Bi - County Study

Phase II: Concept Report

Technical Appendix













Burnt Store Road - Veterans Parkway - Colonial Boulevard

Lee and Charlotte Counties

Project No. 4085

Prepared by:

PBS&J

July 2005

Technical Appendices

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Appendix A

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

2010 Annual Average Daily Traffic Volumes

PRELIMINARY

2010 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05

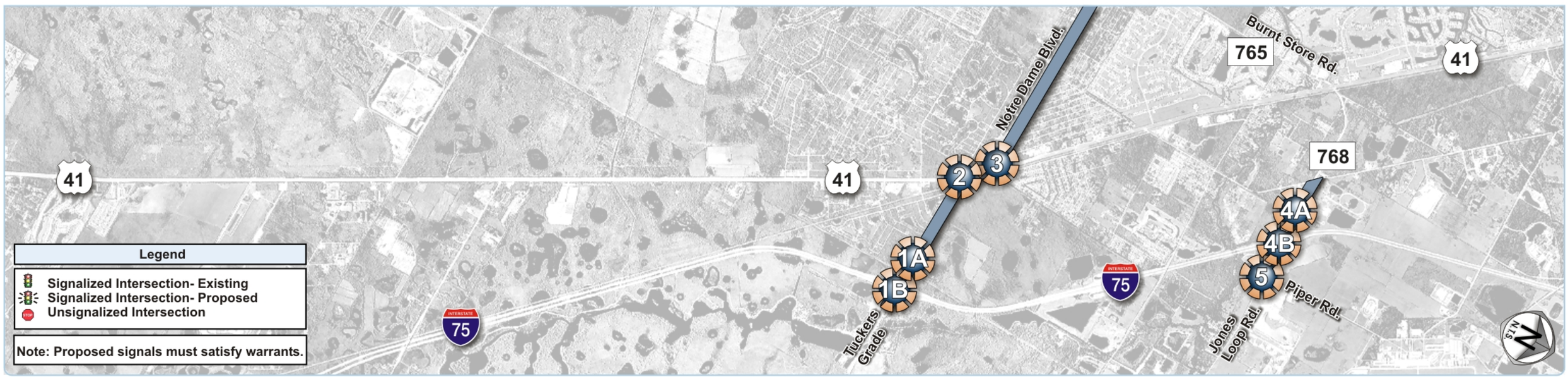

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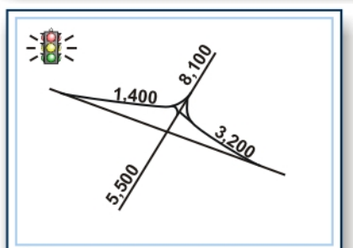

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3 Notre Dame Blvd./US 41

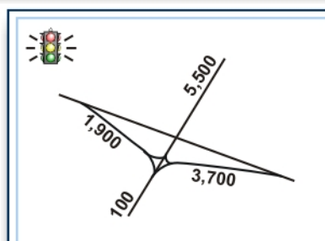

4 Jones Loop Rd./I-75 Ramp


5 Jones Loop Rd./Piper Rd.

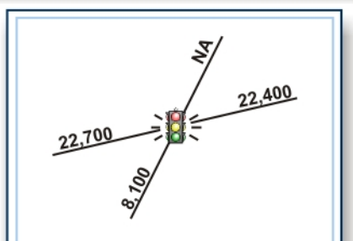




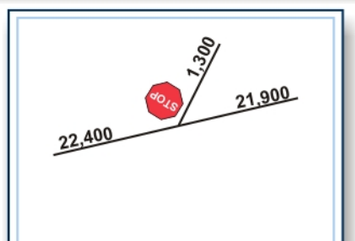
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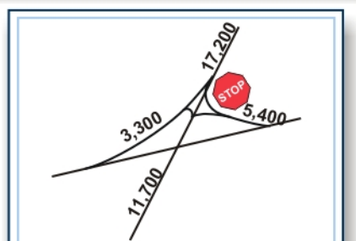
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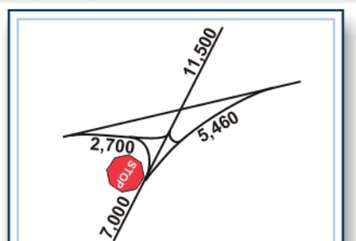
2 Tuckers Grade/US 41



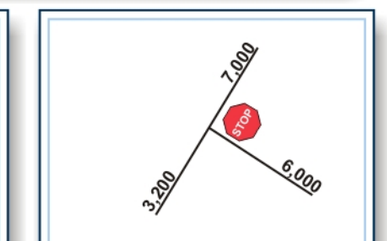
3 Notre Dame Blvd./US 41



4A Jones Loop Rd./ I-75 SB Ramps



4B Jones Loop Rd./ I-75 NB Ramps



5 Jones Loop Rd./Piper Rd.

PRELIMINARY

2010 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05



1 Burnt Store Rd./ Cape Horn Blvd.



2 Burnt Store Rd./ Zemel Rd.



3 Burnt Store Rd./ Yacht Club Blvd.



4 Burnt Store Rd./ Notre Dame Blvd.



5 Burnt Store Rd./Acline Rd.

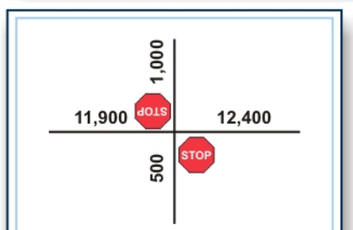


6 Burnt Store Rd./ Jones Loop Rd./US 41

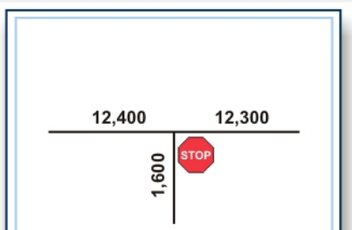


7 Jones Loop Rd./Taylor Rd.

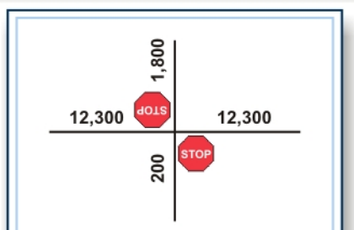




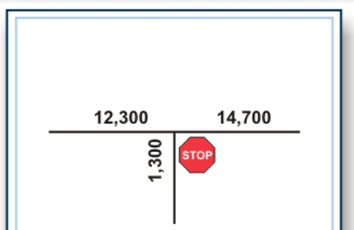
1 Burnt Store Rd./ Cape Horn Blvd.



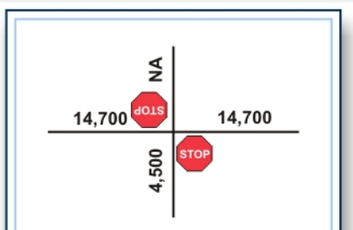
2 Burnt Store Rd./ Zemel Rd.



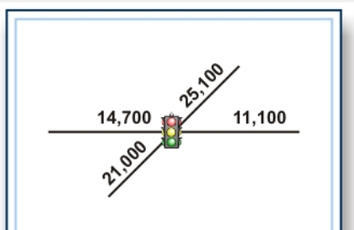
3 Burnt Store Rd./ Yacht Club Blvd.



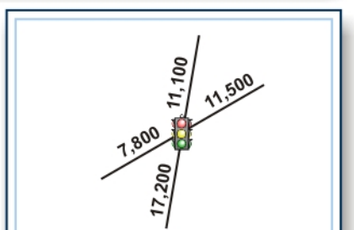
4 Burnt Store Rd./ Notre Dame Blvd.



5 Burnt Store Rd./Acline Rd.



6 Burnt Store Rd./ Jones Loop Rd./US 41



7 Jones Loop Rd./Taylor Rd.

PRELIMINARY

2010 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05



1 Burnt Store Rd./ Vincent Ave.



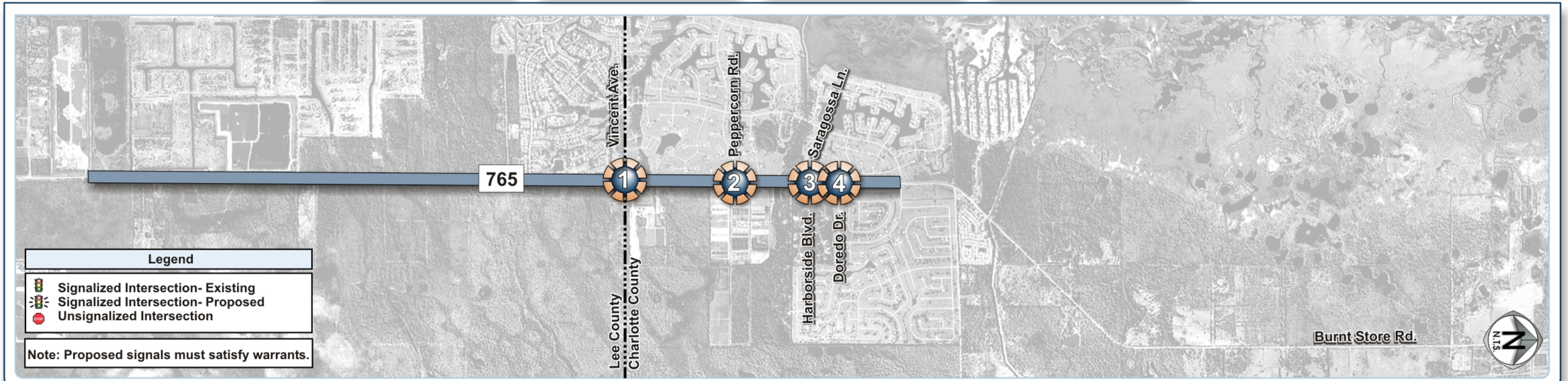
2 Burnt Store Rd./ Peppercorn Rd.



3 Burnt Store Rd./ Harborside Blvd.



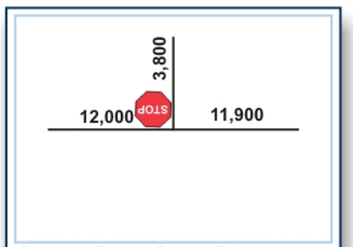
4 Burnt Store Rd./ Doredo Dr.



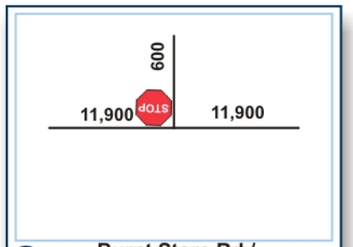
Legend

- Signalized Intersection- Existing
- Signalized Intersection- Proposed
- Unsignalized Intersection

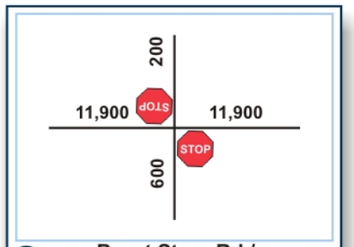
Note: Proposed signals must satisfy warrants.



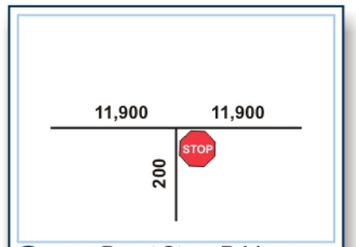
1 Burnt Store Rd./ Vincent Ave.



2 Burnt Store Rd./ Peppercorn Rd.



3 Burnt Store Rd./ Harborside Blvd.



4 Burnt Store Rd./ Doredo Dr.

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PRELIMINARY

2010 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05


1 Burnt Store Rd./ Ceitus Pkwy.


2 Burnt Store Rd./ Embers Pkwy.

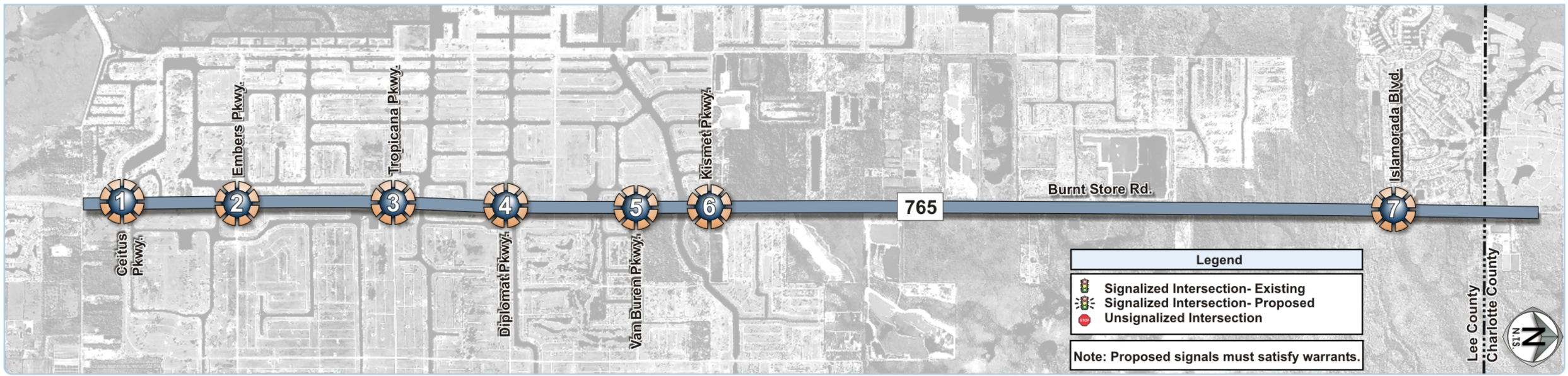

3 Burnt Store Rd./ Tropicana Pkwy.

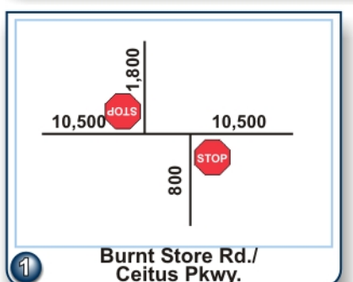

4 Burnt Store Rd./ Diplomat Pkwy.


5 Burnt Store Rd./ Van Buren Pkwy.

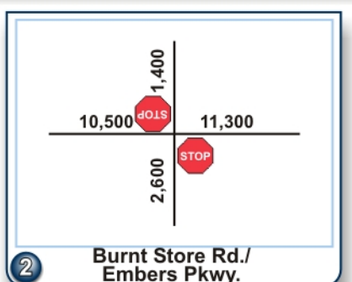

6 Burnt Store Rd./ Kismet Pkwy.


7 Burnt Store Rd./ Islamorada Blvd.

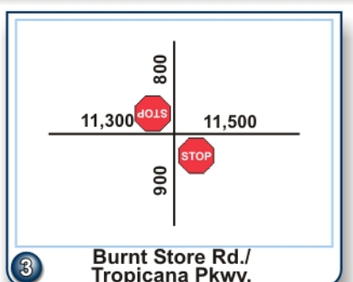




1 Burnt Store Rd./ Ceitus Pkwy.



2 Burnt Store Rd./ Embers Pkwy.



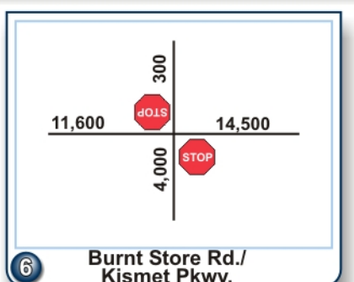
3 Burnt Store Rd./ Tropicana Pkwy.



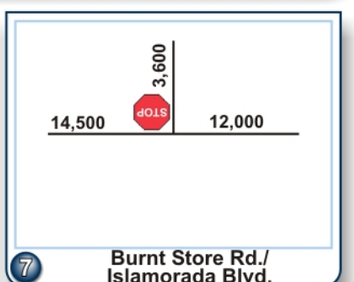
4 Burnt Store Rd./ Diplomat Pkwy.



5 Burnt Store Rd./ Van Buren Pkwy.



6 Burnt Store Rd./ Kismet Pkwy.



7 Burnt Store Rd./ Islamorada Blvd.

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PRELIMINARY

2010 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05


1 Burnt Store Rd.-Veterans Pkwy./Pine Island Rd.


2 Veterans Pkwy./ Surfside Blvd.

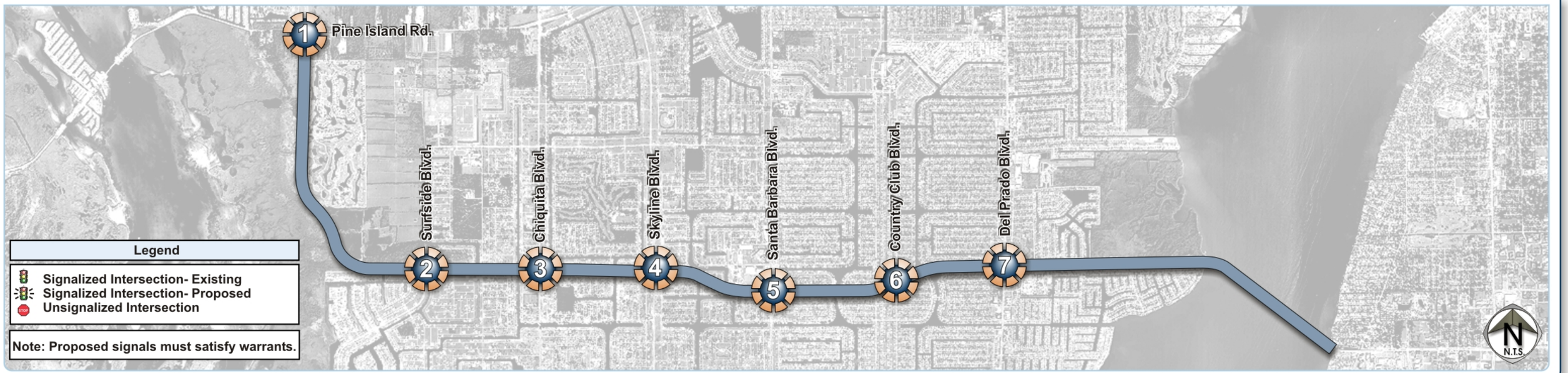

3 Veterans Pkwy./ Chiquita Blvd.

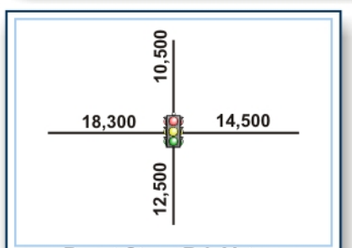

4 Veterans Pkwy./ Skyline Blvd.


5 Veterans Pkwy./ Santa Barbara Blvd.

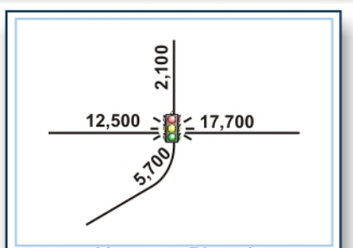

6 Veterans Pkwy./ Country Club Blvd.


7 Veterans Pkwy./ Del Prado Blvd.

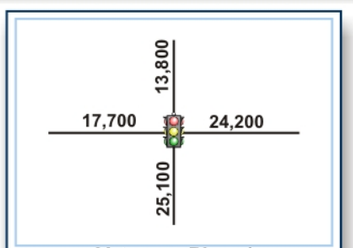




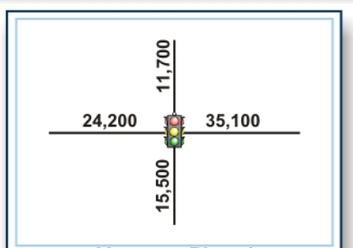
1 Burnt Store Rd.-Veterans Pkwy./Pine Island Rd.



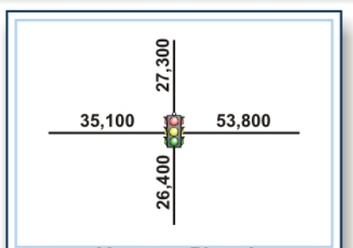
2 Veterans Pkwy./ Surfside Blvd.



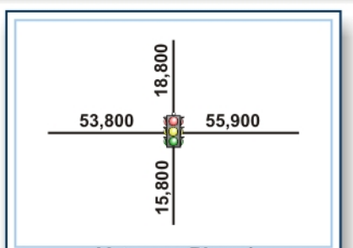
3 Veterans Pkwy./ Chiquita Blvd.



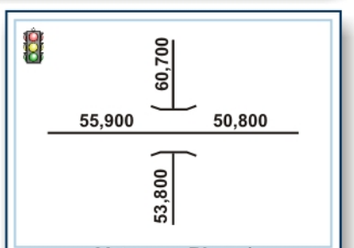
4 Veterans Pkwy./ Skyline Blvd.



