
Trucks and buses	6	%	6	ફ
Recreational vehicles	0	સ્ક	0	8
Terrain type	Level		Level	
Grade	0.00	જ	0.00	8
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.971		0.971	
Flow rate, vp	722	pcphpl	825	pcphpl
	RESULTS	·		

Direction	1		2	
Flow rate, vp	722	pcphpl	825	pcphpl
Free-flow speed, FFS	53.0	mph	53.0	mph
Avg. passenger-car travel speed, S	53.0	mph	53.0	mph
Level of service, LOS	В		В	
Density, D	13.6	pc/mi/ln	15.6	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:

Fax:

E-Mail:

OPERATIONAL ANALYSIS

Analyst:

Agency/Co.:

PBS&J

Date Performed: 12/29/2004

Analysis Time Period: PM Peak Hour Urban Street: Burnt Store Rd

Direction of Travel: North-bound
Jurisdiction: Lee County
Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

eg. Cross street name	Length of segment (mi)	street	Free flow speed (mph)	Running time (sec)	Section
Pine Island Road					
Embers Parkway	1.01	2	40	90.9	1
Diplomat Parkway	1.76	2	40	158.4	2
Van Buren Parkway	0.85	2	40	77.3	3
Kismet Parkway	0.47	2	40	44.1	4
-					
0					
1					
2					
3					
4					
5					

Intersection	Delay	Estimates	

Seg		ratio	ratio	cap.	if ty	r. I pe fac- T tor	ext.	queue	delay	delay	
1	120.0	0.500	0.406	1656	3	1.000	3.0	0	19.0	0.0	В
2	120.0	0.575	0.429	1904	3	0.919	3.0	0	14.5	0.0	В
3	120.0	0.592	0.528	1960	3	0.906	3.0	0	14.8	0.0	В
4	120.0	0.305	0.779	1063	3	0.836	3.0	0	41.2	0.0	D
5											
6											

```
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13
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15
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	······································		Art	erial I	evel of S	Service		
Seg.	Sect.	Running time (sec)	delay	delay	time by section	Sum of length by section (mi)	Arterial	
1	1	90.9	19.0	0.0	109.9	1.01	33.1	В
2	2	158.4	14.5	0.0	172.9	1.76	36.6	Α
3	3	77.3	14.8	0.0	92.1	0.85	33.2	В
4 5 6 7 8 9 10 11 12 13 14 15	4	44.1	41.2	0.0	85.3	0.47	19.8	D

Total travel speed, Sa = $3600 \times (y)/(x) = 32.0$ Total urban street LOS (Exhibit 15-2) = B Intersection Files in the Analysis_

sec

mph

miles

= 460.2

= 4.09

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\B 6:

7: 8:

Total travel time (x)

Total length (y)

9: 10:

11:

12: 13:

14:

15:

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst:

Agency/Co.: PBS&J
Date Performed: 12/29/2004
Analysis Time Period: PM Peak Hour
Urban Street:

Urban Street: Burnt Store Rd
Direction of Travel: South-bound
Jurisdiction:

Jurisdiction: Lee County Analysis Year: 2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

_____Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 Kismet Parkway					
1 Van Buren Parkway	0.47	2	40	44.1	1
2 Diplomat Parkway	0.85	2	40	77.3	2
3 Embers Parkway	1.76	2	40	158.4	3
4 Pine Island Road 5 6 7 8 9 10 11 12	1.01	2	40	90.9	4
14 15					

Intersection	Delay	Estimates
--------------	-------	-----------

Seg	_	ratio		cap.	PVG Arr. if type Input AT	fac-	ext.	queue	delay	delay	
1	120.0	0.592	0.409	1960	3	1.000	3.0	0	13.3	0.0	В
2	120.0	0.575	0.515	1904	3	0.917	3.0	0	15.6	0.0	B
3	120.0	0.500	0.576	1656	3	0.847	3.0	0	21.5	0.0	C
4	120.0	0.152	0.776	517	3	0.792	3.0	0	54.8	0.0	Ð
5											

```
7
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13
14
15
```

12: 13: 14: 15:

Arterial Level of Service_____

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)	Arterial	Arterial LOS by section
1	1	44.1	13.3	0.0	57.5	0.47	29.4	В
2	2	77.3	15.6	0.0	92.9	0.85	32.9	В
3	3	158.4	21.5	0.0	179.9	1.76	35.2	.A
4	4	90.9	54.8	0.0	145.7	1.01	25.0	C
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

```
Total travel time (x) = 475.9 sec

Total length (y) = 4.09 miles

Total travel speed, Sa = 3600 \times (y)/(x) = 30.9 mph

Total urban street LOS (Exhibit 15-2) = B
```

		Inters	ection Files i	n the Analys	is		
1:	P:\Projects\Burnt	Store Ro	ad 100955\Burn	t Store Road	100955\Traffic\Capacity	7 2:	P:\Projects\B
6:							
7:							
8:							
9:							
10:							
11:							

2020 Level of Service Summary by Segment PM Peak Hour Colonial Boulevard/Veterans Parkway

four LOS	Westbound	Ŀ	u	ပ	۵	ш	ı	4.		four LOS		Westbound	Ł	u	u	8	ပ	83	8
2020 Peak Hour LOS	Eastbound	4	ı	ı	a	Ľ.	4	u.		2020 Peak Hour LOS		Eastbound Westbound	4	u.	۵	В	ပ	83	В
Service Volume at LOS Standard	(Peak Hour - Off-Peak Direction)	2300	2300	2300	2300	2300	2300	2300	Section Volume at	10S Standard	Peak Hour-	Off-Peak Direction	1530	2300	2300	2300	1530	1530	1530
Service Volume at LOS Standard	(Peak Hour - Both Directions)	5340	5340	5340	5340	5340	5340	5340	Sarvice Volume at	LOS Standard	(Peak Hour -	Both Directions)	3560	5340	5340	5340	3560	3560	3560
Service Volume at LOS Standard	(Peak Hour - Peak Direction)	3040	3040	3040	3040	3040	3040	3040	Service Volume at	LOS Standard	Peak Hour-	Peak Direction)	2030	3040	3040	3040	2030	2030	2030
V 105	LOS	ш	ш	ш	ш	ш	ш	m			507	Standard	3	3	Ш	3	Ш	3	3
2020	Westbound Peak Hour Volume	3066	3087	2882	3030	3429	3675	4015		2020	Westbound	Peak Hour Volume	3249	3898	3744	2381	1836	1271	818
2020	Eastbound Peak Hour Volume	2877	3059	2429	2268	2508	2980	2720		2020	Eastbound	Peak Hour Volume	2380	2311	2296	1740	1337	872	685
	2020 Lanes	019	6LD	G.18	GT9	G19	G_19	6LD			2020		41.8	eLD	GT9	GT9	4LD	41.D	4LD
vard Segment	To	Evans Avenue	Fowfer Street	Solomon Boulevard	US 41	DeLeon Street	Summerlin Road	McGregor Boulevard		way Segment		To	Del Prado Boulevard	Country Club Boulevard	Santa Barbara Boulevard	Skyline Boulevard	Chiquita Boufevard	Surfside Boulevard	Pine Island Road
Colonial Boulevard Segment	From	Metro Parkway	Evans Avenue	Fowler Street	Solomon Boulevard	US 41	DeLeon Street	Summerlin Road		Veterans Parkway Segment		From	McGregor Boulevard	Del Prado Boulevard	Country Club Boulevard	Santa Barbara Boulevard	Skyline Boulevard	Chiquita Boulevard	Surfside Boulevard

Notes: Services volumes for the peak four-peak direction and the peak-hour both directions were developed by Lee County DOT.

Peak hour-off peak direction service volumes were derived by subtracting the peak hour-peak direction service volume from the peak hour-both directions service volume.

The system was assumed as a Controlled Access Facility

PBS&J PBS&J

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS____

Analyst:

Agency/Co.: PBS&J
Date Performed: 1/3/2005
Analysis Time Period: PM Peak Hour

Urban Street: Colonial Boulevard Direction of Travel: East-bound

Jurisdiction: Lee C

Lee County

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

___Description of Arterial_____

Analysis period length 0.25 hr

6 2 5 2 9 2	40 40 40 40	43.3 68.6 72.1 61.6	1 2 3
5 2 9 2	40 40	68.6 72.1	2 3
9 2	40	72.1	3
•			
7 2	4.0	61 6	
		0T-0	4
5 2	40	51.0	5
	5 2	5 2 40	5 2 40 51.0

__Intersection Delay Estimates______

Seg		ratio		cap.	PVG Ar if ty Input A	ype	fac-	ext.	queue	delay	delay	
1	170.0	0.476	0.969	2663	3	***************************************	1.000	3.0	0	54.5	0.0	D
2	170.0	0.659	1.131	2454	3		0.163	3.0	0	88.9	0.0	F
3	170.0	0.468	0.982	2613	3		0.090	3.0	0	47.1	0.0	D
4	170.0	0.471	1.056	3511	3		0.132	3.0	0	71.5	0.0	E
5	170.0	0.306	1.242	2074	3		0.090	3.0	0	168.1	0.0	F
6												

```
7
8
9
10
11
12
13
14
15
```

Arterial Level of Service_____

eg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)		
	1	43.3	54.5	0.0	97.8	0.46	16.9	E
	2	68.6	88.9	0.0	157.5	0.75	17.1	D
	3	72.1	47.1	0.0	119.2	0.79	23.9	C
	4	61.6	71.5	0.0	133.2	0.67	18.1	D
	5	51.0	168.1	0.0	219.1	0.55	9.0	F
.0								
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= 726.8 Total travel time (x) sec Total length (y) = 3.22 miles Total travel speed, Sa = $3600 \times (y)/(x) = 15.9$ Total urban street LOS (Exhibit 15-2) = E mph

Intersection Files in the Analysis

1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt Store 7: 8: 9: 10: 11: 12:

13: 14: 15:

PBS&J PBS&J

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_

Analyst:

Agency/Co.: Date Performed:

PBS&J

Date Performed: 1/3/2005
Analysis Time Period: PM Peak Hour
Urban Street Urban Street:

Colonial Boulevard

Direction of Travel: West-bound

Jurisdiction:

Lee County

Analysis Year:

2020

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

___Description of Arterial_____

1 Six Mile Cypress Parkway 0.55 2 40 2 Winkler Avenue 0.67 2 40 3 Challenger Boulevard 0.79 2 40	61.6	1
2 Winkler Avenue 0.67 2 40	61.6	
		~
3 Challenger Boulevard 0.79 2 40		2
	72.1	3
4 Veronica Shoemaker Boulevard 0.75 2 40	68.6	4
5 Metro Parkway 0.46 2 40	43.3	5
6		
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Seg	•	ratio	•	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	170.0	0.394	0.915	2937		3	1.000	3.0	0	53.8	0.0	D
2	170.0	0.468	0.919	2613		3	0.284	3.0	0	44.1	0.0	D
3	170.0	0.647	0.940	2334		3	0.274	3.0	0	29.8	0.0	С
4	170.0	0.412	0.828	2232		3	0.229	3.0	0	45.3	0.0	D
5	230.0	0.335	0.869	1871		4	0.451	3.0	0	70.9	0.0	E

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```

____Arterial Level of Service______

Seg.	Sect.	Running time (sec)		delay	time by section	Sum of length by section (mi)	Arterial	•
1	1	51.0	53.8	0.0	104.8	0.55	18.9	D
2	2	61.6	44.1	0.0	105.7	0.67	22.8	С
3	3	72.1	29.8	0.0	101.8	0.79	27.9	C
4	4	68.6	45.3	0.0	113.9	0.75	23.7	C
5	5	43.3	70.9	0.0	114.2	0.46	14.5	E
6								
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```
Total travel time (x) = 540.5
Total length (y) = 3.22
Total travel speed, Sa = 3600 \times (y)/(x) = 21.4
Total urban street LOS (Exhibit 15.2)
                                                                                                       sec
                                                                                                       miles
                                                                                                       mph
Total urban street LOS (Exhibit 15-2)
```

__Intersection Files in the Analysis_ 1: P:\Projects\Burnt Store Road 100955\Burnt Store Road 100955\Traffic\Capacity 2: P:\Projects\Burnt Store 7: 8: 9: 10: 11: 12: 13: 14: 15:

Appendix J

2030 AM Peak Hour HCS Arterial/Segment Analysis 2030 PM Peak Hour HCS Arterial/Segment Analysis



Phone:

Fax:

E-Mail:

OPERATIONAL ANALYSIS_____

Analyst: PBS&J Agency/Co.: PBS&J
Date Performed: 1/18/2005
Analysis Time Period: AM Peak Hour Agency/Co.: Urban Street: Jones Loop Rd Direction of Travel: East-bound Jurisdiction: Charl Analysis Year: 2030

Charlotte County

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Seg.	Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
0 US	41					
1 Tag	ylor Road	0.82	2	40	74.7	1
2 I-	75 SB Ramp	0.38	2	40	36.9	2
3 I-1 4 5 6 7 8 9 10 11 12 13 14 15	75 NB Ramp	0.30	2	40	30.6	3

I	n	ιt	e	S	ec	tı	O	a D	el	ay	Es	ti	ma	te	25

Seg	-	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	110.0	0.259	0.745	1355		3	1.000	3.0	0	39.7	0.0	D
2	120.0	0.558	0.497	2920		3	0.587	3.0	0	16.3	0.0	В
3	120.0	0.363	0.404	1201		3	0.860	3.0	0	28.8	0.0	C
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5												
_												

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15:

_Arterial Level of Service_____

Seg.	Sect.	Running time (sec)		delay	time by	Sum of length by section (mi)		Arterial LOS by section
1	1	74.7	39.7	0.0	114.4	0.82	25.8	С
2	2	36.9	16.3	0.0	53.2	0.38	25.7	С
3	3	30.6	28.8	0.0	59.4	0.30	18.2	D
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```
Total travel time (x)
                                        = 227.0
                                                      sec
                                        = 1.50
Total length (y)
                                                      miles
Total travel speed, Sa = 3600 \times (y)/(x) = 23.8
                                                      mph
Total urban street LOS (Exhibit 15-2)
```

Intersection Files in the Analysis

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1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2030AMPMu\Burnt Store\m 2: P:\Projects\Burnt
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Phone:

Fax:

E-Mail:

OPERATIONAL ANALYSIS

Agency/Co.: Analyst: PBS&J Agency/Co.: PBS&J
Date Performed: 1/18/2005
Analysis Time Period: AM Peak Hour Urban Street: Jones Loop Rd Direction of Travel: West-bound Jurisdiction: Charlotte County Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
0 I-75 NB Ramp		·····			
1 I-75 SB Ramp	0.30	2	40	30.6	1
2 Taylor Road	0.38	2	40	36.9	2
3 US 41 4 5 6 7 8 9 10 11 12 13 14	0.82	2	40	74.7	3

Sey	_	ratio	ratio	cap.	PVG Arr. if type Input AT	fac-	ext.	queue	delay	delay	
1	120.0	0.408	0.729	1423	3	1.000	3.0	0	31.8	0.0	C
2	110.0	0.368	0.594	1925	3	0.610	3.0	0	28.4	0.0	C
3	120.0	0.183	0.972	639	3	0.774	3.0	0	73.2	0.0	E
4											
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____Arterial Level of Service_____

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)		Arterial LOS by section
1	1	30.6	31.8	0.0	62.4	0.30	17.3	D
2	2	36.9	28.4	0.0	65.3	0.38	20.9	D
3	3	74.7	73.2	0.0	147.9	0.82	20.0	D
4								
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```
Total travel time (x) = 275.7 sec

Total length (y) = 1.50 miles

Total travel speed, Sa = 3600 \times (y)/(x) = 19.6 mph

Total urban street LOS (Exhibit 15-2) = D
```

_Intersection Files in the Analysis__

```
1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2030AMPMu\Burnt Store\m 2: P:\Projects\Burnt 5: 6: 7: 8: 9: 10: 11: 12: 13: 14: 15:
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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

PBS&J Analyst: Agency/Co.: PBS&J Date Performed: 04/05/05 Analysis Time Period: AM Peak Hour Urban Street: Tuckers Grade
Direction of Travel: East-bound Jurisdiction: Charl
Analysis Year: 2030 Charlotte County

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	Free flow speed (mph)	Running time (sec)	Section
0 US 41					
1 I-75 SB Ramps	0.74	2	40	67.8	1
2 I-75 NB Ramps	0.17	2	40	68.0*	2
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

Seg		ratio	ratio	cap.	PVG A if t Input	уре	fac-	ext.	queue	delay	delay	
1	90.0	0.278	0.554	1003	3	}	1.000	3.0	0	28.4	0.0	С
2	90.0	0.511	0.006	1845	3	}	0.813	3.0	0	10.8	0.0	B
3												
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=												

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)		time by	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	67.8	28.4	0.0	96.2	0.74	27.7	C
2	2	68.0*	10.8	0.0	78.8	0.17	7.8	F
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						3		

175.0 Total travel time (x) sec Total length (y) 0.91 miles Total travel speed, $Sa = 3600 \times (y)/(x) = 18.7$ Total urban street LOS (Exhibit 15-2) = D mph

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14: 15: Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: PBS&J Agency/Co.: PBS&J Agency/Co.: PBS&J
Date Performed: 04/05/05 Analysis Time Period: AM Peak Hour Urban Street: Tuckers Grade
Direction of Travel: West-bound Jurisdiction: Charl Analysis Year: 2030 Charlotte County

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Analysis period length 0.25 hr

Seg. Cross street name	Length of segment (mi)	street		Running time (sec)	Section
0 I-75 NB Ramps					
1 I-75 SB Ramps	0.17	2	40	19.6	1
2 I-75 NB Ramps	0.74	2	40	68.0*	2
3					
4					
5					
6 7					
8					
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10					
11					
12					
13					
14					
15					

Intersection Delay Estimates_____

Seg	-	ratio		cap.	PVG And if ty Input A	уре	fac-	ext.	queue	delay	delay	
1	90.0	0.456	0.266	1645	3		1.000	3.0	0	15.3	0.0	В
2	90.0	0.078	0.050	281	3		0.974	3.0	0	38.5	0.0	D
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Arterial Level of Service Arterial Inter. Sum of Sum of time by length by Arterial LOS by Running control. Other section section speed section Seg. Sect. time delay delay (sec) (sec) (sec) (sec) (mi) (mph) 1 1 19.6 15.3 0.0 34.8 0.17 17.6 D C 68.0* 0.74 2 2 38.5 0.0 106.5 25.0 3 4 5 6 7 8 9 10 11 12 13 14

Total travel time (x) = 141.3 sec Total length (y) = 0.91 miles Total travel speed, Sa = $3600 \times (y)/(x) = 23.2$ mph Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2030AMPMu\Tuckers and N 2: P:\Projects\Burnt_Store\PDE\Traf 4: 5: 6: 7:

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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: PBS&J Agency/Co.: PBS&J Date Performed: 2/10/2005 Analysis Time Period: AM Peak Hour

Burnt Store Rd/Jones Lcop Rd

Urban Street: Direction of Travel: East-bound

Jurisdiction: Charlotte County Analysis Year: 2030

Analysis Year:

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

_____Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 Notre Dame Blvd		_	40	144.0	4
1 Acline Road 2 US 41 3 4 5 6	1.60 0.41	2 2	40 40	144.0 39.2	1 2
7 8 9 10					
11 12 13 14 15					

Intersection	Delay	Estimates_
--------------	-------	------------

Seg	-	ratio	racio	cap.	PVG Arr if typ Input AT	e fac-	ext.	queue	delay	delay	
1	120.0	0.617	0.870	2042	3	1.000	3.0	0	23.4	0.0	С
2	120.0	0.308	0.626	1060	3	0.373	3.0	0	36.0	0.0	D
3											
4											

____Arterial Level of Service_____

Seg.	Sect.	Running time (sec)		delay	time by	Sum of length by section (mi)		Arterial LOS by section	
1	1	144.0	23.4	0.0	167.4	1.60	34.4	В	
2	2	39.2	36.0	0.0	75.3	0.41	19.6	D	
3									
4									
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8 9									
10									
11		-							
12									
13									
14									
15									

Total travel time (x) = 242.7 sec Total length (y) = 2.01 miles Total travel speed, Sa = $3600 \times (y)/(x) = 29.8$ mph Total urban street LOS (Exhibit 15-2) = B

	Intersection Files in the Analysis
1:	P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2030AMPMu\Burnt Store\m 2: P:\Projects\Burnt_Store\
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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

PBS&J

Analyst: Agency/Co.:

PBS&J

Date Performed: 2/10/2005 Analysis Time Period: AM Peak Hour

Urban Street: Burnt Store Rd/Jones Loop Rd
Direction of Travel: South-bound
Jurisdiction: Charlotte County

Analysis Year:

2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 US 41					
1 Acline Road	0.41	2	40	39.2	1
2 Notre Dame 3 4 5 6 7 8 9 10 11	1.60	2	40	144.0	2
13					
14 15					

Intersection	Delay	Estima	tes
---------------	-------	--------	------

Seg	Cycle length C	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.617	0.697	2042		3	1.000	3.0	0	16.5	0.0	В
2	120.0	0.783	0.526	2594		3	0.654	3.0	0	4.9	0.0	A
3												
4												
=												

```
Arterial Level of Service_
                       Inter.
                                        Sum of
                                                 Sum of
                                                                       Arterial
                                        time by length by Arterial
            Running
                       control. Other
                                                                        LOS by
                                        section section
                                                             speed
                                                                        section
Seg. Sect. time
                       delay
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                                                    (mi)
                                                             (mph)
             (sec)
                       (sec)
                                 (sec)
                                          (sec)
             39.2
Ī
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                                         55.8
                                                  0.41
                                                             26.5
                                                                         C
      1
                       16.5
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                                                             38.7
                                                                         A
      2
             144.0
                       4.9
                                 0.0
                                         148.9
                                                  1.60
13
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```

```
Total travel time (x) = 204.7 sec Total length (y) = 2.01 miles Total travel speed, Sa = 3600 \times (y)/(x) = 35.4 mph Total urban street LOS (Exhibit 15-2) = A
```

	Intersection Files in the Analysis
1:	P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2030AMPMu\Burnt Store\m 2: P:\Projects\Burnt_Store\
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Fax:

E-mail:

OPERATIONAL ANALYSIS_____

Analyst: PBS&J
Agency/Co: PBS&J
Date: 2/10/2004

Analysis Period: AM Peak Hour

Highway: Burnt Store Road
From/To: ND Blvd to Yacht/Zemel Road
Jurisdiction: Charlotte County
Analysis Year: 2030
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED										
Direction	1		2							
Lane width	12.0	ft	12.0	ft						
Lateral clearance:										
Right edge	6.0	ft	6.0	£t						
Left edge	6.0	ft	6.0	ft						
Total lateral clearance	12.0	ft	12.0	ft						
Access points per mile	8		8							
Median type	Divided		Divided							
Free-flow speed:	Base		Base							
FFS or BFFS	55.0	mph	55.0	mph						
Lane width adjustment, FLW	0.0	mph	0.0	mph						
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph						
Median type adjustment, FM	0.0	mph	0.0	mph						
Access points adjustment, FA	2.0	mph	2.0	mph						
Free-flow speed	53.0	mph	53.0	mph						
**************************************	VOLUME									
Direction	1		2							
Volume, V	2222	vph	1695	vph						
Peak-hour factor, PHF	0.95	-	0.95	_						
Peak 15-minute volume, v15	585		446							
Trucks and buses	5	कु	5	8						
Recreational vehicles	0	ક	0	ફ						
Terrain type	Level		Level							
Grade	0.00	ે	0.00	ફ						
Segment length	0.00	mi	0.00	mi						
Number of lanes	2		2							
Driver population adjustment, fP	0.95		0.95							
Trucks and buses PCE, ET	1.5		1.5							
Recreational vehicles PCE, ER	1.2		1.2							
Heavy vehicle adjustment, fHV	0.976		0.976							
Flow rate, vp	1261	pcphpl	962	pcphpl						
	RESULTS									

Direction	1		2	
Flow rate, vp	1261	pcphpl	962	pcphpl
Free-flow speed, FFS	53.0	mph	53.0	ılqm
Avg. passenger-car travel speed, S	53.0	mph	53.0	mph
Level of service, LOS	C		C	
Density, D	23.8	pc/mi/ln	18.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: Agency/Co.: Agency/Co.: PBS&J
Date Performed: 2/10/2005
Analysis Time Period: AM Peak Hour

PBS&J

Urban Street: Burnt Store Rd Direction of Travel: North-bound

Jurisdiction: Charlotte County/Lee County
Analysis Year: 2030 Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street		Running time (sec)	Section
O Marina (Islamorada Rd)					******
l Vincent Avenue	0.57	2	40	52.8	1
Peppercorn Road	0.68	2	40	62.5	2
3 Saragosa Lane	0.45	2	40	42.5	3
4 Cape Horn Boulevard	0.56	2	40	51.9	4
Zemel Rd/Yacht Club Boulevard Rd/Yacht Club B	0.34	2	40	33.9	5

	Intersection Delay Estimates											
Seg		ratio	-	cap.	PVG Arr. if type Input AT	fac-	ext.	queue	delay	delay		
1	120.0	0.746	0.800	2471	3	1.000	3.0	0	11.6	0.0	В	
2	120.0	0.617	0.625	2935	3	0.499	3.0	0	14.6	0.0	B	
3	120.0	0.600	0.879	1987	3	0.742	3.0	0	24.0	0.0	C	
4	120.0	0.650	0.861	2153	3	0.356	3.0	0	18.1	0.0	В	
5	120.0	0.458	0.804	2397	3	0.391	3.0	0	28.7	0.0	С	

14: 15:

Arterial Level of Service_____

Seg.	Sect.	Running time (sec)	delay	delay	time by	Sum of length by section (mi)		Arterial LOS by section
	1	52.8	11.6	0.0	64.3	0.57	31.9	В
	2	62.5	14.6	0.0	77.1	0.68	31.8	В
	3	42.5	24.0	0.0	66.5	0.45	24.4	C
	4	51.9	18.1	0.0	70.0	0.56	28.8	В
	5	33.9	28.7	0.0	62.6	0.34	19.6	D
•								
2								
3								
4								
.5								

```
Total travel time (x) = 340.5 sec

Total length (y) = 2.60 miles

Total travel speed, Sa = 3600 \times (y)/(x) = 27.5 mph

Total urban street LOS (Exhibit 15-2) = C
```

Intersection Files in the Analysis

1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2030AMPMu\Burnt Store\m 2: P:	P:\Projects\Burnt_Stor
7:	
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Phone: E-Mail: Fax:

_OPERATIONAL ANALYSIS_____

Analyst: PBS&J Agency/Co.: PBSĿJ Date Performed: 2/10/2005 Analysis Time Period: AM Peak Hour Urban Street: Burnt Store Rd Direction of Travel: South-bound

Jurisdiction: Charlotte County/Lee County
Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

___Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 Yacht Zemel Road	***************************************				
1 Cape Horn Boulevard	0.34	2	40	33.9	1
2 Saragosa Lane	0.56	2	40	51.9	2
3 Peppercorn Road	0.45	2	40	42.5	3
4 Vincent Avenue	0.68	2	40	62.5	4
5 Islamorada Blvd (Marina Ent)	0.57	2	40	52.8	5
6					
7					
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10					
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12					
13					
14					
15					

	Intersection Delay Estimates											
Seg	-			cap.	PVG Arr. if type Input AT	I fac- tor	ext.		Cntrl. delay (sec)			
1	120.0	0.650	0.666	2153	3	1.000	3.0	0	13.8	0.0	В	
2	120.0	0.600	0.652	1987	3	0.694	3.0	0	16.3	0.0	B	
3	120.0	0.617	0.480	2935	3	0.710	3.0	0	12.6	0.0	B	
4	130.0	0.573	0.782	1898	3	0.873	3.0	0	23.4	0.0	C	
5 6	120.0	0.592	0.721	2015	3	0.529	3.0	0	18.1	0.0	В	

13: 14: 15:

Arterial Level of Service

Seg.	Sect.	Running time (sec)	delay	delay	time by	Sum of length by section (mi)	Arterial	Arterial LOS by section
1	1	33.9	13.8	0.0	47.6	0.34	25.7	C
2	2	51.9	16.3	0.0	68.2	0.56	29.6	В
3	3	42.5	12.6	0.0	55.1	0.45	29.4	В
4	4	62.5	23.4	0.0	85.9	0.68	28.5	В
5	5	52.8	18.1	0.0	70.9	0.57	28.9	В
б								
7								
8								
9								
10								
,11								
12								
13								
14								
15								

```
= 327.7
Total travel time (x)
                                                                                            sec
Total length (y) = 2.60

Total travel speed, Sa = 3600 \times (y)/(x) = 28.6

Total urban street LOS (Exhibit 15-2) = B
                                                                                           miles
                                                                                           mph
```

	Intersection Files in the Analysis				
1:	P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2030AMPMu\Burnt Store\m 2: P:\Projects\Burnt_Stor				
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11:					
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Phone: E-mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: PBS&J
Agency/Co: PBS&J
Date: 2/10/2005

Analysis Period: AM Peak Hour

Highway: Burnt Store Road
From/To: Marina Rd to Kismet Pkwy
Jurisdiction: Charlotte County
Analysis Year: 2030
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED							
Direction	1		2				
Lane width	12.0	ft	12.0	ft			
Lateral clearance:							
Right edge	6.0	ft	6.0	ft			
Left edge	6.0	ft	6.0	ft			
Total lateral clearance	12.0	ft	12.0	ft			
Access points per mile	8		8				
Median type	Divided		Divided				
Free-flow speed:	Base		Base				
FFS or BFFS	55.0	mph	55.0	mph			
Lane width adjustment, FLW	0.0	mph	0.0	mph			
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph			
Median type adjustment, FM	0.0	mph	0.0	mph			
Access points adjustment, FA	2.0	mph	2.0	mph			
Free-flow speed	53.0	mph	53.0	mph			
	VOLUME						
Direction	1		2				
Volume, V	2051	vph	1710	vph			
Peak-hour factor, PHF	0.95	*	0.95	*			
Peak 15-minute volume, v15	540		450				
Trucks and buses	6	ક	6	ક			
Recreational vehicles	0	ક	0	ઇ			
Terrain type	Level		Level				
Grade	0.00	ક	0.00	96			
Segment length	0.00	mi	0.00	mi			
Number of lanes	2		2				
Driver population adjustment, fP	0.95		0.95				
Trucks and buses PCE, ET	1.5		1.5				
Recreational vehicles PCE, ER	1.2		1.2				
Heavy vehicle adjustment, fHV	0.971		0.971				
Flow rate, vp	1170	pcphpl	975	pcphpl			
	RESULTS						

Direction	1		2	
Flow rate, vp	1170	pcphpl	975	pcphpl
Free-flow speed, FFS	53.0	mph	53.0	mph
Avg. passenger-car travel speed, S	53.0	mph	53.0	mph
Level of service, LOS	C		C	
Density, D	22.1	pc/mi/ln	18.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

2

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst: PBS&J Agency/Co.: PBS&J
Date Performed: 2/10/2005 Analysis Time Period: AM Peak Hour Urban Street: Burnt Store Rd Direction of Travel: North-bound Jurisdiction: Lee County
Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 Pine Island Road		·····			······································
1 Embers Parkway	1.01	2	40	90.9	1
2 Diplomat Parkway	1.76	2	40	158.4	2
3 Van Buren Parkway	0.85	2	40	77.3	3
4 Kismet Parkway 5 6 7 8 9 10 11 12 13	0.47	2	40	44.1	4
14 15					

Intersection	Dollare	Potimotos
intersection	Delav	ESCIMACES

Seg	*	ratio	•	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.542	0.694	1794		3	1.000	3.0	0	21.4	0.0	С
2	120.0	0.600	0.716	1987		3	0.658	3.0	0	17.7	0.0	В
3	120.0	0.625	0.717	2070		3	0.629	3.0	0	16.1	0.0	В
4	120.0	0.425	0.981	1482		3	0.626	3.0	0	48.3	0.0	D
5												
6												

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```
Arterial Level of Service___
                                       Sum of
                                                Sum of
                                                                    Arterial
                      Inter.
                      control. Other time by length by Arterial
                                                                     LOS by
           Running
                               delay section section
                                                          speed
                                                                     section
Seg. Sect. time
                      delay
            (sec)
                                                           (mph)
                                      (sec)
                                                 (mi)
                      (sec)
                               (sec)
            90.9
                                      112.3
                                                          32.4
                               0.0
                                                1.01
      1
                      21.4
2
                                                          36.0
                                                                      A
      2
            158.4
                      17.7
                               0.0
                                       176.1
                                                1.76
3
      3
            77.3
                      16.1
                               0.0
                                       93.3
                                                0.85
                                                          32.8
                                                                      В
                                                          18.3
                                                                      D
4
            44.1
                      48.3
                               0.0
                                       92.5
                                                0.47
5
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```

```
Total travel time (x) = 474.1 sec
Total length (y) = 4.09 miles
Total travel speed, Sa = 3600 \times (y)/(x) = 31.1 mph
Total urban street LOS (Exhibit 15-2) = B
```

Intersection Files in the Analysis

1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2030AMPMu\Burnt_Store\m 2: P:\Projects\B

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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 2/10/2005
Analysis Time Period: AM Peak Hour
Urban Street: Burnt Store Rd
Direction of Travel: South-bound
Jurisdiction: Lee County

Analysis Year:

2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial______

Geg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
Kismet Parkway					
. Van Buren Parkway	0.47	2	40	44.1	1
Diplomat Parkway	0.85	2	40	77.3	2
Embers Parkway	1.76	2	40	158.4	3
Pine Island Road 0 1 2	1.01	2	40	90.9	4
3 4 5					

7 m k a sama m m 2 m m	D-3	
Intersection	nerav	LSCIMALES

Seg		ratio		cap.	PVG Arr. if type Input AT	fac-	ext.	queue	delay		
1.	120.0	0.625	0.556	2070	3	1.000	3.0	0	13.3	0.0	В
2	120.0	0.658	0.499	2180	3	0.811	3.0	0	10.6	0.0	В
3	120.0	0.542	0.591	1794	3	0.859	3.0	0	19.0	0.0	В
4	120.0	0.250	0.756	852	3	0.777	3.0	0	44.7	0.0	D
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6											

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Arterial Level of Service_
                      Inter.
                                       Sum of
                                                 Sum of
                                                                     Arterial
                      control. Other time by length by Arterial
                                                                      LOS by
           Running
                                       section section
                                                                      section
           time
                      delay
                               delay
                                                           speed
Seg. Sect.
            (sec)
                                (sec)
                                        (sec)
                                                  (mi)
                                                           (mph)
                      (sec)
1
            44.1
                                0.0
                                        57.4
                                                 0.47
                                                           29.5
      1
                      13.3
2
      2
            77.3
                      10.6
                               0.0
                                        87.8
                                                 0.85
                                                           34.8
                                                                       В
            158.4
                      19.0
                                        177.4
                                                 1.76
                                                           35.7
                                                                       A
3
      3
                               0.0
            90.9
                                        135.6
                                                 1.01
                                                           26.8
                                                                       C
                      44.7
                               0.0
4
      4
5
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```
Total travel time (x) = 458.2 sec