5 Veterans Pkwy./ Santa Barbara Blvd.



6 Veterans Pkwy./ Country Club Blvd.



7 Veterans Pkwy./ Del Prado Blvd.

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PRELIMINARY

2010 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05


1 Colonial Blvd./ Metro Pkwy.

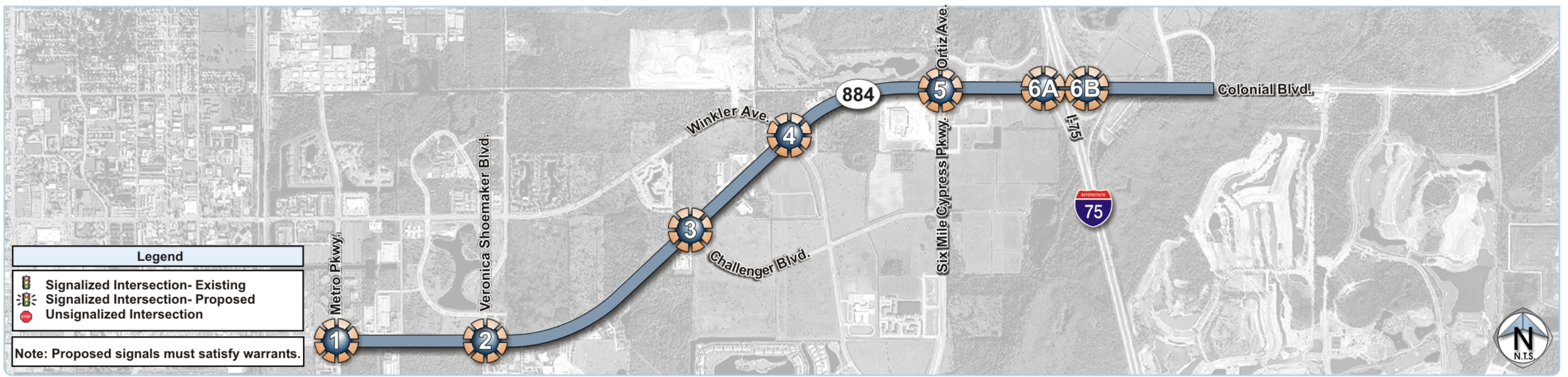

2 Colonial Blvd./ Veronica Shoemaker Blvd.

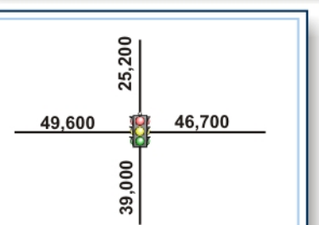

3 Colonial Blvd./ Challenger Blvd.


4 Colonial Blvd./ Winkler Ave.

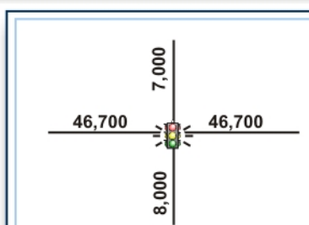

5 Colonial Blvd./ Six Mile Cypress Pkwy.


6 Colonial Blvd./I-75 Ramps

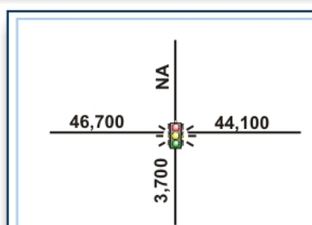




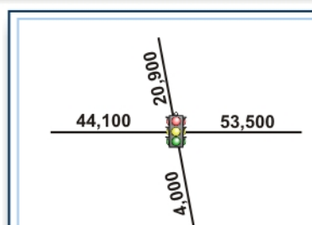
1 Colonial Blvd./ Metro Pkwy.



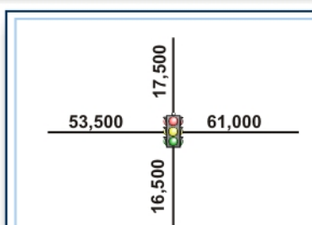
2 Colonial Blvd./ Veronica Shoemaker Blvd.



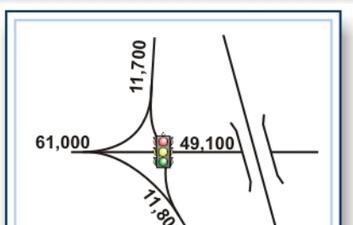
3 Colonial Blvd./ Challenger Blvd.



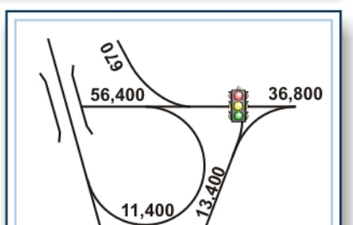
4 Colonial Blvd./ Winkler Ave.



5 Colonial Blvd./ Six Mile Cypress Pkwy.



6A Colonial Blvd./I-75 SB Ramps



6B Colonial Blvd./I-75 NB Ramps

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PRELIMINARY

2010 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05


1 Colonial Blvd./ McGregor Blvd.


2 Colonial Blvd./ Summerlin Rd.

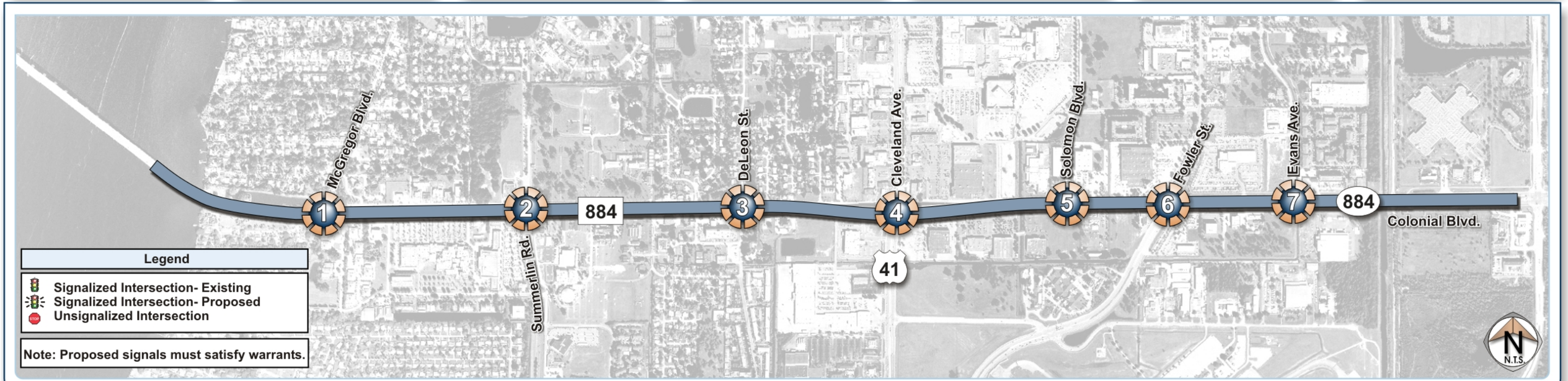

3 Colonial Blvd./ DeLeon St.

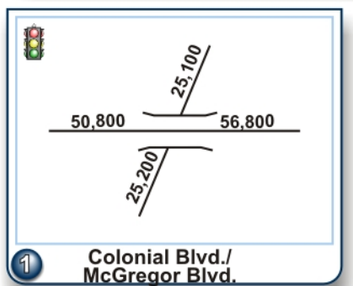

4 Colonial Blvd./ US 41


5 Colonial Blvd./ Solomon Blvd.

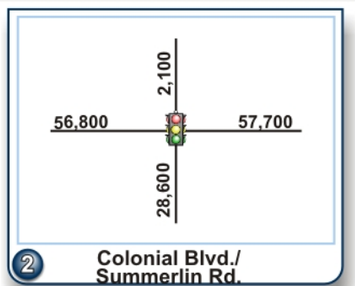

6 Colonial Blvd./ Fowler St.


7 Colonial Blvd./ Evans Ave.

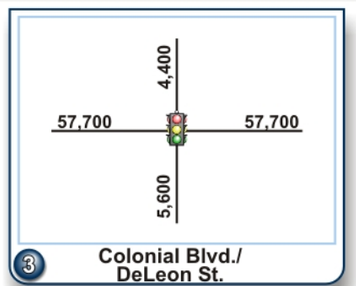




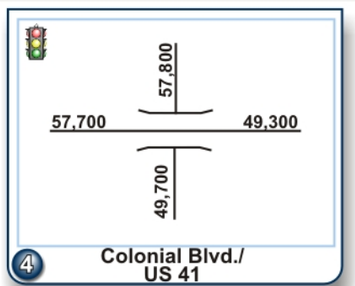
1 Colonial Blvd./ McGregor Blvd.



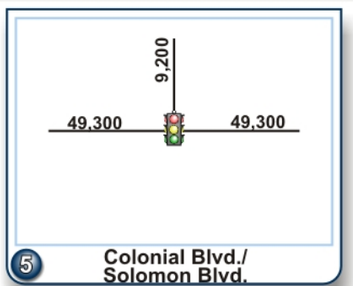
2 Colonial Blvd./ Summerlin Rd.



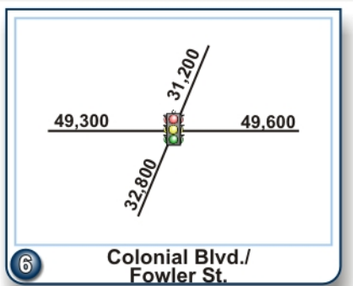
3 Colonial Blvd./ DeLeon St.



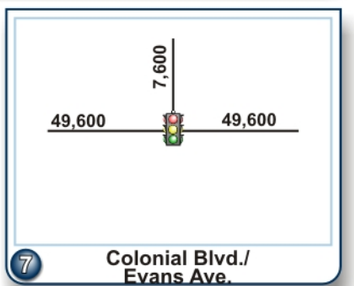
4 Colonial Blvd./ US 41



5 Colonial Blvd./ Solomon Blvd.



6 Colonial Blvd./ Fowler St.



7 Colonial Blvd./ Evans Ave.

P:\Projects\Burnt_Store\Graphics\Reports\2010 AADT\Seg B 2010 AADT.cdr

2020 Annual Average Daily Traffic Volumes

PRELIMINARY

2020 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05


1 Tuckers Grade/I-75 Ramps

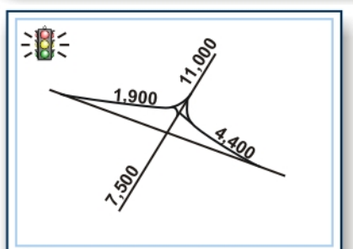

2 Tuckers Grade/US 41


3 Notre Dame Blvd./US 41

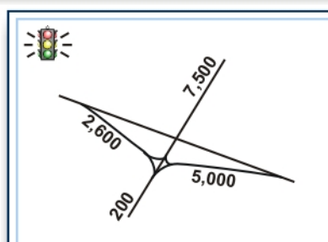

4 Jones Loop Rd./I-75 Ramp


5 Jones Loop Rd./Piper Rd.

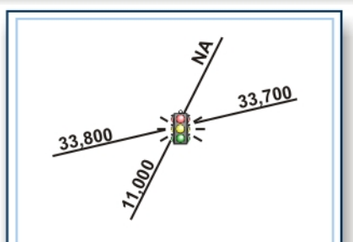




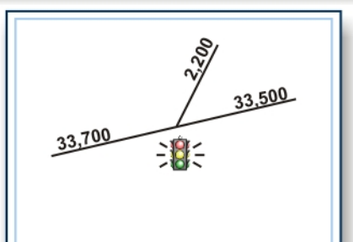
1A Tuckers Grade/I-75 SB Ramps



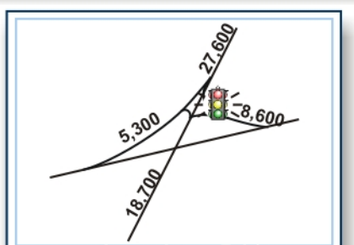
1B Tuckers Grade/I-75 NB Ramps



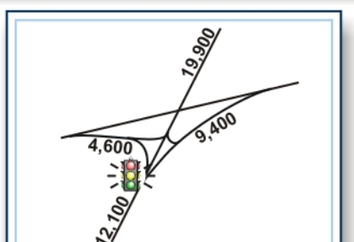
2 Tuckers Grade/US 41



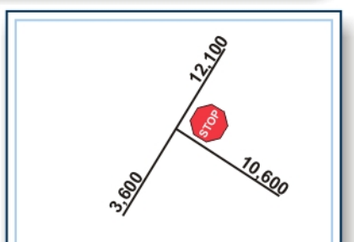
3 Notre Dame Blvd./US 41



4A Jones Loop Rd./ I-75 SB Ramps



4B Jones Loop Rd./ I-75 NB Ramps



5 Jones Loop Rd./Piper Rd.

PRELIMINARY

2020 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05


1 Burnt Store Rd./ Cape Horn Blvd.


2 Burnt Store Rd./ Zemel Rd./Yacht Club Blvd.

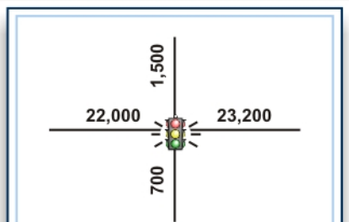

3 Burnt Store Rd./ Notre Dame Blvd.


4 Burnt Store Rd./Acline Rd.

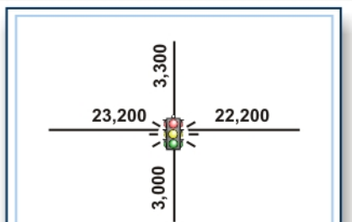

5 Burnt Store Rd./ Jones Loop Rd./US 41


6 Jones Loop Rd./Taylor Rd.

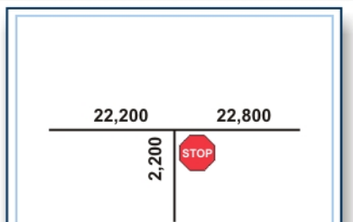




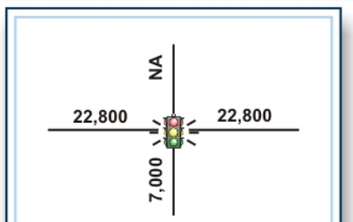
1 Burnt Store Rd./ Cape Horn Blvd.



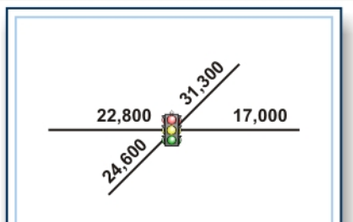
2 Burnt Store Rd./ Zemel Rd./Yacht Club Blvd.



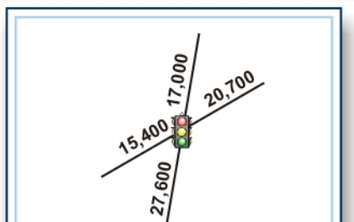
3 Burnt Store Rd./ Notre Dame Blvd.



4 Burnt Store Rd./Acline Rd.



5 Burnt Store Rd./ Jones Loop Rd./US 41



6 Jones Loop Rd./Taylor Rd.

PRELIMINARY

2020 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05



1 Burnt Store Rd./ Vincent Ave.



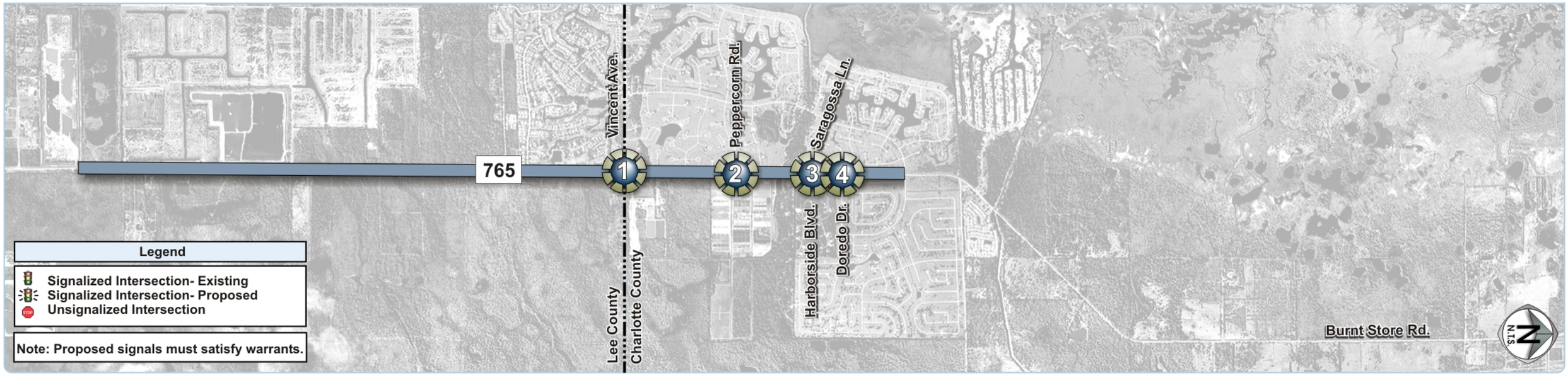
2 Burnt Store Rd./ Peppercorn Rd.



3 Burnt Store Rd./ Harborside Blvd.



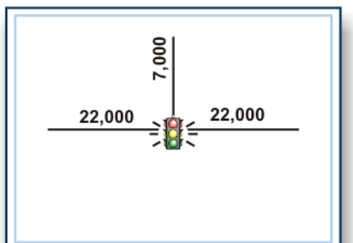
4 Burnt Store Rd./ Doredo Dr.



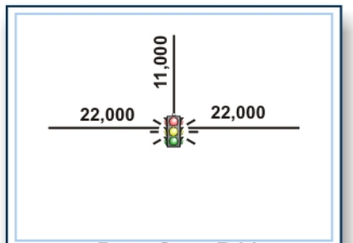
Legend

- Signalized Intersection- Existing
- Signalized Intersection- Proposed
- Unsignalized Intersection

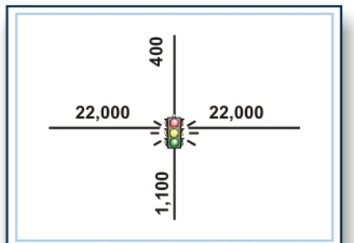
Note: Proposed signals must satisfy warrants.



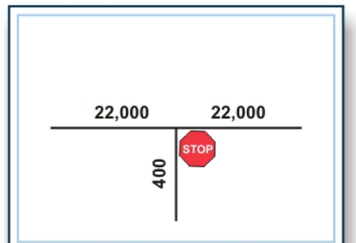
1 Burnt Store Rd./ Vincent Ave.



2 Burnt Store Rd./ Peppercorn Rd.



3 Burnt Store Rd./ Harborside Blvd.



4 Burnt Store Rd./ Doredo Dr.

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PRELIMINARY

2020 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05


1 Burnt Store Rd./ Ceitus Pkwy.


2 Burnt Store Rd./ Embers Pkwy.

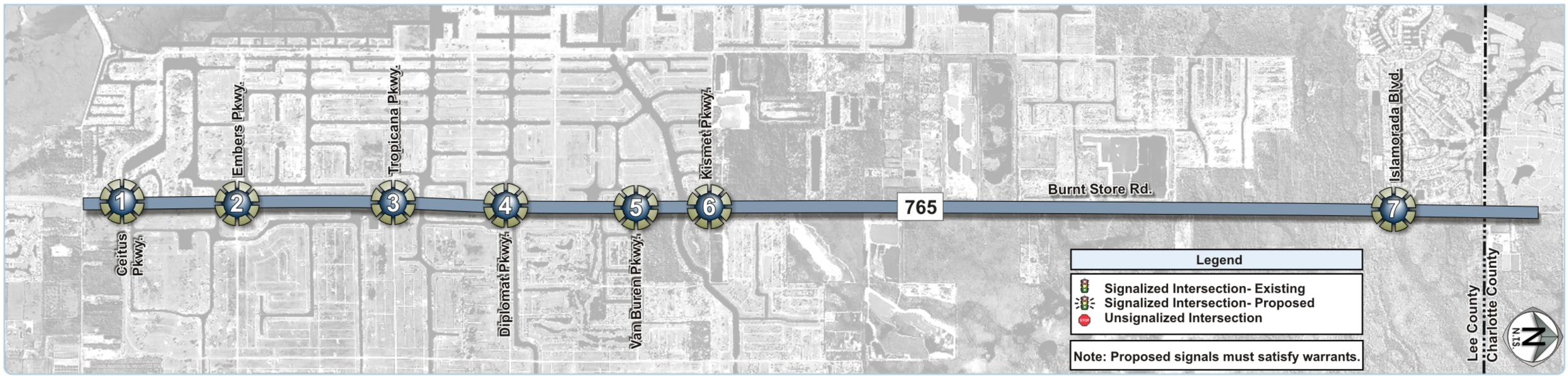

3 Burnt Store Rd./ Tropicana Pkwy.


4 Burnt Store Rd./ Diplomat Pkwy.


5 Burnt Store Rd./ Van Buren Pkwy.

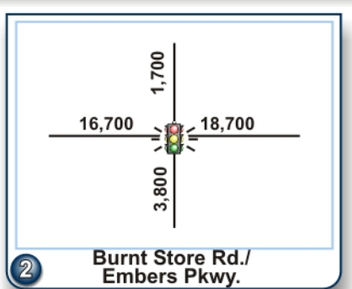

6 Burnt Store Rd./ Kismet Pkwy.


7 Burnt Store Rd./ Islamorada Blvd.





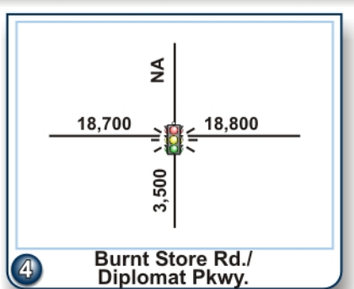
1 Burnt Store Rd./ Ceitus Pkwy.



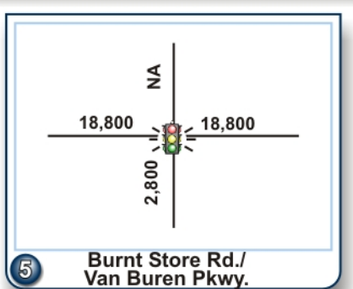
2 Burnt Store Rd./ Embers Pkwy.



3 Burnt Store Rd./ Tropicana Pkwy.



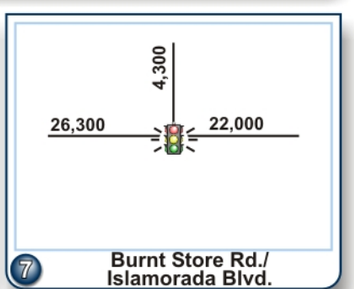
4 Burnt Store Rd./ Diplomat Pkwy.



5 Burnt Store Rd./ Van Buren Pkwy.



6 Burnt Store Rd./ Kismet Pkwy.



7 Burnt Store Rd./ Islamorada Blvd.

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PRELIMINARY

2020 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05


1 Burnt Store Rd.-Veterans Pkwy./Pine Island Rd.


2 Veterans Pkwy./ Surfside Blvd.


3 Veterans Pkwy./ Chiquita Blvd.

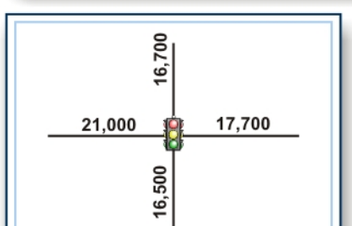

4 Veterans Pkwy./ Skyline Blvd.


5 Veterans Pkwy./ Santa Barbara Blvd.

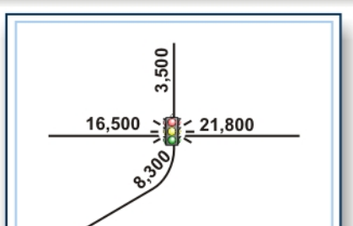

6 Veterans Pkwy./ Country Club Blvd.


7 Veterans Pkwy./ Del Prado Blvd.

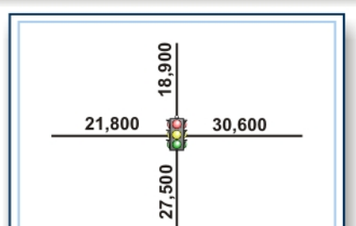




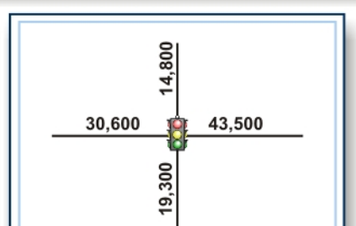
1 Burnt Store Rd.-Veterans Pkwy./Pine Island Rd.



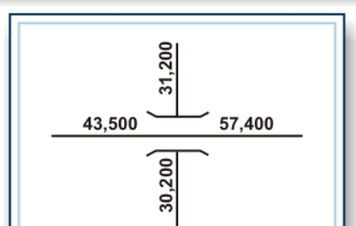
2 Veterans Pkwy./ Surfside Blvd.



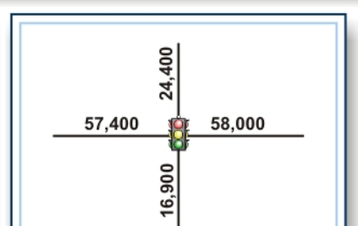
3 Veterans Pkwy./ Chiquita Blvd.



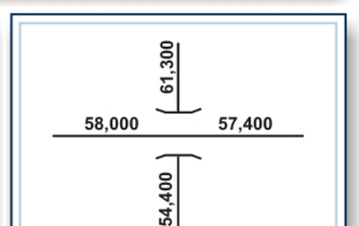
4 Veterans Pkwy./ Skyline Blvd.



5 Veterans Pkwy./ Santa Barbara Blvd.



6 Veterans Pkwy./ Country Club Blvd.



7 Veterans Pkwy./ Del Prado Blvd.

PRELIMINARY

2020 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05


1 Colonial Blvd./ McGregor Blvd.


2 Colonial Blvd./ Summerlin Rd.

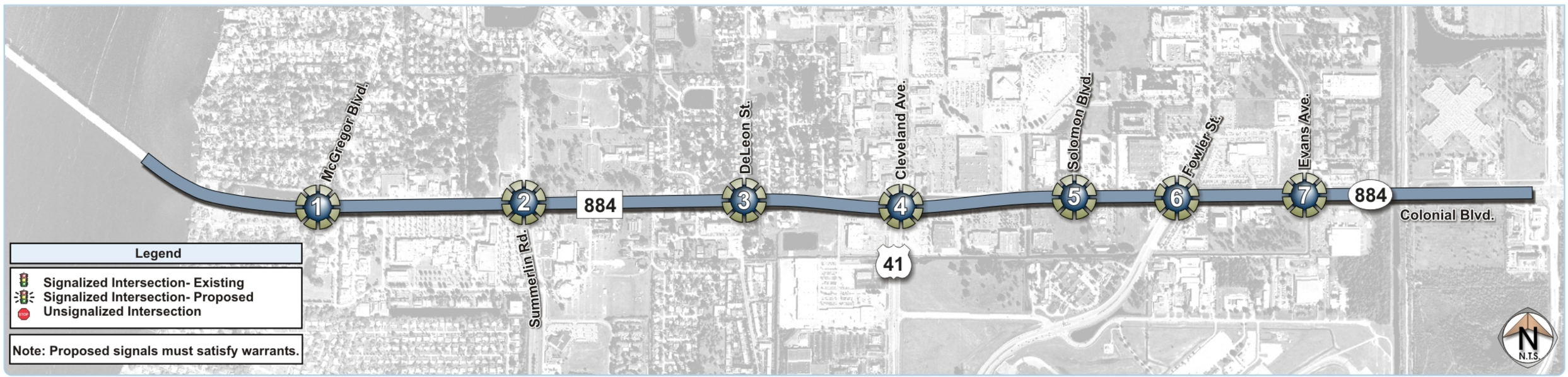

3 Colonial Blvd./ DeLeon St.

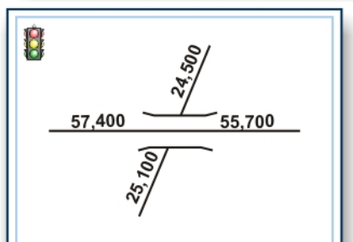

4 Colonial Blvd./ US 41


5 Colonial Blvd./ Solomon Blvd.

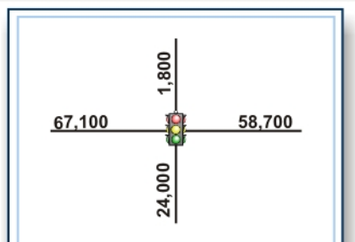

6 Colonial Blvd./ Fowler St.


7 Colonial Blvd./ Evans Ave.

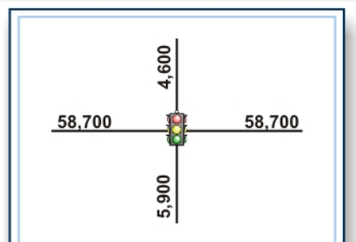




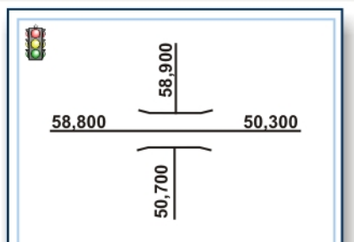
1 Colonial Blvd./ McGregor Blvd.



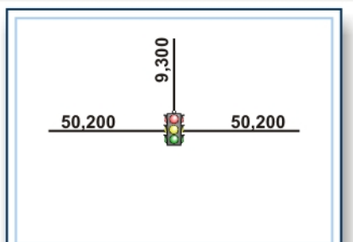
2 Colonial Blvd./ Summerlin Rd.



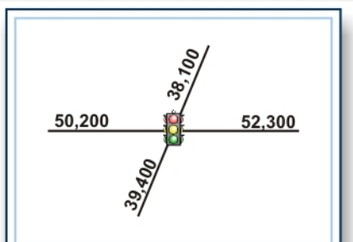
3 Colonial Blvd./ DeLeon St.



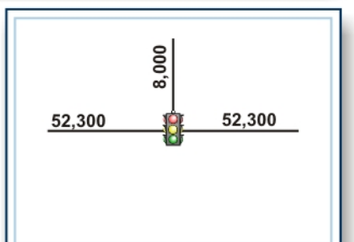
4 Colonial Blvd./ US 41



5 Colonial Blvd./ Solomon Blvd.



6 Colonial Blvd./ Fowler St.



7 Colonial Blvd./ Evans Ave.

PRELIMINARY

2020 Annual Average Daily Traffic (AADT) Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

6-30-05


1 Colonial Blvd./ Metro Pkwy.

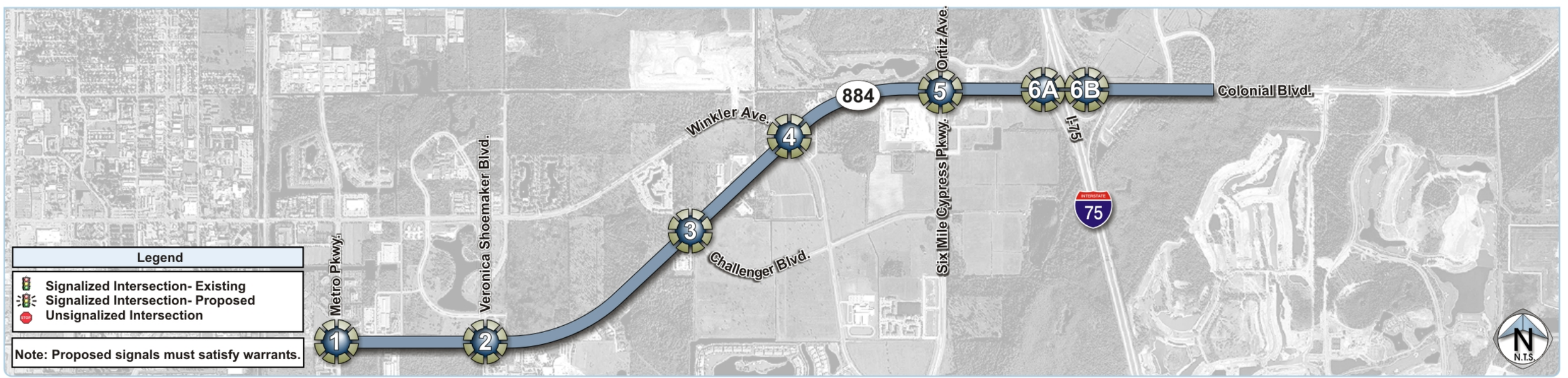

2 Colonial Blvd./ Veronica Shoemaker Blvd.

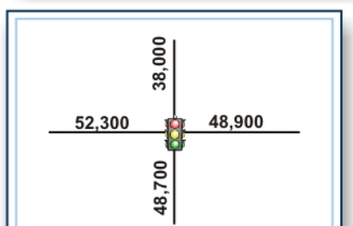

3 Colonial Blvd./ Challenger Blvd.


4 Colonial Blvd./ Winkler Ave.

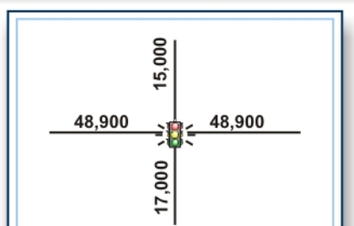

5 Colonial Blvd./ Six Mile Cypress Pkwy.


6 Colonial Blvd./I-75 Ramps

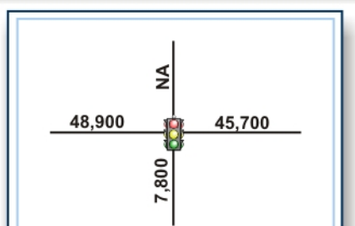




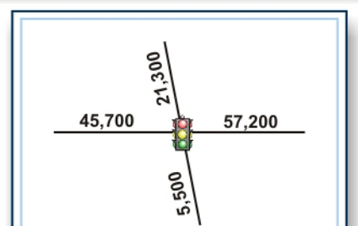
1 Colonial Blvd./ Metro Pkwy.



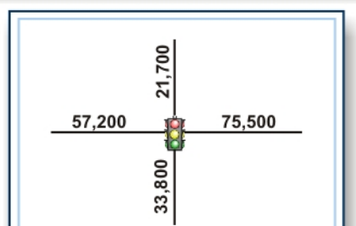
2 Colonial Blvd./ Veronica Shoemaker Blvd.



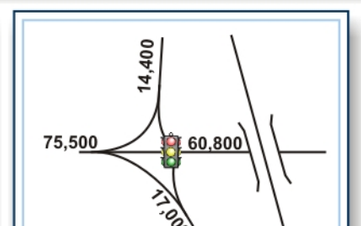
3 Colonial Blvd./ Challenger Blvd.



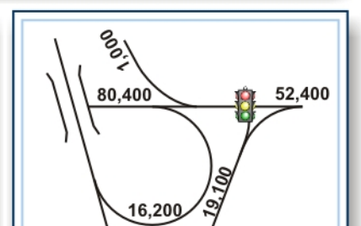
4 Colonial Blvd./ Winkler Ave.



5 Colonial Blvd./ Six Mile Cypress Pkwy.



6A Colonial Blvd./I-75 SB Ramps



6B Colonial Blvd./I-75 NB Ramps

P:\Projects\Burnt_Store\Graphics\Reports\2030 AADT\Seg A 2030 AADT.cdr

Appendix B

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

2010 AM and PM Peak Hour Volumes

PRELIMINARY

2010 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05

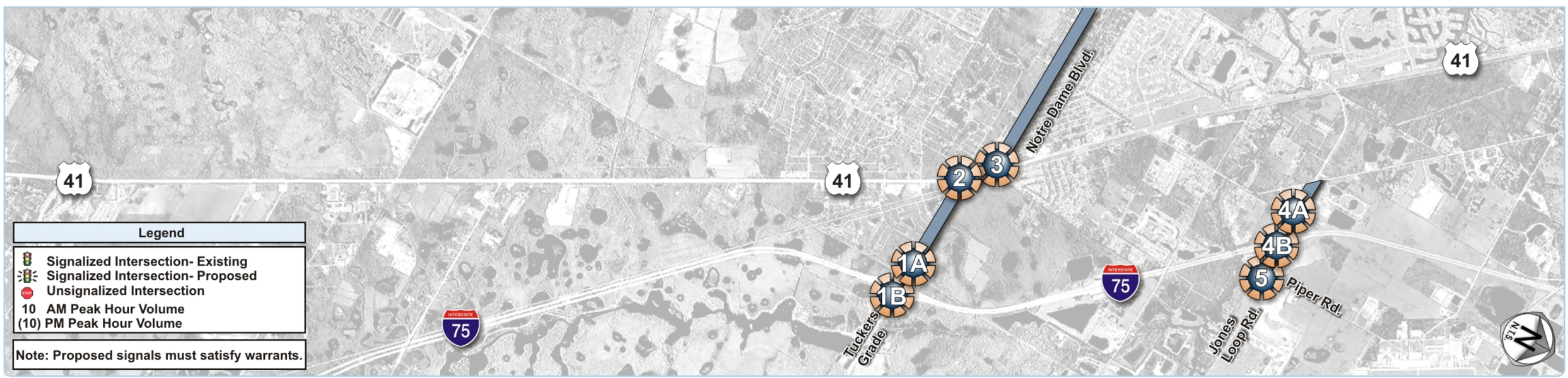

1 Tuckers Grade/I-75 Ramps


2 Tuckers Grade/US 41


3 Notre Dame Blvd./US 41


4 Jones Loop Rd./I-75 Ramps

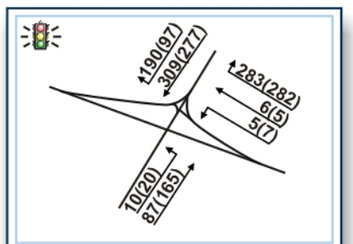

5 Jones Loop Rd./Piper Rd.



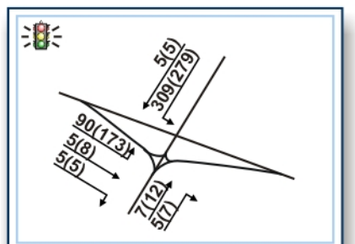
Legend

- Signalized Intersection- Existing
- Signalized Intersection- Proposed
- Unsignalized Intersection
- 10 AM Peak Hour Volume
- (10) PM Peak Hour Volume

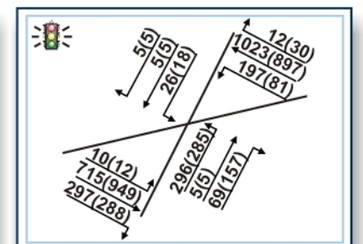
Note: Proposed signals must satisfy warrants.



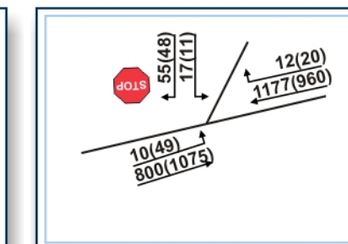
1A Tuckers Grade/I-75 SB Ramps



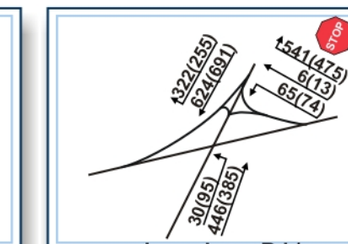
1B Tuckers Grade/I-75 NB Ramps



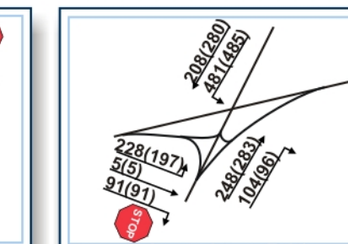
2 Tuckers Grade/US 41



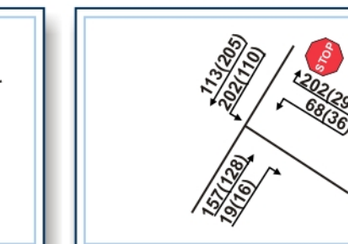
3 Notre Dame Blvd./US 41



4A Jones Loop Rd./ I-75 SB Ramps



4B Jones Loop Rd./ I-75 NB Ramps



5 Jones Loop Rd./Piper Rd.

P:\Projects\Burnt_Store\Graphics\Reports\2010 Am Pm Volume\Seg F 2010 AM&PM.cdr

PRELIMINARY

2010 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05


1 Burnt Store Rd./ Cape Horn Blvd.


2 Burnt Store Rd./ Zemel Rd.

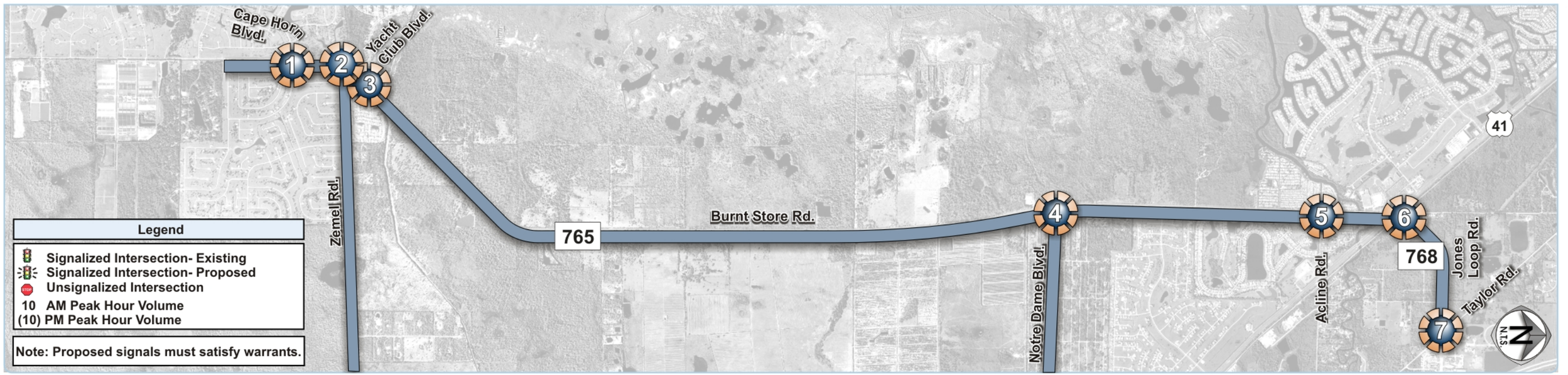

3 Burnt Store Rd./ Yacht Club Blvd.


4 Burnt Store Rd./ Notre Dame Blvd.


5 Burnt Store Rd./Acline Rd.


6 Burnt Store Rd./ Jones Loop Rd./US 41

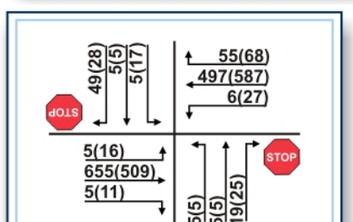

7 Jones Loop Rd./Taylor Rd.



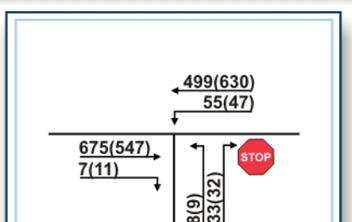
Legend

- Signalized Intersection- Existing
- Signalized Intersection- Proposed
- Unsignalized Intersection
- 10 AM Peak Hour Volume
- (10) PM Peak Hour Volume

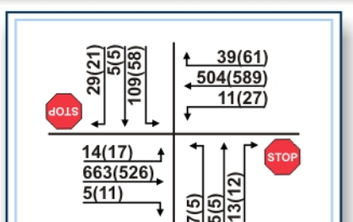
Note: Proposed signals must satisfy warrants.