Total length (y) = 4.09 miles

Total travel speed, Sa = 3600 \times (y)/(x) = 32.1 mph

Total urban street LOS (Exhibit 15-2) = B
```

Intersection Files in the Analysis_____

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2030 Level of Service Summary by Segment AM Peak Hour Veterans Parkway

2030 Peak Hour LOS	Westbound	ı	a	ပ	ပ	ပ	U	8
2030 Peak	Eastbound	u.	W	۵	ပ	ပ	ပ	8
Service Volume at LOS Standard	(Peak Hour - Off-Peak Direction)	2580	3870	3870	3870	2580	1530	1530
Service Volume at LOS Standard	(Peak Hour- Both Directions)	6000	9000	8000	9000	6000	3560	3560
Service Volume at LOS Standard	(Peak Hour- Peak Direction)	3420	5130	5130	5130	3420	2030	2030
	LOS Standard	ш	u	3	3	끱	Ħ	丑
2030	Westbound Peak Hour Volume		2720	2600	1980	1491	1240	1027
2030	Easthound Peak Hour Volume	4464	4535	4124	3053	2204	1842	1170
	2030 Lanes	4LB	Q79	erD	GT9	4LD	4LD	4LD
way Segment	To	Dei Prado Boulevard	Country Club Boulevard	Santa Barbara Boulevard	Skyline Boulevard	Chiquita Boulevard	Surfside Boulevard	Pine Island Road
Veterans Parkway Segment	From	McGregor Boulevard	Del Prado Boulevard	Country Club Bouleyard	Santa Barbara Boulevard	Skyline Boulevard	Chiquita Boulevard	Surfside Boulevard

Notes: Services volumes for the peak hour-peak direction and the peak-hour both directions were developed by Lee County DOT.

Peak hour-off peak direction service volumes were derived by subtracting the peak hour-peak direction service volume. Service volumes have been also a compute the LOS of segments. The county Peak Hour Directional and Peak Hour Trave-Way Service Volumes were used to compute the LOS of segments. The system from McGregor Blvd to Chiquita Blvd was assumed to be an Uninterrupted Flavary.

The system from Chiquita Blvd to Pine Island Rd was assumed to be a Contolled Access Facility.

Refer to Appendix K for 2030 AM Peak Hour Arterial Analysis for Colonial Boulevard

Refer to Appendix L for 2030 AM Peak Hour HCS/Freeway Segment Analysis for Colonial Boulevard



Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst:

Agency/Co.: PBS&J
Date Performed: 1/18/2005
Analysis Time Period: PM Peak Hour

Urban Street: Jones Loop Rd Direction of Travel: East-bound

Jurisdiction: Charlotte County
Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 US 41					
1 Taylor Road	0.82	2	40	74.7	1
2 I-75 SB Ramp	0.38	2	40	36.9	2
3 I-75 NB Ramp 4 5 6 7 8 9	0.30	2	40	30.6	3
10					
11					
12 13 14 15					

Seg	-	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	110.0	0.282	0.872	1474		3	1.000	3.0	0	43.7	0.0	D
2	120.0	0.417	0.737	2179		3	0.369	3.0	0	30.0	0.0	C
3	120.0	0.708	0.277	2346		3	0.598	3.0	0	6.4	0.0	A
4												
5												

Arterial Level of Service___

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)	Arterial	
1		74.7	43.7	0.0	118.4	0.82	24.9	С
2	2	36.9	30.0	0.0	66.9	0.38	20.4	D
3	3	30.6	6.4	0.0	37.0	0.30	29.2	В
4								
5								
6								
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8								
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10								
11								
12								
13								
14								
15								

```
Total travel time (x)
                                        = 222.2
                                                      sec
Total length (y)
                                        = 1.50
                                                      miles
Total travel speed, Sa = 3600 \times (y)/(x) = 24.3
                                                      mph
Total urban street LOS (Exhibit 15-2)
```

Intersection Files in the Analysis

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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS

Analyst:

Agency/Co.: PBS&J
Date Performed: 1/18/2005
Analysis Time Period: PM Peak Hour
Urban Street: Jones Loop Rd
Direction of Travel: West-bound
Jurisdiction: Charlotte County
Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial

Analysis period length 0.25 hr

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
0 I-75 NB Ramp					
1 I-75 SB Ramp	0.30	2	40	30.6	1
2 Taylor Road	0.38	2	40	36.9	2
3 US 41	0.82	2	40	74.7	3
4					
5					
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14					
15					

____Intersection Delay Estimates_____

Seg	Cyclc length C	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.333	0.770	1162		3	1.000	3.0	0	39.1	0.0	D
2	110.0	0.255	0.838	1331		3	0.548	3.0	0	41.6	0.0	Ð
3	120.0	0.125	0.618	414		3	0.432	3.0	0	51.0	0.0	D
4												
5												
_												

б

Arterial Level of Service

Seg. Se	time		delay	time by section	Sum of length by section (mi)		
1 1	30.6	39.1	0.0	69.7	0.30	15.5	E
2 2	36.9	41.6	0.0	78.6	0.38	17.4	D
3 3 4 5 6 7 8 9 10 11 12 13 14	74.7	51.0	0.0	125.7	0.82	23.5	С

```
= 274.0
Total travel time (x)
                                                     sec
Total length (y)
                                        = 1.50
                                                     miles
Total travel speed, Sa = 3600 \times (y)/(x) = 19.7
                                                     mph
Total urban street LOS (Exhibit 15-2)
```

Intersection Files in the Analysis

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Phone: E-Mail: Fax:

_OPERATIONAL ANALYSIS_____

PBS&J Analyst: Date Performed: PBS&J 04/05/05 Date Performed: 04/05/05

Analysis Time Period: PM Peak Hour
Urban Street: Tuckers Grade
Direction of Travel: East-bound
Jurisdiction: Charlotte County
Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Analysis period length 0.25 hr

Seg. Cross street name	Length of segment (mi)	street		Running time (sec)	Section
0 US 41					
1 I-75 SB Ramps	0.74	2	40	67.8	1
2 I-75 NB Ramps	0.17	2	40	68.0*	2
3					
4 5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					

Inter	section	Delay	Estimates

Seg	Cycle length C	ratio	ratio	cap.	if (type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	90.0	0.356	0.449	1284		3	1.000	3.0	0	22.5	0.0	С
2 3 4 5	90.0	0.511	0.006	1845	:	3	0.893	3.0	0	10.8	0.0	₿

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```

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)		Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	67.8	22.5	0.0	90.2	0.74	29.5	В
2 3 4 5 6 7 8 9 10 11 11 11 11 11 11 11 11	2	68.0*	10.8	0.0	78.8	0.17	7.8	F

```
Total travel time (x) = 169.0 sec

Total length (y) = 0.91 miles

Total travel speed, Sa = 3600 \times (y)/(x) = 19.4 mph

Total urban street LOS (Exhibit 15-2) = D
```

Intersection Files in the Analysis

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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Agency/Co.: PBS&J Date Performed: 04/05/05 Analysis Time Period: PM Peak Hour
Urban Street: Tuckers Grade
Direction of Travel: West-bound
Jurisdiction: Charlotte County
Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial______

Analysis period length 0.25 hr

Seg. Cross street name	Length of segment (mi)	street	free flow speed (mph)	Running time (sec)	Section
0 I-75 NB Ramps					
L I-75 SB Ramps	0.17	2	40	19.6	1
2 I-75 NB Ramps	0.74	2	40	68.0*	2
3					
1					
1 3 5					
7					
3					
LO					
11					
1.2					
L3					
14					
L5					

Intersection Delay Estimates_____

Seg	**	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	90.0	0.356	0.449	1284		3	1.000	3.0	O.	22.5	0.0	C
2	90.0	0.078	0.075	281		3	0.893	3.0	0	38.6	0.0	D
3												

15:

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	time by	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
	1	19.6	22.5	0.0	42.0	0.17	14.6	E
	2	68.0*	38.6	0.0	106.6	0.74	25.0	С
;								
.0								
.1 .2								
.3								
14 15								

```
Total travel time (x)
                                                       = 148.6
                                                                        sec
                                                                        miles
Total length (y)
                                                       = 0.91
Total travel speed, Sa = 3600 \times (y)/(x) = 22.0
Total urban street LOS (Exhibit 15-2) = C
                                                                        mph
```

4:

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OPERATIONAL ANALYSIS

Analyst:

Agency/Co.: Agency/co.: PBS&J
Date Performed: 2/10/2005

PBS&J

Analysis Time Period: PM Peak Hour

Urban Street: Burnt Store Rd/Jones Loop Rd
Direction of Travel: North-bound
Jurisdiction: Charlotte County
Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
0 Notre Dame Blvd					
1 Acline Road	1.60	2	40	144.0	1
2 US 41	0.41	2	40	39.2	2
3					
4					
5					
6 7					
8					
9					
10					
11					
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Intersection	Dollar	Detimates	
intersection	Delav	ESCIMACES	

er Inter. ay LOS c)
С
D

Arterial Level of Service____

Sect.	Running time (sec)	Inter. control. delay (sec)		time by	length by		Arterial LOS by section	
1	144.0	30.4	0.0	174.4	1.60	33.0	8	
2	39.2	44.4	0.0	83.7	0.41	17.6	D	
	*							
	1	Sect. time (sec)	Running control. time delay (sec) 1 144.0 30.4	Sect. Running control. Other delay delay (sec) (sec) 1 144.0 30.4 0.0	Sect. Running control. Other time by delay section (sec) (sec) (sec)	Running control. Other time by length by time (sec) (sec) (sec) (sec) (sec) (mi)	Running control. Other time by length by Arterial delay delay section section speed (sec) (sec) (sec) (sec) (mi) (mph)	Running control. Other time by length by Arterial LOS by section (sec) (sec) (sec) (sec) (mi) (mph) 1 144.0 30.4 0.0 174.4 1.60 33.0 B

```
Total travel time (x) = 258.1 sec Total length (y) = 2.01 miles Total travel speed, Sa = 3600 \times (y)/(x) = 28.0 mph Total urban street LOS (Exhibit 15-2) = B
```

Intersection Files in the Analysis

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Phone: E-Mail: Fax:

Analyst:

OPERATIONAL ANALYSIS

Agency/Co.:

PBS&J

Agency/Co.: PBS&J
Date Performed: 2/10/2005
Analysis Time Period: PM Peak Hour

Urban Street: Burnt Store Rd/Jones Loop Rd
Direction of Travel: South-bound
Jurisdiction: Charlotte County
Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Analysis period length 0.25 hr

Seg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
0 US 41		·			
1 Acline Road	0.41	2	40	39.2	1
2 Notre Dame 3 4 5 6 7 8 9 10	1.60	2	40	144.0	2
12 13					
14 15					

	Intersection Delay Estimates											
Seg	Cycle length C	ratio	ratio	cap.	if	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	

120.0 0.608 0.802 2015 3 1.000 3.0 0 20.4 0.0 C 120.0 0.783 0.526 2594 3 0.496 3.0 0 4.9 0.0 A

5

Arterial Level of Service

Seg.	Sect.	Running time (sec)			time by	Sum of length by section (mi)	Arterial	Arterial LOS by section	
1	1	39.2	20.4	0.0	59.6	0.41	24.7	C	
2 3 4 5 6 7 8 9 10 11 12 13 14 15	2	144.0	4.9	0.0	148.9	1.60	38.7	А	

Total travel time (x) = 208.5 sec Total length (y) = 2.01 miles Total travel speed, Sa = $3600 \times (y)/(x) = 34.7$ mph Total urban street LOS (Exhibit 15-2) = B

	Intersection Files in the Analysis
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Phone: E-mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst: PBS&J
Agency/Co: PBS&J
Date: 2/10/2004 Analysis Period: PM Peak Hour

Highway: Burnt Store Road
From/To: ND Blvd to Yacht/Zemel Road
Jurisdiction: Charlotte County
Analysis Year: 2030
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard

FRE	E-FLOW SPEE	ED		
Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	8		8	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	2.0	mph	2.0	mph
Free-flow speed	53.0	mph	53.0	mph
	VOLUME			
Direction	1		2	
Volume, V	1620	vph	2136	vph
Peak-hour factor, PHF	0.95	4 D11	0.95	, F.17
Peak 15-minute volume, v15	426		562	
Trucks and buses	5	ફ	5	96
Recreational vehicles	Ô	8	0	90
Terrain type	Level	ū	Level	•
Grade	0.00	e ₆	0.00	ş
Segment length	0.00	mi	0.00	mi.
Number of lanes	2	****	2	
Driver population adjustment, fP	0.95		0.95	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	919	pcphpl	1212	pcphpl
`	RESULTS		<u> </u>	

Direction	1		2	
Flow rate, vp	919	pcphpl	1212	pcphpl
Free-flow speed, FFS	53.0	mph	53.0	nph -
Avg. passenger-car travel speed, S	53.0	mph	53.0	mph
Level of service, LOS	В		C	
Density, D	17.3	pc/mi/ln	22.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Agency/Co.: Date Performed: Date Performed: 2/10/2005 Analysis Time Period: PM Peak Hour

PBS&J 2/10/2005 Burnt Store Rd

Urban Street: Direction of Travel: North-bound Jurisdiction:

Charlotte County/Lee County

Analysis Year:

2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 Marina (Islamorada Rd)					
1 Vincent Avenue	0.57	2	40	52.8	1
2 Peppercorn Road	0.68	2	40	62.5	2
3 Saragosa Lane	0.45	2	40	42.5	3
4 Cape Horn Boulevard	0.56	2	40	51.9	4
5 Zemel Rd/Yacht Club Boulevard 6 7 8 9 10	0.34	2	40	33.9	5
11 12 13 14 15					

_Intersection Delay Estimates	
-------------------------------	--

Seg	Cycle length C		ratio		type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.592	0.596	2816	 3	1.000	3.0	0	15.8	0.0	В
2	120.0	0.667	0.473	3173	3	0.773	3.0	0	9.8	0.0	Α
3	120.0	0.625	0.699	2070	3	0.878	3.0	0	15.9	0.0	В
4	120.0	0.667	0.454	3173	3	0.651	3.0	0	9.6	0.0	A
5	120.0	0.458	0.662	2181	3	0.890	3.0	0	25.9	0.0	С
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_Arterial Level of Service__

Seg.	Sect.	Running time (sec)		delay	time by	Sum of length by section (mi)	Arterial	
1	1	52.8	15.8	0.0	68.6	0.57	29.9	В
2	2	62.5	9.8	0.0	72.3	0.68	33.8	В
3	3	42.5	15.9	0.0	58.4	0.45	27.7	С
4	4	51.9	9.6	0.0	61.5	0.56	32.8	В
5	5	33.9	25.9	0.0	59.8	0.34	20.5	D
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```
= 320.6
= 2.60
Total travel time (x)
                                                         sec
                                                        miles
Total length (y)
Total travel speed, Sa = 3600 \times (y)/(x) = 29.2
                                                        mph
Total urban street LOS (Exhibit 15-2)
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Intersection Files in the Analysis 1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2030AMPMu\Burnt Store\m 2: P:\Projects\Burnt_Stor 7: 8: 9: 10: 11:

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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:
Agency/Co.: PBS&J
Date Performed: 2/10/2005
Analysis Time Period: Peak Hour
Urban Street: Burnt Store Rd

Direction of Travel: South-bound

Jurisdiction: Charlotte County/Lee County
Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

____Description of Arterial_____

eg. Cross street name	Length of segment (mi)	street	flow speed	Running time (sec)	Section
Yacht Zemel Road					
Cape Horn Boulevard	0.34	2	40	33.9	1
Saragosa Lane	0.56	2	40	51.9	2
Peppercorn Road	0.45	2	40	42.5	3
Vincent Avenue	0.68	2	40	62.5	4
Islamorada Blvd (Marina Ent)	0.57	2	40	52.8	5
0					
1					
2					
<u>.</u> 3					
<u>4</u> 5					

 Intersection	Delay	Estimates	i
	_		

Seg	Cycle length C		ratio		if '	type	fac-	ext.	queue	Cntrl. delay (sec)	delay	
1	120.0	0.667	0.534	3173		3	1.000	3.0	0	10.5	0.0	В
2	120.0	0.625	0.792	2070		3	0.831	3.0	0	18.5	0.0	B
3	120.0	0.667	0.555	3173		3	0.513	3.0	0	10.7	0.0	B
4	120.0	0.592	0.646	2816		3	0.812	3.0	0	16.6	0.0	В
5	120.0	0.625	0.800	2129		3	0.718	3.0	0	18.5	0.0	В
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Arterial Level of Service___

Seg.	Sect.	Running time (sec)		delay	time by	Sum of length by section (mi)		Arterial LOS by section
1	1	33.9	10.5	0.0	44.4	0.34	27.6	C
2	2	51.9	18.5	0.0	70.4	0.56	28.6	B
3	3	42.5	10.7	0.0	53.2	0.45	30.4	B
4	4	62.5	16.6	0.0	79.1	0.68	30.9	В
5	5	52.8	18.5	0.0	71.3	0.57	28.8	В
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Total travel time (x) = 318.4 sec Total length (y) = 2.60 miles Total travel speed, Sa = 3600 \times (y)/(x) = 29.4 mph Total urban street LOS (Exhibit 15-2) = B
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Intersection Files in the Analysis_

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1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2030AMPMu\Burnt Store\m 2: P:\Projects\Burnt_Stor 7: 8: 9: 10: 11: 12:
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OPERATIONAL ANALYSIS

Agency/Co: PBS&J
Date: 2/10/2

2/10/2005

Analysis Period: PM Peak Hour

Highway: Burnt Store Road
From/To: Marina Rd to Kismet Pkwy
Jurisdiction: Charlotte County

Analysis Year: 2030
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard

FREE-FLOW SPEED										
Direction	1		2							
Lane width	12.0	ft	12.0	ft						
Lateral clearance:										
Right edge	6.0	ft	6.0	ft						
Left edge	6.0	ft	6.0	ft						
Total lateral clearance	12.0	ft	12.0	ft						
Access points per mile	8		8							
Median type	Divided		Divided							
Free-flow speed:	Base		Base							
FFS or BFFS	55.0	mph	55.0	mph						
Lane width adjustment, FLW	0.0	mph	0.0	mph						
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph						
Median type adjustment, FM	0.0	mph	0.0	mph						
Access points adjustment, FA	2.0	mph	2.0	mph						
Free-flow speed	53.0	mph	53.0	mph						
VOLUME										
Direction	1		2							
Volume, V	1940	vph	2090	vph						
Peak-hour factor, PHF	0.95	•	0.95	-						
Peak 15-minute volume, v15	511		550							
Trucks and buses	6	ે	6	ફ						
Recreational vehicles	0	ફ	0	ૄ						
Terrain type	Level		Level							
Grade	0.00	96	0.00	ફ						
Segment length	0.00	mi	0.00	mi						
Number of lanes	2		2							
Driver population adjustment, fP	0.95		0.95							
Trucks and buses PCE, ET	1.5		1.5							
Recreational vehicles PCE, ER	1.2		1.2							
Heavy vehicle adjustment, fHV	0.971		0.971							
Flow rate, vp	1107	pcphpl	1192	pcphpl						
	RESULTS :									

Direction	1		2	
Flow rate, vp	1107	pcphpl	1192	pcphpl
Free-flow speed, FFS	53.0	mph	53.0	mph
Avg. passenger-car travel speed, S	53.0	mph	53.0	mph
Level of service, LOS	C		C	
Density, D	20.9	pc/mi/ln	22.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:

Fax:

E-Mail:

OPERATIONAL ANALYSIS_____

Analyst:

Agency/Co.: PBS&J Date Performed: 2/10/2005 Analysis Time Period: PM Peak Hour Urban Street: Burnt Store Rd Direction of Travel: North-bound Jurisdiction: Lee County Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
0 Pine Island Road					
1 Embers Parkway	1.01	2	40	90.9	1
2 Diplomat Parkway	1.76	2	40	158.4	2
3 Van Buren Parkway	0.85	2	40	77.3	3
<pre>4 Kismet Parkway 5 6 7 8 9 10 11 12 13</pre>	0.47	2	40	44.1	4
14 15					

Intersection	Dalare	Patrimatea
Intersection	Belav	Escimaces

Seg	•	ratio	•	cap.	PVG Arr if typ Input AT	e fac-	ext.	queue	delay	delay	
1	120.0	0.508	0.597	1684	3	1.000	3.0	0	21.4	0.0	С
2	120.0	0.575	0.618	1904	3	0.771	3.0	0	17.3	0.0	В
3	120.0	0.625	0.717	2070	3	0.749	3.0	0	16.2	0.0	В
4	120.0	0.425	0.981	1482	3	0.626	3.0	0	48.3	0.0	D
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Arterial Level of Service_ Inter. Sum of Sum of Arterial control. Other time by length by Arterial LOS by Running speed section section section Seg. Sect. time delay delay (mph) (sec) (sec) (sec) (sec) (mi) 90.9 1 21.4 0.0 112.3 1.01 32.4 В 2 2 158.4 17.3 0.0 175.7 1.76 36.1 Α 3 77.3 16.2 93.5 0.85 32.7 В 3 0.0 44.1 92.5 0.47 18.3 D 4 48.3 0.0 4 5 6 7 8 9 10 11 12 13 14 15

```
Total travel time (x)
                                         = 473.9
                                                       sec
Total length (y)
                                            4.09
                                                       miles
Total travel speed, Sa = 3600 \times (y)/(x) = 31.1
                                                       mph
Total urban street LOS (Exhibit 15-2)
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Intersection Files in the Analysis

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Phone: E-Mail: Fax:

OPERATIONAL ANALYSIS_____

Analyst:

Agency/Co.: PBS&J Agency/Co.: PBS&J
Date Performed: 2/10/2005 Analysis Time Period: PM Peak Hour Urban Street: Burnt Store Rd Direction of Travel: South-bound Jurisdiction: Lee County Analysis Year: 2030

Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study

Description of Arterial_____

Seg. Cross street name	Length of segment (mi)	street	flow	Running time (sec)	Section
O Kismet Parkway					
l Van Buren Parkway	0.47	2	40	44.1	1
2 Diplomat Parkway	0.85	2	40	77.3	2
3 Embers Parkway	1.76	2	40	158.4	3
Fine Island Road Fine Island	1.01	2	40	90.9	4

Intersection	Dollar	Petimates
Intersection	DETGA	PRETITION

Seg		ratio		cap.	PVG Arr. if type Input AT	fac-	ext.		delay		
1	120.0	0.625	0.556	2070	3	1.000	3.0	0	13.3	0.0	В
2	120.0	0.667	0.637	2208	3	0.811	3.0	0	12.1	0.0	В
3	120.0	0.542	0.767	1794	3	0.728	3.0	0	23.1	0.0	С
4	120.0	0.225	0.783	766	3	0.553	3.0	0	46.8	0.0	D
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	delay	time by	Sum of length by section (mi)		_
1	1	44.1	13.3	0.0	57.4	0.47	29.5	В
2	2	77.3	12.1	0.0	89.4	0.85	34.2	В
3	3	158.4	23.1	0.0	181.5	1.76	34.9	B
4	4	90.9	46.8	0.0	137.7	1.01	26.4	C
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Total travel time (x) = 465.9 sec