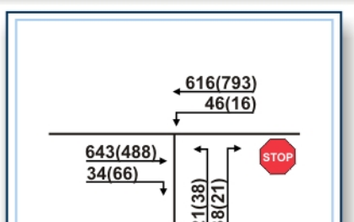
1 Burnt Store Rd./ Cape Horn Blvd.



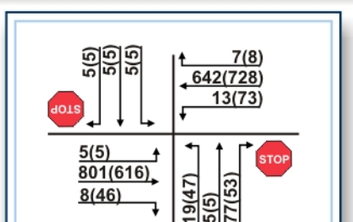
2 Burnt Store Rd./ Zemel Rd.



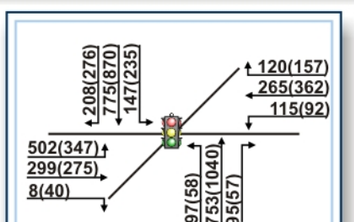
3 Burnt Store Rd./ Yacht Club Blvd.



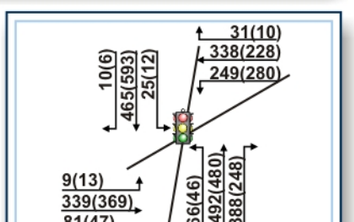
4 Burnt Store Rd./ Notre Dame Blvd.



5 Burnt Store Rd./Acline Rd.



6 Burnt Store Rd./ Jones Loop Rd./US 41



7 Jones Loop Rd./Taylor Rd.

P:\Projects\Burnt_Store\Graphics\Reports\2010 Am Pm Volume\Seg E2 2010 AM&PM.cdr

PRELIMINARY

2010 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05



1 Burnt Store Rd./ Vincent Ave.



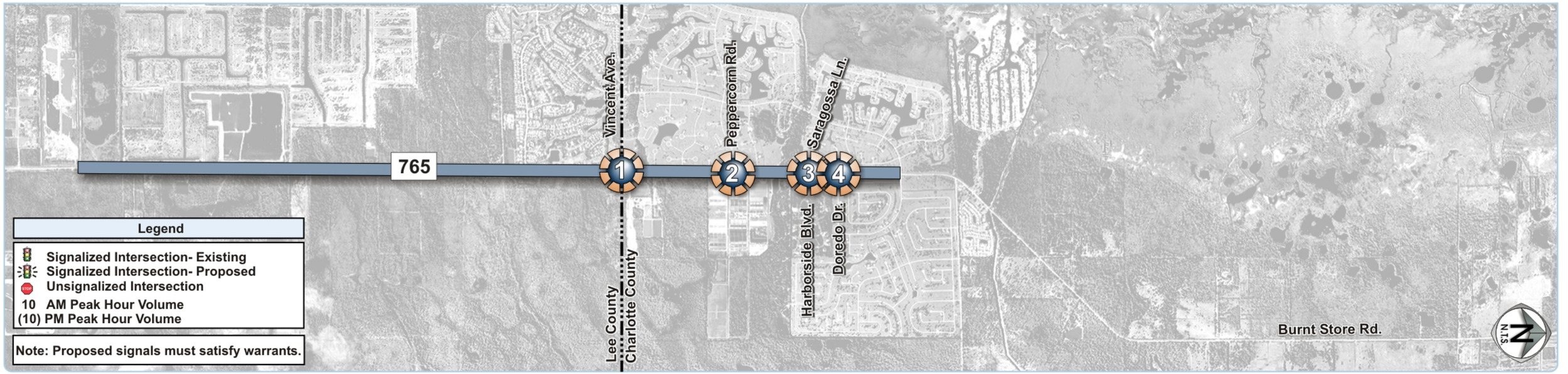
2 Burnt Store Rd./ Peppercorn Rd.



3 Burnt Store Rd./ Harborside Blvd.



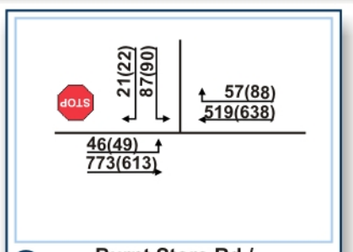
4 Burnt Store Rd./ Doredo Dr.



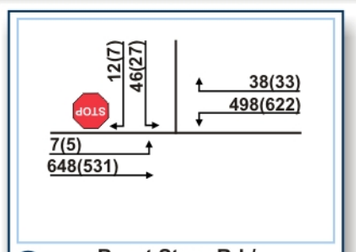
Legend

- Signalized Intersection- Existing
- Signalized Intersection- Proposed
- Unsignalized Intersection
- 10 AM Peak Hour Volume
- (10) PM Peak Hour Volume

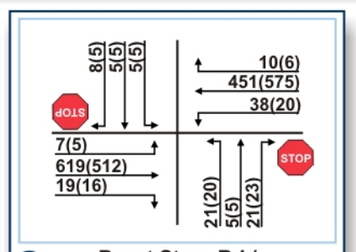
Note: Proposed signals must satisfy warrants.



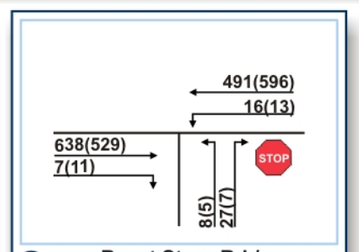
1 Burnt Store Rd./ Vincent Ave.



2 Burnt Store Rd./ Peppercorn Rd.



3 Burnt Store Rd./ Harborside Blvd.



4 Burnt Store Rd./ Doredo Dr.

P:\Projects\Burnt_Store\Graphics\Reports\2010 Am Pm Volume\Seg E1 2010 AM&PM.cdr

PRELIMINARY

2010 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05



1 Burnt Store Rd./ Ceitus Pkwy.



2 Burnt Store Rd./ Embers Pkwy.



3 Burnt Store Rd./ Tropicana Pkwy.



4 Burnt Store Rd./ Diplomat Pkwy.



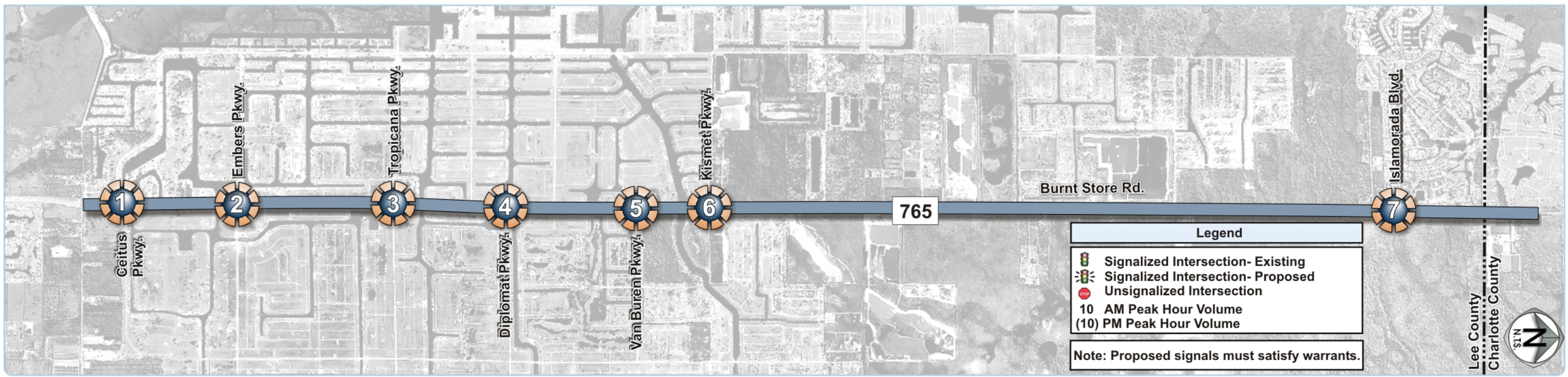
5 Burnt Store Rd./ Van Buren Pkwy.

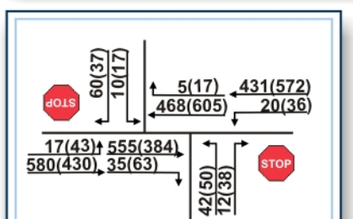


6 Burnt Store Rd./ Kismet Pkwy.

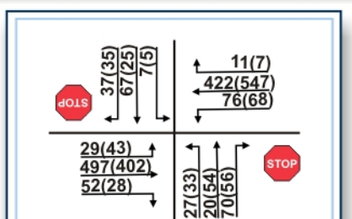


7 Burnt Store Rd./ Islamorada Blvd.

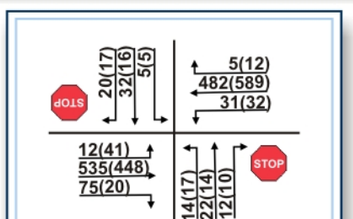




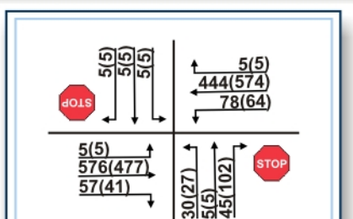
1 Burnt Store Rd./ Ceitus Pkwy.



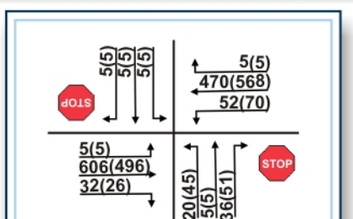
2 Burnt Store Rd./ Embers Pkwy.



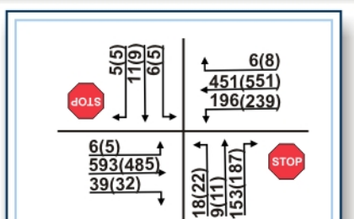
3 Burnt Store Rd./ Tropicana Pkwy.



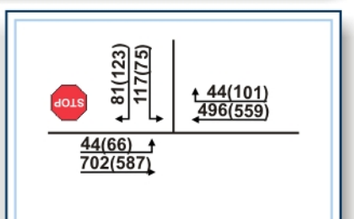
4 Burnt Store Rd./ Diplomat Pkwy.



5 Burnt Store Rd./ Van Buren Pkwy.



6 Burnt Store Rd./ Kismet Pkwy.



7 Burnt Store Rd./ Islamorada Blvd.

P:\Projects\Burnt_Store\Graphics\Reports\2010 Am Pm Volume\Seg D 2010 AM&PM.cdr

PRELIMINARY

2010 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05


1 Burnt Store Rd./Veterans Pkwy Pine Island Rd.

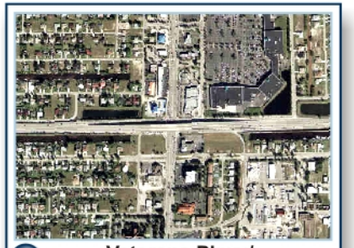

2 Veterans Pkwy/ Surfside Blvd.

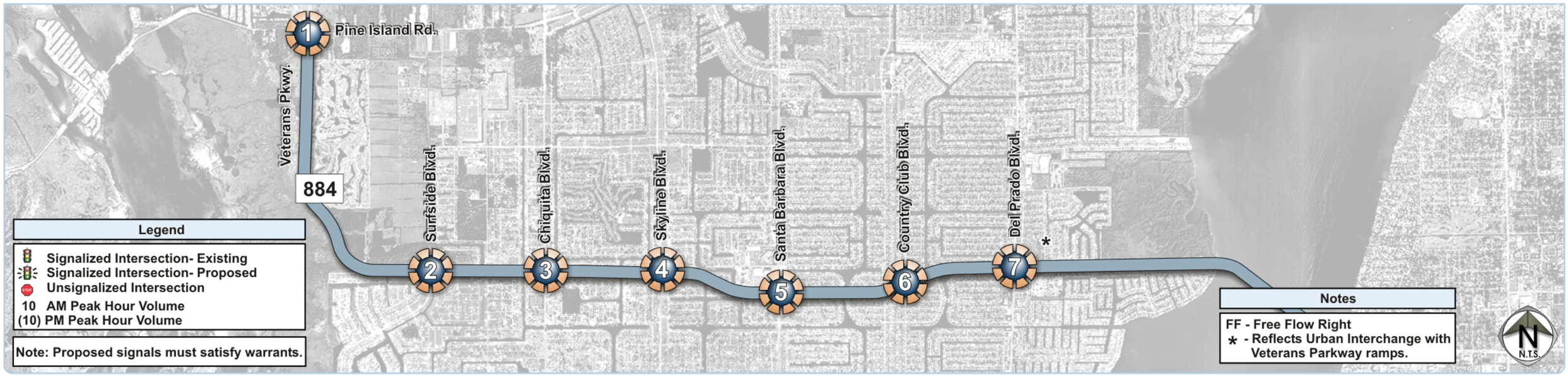

3 Veterans Pkwy/ Chiquita Blvd.

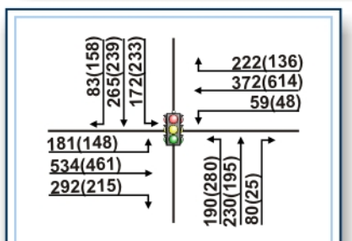

4 Veterans Pkwy/ Skyline Blvd.


5 Veterans Pkwy/ Santa Barbara Blvd.

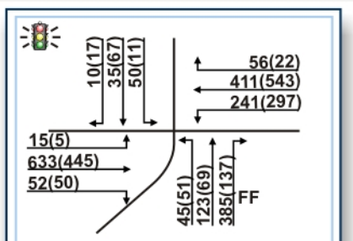

6 Veterans Pkwy/ Country Club Blvd.


7 Veterans Pkwy/ Del Prado Blvd. Ramps

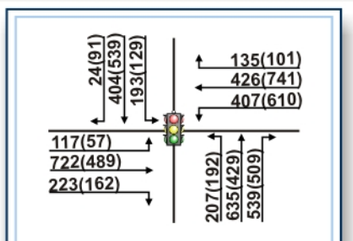




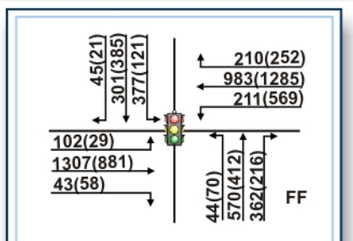
1 Burnt Store Rd./Veterans Pkwy Pine Island Rd.



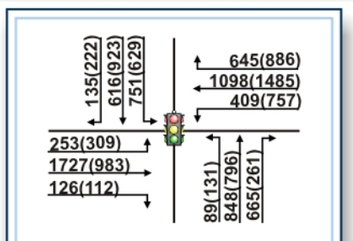
2 Veterans Pkwy/ Surfside Blvd.



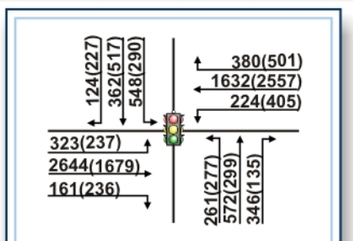
3 Veterans Pkwy/ Chiquita Blvd.



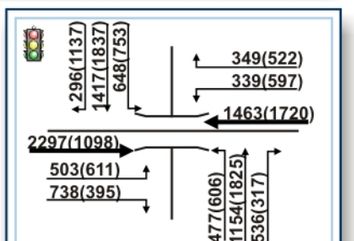
4 Veterans Pkwy/ Skyline Blvd.



5 Veterans Pkwy/ Santa Barbara Blvd.



6 Veterans Pkwy/ Country Club Blvd.



7 Veterans Pkwy/ Del Prado Blvd. Ramps

P:\Projects\Burnt_Store\Graphics\Reports\2010 Am Pm Volume\Seg C 2010 AM&PM.cdr

PRELIMINARY

2010 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05


1 Colonial Blvd. Ramps/ McGregor Blvd.


2 Colonial Blvd./ Summerlin Rd.

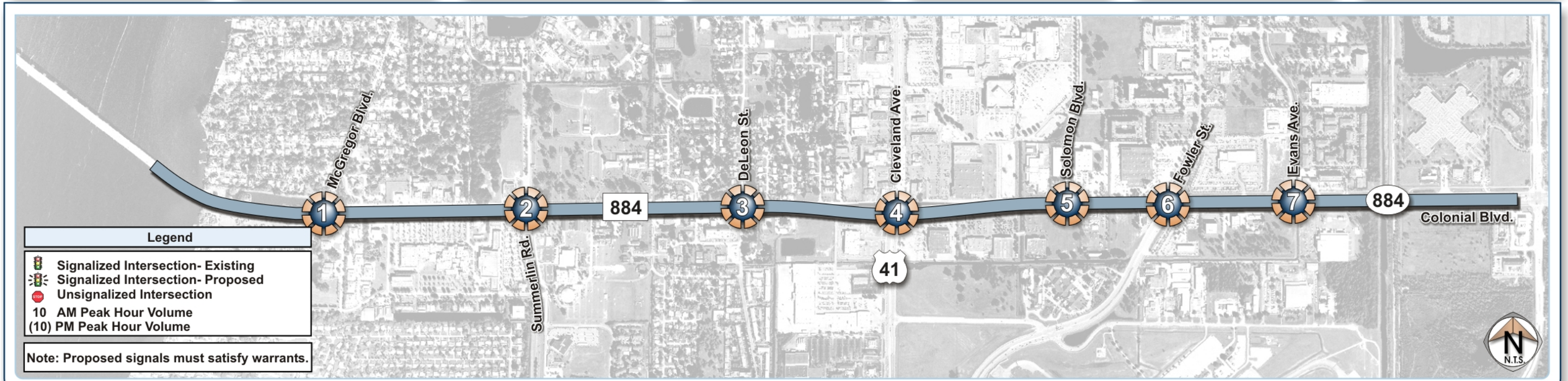

3 Colonial Blvd./ DeLeon St.

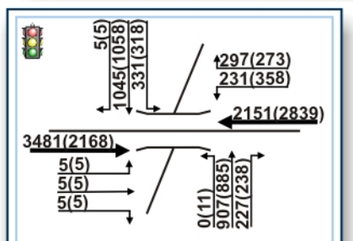

4 Colonial Blvd. Ramps/ US 41


5 Colonial Blvd./ Solomon Blvd.

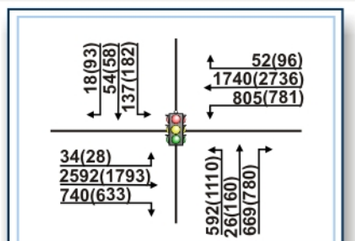

6 Colonial Blvd./ Fowler St.


7 Colonial Blvd./ Evans Ave.

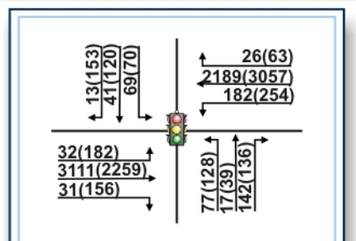




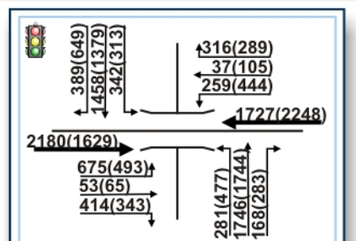
1 Colonial Blvd. Ramps/ McGregor Blvd.



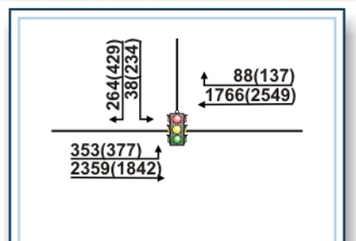
2 Colonial Blvd./ Summerlin Rd.



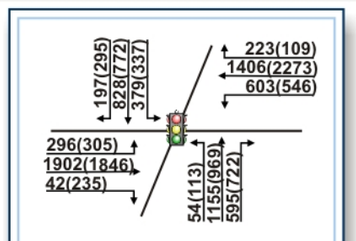
3 Colonial Blvd./ DeLeon St.



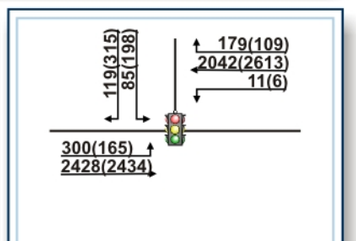
4 Colonial Blvd. Ramps/ US 41



5 Colonial Blvd./ Solomon Blvd.



6 Colonial Blvd./ Fowler St.



7 Colonial Blvd./ Evans Ave.

PRELIMINARY

2010 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05


1 Colonial Blvd./Metro Pkwy.

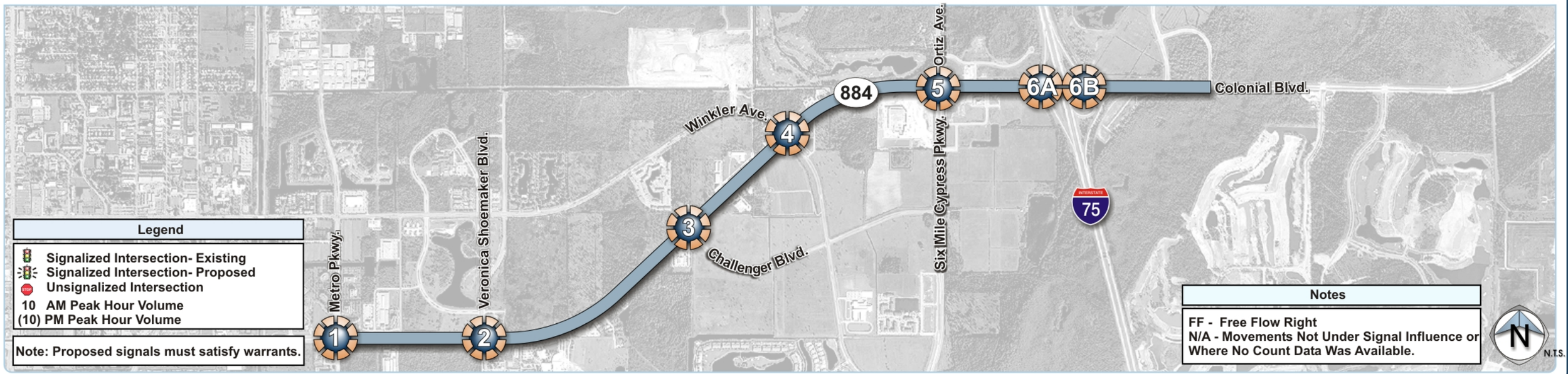

2 Colonial Blvd./ Veronica Shoemaker Blvd.

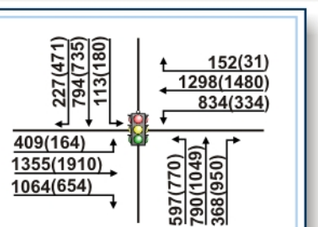

3 Colonial Blvd./ Challenger Blvd.


4 Colonial Blvd./Winkler Ave.

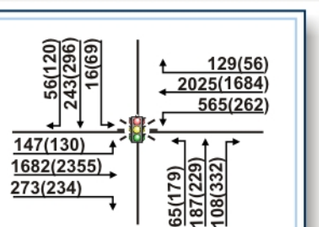

5 Colonial Blvd./ Six Mile Cypress Pkwy.


6 Colonial Blvd./I-75 Ramps

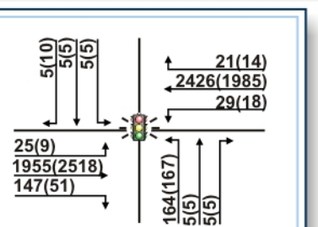




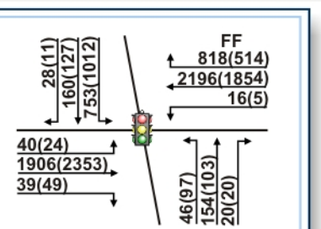
1 Colonial Blvd./Metro Pkwy.



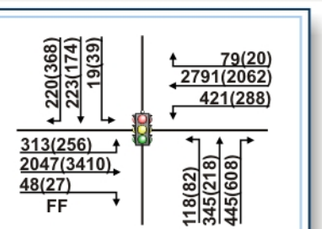
2 Colonial Blvd./ Veronica Shoemaker Blvd.



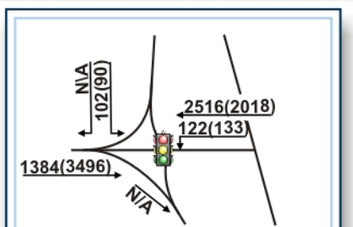
3 Colonial Blvd./ Challenger Blvd.



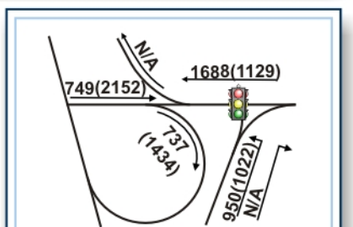
4 Colonial Blvd./Winkler Ave.



5 Colonial Blvd./ Six Mile Cypress Pkwy.



6A Colonial Blvd./I-75 SB Ramps



6B Colonial Blvd./I-75 NB Ramps

P:\Projects\Burnt_Store\Graphics\Reports\2010 Am Pm Volume\Seg A 2010 AM&PM.cdr

2020 AM and PM Peak Hour Volumes

PRELIMINARY

2020 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05


1 Tuckers Grade/I-75 Ramps


2 Tuckers Grade/US 41


3 Notre Dame Blvd./US 41


4 Jones Loop Rd./I-75 Ramps

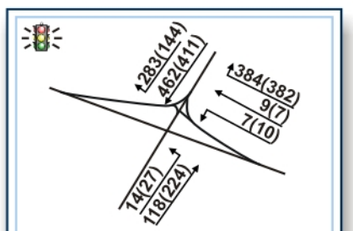

5 Jones Loop Rd./Piper Rd.



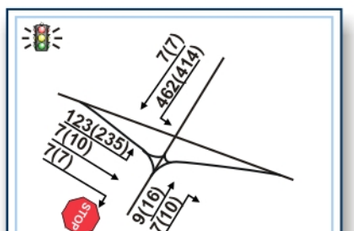
Legend

- Signalized Intersection- Existing
- Signalized Intersection- Proposed
- Unsignalized Intersection
- 10 AM Peak Hour Volume
- (10) PM Peak Hour Volume

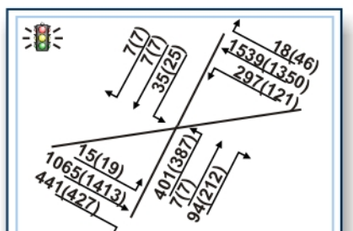
Note: Proposed signals must satisfy warrants.



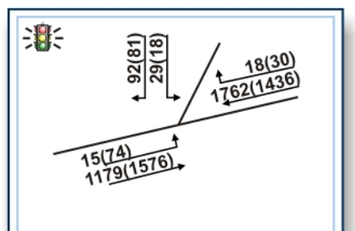
1A Tuckers Grade/I-75 SB Ramps



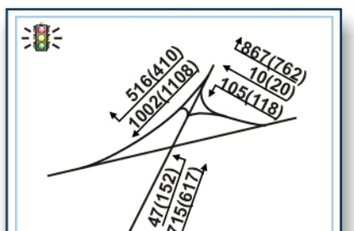
1B Tuckers Grade/I-75 NB Ramps



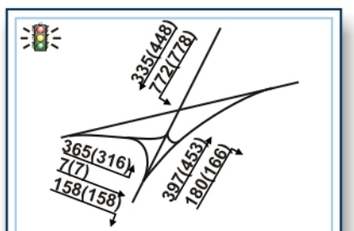
2 Tuckers Grade/US 41



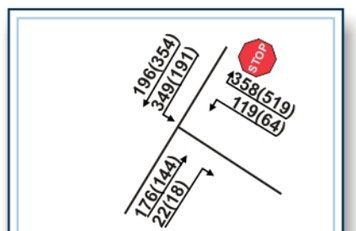
3 Notre Dame Blvd./US 41



4A Jones Loop Rd./ I-75 SB Ramps



4B Jones Loop Rd./ I-75 NB Ramps



5 Jones Loop Rd./Piper Rd.

P:\Projects\Burnt_Store\Graphics\Reports\2020 Am Pm Volume\Seg F 2020 AM&PM.cdr

PRELIMINARY

2020 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05


1 Burnt Store Rd./ Cape Horn Blvd.


2 Burnt Store Rd./ Yacht Club Blvd./Zemel Rd.

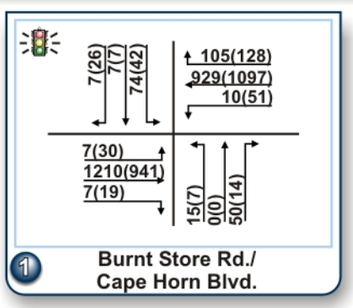

3 Burnt Store Rd./ Notre Dame Blvd.


4 Burnt Store Rd./Acline Rd.

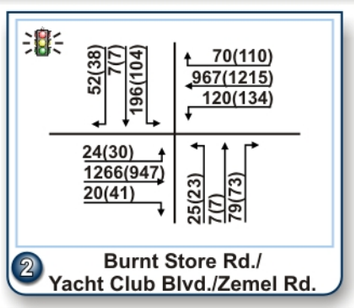

5 Burnt Store Rd./ Jones Loop Rd./US 41


6 Jones Loop Rd./Taylor Rd.

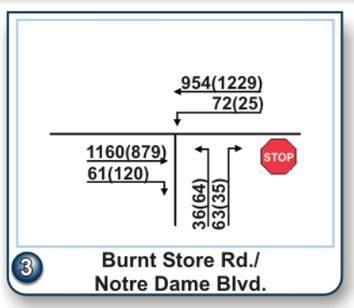




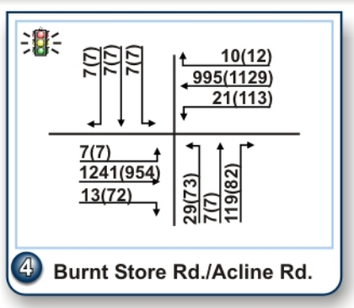
1 Burnt Store Rd./ Cape Horn Blvd.



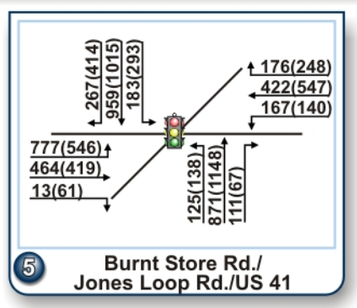
2 Burnt Store Rd./ Yacht Club Blvd./Zemel Rd.



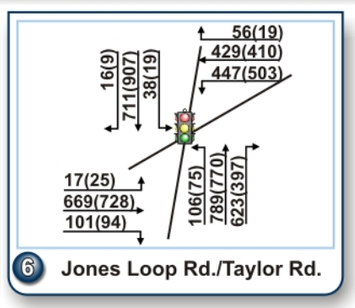
3 Burnt Store Rd./ Notre Dame Blvd.



4 Burnt Store Rd./Acline Rd.



5 Burnt Store Rd./ Jones Loop Rd./US 41



6 Jones Loop Rd./Taylor Rd.

P:\Projects\Burnt_Store\Graphics\Reports\2020 Am Pm Volume\Seg E2 2020 AM&PM.cdr

PRELIMINARY

2020 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

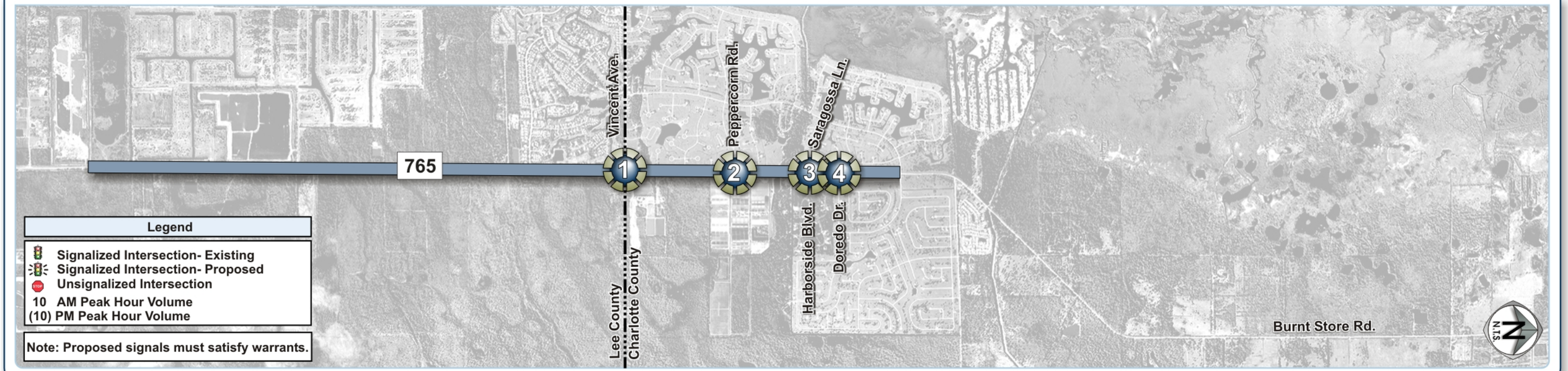
7-1-05


1 Burnt Store Rd./ Vincent Ave.


2 Burnt Store Rd./ Peppercorn Rd.


3 Burnt Store Rd./ Harborside Blvd.

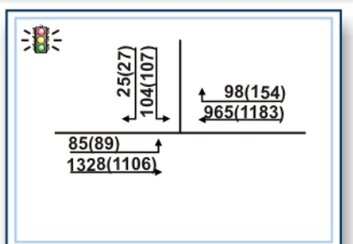

4 Burnt Store Rd./ Doredo Dr.



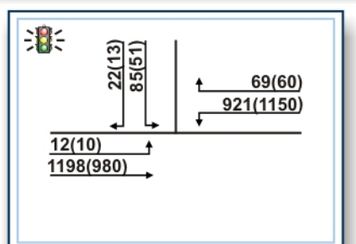
Legend

- Signalized Intersection- Existing
- Signalized Intersection- Proposed
- Unsignalized Intersection
- 10 AM Peak Hour Volume
- (10) PM Peak Hour Volume

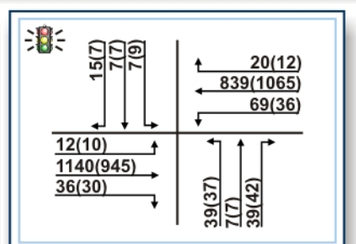
Note: Proposed signals must satisfy warrants.



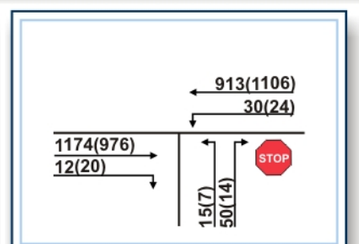
1 Burnt Store Rd./ Vincent Ave.



2 Burnt Store Rd./ Peppercorn Rd.



3 Burnt Store Rd./ Harborside Blvd.



4 Burnt Store Rd./ Doredo Dr.

PRELIMINARY

2020 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05



1 Burnt Store Rd./ Ceitus Pkwy.



2 Burnt Store Rd./ Embers Pkwy.



3 Burnt Store Rd./ Tropicana Pkwy.



4 Burnt Store Rd./ Diplomat Pkwy.



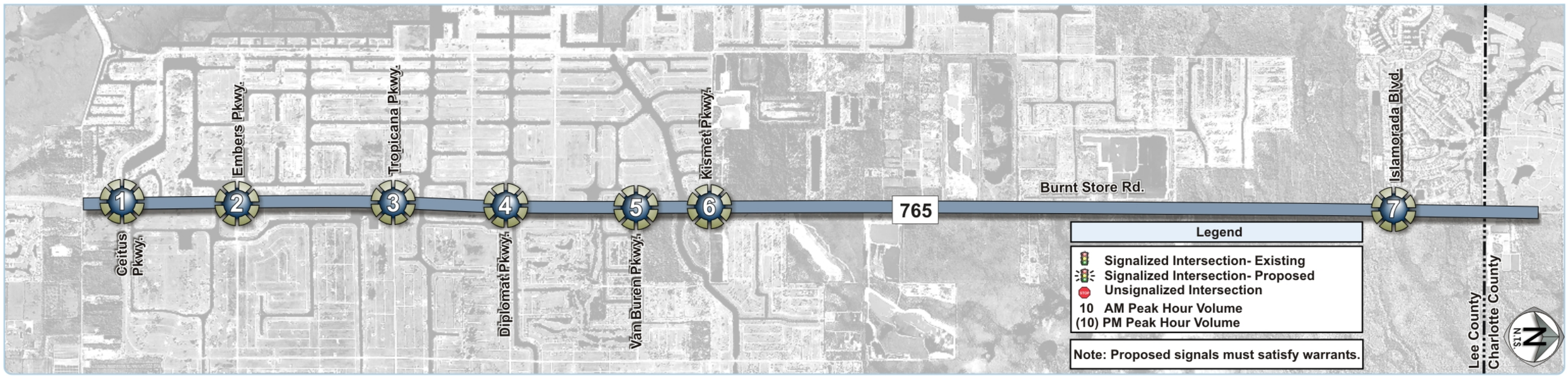
5 Burnt Store Rd./ Van Buren Pkwy.

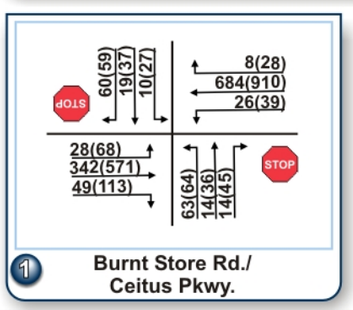


6 Burnt Store Rd./ Kismet Pkwy.

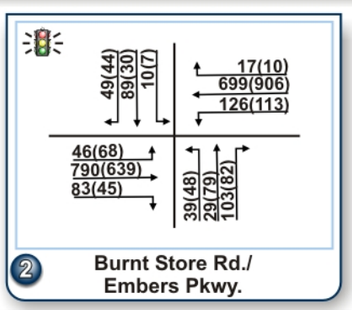


7 Burnt Store Rd./ Islamorada Blvd.

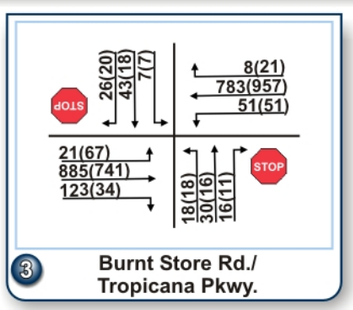




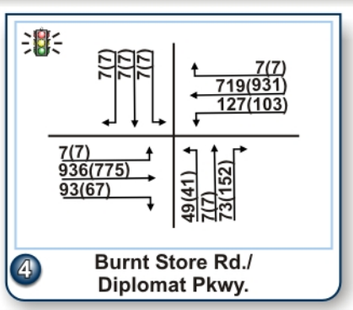
1 Burnt Store Rd./ Ceitus Pkwy.



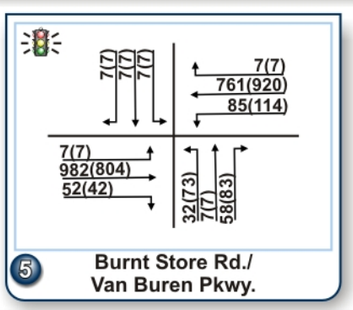
2 Burnt Store Rd./ Embers Pkwy.



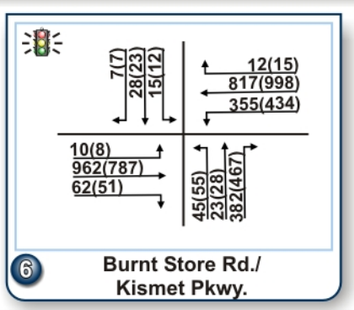
3 Burnt Store Rd./ Tropicana Pkwy.



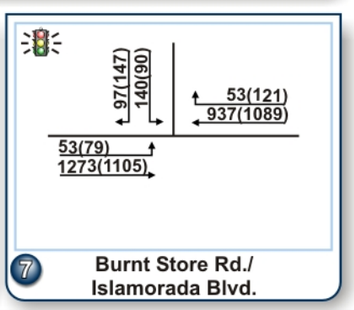
4 Burnt Store Rd./ Diplomat Pkwy.