Total length (y) = 4.09 miles

Total travel speed, Sa = 3600 \times (y)/(x) = 31.6 mph

Total urban street LOS (Exhibit 15-2) = B
```

Intersection Files in the Analysis_

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2030 Level of Service Summary by Segment PM Peak Hour Veterans Parkway

	Name and Address of the Land								
	c Hour LOS	Westbound	u.	۵	۵	၁	O	В	æ
	2030 Peak	Eastbound	3	ပ	ပ	ပ	O	æ	8
	Service Volume at	(Peak Hour- Off-Peak Direction	2580	3870	3870	3870	2580	1530	1530
		(Peak Hour - Both Directions)	6000	0006	9000	9000	9000	3560	3560
	Service Volume at	(Peak Hour - Peak Direction)	3420	5130	5130	5130	3420	2030	2030
		LOS Standard	ш	3	ш	m	ш	3	Э
	2030	Westbound Peak Hour Volume	3750	4510	4300	3120	2160	1460	1144
	2030	Eastbound Peak Hour Volume	2567	2488	2554	2080	1520	1083	026
	100	2030 Lanes	4LB	0T9	6LD	QT9	4LD	4LD	40
	way Segment	To	Del Prado Boulevard	Country Club Boulevard	Santa Barbara Boulevard	Skyline Boulevard	Chiquita Boulevard	Surfside Boulevard	Pine Island Road
	Véterans Parkway Segment	From	McGregor Boulevard	Del Prado Boulevard	Country Club Boulevard	Santa Barbara Boulevard	Skyline Boulevard	Chiquita Boulevard	Surfside Boulevard

Notes: Services volumes for the peak hour-peak direction and the peak-hour both directions were developed by Lee County DOT.

Peak hour-off peak direction service volumes were derived by subtracting the peak hour-peak direction service volume from the peak hour-both directions service volume. Generalized Lee County Peak Hour Directional and Peak Hour Two-Way Service Volumes were used to compute the LOS of segments.

The system from McGregor Blvd to Chiquita Blvd was assumed to be an Uninterrupted Flow Highway.

The system from Chiquita Blvd to Pine Island Rd was assumed to be a Contolled Access Facility.

Refer to Appendix K for 2030 PM Peak Hour Arterial Analysis for Colonial Boulevard

Refer to Appendix L for 2030 PM Peak Hour HCS/Freeway Segment Analysis for Colonial Boulevard

Appendix K

2030 AM Peak Hour HCM/Synchro Analysis 2030 PM Peak Hour HCM/Synchro Analysis



Colonial Boulevard - McGregor to I-75 HCM/Synchro Intersection Analysis Results

	2030 AM Peak		Summary	
		Delay	V/C	LOS
Node	Intersection	(sec/veh)	Ratio	
1	McGregor Blvd	60.5	1.05	E
3	Summerlin Rd	313.7	1.65	F
63	DeLeon St/WB Frontage	11.4	0.53	В
94	DeLeon St/EB Frontage	16.4	0.70	В
5	Cleveland (US 41)	184.4	1.46	F
7	Fowler Street	140.9	1.32	F
9	Metro Parkway	274.0	1.73	F
108	Veronica	65.6	0.83	E
121	Winkler Avenue	129.2	1.34	F
132	Ortiz Avenue	204.3	1.44	F
101	I-75 Interchange	141.1	1.24	F

Note: Future conditions analysis signal timings (cycle lengths, offsets, and splits) were assumed using Synchro optimized timings.

Arterial Level of Service: EB EB Frontage Rd

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Summerlin Rd	is to Decrease was	40	13.9	39.2	53.1	0.1	8.2	F
DeLeon St	II	42	15.7	9.3	25.0	0.1	19.6	D
US 41		40	4.4	36.2	40.6	0.0	3.4	E
Fowler Street	I	41	35.0	82.5	117.5	0.4	10.8	F
Metro Parkway	AZZ Prirozacza	43	44.1	51.0	95.1	0.5	19.0	D Care
Veronica Shoema	ker (II	45	47.5	60.6	108.1	0.6	19.8	D
Winkler Avenue		45	124.6	62.1	186.7	1.6	30.0	- B
Ortiz Avenue	II	45	53.6	114.4	168.0	0.7	14.4	E
Bet San Design Control of the Sp.		45	· 8.4	22.0	30.4	0.1	9.1	F
Total	11		347.2	477.3	824.5	4.0	17.7	D

Arterial Level of Service: WB WB Frontage Rd

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(ml)	Speed	Los
andrilaniani (1965)		45	8.3	160.6	168.9	0.1	1.6	F F
	11	45	9.2	67.9	77.1	0.1	3.9	F
Ortiz Avenue	11	45	39.2	163.7	202.9	0.4	7.4	F
Winkler Avenue	II	45	55.6	109.6	165.2	0.7	15.1	E
Veronica Shoemaker	(III e e e e e e e e e	45	122.6	37.7	160.3	1.5	34.4	В
Metro Parkway	11	45	27.8	65.4	93.2	0.3	10.8	F
Fowler Street	7.00 saliebilija dali salasijo	45	26.4	64.2	90.6		10:1	F
US 41	II	45	4.3	151.6	155.9	0.0	0.9	F
DeLeon St		45	32.1	7.9	40.0	0.3	-29.2	В
Summerlin Rd	II	45	29.8	11.1	40.9	0.3	26.5	C
McGregor Blvd	1 30 - 20 - 20 - 20 -	45	3.2	97.4	100.6	0.027	a. 4. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	Miller in in F
Total	II		358.5	937.1	1295.6	4.0	11.2	F

	غر		`*	4	4	†	<i>/</i> *	\	ļ	<	t
Movement	EBL2	EBT	EBR	WBT	NBL	NBT	NBR2	SBL	SBT	SWL	SWR2
Lane Configurations	ካ	7>			ሻ	↑	7	37	∱	75	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95		5 15 2 12 20 20 20 20 20 20 20 20 20 20 20 20 20	1.00	1.00	1.00	. 1.00	-1.00	1.00	1.00
Frt	1.00	0.92			1.00	1.00	0.85	1.00	1.00	1.00	0.85
Fit Protected	0,95	1.00			0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1681	1637	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		1770	1863	1583	1770	1863	1770	1583
Fit Permitted	0.95	1.00			0.21	1.00	1.00	0.05	1.00	0.95	1.00
Satd. Flow (perm)	1681	1637			397	1863	1583	96	1863	1770	1583
Volume (vph)	1	3	3	0	10	900	225	317	891	225	288
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
Adj. Flow (vph)	1	3	443	0	111	978	245	345	968	245	313
Lane Group Flow (vph)	1	6	0	0	11	978	245	345	968	245	313
	custom				pm+pt	sons en C	ustom	pm+pt		C	custom
Protected Phases	3	3	i po propriede de la proposition dela proposition de la proposition de la proposition della	1	6	4	5	2	4	5	
Permitted Phases	3	English of the state of the sta	MINOR CV.	7001000530654	6		6.4	2		4	5
Actuated Green, G (s)	1.4	1.4	- C.C.C. 254 (266-5014) (1971-1711)	PCACE-COURS ASSESSMENT	73.8	72.6	89.6	96.6	90.4	17.0	19.0
Effective Green, g (s)	2.4	2.4	filiologica de la composición		75.8	73.6	91.6	97.6	91.4	18.0	20.0
Actuated g/C Ratio	0.02	0.02	Control of Control of		0.58	0.57	0.70	0.75	0.70	0.14	0.15
Clearance Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	Co. Code and transference and a	The second secon	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	31	30			255	1055	1164	330	1310	245	244
v/s Ratio Prot	0.00	c0.00	Almania Glivolia AVI e	Red Constitution of the Constitution of State of the Constitution	0.00	0.53	0.03	0.16	0.52	c0.14	c0.20
v/s Ratio Perm		esser en la	ruman parameter construction of the constructi	TOSOPASA Carenasa	0.02	esoveren organization	0.13	c0.62			an de de la compania
v/c Ratio	0.03	0.20			0.04	0.93	0.21	1.05	0.74	1.00	1.28
Uniform Delay, d1	62.7	62.9			13.5	25.7	6.7	46.7	11.9	56.0	55.0
Progression Factor	1.00	1.00	Action and the second states and	Michael Williams	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	3.3		og allen gange of sel Sel sell i Tallian i Se	0.1	14.9	0.1	61.9	3.8	57.5	154.8
Delay (s)	63.1	66.1	i naga a ni a Ministra da anti-maka di Africa.		13.5	40.7	6.7	108.6	15.7	113.5	209.8
Level of Service	E	ig je			В	D	A	r F	В	###F	Niska F . G. S. S.
Approach Delay (s)		65.7	***************************************	0.0		33.7			40.1	167.5	
Approach LOS	ZGLJa vinn	k de d E)	STUNCS HIS ITS	A		ilia izCi			D 💮	. F	
Intersection Summary								green (
HCM Average Control I	Delay		60.5	300 A-F	ICM Le	vel of S	ervice	ASSESSED TO	3 E		
HCM Volume to Capaci			1.05	- y , women, a sale the wooden't		**** * ********************************					n i salahah sarang na hai
Actuated Cycle Length			130.0		Sum of I	ost time	(s)		12,0		And the second s
Intersection Capacity U		1	02.5%		CU Lev	el of Se	rvice		F		
c Critical Lane Group		na (si 54 14 14 14 14 14 14 14 14 14 14 14 14 14								janati ej	usky wyracy wy na i tab. Ceff Walland Wyna i tab.

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Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR \	WBR2	NBL		NBR2	SBL
Lane Configurations	ሻ		77	7	ሕ ጉ		78		ሻሻ	<u> </u>	7	T
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	and they are not recommended by the Colorest	4.0	tion is stored weakened from	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00		*0.95	1.00	∞0.97		*0.95		0.97	1.00	1.00	1.00
Frt	1.00		1.00	0.85	1.00	methors from the extension	1.00	go ngo waga ga tagana manipina a	1.00	1.00	0.85	1.00
Fit Protected	0.95		1.00	1.00	0.95		1.00		0.95	1.00	1.00	0.95
Satd. Flow (prot)	1770		3539	1583	3433	Control of the second s	3539	Circle brownings and con-	3433	1863	1583	1770
Fit Permitted	0.95		%1.00	1.00	ି0.95 -	(distun	1.00		0.95	1.00	1.00	0.95
Satd. Flow (perm)	1770		3539	1583	3433		3539	5 a.u. 5	3433	1863	1583	1770
Volume (vph)	47	0	426	1028	977	0	287	62	618	70	584	180
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)	51	0	463	1117	1062	0	· 312	67	672	76°	635	196
Lane Group Flow (vph)	51	0	463	1117	1062	0	379	0	672	76	635	196
Tum Type	ustom		inisings St	Prot	Prot	1.9.2.4.35 16.2			Prot	a process and the second	Perm.	Prot
Protected Phases	7		4	4	3		8		5	2	en somme sommer	1
Permitted Phases	7		4	n a nyambana jan ayah dibi			8 💮				2	gağığı
Actuated Green, G (s)	10.7		104.0	104.0	59.0		152.3	emagayana emegarandinin'i y cocino	37.0	27.0	27.0	20.0
Effective Green, g (s)	11.7	aasaasa lee	105.0	105.0	60.0	1446	153.3		38.0	28.0	28.0	21.0
Actuated g/C Ratio	0.05		0.46	0.46	0.26		0.67	hambar sa trestablistica Nageg	0.17	0.12	0.12	0.09
Clearance Time (s)	5.0	Managara and American	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	<u>.</u>	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	90		1616	723	896	julguneret	2359		567	227	193	162
v/s Ratio Prot	0.03		0.13	c0.71	c0.31		0.11	annadar asserbat version	c0.20	0.04	environe to how an all the	0.11
v/s Ratio Perm										rigerand Alexandra	c0,40	
v/c Ratio	0.57		0.29	1.54	1.19		0.16		1.19	0.33	3.29	1.21
Uniform Delay, d1	106.7		39.1	62.5	85.0		14.3		96.0	92.5		104.5
Progression Factor	1.00		1.00	1.00	0.94	washing one over the state of	0.80	enera vedanos narven M	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.9		0.1	252.1	93.7		0.0		100.2		1043.8	
Delay (s)	114.6		39.2	314.6	173.6		11.5	un a comunicate per per P 198000	196.2		1144.8	242.7
Level of Service	F		ם		₽ F		В	iliyin 33	Self F		MAGE	Bai F
Approach Delay (s)		230.2				130.9	· · · · · · · · · · · · · · · · · · ·	ne como ecercian con contra de 2000.	ng wangga aya daga samayan beri	626.3		Second Control Co.5
Approach LOS	nerica Clar	E .										
Intersection Summary	and the second											
HCM Average Control I			313.7	iguduhyz i	ICM Le	vel of S	ervice		A F			Kalin Kara
HCM Volume to Capac	ity ratio		1.65	annear the first to the first to the first	* County on a pily man band short of Co.	garaga, gag iyatatiy waggataa da	graphic with the control of the cont	and the state of t	eranggag bergjint <u>i s</u> teler (j. 191	F2747963000000000	TYTE (1 0 0 0 0 0 0 0 0	Sepagna punchan ia
Actuated Cycle Length			230.0		Sum of I			and the state of t	16.0	in the foliate () because herbite ()	programa in the Color II To this constitution	E CHARLES PROPERTY OF
Intersection Capacity U)	115.3%	Ī	CU Lev	el of Se	rvice	and the second s	G	-participate productive (1) and the	: \$1,500,000,000,000.00	programme to the second
c Critical Lane Group					11,121,111							

172.2

204.6

F

Delay (s)

Level of Service

Approach Delay (s)

Intersection Summary

Approach LOS

13.0

В

0.0

0.0

	↓	w	×	X	
Movement	SBT	SBR2	SET	NWT	
Lane Configurations	↑	٦			
Ideal Flow (vphpl)	1900	1900	1900	1900	
Total Lost time (s)	4.0	4.0	Norma Art despreyments	nenweg personal op staggerfor generale i	
Lane Util. Factor	1.00	1.00		i da di sala tele	
Fit	1.00	0.85	Statement Statement Control of the Statement State tate of the Stat	motor level his claye.	
Fit Protected	1.00	1.00	138 (2111.19)		
Satd. Flow (prot)	1863	1583	According to the control of the cont	(GESEATHER)	
Flt Permitted	1.00	1.00			
Satd. Flow (perm)	1863	1583	onto telegre 🔥	941/835/132 ~ (102)	
Volume (vph)	71	24	0 00	0.00	
Peak-hour factor, PHF	0.92 77	0.92 26	0.92	0.92	
Adj. Flow (vph)	77	26 26	0	0	
Lane Group Flow (vph)		ustom.	U		
Turn Type Protected Phases	6	austonne:			
Permitted Phases		8	12222		
Actuated Green, G (s)	10.0	152.3			
Effective Green, g (s)		153.3		i di di	
Actuated g/C Ratio	0.05	0.67	/3215(J.LX #121.00	12 <u>00</u> 0 (100 (100 (100 (100 (100 (100 (100	Carlot of the State of the Stat
Clearance Time (s)	5.0	5.0			
Vehicle Extension (s)	3.0	3.0	ALIES IL WARRENCE (STON)	BW NEW AND YOU THE DO NOT HER BUILD	VICENTIAL VICENT
Lane Grp Cap (vph)	89	1055	Salasija Salasija		
v/s Ratio Prot	0.04		manager of the Ottoma Car	none a more and a selection which	
v/s Ratio Perm		0.02			
v/c Ratio	0.87	0.02	**************************************	v 2014/2014/2014/2014/2015	
Uniform Delay, d1	108.8	13.0			
Progression Factor	1.00	1.00	ALL DANGERS FRANK		
Incremental Delay, d2	63.4	0.0			

	>	⋠	4	†	~	-	↓	4	*	×	/	4
Movement	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NET		NER2
Lane Configurations			77	ተተተ	7	44	ተተተ	ř	ነኝ		77.77	ř
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	olotis oʻroni fodirismistasi et	Print British College Control She among	4.0	4.0	4.0	4.0	4.0	4.0	4.0	and the second contract of the second contrac	4.0	4.0
Lane Util. Factor	ğı (Giveler		0.97	0.91		0.97	0.91	1.00	0.97		*0.95	1.00
Frt	usela, as full members il	D V V V V V V V V V V V V V V V V V V V	1.00	1.00	0.85	1.00	1.00	0.85	1.00		1.00	0.85
FIt Protected	CHARLEST PYTE		0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00
Satd. Flow (prot)	1	and November of State and Manager.	3433	5085	1583	3433	5085	1583	3433	management of several learning	3539	1583
Fit Permitted	a line		0.95	1.00	.1.00	0.95	£1.00	1.00	0.95	9.45.6.6	1.00	1.00
Satd. Flow (perm)			3433	5085	1583	3433	5085	1583	3433		3539	1583
Volume (vph)	. 0	0	340	2118	203	447	1758	472	1061	0	957	503
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)	0	0	370	2302	221	486	1911	513	1153	0	1040	547
Lane Group Flow (vph)	0	0	370	2302	221	486	1911	513	1153	0	1040	547
Turn Type	Mig William		Prot	C	ustom	Prot	July 10 10 10 10 10 10 10 10 10 10 10 10 10	custom	Prot			Perm
Protected Phases			5	2	3	1	6	7	7		4	P5081165 NA1464 FG:
Permitted Phases					2.3			67			4	4
Actuated Green, G (s)	man, rimyrynaideren, ri	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	10.0	37.0	50.0	12.0	39.0	65.0	26.0	managa bahawatan katanan 27 matana	48.0	48.0
Effective Green; g (s)		erskeler de kat	11.0	38.0	52.0	13.0	40.0	67.0	27.0	iji pisu sti 16)	49.0	49.0
Actuated g/C Ratio			0.08	0.29	0.40	0.10	0.31	0.52	0.21		0.38	0.38
Clearance Time (s)			5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0
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)		karreni)	290	1486	⊸ 682-	343	1565	€ 865	713		.1334	597
v/s Ratio Prot		20,000	0.11	c0.45	0.03	c0.14	0.38	0.12	c0.34	SCHOOL PROPERTY OF THE CO.	0.29	Length (Co. 19) The Co.
v/s Ratio Perm					0.10			0.20			and the second second	0.35
v/c Ratio			1.28	1.55	0.32	1.42	1.22	0.59	1.62	glog o y on or or or you grave.	0.78	0.92
Uniform Delay, d1			59.5	46.0	26.9	58.5	45.0	22.0	51.5		35.7	38.5
Progression Factor		.,,	1.00	1.00	1.00	1.00	1.00	1.00	1.00	COSCULACIONA CONTRA E PAR SHAPE	1.00	1.00
Incremental Delay, d2			148.2	250.5	0.3	204.0	105.5	1.1			3.0	18.8
Delay (s)			207.7	296.5	27.2	262.5	150.5	23.1	335.7	enii reista osti yotta	38.7	57.4
Level of Service			F	194 F	C	F	F	C	F		D	∦ ii√E
Approach Delay (s)	0.0	0.0		264.5		and the state of the state of the state of	146.7	rown sonutous hassa as checken	ovinos varvogavarencers ner	167.4	inectarine en en en	dengaments' arrival
Approach LOS	A	A Section	Burney.	F			E F					
Intersection Summary												
HCM Average Control D			184.4	t de la								
HCM Volume to Capacit		a source for any analysis of the second state of the second secon	1.46		g in angular mengapa sagan (di ban	resperant report Mentalists	nengrangan State Ca	:5089843040000000		and propagate and a	71909195050563	
Actuated Cycle Length (130.0			ost time			16.0	en		Salasan sema
Intersection Capacity Ut	ilization	1	48.8%	1	CU Lev	el of Se	rvice		H		9800000	
c Critical Lane Group	TELEVISION (CONTRACTOR)		kale a establica el-		\$15,000 P.SE 90		以新兴 的经验的特	192555115761176		44,000,000	ornariones?	

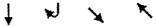
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	· ·		HANNE SERVICE									
Movement	SWL	SWT	SWR									
Lane Configurations	XX		77	٦Ť								
Ideal Flow (vphpl)	1900	1900	1900	1900								
Total Lost time (s)	4.0	***************************************	4.0	4.0								
Lane Util. Factor	0.97		*0.95	1.00								
Frt	1.00		1.00	0.85								
FIt Protected	0.95		1.00	1.00								
Satd. Flow (prot)	3433	uccestanista (tabina m. 1979-1990)	3539	1583								
Fit Permitted	0.95		1.00	1.00								
Satd. Flow (perm)	3433	andre green to his visit or	3539	1583								
Volume (vph)	324	1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1164	383								
Peak-hour factor, PHF	0.92	0.92	0.92	0.92								
Adj. Flow (vph)	352	0	1265	416								
Lane Group Flow (vph)	352	0	1265	416								
Turn Type	Prot			Perm								
Protected Phases	3	president (1995) (1995) (1995) Gregorian delegation (1995)	8	20. Sedan serve serve se								
Permitted Phases	. 1916 Sept. 1917 1	Seligore Land	8	8								
Actuated Green, G (s)	13.0	Line and the State of the State	35.0	35.0								
Effective Green; g (s)	14.0	warana	∂36.0	36.0								
Actuated g/C Ratio	0.11	STREET, STREET, SEC	0.28	0.28								
Clearance Time (s)	5.0		5.0	5.0								
Vehicle Extension (s)	3.0		3.0	3.0								
	3.0		980	438								
Lane Grp Cap (vph)			c0.36	, , , , , , ,								
v/s Ratio Prot	0.10		CV.30	0.26								
v/s Ratio Perm			1.29	0.26								
v/c Ratio	0.95			46.1								
Uniform Delay, d1	57.7		47.0	40.1 1.00								
Progression Factor	1.00		1.00									
Incremental Delay, d2	34.2		138.6	30,1								
Delay (s)	91.8	arpangapangabas Sist.	185.6	76.2								
Level of Service	F		F	E								
Approach Delay (s)	notice and dimension to an use	147.0	: New Section of the section of the	nigu <u>naligun</u> anan								
Approach LOS		Maria Fa										
Intersection Summary												
intersection continuations		metrospeidernieras (del. 4	-n	anna a sa taona a	ሻ	†	P	L.				
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Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR \	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations	አ ካ	21110	77.77	7	<u>አ</u> ካ		7474	7	*5	ተተተ	7	1/4
Ideal Flow (vphpl)		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	rikija sika, mpa pravom trom utilisiiki kr	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		*0.95	1.00	0.97		*0.95	1.00	1.00	0.91	1.00	0.97
Frt	1.00	jul judgegid poljerende arkin e	1.00	0.85	1.00		1.00	0.85	1.00	1.00	0.85	1.00
Fit Protected	0.95		1.00	1.00	0.95		1.00	1.00	∄0.95	1.00	1.00	0.95
Sald. Flow (prot)	3433	guyaga gawaa rammaa ruma soo s	3539	1583	3433		3539	1583	1770	5085	1583	3433
Fit Permitted	0.95	Southern to the	1.00	1.00	0.95		1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)	3433		3539	1583	3433		3539	1583	1770	5085	1583	3433
Volume (vph)	866	0	220	66	792	0	137	351	202	1704	789	557
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)	941	0	239	72	861	0	149	382	220	1852	858	605
Lane Group Flow (vph)	941	0_	239	72	861	0	149	382	220	1852	858	605
Turn Type	. Prot :	gradia.			ustom			Prot	Prot	Šečiel 41	Perm	Prot
Protected Phases	1		6	6	5	mana wasawa an Abrahibi nyi Afrika	2	2	7	4	rwerrettelt 130	3
Permitted Phases			6		5	Service Control (27)	2				4.	
Actuated Green, G (s)	54.2		39.4	39.4	53.0	maken in the page of the second	38.2	38.2	32.5	76.5	76.5	34.5
Effective Green, g (s)	57.0	ega Flatsi	42.2	42.2	55.8	wakiliji	41.0	41.0	35.0	79.0	79.0	37.0
Actuated g/C Ratio	0.25	manus marrier and ECMBratish 876 Feb.	0.18	0.18	0.24	ne de engagne and martina	0.18	0.18	0.15	0.34	0.34 6.5	0.16 6.5
Clearance Time (s)	6.8		6.8	6.8	6.8	alle, et destretaries (1947).	6.8	6.8	6.5	6.5	3.0	3.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	851		649	290	833		631	282	269	1747	544	552
v/s Ratio Prot	c0.27		0.07	0.05	0.25	er strome upstjedingsje v	0.04	c0.24	0.12	0.36	SINEAS	c0.18
v/s Ratio Perm	weethi					2.260 D.C.	AUGUDOTE MITEM	and the same of th		1.06	c0.54 1.58	1.10
v/c Ratio	1.11	na was entitle title title title tit vitt av	0.37	0.25	1.03	entropy and early secure	0.24	1.35	0.82 94.4	75.5	75.5	96.5
Uniform Delay, d1	86.5		82.2	80.3	87.1		81.1	94.5	والكافأ والمستن المعار والاستناسان والواشيتين والوا	1.00	1.00	1,00
Progression Factor	1.00	swied wie de geleiche des	1.00	1.00	0.73		0.79	0.65	1.00 17.3	39.5	268.5	67.2
Incremental Delay, d2	64.0		1.6	2.0	35.6	in i i i i i i i i i i i i i i i i i i	0.6 64.6	175.6 237.2	111.7	115.0	344.0	163.7
Delay (s)	150.5	mamaravasatés	83.8	82.4	98.8 F	everen er de en Otte L'Antoer page i grad	04.0	237.2		113.0 F	044.0	F
Level of Service	F	4000	F	F		133.2	1941 (F)		SE HEALLES	181.8	. 302-1315/FE 51. 0. 0.	Cirillian 18
Approach Delay (s)		133.9		mente en moette digini	Section of section (133.Z F		Service and the service of the servi	000000000000000000000000000000000000000	TOT.S		141100 N 51 113
Approach LOS						riciili Si						
Intersection Summary	0, 10										September 1	B-0746B-074
HCM Average Control [Delay		140.9		ICM Le	vel of S	ervice		Barrell F		lingati,	
HCM Volume to Capaci		mount or mark to be to a con-	1.32	ann i'r margiran afair ee ee ean	g na e antografia de de el elle	allekilellellelleller	rengan, grensanture	renera gordan an antako		COZ16601,01516516031	www.comeses	55159235977
Actuated Cycle Length			230.0			ost time		random (d. 1777) Sandamaria (d. 1888)	16.0	Cimmental por	ARMENTE L	ednychologia. Self page – Egypey
Intersection Capacity U	tilizatior	1	124.9%		CU Lev	el of Se	rvice	enco (serreto sotto	H			
c Critical Lane Group				ing partiti								



	*				***************************************				•			
Movement		SBR2	SET	NWT								
Land Configurations	ተተተ	7				process program gard recovery a six requests to	. Sa receive de la company	o extreve entreply to the	3.00x.00x.00x.00x			**************************************
Ideal Flow (vphpl)	1900	1900	1900	1900		jobiy uğunlarılır. Lalıyan bilini						
Total Lost time (s)	4.0	4.0	manana na dae na bhi bheil le bhiadh	umi vi mamani e majedini ni vi nji (1714). ()		apa-govarencesers retently	with the control to the control	enterfrankleitel	Attales management with			glavenger dermale by a copy of
Lane Util. Factor	0.91	1.00		li (ingala)			ficients		Janu I.	ding to the c		1 - 12 - 14 - 14 - 14 - 14 - 14 - 14 - 1
Frt	1.00	0.85	Crisco verser vali del Ev III	warnenderste generaliere auste finn 20 sekt film 2		endormentalist is sid	CAR 48000000000000000000000000000000000000		ASSETTITUTE	iside or		v charge and dead of
Fit Protected	CONTRACTOR SHAPE	1.00					enceppe ki kembi (1)					
Satd. Flow (prot)	5085	1583	poject on each times divisi	TTV DOG TOWNS () TO SERVE		eranisajani (34554)					South and the color	
Fit Permitted	1.00	1.00						i pistariet ()	19/19/1 <u>1</u> 1		i denkede	
Satd. Flow (perm)	5085	1583			INC. MAGALET AND	a i la i zona domona	Contract of Contract of States and	ar. Next 404 (54 VE) 22	organisas japan saikas	ng Politika pina kanggang saj	renalisas (James Sans	96180216300 P2CD04
Volume (vph)	1095	258	0	. 0		Jan 1			No amenda de Au			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	eren verter beskiel S	en removal to produce	aga kanggin waa mata	erecutivateriae	respondent of the	######################################	Skoverjitototist	
Adj. Flow (vph)	1190	280	0	0.40								
Lane Group Flow (vph)	1190	280	0	0		an again to again an again an		····rest protect Co.	2852525254546673	Carrana alama	50.540:479 52 5 899	(1010000000000000000000000000000000000
Turn Type		Pem	Hackerdelay						Allandeian mere	ikanama	لوز بعضوند د	
Protected Phases	8	nama Automorphism (1990)	olasi (Marina) www.	magaaran da waxaan ahaan ahaan ahaa ahaa ahaa ahaa ah	Prings Versenstärnignst	antaka minaramanjay tengeran kepilili Projek i	resever de la company					
Permitted Phases		8			III () () () () () () () () ()		Magazia di Serie Magazia di Magazia	a Crystoponique				
Actuated Green, G (s)	78.5	78.5	teganga aylar ngkarkanang dipanekatika kalip k		المرابعة والمستعدد والمستعدد والمستعدد		nerom majoriki	en ar en ar en ar en ar en	ar uniteratura de propositione de la compansión de la compansión de la compansión de la compansión de la compa			100000000000000000000000000000000000000
Effective Green; g (s)	81.0	81.0								iliinin		inisamon Sim
Actuated g/C Ratio	0.35	0.35	were an upplyed dail S.D.							Ni Strate and Seve		
Clearance Time (s)	6.5	6.5		esasa, sala surpriteri di 1966 (1976).	4.46.25 A. 18. A. 19. 25 A. 18. A. 19. 25 A. 18. A. 18.	Lander and American					and the substitution of the	
Vehicle Extension (s)	3.0	3.0	and the second section of the second	Magazia ara sa a a a Magazia sa sa	a chran merchens seri	o, remaining	acresatos el ficilità	0.0000000000000000000000000000000000000	**************	Eliza e e e e e e e e e e e e e e e e e e e	New York State Control	
Lane Grp Cap (vph)	1791	557					(9) (4) (4) (4)					
v/s Ratio Prot	0.23	encontractor to the law sec	ese sanciaris resources ch	eristo respublicano espetialismo	Lot Account at the Actor and	TORREST LABOUR AUGUSTA	www.verner.com	Through description	010 SANGERE LERES A	CSAMPLE (POTE)	PRODUCTOR CONTRACTOR	
v/s Ratio Perm		0.18	Elizado e des		amaaastay)		line of all		AR BASIL	la alanistra		
v/c Ratio	0.66	0.50	Spanier in 1990 to 5 COT \$1.	con or elementarist	PORASONYSERVOS			ockarecze:	niteratora de			ioscaingi:
Uniform Delay, d1	63.0	58.6	THACU		11.							
Progression Factor	1.00	1.00	emoteusomeorge operage	Control of the Section of the Section	STATESTED TOO	dynas Praetoinadostis		www.dynedwidt.edu.do.do.	(\$2 % % \$4.500)	i moderana		
Incremental Delay, d2	0.9	0.7										mini estatical
Delay (s)	63.9	59.4	112900608080806070			n de la participa de	530000 HE VI			eran en	endika kiriki	
Level of Service	E	E						BRENESE.				
Approach Delay (s)	92.4		0.0	0.0	20120000000000000000000000000000000000	14 (274) (Chinaina				All The state of t	n verice sin	
Approach LOS	diction F .		Α	A								
Intersection Summary		and office										

	<u> </u>	>		*	*		X	4	٦	†	P	I.
Movement	EBL	EBT	EBR	EBR2	WBL	WBT		NBR2	NBL	2001.100	NBR2	SBL
Lane Configurations	አ ኘ		777	7	ሽኘ		7 7	7	ሻሻ	ተተተ	7	ሻሻ
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	inigen, for impost word for in will 134	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	u Sensit	*0.91	1.00	0.97		*0.95	1.00	0.97	0.86	0.86	0.97
Frt	1.00	Agilis (ma Albanico S.C.) (100)	1.00	0.85	1.00		1.00	0.85	1.00	1.00	0.85	1.00
FIt Protected	0.95		1.00	1.00	0.95		1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)	3433	grand managerit dire in 11 Arthurb.	5085	1583	3433		3539	1583	3433	4799	1362	3433
Flt Permitted	0.95	ing na sa	1.00	1.00	0.95		1.00	1.00	0.95	1.00	1,00	0.95
Satd. Flow (perm)	3433	Alleria San Dali Virenzi Di Cerrenzi	5085	1583	3433		3539	1583	3433	4799	1362	3433
Volume (vph)	858	0	983	1373	1108	0	498	202	826	1094	510	225
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)	933	0	1068	1492	1204	0	541	220	898	1189	554	245
Lane Group Flow (vph)	933	0	1068	1492	1204	0_	541	220	898	1200	543	245
Turn Type	Prot	4.59 ABYO	diyahkê C	ustom	Prot	jednojad:		Prot	Prot	The state of the s	ustom	Prot
Protected Phases	1	,	6	6	5	carania anaania waxakurii 55 k	2	2	7	4	4	3
Permitted Phases			6	7			2				4	
Actuated Green, G (s)	66.1		98.0	128.0	39.0	emperent of the State of the St	70.9	70.9	30.0	57.0	57.0	16.0
Effective Green, g (s)	67.1		99.0	130.0	40.0		71.9	71.9	31.0	58.0	58.0	17.0
Actuated g/C Ratio	0.29		0.43	0.57	0.17		0.31	0.31	0.13	0.25	0.25	0.07
Clearance Time (s)	5.0		5.0	5.0	5.0	Control States States Wheeler	5.0	5.0	5.0	5.0	5.0	5.0
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)	1002		2189	922	597	indporter:	1106	495	463	1210	343	254
v/s Ratio Prot	0.27	The second second second second	0.21	c0.70	c0.35		0.15	0.14	c0.26	0.25	c0.40	0.07
v/s Ratio Perm				0.25					(2011)		. 1445)51/4(2000)	
v/c Ratio	0.93		0.49	1.62	2.02		0.49	0.44	1.94	0.99	1.58	0.96
Uniform Delay, d1	79.2		47.2	50.0	95.0		64.1	63.1	99.5	85,8	86.0	106.2
Progression Factor	1.14		1.08	0.83	1.00	no have a second a second to the failure	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.4		0.7	282.7	463.4		1.5	2.9	430.7	23.8	275.9	46.3
Delay (s)	103.9		51.5	323.9	558.4	energe state of the trade of the	65.7	66.0	530.2	109.5	361.9	152.5
Level of Service	F		D	F	F		# E	E	F	i i i i i i i i i i i i i i i i i i i	F	, in F
Approach Delay (s)		181.9		and a suppression transport femore	services as any administration	367.6	No il Angola actual actual	स्टिक्स संस्थात संबद्धित्य (<u>१</u> ८०)	e kay san akilan kasaran	304.5	gyg manner været mit til til til en til et for	
Approach LOS		erio (F	retalika):			eratore F 5	di di di					
Intersection Summary												
HCM Average Control (Delay		274.0		HCM Le	vel of S	ervice		≨÷ F			
HCM Volume to Capac		···· (11) · · · · (10) · · · · · · · · · · · · · · · · · ·	1.73					and the second section of ond section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the section of the second section of the secti	and the second second second second	regarding to their formation between the second	t kolowszakieror	777177712777
Actuated Cycle Length			230.0			lost time			12.0	are a factor of the same		
Intersection Capacity U		າ ໌	166.1%		ICU Lev	el of Se	rvice		H	TT DECEMBER	: 60:0000000000000000000000000000000000	98658888
c Critical Lane Group			CSVIVVIII Luaren					ilvan vort				
c Critical Lane Group	an Shifting and Alexander		Lucia Roje San	Lizakiya			saladi etti ya 1911. 2 Galadi etti ya 1911. 2	ELWART NO.		September 1881		



	•				440-50-14-15-15-15-15-15-15-15-15-15-15-15-15-15-									228
Movement	Works () to it delicates	······································	SET	NWT										
Land Configurations	ተተተ	7	ners of the three consenses	eranizmizmizmon	4-00 K des QUINNES	nga aming myinta salah si Mali	en a sing versee/	45484400C.03C.02C	esprikt TT 111	ncaustun	AND THE STREET			37 - 2
Ideal Flow (vphpl)	1900	1900	1900	1900							CASSIST.			H
Total Lost time (s)	4.0	4.0	e en kaj spilosprogragore	and the second of the second of	Syntal grant 93	SAREESTA SET ENTER	0.0000000000000000000000000000000000000		erin i see verron n			TO SHOT OF		34
Lane Util. Factor	0.86	0.86) Tablerii						10.53.5	il conto	Angelia et generale	ii ikasist	ė)
Fd	1.00	0.85		TUTTU E ASS	namanarii. Tamanarii.	Tivi edilete	udia men							Si
FIt Protected	1.00	1.00				Sapara na na Iyane				A produced with the second				23
Satd. Flow (prot)	4806	1362 1.00	ar erecij						and a second second					001 801 802
Fit Permitted	1.00 4806	1362			1251213		MEDERIK	yerinera Territoria			A Profession		scored filter	351
Sald. Flow (perm)	1260	360	0	0	Tographe (1	114 24 25 25 25 25	15041450					\$494E	\$01.5 C.5.11	P
Volume (vph) Peak-hour factor, PHF	0.92	0.92	0.92	0.92		Sand saama			e la combine	i il	Application (Control of Control o	MANGOTT FALLS	ga ga Magada a a sa	1.617
Adj. Flow (vph)	1370	391	0.02	3.0c	Kozere			il.		5.3421343		Sara.		70 20
Lane Group Flow (vph)	1370	391	0	0	MIS CLASSIA PIRA	DIAGOSTA WA	A STALLSANDERS	edichiro eo ese a-	\$2,00 E.C.C. D.C.C.C.	Designation sectors se				_
Tum Type		ustom	- D. L. Minn			10000000					See See See See See See See See See See		view (I, 6,400-6) 2 fem-est / 2	
Protected Phases	8	8	t opligger his State I Vert and to have	Carrier (Carrent Solida)	r. Harianda Articologia (1880)	en Charle Concessor or man					one of the view of the	anor et e tile d'empagano		agendary.
Permitted Phases	negorogo (53)	8												
Actuated Green, G (s)	43.0	43.0		A THE STREET AND A SAMPLE OF	occa accessive orders, of 10 for 10 f	presentir populacion el estitic	gguntgeletatuurk ggaruntii	es ongrenoms esperagemen	mareavona anastorio	e general entre tentre tentre te	erroses services	Demisione de	egiteetenings generalise Dagstagge ze en Fre	10013
Effective Green, g (s)	44.0	44.0						(C. 12) (Š. 11)				ileli i	gan Sport C. I. Geografia	23
Actuated g/C Ratio	0.19	0.19	gammagan kantan ta 1882 18 08 2		***************************************	282357 C.T. Tole						enengga		201
Clearance Time (s)	5.0	5.0		Linguist 155	A company of the second			AND PROPERTY OF	a ist op the S		or or integrated by any of the		CARREST CAR	Eŭ
Vehicle Extension (s)	3.0	3.0	CALLIFORNIA MORE TO SE	Turkingsayako	stwiinis	//C12/W48/647	80255555555		200868	goppering.	ines:		Walana e	Sax.
Lane Grp Cap (vph)	919	261					41105976141 TT 24.336836391			#444140919031 	LOUIS PRES			EL.
v/s Ratio Prot	0.29	0.29	nong pangangang memberah		erren en		Carnella Sea		1987 1888					
v/s Ratio Perm v/c Ratio	1.49	1.50			(ASSECTIONS			MSCBALLAR		i da la de la constante de la constante de la constante de la constante de la constante de la constante de la c	ed Moste Grad	(a),2156947546		32,44
Uniform Delay, d1	93.0	93.0		7175 VA/100	. 19. c.									
Progression Factor	1.00	1.00	dialandradi				2235 N. 1081 C. 1		Maculiain.	A68-6600 PIC NV	oligi y demokrat ka birani mata	ijanji mojeju ka 1907. g	and the property with the property	~
Incremental Delay, d2	226.6	243.3				antygregotti Stårtsgare		version in the second						
Delay (s)	319.6	336.3	(/04.4,5)/GateMain	si Kandiyadanak.ina	ig je golige da krigininskih met koli bisa	e (ad drijen, dalor, end serve	r v. (r v.v. sager), telegrápism (g		, , , , , , , , , , , , , , , , , , , ,	***************************************			a management of the con-	
Level of Service	F	F	99.91555								logocy,		nterio i	
Approach Delay (s)	302.5	and the second s	0.0	0.0	VIIIVATIVATO		destensibile oter 1200 til	ector de mente trans	were a sweet of the back of	kan jegongowinen to so	e vistani pri sprimana.	New Awalter of Autority	rente en platen	SC 157
Approach LOS	5 (7 F		A	A				egalikalkak		likkett				žii.
Intersection Summary								200					- 10 m	
ittoroconorismornithm 1:00	epropried them y transfer that	CONTRACTOR OF THE PARTY OF THE												

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Movement	EBL	EBT	EBR	WBL.	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ብተኩ		Y	↑			个孙	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	a Signingada en amurusaa rikustin bili 42 y . y l	(1965), in a state of the state	nder Bereit, iber ihrer ein 1903	5.* kin ser-menenelyed unv	4.0	telestode and present annual	4.0	4.0			4.0	
Lane Util. Factor	A SECTION AND A				0.91	En2-31-98	1.00	1.00	Such Bod voercit		0.95	
Frt	at Line Galley (1994) (1994)	Service and the service of the servi	n iline (Villiter to especie especi	Township and a graph	1.00		1.00	1.00			0.98	
Fit Protected					0.99		0.95	1.00			1:00	
Satd. Flow (prot)	Discount (12) 100 to 40 to 100	,gi- _{comp} ositio-intentillin	54'200,0'83250'8935 ₀₀ 0 46 946	derit dermeter martenen	5049	4 miles	1770	1863			3484	a wanton alan walanda
Fit Permitted	Quierra (reking Li	enikurterii:	- 0.99	nidesting)	0.60	1.00			1.00	
Satd. Flow (perm)	Servery enterior in the co	· · · · · · · · · · · · · · · · · · ·			5049		1114	1863			3484	
Volume (vph)	4.4.0 ·	0	0	221	1924	31	93	59	0	0	134	16
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)	0	0	0	240	2091	34	101	64	1214 0	0.	146	17
Lane Group Flow (vph)	0	0	0	0	2365	0	101	64	0	0	163	<u> </u>
Turn Type	5.4.4.4			Split		4136 Herri	pm+pt					
Protected Phases	and and an analysis of the second	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		2	2		7	4			8	Scare National Statement
Permitted Phases							4				ing and the	
Actuated Green, G (s)					82.1	and the second second	22.9	22.9	v (* see s) and groups in bosomer's 400	and the second s	10.3	many washing arranged by
Effective Green, g (s)		. Grandet	74 970 314 6		83.1		23.9	23.9		1117 8 11 11 11 11 11 11 11 11 11 11 11 11 1	11.3	
Actuated g/C Ratio			and the state of t	and transfer was the 150 de 1500	0.72	enerowensero) capote finas	0.21	0.21	Alleman Services and Services Sec		0.10	TT HOSPASSAM
Clearance Time (s)			la, alia, arii i. k		5.0		5.0	5.0	60 (10 (10 (10 (10 (10 (10 (10 (10 (10 (1	and the second s	5.0	
Vehicle Extension (s)					3.0	Annual Control of the	3.0	3.0	Line and the second of	water transaction and the state of the state	3.0	grammatives in the
Lane Grp Cap (vph)			Kirarete ()		3648		281	387	allo Asterini		342	\$2089608425551.f 2202344285555
v/s Ratio Prot			man to contract to the trace of a contract	an neumonition V 1950	c0.47	del coles manimistrator no	c0.03	0.03	en en proposition de la company	merandingan beringkan	c0.05	period Street
v/s Ratio Perm				a diskustradi			0.05		ه ومعالا في والمال المال			alaannoon (
v/c Ratio				e de entroprison	0.65	and Martiners of Artists (1994)	0.36	0.17	28 10 PM 20	0.48	STEEN VILLE III	
Uniform Delay, d1					8,3		40.4	37.4			49.1	11111111111111111111111111111111111111
Progression Factor		gan yang popular communis	on more transcript posteriors of the	ernement to the events.	1.00	Sistember and Salahan	0.53	0.51	5187488555555 <u>555</u>		1.00	STATES SEEDING
Incremental Delay, d2			yotanigi	capaloni	0.9		0.7	0.2			1.0	(4. SEL 1914)
Delay (s)	Consert Engineerigh offent SN 1757	224 4 0.2 0.002224 910224	Names Matthet Without the	winyogganoog grey bode	9.2	erregge erlertetete te	22.3	19.1		ear of the late of	50.1	
Level of Service					A		······································	В			50.1	Market Street
Approach Delay (s)	regeres armer est topicitation	0.0	rendert (Nikota Pro	er ander man dan dan dan	9.2			21.1 C			30.1	
Approach LOS		Α			A							
Intersection Summary												
HCM Average Control D)elav	Car dinas	12.4	il sierger be	HCM Le	vel of S	ervice		###B			
HCM Volume to Capaci		omanetalistikisisi si si ili. As	0.59	Distriction of the second	tig o state ou de automôtical selection d'un tito	2010/2010/00/2010/09/09	And the second section of the second					
Actuated Cycle Length			115.0		Sum of I	ost time	e (s)		8.0			Comment of the com-
Intersection Capacity U		est, de establishedilli VI	67.7%	2. Speciments of the Series	CU Lev	el of Se	ervice		В		g nagana wa najanjina ayanan wa	
c Critical Lane Group			Zais As			i dia vitriti						jugurud
Suite (1887) to a substitute of the substitute o	andred hits (carsaker#4	una menguah perana Pro PSSS 13	en e Carlos de positione en enconstitue en es	www.winesin.com								

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	۶	>	7	€	-		7	Ţ		-	\rightarrow	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ካ	<u>ተ</u> ተጉ						ተጉ		75	↑	
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	negij, jijika ne gamene gambuda di hiri	an in and a supplementation of the second	ic nach side on a price of party	participal participal and the state of the s	reserved deserved fragman	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91		g State of the Book	i i i i i i i i i i i i i i i i i i i		Si andress S	0.95		1.00	્ર1.00	
Frt	1.00	1.00	2 2 2 4 4 4 Chapter of Street of Street	ma (Garangerland, 1973 hod.), 199		,		0.91		1.00	1.00	
FIt Protected	0.95	1.00		e de la composition della			1.00	v-1 (48 1-12)	0.95	1.00		
Sald. Flow (prot)	1770	5073		Manual Section Section Section 1997	10 as manda 11 as a s a s a s			3219		1770	1863	
Fit Permitted	0.95	1.00	Suid Alt					1.00		0.29	1.00	
Satd. Flow (perm)	1770	5073	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					3219		532	1863	
Volume (vph)	39	2265	38	0	0	0	0	113	172	84	271	
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	2462	41	0	0	% 0 □	0 :	123	187	91	295	0.19
Lane Group Flow (vph)	42	2503	0	0	0	0	0	310	0	91	295	0
Turn Type	Split			korstán.	E1125 (23.4)	a division of				pm+pt		Lampa di Seconda
Protected Phases	6	6	gagene in 2 galler from State of Assemb	age, age as access pages of a series of	5-1000 (19-6, to a 14-) - (19-6-4-) - (19-6-4-)	- Secultiva and Secultiva and Secultiva and		4		3	8	
Permitted Phases										8	ай-ұлландалақ емійесі	arteeli irri
Actuated Green, G (s)	77.3	77.3	an adultivation of the control of th	***************************************				15.0		27.7	27.7	not the same and the same to the Color
Effective Green, g (s)	78.3	78.3	\$0.00 ASS	0.155.0021.1577				16.0		28.7	28.7	
Actuated g/C Ratio	0.68	0.68						0.14		0.25	0.25	er in essere our la-our as no
Clearance Time (s)	5.0	5.0				gerigine in the second		5.0		5.0		
Vehicle Extension (s)	3.0	3.0	Charles a garden processing					3.0		3.0	3.0	
Lane Grp Cap (vph)	1205	3454		virus (Juliu (191	448		226	465	
v/s Ratio Prot	0.02	c0.49	gene come distribution	Militaria e contrato e con como con con con con con con con con con co	January Marie Laboratoria (1990)		.,, .,,	0.10		0.03	c0.16	
v/s Ratio Perm	iš vijesterii Kasanselvija	enance in the second			es i pocurazione					0.07		
v/c Ratio	0.03	0.72	A3000 70 00 00 70 00 00 00 00 00 00 00 00	or a year of the control of the cont	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			0.69		0.40	0.63	
Uniform Delay, d1	6.0	11.6	g Grand					47.2		34.6	38,5	
Progression Factor	0.82	0.74	and the second s					1.00	Management and	0.74	0.81	en magazina ayan wasan in a seri
Incremental Delay, d2	0.1	1.3	i de de la la la la la la la la la la la la la					4.6	ograficación Marecialica	1.0	2.4	
Delay (s)	5.0	9.8						51.7		26.8	33.6	ggeleg was dere eine die 19
Level of Service	A	Α						D		C	ulu (C	
Approach Delay (s)		9.8			0.0			51.7		and more a bles outstand	32.0	romows and one of a North
Approach LOS		A			A		2.53U.	D			C	geryizekseli
Intersection Summary	_										dir.	
HCM Average Control E)elav	ng ta	16.4	nta (File	ICM Le	vel of S	ervice 🖰		- B	andres (d.)		
HCM Volume to Capaci		en na galaga jarah kan sa sa kan sa kan s	0.70	gon, god je green et in fili et i	alanca en segle (print), en un tren en lag	The territory of the section of the		Control of the Contro				
Actuated Cycle Length			115.0		Sum of I	ost time	(s)		8.0			
Intersection Capacity U		augu arverentii))) T	73.7%			el of Se			С			
c Critical Lane Group		lo God Star (fil)								Diğeleri		m en pirk

	>	←	†	Ļ	\	×	*	K	*	×	/	4
Movement	EBT	WBT	NBT	SBT	SEL	SET	NWL	NWT	NEL	NET	NER	SWL
Lane Configurations					1,1,1		ነነሻ		44		77	14 14
Ideal Flow (Vphpl)	1900	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	College Security Asia Security	na Baglionissa (nata lapa da dilamen	ik didina dan merekan berasa berasah bilan	Carpaja aris na 1350, a 12 Magaza	4.0	Same and a second second second	4.0	100 1 1 4 4 5 4 4 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6	4.0		4.0	4.0
Lane Util. Factor		rendrida.	APPENDEN		0.97		0.97	Tileredik erisetek	0.97		*0.95	0.97
Frt	Zangi (Tangan menangan		inalijansk faller klasför öm ()	, i je in open se en en en en en en en en en en en en en	1.00	END OF DESIGNATION OF STREET, SAN	1.00		1.00		1.00	1.00
Fit Protected			, Jack Shares		0.95		0.95		0.95		1.00	0.95
Satd. Flow (prot)	Sand the second second	a dificultati di Santa de Cara cia dan 1753	574;6 x 11 yrs, y 206-11 yweiliann	3433	Code, other is the factor and common	3433		3433		3539	3433	
Fit Permitted		Ports in	drift fil		0.95		0.95	J. L. L. S. ST. S. C.	0.95		1.00	0.95
Satd. Flow (perm)	gleding and produced Abrilland St. 1972.	Sparteness of Miles and House over	AMERICAN ANTERIOR AND ANTERIOR		3433		3433		3433		3539	3433
Volume (vph)	0	0	<u>.</u> 0	0.	J 192	0.	1379	0	1291	0	838	215
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)	0	0	₹ 00	0 0	209	0	1499	0	1403	0	911	234
Lane Group Flow (vph)	0	0	0	0	209	0	1499	0	1403	0	911	234
Turn Type		o de la companya	SAIZION N	Prot		Prot	g Dûraneê	Prot			Prot	
Protected Phases	gang ti jin tingatan taga tambadinin	R. S. Marrier St.	State of the same production	8		4		5		2	1	
Permitted Phases											2	
Actuated Green, G (s)	Christia (Educational States Self.), store	C.I. regressor Balance Georges	William A 1512 - 11.5		59.0		59.0		54.0	and the second second second second	89.6	16.4
Effective Green, g (s)	Ericing Is				∄60.0⊪		60.0		55.0		90.6	17.4
Actuated g/C Ratio	1966 W. 440 A. V. 1462 L. 1117				0.33		0.33	to an Essanando Programbal sign 200	0.31	minus anno 100 mag 100 g an 100 g	0.50	0.10
Clearance Time (s)	Servere services		Consideration of the second		5.0		5.0		5.0		5.0	5.0
Vehicle Extension (s)					3.0		3.0		3.0		3.0	3.0
Lane Grp Cap (vph)				14. 14.4 a 1743 (1.47 17. 12. 12. 12. 12. 14. 14. 14. 14. 14. 14. 14. 14. 14. 14	1144		1144		1049		1781	332
v/s Ratio Prot	, m e, esternidados (Constitutos (Cons	2,200, 00, 2004, 00			0.06		c0.44		c0.41	and the second control of the second	0.26	0.07
V/s Ratio Perm					2.5761					Language Series		Ellesiares (C)
v/c Ratio	programme of the s				0.18		1.31		1.34		0.51	0.70
Uniform Delay, d1	Telefanistic (42.6		60.0		62.5		29.9	78.8
Progression Factor					1.00		1.00	war awake will be to the common each	0.69	nanyus con emprenden /mwasa	0.82	1.00
Incremental Delay, d2	ří zv.				0.1		146.0	en som en solv	152.5		0.1	6.7
Delay (s)					42.7	e managan wangan an	206.0		195.9	20000000000000000000000000000000000000	24.5	85.5
Level of Service					D		F		F	Ecconomic	C	F
Approach Delay (s)	0.0	0.0	0.0	0.0	a energian ser en men skrive	42.7	enemonique tem monte que tige	206.0	ernere entre en gerigte græde	128.4	Succession	ener more trees to
Approach LOS	A	A:	- A	A		D	Productions					
Intersection Summary						9,0		lik				
HCM Average Control D	elav	i Andiroti	141.1	ili Talay al	ICM Le	vel of S	ervice		aban F			
HCM Volume to Capacit		pa, i pasta 240e filo 15.150	1.24	Same and start and a factor	· > · : : · · / · : : · · · · · · · · · · ·		A. De					
Actuated Cycle Length (180.0			ost time			12.0	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	ASSESSED FOR A	To the contract of the second
Intersection Capacity Ut		1	31.6%	ļ	CU Lev	el of Se	rvice		Н	wag ji Ngwyngologos /efferir	was a specific to the section	District Annah and a
c Critical Lane Group	Caldalla J	Parinte Sil. Silva da men	en en de de la companya de la companya de la companya de la companya de la companya de la companya de la compa						15.035.5	i i de la composition de la composition de la composition de la composition de la composition de la composition La composition de la composition de la composition de la composition de la composition de la composition de la		



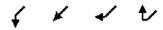
Movement	SWT	SWR	
Land Configurations		74.74	
Ideal Flow (vphpl)	1900	1900	
Total Lost time (s)	man (deepoor tital from 2007) 0.7500	4.0	The support of the su
Lane Util. Factor	actopis	*0.95	
Frt		1.00	and the second s
FIt Protected		1.00	
Satd. Flow (prot)		3539	
FIt Permitted		1.00	
Satd. Flow (perm)		3539	And Annual Control of the Control of
Volume (vph)	الشرادة ومكارات والمراجع المراجع	1020	
Peak-hour factor, PHF	0.92	0.92	
Adj. Flow (vph)	NOC 10 1200 5 NOT 20 PM 100 PM	1109	
Lane Group Flow (vph)	0	1109	
Turn Type	Speeliger		
Protected Phases	gggg 1944 gggggarannon perspore Part 2007	6	
Permitted Phases		6	The second secon
Actuated Green, G (s)		52.0	
Effective Green, g (s)		53.0	
Actuated g/C Ratio		0.29	
Clearance Time (s)	elytin i yana baranka Palifeborik (1911)	5.0	And Andrews (1997) in the Communication of Communication (1997) in the Communication (
Vehicle Extension (s)	we walnum to provide a	3.0	
Lane Grp Cap (vph)		1042	
v/s Ratio Prot		c0.31	
v/s Ratio Perm		4.06	
v/c Ratio	TERRETER TERRET	1.06 63.5	
Uniform Delay, d1		1.00	
Progression Factor Incremental Delay, d2		46.7	
Delay (s)		110.2	
Level of Service		110.2 F	
Approach Delay (s)	105.9		
Approach LOS	100.9 F		
23/27.4.4. Montality (Care Contact Medical Management Contact			
Intersection Summary			

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Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR '	Starting and Mary and Addition	NBL		NBR2	SBL
Lane Configurations	አ ሻ		77	7	äħ		77	ř	*1	十个	ř	ሻ
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		*0.95	1.00	0.97		*0.95	1.00	1.00	0.91	0.91	1.00
Frt	1.00		1.00	0.85	1.00		1.00	0.85	1.00	1.00	0.85	1.00
Fit Protected	0.95	C 1600 7517 173	1.00	1.00	0.95		1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)	3433		3539	1583	3433		3539	1583	1770	3378	1441	1770
Fit Permitted	0.95	inia di mi	1.00	1.00	0.95		1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)	3433		3539	1583	3433		3539	1583	1770	3378	1441	1770
Volume (vph)	251	0	334	112	823	0	276	187	157	666	482	45
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)	273	0.	363	122	895	2 0	§ 300	203	171	724	524	49
Lane Group Flow (vph)	273	0	363	122	895	0	300	203	171	742	506	49
Turn Type	Prot	validatet.	ra istrici	Pem	Prot			Prot	Prot		ustom	Prot
Protected Phases	1	10, 50, 50 5 Words (parent)	6		5		2	2	7	4	4	3
Permitted Phases			6	6			2			10.15.00.00.00.00.00	4	
Actuated Green, G (s)	18.3	The Property of the Section 1995	41.6	41.6	51.9		75.2	75.2	21.6	59.4	59.4	7.1
Effective Green, g (s)	-19.3	enrona.	342.6	42.6	52.9	CONTRACTOR	76.2	76.2	22.6	60.4	60.4	8.1
Actuated g/C Ratio	0.11		0.24	0.24	0.29		0.42	0.42	0.13	0.34	0.34	0.04
Clearance Time (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
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)	368		838	375	ୀ009⊸		1498	670	222	1134	484	80
v/s Ratio Prot	0.08	Martin Committee	0.22	c0.35	0.03							
v/s Ratio Perm			en en en En en ene	0.08				government of the second second			Triphiliperaniya Protesta sasani	
v/c Ratio	0.74		0.43	0.33	0.89		0.20	0.30	0.77	0.65	1.05	0.61
Uniform Delay, d1	77.9	i zanisi ke	58.4	56.8	60.7		32.7	34.3	76.2	50.9	59.8	84.4
Progression Factor	1.00		1.00	1.00	0.64		1.11	2.46	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.8		1.6	2.3	1.0		0.0	0.1	15.1	1.4	53.3	13.1
Delay (s)	85.8		60.1	59.1	40.0		36.2	84.7	91.3	52.3	113.1	97.5
Level of Service	**		TE.	Mark e	D		D	F	F	D	795 F	F
Approach Delay (s)		69.2				45.7			and the second s	78.7	. V Carlo a Section Carlo Carl	BIOLOGICA STANO
Approach LOS	arini	E	i beet			1 D	556	et Blakmin	, ije ije kar	E	dikibasi	
Intersection Summary				-10								
HCM Average Control E)elay 🐇		65.6	Salama F	ICM Le	vel of Se	ervice		sid i E		percent of	
HCM Volume to Capaci		ilia va suuri keesti ka Siistoo	0.83								must about a common to a	na attangua territori
Actuated Cycle Length	(s)		180.0		Sum of I				16.0		and a graph of	
Intersection Capacity U	lilization		83.7%	1	CU Leve	el of Ser	vice	باسلىقىلىدىن بارايوس پەرىيى	D		Salahan salahan salahan salahan salah	and sections
c Critical Lane Group		Palajo sability.			. es ligaroure		20.65 Sec.					grishcises) Subsekter
c: Critical Lane Group	ere en elemente Crosso per possibilità de	aneste established					(g. 8) /6 (9) (4 5 () (1 () () () () () ()		100 10 100 100 100 100 100 100 100 100	ranga kan	pasaran natan Jawa ya Karalia iba Sindata	engeran

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Movement	Stocop LET.WATE	SBR2	SET	NWT								
Lane Configurations	ተተ	7			aggraphy on Political community		outers, we wishing a larger min and filled	9/8/00PO 99#6 A-1084	una si sensi menerera		ryana ile ancidi meneral	-4-4-5-4-4-5-4-1-1-1-1-1-1-1-1-1-1-1-1-1
Ideal Flow (vphpl)	later to the later to the second section of the Second	1900	1900	1900								
Total Lost time (s)	4.0	4.0		· year. The resulting of the control of the con-	NOT ATOMS SENSE	romerum e cumben		mentermettet myrden (1917)	e nomina e e menge amende medi	gereignere ogsårere g	, universal an amenda distance social	principle control of
Lane Util. Factor	ି 0.91	0.91		Simili		naarstalist	iringa,		ikresteri.			1112506-6103
Fit	1.00	0.85	and the state of t	anda arrespentant for his factor of the f	remonstrator tritografica	conercia ance brases	COLONNESS AND PROPERTY.	makan dalah da		aloch waren		
FIt Protected	1.00	1.00		uliga de la composição composição de la composição					77.507.80 4	(coes e greid Completentis	ing same inggel Jalia Lalakana	or recognized Leadblooks
Satd. Flow (prot)	3390	1441	and a second section	communications and other artists		H 168 NEW 120 NEW	sess of general class to design			And register of the sections	en de com i margina minosamoj en com se en en en en en en	myrenikumuye aman at ca a nan gangga tayan ang
Fit Permitted	a more less agress y market me	1.00			it fediline is							Gracialia)
Satd. Flow (perm)	3390	1441		necessiani weeksinee	Seas Bress are with Fig.	maraki prokonini v	rasi wata kwa na na kaifi s	5-3-50-83 (\$-45 05 05)	20100068838443	L.YAR GUIDE DEDIGE	e de distribution de des distribui	alkantsonung
Volume (vph)	693	162	0.	0				. izidi.Badis			obiobia di 190	a rescula sessila
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	STICE STATE	Salas are so	aaraan arta ta sa		gerteret			
Adj. Flow (vph)	753	176	0	0.00				4 April (2007)				Mariania
Lane Group Flow (vph)	753	176	0	0	4.227 VEC10414141	garan ga Chigadhi	0:T. 0:(21:0:20 (0:4)	STATE STATES		4310444 (15)	tally ship message	achesty/respons
Tum:Type session is received	Juliania (1884) (29 125/1804)	ustom										araban Kalendi
Protected Phases	8	8 8			V-1 (KJC) (-510)	16000000000		EALESTACK CONT.		THE LEGISLATION OF THE PARTY	Kara de Hari	1426.156.4
Permitted Phases	44.9	44.9	analinan prima	tay to the talk because of	CONTRACTOR	e Anta de estados estados e	ing a special control of the special control		ediga menganan dan panan			
Actuated Green, G (s) Effective Green, g (s)	44.9 45.9	44.9 45.9						n crandustasa Tirangastasa			design for the second of the second of the	CHIPAGAMENT IN PROMING
Actuated g/C Ratio	0.26	0.26		A SALING SALES AND AND ASSESSED.	electrical probability and a second			APIES AND				
Clearance Time (s)	5.0	5.0	55741191478				54 W. 1772 (S. 1773)		Ta Gundan			
Vehicle Extension (s)	3.0	3.0	Consideration	on no constituente in diseix			gan har profit from the angle of the	and the second second		in and a minimum of the state of the state of	a na-aromanon-escubil	okromes menkil bir
Lane Grp Cap (vph)	864	367		apatite tito	855278)	eg aktisa		ed zpálk	en la compania del compania del compania de la compania del la compania de la compania della compania della compania della compania della compania della compania della compania della compania della compania della compania della compania della compania della compania della compania della compania della compania della compania della compania della compania d	. Sarrina j		
v/s Ratio Prot	0.22	0.12			george, god			gerag it vive to till	مناة فعمالونو للابدال	Maratus (ali da da)	ende seethe is plat tee	4.445.2350.B
Vs Ratio Perm						nego inggod et et e	ege yez eget e T T da ()		o agrano de destinación	21511515CE		
v/c Ratio	0.87	0.48	geren erekereren.		pilitari li primerten artamete	Alminia incantra le m. Et. 1	440 NOTO 000 PO 1900	, 341) iliyo o a yayanan gada	TTANA SERVICE AND A 1 S.	. Bi vilar ika Jin . 1 . a = min	er a se se e e e e e e e e e e e e e e e e	gger, og Kilmant egne ger fyrind
Uniform Delay, d1	64.2	56.9				A PARTY		roscovástackí Postacká				Minis
Progression Factor	1.00	1.00	,0001 A0411 F04 A11 B1	, and an art gramma and the contract of the co	gang menang Danah di aman	North and the second of the se		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
Incremental Delay, d2	9,6	1.0	ototenii se		E50002 223	1991 - 1981 - 1981 1882 - 1981 - 1983 - 1983 - 1983 - 1983 - 1983 - 1983 - 1983 - 1983 - 1983 - 1983 - 1983 - 1983 - 1983 - 1983					or in the second second	
Delay (s)	73.8	57.9									andersal entre la tre abando	
Level of Service	E	W F		all gargada	(b) 43 (9)							
Approach Delay (s)	72.1		0.0	0.0	60-20 Wellow W. 2004	a traping is backgam agree and an annual a	regressionally find as global of a large	n og til gir girling Sambjölgadir Newslitter at	Street Street Street Street Street	megavatan varaben dan ba	per sen en hanne propriée na de	turning parametrism and
Approach LOS	E		A	A					idia ayun a	16451.452509P		
Intersection Summary												
A C							****	····				

			4	†	<i>></i>	/	↓	4	<i>*</i>	×	/	4
Movement	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NET	NER	NER2
Lane Configurations			7	^	7	7575	个 个	7#	¥		777	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	ere piès uses maggiore de mingrar particules	band agres on an energy and generally proper	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	terescente est Beneze este (S		1.00	0.95	1.00	0.97	. 0.95	1.00	1.00		*0.91	1.00
Frt		, , , , , , , , , , , , , , , , , , , ,	1.00	1.00	0.85	1.00	1.00	0.85	1.00		1.00	0.85
FIt Protected		stellan is en	0.95	Shake I have been a fact on his	1.00	0.95	1.00	1.00	0.95	and the property	1.00	1.00
Satd. Flow (prot)			1770	3539	1583	3433	3539	1583	1770		5085	1583
Fit Permitted		Militer.	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00
Satd. Flow (perm)			1770	3539	1583	3433	3539	1583	1770		5085	1583
Volume (vph)	7 0	0	72	613	340	792	353	30	58	0	2090	57
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)	1.42.04	4.4.4.0	78	666	370	861	384	33	63	· 40-	2272	62
Lane Group Flow (vph)	0	0	78	666	370	861	384	33	63	0	2272	62
Tum Type		and the second s	Prot	Sala sala sala sala sala sala sala sala	Perm	Prot		Perm	Prot	and the line of the fire Indianasan in line	signication of	Perm
Protected Phases			7	4		3	8		1		6	
Permitted Phases		gu Eu Ev			4.			8	tiv a primini d		6	6
Actuated Green, G (s)			12.1	25.0	25.0	33.0	45.9	45.9	5.0	were to the state of the state	79.0	79.0
Effective Green, g (s)			13.1	26.0	26.0	34.0	46.9	46.9	6.0		80.0	80.0
Actuated g/C Ratio			0.07	0.14	0.14	0.19	0.26	0.26	0.03		0.44	0.44
Clearance Time (s)	gua pugaké diangan pagini	reporter to	5.0	5.0	5.0	5.0	5.0	::: 5.0 °	5.0 5.0		5.0	5.0
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)			129	511	229	648	922	412	59 [2260	704
v/s Ratio Prot			0.04	0.19		c0.25	0.11		0.04		0.45	24.000000000000000000000000000000000000
V/s Ratio Perm					c0.23			0.02		riskapinen (Stra Sultan Alba Sis	Principio (2007) Selekarenten	0.04
v/c Ratio			0.60	1.30	1.62	1.33	0.42	0.08	1.07	ewicker water, of perc	1.01	0.09
Uniform Delay, d1			80.9	77.0	77.0	73.0	55.2	50.3	87.0	werer er	× 50.0	28.9
Progression Factor			1.00	1.00	1.00	1.00	1.00	1.00	1.09	entario antigologicato	0.96	0.75
Incremental Delay, d2			7.8	150.2	296.4	158.4	0.3	0.1	136.8		20.1	0.2
Delay (s)	enengennostave :	ones, ou as who favorate	88.7	227.2	373.4	231.4	55.5	50.3	232.0	and a special control of the control of the	68.0	22.1
Level of Service			F	F	F	Fig. 4. Fi	Ø44.E	D	grafin F h		## E	С
Approach Delay (s)	0.0	0.0	and representation of the contract of the cont	266.1	b expensive a factories have a black	was and is worky to stigger beginned by	173.9	cor hibri acatorom ta becanes	weedling to be a few of A Disage on Annie	71.1	rachetholiseestebrineese	Mentical consensus survivorial
Approach LOS	a A	A		F	Asserted Telephone (1997)		F			E		Junian January
Intersection Summary												
HCM Average Control D	elav		129.2	in a constraint	ICM Le	vel of S	ervice		Fi	25430 668 6150	essacionacionie	Service Ariania Savisano Vancos
HCM Volume to Capacit			1.34	ى. ئىلدۇرىنى دەن ئىلارىتى. -	(the Santa territory and a			300476 NPEQ (SL)	(Net alisakun Zabasi	ىدەخاشىلىرىغان بۇاتومنى.	inachilguelongidenin	iai olias jo via rabial
Actuated Cycle Length (180.0		Sum of I	ost time	(s)		12.0		10.140.010.010.010.010.010.010.010.010.0	Surger State
Intersection Capacity Ut		onimistriam selected	48.6%	101001000000000000000000000000000000000	a care de trabata de caracterio de	el of Se	20% a florida at a recinida proprias.	ir gʻylygi meymiyadi edilike o	H	no otomotre (PAS)	an meja masa sebaga dan s	enentral territori
c Critical Lane Group	instance Se			BiŞuwai	100 X 300 X 100 X	da king newyphyt i da i d					111245.1250.11	NAME OF
المناسبة والمرسومة فاستوادها والمستميدة ويستوندها المساوية والمتارية	e un juganistije išķie (1844)	resquente la company	perenyapar randi 400km	ou, an teamen "Sections" alle Pu	كالكشيف إنفيته شرفتيموس	a a a a sanda saturi	amende van Stat op Stat 1964	ALL MARKET CONTROL AND THE CONTROL	and the state of the state of	- eur dan Jerrich Bath Jerrahild	among typers in client of his	الزمور وما يمومونوسوس المراد



Movement	SWL	SWT	SWR	SWR2				
Lane Configurations	- SVVL 有	CAAL	<u>*۱۷۷۲۵*</u> ۲۴	SVVINZ P				
	ำ 1900	1900	1900 1900	-1900				
Ideal Flow (vphpl)	elementalism des terreproductions	เลกก	are some and the second	4.0				
Total Lost time (s)	4.0		4.0	4.0 1.00				
Lane Util. Factor	1.00		*0.95	0.85				
Frt	1.00	n gomenterásán	1.00					
Fit Protected	0.95		1.00	1.00				
Satd. Flow (prot)	1770		3539	1583				
Fit Permitted	0.95	yayaa a	1.00	1.00				
Satd. Flow (perm)	1770	August 1991	3539	1583				
Volume (vph)	224	0	The farmer of the same of the state of the same					
Peak-hour factor, PHF	0.92	0.92	0.92	0.92				
Adj. Flow (vph)	243 d	/ 2 O /	2539	1347				
Lane Group Flow (vph)	243	0	2539	1347				
Turn Type	Prot			Free				
Protected Phases	5		2					
Permitted Phases			2.	Free				
Actuated Green, G (s)	23.0		97.0	180.0				
Effective Green, g (s)	24.0	podľakovejmi Podľakovajú Salecija Podľakovajú Salecija	98.0	180.0				
Actuated g/C Ratio	0.13	43.500 min 6,000 min 11.7 min 11.	0.54	1.00				
Clearance Time (s)	5.0		5.0					
Vehicle Extension (s)	3.0	a Sel divide 1920 (Se a 1940) en	3.0	ingententing mer junium stare, distinu				
Lane Grp Cap (vph)	236	. Li kalaidin	1927	1583				
v/s Ratio Prot	0.14	a water a series and a series a	c0.72	simult. To				
v/s Ratio Perm			aper ingoner const. List i Espekki is	c0.85				
v/c Ratio	1.03	Sp. E. Marie Ingels .	1.32	0.85				
Uniform Delay, d1	78.0		41.0	0.0				
Progression Factor	1.10		0.68	1.00				
Incremental Delay, d2	25.7		143.3	0.6				
Delay (s)	111.8	MALE HEA	171.3	0.6				
Level of Service	iii.o	errochter voor	171.5 1733. F	0.0 A				
a regression to the control of the c		112.1	265 5920 (T .)					
Approach Delay (s)	HENDHOUSE.	112.1 F						
Approach LOS				San			slini	

	≯		74	*	*	←	*	*	ħ	†	P	J .
Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations	<u>ሕ</u> ፕ		###	74	76		77	7	14	朴	7	*1
Ideal Flow (vphpl)	1900	1900	1900	≥1900	1900	1900	1900	1900	1900	ે 1900∮	1900	1900
Total Lost time (s)	4.0	esta en el como en como en el entre	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		*0.91	1.00	0.97		*0.95	1.00	0.97	0.91	0.91	1.00