5 Burnt Store Rd./ Van Buren Pkwy.



6 Burnt Store Rd./ Kismet Pkwy.



7 Burnt Store Rd./ Islamorada Blvd.

P:\Projects\Burnt_Store\Graphics\Reports\2020 Am Pm Volume\Seg D 2020 AM&PM.cdr

PRELIMINARY

2020 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05



1 Burnt Store Rd./Veterans Pkwy
Pine Island Rd.



2 Veterans Pkwy/
Surfside Blvd.



3 Veterans Pkwy/
Chiquita Blvd.



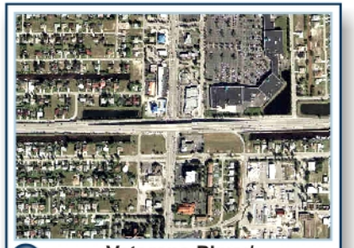
4 Veterans Pkwy/
Skyline Blvd.



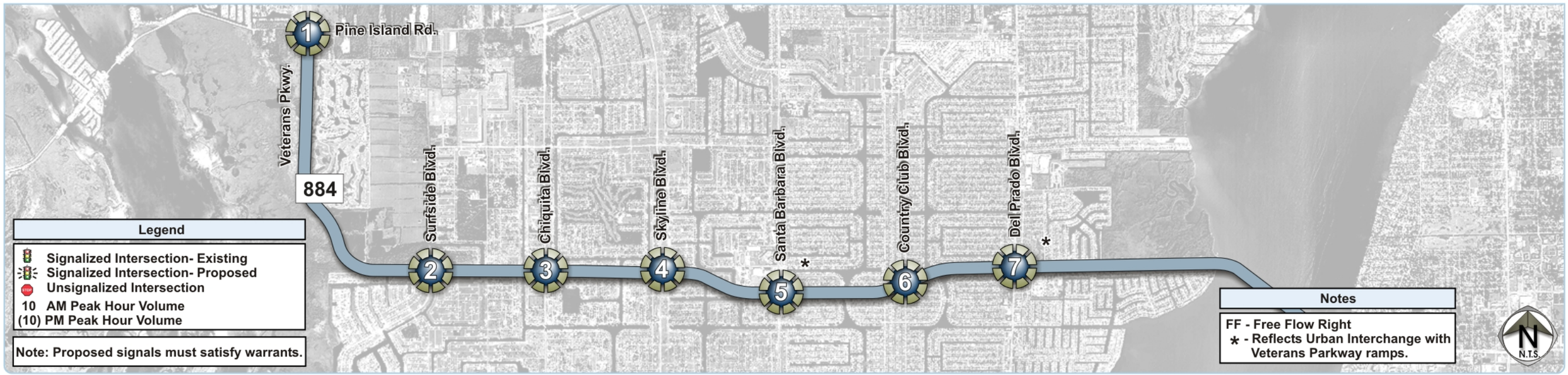
5 Veterans Pkwy/
Santa Barbara Blvd.



6 Veterans Pkwy/
Country Club Blvd.



7 Veterans Pkwy/
Del Prado Blvd. Ramps



Legend

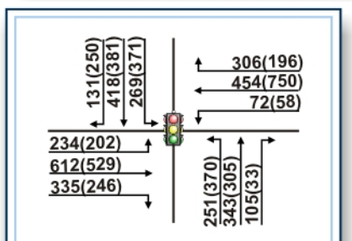
- Signalized Intersection- Existing
- Signalized Intersection- Proposed
- Unsignalized Intersection
- 10 AM Peak Hour Volume
- (10) PM Peak Hour Volume

Note: Proposed signals must satisfy warrants.

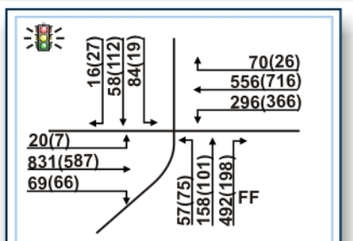
Notes

FF - Free Flow Right
* - Reflects Urban Interchange with Veterans Parkway ramps.

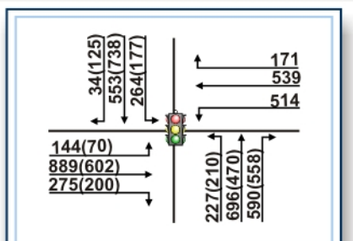
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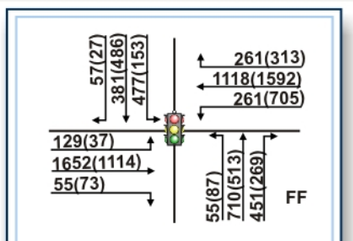
1 Burnt Store Rd./Veterans Pkwy
Pine Island Rd.



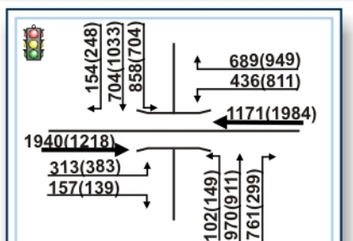
2 Veterans Pkwy/
Surfside Blvd.



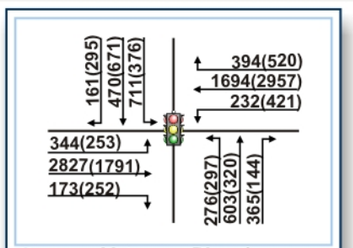
3 Veterans Pkwy/
Chiquita Blvd.



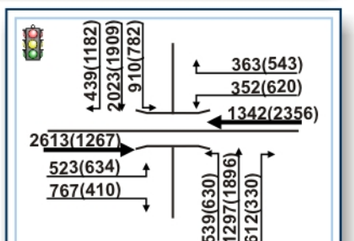
4 Veterans Pkwy/
Skyline Blvd.



5 Veterans Pkwy/
Santa Barbara Blvd.



6 Veterans Pkwy/
Country Club Blvd.



7 Veterans Pkwy/
Del Prado Blvd. Ramps

P:\Projects\Burnt_Store\Graphics\Reports\2020 Am Pm Volume\Seg C 2020 AM&PM.cdr

PRELIMINARY

2020 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05


1 Colonial Blvd. Ramps/ McGregor Blvd.


2 Colonial Blvd./ Summerlin Rd.


3 Colonial Blvd./ DeLeon St.


4 Colonial Blvd. Ramps/ US 41


5 Colonial Blvd./ Solomon Blvd.


6 Colonial Blvd./ Fowler St.

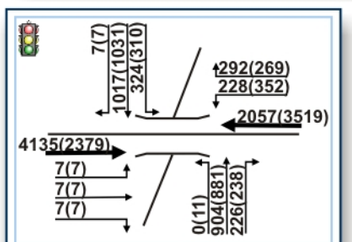

7 Colonial Blvd./ Evans Ave.



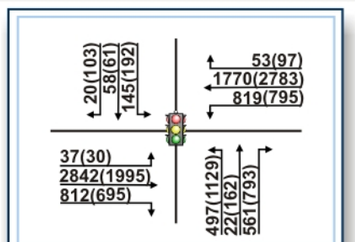
Legend

- Signalized Intersection- Existing
- Signalized Intersection- Proposed
- Unsignalized Intersection
- 10 AM Peak Hour Volume
- (10) PM Peak Hour Volume

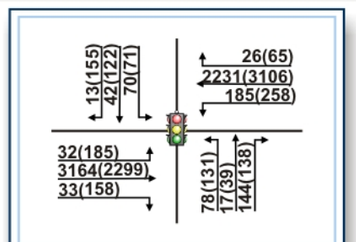
Note: Proposed signals must satisfy warrants.



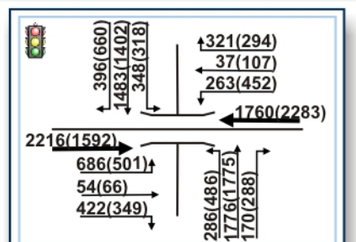
1 Colonial Blvd. Ramps/ McGregor Blvd.



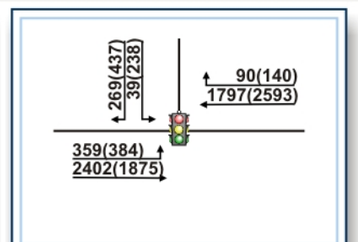
2 Colonial Blvd./ Summerlin Rd.



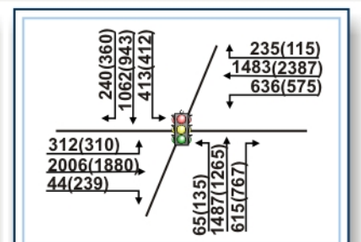
3 Colonial Blvd./ DeLeon St.



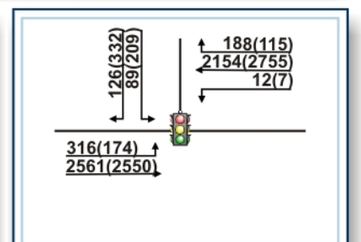
4 Colonial Blvd. Ramps/ US 41



5 Colonial Blvd./ Solomon Blvd.



6 Colonial Blvd./ Fowler St.



7 Colonial Blvd./ Evans Ave.

P:\Projects\Burnt_Store\Graphics\Reports\2020 Am Pm Volume\Seg B 2020 AM&PM.cdr

PRELIMINARY

2020 AM and PM Peak Hour Volumes

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-1-05


1 Colonial Blvd./Metro Pkwy.

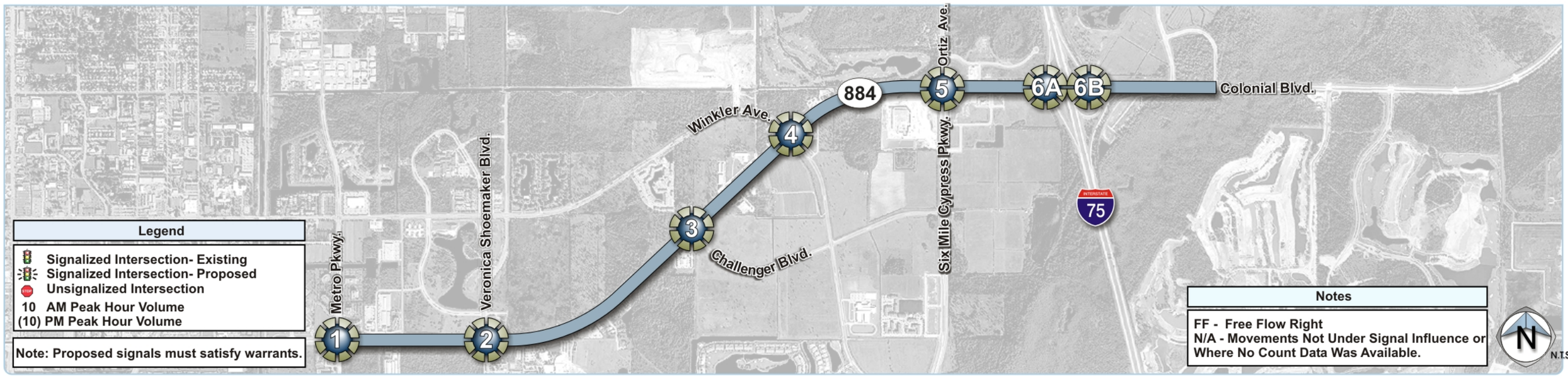

2 Colonial Blvd./ Veronica Shoemaker Blvd.

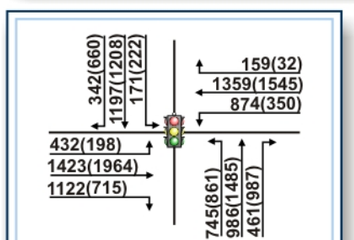

3 Colonial Blvd./ Challenger Blvd.


4 Colonial Blvd./Winkler Ave.

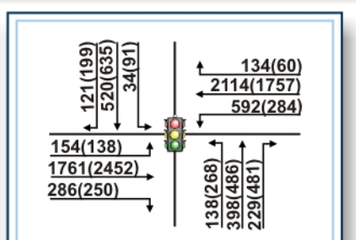

5 Colonial Blvd./ Six Mile Cypress Pkwy.


6 Colonial Blvd./I-75 Ramps

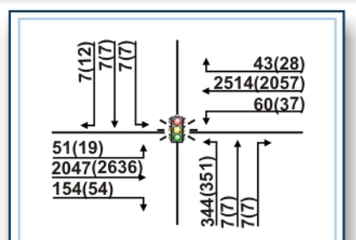




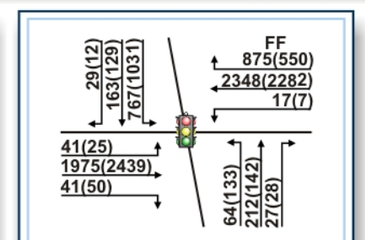
1 Colonial Blvd./Metro Pkwy.



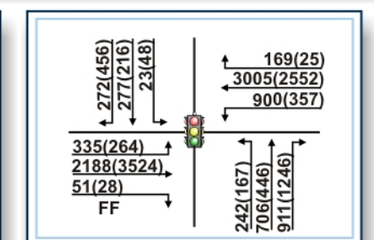
2 Colonial Blvd./ Veronica Shoemaker Blvd.



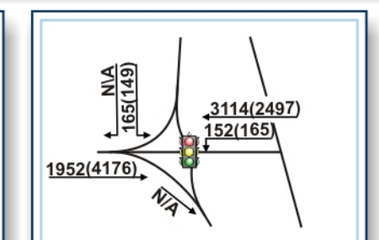
3 Colonial Blvd./ Challenger Blvd.



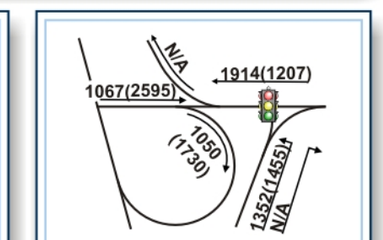
4 Colonial Blvd./Winkler Ave.



5 Colonial Blvd./ Six Mile Cypress Pkwy.



6A Colonial Blvd./I-75 SB Ramps



6B Colonial Blvd./I-75 NB Ramps

P:\Projects\Burnt_Store\Graphics\Reports\2020 Am Pm Volume\Seg A 2020 AM&PM.cdr

Appendix C

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

2010 AM Peak Hour Arterial and Intersection Level of Service

PRELIMINARY

2010 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05

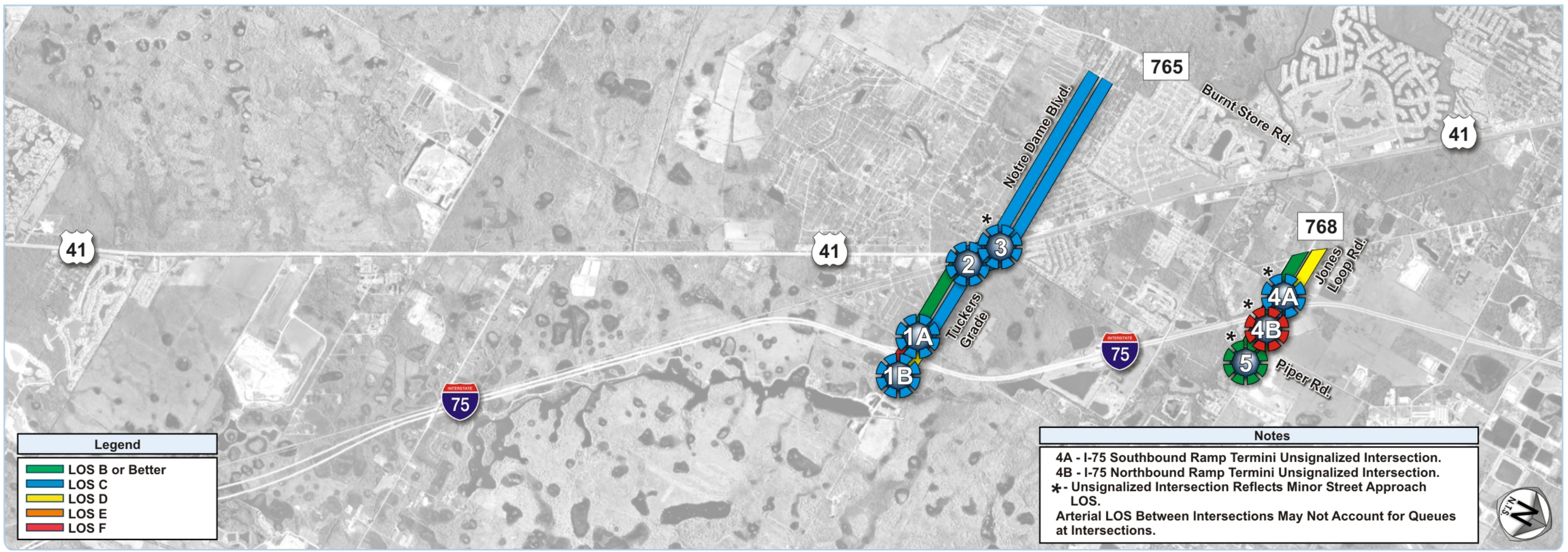

1 Tuckers Grade/I-75 Ramps


2 US 41/Tuckers Grade


3 Burnt Store Rd./ Notre Dame Blvd.


4 Jones Loop Rd./ I-75 Ramps


5 Jones Loop Rd./Piper Rd.



P:\Projects\Burnt_Store\Graphics\REPORTS\2010 AM LOS\2010 Seg F LOS AM.cdr

PRELIMINARY

2010 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Burnt Store Rd./ Cape Horn Blvd.


2 Burnt Store Rd./ Zemel Rd.

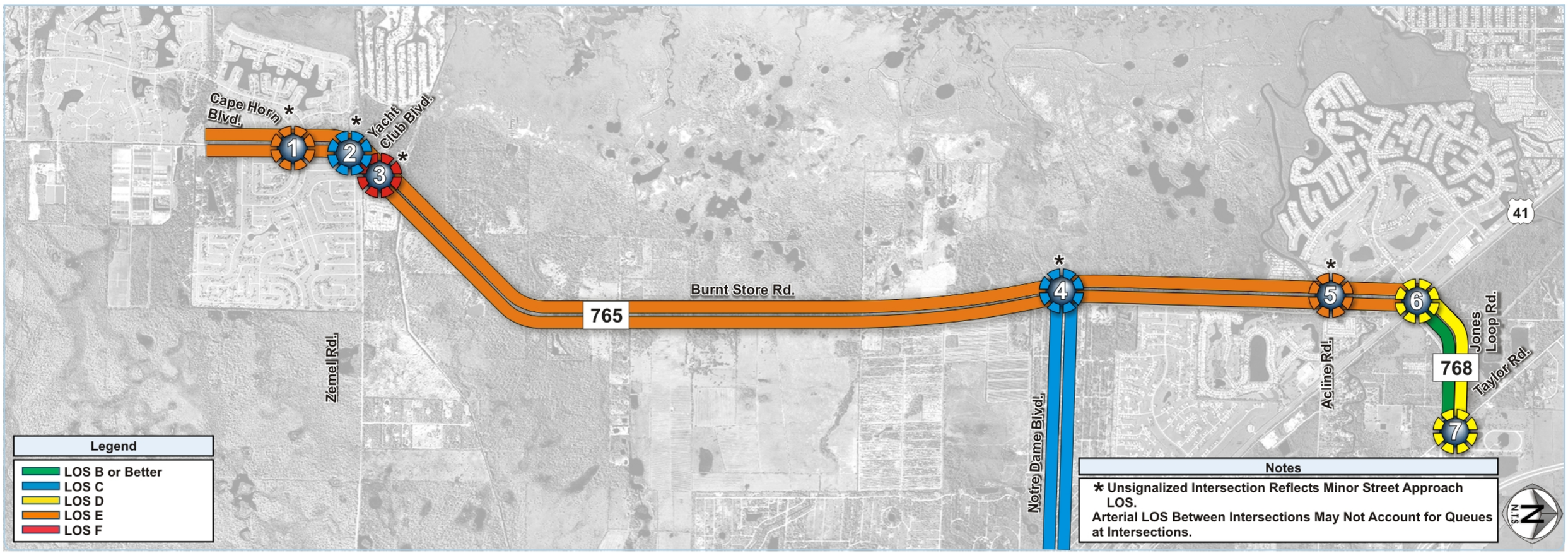

3 Burnt Store Rd./ Yacht Club Blvd.


4 Burnt Store Rd./ Notre Dame Blvd.


5 Burnt Store Rd./Acline Rd.


6 Burnt Store Rd./ Jones Loop Rd./US 41


7 Jones Loop Rd./Taylor Rd.



Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

* Unsignalized Intersection Reflects Minor Street Approach LOS.
Arterial LOS Between Intersections May Not Account for Queues at Intersections.

N.T.S.

P:\Projects\Burnt_Store\Graphics\REPORTS\2010 AM LOS\2010 Seg E2 LOS AM.cdr

PRELIMINARY

2010 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

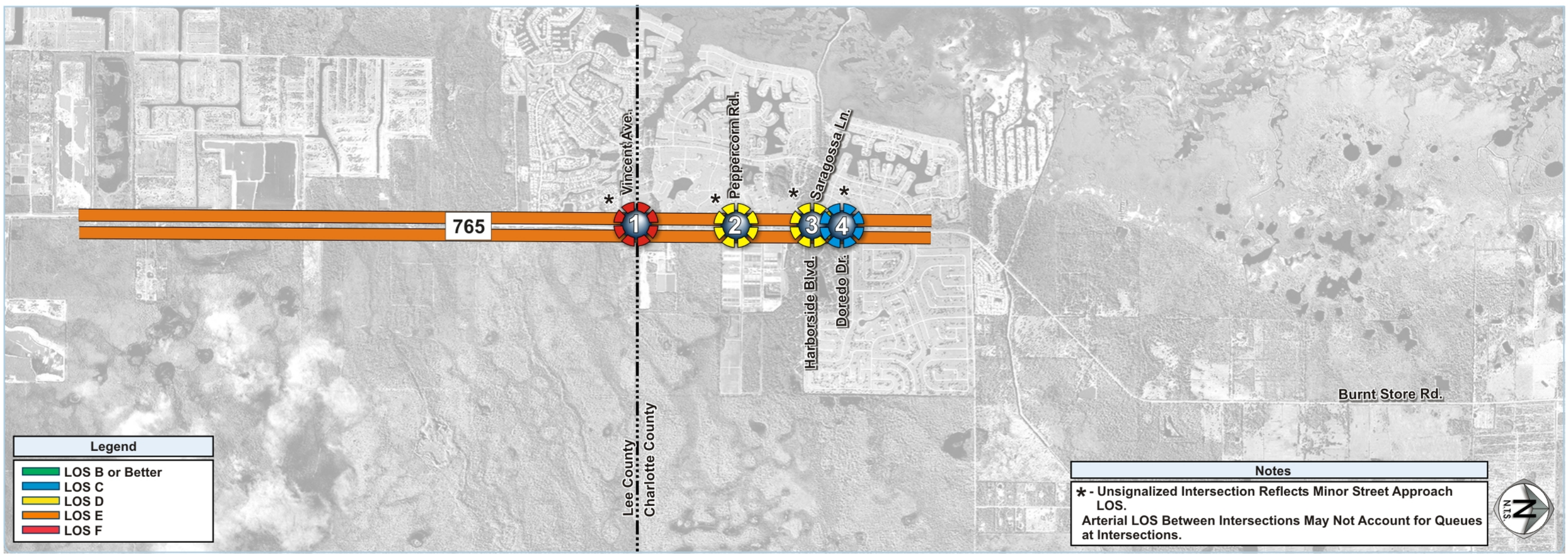
7-5-05


1 Burnt Store Rd./ Vincent Ave.


2 Burnt Store Rd./ Peppercorn Rd.


3 Burnt Store Rd./ Harborside Blvd.


4 Burnt Store Rd./ Doredo Dr.



Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

* - Unsignalized Intersection Reflects Minor Street Approach LOS.
Arterial LOS Between Intersections May Not Account for Queues at Intersections.

N.T.S.

P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Am LOS\2010 Seg E1 LOS AM.cdr

PRELIMINARY

2010 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-6-05


1 Burnt Store Rd./ Ceitus Pkwy.


2 Burnt Store Rd./ Embers Pkwy.

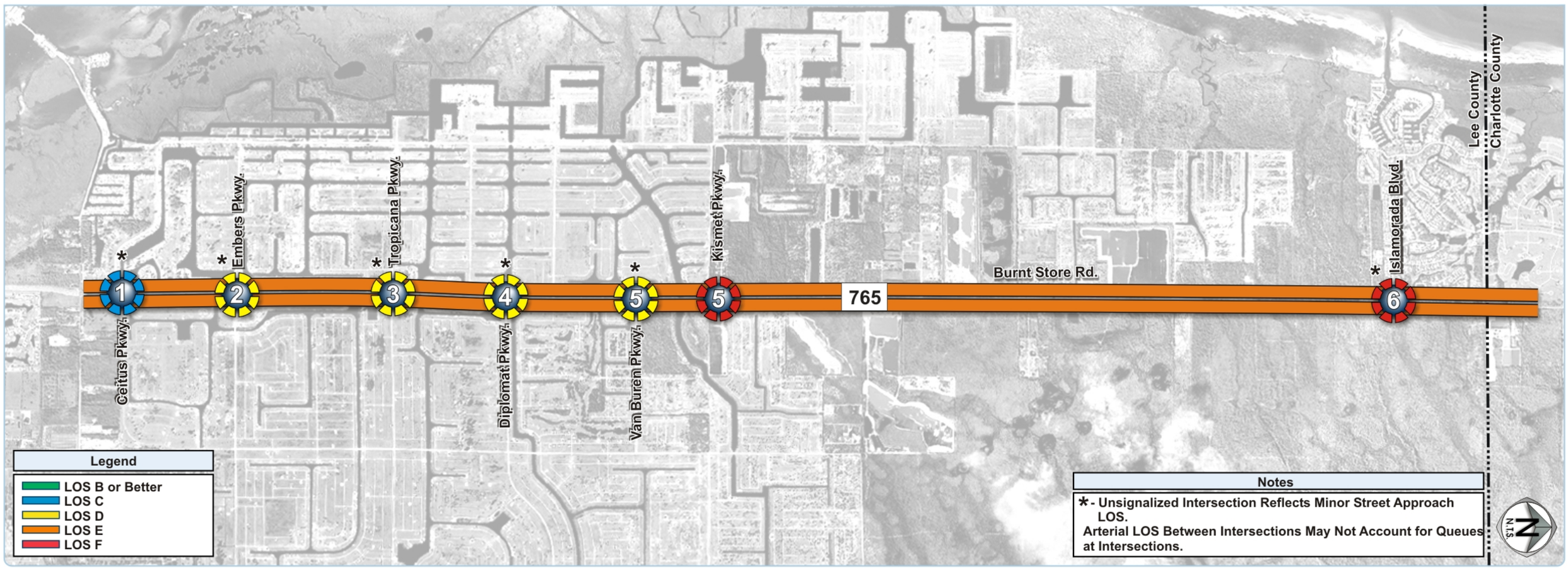

3 Burnt Store Rd./ Tropicana Pkwy.


4 Burnt Store Rd./ Diplomat Pkwy.


5 Burnt Store Rd./ Van Buren Pkwy.


6 Burnt Store Rd./ Kismet Pkwy.


7 Burnt Store Rd./ Islamorada Blvd.



P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Seg D LOS AM.cdr

PRELIMINARY

2010 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-04


1 Burnt Store Rd.-Veterans Pkwy./Pine Island Rd.

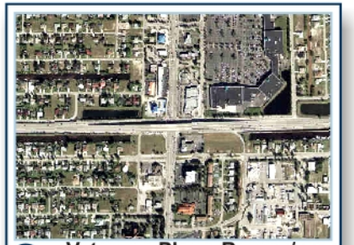

2 Veterans Pkwy./ Surfside Blvd.


3 Veterans Pkwy./ Chiquita Blvd.


4 Veterans Pkwy./ Skyline Blvd.


5 Veterans Pkwy./ Santa Barbara Blvd.


6 Veterans Pkwy./ Country Club Blvd.


7 Veterans Pkwy. Ramps/ Del Prado Blvd.



P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Am LOS\2010 Seg C LOS AM.cdr

PRELIMINARY

2010 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Colonial Blvd. Ramps/ McGregor Blvd.


2 Colonial Blvd./ Summerlin Rd.

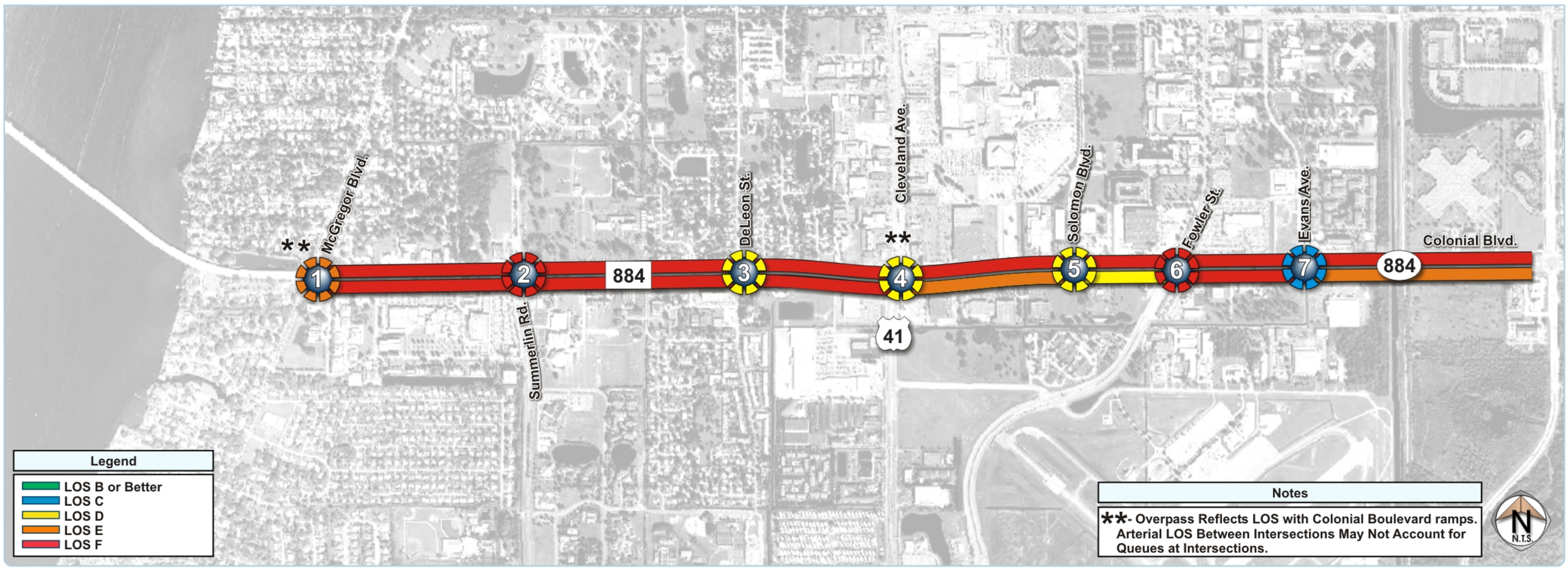

3 Colonial Blvd./ DeLeon St.


4 Colonial Blvd. Ramps/ US 41


5 Colonial Blvd./ Solomon Blvd.


6 Colonial Blvd./ Fowler St.


7 Colonial Blvd./ Evans Ave.



Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

**- Overpass Reflects LOS with Colonial Boulevard ramps. Arterial LOS Between Intersections May Not Account for Queues at Intersections.

N
N.T.S.

P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Seg B LOS AM.cdr

PRELIMINARY

2010 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Colonial Blvd./ Metro Pkwy.

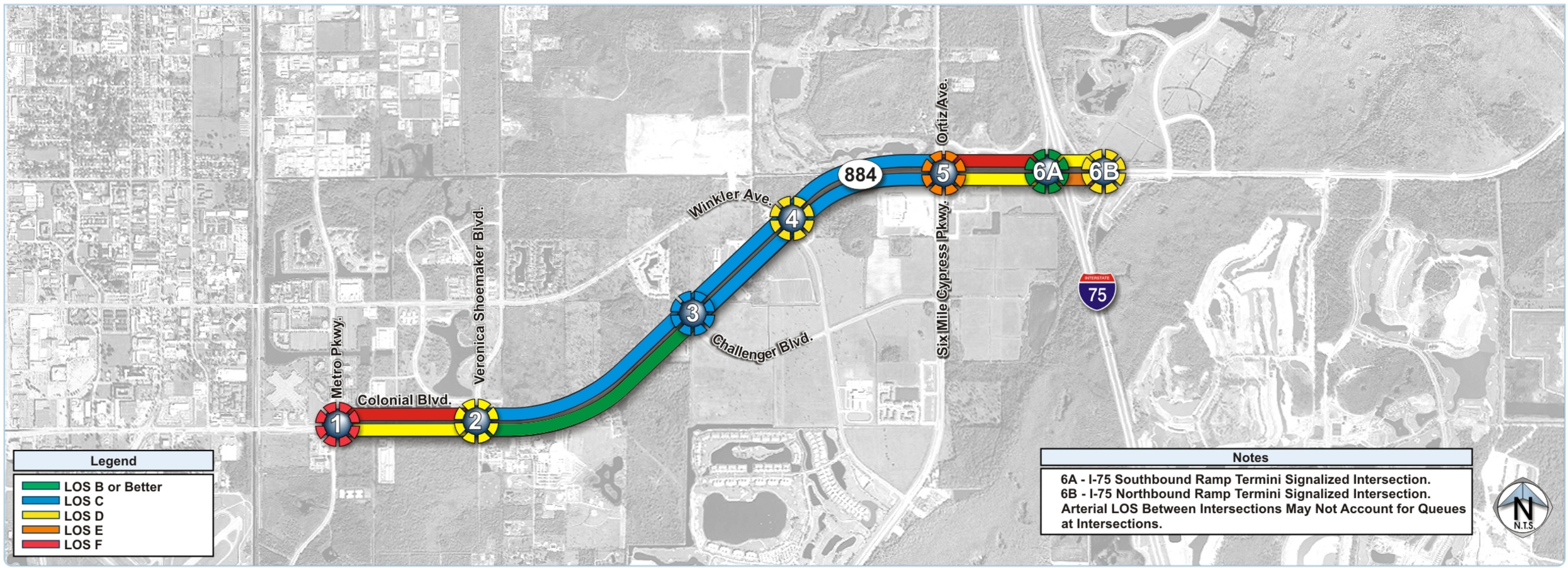

2 Colonial Blvd./ Veronica Shoemaker Blvd.


3 Colonial Blvd./ Challenger Blvd.


4 Colonial Blvd./ Winkler Ave.


5 Colonial Blvd./ Six Mile Cypress Pkwy.


6 Colonial Blvd./ I-75 Ramps



P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Seg A LOS AM.cdr

2010 PM Peak Hour Arterial and Intersection Level of Service

PRELIMINARY

2010 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Tuckers Grade/I-75 Ramps


2 US 41/Tuckers Grade


3 Burnt Store Rd./ Notre Dame Blvd.


4 Jones Loop Rd./ I-75 Ramps


5 Jones Loop Rd./Piper Rd.

765
Burnt Store Rd.
Notre Dame Blvd.
41
768
Jones Loop Rd.
Tuckers Grade
Piper Rd.
75
1A
1B
2
3
4A
4B
5
*

Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

4A - I-75 Southbound Ramp Termini Unsignalized Intersection.
4B - I-75 Northbound Ramp Termini Unsignalized Intersection.
* - Unsignalized Intersection Reflects Minor Street Approach LOS.
Arterial LOS Between Intersections May Not Account for Queues at Intersections.

N.T.S.

P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Pm LOS\2010 Seg F LOS PM.cdr

PRELIMINARY

2010 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Burnt Store Rd./ Cape Horn Blvd.


2 Burnt Store Rd./ Zemel Rd.

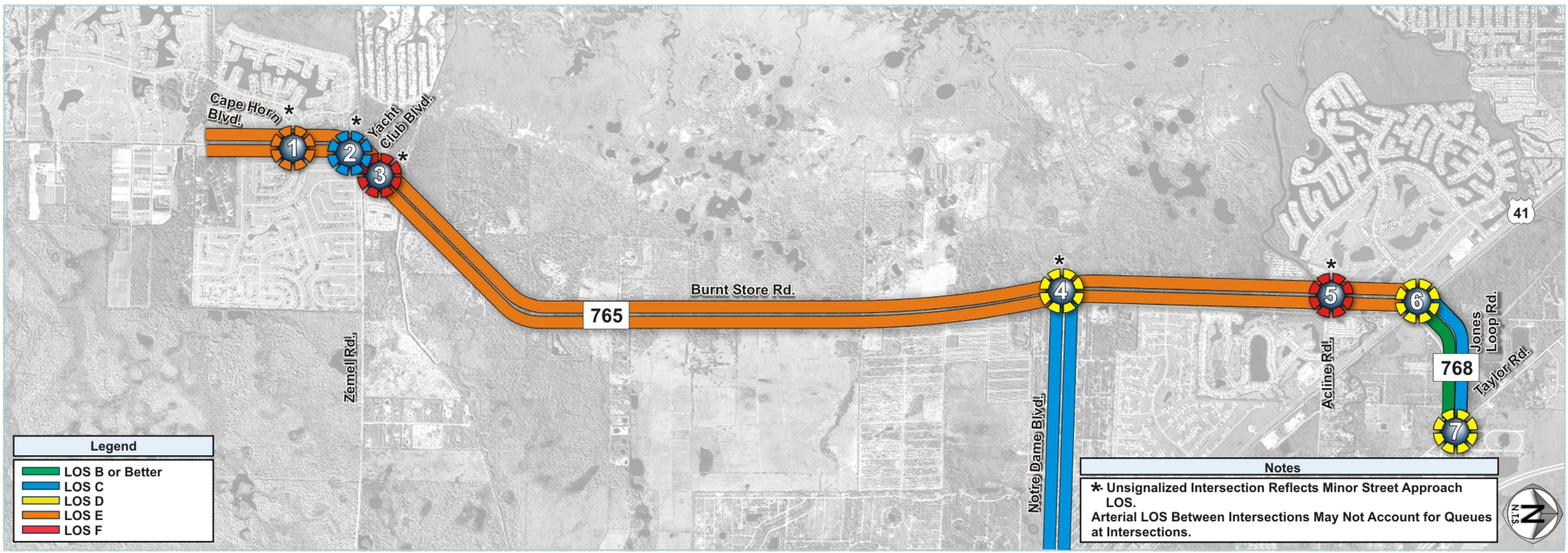

3 Burnt Store Rd./ Yacht Club Blvd.


4 Burnt Store Rd./ Notre Dame Blvd.


5 Burnt Store Rd./Acline Rd.


6 Burnt Store Rd./ Jones Loop Rd./US 41


7 Jones Loop Rd./Taylor Rd.



P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Seg E2 LOS PM.cdr

PRELIMINARY

2010 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

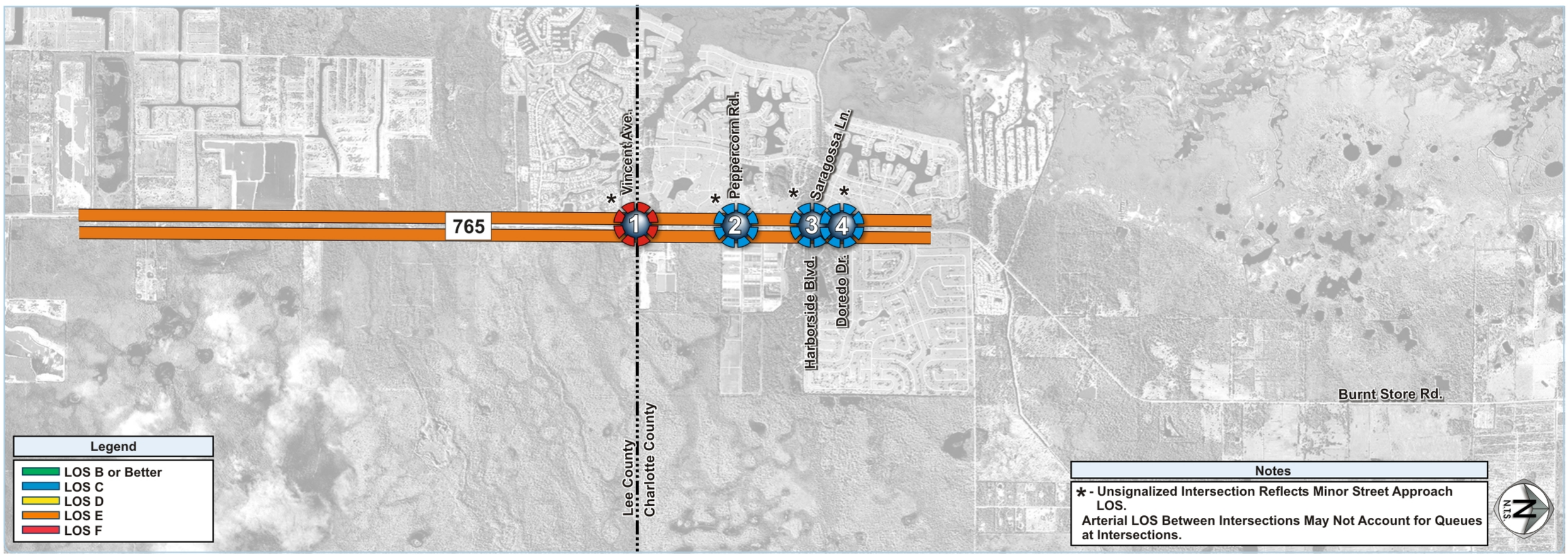
7-5-05


1 Burnt Store Rd./ Vincent Ave.


2 Burnt Store Rd./ Peppercorn Rd.


3 Burnt Store Rd./ Harborside Blvd.


4 Burnt Store Rd./ Doredo Dr.



P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Seg E1 LOS PM.cdr

PRELIMINARY

2010 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Burnt Store Rd./ Ceitus Pkwy.