Frt	1.00	acatopica can a mondo a ambier.	1.00	0.85	1.00	- GOALOCEST, SOURCE C MARKET	1.00	0.85	1.00	0.99	0.85	1.00
FIt Protected	0.95	evento 5	1.00	1.00	0.95		1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)	3433	#11975 with gradues in service	5085	1583	3433	-2 (wes-11 wider-con 11 mean)	3539	1583	3433	3354	1441	1770
FIt Permitted	₹0.95	enegranian da	1.00	1.00	0.95		1.00	1.00	0.95	1.00	_1,00	0.95
Satd. Flow (perm)	3433	e gogtene gehindelighend = ned tiedt	5085	1583	3433	Country Companies Not the Section Sect	3539	1583	3433	3354	1441	1770
Volume (vph)	474	0	2459	73	917	0	2490	210	343	1003	994	31
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)	515	0.00	2673	79	∄ 997	0	2707	228	373	1090	1080	34
Lane Group Flow (vph)	515	0	2673	79	997	0	2707	228	373	1173	997	34
Turn Type	Prot		10 - 125 - 120 V V 120 C 100 C 1 V	Perm	Prot	is el ini		Perm	Prot	C	ustom	Prot
Protected Phases	1	objective by per grant browns	6	650 Var. 340 . Va. 2007 J 1 Par. 10	5	#104m25 Ka 405 Warrant	2		7	4	4	3
Permitted Phases	447 G#C19656		6	6				2		iskom provid	5.4	
Actuated Green, G (s)	19.0	elije i Syri ja vodani na mođeni so omnezo	74.0	74.0	36.0		91.0	91.0	19.0	44.4	80.4	5.6
Effective Green, g (s)	20.0		75.0	75.0	37.0		92.0	92.0	20.0	45.4	82.4	6.6
Actuated g/C Ratio	0.11	68-13-28-00-00-15-00-15-00-15-00-15-00-15-00-15-00-15-00-15-00-15-00-15-00-15-00-15-00-15-00-15-00-15-00-15-00	0.42	0.42	0.21		0.51	0.51	0.11	0.25	0.46	0.04
Clearance Time (s)	5.0		5.0	5.0	5.0	1,5 66, 41, 012,000)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	SSE BENEVEC NO CONTRACTOR	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	381		2119	660	706	Julius Aga	1809	809	381	846	692	65
v/s Ratio Prot	0.15	SE (USA), DOS 1944 EM SAM	0.53	gagilla della y como de a allo d	0.29	jan ya ya jangi ing jing terbesah ke	c0.76	anton a l'Indian som anom aan 1921	c0.11	0.35	c0.36	0.02
V/s Ratio Perm		(221) (1962)	anner Uppgy (py mynte ar Engel III (1885)	0.05	.goz.og meen eest govern			0.14			0.33	
v/c Ratio	1.35	ing ing pagamanan and a state of the	1.26	0.12	1.41	alega (Territories researches) de Carrières es este	1.50	0.28	0.98	1.39	1.44	0.52
Uniform Delay, d1	80.0		52.5	32.2	71.5		44.0	25.1	79.8	67.3	48.8	85.2
Progression Factor	1.11	ing kananga bindipan sa 1 2 189 sa 1	0.79	0.52	1.15	er en en en en en en en en en en en en en	0.59	0.28	1.00	1.00	1.00	1.00
Incremental Delay, d2	159.9	andras de alta esta esta esta esta esta esta esta es	118.0	0.0	190.4		225.1	0.5	40.0	181.3	206.5	7.4
Delay (s)	248.6	distribution (New York) of the Con-	159.4	16.8	272.4	State of the state	251.1	7.7	119.8	248.6	255.3	92.6
Level of Service	Fig.	ie Eis	F	B B	- F	i siya bal lah	F	i i A	F	uw E	Fig. Fig.	HA F
Approach Delay (s)		170.0	iiii i dhiyii.lika Asooti	land de Carlo de Correle de Santo 242.4	Carried Control of Control of the Co		of a green of a monthly program by the	232.3	The state of the s			
Approach LOS		:	1					retretter Lilianist				
Intersection Summary												
HCM Average Control D)elav	641\$J.56691.55	204.3	Subsidat Kasarila	ICM Le	vel of S	ervice	idirik (d	Alas Es	. La la la		garija (1982)
HCM Volume to Capaci			1.44		LL NACHARAN	eleste de la debate.	Toda sahali darah bil	un, Laudere Staffe, Ströfe.	Misselfiselfise He		A (n. 1920) - para politica de la como está	Shiraffrondia N
Actuated Cycle Length			180.0		Sum of I	ost time	(s)	II.				
Intersection Capacity U		nineniitetiiliss 1	70.2%		CU Lev			o arte socie i del 1964 Disoli	n dissi da talik derivak H	1996 - R. P. S. 1907 - R. 1917 - R.	AND THE PROPERTY OF THE PROPER	- ne grago constituto (di 178
c Critical Lane Group		MANAGE .	1675 N 10 (1885) C.		les sincepali		gua.					and the

		₩.J	\	×			
When the last control extended to the control of th	****		•				
Movement	SBT	SBR2	SET	NWT			
Lane Configurations	ተት	7	erananan a. a. wa	00.000 a 1 a 1 a 1 a 1 a 1 a 1 a 1 a 1 a 1		ar en rocky ominikaly helphanisty for 700	
Ideal Flow (vphpl)		1900	1900	1900			
Total Lost time (s)	4.0	4.0	www.com.com.com.com.com.com.com.com.com.com	entrialistational various Aldianes de pre		eromonomono fino no ose ociolà anglio sisseri à finis Rife.	egwenethreejmine enhalt two gifts silver (ejfert in egwys)
Lane Util. Factor	0.91	0.91	SON PROPERTY.	Kapanara da da		Coppe Carry York	
Frt	0.98	0.85		e es vocavana esta pares a tres	gg, van gelijmen program strongelijk in kantumanne angelijen of 18 mper 25 ingerij pe		
Flt Protected	1.00	1.00		ante de la companie d	eringa kangapatan da 1925. Kangapatan dalah kangapatan	gray to the property of the second se	
Satd. Flow (prot)	3330	1441	active distinguished as ex	:4:>>>==:\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\		norma nanconana sa ka pagagaman ani dini ka	
Fit Permitted	1.00	1.00				agag-yr-mootsida	jan is misorijan kar de d
Satd. Flow (perm)	3330	1441				and the first of the same of t	A CONTRACTOR AND DOCUMENT
Volume (vph)	370	Sugar Course - wall water	0	0		nia di Seria di Maria di Maria. Managantan di Maria di Maria	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	en nyang ang ang pang ang at pengenyan bertakkan		
Adj. Flow (vph)	402	396	0 %	0			
Lane Group Flow (vph)	456	342	0	0			
Turn Type		ustom				Garana	
Protected Phases	8	8				t Semantonias torresponent consists y cosserviciones e	anger um andriud schwerzer danger obstehe o bilder N
Permitted Phases	AND THE TOTAL PROPERTY OF A SECOND SE	18					
Actuated Green, G (s)	31.0	50.0			ratas comunita biographia popogocilino, f sl pogagocini com biocumen	i ni anni pangingi ngapanahanika da dalah da da ini ni ni ni ni	
Effective Green, g (s)	32.0	52.0			2. 12.10 (2.000) 70.00 12. (2.000) 3		gariizaka
Actuated g/C Ratio	0.18	0.29	Name and to the desirability of a proper to the second	ramana alamakan a karantaya (15), wilanin 1800 o	. At a result to a part to be a report proper appropriate an executive means	parameter approximative and an electric of the control of the cont	
Clearance Time (s)	5.0	5.0	eren in de la enta de la decimienta de la decimienta de la decimienta de la decimienta de la decimienta de la decimienta de la decimienta de la decimienta de la decimienta de la decimienta de la decimienta de la decimienta de la decimienta de la decimienta de la decimienta decimienta de la decimienta decimienta de la ecimienta decimienta decimienta decimienta decimienta decimienta decimienta decimienta de la decimienta de la decimienta decimienta decimienta decimienta de la decimienta decimienta decimienta decimienta decimienta decimienta decimienta decimienta decimienta decimienta decimienta decimienta decimienta decimien	ekiltekkiteki Lepulatik		ija di perdikanan di Perdikan	
Vehicle Extension (s)	3.0	3.0					
Lane Grp Cap (vph)	592	448			i grande vegnijski seletarit († 1866) Seletarit seletari	7020 (mas galas)	ie selectoriale de
v/s Ratio Prot	0.14	0.14		and the second of the second	AND THE PROPERTY OF THE PROPER	drown warrend a stary Arthritism was sure over the	ngahilipan Karajilinga panghagan ya kasawan 1111 mai nanka ilinawa ilina
v/s Ratio Perm		0.10		6.31.16.1.16.17.16.11.18			
v/c Ratio	0.77	0.76				normal water sing we have all the time of the North Con-	
Uniform Delay, d1	70.5	58.4		logan eg e			
Progression Factor	1.00	1.00	سمدد مصور بران المراز المار المار	MARCO TALL CARE AND AND A STREET AND A STREET	and the second of the second o	wateragen year die ny har gena in, er yn a'i yngan it an i'r rann i'r	w m. The div variable of a 110 to Abrilla Method
Incremental Delay, d2	6.1	7.6					
Delay (s)	76.6	65.9	nonce response in a figure of the	ngang ng manang ng pangang kangna a mananan ba	en armoning transfer and a second		
Level of Service	E			a malantiya 7 Silanda Silang			or its results to be
Approach Delay (s)	72.9		0.0	0.0	to province and trace in part trace or tracking in paging and the contract additional to	t designation was the property to management forward. As 2 of a	www.com.com.com.com.com.com.com.com.com.com
Approach LOS	E		A	Α	ga lari sertim merzii	82.2.12.10.302.	
Intersection Summary							
intersection rounning		BANGHA SEPAKAHA					naman na anaka da kaing 1817 may 1816 maka da Salah B



Colonial Boulevard - McGregor to I-75 HCM/Synchro Intersection Analysis Results

	2030 PM Peak	ļ	Summary	
		Delay	V/C	LOS
Node	Intersection	(sec/veh)	Ratio	
1	McGregor Blvd	77.9	1.04	E
3	Summerlin Rd	280.4	1.83	F
63	DeLeon St/WB Frontage	24.2	0.80	С
94	DeLeon St/EB Frontage	18.8	0.81	В
5	Cleveland (US 41)	191.6	1.48	F
7	Fowler Street	201.4	1.56	F
9	Metro Parkway	174.2	1.44	F
108	Veronica	81.7	1.04	F
121	Winkler Avenue	192.2	1.54	F
132	Ortiz Avenue	240.8	1.5	F
101	I-75 Interchange	197.5	1.46	F

Note: Future conditions analysis signal timings (cycle lengths, offsets, and splits) were assumed using Synchro optimized timings.

Arterial Level of Service: EB EB Frontage Rd

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial /	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
Summerlin Rd		40	13.9	103.8	117,7	0,13	3.7	F
DeLeon St	II	42	15.7	13.3	29.0	0.1	16.9	E
US 41		40	4.4	89.2	93.6	0.0	1.5	F
Fowler Street	11 .	41	35.0	81.8	116.8	0.4	10.9	F
Metro Parkway	II Barana	43	44.1	59.8	103.9	0.5	17.4	D
Veronica Shoemaker	(11	45	47.5	70.8	118.3	0.6	18.1	D
Winkler Avenue	. II.	45	124.6	157.2	281.8	1.6	19.9	in a D
Ortiz Avenue	II	45	53.6	150.1	203.7	0.7	11.8	F
		45	8.4	44.1	52.5	0.1	5.3	TE TE
Total	11		347.2	770.1	1117.3	4.0	13.0	E

Arterial Level of Service: WB WB Frontage Rd

	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
	ll de la company	45	8.3	205.7	214,0	0.1	1.3	F
	II	45	9.2	210.5	219.7	0.1	1.4	F
Ortiz Avenue	States Course States and States	45	39.2	123.2	162.4	0.4	9.2	::::::::::::: F
Winkler Avenue	II	45	55.6	65.7	121.3	0.7	20.6	D
Veronica Shoemak	er (II	45	122.6	31.2	153.8	1.5	35.9	A
Metro Parkway	H	45	27.8	74.0	101.8	0.3	9.9	F
Fowler Street	of the House seems because	45	26.4	68.6	95.0	20.3	9.6	A COMP
US 41	II	45	4.3	213.8	218.1	0.0	0.7	F
DeLeon St		45	32.1	16.2	48.3	0.3	24.2	C
Summerlin Rd	II	45	29.8	46.5	76.3	0.3	14.2	E
McGregor Blvd	Fig. Street Section Co.	45	3.2	108.4	111.6	0.0	1.0	F
Total	ll .		358.5	1163.8	1522.3	4.0	9.5	F

•	*		•	-	4	†	<i>></i>	-	1	4	V
Movement	EBL2	EBT	EBR	WBT	NBL	NBT	NBR2	SBL	SBT	SWL	SWR2
Lane Configurations	ሻ	7			1,4	†	ř	ሻ	†	75	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		, 017 yes	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.92	oostaniuursooteyamentuursoe e	erreture Survey Brancoul next	1.00	1.00	0.85	1.00	1.00	1.00	0.85
Fit Protected	0.95	1.00			. 0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1681	1637		,	1770	1863	1583	1770	1863	1770	1583
Fit Permitted	0.95	1.00			0,05	1.00	1.00	0.05	1.00	0.95	1.00
Satd. Flow (perm)	1681	1637			102	1863	1583	84	1863	1770	1583
Volume (vph)	10	10	**** 10 **	0	110	878	236	304	1015	348	266
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
Adj. Flow (vph)	11	11	. 11	0	12	954	257	330	1103	378	289
Lane Group Flow (vph)	11	22	0	0	12	954	257	330	1103	378	289
Tum Type	custom				pm+pt		ustom	pm+pt		1	ustom
Protected Phases	3	3	ндина МАГАДА У гадаа ин Гасса	tiga afatosa Nijeri kang terah gibik gi Terah b	1	6	4	5	2	4	5
Permitted Phases	3		กลีเปลี่ยนเลยกล้า	regional (6		6.4	2	energia.	4	4. E. 5
Actuated Green, G (s)	4.4	4.4	nemi dilpintambisiani, a	ko az punia u pur tiri, valuanus p	86.1	83.6	116.6	112.6	105.1	33.0	24.0
Effective Green, g (s)	5.4	5.4			88.1	84.6	118.6	113.6	106.1	34.0	25.0
Actuated g/C Ratio	0.03	0.03	eemonina van on a	DA, 90 D. P. 195 F. 1957 P. 1877 P.	0.53	0.51	0.72	0.69	0.64	0.21	0.15
Clearance Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	50mm, 19 - 15 - 15 - 15 - 15 - 15 - 15 - 15 -	r) territori (1980) (1980)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	55	54	tignikasa (astikasi Casasiasa katawa	untukkener Kalendar	90	955	1176	313	1198	365	240
v/s Ratio Prot	0.01	c0.01	a iji ili ni janin inijini aa astaniis biraa ing	ga etteritaduritationis (0.00	0.51	0.05	0.16	0.59	c0.21	c0.18
v/s Ratio Perm	CENTRAL Personal		STATE OF STATE		0.07		0.12	c0.56		11 775 (Dais) 11 146 (CLAS)	
v/c Ratio	0.20	0.41	riation (beauth and interession for all edge	g i deliku ini i suski ini ilija, ki sekuni ini ili	0.13	1.00	0.22	1.05	0.92	1.04	1,20
Uniform Delay, d1	77.7	78.2	and the second s	intersolerreneveler SSS SSSSSSSSS	32.3	40.2	7.7	72.2	25.8	65.5	70.0
Progression Factor	1.00	1.00	Orden in Eran Andrea (1991) in 1995	a ye dhadan ef feligirin kiya ay elfid bibb	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	4.9		reiorie disc	0.7	28.9	0:1	65.9	12.8	56.6	124.5
Delay (s)	79.5	83.2	andre til er en elektrisk fra elikation	ela kiiro eo calelinea ee naaa ee	32.9	69.0	7.8	138.0	38.6	122.1	194.5
Level of Service	E	E I			C	E	A		D	2.48.48. F a	F
Approach Delay (s)	end to all the took to the appearance in	82.0	ina itra Vandring ir talibudga iran i	0.0	ringelle til fringen fri skrige skrige fri	55.8	odenini Od kintopinio ingletodnije	interfacily granded between granded and agree	61.5	153.5	de de la companya
Approach LOS		TINE		A		i i i E			E	i i i f	
Intersection Summary											
HCM Average Control I	Delay		77.9		ICM Le	vel of S	ervice	area de la composición del composición de la		Permuse Stat	
HCM Volume to Capac	ity ratio	Services Search Condition Colored	1.04	5 (4400 m 504 (250 m 7, 1 6 mm 2, 1	Salaman ta da saman	212 002 0 20 002 0 1 402 0 0 0 0 0	21, 12, 12, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10	1.00 To the second by the selection of t			
Actuated Cycle Length	(s)		165.0	S	um of l	ost time	(s)	ana la la	12.0		
Intersection Capacity U	tilization	1	07.8%	1(CU Leve	el of Se	vice	e i mili il anno il territo de algerali	F	reces appealationed being the	e en langua de el Coloren fra Present de Silva (1950)
c Critical Lane Group	769 (1.3) (25032 269 (1.3) (25032 200610-06014	Errendensia Georgester (* 180 Simprockerister	rectaros en esca Cambial taración	on one political of the Second of the second of the second Second of the second of the second		sao de ortos ostero Annados de algunación			e kala shira shira ka	est folgrenges Janus beschuld	

Movement		۶			•	•	4	*	*	ħ	†	P	L.
Ideal Flow (yphp) 1900 1	Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR '	WBR2	NBL	NBT	NBR2	SBL
Total Lost time (s)	Lane Configurations			77	7	27				44	^	آ نج	7
Lane Util. Factor	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Fit	Total Lost time (s)	4.0		4.0		4.0		4.0		4.0	4.0	4.0	4.0
Fit Protected 0.95 1.00 1.00 0.95 1.00 0.95 1.00 1.00 0.95	Lane Util. Factor	1.00		*0.95	1.00	0.97		*0.95		0.97	1.00	1.00	1.00
Satd. Flow (prot) 1770 3539 1583 3433 3539 3433 1863 1583 1770			also a second of the second of		0.85				of see historian has already.			0.85	1.00
Fit Permitted	Fit Protected	0.95	signing of	1.00	1.00	0.95	eriztatek pedesak	4.00	1,391 (31) (30)	0.95	1.00	41.00	0.95
Satd. Flow (perm) 1770 3539 1583 3433 3539 3433 1863 1583 1770		1770		3539		3433		3539		3433	1863	1583	1770
Volume (vph) 38	 A. Elfonoporte objector manufalore, à número special população pilit establishi de CES ES (con ES). 	0.95		Care moderate special president		tadisfessacioni fost misorablisk		1,00		ASSETTIVE ASSETS ASSETS ASSETS	1.00	1.00	0.95
Peak-hour factor, PHF	Satd. Flow (perm)	1770			1583	3433		3539		3433	1863	1583	1770
Adj. Flow (vph)	Volume (vph)	38	0	707	880	948		547	116	1346	194	946	235
Lane Group Flow (vph)	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
Turn Type	Adj. Flow (vph)	41	0	768	957	1030	0	595	126	1463	211	1028	255
Protected Phases	Lane Group Flow (vph)	41	0	768	957	1030	0	721	0	1463	211	1028	255
Permitted Phases 7	Tum Type	ustom	Palaraji Prim		Prot	Prot				Prot		Perm	Prot
Actuated Green, G (s) 7.8 51.0 51.0 55.0 98.2 93.0 78.0 78.0 26.0 Effective Green, g (s) 8.8 52.0 52.0 56.0 99.2 94.0 79.0 79.0 27.0 Actuated g/C Ratio 0.04 0.23 0.23 0.24 0.43 0.41 0.34 0.34 0.12 Clearance Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Protected Phases		The second secon		4	3	141/41/4/11/11/11/11/11/11/11/11/11		, , , , , , , , , , , , , , , , , , ,	5	2	A mer was deposited by the control of the	1
Effective Green, g (s) 8.8 52.0 52.0 56.0 99.2 94.0 79.0 79.0 27.0 Actuated g/C Ratio 0.04 0.23 0.23 0.24 0.43 0.41 0.34 0.34 0.12 Clearance Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0		7		4	S.0024230	di desa		8				2.	
Actuated g/C Ratio 0.04 0.23 0.23 0.24 0.43 0.41 0.34 0.34 0.12 Clearance Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	Actuated Green, G (s)	7.8		51.0	51.0	55.0		98.2		93.0	78.0	78.0	26.0
Clearance Time (s) 5.0 3.0 4.0 1.0										94.0			27.0
Vehicle Extension (s) 3.0 2.0 2.0 2.0 2.0 2.0 1.0													0.12
Lane Grp Cap (vph)		5.0	idea migratica	markey familians street	ings to the stray and any and also	and the section of the consequence of the con-	achtereter (gert	5.0		5.0	5.0	5.0	5.0
v/s Ratio Prot 0.02 0.22 c0.60 c0.30 0.20 0.43 0.11 c0.14 V/s Ratio Perm v/c Ratio 0.60 0.96 2.67 1.23 0.47 1.04 0.33 1.89 1.23 Uniform Delay, d1 108.9 88.0 89.0 87.0 46.7 68.0 55.9 75.5 101.5 Progression Factor 1.00 1.00 1.00 0.97 0.96 1.00 1.00 1.00 Incremental Delay, d2 14.2 22.5 760.9 111.3 0.1 36.0 1.4 407.3 136.6 Delay (s) 123.0 110.4 849.9 195.6 44.9 104.0 57.3 482.8 238.1 Level of Service F<	Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0
V/s Ratio Perm v/c Ratio 0.60 0.96 2.67 1.23 0.47 1.04 0.33 1.89 1.23 Uniform Delay, d1 108.9 88.0 89.0 87.0 46.7 68.0 55.9 75.5 101.5 Progression Factor 1.00 1.00 1.00 0.97 0.96 1.00 1.00 1.00 1.00 Incremental Delay, d2 14.2 22.5 760.9 111.3 0.1 36.0 1.4 407.3 136.6 Delay (s) 123.0 110.4 849.9 195.6 44.9 104.0 57.3 482.8 238.1 Level of Service F <	Lane Grp Cap (vph)	- 68	yelis a tarana. Yangi pengapakan	800	358	836	na vinconina ameny mpi pi i pomit na szacho a zakon c	1526	bagawa kuna nebupa Salah salah selilah	1403	640	544	208
V/c Ratio 0.60 0.96 2.67 1.23 0.47 1.04 0.33 1.89 1.23 Uniform Delay, d1 108.9 88.0 89.0 87.0 46.7 68.0 55.9 75.5 101.5 Progression Factor 1.00 1.00 1.00 0.97 0.96 1.00 1.00 1.00 Incremental Delay, d2 14.2 22.5 760.9 111.3 0.1 36.0 1.4 407.3 136.6 Delay (s) 123.0 110.4 849.9 195.6 44.9 104.0 57.3 482.8 238.1 Level of Service F	v/s Ratio Prot	0.02		0.22	c0.60	c0.30		0.20		0.43	0.11		c0.14
Uniform Delay, d1 108.9 88.0 89.0 87.0 46.7 68.0 55.9 75.5 101.5 Progression Factor 1.00 1.00 1.00 0.97 0.96 1.00 1.00 1.00 Incremental Delay, d2 14.2 22.5 760.9 111.3 0.1 36.0 1.4 407.3 136.6 Delay (s) 123.0 110.4 849.9 195.6 44.9 104.0 57.3 482.8 238.1 Level of Service F F F F D F E F F Approach LOS F F F F F F F F Intersection Summary F F H CM Level of Service F F HCM Volume to Capacity ratio 1.83 Actuated Cycle Length (s) 230.0 Sum of lost time (s) 16.0 Intersection Capacity Utilization 147.4% ICU Level of Service H	v/s Ratio Perm	13 Erren 152 (163 638)	1043117#1718824	er intervention		erentela antili	(#1509AH 8610G) 8/3	BLASTINAS: NO		in commission		c0.65	
Progression Factor 1.00 1.00 1.00 0.97 0.96 1.00 1.00 1.00 1.00 Incremental Delay, d2 14.2 22.5 760.9 111.3 0.1 36.0 11.4 407.3 136.6 Delay (s) 123.0 110.4 849.9 195.6 44.9 104.0 57.3 482.8 238.1 Level of Service F													
Incremental Delay, d2				co a red managery, on a land	of arts, princip account that the programme	and place a representative behavior and the	Logicanies.	THE RY BRANCH CONTRACTOR		the state of the same of the state of the same	The management was trade a second at	Contractor and a second of the	Carrieran C. Minhausti
Delay (s) 123.0 110.4 849.9 195.6 44.9 104.0 57.3 482.8 238.1 Level of Service F													
Level of Service F F F F F D F E F F F F F F F F F F F F		the property prompted and improve that were		22.5	760.9	111.3				36.0	to the of the same of the state of the sam	to the same the trans and the first proper with sold a	mattakete inti peeningerist.
Approach Delay (s) 511.4 133.5 244.4 Approach LOS F F F F F Intersection Summary HCM Average Control Delay 280.5 HCM Level of Service F HCM Volume to Capacity ratio 1.83 Actuated Cycle Length (s) 230.0 Sum of lost time (s) 16.0 Intersection Capacity Utilization 147.4% ICU Level of Service H					The action of the state of the	transfer day and as a fire and a		44.9				482.8	
Approach LOS F F F F F F F F F F F F F F F F F F F		F		F	241 A3 F	e g F		D		. F	والمتكافئ والمعارض والمنافية والمتكافئة والمتكافئة والمتكافئة	. F.	F
Intersection Summary HCM Average Control Delay 280.5 HCM Level of Service F HCM Volume to Capacity ratio 1.83 Actuated Cycle Length (s) 230.0 Sum of lost time (s) 16.0 Intersection Capacity Utilization 147.4% ICU Level of Service H				anna Di sebinanniana are air birn		er ar ar a 11 die Frensa van entwessen		there are not a source from the contract of		war na kanina a an anah na ilin			
HCM Average Control Delay 280.5 HCM Level of Service F HCM Volume to Capacity ratio 1.83 Actuated Cycle Length (s) 230.0 Sum of lost time (s) 16.0 Intersection Capacity Utilization 147.4% ICU Level of Service H	Approach LOS		F				F				F		
HCM Volume to Capacity ratio 1.83 Actuated Cycle Length (s) Intersection Capacity Utilization 147.4% ICU Level of Service H	Intersection Summary												
Actuated Cycle Length (s) 230.0 Sum of lost time (s) 16.0 Intersection Capacity Utilization 147.4% ICU Level of Service H	HCM Average Control D	elay :		280.5		ICM Lev	el of Se	rvice		23.7 F.	ofruskycu. Wildelens		100
Intersection Capacity Utilization 147.4% ICU Level of Service H	HCM Volume to Capaci	ty ratio	Charles and Charles and Charles and	1.83	Saud monde I i service de artiste		***************************************	Spring Angeloop on the Contraction	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	700.00 Married Married Allows		a boethe accommendation in Science	SOURCE THE PROPERTY OF
	Actuated Cycle Length ((s)		230.0	a production S	Sum of l	ost time	(s)		16.0			77.55 34.55 67.5 34.675 35.55
c Critical Lane Group		ilization	1.	47.4%	ł	CU Leve	el of Sen	vice		Н			, .,
3.000 100	c Critical Lane Group	er tar etna		241/47/45/54			MITS ISSUED IN			a de la companiona de la Companiona de la companiona de l			

Approach Delay (s)

Intersection Summary

Approach LOS F

	\	N	×	×													
Movement	SBT	SBR2	SET	NWT													
Lane Configurations	↑	7															
Ideal Flow (vphpl)	1900	1900	1900	1900			rg gazal	er Sirising									
Total Lost time (s)	4.0	4.0															
Lane Util. Factor	1.00	1.00	anter des al	41 (4 (2 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4													
Frt	1.00	0.85															
Fit Protected Company	1.00	1.00		eletine alaman Colenia de Sandan				respondence (M)		100,000,000,460,000	Art vac						
Satd. Flow (prot)	1863	1583	section-devices net may be an	de la composição de la composição de la composição de la composição de la composição de la composição de la co	manan'i mananakan membana men	10. minutal statueste announce (objestica)	Budanda - Nakada ka kasaman / maada h	Continuous en constitut es és tradéciones	e f #150m/Toner tonibu. mof newbold 12 f sinc.		e envery (en on						
Fit Permitted	1.00	1.00	ngens alphréghe is éirige d' abar anng paga mannari Jilanga Kala		rigar di devegos i vego La compositiona de la compositiona		na kunte. Sustakan	e karasa sanas Calabatan sanas	automosa agas. Listomosa agas.	Alika Lila Lisa 116a							
Satd. Flow (perm)	1863	1583															
Volume (vph)	75	127	9 P P P P	0							Ž#						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	: N 5 12 10 10 10 10 10 10 10 10 10 10 10 10 10	Penghadaga sekan bersar	Send there I dented I the set orbor	lve nenamentotavinonen	51 090 090-03 03-0AV (5	net rittless men var var vall in av men	verser bakin						
Adj. Flow (vph)	82	138	0	0			anterial de la			tendetoi.							
Lane Group Flow (vph)	82	138	0	0		VP-001, PART ALA											
Turn Type	ત્ત્વેલ ભજના સુલામાનું માટે કેટલાઇ કે માટે ક	custom			A decides for constraints	este aprilo filosomo, qui Landary i	Protection of the Protection	Tana and a second	to the second se	menterakansan melatan perioda							
Protected Phases	6	elaskymolanie noordroek oo 'theele	4 ****	ga garangan palaman ya	http://existeers.is.s.html/deedsteer	on copie and a more realizable commen			Action operations and		\$34557*******						
Permitted Phases		8	Bradictic (
Actuated Green, G (s)	11.0	98.2		EROPETROSSTRUSSES					enterpatri dispensa persan, aikan A rida menganak melah salah yan b	ight arms in subthern artistical absolute land through a data of the first of the co.	7 10000 1 4 5:						
Effective Green, g (s)	12.0	99.2	and the second	and the Comment of Assessing	de a successión de la succesión de la succesión de la successión de la successión de la successión de la suc		e Communication (1995) (Communication (1995) (Communication (1995) (Communication (1995) (Communication (1995)			e nazieni koji ji a visi i i se ve Voji kreži ki se ne ne se ve se ve Apres, na jezinem pise viji cijn	il.						
Actuated g/C Ratio	0.05 5.0	0.43		Granderich State						vissississis	Transfer						
Clearance Time (s) Vehicle Extension (s)	3.0	5.0 3.0		ca. (f) hilling of Abril Straight San (San)		A Edward of the State (State) and the State of the State	ga ni ki sina ki ki ki ki ki ki ki ki ki ki ki ki ki	# 216 \$15 1 (2015) 6 	and a characteristic	rentere na alia							
	3.U 97	683		pyc 990gotki 2007 (danik	enosare, en		Control of the Contro	to the statue state for the best of the	on the contract of the contrac	for expensive supported by the experience	N 699 799						
Lane Grp Cap (vph) v/s Ratio Prot	0.04	003	SCHOOLS				u ingo (SAO) pisa (SA)	utottykisi etifores									
v/s Ratio Perm	0.04	0.09	eragaeristi			OGHIOZFOG	Kirin diversión des	virija kleizi živeiži	10.000	CROSC PLANTAGES TO CO	STEEL SE						
v/c Ratio	0.85	0.20		2, 12, 12, 12, 13, 14, 15, 15, 15, 15, 15, 15, 15, 15, 15, 15							. Englis Cycarolis						
Uniform Delay, d1	108.1	40.7	u in sining was Also sang a sining			8050 b (2.566) (190	NEVERSE SERVICE	102110F2108811			reserve PASTE						
Progression Factor	1.00	1.00	Der Karani							karangan							
Delay (s)	164.2	40.9		in Elfania di Siri	talianij.						.52795						
Level of Service	MATE	-0.0 D			art como nitron more.			NEW PROPERTY.		u atmosmike take rame s Singa atmosmike							
Approach Dolay (a)	4004	eng och belgg til To de C	massing nn	0.0	Linascontained		TO Promove and the statement			JBEIDHELEDSWESSER	isisistinii)						

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Movement
Ideal Flow (vphpl) 1900
Total Lost time (s)
Lane Util. Factor
Frt 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 Satd. Flow (port) 3433 5085 1583 3433 5085 1583 3433 3539 1583 Flt Permitted 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 Satd. Flow (perm) 3433 5085 1583 3433 3539 1583 Volume (vph) 0 0 579 2116 343 550 1662 787 858 0 1030 417 Peak-hour factor, PHF 0.92
Fit Protected 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 1.00 1.00 1.00 1.00 0.95 1.00 1.00 1.00 1.00 1.00 0.95 1.00
Satd. Flow (prot) 3433 5085 1583 3433 5085 1583 3433 3539 1583 Flt Permitted 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.
Elt Permitted 0.95 1.00 1.00 0.95 1.00 1.00 0.95 1.00 1.00 1.00 Satd. Flow (perm) 3433 5085 1583 3433 5085 1583 3433 3539 1583 Volume (vph) 0 0 579 2116 343 550 1662 787 858 0 1030 417 Peak-hour factor, PHF 0.92 <t< td=""></t<>
Satd. Flow (perm) 3433 5085 1583 3433 5085 1583 3433 3539 1583 Volume (vph) 0 0 579 2116 343 550 1662 787 858 0 1030 417 Peak-hour factor, PHF 0.92 0.93
Volume (vph) 0 0 579 2116 343 550 1662 787 858 0 1030 417 Peak-hour factor, PHF 0.92
Peak-hour factor, PHF 0.92 0.93
Adj. Flow (vph) 0 0 629 2300 373 598 1807 855 933 0 1120 453 Lane Group Flow (vph) 0 0 629 2300 373 598 1807 855 933 0 1120 453 Turn Type Prot custom Prot custom Prot Prot perm Permitted Phases 5 2 3 1 6 7 7 4 Permitted Phases 2 3 1 6 7 7 4 Actuated Green, G (s) 22.0 55.0 84.0 22.0 55.0 88.0 33.0 54.0 54.0 Effective Green, g (s) 23.0 56.0 86.0 23.0 56.0 90.0 34.0 55.0 55.0 Actuated g/C Ratio 0.13 0.31 0.48 0.13 0.31 0.50 0.19 0.31 0.31 Clearance Time (s) 5.0 <
Lane Group Flow (vph) 0 0 629 2300 373 598 1807 855 933 0 1120 453 Tum Type Prot custom Prot custom Prot
Turn Type Prot custom Prot custom Prot perm Protected Phases 5 2 3 1 6 7 7 4 Permitted Phases 23 67 4 4 4 Actuated Green, G (s) 22.0 55.0 84.0 22.0 55.0 88.0 33.0 54.0 54.0 Effective Green, g (s) 23.0 56.0 86.0 23.0 56.0 90.0 34.0 55.0 55.0 Actuated g/C Ratio 0.13 0.31 0.48 0.13 0.31 0.50 0.19 0.31 0.31 Clearance Time (s) 5.0
Protected Phases 5 2 3 1 6 7 7 4 Permitted Phases 23 55.0 84.0 22.0 55.0 88.0 33.0 54.0 54.0 Actuated Green, G (s) 23.0 56.0 86.0 23.0 56.0 90.0 34.0 55.0 55.0 Actuated g/C Ratio 0.13 0.31 0.48 0.13 0.31 0.50 0.19 0.31 0.31 Clearance Time (s) 5.0
Permitted Phases 2.3 6.7 4 4 Actuated Green, G (s) 22.0 55.0 84.0 22.0 55.0 88.0 33.0 54.0 54.0 Effective Green, g (s) 23.0 56.0 86.0 23.0 56.0 90.0 34.0 55.0 55.0 Actuated g/C Ratio 0.13 0.31 0.48 0.13 0.31 0.50 0.19 0.31 0.31 Clearance Time (s) 5.0
Actuated Green, G (s) 22.0 55.0 84.0 22.0 55.0 88.0 33.0 54.0 54.0 Effective Green, g (s) 23.0 56.0 86.0 23.0 56.0 90.0 34.0 55.0 55.0 Actuated g/C Ratio 0.13 0.31 0.48 0.13 0.31 0.50 0.19 0.31 0.31 Clearance Time (s) 5.0 5.
Effective Green, g (s) 23.0 56.0 86.0 23.0 56.0 90.0 34.0 55.0 55.0 55.0 Actuated g/C Ratio 0.13 0.31 0.48 0.13 0.31 0.50 0.19 0.31 0.31 Clearance Time (s) 5.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
Actuated g/C Ratio 0.13 0.31 0.48 0.13 0.31 0.50 0.19 0.31 0.31 Clearance Time (s) 5.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
Clearance Time (s) 5.0 3.0
Vehicle Extension (s) 3.0 4.84<
Lane Grp Cap (vph) 439 1582 792 439 1582 827 648 1081 484 v/s Ratio Prot c0.18 c0.45 0.08 0.17 0.36 0.20 c0.27 c0.32 v/s Ratio Perm 0.16 0.34 0.29 v/c Ratio 1.43 1.45 0.47 1.36 1.14 1.03 1.44 1.04 0.94
v/s Ratio Prot c0.18 c0.45 0.08 0.17 0.36 0.20 c0.27 c0.32 v/s Ratio Perm 0.16 0.34 0.29 v/c Ratio 1.43 1.45 0.47 1.36 1.14 1.03 1.44 1.04 0.94
v/s Ratio Perm 0.16 0.34 0.29 v/c Ratio 1.43 1.45 0.47 1.36 1.14 1.03 1.44 1.04 0.94
v/c Ratio 1.43 1.45 0.47 1.36 1.14 1.03 1.44 1.04 0.94
Progression Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Incremental Delay, d2 207.5 207.8 0.4 177.2 72.1 40.3 206.6 37.1 25.6
Delay (s) 286.0 269.8 32.1 255.7 134.1 85.3 279.6 99.6 86.4
Level of Service F F F C F F F F
Approach Delay (s) 0.0 0.0 246.0 143.6 164.2
Approach LOS F
Intersection Summary
HCM Average Control Delay 191.6 HCM Level of Service F
HCM Volume to Capacity ratio 1.48
Actuated Cycle Length (s) 180.0 Sum of lost time (s) 20.0
Intersection Capacity Utilization 152.9% ICU Level of Service H
c Critical Lane Group

4 ×	! 4/	t
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Movement	SWL	SWT		
Lan ∉ Configurations	1/1/		77	ř
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0
Lane Util: Factor	0.97		*0.95	1.00
Frt	1.00		1.00	0.85
Fit Protected	0.95	93673,963064L*:1	1.00	1.00
Satd. Flow (prot)	3433		3539	1583
Flt Permitted	0.95	4 85cir 808+187 8 0 0 0	1.00	1.00
Satd. Flow (perm)	3433		3539	1583
Volume (vph)	549	0	1353	351
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	597	0	1471	382
Lane Group Flow (vph)	597	0	1471	382
Tum Type	Prot			Perm
Protected Phases	3	ee correcuidd Alionthidd Alfredin (direkt) Add	8	recovered to the state of the state of the
Permitted Phases		i sanigarijani	8	8
Actuated Green, G (s)	29.0	a productive designation of the lateral	50.0	50.0
Effective Green, g (s)	30.0		51.0	51.0
Actuated g/C Ratio	0.17	a moraco e de mario (de milio) qui i	0.28	0.28
Clearance Time (s)	5.0		5.0	5.0
Vehicle Extension (s)	3.0	menteri int-um N-HE 1500	3.0	3.0
Lane Grp Cap (vph)	572		1003	449
v/s Ratio Prot	0.17	0.000	c0.42	erenanista, I.J.
v/s Ratio Perm	4.54 (440 tall by \$6);	i. Prince Char		0.24
v/c Ratio	1.04	000 0	1.47	0.85
Uniform Delay, d1	75.0	an interior	64.5	60.9
Progression Factor	1.00	,cm,ss 8004,5304,560 64	1.00	1.00
Incremental Delay, d2	49.5		215.5	14.3
Delay (s)	124.5	a perference from five and a second	280.0	75.2
Level of Service	Fis		F	E
Approach Delay (s)	0.50 300000000000000000	210.2	ortolii il Iliis	arenecesac ult air
Approach LOS		F	Establish in	
tooms # m. 2 observations the break is being the compatibility around the confidence property and property of				
Intersection Summary	A	a de de sa		

/ + ~ Y / + * *	ሻ	†	p	Į,
Movement EBL EBT EBR EBR2 WBL WBT WBR WBR2	NBL	NBT	NBR2	SBL
Lane Configurations	7	ተተተ	7	77
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	1900	1900	1900	1900
Total Lost time (s) 4.0 4.0 4.0 4.0 4.0	4.0	4.0	4.0	4.0
Lane Util. Factor 0.97 *0.95 1.00 0.97 *0.95 1.00	1.00	0.91	1.00	0.97
11.	1.00	1.00	0.85	1.00
to and the contract of the con	0.95	1,00	1.00	0.95
	1770	5085	1583	3433
	0.95	1.00	. 1.00	0.95
	1770	5085	1583	3433
Volume (vph) 776 0 188 324 965 0 448 172	297	1420	978	818
	0.92	0.92	0.92	0.92
Adj. Flow (vph) 843 0 204 352 1049 0 487 187	323	1543	1063	889
Lane Group Flow (vph) 843 0 204 352 1049 0 487 187	323	1543	1063	889
Turn Type Prot Protcustom Prot	Prot		Perm	Prot
Protected Phases 1 6 6 5 2 2	7	4		3
Permitted Phases 6 5			4	a februari
	45.7	66.5	66.5	44.5
Land and a manual and a land a superior of the contract of the	48.2	69.0	69.0	47.0
	0.21	0.30	0.30	0.20
Clearance Time (s) 6.8 6.8 6.8 6.8	6.5	Sand to the land of the sand	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) 788 646 289 836 695 311	37.1	1526	475	702
v/s Ratio Prot 0.25 0.06 c0.22 c0.31 c0.14 0.12	0.18	0.30		c0.26
v/s Ratio Perm		C.Themself	c0.67	
***************************************	0.87	1.01	2.24	1.27
Uniform Delay, d1 88.6 81.5 94.0 87.0 86.1 84.2	87.9	80.5	<i>∞</i> 80.5	91.5
	1.00	1.00	1.00	1.00
Commence of the contract of th	19.4	25.8	563.8	131.0
	07.3	106.3	644.3	222.5
Level of Service F F F F E D	. F	F	50 12 F	F
Approach Delay (s) 152.2 159.4		301.7		
Approach LOS F F		F		
Intersection Summary				
HCM Average Control Delay 201.4 HCM Level of Service	##. F #		AT 15 THE	11 15 E 11 11 11 11 11 11 11 11 11 11 11 11 1
HCM Volume to Capacity ratio 1.56				
The interior contains and the decade, were about the contains and the cont	16.0			
Intersection Capacity Utilization 151.1% ICU Level of Service	Н			
c Critical Lane Group		**************************************		



Movement		SBR2	SET	NWT								
Lañe Configurations	ተትተ	7										
Ideal Flow (vphpl)	1900	1900	1900	1900	/12°5' (4) (4) (4	i nkiling	45, 415, 572,	alingun i .	indiana in its			
Total Lost time (s)	4.0	4.0										
Lane Util. Factor	0.91	1.00					ratio (Macercan) Tale Translation					
Frt	1.00	0.85										
Fit Protected	1.00	1.00		e- de brief design (1995)		1 12 12 12 12 12 12 12 12 12 12 12 12 12			Z MAGINIPAN			19 1 (2) 10 (1) (1) 10 (1) (1) (1) (1)
Satd. Flow (prot)	5085	1583										
FIt Permitted	1.00	1.00										
Satd. Flow (perm)	5085	1583										
Volume (vph)	908	387		0	rai dintendare Paramanan	i sidhardahk Santara	givativet Suleit					
Peak-hour factor, PHF	0.92	0.92	0.92	0.92								
Adj. Flow (vph)	987	421	0	5 0			13.417.113.		ergas enter	niganista is		
Lane Group Flow (vph)	987	421	0	0	*****							
Turn Type		Perm	4 35 7.15 (\$7.55 3.15 6 to	varioù dalama	ar i Tanga ka 20 E. Pada kana ang kana			gangerega Gundaden	1051 CD 411 1051 CD 411			
Protected Phases	8											
Permitted Phases		******	kaktati		u Kinchuré				ladalist eis	440195		
Actuated Green, G (s)	65.3	65.3	des six esemblement en estado	w 4 '' 4 '' 4 ' 8 ' 8 ' 1 ' 1 ' 1 ' 1 ' 1 ' 1 ' 1 ' 1	handarita danataria		Marana a decretir o mercurario	reconstruction of the same with	anda unvinus bancona Armonius	INDERS MITTER WANTED WHAT		WILLIAM AND COURTS OF THE
Effective Green, g (s)	67.8	67.8							enier trees.	ontro	101452.02	ibetticutuses service is en
Actuated g/C Ratio	0.29	0.29	THE SECTION OF THE SE	sesse venter an ear en ees		successor provessor ymenso	disclessionics screened	stands worst a gardege	towns or wo copy soon so	rismoni Caroni kandro essan	- 10.77 to - 10.00 d - 10.00 d to - 10.00 d	Professing warming stages
Clearance Time (s)		6.5							Salan salahan Salan salah	DATES IS LIVE AND ALBERTA CONTRACTOR		
Vehicle Extension (s)	3.0	3.0										
Lane Grp Cap (vph)	1499	467						Marina China Marina China			Harring by	office and
v/s Ratio Prot	0.19	200001210121212E000	anneres en emparens non s	ve nomennemen om	z chometan seese	e Salares per la Salares destaces	Cathana Canta Con maga	· a coss FM estivação	rivi excrit desired cress of	noje vraje pomovis	Servette à la materieu	NAMES OF THE PARTY OF THE PARTY.
v/s Ratio Perm	erenenia Sanjuania	0.27		niet varietet biere eint George		rangan Kanagan	dital Lucio Waliolisa	rigariak dilada Sentan bebesara			der de la Colonia. Concustant de la Colonia de la Colonia de la Colonia de la Colonia de la Colonia de la Colonia de la Colonia d	
v/c Ratio	0.66	0.90	PER VINE O LOGOVISENS	nation ages or because	rkanovnerska cere	eroros seus reces	a este en esta esta esta esta esta esta esta esta	-e avagas apsassas	energia e armente par dec	were control to the section of the	omme god av kryklige after	Nigotica Branchi (see See See See
Uniform Delay, d1	71.0	77.9				AESIS SIGN		interior				(Paliticties) iii
Progression Factor	1.00	1.00	5958585377887788	n dre englyweityng	Parting and Process (CC)	there elektron	11076 1107 (T. 1988)	SOUTH SERVICE	anasen interacea	nyarya treansa sa sa sa	THE STATE OF THE PROPERTY.	infrastrukture kennengan en
Incremental Delay, d2	11.1	20.3		rii saia ka wi								ar o como
Delay (s)	72.0	98.2	Saudoniko Historiko (h. 1941) Saudoniko Historiko (h. 1941)	A PERSONAL MESSAGE SE	naviecies nipero v Adi	proton androsi		Richeller		Reducer in		
Level of Service	406 4	F ,	~ ^ ^					uranidis				
Approach Delay (s)	135.1	en en e	0.0	0.0	uminggo)		eligitimes and sempro-citical to	memoryconymogycovyce Bossi, kio poci i i i sko	AND COLOMB SANCE	PARTE OF SECURITION	en en menore como de la como de	PERCENTER I
Approach LOS	F	A COLOR STATE OF THE STATE OF T	A	Α			Shaarat	Garana (Figure Constitution	livitad je išli	
Intersection Summary												

	٠			*	•		X	*	٦	†	[A	4
Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations	35		777	7	77		77	7	76	ተተተ	7	ኻኻ
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.5.6.2 November 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2	4.0	4.0	4.0		4.0	4.0	4.0	4,0	4.0	4.0
Lane Util. Factor	0.97		*0.91	1.00	0.97	o abovas com Leskalber	*0.95	1.00	0.97	0.86	0.86	0.97
Frt	1.00	-V-1 - CH - V-1 - V-1	1.00	0.85	1.00		1.00	0.85	1.00	0.97	0.85	1.00
Fit Protected	0.95		1.00	1.00	0.95	i albe de cala	1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)	3433		5085	1583	3433		3539	1583	3433	4661	1362	3433
Flt Permitted	0.95		1.00	1.00	_ 0.95		1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)	3433		5085	1583	3433		3539	1583	3433	4661	1362	3433
Volume (vph)	476	0	1186	955	444	(1131 0 1	426	41	966	1614	1116	249
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)	517	0 :	1289	1038	483	0	463	45	1050	1754	1213	271
Lane Group Flow (vph)	517	0	1289	1038	483	0	463	45	1050	2194	773	271
Tum Type	Prot			custom	Prot	a mada na ka waxa	La responsability	ustom	Prot	C	ustom	Prot
Protected Phases	1		6	6	5		2	2	7	4	4	3
Permitted Phases		(1711)	6	7	ng palipagan ng		2	3			4	134 (5)
Actuated Green, G (s)	38.7	FF AC 244704441214.0007F AT 17500000	72.0	126.0	25.0	and a Marchael Anna and	58.3	74.3	54.0	97.0	97.0	16.0
Effective Green, g (s)	39.7		73.0	128.0	26.0		59.3	76.3	55.0	98.0	98.0	17.0
Actuated g/C Ratio	0.17	endersymmetry for militage property and see	0.32	0.56	0.11		0.26	0.33	0.24	0.43	0.43	0.07
Clearance Time (s)	5.0	vas vapadā o	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
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)	593	align gak tata	1614	909	388		912	553	821	1986	580	254
v/s Ratio Prot	0.15	and the second of the second of the second	0.25	c0.36	c0.14		0.13	0.02	0.31	0.47	c0.57	0.08
v/s Ratio Perm		ALEGNIEL DATE		0.29	endigales estendi Libitetti militari			0.01	fattodae Lange	e i presidente esti. Localo di porta	a (la astroca a di Jack accasione ac	
v/c Ratio	0.87	and the transfer of the same o	0.80	1.14	1.24	to operation of entropy and the con-	0.51	0.08	1.28	1.10	1.33	1.07
Uniform Delay, d1	92.7		71.8	and the encourage of the angle to a paging the care	102.0		72.9	52.8	87.5	66.0	66.0	106.5
Progression Factor	1.18	n var moralisen various	0.83	0.70	1.00	and the transport of the state	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.5		2.2	71.3	130.1		2.0	0.1	134.9	55.3	161.3	75.3
Delay (s)	116.7	er nestacin ole saint-uit in	61.8	107.2	232.1	d 1. p. Nyrtyrdyn ar 25 70	74.9	52.8	222.4	121.3	227.3	181.8
Level of Service	# 12 F 1		E	inisini F i	₩.F		- E	- E D	3067/ F)	140 g F	ikis F	F
Approach Delay (s)	n destruigen des participas de	88.4	enggenergigesennooms, (mi	Vine becombined becoming alresing	an e thanka tha fail tha cont	150.5	Action (1977) and confirming opening	morthophe helograe cess	militar (galaci na ha eineannas n	168.1	reconstruction of the second second second	removement models comes
Approach LOS					And Analysis (1907)	San	Colombian School Ville	410	tenone hydrican a proposition	F		and the second
Intersection Summary												
HCM Average Control D	elay:	128 (12.75)	174.2	inizacija (ICM Le	vel of Se	ervice		vijako F a	enda jarija Knigajedia ja		- 1,13-12-14-14
HCM Volume to Capacil		14.140.91.144.144.145.145.145.145	1.44	AG 1 864 TQ A 14 TA 51	ng thi Wadii meder ngalikha gil	poplaci fattura kafi dhur sali fake Stantida	genides II. sedeği verilişin (diği)	minghamanasis har lite iytus disi	Newsgrape of the partition of the managers of their	aradaki aprili d		
Actuated Cycle Length (230.0		Sum of I	ost time	(s)		16.0			
Intersection Capacity Ut		1	22.2%	1	CU Levi	el of Ser	vice		Н			
c Critical Lane Group		riginter (19)									interview of the section	10 (14 (14 (14 (14 (14 (14 (14 (14 (14 (14



Movement		SBR2	SET	NWT	7																	
Lane Configurations	ተተተ	74																				
Ideal Flow (vphpl)	1900	1900	1900	1900	Market State			timic (C.		estitust:												
Total Lost time (s)	4.0	4.0																				
Lane Util. Factor	0.86	0.86																				
Frt	0.99	0.85																				
Fit Protected	1.00	1.00	giratishabi		464471	anselai	ekiteriä otab		gere lively arrive prof	arno Employa	it Washing											
Satd. Flow (prot)	4781	1362																				
Flt Permitted	1.00	1.00		0.0000000000000000000000000000000000000			. Christie	deal was resid		i Saraly												
Satd. Flow (perm)	4781	1362																				
Volume (vph)	1360	698	0	100000			1866 HTM 2165															
Peak-hour factor, PHF	0.92	0.92	0.92	0.92																		
Adj. Flow (vph)	-1478	759	0.0	0							100	articipal										
Lane Group Flow (vph)	1530	707	0	0																		
Tum Type	San Carlotte Contraction	custom						diameter in the		A CONTRACTOR												
Protected Phases	8	8	er are universe homeonomics					المساورة والمساو	tend to passe where the size date	glaga d wilywilliago hal den igny may yang	and a tradeous altitud day has been											
Permitted Phases		8 (4.5)	en survival		e sint y e	in in Cardina	(niversity)				gradinania.											
Actuated Green, G (s)	59.0	59.0	ny Marityninavoholnelojosoriosj	(v V your else formal our length early afroid	libes spranceed and mass warm	ng to Law Sygness to an own the Stand was an afternoon	el despréseire de l'argenne pro l'Assairipant d	is experiente ague segueji p'e	ponen e pronunciano pel qui	Certelateriu etgalwese,	n James of China (E. A. Dhanalandor per	man - communicate and relations on the statement forwards of the										
Effective Green, g (s)	60.0	60.0										iliteret tillisier.										
Actuated g/C Ratio	0.26	0.26	nery army army are see		NO ASSESSMENT TO A	ran and an angla sens	elasectargagas.	#17###################################	NORTH TO SERVE	erstromboensene	and the second control of	tion to the transfer of the second second										
Clearance Time (s)	5.0	5.0			01500 MISS (1)					rentintas nei gere Statelio Ketaristas												
Vehicle Extension (s)	3.0	3.0	na ay ya i ma harrol di muni pra kanal aya	2 P 1 The 2 P 20 1 The 2 P 20 1	Sandrida mentik 197	e salaren dar sanakkanda		Name of State and State State	~		The words of the transfer of the	-1-0-7-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0										
Lane Grp Cap (vph)	1247	355				Milliki						TIVOT, OST ŠVALDOSTI. BOM Stantoning () mog.,										
v/s Ratio Prot	0.32	c0.52	er en en en en en en en en en en en en en	enem tomater temperatures	ar entage to realize the party	eliyan estabbilik kesi.	e addonés ad ad	researce parameters	LEATISANE EVI	CONTRACTOR SO	STORTSTANDARDEN	r S PS Grove (Kornelli Shenelli i nazi ne tipon										
v/s Ratio Perm					20,500,000,000 20,500,000,000	entro com and		Maria Esta.		018557.8960 2105-17257.		rangaran dan 1900 berasan Merikan dan dan 1900 berasan										
v/c Ratio	1.23	1.99		And the Salar					antipulati													
Uniform Delay, d1	85.0	85.0					AND THE STATE				Digney)											
Progression Factor	1.00	1.00 456.2			ing master	erre erre errer			kaj mandradi	in transposition	and decem											
Incremental Delay, d2	كالأفرارين ورودون ويرووون	San Ser have to a surgerning species being			li de la la					i dikeben Lankan		ide de	BiJMII.				ngwaratsi		STATES	10 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -		rangenga ka
Approach Delay (s)	290.8	ammy Fan	0.0	0.0	Processors																	
Approach LOS	290.0 F	2 1225 (1425 Feb.)	U.U A	0.0 A	7.35.25.10.25	over the state of						nere is accompanies promotives include										
6 Spr - 7 to 7 legal groups (distributed from a training of which Michigan (springs) (9 feet, 17 cents) (Mi		era za za programa postana postana postana postana postana postana postana postana postana postana postana post Postana postana postana postana postana postana postana postana postana postana postana postana postana postana			A.M. P. S. S. S.						Section 1 Section 1											
Intersection Summary																						

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4114		75	^			44	
Ideal Flow (vphpl)	1900	1900	1900	1900	(1900)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	andre en familiera de la propieta de seguiron de	Salahata meritan est su maritagio	eugh keereye jejaya maka	entrettetiste eneternettet	4.0	katorik direb da kurator katika k	4.0	4.0	raetti ete sal e sentalit. Delit	at estat areata at la combina	4.0	William and and on
Lane Util. Factor	Siria (1907) Accomplication	. GETTER STEP	Tellacoretine Ny fivolona		0.91		1.00	1.00			0.95	
Ff.	anny Karang dalamat Massa da	s (yu anen) u e-mberg dammetruu m	on all post hand protection which provide	er upravision galante fizikele edi in	0.98	gerdystydd ei Syddey Albertydd	1.00	1.00	presented, disposit to the contract of	SAMPETAL STATEMENT CA	0.93	S. Callaga, i establishere
Fit Protected			inimilit.		0.99	era Serangan dan	0.95	1:00		reninerie anie:	1.00	64.54.F.
Satd. Flow (prot)	uses, a moete-ritrant enteres	óvv recytery-on menocia-vada	ent of the mark asserting the engineering		4962	o komeni i dicico ketolicento	1770	1863	in the section of the second section of the section of	under die stadt dem vere til vertigen d	3303	Control March and All Control
Fit Permitted				oekomenasa Vastestê	0.99		0.25	1.00	timiomines Timburyana	Carrier (Car	1.00	
Satd. Flow (perm)		The second secon			4962	an am a an agail (4 a an agail	458	1863		and morning to come and judget	3303	
Volume (vph)	0	0	0	308	2134	351	156	268	0	14 V 01	230	185
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)	0		0 5 6 6 6	335	2320	382	: 170°	291		(A) (A)	250	- 201
Lane Group Flow (vph)	0	0	0	0	3037	0	170	291	0	0	451	0
Turn Type				Split		redikteric.	pm+pt			Cella-eil		
Protected Phases		.,	, , , , , , , , , , , , , , , , , , , ,	2	2		7	4			8	
Permitted Phases							4			Lijo ISGLARA		rickfor-gracia
Actuated Green, G (s)					74.8		30.2	30.2			16.6	
Effective Green, g (s)	energia esta de contra esta esta esta esta esta esta esta est	240000000000000000000000000000000000000			75.8		31.2	31.2			17.6	1104.4044
Actuated g/C Ratio					0.66		0.27	0.27			0.15	
Clearance Time (s)		e se como April pala a listado a la	Na 12-45 pri 176 a T		5,0		5.0	5.0			5.0	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)		Land Court County of		o dra de servicia.	3271	ni de la	e-ministration	response was a	506	100 E (81) (10) (10) (10) (10) (10) (10) (10) (1		
v/s Ratio Prot	an and the section of the section of the section				c0.61		c0.06	0.16			c0.14	
v/s Ratio Perm							0.14					
v/c Ratio	Lancon and the control of the contro	ana anna stanana at ta ta wa	onderen i with the he	ON COLUMN DE MARCON MARCON DE LA COLUMN DE L	0.93	to a test assertions to	0.73	0.58	and the second second	· No metropolica a	0.89	
Uniform Delay, d1	fwillatist			San profit i Pra Profit dell'i Sal	17.2	ralgi vefetiya.	44.4	36.2		remandaring Markanan	47.8	18044
Progression Factor	ma density dimensional consi	dragography and state of the con-	nation to the distribution of the second	CENTRA MINISTERIO MA	1.00	er Sicilard Norwenten Sicilar	0.79	0.76	mothed orthographs of Standardson	n Million, SIX SO SV SV seniena, n	1.00	-4 maylers may
Incremental Delay, d2	en de la composition		re (geledete) Lil felikionst		6.0		10.3	1.5		1956 52 3 200 5340.	17.7	
Delay (s)	en keraka enteraka ka sij	TITETER IN MENALISTIC		and the second second	23.2	er nice y province ves	45.3	29.2	nervangositys west	continuos executado	65.4	erskayokyAl si
Level of Service					, in C		-	, C			i E	
Approach Delay (s)	SCHOOLS ASSESSOR	0.0	il inchieratori in personali in	eneggine greene (e)	23.2	G a Legis remercives, divers		35.1	amiliana de Arres de Arres de Com P	ententari e e e e e e e e e e e e e e e e e e e	65.4	reprogramming social sign
Approach LOS		A	ilijasiittii	satialisti ossa.	C			D	li selbiji	erii (i	E	
Intersection Summary												
HCM Average Control D	elay		29.4	-	ICM Lev	el of Se	ervice	e e p 29% - 20 %	C		ns palvolens	
HCM Volume to Capacit		en gran en de fest frætte sjort i sjefette e fett	0.87			er verste gestrokke treitje i treit en een tok k	mang sena tertah pendik tengi, 196 (sebatia)	en e energia e del escetto (1877). E filor	gamene significati, karpa i i i i i i i i i		ergene uit is statistis jaan süit ja liinj	na ana salah ing malah
Actuated Cycle Length (s)		115.0	a apas	ium of k	ost time	(s)		8.0			
Intersection Capacity Uti	llization		92.9%	I	CU Leve	el of Ser	vice		E			
c Critical Lane Group					rock at a	4600000	en				AS IVA	

	٠		•	•	+	K	4	1	1	1	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተኩ						ሶ ኑ		ሻ	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	Silver I am a manda a 60 milita	145, 54 () was a 22-626	han en	returbiture - turn director del iral	ê bilênen etrore era dê lê	4.0	e milion (i de la como de te	4.0	4.0	Ci i Kade venta et l
Lane Util. Factor	1.00	0.91		residente de la companya companya de la companya de			managa dan pembadah	0.95		1.00	1.00	STATE OF STREET
Fit	1.00	0.99	\$80,4 tendo 20 4,000 to 1 2,5 0 4 1	Colonica Colonica Incomotiv	STATE TO CANADA STATE ST	or special transfers to care-type and	agent a sin trace of manager and ga	0.93	Facebook, augusto, tole 2401 page,	1.00	1.00	mily and analysis of dealings of the pl
Fit Protected	0.95	1.00	54.00051 YE 11956	of charts	Elizaben Alla Bad	A Printed a Beneric		1.00	ajūs is pridosių sais	0.95	1.00	
Satd. Flow (prot)	1770	5021	action is not a resident of the bridge.	94 DOLGO 6 SERVINO DARA NO	942.01.0 **********************************	Toursell Assert Assert Assert	and a source of the first securious	3302		1770	1863	elizare a 104 filonoco e est
Fit Permitted	0.95	1.00					arayis	1.00		0.32	1.00	
Satd. Flow (perm)	1770	5021	ocust de quecase e tuniçande entonição	eneral Contraction	MUSE EARLY INCLUDING AND THE COMME	rementarion of motor of the second	Service Control Section (1995)	3302	and any of the second and an experience for	589	1863	mental and a second of the second
Volume (vph)	221	2055	188	0	0	0.0	0	203	165	85	453	0
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)	240	2234	204	ँ 0		0.	0	221	179	92	492	0
Lane Group Flow (vph)	240	2438	0	0	0	0	0	400	0	92	492	0
Tum Type	Split	1. 1146 (276 1920) 11 (24 713 (24) (an archiocal fro Daniel Earlis	LETT FERRETREE	er errogens Grand-M	an Maria da Sala	varganije vir	pm+pt		Koja vistorij Koja de od		
Protected Phases	6	6	erwerk word of my thinkness	60 Lin (2001, 200,000, 1/46,-110,00	an elementar	St. of Lamines of St.	Laranti, sat, storas as, es-mas, es-	3	8	2-5-8-10-10-10-10-10-10-10-10-10-10-10-10-10-		
Permitted Phases		mith thirtie				orrandelija is			20.20.05043	8	1.11(22-0.22)	Preva
Actuated Green, G (s)	67.7	67.7				4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		25.3		37.3	37.3	
Effective Green, g (s)	68.7	68.7			patesta especial. Taliulte especali			26.3		38.3	38.3	
Actuated g/C Ratio	0.60	0.60						0.23		0.33	0.33	
Clearance Time (s)	5.0	5.0		445.7527.43-8-1				5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0				11, 4, 11, 11, 11, 11, 11, 11, 11, 11, 1	matro-rayty system trans-	3.0		3.0	3.0	
Lane Grp Cap (vph)	1057	3000	21. 2008. 350 T. 20	rije i de la se	15-1905LVt3)7156	enerolika Karatelolika		755	Je sako dingal	278	620	
v/s Ratio Prot	0.14	c0.49	e to a financia de la financia de	t en en territor (en en en en trimmetalinen rece	etamonto se se sistentido			0.12	that her shall and a look at same thousa	0.02	c0.26	0076.00=-94.7°0.04.91
v/s Ratio Perm										0.09	eleviere de la communicación communicación de la communicació	
v/c Ratio	0.23	0.81						0.53		0.33	0.79	Mark confidence in an enterer in
Uniform Delay, d1	10.8	18.1	and herybe	An Sign		experisor		38.9		27.6	34.8	
Progression Factor	0.78	0.71						1.00	. The control of the	0.67	0.70	A Control of the Control
Incremental Delay, d2	0.3	1.8						0.7		0.3	3.2	
Delay (s)	8.8	14.7						39.6		18.7	27.4	
Level of Service	A	B ∙						D.		B	47 B C	
Approach Delay (s)		14.1			0.0			39.6			26.0	
Approach LOS		B			A			D			C	
Intersection Summary												
HCM Average Control D	elay	Lingi	18.8	j. J.J. J.H	CM Lev	el of Se	rvice	and a second	ь. В	e de la compa	Managanga via	Curiosas, J
HCM Volume to Capacit		, and proceedings of translation	0.81	age analysis provides the metallists	and the second s		, An man, someone give pills	and the state of t	and the second property of the second second second second second second second second second second second se	and the second second section to the 1900	···· · · · · · · · · · · · · · · · · ·	
Actuated Cycle Length (115.0	S	um of lo	st time	(s)		8.0		7(7)77777777777101 6141/41277157713 323/113113134	TENTENETHATA SIX SESSEES EX SESSEES AS AS A
Intersection Capacity Ut		rena antar is en 1991 (1991 1991)	80.3%			l of Sen			D	aone a eu trottore de	and the second second second	sa as men a constitution of
c Critical Lane Group				2 3 4 Ci 3 8 8 4 1 (20)	ajga (J) yin 1287.			Na San San San San San San San San San Sa		TO SOLUTION (1807) Albaja igalelingu		1/4/14/5/6/1
on the one of the second of t	e, leden viktoren iff		e jaga sa sengai pa Marana in 1974	ana manana na karatan na 19 maji	enotros delimetri	om sets or term 2 Metalismet (Ca	o mario esta porte de de colo esta esta esta esta esta esta esta esta	par nga ji ga gita gita gita di a	ern et genoest i fan 15 û û hitsellên	anamana sententi i	een gestig teegendig die Grobbie tijd	as and it provings of the

	>	◄	†	↓	\	×	*	×	*	×	<i>></i>	4
Movement	EBT	WBT	NBT	SBT	SEL	SET	NWL	NWT	NEL	NET	NER	SWL
Lane Configurations		······································			77		ሻሻ		44		77	ሻሻ
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	delena fora dina na rivija je dilja da Vera	distriction obsessed and employed	illine.d 2 sedera u remene (d. n. distr.	e M. S. Sier an and William 1849 received to	4.0	al alle some particles, il per membre	4.0	andere (Carlotte et et apriliet et receive de	4.0	2 14 To 2 2 W - 45 H A TO 4 4 4 4 4 4 1 2 1 3 1	4.0	4.0
Lane Util. Factor	in and the		3/21/24/37/27	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.97		0.97		0.97		*0.95	0.97
Frt	- British to construct of the developed and the construction of th	A. Commercial control and control control control			1.00	A. H. Sayar 4. 104 T. 104	1.00	2 mg 1 mg 1 mg 1 mg 1 mg 1 mg 1 mg 1 mg	1.00	***************************************	1.00	1.00
FIt Protected	Lastenson et l				0.95	uza dikibe	0.95	entre de la company	0.95		1.00	0.95
Satd. Flow (prot)	me (Colourno)s i se acrossodounos	a topological and an are are	management of the Paris No.	4 ALBY 11 AUG 213 ALBY 11	3433	***************************************	3433	- No and an other desired and distance	3433		3539	3433
Flt Permitted			J.		1,00	0.95						
Satd. Flow (perm)					3433		3433		3433		3539	3433
Volume (vph)	0	0	. 0	0	170	0	1555	0	1950	0	1480	233
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)	0	12 4 O V	0	(0)	185	/ (1690	0 -	2120	144.4.04	1609	253
Lane Group Flow (vph)	0	0	0	0	185	0	1690	0	2120	0	1609	253
Tum Type			o stabiliti O solites ()	di Suli	Prot	oskomijo Pastarija (Sa	Prot		Prot			Prot
Protected Phases	a, digen je ali ili ili je o jeja o je li ili ili ili.	artikitika paramentari	PENNSY AND THE WARE	,) ; / terito A. h. Cat. 951. 0 v, 200	8	m1596294154626795964	4		5	n, n ennyacom carena	2	1
Permitted Phases		regional Con	Hill Edwi				Stay (SEC 15 FTS FT YEAR OLD TO SEC				2	
Actuated Green, G (s)	committee and the second	WANTED TO SERVE AND	· · · · · · · · · · · · · · · · · · ·	90.1	14.9							
Effective Green, g (s)			5.054164953	11/21/2001	61.0		61.0		73.0		91.1	15.9
Actuated g/C Ratio	210-21011				0.34		0.34		0.41		0.51	0.09
Clearance Time (s)		. Bardaketriat		and the second second	5.0		5.0		5.0	Spatial and Services	5.0	5,0
Vehicle Extension (s)					3.0		3.0		3.0	·	3.0	3.0
Lane Grp Cap (vph)		11. 20. 40.6 20.70	garajere (kirk)	7 (P. 9) (68 (168 ()	1163	1157 P. 117 P. 1	1163		1392	1.95.4215.63	1791	303
v/s Ratio Prot	was ang de of green the analyse de paneje	- Annual Control of the Control of the Control		***************************************	0.05		c0.49		c0.62		0.45	0.07
v/s Ratio Perm		A Abelia Sept. Sept.						or francisterings.	er heriografia mente masse Till 1985 av 1985 av 1985 av 1985 av 1985 av 1985 av 1985 av 1985 av 1985 av 1985 av 1985 av 1985 av 1985 av 1			eti pergi kalipi his Tanzakia kalipata
v/c Ratio		And an analysis of the second second			0.16	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1.45	•	1.52		0.90	0.83
Uniform Delay, d1		W. 147-15	849443775		41.6	diriki)	59.5		53.5	eren námely	40.3	80.8
Progression Factor					1.00		1.00		0.71		0.92	1.00
Incremental Delay, d2			rengantari Kalèntari		0.1		208.8		235.7		0.8	17.7
Delay (s)					41.6		268.3		273.5		38.0	98.4
Level of Service					D D	ng mang	F		E F	in e	H D	F
Approach Delay (s)	0.0	0.0	0.0	0.0		41.6		268.3		171.9		
Approach LOS	Α	A	Α	A		D						
Intersection Summary												
HCM Average Control D	elav	LEW NEW PRO	197.5		ICM Lev	rel of Se	ervice	umana.	ásis Es			
HCM Volume to Capacit		3-35-14-5-1-10-10-10-10-10-10-10-10-10-10-10-10-1	1.46	and placed the second	نم د وها رناه ها وباید	an ya indoor pady Co, ao so	ligadi kalingang di Ma	z-we 60440000000004	(8)(0)(0)(9)(0)(1)(0)(0)	or an energy consist each	ere in electric de la compe	8578.R.R.R.C.C.
Actuated Cycle Length (180.0	S	ium of lo	st time	(s)		12.0			
Intersection Capacity Ut		anasorpasinaraanii 14	19.8%		CU Leve			a traffice flactor il belijelije.	H	race to make the decides the highly in	permenting and military for Supermenting and Supermenting and Supermenting Supermenting Supermenting Superment	anne ttation van deep vielen.
c Critical Lane Group		ajjanja Geo				2000 (1000) 1000 (1000)	g Heles			2,1365.721165 3717.22165		45 4 4 5 H



Movement	SWT SWR	
Lahe Configurations	77	
Ideal Flow (vphpl)	1900 1900	
Total Lost time (s)	4.0	
Lane Util. Factor		
Frt	1.00	
FIt Protected	1.00	
Satd. Flow (prot)	3539	
Fit Permitted	1:00	
Satd. Flow (perm)	3539	
Volume (vph)	0 817	
Peak-hour factor, PHF	0.92 0.92	
Adj. Flow (vph)	0 888	
Lane Group Flow (vph)	0 888	
Tum Type		
Protected Phases Permitted Phases	6 6	
Actuated Green, G (s)	parti jaja, menjarta kalendri utang pengangan kangan kangan kangan kangan kangan kangan kangan kangan kangan k 33.0	
Effective Green, g (s)	34.0	
Actuated g/C Ratio	0.19	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	And the state of t
Lane Grp Cap (vph)	668	atisan kan inggan permanangan pangangan pengangan pangan kan kan kan pangan pengangan pangan kan pangan pangan
v/s Ratio Prot	c0.25	
v/s Ratio Perm	aktiva – vitarialista karamatika tilanga tagist jangar majanga ang atng haran in disingga apakti	The second and second are second and second and second and second and second and second
v/c Ratio	1.33	
Uniform Delay, d1	73.0	ivatori pervalizie kreinere karakelaria korkentrialiya (santi keraka) karakelarika kilonia kriintii kuri. Karakelarika 1981 - Karakelarika kerika karakelarika kerika karakelarika kerika kerika kerika kerika kerika ke
Progression Factor	1.00	
Incremental Delay, d2	158.4	
Delay (s)	231.4	
Level of Service		
Approach Delay (s)	201.9	
Approach LOS	eran F aragagaga (d.	
Intersection Summary		
2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00		

	٠			•	*	◄	*	*	×	†	P	J _k
Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations	ሽካ		77	7	35		74.74	7	35	<u>ተ</u>	7	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	⊞1900	1900	1900	1900
Total Lost time (s)	4.0	defections trades a segue	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		*0.95	1.00	0.97		*0.95	1.00	1.00	0.91	0.91	1.00
Frt	1.00	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1.00	0.85	1.00		1.00	0.85	1.00	0.97	0.85	1.00
Fit Protected	0.95		1.00	_1.00	0.95		1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (prot)	3433		3539	1583	3433		3539	1583	1770	3286	1441	1770
Fit Permitted	. 0.95		1.00	1.00	0.95		1.00	1.00	0.95	1.00	1.00	.0.95
Satd. Flow (perm)	3433		3539	1583	3433		3539	1583	1770	3286	1441	1770
Volume (yph)	257	0	887	36	473	0	194	103	291	813	791	105
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)	279	0	964	39	514	46. 0	211	112	316	884	860	114
Lane Group Flow (vph)	279	0	964	39	514	0	211	112	316	1112	632	114
Turn Type	Prot			Perm	Prot	igan kan ji s	in a single	Prot	Prot		ustom	Prot
Protected Phases	1		6		5	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2	2	7	4	4	3
Permitted Phases			6	6			- 2 -		4134 COLUMN	orisa.earlea	4	
Actuated Green, G (s)	18.5		51.3	51.3	27.0		59.8	59.8	32.6	68.2	68.2	13.5
Effective Green, g (s)	19.5	The Paris of the H	52.3	52.3	28.0		60.8	.60.8	33.6	69.2	69.2	14.5
Actuated g/C Ratio	0.11		0.29	0.29	0.16		0.34	0.34	0.19	0.38	0.38	80.0
Clearance Time (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
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)	372	ample ett	1028	460	534	erfrie ekspere pieroe	1195	535	330	1263	554	143
v/s Ratio Prot	0.08		c0.27		c0.15		0.06	0.07	c0.18	0.34	c0.44	0.06
v/s Ratio Perm		erena incluina de la colonia. A talanca incluir de la colonia		coenercus Välsuled								
v/c Ratio	0.75		0.94	0.08	0.96		0.18	0.21	0.96	0.88	1.14	0.80
Uniform Delay, d1	77.9	Antigraphy (62.3	46.4	75.5	TESCO 144100	42.0	42.5	72.5	51.6	55.4	81.3
Progression Factor	1.00		1.00	1.00	0.78		0.73	1.89	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.2		16.6	0.4	5.5		0.0	0.1	37.9	7.4	83.4	25.7
Delay (s)	86.1		78.8	46.8	64.2		30.8	80.4	110.4	59.0	138.8	107.0
Level of Service	# F		E	D	P E		C	F	# F	F E	***** F	F
Approach Delay (s)		79.4				58.0			and the latest and the same the latest and the late	91.4		
Approach LOS		III E	Tario (de j	. P201903115621		E	gwesan belgi			. E		
Intersection Summary												
HCM Average Control D	elav 🔻	meses established	81.7	: Circles h	ICM Lev	vel of Se	rvice		ii As Fa	rifferen bûr.	Protestri	
HCM Volume to Capaci		reti tok 4 mil Do-iso ko	1.04	8190-1209-1944-1940 8190-1209-1944-1940	Saabari (Staberistika	Miller Britain - John Care	g tiet to made gewonen bis en	y Pangi alikat 1904 dindinah		60 (60) (20) 6 (20) (Sergel (6	teribalahkan adalah belalah	(introduction programme)
Actuated Cycle Length (180.0		Sum of le	ost time	(s)		16.0			**************************************
Intersection Capacity Ut		susiai pigaai tuu sa a t	07.6%			el of Ser		sa saen tuiteut siiten.	F	v. 30.50.499 (2060)	mertan.#457-5412	necesary sold sold file
c Critical Lane Group				1977 B. 134		nderskiers	excention for		aanounguya uu ka kahee	AND THE STATE	de de la de	
graphs to the content of the second transfer of the content of the	vaa, yvasta žavuše čiu Ro	use and the property of the second	4 4 4 4 100 4 10 10 10 10 10 10 10 10 10 10 10 10 10	u .superuse.002	, and the second second second	awarana serenjaka	and an experience of the	and the state of t	ngarang transmis padalah da		a. 10-4 store in patrice (1865 cons	reservation > 30 Sept Mills and

	↓	¥ا	×	×	
Movement	SBT	SBR2	SET	NWT	
Lane Configurations	个 个	7			
Ideal Flow (vphpl)	1900	within aperior bear his	1900	1900	
Total Lost time (s)	4.0	4.0			
Lane Util. Factor	0.91	0.91		allandar	Testas, septembras, se e constituis de la companya
Frt	1.00	0.85		n companies a propinsi de la companie de la compani	
Flt Protected	1.00	1.00	Krajevier (e) Links (l. 18	page 1 de 20 milio a Vila Laciet e la coma cidado de 20	
Satd. Flow (prot)	3390	1441	Citive betito di necosa chi redici	s en abordo es bromes de la Sebile de Bris	The formal of the first of the
Fit Permitted	1.00	∫1.00∂	FREEZERS	Highwale (Land	
Satd. Flow (perm)	3390	1441	and the second second second		
Volume (vph)	847	248	0	0	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	921	270	0	0	
Lane Group Flow (vph)	921	270	0	0	
Turn Type		custom		original district	radokoja pa projektora po prikrajaroja kranatytem ita vetatym kranatytem j
Protected Phases	8	8		vita s supplication for	
Permitted Phases		8			
Actuated Green, G (s)	49.1	49.1	grafer kompred		
Effective Green, g (s)	50.1	50.1			
Actuated g/C Ratio	0.28	0.28	Egracija Paga		
Clearance Time (s)	5.0	5.0	4.000 (2.000 000 4.344 (4.345 (4.045 (4.045 (4.045 (4.045 (4.045 (4.045 (4.045 (4.045 (4.045 (4.045 (4.045 (4.045 (4.045 (4.045		
Vehicle Extension (s)	3.0	3.0	George verez (1956)	onere personalis	
Lane Grp Cap (vph)	944	401			er paglyddia gaeth gwyr ag 1415 i har glei haffern ferri ferri fer ffilith. Gleif o'i ferri fer ffir fer ffir f Terri
v/s Ratio Prot	0.27	0.19	era eratoria de	navional escap	
v/s Ratio Perm v/c Ratio	0.00	0.67			
Uniform Delay, d1	0.98 64.3	57.7	e ingangene		
	1.00	1.00	ii yasyayiki	vergrender gericht (d.) Souder deutsche Landsch	
Progression Factor Incremental Delay, d2	23.3	4.4	in many in Arr	windstand in the second	
Delay (s)	87.6	62.1	dindika 1		
Level of Service				79475844559 4 756584 £1	
FOACH OF OCTAINED	F	E	REPORT DESCRIPTION		

Intersection Summary

•		4	4	†	~	>	1	4	*	×	/	4
Movement	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NET	NER	NER2
Lane Configurations			*	个 个	74	ነ ት	个个	7	*		777	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	ali ili a tela protessa testa con di trad	nicipality was an experiment towns and 120 cm	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Utll. Factor		00 JUN 1717 1744	1.00	0.95	1.00	0.97	0.95	1.00	.1.00		*0.91	1.00
Frt	30 Sec., (469 Trap. Sec. 97 4 5.	in do 110 metros del militarios metros	1.00	1.00	0.85	1.00	1.00	0.85	1.00	and the second of the second of the second of	1.00	0.85
Fit Protected		ally w Marsher Control of the Contro	0.95	1.00	1.00	0.95	1.00	1.00	0.95	SALEDSTATE	*1.00	1.00
Satd. Flow (prot)	overe alegicia in come status	- Marchaelle - modern mar	1770	3539	1583	3433	3539	1583	1770		5085	1583
FIt Permitted	y keling de lekerik	444100391031	0.95	1.00	1.00	0.95	1.00	1.00	0.95	e de la politica	1.00	.1.00
Satd. Flow (perm)			1770	3539	1583	3433	3539	1583	1770		5085	1583
Volume (vph)	0	0	150	534	≟ 341	1104	359	12	71	0	2949	71
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)		0 0	163	580	371	1200	390	13	77	11 13 E 0 1	3205	77
Lane Group Flow (vph)	0	0	163	580	371	1200	390	13	77	0	3205	<u>77</u>
Turn Type			Prot	arenturis (S	Perm	Prot		Perm	Prot			Perm
Protected Phases			7	4		3	8		1		6	
Permitted Phases					4		100000000	8			6	6
Actuated Green, G (s)			20.8	18.0	18.0	35.0	32.2	32.2	6.0		87.0	87.0
Effective Green, g (s)			21.8	19.0	19.0	36.0	33.2	33.2	7.0		88.0	88.0
Actuated g/C Ratio			0.12	0.11	0.11	0.20	0.18	0.18	0.04		0.49	0.49
Clearance Time (s)			5.0	5.0	5.0	5.0	5.0	5.0	5.0	gradena a viji Malakana	5.0	5.0
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)			· 214	374	167	⊵68 7 ⊴	653	292	69		2486	774
v/s Ratio Prot			0.09	0.16		c0.35	0.11		0.04		c0.63	
v/s Ratio Perm		Single of the region Single of the region Single of the region	11,552,762		c0.23			0.01				0.05
v/c Ratio			0.76	1.55	2.22	1.75	0.60	0.04	1.12		1.29	0.10
Uniform Delay, d1			76.6	80.5	80.5	72.0	67.3	60.4	86.5		46.0	24.7
Progression Factor			1.00	1.00	1.00	1.00	1.00	1.00	1.03	. With the state of the state o	0.95	0.81
Incremental Delay, d2			14.7	260.7	568.6	342.0	1.5	0.1	140.0		133.1	0.2
Delay (s)	NA SERVICIO DE CONTRA DE COMO	91.3	341.2	649.1	414.0	68.7	60.4	229.4	nest frame the common to the	176.8	20.3	
Level of Service			F	any E	B & F	i i i fi	P E	in is is E	is in F		1 P	C
Approach Delay (s)	0.0	0.0	wykowany w mangonyk gornyon na disa	407.2	s(g, railmentressisteameners, emplicante)	eccent of order to the concress which	327.2	werdworker ers nah soly fer sol	an a shaafa fa fallan a shira a sa sa	174.4	d one state for the land open ment of a fire	drife(Vesservessas) et (181
Approach LOS	A.	A	Skillina	Jugang R	y stat gerenda		F			F	dioka	
Intersection Summary												
HCM Average Control D			192.2	44.23444.24 }	HCM Le	vel of S	ervice		usus F			
HCM Volume to Capaci		ereng regard from the extraction	1.54	sangerprotest en ee m	_ garagaranna ri in	ng ngan sa sakan sa sa kasama	ograpisen grams era era cam	and the state of t	Mariani	gamag den som den gem fret som et.	nilan-sake lift sini see 4say	من المثنات المثالة المثالة ومعاشم
Actuated Cycle Length (180.0			ost time			16.0	Alavalieu		
Intersection Capacity Ut	ilization	1	57.0%		CU Lev	el of Se	rvice		Н	**************************************	g proprenieren	rither based per ma
c ○ Critical Lane Group					norvetime.						Chie Californi	

4	K	4	t

Movement	SWL	SWT	SWR	SWR2
Lan # Configurations	ሻ		77	<u>~</u>
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	1300	4.0	4.0
Lane Util. Factor	4.0 1.00	orași de la compositori La compositori de la compositori	*0.95	1.00
Frt	1.00		1.00	0.85
Fit Protected			1.00	1.00
described and the second of th	0.95		Commission of the Commission o	SE PRESENTATION OF A PRIME
Satd. Flow (prot)	1770	**************************************	3539	1583
Flt Permitted	0.95		1.00	1.00
Satd. Flow (perm)	1770	. Lay College . Town	3539	1583
Volume (vph)	310	0	7 5 1	1178
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	# 0	2298	and the many transfer
Lane Group Flow (vph)	337	0	2298	1280
Turn Type	Prot			Free
Protected Phases	5		2	Armounds sink artifest page
Permitted Phases			2	Free
Actuated Green, G (s)	20.0	gy a thair ann an thair an thair a tha a gh	101.0	180.0
Effective Green, g (s)	21.0	e at or lead of the	102.0	180.0
Actuated g/C Ratio	0.12	grand har property.	0.57	1.00
Clearance Time (s)	5.0		5.0	PROPERTY OF THE
Vehicle Extension (s)	3.0	an in the second second second	3.0	en beginnings o Kradisto
Lane Grp Cap (vph)	207	ining and selections of the selection of	2005	1583
v/s Ratio Prot	c0.19		0,65	(CUU
v/s Ratio Perm	UU.IS		CO.U	0.81
Last on the Brook and the section with a section of Brooking and Market States	4 62		1 1E	0.81
v/c Ratio	1.63		1.15	
Uniform Delay, d1	79.5		39.0	0.0
Progression Factor	1.03	Kitava evetet	0.89	1.00
Incremental Delay, d2	284.6		66.4	0.4
Delay (s)	366.3	evore e vani De Brode	101.0	0.4
Level of Service	F		F	Α
Approach Delay (s)		91.0	more to entrage about despite and the	ar a re war wat out States of the state
Approach LOS		Jan €		
Intersection Summary				
microconomical intrally				

	٨	****		*	•	◄	*	*	ħ	†	P	J _k
Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations	<u>ሕ</u> ጉ		777	7	ል ካ		7474	75	77	个 个	74	*
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	zaina in zero e Vermente e tribbide e	4.0	4.0	4.0	- tulka Bibliot it kessa kota 1945.	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		*0.91	1.00	0.97		*0.95	1.00	0.97	0.91	0.91	1.00
Frt	1.00	op, wyzama okareślikać ir stakolikace	1.00	0.85	1.00	economiche annimes	1.00	0.85	1.00	0.93	0.85	1.00
Flt Protected	0.95		1.00	1.00	0.95		1.00	1.00	0.95	1.00	1.00 🖟	0.95
Sald. Flow (prot)	3433	anas estáda es cortos estás estás estádos.	5085	1583	3433	notwiew i benimetewi ideus	3539	1583	3433	3138	1441	1770
FIt Permitted	0.95		1.00	1.00	0.95		1.00	1.00	0.95	1.00	1.00	0.95
Satd. Flow (perm)	3433	ELECTRICAL STATE (ALCOHOL)	5085	1583	3433	and all overall and all of	3539	1583	3433	3138	1441	1770
Volume (vph)	341	0	3252	36	655	0	2456	235	238	634	1423	64
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)	371	4. O	3535	39	§ 712	0.	2670	255	259	689	1547	. a 70
Lane Group Flow (vph)	371	0	3535	39	712	0	2670	255	259	1369	867	70
Tum Type	Prot		undage etter Spallt sind	Perm	Prot			Perm	Prot	Č	ustom	Prot
Protected Phases	1	eli (folksione), Servicial Vapol eliped Se	6	20 AL ESSO IVE 4569, TV;**A4	5	24 4 - 2 - 2004 J. 2004	2	CONTRACTOR OF STREET CO.	7	4	4	3
Permitted Phases		1,52,4535,16,521	6	6		denina.	2	2:			54	
Actuated Green, G (s)	14.0	anane de Caracia de Caracia	82.0	82.0	25.0	and the second second second second second	93.0	93.0	14.9	46.0	71.0	7.0
Effective Green, g (s)	15.0		83.0	83.0	26.0		94.0	94.0	15.9	47.0	73.0	8.0
Actuated g/C Ratio	0.08	essaging make a loomer and the pr	0.46	0.46	0.14	A CONTRACTOR OF THE STREET	0.52	0.52	0.09	0.26	0.41	0.04
Clearance Time (s)	5.0	NAMES OF	5.0	5.0	5.0	ar lei viel oo	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	i, gant y ny jiyar jindaman, biy i familikari	3.0	3.0	3.0	and the second second	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	286	BOAN MATS	2345	730	496		1848	827	303	819	616	79
v/s Ratio Prot	0.11	LICELL RISINGS	c0.70	and a state of the same and the	c0.21	3939m25036	0.75	Taka Majan mang dan 18	c0.08	c0.44	c0.37	0.04
V/s Ratio Perm				0.02		Augustation (0.16			0.23	######################################
v/c Ratio	1.30	By include Quarter and Conseq	1.51	0.05	1.44	igus Jenismyli Livegunniku berlangiko fi	1.44	0.31	0.85	1.67	1.41	0.89
Uniform Delay, d1	82.5		48.5	26.8	77.0	i finial de	43.0	24.5	80.9	66.5	§ 53.5	85.5
Progression Factor	1.20	Barahar a Karajahahar seba	0.71	0.48	1.26	um (des 96s Vannos des Paul V	0.58	0.33	1.00	1.00	1.00	1.00
Incremental Delay, d2	136.2		228.6	0.0	203.1		202.1	0.6	20.3	307.6	193.0	63,8
Delay (s)	235.0	es trast a Majoria Mañor A	263.0	12.8	300.2	All Constitution to Substitute and	226.9	8.7	101.2	374.1	246.5	149.3
Level of Service	: F		** F		44. F 4	0195.2314 <u>5</u>	F.	A Property	:::: F	i di ka F o	50 F	F
Approach Delay (s)	g initial state to the most series.	257.9	armoj, doj bijagajanoj de n	and the state of t	a programmento de la completación de la completación de la completación de la completación de la completación	226.0	*** \$5000 to \$1000 to		7 M - 127 CA	301.4	and the second second second second second	a system of the same
Approach LOS		F			reteteteke Majalaka	F				Tolle		
Intersection Summary					29.							
HCM Average Control D	elay -		240.8	9.48.48.8 1	ICM Lev	vel of S	ervice	المتعاددة المتعاددة	· F			
HCM Volume to Capaci		r Long or the conference of the govern	1.50	erna e ega irilgeli. Jellegadon Galler fil	ika manananin'i amin'i anjangan pamangan panggan anjanggan panggan anjanggan panggan panggan panggan panggan p	Andrews Des Districts 1998/1999	and the second state of the second					
Actuated Cycle Length			180.0		Sum of k	ost time	(5)		12.0		Sign of Missing	
Intersection Capacity U		1	85.8%		CU Leve				H	- no - no real property and a second district and a second distric	processor of the	
c Critical Lane Group												

1	×	×	×
SBT	SBR2	SET	NWT

Movement	SBT	SBR2	SET	NWT																			
Lane Configurations	ተተ	7																					
Ideal Flow (vphpl)	1900	1900	1900	1900			hakitemi			articent		ļ											
Total Lost time (s)	4.0	4.0			A state with the late to be to be	A construct to the second of t	maniana maniana alamana di manana di manana di manana di manana di manana di manana di manana di manana di man	Manager Institution	overes la contra contrata Mari	maries of the section of the section	- desergiación contraga a prociona y cualicar esta cost. Esta												
Lane Util. Factor	0.91	0.91							e i je se	the later the grand state of the Birth Assessment	atemie i e a state	Ì											
Frt	0.92	0.85	anner of the same of the same	or humanical contrast	ng Vilonos of corres o	neny konvention de 1800 og een pû	- in - in November descriptions description and in the second	este (Marie de como Do 1900) Tible	n, der och femaliken periode store	akin haziza es elevinos	alemania - de colonia anticone contrata e e e e e e e e e e e e e e e e e e	:											
Fit Protected	1.00	1.00							J. Chest		1134 projek 417 311 111 1	Ì											
Satd. Flow (prot)	3136	1441	· contractor by being	als word to we have a returned to	Brom House Own Con Hills	ett storessessessesses	ectivity and inhumanca admin, p.	manananan agagajak	n) ka man a dhaa manayinka	righterskildestetig	et proteste constitutioning of Living to the body	į.											
Fit Permitted	1.00	1.00	iniint.			1432 (14 14 14 14 14 14 14 14 14 14 14 14 14 1				iau Pasiri													
Satd. Flow (perm)	3136	1441	station of the second of the San San	Revolusión de la companya	eta avasas como peternis	SERVICE SECURISED	namy zák ánáleják éskék í	sena konstralovosnom	A. Rominar de sue subsata	n sovjetinkjes gadeje	-, w. = 511 9 hard word \$ 5 COP (1997 29)												
Volume (vph)	288	609	0	0				a ya ilibinin kata Biyarar katanasi				Mary Mary											
Peak-hour factor, PHF	0.92	0.92	0.92	0.92			Gwagatreya (STA)	57:025:05:05:00:08				į											
Adj. Flow (vph)	313	662	0	0		en Calan																	
Lane Group Flow (vph)	626	349	0	0	.v: ((\$50,850,950,950)		202042426062224	96244752000000462 <u>8</u>	gavagasidela	J4946268423; 495	versere er en egevene												
Tum:Type	Note that the Contraction of the State of the Contraction of the Contr	custom		Special programme (Special Company)			and the second	Service Annual A	L STATE OF THE STA	ingang tagana di apagata batan		200											
Protected Phases	8	8 - 18		Errei ariovalaci				T-15000000000000000000000000000000000000	190 mail (190	Silver M. Williams		é											
Permitted Phases Actuated Green, G (s)	38.1	52.1	alland manifest			e a respective property of the second						2											
Effective Green, g (s)	39.1	54.1	THEFT.					Mariticaela (1.				5											
Actuated g/C Ratio	0.22	0.30		2007/34/2008/34/2009/2009/ 2007/34/2008/34/2009/2009/	annos mar ocab			and the second second			o de la composición del composición de la	5.0	5.0	. God Barrelota		Selections			eran kind			danaming prop	
Vehicle Extension (s)	3.0	3.0		ga coma momento de Servicio			ar in a season in the season i	gajā, dalī ijā vija piecēmiek	Sidena Simulatan	Land Legenhorides Alab	ger om grade og kleistere printe fille. De fille fille fille i de en i de en fille	•											
Lane Grp Cap (vph)	681	465	ini ni mati	Lare		ing the state of the					1656 3232 323 305 705 50 363 75 75	į											
v/s Ratio Prot	0.20	0.16	2521683858585000				S. 988194797979444444	y in a result of the desired desired	Japanes (Territoria)	State of the section of the	i in in the contract of the co												
v/s Ratio Perm		0.08																					
v/c Ratio	0.92	0.75		,	* * * * * * * * * * * * * * * * * * * *																		
Uniform Delay, d1	68.9	56.9		t fluit din					ing van 1820.		1,146	j											
Progression Factor	1.00	1.00		and the second s	and the order order to be	Derman movement of the street of the	a an sumula y amas yanmuda y	national appropriate and	energia est. Amus cui a con ca es	w canada na nasani na na	e neveralisky metal instancy strings on the Sir V	es.											
Incremental Delay, d2	17.4	6.7																					
Delay (s)	86.3	63.6	an and the second control		Papageon security of	nn ein arteautria art	t gang yang kanganan dalam k	grandigawahawa kata		F2 (2 de 1 de 10 de 17	3												
Level of Service	ii j	ng ∳ E }					Droppistanis:					Towns of the last											
Approach Delay (s)	82.9	etholisista plotosa, tapas	0.0	0.0	gov rog skazavsta				transferance (Agine, 1975) (An Ship Shariff Mark No. 1			š											
Approach LOS	F .		Α.	Α			en and Specific an	Alliania		(2) - 28 - 35 - 11 	ork, many the control of an action to the control of the control o	No.											
Intersection Summary			111									distribute.											

Appendix L

2030 AM Peak Hour HCS/Freeway Segment Analysis 2030 PM Peak Hour HCS/Freeway Segment Analysis



Phone: E-mail:		Fax:	
	Operational Ana	lysis	
Analyst:	SDM		
Agency or Company:	PBS&J		
Date Performed:	2/22/2005		
Analysis Time Period:	AM		
Freeway/Direction:	Colonial Blvd Fr	eeway FR	
From/To:	bridge to McGreg		
Jurisdiction:			
Analysis Year:	2030		
Description: Burnt Sto		Study	
	Flow Inputs and	Adjustments	
Volume, V		4464	veh/h
Peak-hour factor, PHF		0.92	ven/n
Peak 15-min volume, v15		1213	v
Trucks and buses		2	~
Recreational vehicles		0	** %
Terrain type:		Level	•
Grade		0.00	95
Segment length		0.00	mi
Trucks and buses PCE, E	т	1.5	27100
Recreational vehicle PC		1.2	
Heavy vehicle adjustmen		0.990	
Driver population facto		1.00	
Flow rate, vp		2450	pc/h/ln
	Speed Inputs an	d Adjustments	
Lane width		12.0	£t
Right-shoulder lateral	clearance	6.0	ft
Interchange density		0.50	interchange/mi
Number of lanes, N		2	
Free-flow speed:		Base	
FFS or BFFS		65.0	mi/h
Lane width adjustment,	fLW	0.0	mi/h
Lateral clearance adjus	tment, fLC	0.0	mi/h
Interchange density adj	ustment, fID	0.0	mi/h
Number of lanes adjustm	ent, fN	4.5	mi/h
Free-flow speed, FFS		60.5	mi/h
		Urban Freeway	
	LOS and Perform	ance Measures	
Flow rate, vp		2450	pc/h/ln
Free-flow speed, FFS		60.5	mi/h
Average passenger-car s	peed, S		mi/h
Number of lanes, N		2	
Density, D			pc/mi/ln

F

Phone: E-mail:		Fax:	
	Operational An	alvsis	
<u> </u>			
Analyst:	SDM PBS&J		
Agency or Company:			
Date Performed:	2/22/2005		
Analysis Time Period:	AM		
Freeway/Direction:	Colonial Blvd F		
From/To:	McGregor to eas	t of Summerlin	
Jurisdiction:	0000		
Analysis Year:	2030	m	
Description: Burnt Sto	re Road Corridor	study	
**************************************	Flow Inputs and	d Adjustments	
Volume, V		3174	veh/h
Peak-hour factor, PHF		0.92	,
Peak 15-min volume, v15		862	v
Trucks and buses		2	%
Recreational vehicles		0	%
Terrain type:		Level	
Grade		0.00	8
Segment length		0.00	mi
Trucks and buses PCE, E		1.5	
Recreational vehicle PC		1.2	
Heavy vehicle adjustmen		0.990	
Driver population facto	r, fp	1.00	
Flow rate, vp		1742	pc/h/ln
	Speed Inputs ar	nd Adjustments	
Lane width		12.0	ft
Right-shoulder lateral	clearance	6.0	ft
Interchange density		0.50	interchange/mi
Number of lanes, N		2	•
Free-flow speed:		Base	
FFS or BFFS		65.0	mi/h
Lane width adjustment,		0.0	mi/h
Lateral clearance adjus		0.0	mi/h
Interchange density adj		0.0	mi/h
Number of lanes adjustm	ent, fN	4.5	mi/h
Free-flow speed, FFS		60.5	mi/h
		Urban Freeway	,
	LOS and Perform	nance Measures	
Flow rate, vp		1742	pc/h/ln
Free-flow speed, FFS		60.5	mi/h
Average passenger-car s	peed, S	60.3	mi/h
Number of lanes, N	• • •	2	······································
Density, D		28.9	pc/mi/ln

D

Phone: E-mail:		Fax:	
	Operational Ana	alysis	
Analyst: Agency or Company: Date Performed: Analysis Time Period: Freeway/Direction: From/To: Jurisdiction:	KC PBS&J 2/22/2005 AM Colonial Blvd Fr DeLeon to Solomo		
Analysis Year:	2030		
Description: Burnt Sto	re Road Corridor	Study	
**************************************	Flow Inputs and	d Adjustments	
Volume, V Peak-hour factor, PHF		1808 0.92	veh/h
Peak 15-min volume, v15 Trucks and buses		491 2	V %
Recreational vehicles		0	*
Terrain type: Grade		Level 0.00	ફ
Segment length		0.00	mi
Trucks and buses PCE, E Recreational vehicle PC Heavy vehicle adjustmen Driver population facto	E, ER t, fhV	1.5 1.2 0.990 1.00	
Flow rate, vp	·, · · ·	992	pc/h/ln
	Speed Inputs ar	nd Adjustments	
Lane width		12.0	ft
Right-shoulder lateral	clearance	6.0	ft
Interchange density		0.50	interchange/mi
Number of lanes, N		2	
Free-flow speed:		Base	
FFS or BFFS	* *****	65.0	mi/h
Lane width adjustment,		0.0	mi/h
Lateral clearance adjus		0.0	mi/h
Interchange density adj		0.0	mi/h
Number of lanes adjustmere-flow speed, FFS	ent, in	4.5	mi/h
rice-liow speed, rrs		60.5 Urban Freewa	mi/h ay
	LOS and Perform	nance Measures	
Flow rate, vp		···········	ng/h/ln
Free-flow speed, FFS		992 60.5	pc/h/ln mi/h
Average passenger-car s	need S	60.5	mi/h
Number of lanes, N	ger has had by the first	2	ration y an
Density, D		16.4	pc/mi/ln

В

Phone: Fax: E-mail: Operational Analysis_____ Analyst: KC PBS&J 2/22/2005 Agency or Company: Date Performed: Analysis Time Period: AM
Freeway/Direction: Colonial Blvd Freeway EB From/To: Solomon to Fowler Jurisdiction: Analysis Year: 2030 Description: Burnt Store Road Corridor Study _____Flow Inputs and Adjustments____ Volume, V veh/h 2684 Peak-hour factor, PHF 0.92 Peak 15-min volume, v15 729 ν Trucks and buses Recreational vehicles Terrain type: Level Grade 0.00 Segment length 0.00 mi Trucks and buses PCE, ET 1.5 Recreational vehicle PCE, ER 1.2 Heavy vehicle adjustment, fHV 0.990 Driver population factor, fp 1.00 Flow rate, vp 982 pc/h/ln Speed Inputs and Adjustments____ Lane width ft. 12.0 Right-shoulder lateral clearance £t 6.0 Interchange density 0.50 interchange/mi Number of lanes, N 3 Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC mi/h 0.0 Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN mi/h 3.0 Free-flow speed, FFS 62.0 mi/h Urban Freeway LOS and Performance Measures_____ Flow rate, vp pc/h/ln 982 Free-flow speed, FFS 62.0 mi/h Average passenger-car speed, S 62.0 mi/h Number of lanes, N 3

15.8

Density, D

pc/mi/ln

В

Phone: E-mail:		Fax:	
	Operational An	alysis	
Analyst:	KC		
Agency or Company:	PBS&J		
_	2/22/2005		
Analysis Time Period:			
Freeway/Direction:		reewav EB	
From/To:	Fowler to Metro	~	
Jurisdiction:			
Analysis Year:	2030		
Description: Burnt Sto	ore Road Corridor	Study	
	Flow Inputs an	d Adjustments	
Volume, V		1248	veh/h
Peak-hour factor, PHF		0.92	·
Peak 15-min volume, v15	;	339	v
Trucks and buses		2	የ
Recreational vehicles		0	ક
Terrain type:		Level	
Grade		0.00	5 6
Segment length		0.00	mi
Trucks and buses PCE, E		1.5	
Recreational vehicle PCE, ER		1.2	
Heavy vehicle adjustment, fHV		0.990	
Driver population factor, fp		1.00	
Flow rate, vp		685	pc/h/ln
	Speed Inputs a	nd Adjustments	
Lane width		12.0	£t
Right-shoulder lateral	clearance	6.0	ft
Interchange density		0.50	interchange/mi
Number of lanes, N		2	
Free-flow speed:		Base	
FFS or BFFS		65.0	mi/h
Lane width adjustment,		0.0	mi/h
Lateral clearance adjus	*	0.0	mi/h
Interchange density adj		0.0	mi/h
Number of lanes adjustment, fN		4.5	mi/h
Free-flow speed, FFS		60.5	mi/h
		Urban Freewa	У
	LOS and Perfor	mance Measures	
Flow rate, vp		685	pc/h/ln
Free-flow speed, FFS		60.5	mi/h
Average passenger-car s	peed, S	60.5	mi/h
Number of lanes, N		2	•
Density, D		11.3	pc/mi/ln

В

Phone: E-mail:	Fax:	
Operational A	nalysis	***************************************
Analyst: KC		
Agency or Company: PBS&J		
Date Performed: 2/22/2005		
Analysis Time Period: AM		
Freeway/Direction: Freeway EB		
From/To: Metro to Veron	ica	
Jurisdiction:		
Analysis Year: 2030		
Description: Burnt Store Road Corrido	r Study	
Flow Inputs a	nd Adjustments_	
Volume, V	2093	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	569	v
Trucks and buses	2	4
Recreational vehicles	0	E
Terrain type:	Level	
Grade	0.00	ક
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.990	
Driver population factor, fp	1.00	10. 10
Flow rate, vp	766	pc/h/ln
Speed Inputs	and Adjustments_	
Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	3	
Free-flow speed:	Base	
FFS or BFFS	65.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	3.0	mi/h
Free-flow speed, FFS	62.0 Urban Free	mi/h ewav
LOS and Perfo	rmance Measures	····•
Flow rate, vp	766	pc/h/ln
Free-flow speed, FFS	62.0	mi/h
Average passenger-car speed, S	62.0	mi/h
Number of lanes, N	3	ma/mi/12=
Density, D	12.4	pc/mi/ln

В

Phone: Fax: E-mail: Operational Analysis_____ Analyst: KC Agency or Company: PBS&J 2/22/2005 Date Performed: Analysis Time Period: AM Freeway/Direction: Freeway EB From/To: Veronica to Winkler Jurisdiction: Analysis Year: 2030 Description: Burnt Store Road Corridor Study Flow Inputs and Adjustments Volume, V 675 veh/h Peak-hour factor, PHF 0.92 Peak 15-min volume, v15 183 Trucks and buses **%** 2 Recreational vehicles 0 Terrain type: Level Grade 0.00 윰 Segment length 0.00 mi Trucks and buses PCE, ET 1.5 Recreational vehicle PCE, ER 1.2 Heavy vehicle adjustment, fHV 0.990 Driver population factor, fp 1.00 Flow rate, vp 371 pc/h/ln Speed Inputs and Adjustments Lane width 12.0 ft Right-shoulder lateral clearance 6.0 ft Interchange density 0.50 interchange/mi Number of lanes, N Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 60.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 371 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N

6.1

pc/mi/ln

Density, D

A

Phone: E-mail:		Fax:	
	Operational Ana	alysis	
Analyst: Agency or Company: Date Performed: Analysis Time Period: Freeway/Direction: From/To: Jurisdiction: Analysis Year: Description: Burnt Sto	KC PBS&J 2/22/2005 AM Freeway EB Winkler to Ortiz 2030 The Road Corridor	-	
	Flow Inputs and	l Adjustments	
Volume, V Peak-hour factor, PHF Peak 15-min volume, v15 Trucks and buses		1239 0.92 337 2	veh/h v %
Recreational vehicles Terrain type: Grade Segment length		0 Level 0.00 0.00	% Mi
Trucks and buses PCE, E'Recreational vehicle PCH Heavy vehicle adjustment Driver population factor	E, ER :, fhV	1.5 1.2 0.990 1.00	
Flow rate, vp		680	pc/h/ln
	_Speed Inputs an	d Adjustments	
Lane width Right-shoulder lateral of Interchange density Number of lanes, N Free-flow speed: FFS or BFFS Lane width adjustment, in Lateral clearance adjust Interchange density adjustment	iLW ment, fLC	12.0 6.0 0.50 2 Base 65.0 0.0	ft ft interchange/mi mi/h mi/h mi/h mi/h
Number of lanes adjustme Free-flow speed, FFS		4.5 60.5 Urban Freeway	mi/h mi/h
	_LOS and Perform	nance Measures	
Flow rate, vp Free-flow speed, FFS Average passenger-car sp Number of lanes, N Density, D	peed, S	680 60.5 60.5 2 11.2	pc/h/ln mi/h mi/h pc/mi/ln

В

Phone: E-mail:		Fax:		
	Operational A	nalysis		
Analyst: Agency or Company: Date Performed: Analysis Time Period: Freeway/Direction: From/To: Jurisdiction: Analysis Year: Description: Burnt Sto	SDM PBS&J 2/22/2005			
***************************************	Flow Inputs a	nd Adjustments		
Volume, V Peak-hour factor, PHF Peak 15-min volume, v15		2616 0.92	veh/h	
Trucks and buses		711 2	∨ %	
Recreational vehicles		0	ojo	
Terrain type:		Level	·	
Grade		0.00	%	
Segment length		0.00	mi	
Trucks and buses PCE, ET		1.5		
Recreational vehicle PCE, ER		1.2		
Heavy vehicle adjustment, fHV		0.990		
Driver population factor, fp Flow rate, vp		1.00 1436	pc/h/ln	
riow race, vp		1430	pc/11/ III	
	Speed Inputs	and Adjustments		
Lane width		12.0	ft	
Right-shoulder lateral	clearance	6.0	ft	
Interchange density		0.50	interchange/mi	
Number of lanes, N		2		
Free-flow speed:		Base		
FFS or BFFS		65.0	mi/h	
Lane width adjustment,		0.0	mi/h	
Lateral clearance adjus		0.0	mi/h	
Interchange density adjustment, fID		0.0	mi/h	
Number of lanes adjustment, fN Free-flow speed, FFS		4.5 60.5	mi/h mi/h	
race rack apock, rro		Urban Freew		
	700 1 7 10		~· ,	
LOS and Performance Measures				
Flow rate, vp		1436	pc/h/ln	
Free-flow speed, FFS		60.5	mi/h	
Average passenger-car s	peed, S	60.5	mi/h	
Number of lanes, N		2		

23.7

pc/mi/ln

Density, D

C

Phone: E-mail:		Fax:		
	Operational Ana	lveie		
		4 J O 4 O		
Analyst:	SDM			
Agency or Company:	PBS&J			
Date Performed:	2/22/2005			
Analysis Time Period:	AM			
Freeway/Direction:	Colonial Blvd Fr	eeway WB		
From/To:	West of Summerli	n		
Jurisdiction:				
Analysis Year:	2030			
Description: Burnt S	tore Road Corrido	r Study		
	Flow Inputs and	Adjustments		
Volume, V		2024	veh/h	
Peak-hour factor, PHF		0.92	·,	
Peak 15-min volume, v15		550	v	
Trucks and buses		2	9 .	
Recreational vehicles		0	₹	
Terrain type:		Level		
Grade		0.00	%	
Segment length		0.00	mi	
Trucks and buses PCE, E	T	1.5		
Recreational vehicle PC	E, ER	1.2		
Heavy vehicle adjustmen	t, fHV	0.990		
Driver population facto	r, fp	1.00		
Flow rate, vp		1111	pc/h/ln	
	Speed Inputs and	d Adjustments		
Lane width		12.0	ft	
Right-shoulder lateral	clearance	6.0	ft	
Interchange density		0.50	interchange/mi	
Number of lanes, N		2		
Free-flow speed:		Base		
FFS or BFFS		65.0	mi/h	
Lane width adjustment,	flW	0.0	mi/h	
Lateral clearance adjus		0.0	mi/h	
Interchange density adj		0.0	mi/h	
Number of lanes adjustm		4.5	mi/h	
Free-flow speed, FFS		60.5	mi/h	
		Urban Freeway		
LOS and Performance Measures				
721 may name to 2		* 4 * *	12 12	
Flow rate, vp		1111	pc/h/ln	
Free-flow speed, FFS		60.5	mi/h	
Average passenger-car s	peed, s	60.5	mi/h	
Number of lanes, N Density, D		2 18.4	pc/mi/ln	
memorey, D		± 	po/ma/III	

C

Phone: E-mail:		Fax:	
	Operational An	alvsis	
Analyst:	KC		
Agency or Company:	PBS&J		
Date Performed:	2/22/2005		
Analysis Time Period:	AM	1 ***	
Freeway/Direction: From/To:	Colonial Blvd F	_	
Jurisdiction:	Solomon to DeLe	on	
Analysis Year:	2030		
Description: Burnt Sto		Study	
	Flow Inputs an	-	
Volume, V		974	veh/h
Peak-hour factor, PHF		0.92	
Peak 15-min volume, v15		265	v
Trucks and buses		2	%
Recreational vehicles		0	8
Terrain type:		Level	
Grade		0.00	*
Segment length	_	0.00	mi
Trucks and buses PCE, E		1.5	
Recreational vehicle PC	•	1.2	
Heavy vehicle adjustmen		0.990	
Driver population facto	r, ip	1.00	11 12
Flow rate, vp		535	pc/h/ln
	Speed Inputs a	nd Adjustments_	
Lane width		12.0	ft
Right-shoulder lateral	clearance	6.0	ft
Interchange density		0.50	interchange/mi
Number of lanes, N		2	
Free-flow speed:		Base	
FFS or BFFS	.	65.0	mi/h
Lane width adjustment,		0.0	mi/h
Lateral clearance adjus		0.0	mi/h
Interchange density adj		0.0	mi/h
Number of lanes adjustm	ent, in	4.5	mi/h
Free-flow speed, FFS		60.5 Urban Free	mi/h way
	LOS and Perfor		•
	and the second section of the lands of the l		
Flow rate, vp		535	pc/h/ln
Free-flow speed, FFS		60.5	mi/h
Average passenger-car s	peed, S	60.5	mi/h
Number of lanes, N		2	
Density, D		8.8	pc/mi/ln

A

Phone: E-mail:		Fax:	
	Operational An	alysis	
Analyst:	кс		
Agency or Company:	PBS&J		
Date Performed:	2/22/2005		
Analysis Time Period:	2/22/2005 AM		
Freeway/Direction:	Colonial Blvd F	roouss MD	
From/To:	Fowler to Solom		
Jurisdiction:	rowiel to 301000	OII	
Analysis Year:	2030		
Description: Burnt Sto		Study	
	Flow Inputs and	d Adiustments	

Volume, V		1974	veh/h
Peak-hour factor, PHF		0.92	
Peak 15-min volume, v15		536	v
Trucks and buses		2	ક
Recreational vehicles		0	6
Terrain type:		Level	
Grade		0.00	<u> </u>
Segment length		0.00	mi
Trucks and buses PCE, E	T	1.5	
Recreational vehicle PC		1.2	
Heavy vehicle adjustmen	= -	0.990	
Driver population facto		1.00	
Flow rate, vp	-, - <u>r</u>	722	pc/h/ln
	Speed Inputs a	nd Adjustments_	
Lane width		12.0	ft
Right-shoulder lateral	clearance	6.0	ft
Interchange density	crearance	0.50	interchange/mi
Number of lanes, N		3	Incerchange/mi
Free-flow speed:		Base	
FFS or BFFS		65.0	mi/h
Lane width adjustment,	ft.u	0.0	mi/h
Lateral clearance adjus		0.0	mi/h
Interchange density adj		0.0	mi/h
Number of lanes adjustm		3.0	
Free-flow speed, FFS	enc, in		mi/h
riee-riow speed, rrs		62.0 Urban Freev	mi/h way
	LOS and Perform		-
		<u> </u>	
Flow rate, vp		722	pc/h/ln
Free-flow speed, FFS	•	62.0	mi/h
Average passenger-car s	peed, S	62.0	mi/h
Number of lanes, N		3	
Density, D		11.6	pc/mi/ln
		,	

В

Phone: E-mail:		Fax:		
	Operational Ana	alysis		
Analyst:	КС			
Agency or Company:	PBS&J			
Date Performed:	2/22/2005			
Analysis Time Period:				
Freeway/Direction:		reeway WB		
From/To:	Metro to Fowler			
Jurisdiction:				
Analysis Year:	2030			
Description: Burnt St	ore Road Corridor	Study		
<u></u>	Flow Inputs and	d Adjustments		
Volume, V		1225	veh/h	
Peak-hour factor, PHF		0.92		
Peak 15-min volume, vl	5	333	v	
Trucks and buses		2	क्ष	
Recreational vehicles		0	ક	
Terrain type:		Level		
Grade		0.00	ફ	
Segment length		0.00	mi	
Trucks and buses PCE, 1		1.5		
Recreational vehicle P	•	1.2		
Heavy vehicle adjustmen	•	0.990		
Driver population factor Flow rate, vp	or, ip	1.00 672	pc/h/ln	
			por in air	
	Speed Inputs ar	nd Adjustments		
Lane width		12.0	ft	
Right-shoulder lateral	clearance	6.0	ft	
Interchange density		0.50	interchange/mi	
Number of lanes, N		2		
Free-flow speed:		Base		
FFS or BFFS	~	65.0	mi/h	
Lane width adjustment,		0.0	mi/h	
Lateral clearance adjust		0.0	mi/h	
Interchange density ad		0.0	mi/h	
Number of lanes adjust: Free-flow speed, FFS	ment, in	4.5	mi/h	
riee-liow speed, rrs		60.5 Urban Freeway	mi/h	
LOS and Performance Measures				
7		**************************************	*	
Flow rate, vp		672	pc/h/ln	
Free-flow speed, FFS		60.5	mi/h	
Average passenger-car	speed, S	60.5	mi/h	
Number of lanes, N		2	nc/mi/ln	
Density, D		11.1	pc/mi/ln	

В

Phone: E-mail:		Fax:	
	Operational Ana	alysis	
Analyst:	KC		
Agency or Company:	PBS&J		
Date Performed:	2/22/2005		
Analysis Time Period:	AM		
Freeway/Direction:	Freeway WB		
From/To:	Veronica to Meta	0	
Jurisdiction:			
Analysis Year:	2030		
Description: Burnt St	ore Road Corridor	Study	
	Flow Inputs and	Adjustments	
Volume, V		2491	veh/h
Peak-hour factor, PHF		0.92	
Peak 15-min volume, v1	5	677	${f v}$
Trucks and buses		2	ક
Recreational vehicles		0	ક
Terrain type:		Level	
Grade		0.00	%
Segment length		0.00	mi
Trucks and buses PCE, I		1.5	
Recreational vehicle Po	•	1.2	
Heavy vehicle adjustmen		0.990	
Driver population facto	or, ip	1.00	11- 12
Flow rate, vp		912	pc/h/ln
	Speed Inputs ar	d Adjustments	
Lane width		12.0	ft
Right-shoulder lateral	clearance	6.0	£t
Interchange density		0.50	interchange/mi
Number of lanes, N		3	
Free-flow speed:		Base	
FFS or BFFS		65.0	mi/h
Lane width adjustment,		0.0	mi/h
Lateral clearance adjus		0.0	mi/h
Interchange density add		0.0	mi/h
Number of lanes adjustm	nent, in	3.0	mi/h
Free-flow speed, FFS		62.0 Urban Freewa	mi/h ay
	LOS and Perform		
***			/> />
Flow rate, vp		912	pc/h/ln
Free-flow speed, FFS		62.0	mi/h
Average passenger-car s Number of lanes, N	ipeed, S	62.0	mi/h
Density, D		3 14.7	pc/mi/ln
Denait, D		472 4 /	5c/m1/111

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Phone: Fax: E-mail: Operational Analysis Analyst: KC Agency or Company: PBS&J Date Performed: 2/22/2005 Analysis Time Period: AM Freeway/Direction: Freeway WB From/To: Winkler to Veronica Jurisdiction: Analysis Year: 2030 Description: Burnt Store Road Corridor Study ____Flow Inputs and Adjustments____ Volume, V veh/h 989 Peak-hour factor, PHF 0.92 Peak 15-min volume, v15 269 v Trucks and buses 옿 Recreational vehicles Terrain type: Level Grade 0.00 Segment length 0.00 mí Trucks and buses PCE, ET 1.5 Recreational vehicle PCE, ER 1.2 Heavy vehicle adjustment, fHV 0.990 Driver population factor, fp 1.00 Flow rate, vp 543 pc/h/ln Speed Inputs and Adjustments Lane width 12.0 ft Right-shoulder lateral clearance 6.0 £t. Interchange density 0.50 interchange/mi Number of lanes, N Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 60.5 mi/h Urban Freeway LOS and Performance Measures____ Flow rate, vp 543 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N Density, D 9.0 pc/mi/ln

Phone: Fax: E-mail: Operational Analysis_____ Analyst: KC Agency or Company: PBS&J Date Performed: 2/22/2005 Analysis Time Period: AM Freeway/Direction: Freeway WB From/To: Ortiz to Winkler Jurisdiction: Analysis Year: 2030 Description: Burnt Store Road Corridor Study Flow Inputs and Adjustments_____ Volume, V veh/h 1956 Peak-hour factor, PHF 0.92 Peak 15-min volume, v15 532 ν Trucks and buses Recreational vehicles Terrain type: Level Grade 0.00 Segment length 0.00 mi Trucks and buses PCE, ET 1.5 Recreational vehicle PCE, ER 1.2 Heavy vehicle adjustment, fHV 0.990 Driver population factor, fp 1.00 Flow rate, vp 1074 pc/h/ln Speed Inputs and Adjustments Lane width 12.0 ft Right-shoulder lateral clearance 6.0 ft Interchange density 0.50 interchange/mi Number of lanes, N 2 Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 60.5 mi/h Urban Freeway LOS and Performance Measures____ Flow rate, vp 1074 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2

17.8

pc/mi/ln

Density, D

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Phone: E-mail:		Fax:	
	Operational An	alysis	***************************************
Analyst:	KC		
Agency or Company:	PBS&J		
Date Performed:	2/22/2005		
Analysis Time Period:	PM		
Freeway/Direction:	Colonial Blvd F	-	
From/To:	bridge to McGre	gor	
Jurisdiction:			
Analysis Year:	2030		
Description: Burnt St	ore Road Corridor	Study	
	Flow Inputs and	d Adjustments	
Volume, V		2567	veh/h
Peak-hour factor, PHF		0.92	
Peak 15-min volume, v1	5	698	v
Trucks and buses		2	용
Recreational vehicles		0	9 5
Terrain type:		Level	
Grade		0.00	ફ
Segment length		0.00	mi
Trucks and buses PCE, 1		1.5	
Recreational vehicle PCE, ER		1.2	
Heavy vehicle adjustment, fHV		0.990	
Driver population factor	or, fp	1.00	
Flow rate, vp		1409	pc/h/ln
	Speed Inputs a	nd Adjustments_	
Lane width		12.0	ft
Right-shoulder lateral clearance		6.0	ft
Interchange density		0.50	interchange/mi
Number of lanes, N		2	
Free-flow speed:		Base	
FFS or BFFS		65.0	mi/h
Lane width adjustment, fLW		0.0	mi/h
Lateral clearance adjustment, fLC		0.0	mi/h
Interchange density ad	•	0.0	mi/h
Number of lanes adjustment, fN		4.5	mi/h
Free-flow speed, FFS		60.5 Urban Free	mi/h way
	LOS and Perform		
	········		/1- /1
Flow rate, vp		1409	pc/h/ln
Free-flow speed, FFS	ancod C	60.5	mi/h
Average passenger-car s Number of lanes, N	ppeed, a	60.5 2	mi/h
Density, D		23.3	pc/mi/ln
www.wg.p. w		20.0	halmal are

Phone: E-mail:		Fax:		
	Operational An	alysis		
Analyst: Agency or Company: Date Performed: Analysis Time Period: Freeway/Direction:	KC PBS&J 2/22/2005 PM Colonial Blvd F	reeway EB		
From/To: Jurisdiction: Analysis Year: Description: Burnt Sto	McGregor to eas 2030 2			
	Flow Inputs and	-		
Volume, V		1900	veh/h	
Peak-hour factor, PHF		0.92		
Peak 15-min volume, v1	5	516	v	
Trucks and buses		2	*	
Recreational vehicles		0	%	
Terrain type:		Level	_	
Grade		0.00	÷ .	
Segment length Trucks and buses PCE, I	om	0.00	mi	
Recreational vehicle Po		1.5		
Heavy vehicle adjustment		1.2 0.990		
Driver population factor		1.00		
Flow rate, vp	,r, rp	1043	pc/h/ln	
	Speed Inputs ar	nd Adjustments		
Lane width		12.0	ft	
Right-shoulder lateral	clearance	6.0	ft	
Interchange density		0.50	interchange/mi	
Number of lanes, N		2		
Free-flow speed:		Base		
FFS or BFFS	5+++	65.0	mi/h	
Lane width adjustment,		0.0	mi/h	
Lateral clearance adjust Interchange density adj		0.0	mi/h	
Number of lanes adjustm		0.0 4.5	mi/h mi/h	
Free-flow speed, FFS		60.5	mi/h	
and and apaca, 225		Urban Freeway	111-4 / 44	
LOS and Performance Measures				
Flow rate, vp		1043	pc/h/ln	
Free-flow speed, FFS		60.5	mi/h	
Average passenger-car s	peed, S	60.5	mi/h	
Number of lanes, N		2		
Density, D		17.2	pc/mi/ln	

Phone: Fax: E-mail: Operational Analysis Analyst: Agency or Company: PBS&J Date Performed: 2/22/2005 Analysis Time Period: PM
Freeway/Direction: Colonial Blvd Freeway EB From/To: DeLeon to Solomon Jurisdiction: Analysis Year: 2030 Description: Burnt Store Road Corridor Study Flow Inputs and Adjustments Volume, V 986 veh/h Peak-hour factor, PHF 0.92 Peak 15-min volume, v15 268 V Trucks and buses 2 뫙 Recreational vehicles 圣 Terrain type: Level Grade 0.00 Segment length 0.00 Trucks and buses PCE, ET 1.5 Recreational vehicle PCE, ER 1.2 Heavy vehicle adjustment, fHV 0.990 Driver population factor, fp 1.00 Flow rate, vp 541 pc/h/ln Speed Inputs and Adjustments____ Lane width 12.0 ft Right-shoulder lateral clearance 6.0 ft Interchange density 0.50 interchange/mi Number of lanes, N 2 Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 60.5 mi/h Urban Freeway LOS and Performance Measures_ Flow rate, vp pc/h/ln 541 Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2 Density, D 8.9 pc/mi/ln

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Phone: E-mail:		Fax:		
	Operational An	alysis	***************************************	
Analyst: Agency or Company: Date Performed: Analysis Time Period: Freeway/Direction: From/To: Jurisdiction: Analysis Year: Description: Burnt Sto	KC PBS&J 2/22/2005 PM Colonial Blvd F Solomon to Fowl 2030 re Road Corridor	er		
	Flow Inputs an	d Adjustments		
Volume, V Peak-hour factor, PHF Peak 15-min volume, v15 Trucks and buses		2063 0.92 561 2	veh/h v %	
Recreational vehicles Terrain type: Grade		0 Level 0.00	8	
Segment length Trucks and buses PCE, E Recreational vehicle PC Heavy vehicle adjustmen	E, ER t, fhv	0.00 1.5 1.2 0.990	mi	
Driver population facto Flow rate, vp	r, ip	1.00 755	pc/h/ln	
	Speed Inputs a	nd Adjustments		
Lane width Right-shoulder lateral Interchange density Number of lanes, N Free-flow speed:	clearance	12.0 6.0 0.50 3 Base	ft ft interchange/mi	
FFS or BFFS Lane width adjustment, Lateral clearance adjus Interchange density adjustment Number of lanes adjustment	tment, fLC ustment, fID	65.0 0.0 0.0 0.0 3.0	mi/h mi/h mi/h mi/h mi/h mi/h	
Free-flow speed, FFS		62.0 Urban Freewa	mi/h	
LOS and Performance Measures				
Flow rate, vp Free-flow speed, FFS Average passenger-car s Number of lanes, N	peed, S	755 62.0 62.0 3	pc/h/ln mi/h mi/h	
Density, D		12.2	pc/mi/ln	

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Phone: E-mail:		Fax:	
***************************************	Operational A	nalysis	
Analyst: Agency or Company: Date Performed: Analysis Time Period: Freeway/Direction: From/To: Jurisdiction: Analysis Year: Description: Burnt Sto	KC PBS&J 2/22/2005 PM Colonial Blvd Fowler to Metro 2030 re Road Corrido	o -	
	Flow Inputs an	nd Adjustments	
Volume, V Peak-hour factor, PHF Peak 15-min volume, v15 Trucks and buses Recreational vehicles Terrain type: Grade Segment length Trucks and buses PCE, E Recreational vehicle PC Heavy vehicle adjustmen Driver population factor Flow rate, vp	E, ER t, fhV	1251 0.92 340 2 0 Level 0.00 0.00 1.5 1.2 0.990 1.00	veh/h v % % % mi
The second second	Speed Inputs a	and Adjustments	pe/ n/ in
Lane width Right-shoulder lateral a Interchange density Number of lanes, N Free-flow speed: FFS or BFFS Lane width adjustment, Lateral clearance adjust Interchange density adjustment Number of lanes adjustment Free-flow speed, FFS	Elearance ELW Ement, fLC Istment, fID ent, fN	12.0 6.0 0.50 2 Base 65.0 0.0 0.0 4.5 60.5 Urban Freeway	ft ft interchange/mi mi/h mi/h mi/h mi/h mi/h mi/h mi/h
	LOS and Perfor	mance Measures	
Flow rate, vp Free-flow speed, FFS Average passenger-car sp Number of lanes, N Density, D	peed, S	687 60.5 60.5 2 11.4	pc/h/ln mi/h mi/h pc/mi/ln

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Phone: E-mail:		Fax:		
	Operational Anal	ysis		
Analyst: Agency or Company: Date Performed: Analysis Time Period: Freeway/Direction: From/To: Jurisdiction: Analysis Year: Description: Burnt Sto	KC PBS&J 2/22/2005 PM Freeway EB Metro to Veronica 2030 re Road Corridor S			
	Flow Inputs and	Adjustments		
Volume, V Peak-hour factor, PHF Peak 15-min volume, v15 Trucks and buses Recreational vehicles Terrain type: Grade Segment length		2580 0.92 701 2 0 Level 0.00 0.00	veh/h v % % % mi	
Trucks and buses PCE, E'Recreational vehicle PCHeavy vehicle adjustmen Driver population factor Flow rate, vp	E, ER E, fhV	1.5 1.2 0.990 1.00	pc/h/ln	
	Speed Inputs and	Adjustments		
Lane width Right-shoulder lateral of Interchange density Number of lanes, N Free-flow speed: FFS or BFFS Lane width adjustment, Lateral clearance adjust Interchange density adjustment Number of lanes adjustment Free-flow speed, FFS	fLW tment, fLC istment, fID	12.0 6.0 0.50 3 Base 65.0 0.0 0.0 0.0 3.0 62.0 Urban Freeway	ft ft interchange/mi mi/h mi/h mi/h mi/h mi/h mi/h	
LOS and Performance Measures				
Flow rate, vp Free-flow speed, FFS Average passenger-car sp Number of lanes, N Density, D	peed, S	944 62.0 62.0 3 15.2	pc/h/ln mi/h mi/h pc/mi/ln	

Phone: E-mail:		Fax:	
	Operational An	alysis	······································
Analyst: Agency or Company: Date Performed: Analysis Time Period: Freeway/Direction: From/To: Jurisdiction: Analysis Year:	Freeway EB Veronica to Win	kler	
Description: Burnt Stor	2030 re Road Corridor	Study	
Management (Market and American America	Flow Inputs and	d Adjustments	
Volume, V Peak-hour factor, PHF Peak 15-min volume, v15 Trucks and buses		765 0.92 208 2	veh/h v %
Recreational vehicles Terrain type: Grade Segment length		0 Level 0.00 0.00	% % mi
Trucks and buses PCE, ETRecreational vehicle PCE Heavy vehicle adjustment Driver population factor	E, ER E, fhV	1.5 1.2 0.990 1.00	···-
Flow rate, vp		420	pc/h/ln
	_Speed Inputs ar	nd Adjustments	
Lane width Right-shoulder lateral of Interchange density Number of lanes, N Free-flow speed: FFS or BFFS Lane width adjustment, f Lateral clearance adjust	LW ment, fLC	12.0 6.0 0.50 2 Base 65.0 0.0	ft ft interchange/mi mi/h mi/h mi/h
Interchange density adju Number of lanes adjustme Free-flow speed, FFS		0.0 4.5 60.5 Urban Freeway	mi/h mi/h mi/h
	_LOS and Perform	mance Measures	
Flow rate, vp Free-flow speed, FFS Average passenger-car sp Number of lanes, N Density, D	eed, S	420 60.5 60.5 2 6.9	pc/h/ln mi/h mi/h pc/mi/ln

A

Right-shoulder lateral clearance 6.0 ft Interchange density 0.50 interchange/mi Number of lanes, N 2 Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 60.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 873 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2	Phone: E-mail:		Fax:	
Agency or Company: PBS&J		Operational An	alysis	
Agency or Company: PBS&J	Analyst:	кс		
Date Performed:	-			
Analysis Time Period: PM Freeway/Direction: Freeway EB From/To: Winkler to Ortiz Jurisdiction: Analysis Year: 2030 Description: Burnt Store Road Corridor Study				
Freeway/Direction: Freeway EB From/To: Winkler to Ortiz Jurisdiction: Analysis Year: 2030 Description: Burnt Store Road Corridor Study Flow Inputs and Adjustments Volume, V Peak-hour factor, PHF Peak 15-min volume, v15 Frucks and buses Recreational vehicles Recreational vehicles Recreational vehicles Recreational vehicles Frucks and buses PCE, ET Recreational vehicle PCE, ER Recreational vehicle PCE, ER Recreational vehicle PCE, ER Recreational vehicle PCE, ER Recreational vehicle PCE, ER Recreational vehicle PCE, ER Recreational vehicle PCE, ER Recreational vehicle PCE, ER Recreational vehicle PCE, ER Recreational vehicle Adjustment, ffW Right-shoulder lateral clearance Right-shou				
From/To: Winkler to Ortiz Jurisdiction: Analysis Year: 2030 Description: Burnt Store Road Corridor Study				
Jurisdiction: Analysis Year: 2030			2	
Analysis Year: 2030 Description: Burnt Store Road Corridor Study	•	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-	
Provestification Burnt Store Road Corridor Study		2030		
Volume, V Peak-hour factor, PHF Peak-hour factor, PHF Peak-hour factor, PHF Peak 15-min volume, v15 Trucks and buses Recreational vehicles Grade Grade Segment length O.00 Recreational vehicle PCE, ET Grade Segment length O.00 Trucks and buses PCE, ET I.5 Recreational vehicle PCE, ER Heavy vehicle adjustment, fHV O.990 Driver population factor, fp Flow rate, vp Speed Inputs and Adjustments Lane width Right-shoulder lateral clearance Interchange density Number of lanes, N Free-flow speed: FFS or BFFS Lane width adjustment, fLW Lateral clearance adjustment, fLC Interchange density adjustment, fLC Interchange density adjustment, fLC O.0 mi/h Lateral clearance adjustment, fLC O.0 mi/h Number of lanes adjustment, fN Lateral clearance adjustment, fLC O.0 mi/h Number of lanes adjustment, fN Lateral clearance Measures Flow rate, vp LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Co.5 mi/h Number of lanes, N LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Co.5 mi/h Number of lanes, N LOS and Performance Measures			Study	
Peak-hour factor, PHF 0.92 Peak 15-min Volume, v15 432 v Trucks and buses 2 % Recreational vehicles 0 % Terrain type: Level Grade 0.00 mi Segment length 0.00 mi mi Trucks and buses PCE, ET 1.5 Recreational vehicle PCE, ER 1.2 Heavy vehicle adjustment, fHV 0.990 Driver population factor, fp 1.00 Flow rate, vp 873 pc/h/ln Speed Inputs and Adjustments Lane width 12.0 ft Right-shoulder lateral clearance 6.0 ft Interchange density 0.50 interchange/mi Number of lanes, N 2 Free-flow speed: Base FFS FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lane width adjustment, fLW		Flow Inputs an	d Adjustments	
Peak-hour factor, PHF 0.92 Peak 15-min Volume, v15 432 v Trucks and buses 2 % Recreational vehicles 0 % Terrain type: Level Grade 0.00 mi Segment length 0.00 mi mi Trucks and buses PCE, ET 1.5 Recreational vehicle PCE, ER 1.2 Heavy vehicle adjustment, fHV 0.990 Driver population factor, fp 1.00 Flow rate, vp 873 pc/h/ln Speed Inputs and Adjustments Lane width 12.0 ft Right-shoulder lateral clearance 6.0 ft Interchange density 0.50 interchange/mi Number of lanes, N 2 Free-flow speed: Base FFS FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lane width adjustment, fLW	Tolume T		2 5 0 1	1. 11.
Peak 15-min volume, v15 432 v Trucks and buses 2 % Recreational vehicles 0 % Terrain type: Level Grade 0.00 mi Segment length 0.00 mi mi Trucks and buses PCE, ET 1.5 Recreational vehicle PCE, ER 1.2 Heavy vehicle adjustment, fHV 0.990 Driver population factor, fp 1.00 pc/h/ln Flow rate, vp 873 pc/h/ln Speed Inputs and Adjustments Lane width 12.0 ft ft ft ft interchange/mi mi/h ft interchange/mi mi/h ft interchange/mi mi/h <td>· ·</td> <td></td> <td>·</td> <td>ven/n</td>	· ·		·	ven/n
Trucks and buses	•		·	
Recreational vehicles			· -	
Terrain type:				
Grade			-	*
Segment length			— -	٥
Trucks and buses PCE, ET Recreational vehicle PCE, ER Recreational vehicle PCE, ER Recreational vehicle PCE, ER 1.2 Reavy vehicle adjustment, fHV O.990 Briver population factor, fp 1.00 Flow rate, vp Speed Inputs and Adjustments Lane width Right-shoulder lateral clearance 6.0 Interchange density 0.50 interchange/mi Number of lanes, N Free-flow speed: FFS or BFFS 65.0 mi/h Lateral clearance adjustment, fLW Lateral clearance adjustment, fLC Interchange density adjustment, fID Number of lanes adjustment, fN Free-flow speed, FFS LOS and Performance Measures LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Number of lanes, N 2 Free-flow speed, FFS Average passenger-car speed, S Number of lanes, N 2 To Seed Inputs and Adjustments 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.				
Recreational vehicle PCE, ER	and the control of th			mı
Heavy vehicle adjustment, fHV				
Driver population factor, fp				
Flow rate, vp 873 pc/h/ln Speed Inputs and Adjustments Lane width Right-shoulder lateral clearance 6.0 ft Interchange density 0.50 interchange/mi Number of lanes, N 2 Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 0.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2				
Speed Inputs and Adjustments Lane width Right-shoulder lateral clearance Interchange density Number of lanes, N Free-flow speed: FFS or BFFS Base FFS or BFFS		r, ip		
Lane width Right-shoulder lateral clearance BFFS Right Base FFS of BFFS Right Base FFS of BFFS Right Base Right Base FFS of BFS Right Base Right Rig	riow race, vp		873	bc/u/iu
Right-shoulder lateral clearance 6.0 ft Interchange density 0.50 interchange/mi Number of lanes, N 2 Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 60.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 873 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2		Speed Inputs a	nd Adjustments	
Interchange density 0.50 interchange/mi Number of lanes, N 2 Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 60.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 873 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2	Lane width		12.0	ft
Number of lanes, N 2 Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 60.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 873 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2	Right-shoulder lateral	clearance	6.0	£t
Free-flow speed: FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID Number of lanes adjustment, fN Free-flow speed, FFS LOS and Performance Measures LOS and Performance Measures Flow rate, vp Free-flow speed, FFS 873 873 9c/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S Number of lanes, N	Interchange density		0.50	interchange/mi
FFS or BFFS Lane width adjustment, fLW Lateral clearance adjustment, fLC L			2	
Lane width adjustment, fLW Lateral clearance adjustment, fLC Interchange density adjustment, fID Number of lanes adjustment, fN Free-flow speed, FFS LOS and Performance Measures LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Number of lanes, N O.0 mi/h 0.0 mi/h 0.5 mi/h 60.5 mi/h 60.5 mi/h 70.5 Mi/h 873 Mi/h 873 Mi/h 873 Mi/h 874 Mi/h 875 Mi/h 876 Mi/h	Free-flow speed:		Base	
Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 60.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 873 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2	FFS or BFFS		65.0	mi/h
Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 60.5 mi/h Urban Freeway LOS and Performance Measures Flow rate, vp 873 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2	Lane width adjustment,	£LW	0.0	mi/h
Number of lanes adjustment, fN Free-flow speed, FFS LOS and Performance Measures LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Number of lanes, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N Average passenger, N	Lateral clearance adjus	tment, fLC	0.0	mi/h
Free-flow speed, FFS LOS and Performance Measures LOS and Performance Measures Flow rate, vp Free-flow speed, FFS Average passenger-car speed, S Number of lanes, N 60.5 mi/h 60.5 mi/h 7	Interchange density adjustment, fID		0.0	mi/h
LOS and Performance Measures LOS and Performance Measures Flow rate, vp 873 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2	Number of lanes adjustment, fN		4.5	mi/h
LOS and Performance Measures Flow rate, vp 873 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2	Free-flow speed, FFS		60.5	mi/h
Flow rate, vp 873 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2			Urban Freeway	•
Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2		LOS and Perfor	mance Measures	
Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2	Flow rate. vn		873	pc/h/ln
Average passenger-car speed, S 60.5 mi/h Number of lanes, N 2				
Number of lanes, N 2				
		<u></u>		
	Density, D		14.4	pc/mi/ln

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Phone: Fax: E-mail: Operational Analysis_____ Analyst: SDM Agency or Company: PBS&J Date Performed: 2/22/2005 Analysis Time Period: PM Freeway/Direction: Colonial Blvd Freeway WB From/To: McGregor to bridge Jurisdiction: Analysis Year: 2030 Description: Burnt Store Road Corridor Study Flow Inputs and Adjustments Volume, V veh/h 3750 Peak-hour factor, PHF 0.92 Peak 15-min volume, v15 1019 v Trucks and buses ક Recreational vehicles Terrain type: Level Grade 0.00 Segment length 0.00 mi Trucks and buses PCE, ET 1.5 Recreational vehicle PCE, ER 1.2 Heavy vehicle adjustment, fHV 0.990 Driver population factor, fp 1.00 Flow rate, vp 2058 pc/h/ln ____Speed Inputs and Adjustments____ Lane width 12.0 f.t. Right-shoulder lateral clearance 6.0 ft Interchange density 0.50 interchange/mi Number of lanes, N 2 Free-flow speed: Base FFS or BFFS 65.0 mi/h Lane width adjustment, fLW 0.0 mi/h Lateral clearance adjustment, fLC 0.0 mi/h Interchange density adjustment, fID 0.0 mi/h Number of lanes adjustment, fN 4.5 mi/h Free-flow speed, FFS 60.5 mi/h Urban Freeway LOS and Performance Measures____ Flow rate, vp 2058 pc/h/ln Free-flow speed, FFS 60.5 mi/h Average passenger-car speed, S 57.4 mi/h Number of lanes, N Density, D 35.9 pc/mi/ln

Phone: E-mail:		Fax:	
	Operational An	alysis	
Analyst: Agency or Company: Date Performed: Analysis Time Period: Freeway/Direction: From/To: Jurisdiction:	SDM PBS&J 2/22/2005 PM Colonial Blvd F West of Summerl		
Analysis Year:	2030		
Description: Burnt Sto	re Road Corridor	Study	
	Flow Inputs an	d Adjustments	
Volume, V		2572	veh/h
Peak-hour factor, PHF		0.92	v, 22
Peak 15-min volume, v15		699	\mathbf{v}
Trucks and buses		2	8
Recreational vehicles		0	8
Terrain type:		Level	
Grade		0.00	%
Segment length		0.00	mi
Trucks and buses PCE, E'		1.5	
Recreational vehicle PC		1.2	
Heavy vehicle adjustment, fHV		0.990	
Driver population factor, fp		1.00	12- 12
Flow rate, vp		1412	pc/h/ln
	Speed Inputs a	nd Adjustments_	
Lane width		12.0	ft
Right-shoulder lateral of	clearance	6.0	ft
Interchange density		0.50	interchange/mi
Number of lanes, N		2	
Free-flow speed:		Base	
FFS or BFFS	ET 5.7	65.0	mi/h
Lane width adjustment, is Lateral clearance adjust		0.0	mi/h
		0.0	mi/h mi/h
Interchange density adjustment, fID Number of lanes adjustment, fN		4.5	mi/h
Free-flow speed, FFS		60.5	mi/h
		Urban Free	•
	LOS and Perform	nance Measures	
Flow rate and		7.470	
Flow rate, vp Free-flow speed, FFS		1412	pc/h/ln
Average passenger-car sp	need S	60.5 60.5	mi/h mi/h
Number of lanes, N	ruum, u	2	341-0-7 64
Density, D		23.3	pc/mi/ln

C

Phone: E-mail:		Fax:	
	perational Ar	nalysis	
Date Performed: 2/ Analysis Time Period: PM Freeway/Direction: Co	S&J 22/2005 lonial Blvd F		
Jurisdiction:	wler to Solom 30 Road Corridor		
F	low Inputs an	d Adjustments	
Volume, V Peak-hour factor, PHF		2612 0.92	veh/h
Peak 15-min volume, v15 Trucks and buses Recreational vehicles		710 2 0	V ፟፟፟፟ ፟፟፟፟፟
Terrain type: Grade Segment length		Level 0.00 0.00	% mi
Trucks and buses PCE, ET Recreational vehicle PCE, Heavy vehicle adjustment, Driver population factor,	fHV	1.5 1.2 0.990 1.00	
Flow rate, vp	<u>.</u>	956	pc/h/ln
S	peed Inputs a	nd Adjustments	
Lane width Right-shoulder lateral cle Interchange density Number of lanes, N Free-flow speed:	arance	12.0 6.0 0.50 3 Base	ft ft interchange/mi
FFS or BFFS Lane width adjustment, fLW Lateral clearance adjustme		65.0 0.0 0.0	mi/h mi/h mi/h
Interchange density adjust Number of lanes adjustment Free-flow speed, FFS		0.0 3.0 62.0 Urban Freew	mi/h mi/h mi/h vay
L	OS and Perfor	mance Measures	•
Flow rate, vp		956	pc/h/ln
Free-flow speed, FFS Average passenger-car speed Number of lanes, N	i, s	62.0 62.0 3	mi/h mi/h
Density, D		15.4	pc/mi/ln

В