2 Burnt Store Rd./ Embers Pkwy.

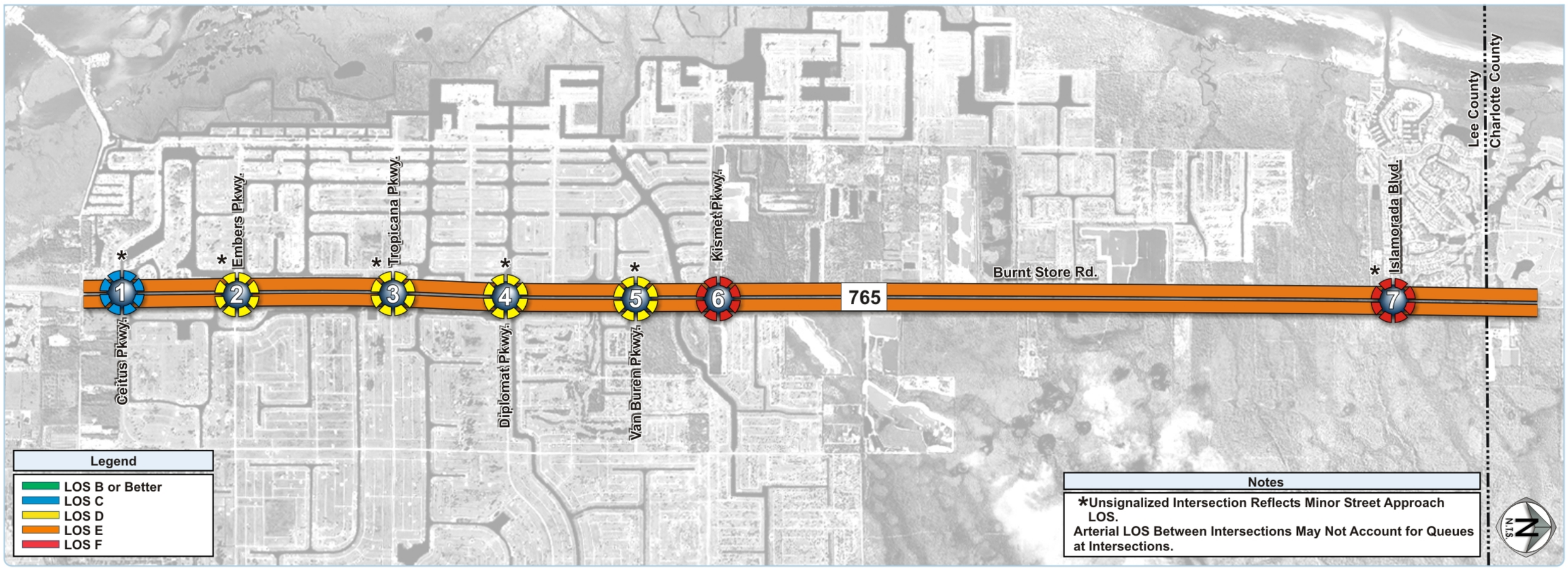

3 Burnt Store Rd./ Tropicana Pkwy.


4 Burnt Store Rd./ Diplomat Pkwy.


5 Burnt Store Rd./ Van Buren Pkwy.


6 Burnt Store Rd./ Kismet Pkwy.


7 Burnt Store Rd./ Islamorada Blvd.



P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Seg D LOS PM.cdr

PRELIMINARY

2010 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Burnt Store Rd.-Veterans Pkwy./Pine Island Rd.

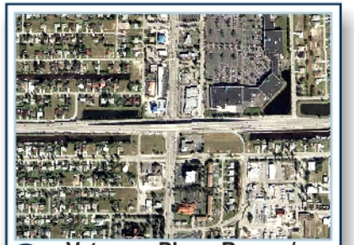

2 Veterans Pkwy./ Surfside Blvd.

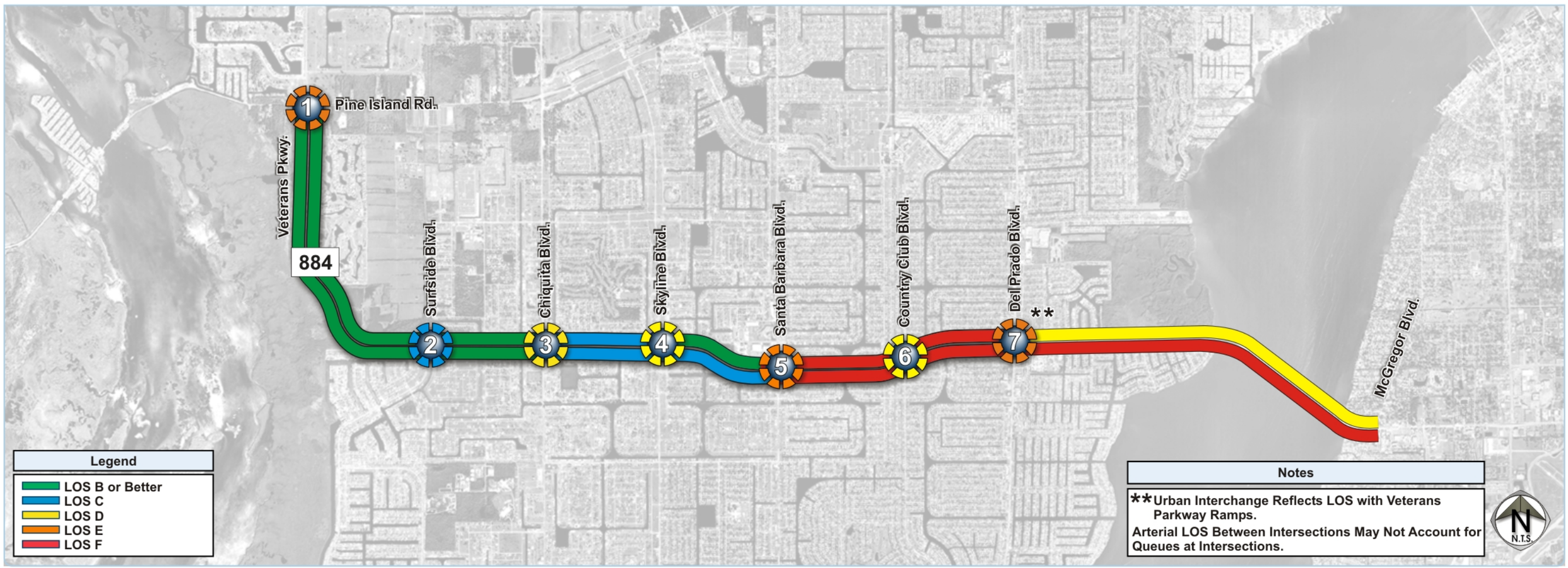

3 Veterans Pkwy./ Chiquita Blvd.


4 Veterans Pkwy./ Skyline Blvd.


5 Veterans Pkwy./ Santa Barbara Blvd.


6 Veterans Pkwy./ Country Club Blvd.


7 Veterans Pkwy. Ramps/ Del Prado Blvd.



P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Seg C LOS PM.cdr

PRELIMINARY

2010 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Colonial Blvd. Ramps/ McGregor Blvd.


2 Colonial Blvd./ Summerlin Rd.

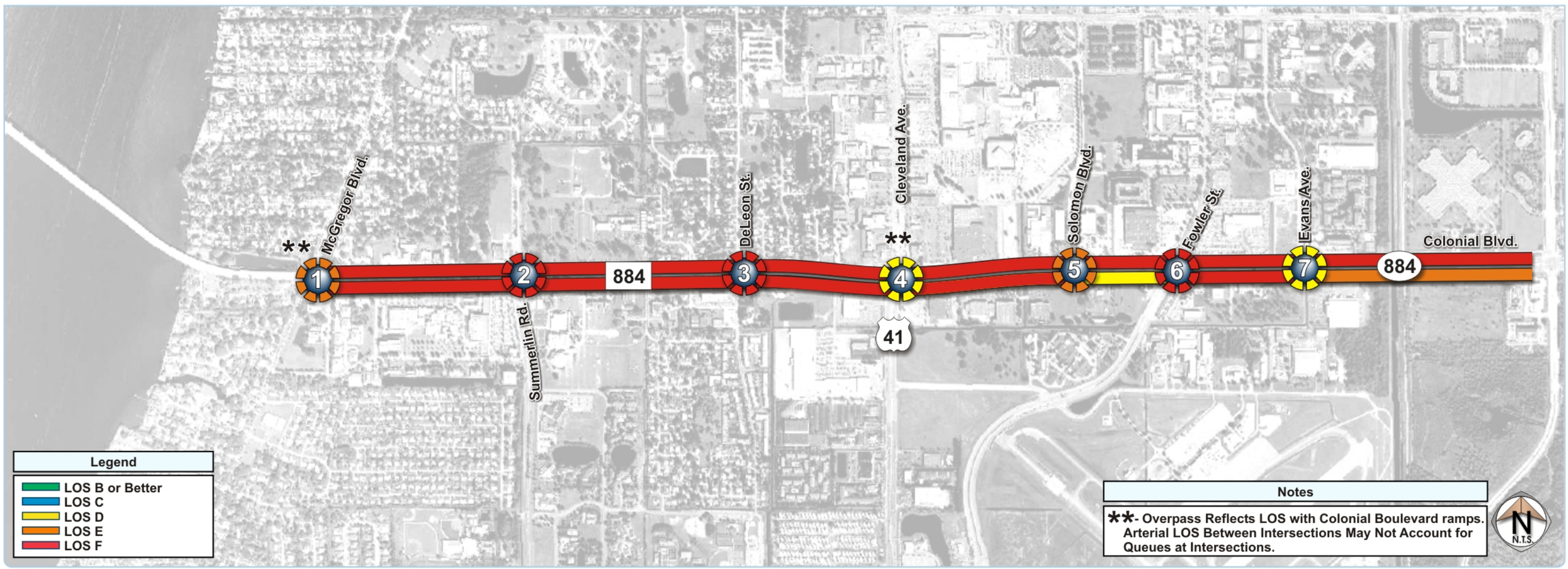

3 Colonial Blvd./ DeLeon St.


4 Colonial Blvd. Ramps/ US 41


5 Colonial Blvd./ Solomon Blvd.


6 Colonial Blvd./ Fowler St.


7 Colonial Blvd./ Evans Ave.



Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

**- Overpass Reflects LOS with Colonial Boulevard ramps. Arterial LOS Between Intersections May Not Account for Queues at Intersections.

N
N.T.S.

P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Seg B LOS PM.cdr

PRELIMINARY

2010 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Colonial Blvd./ Metro Pkwy.

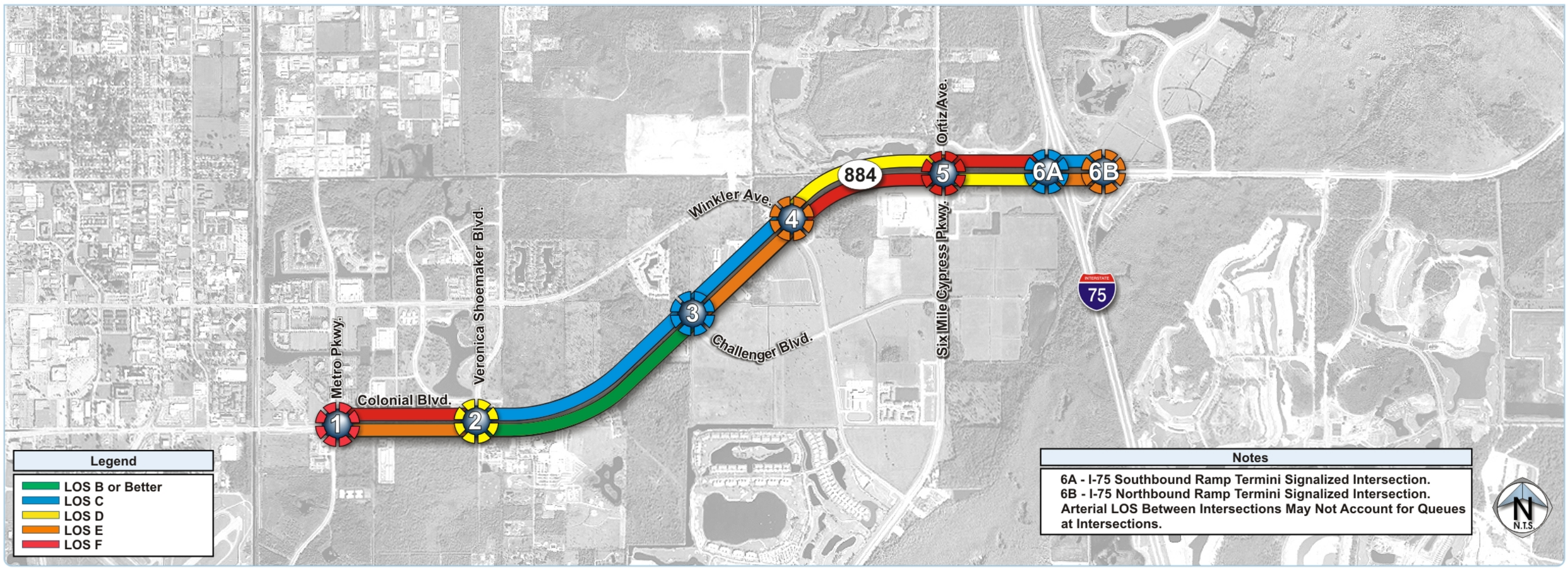

2 Colonial Blvd./ Veronica Shoemaker Blvd.


3 Colonial Blvd./ Challenger Blvd.


4 Colonial Blvd./ Winkler Ave.


5 Colonial Blvd./ Six Mile Cypress Pkwy.


6 Colonial Blvd./ I-75 Ramps



Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

6A - I-75 Southbound Ramp Termini Signalized Intersection.
6B - I-75 Northbound Ramp Termini Signalized Intersection.
Arterial LOS Between Intersections May Not Account for Queues at Intersections.

N
N.T.S.

P:\Projects\Burnt_Store\Graphics\REPORTS\2010 Seg A LOS PM.cdr

Appendix D

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

2020 AM Peak Hour Arterial and Intersection Level of Service

PRELIMINARY

2020 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05

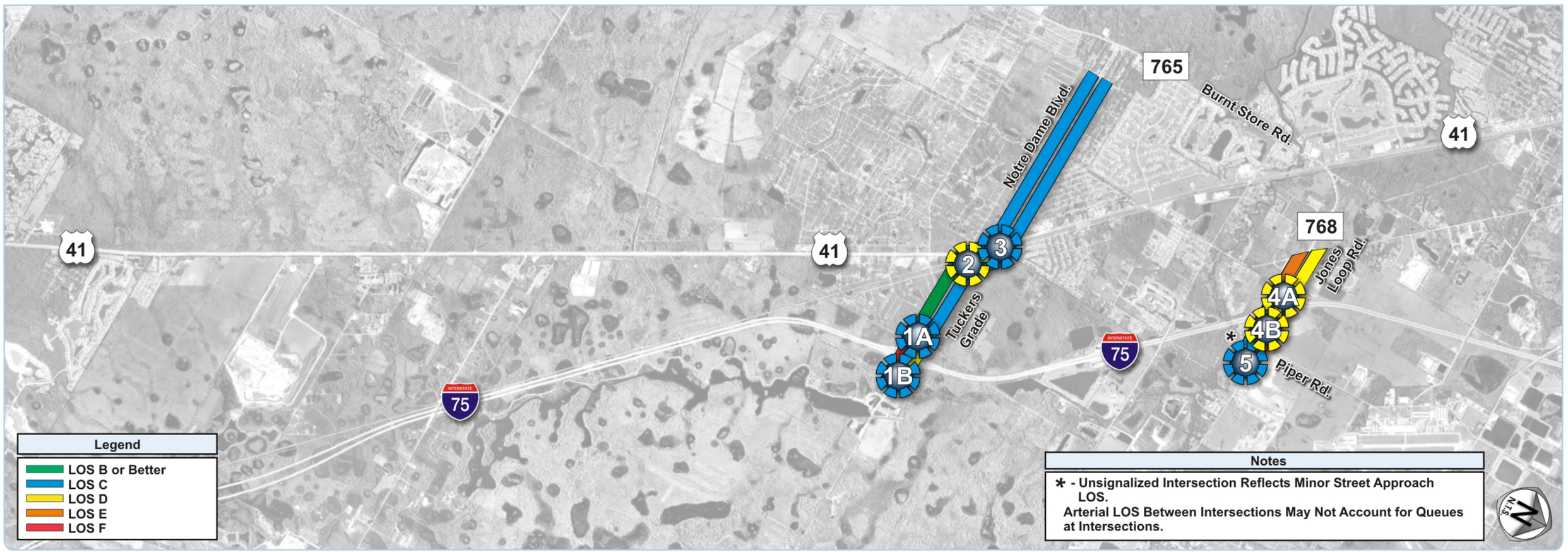

1 Tuckers Grade/I-75 Ramps


2 US 41/Tuckers Grade


3 Burnt Store Rd./ Notre Dame Blvd.


4 Jones Loop Rd./ I-75 Ramps


5 Jones Loop Rd./Piper Rd.



Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

* - Unsignalized Intersection Reflects Minor Street Approach LOS.
Arterial LOS Between Intersections May Not Account for Queues at Intersections.

N.T.S.

P:\Projects\Burnt_Store\Graphics\REPORTS\2020 AM LOS\2020 Seg F LOS AM.cdr

PRELIMINARY

2020 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Burnt Store Rd./ Cape Horn Blvd.

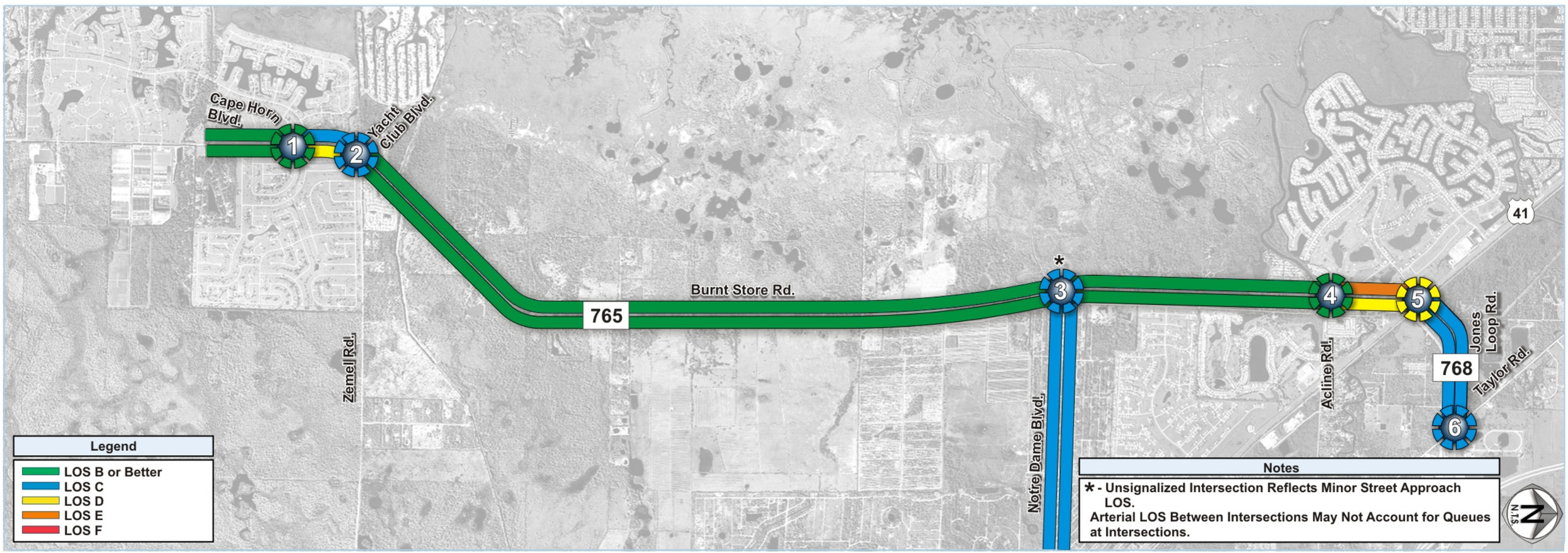

2 Burnt Store Rd./ Zemel Rd./Yacht Club Blvd.


3 Burnt Store Rd./ Notre Dame Blvd.


4 Burnt Store Rd./Acline Rd.


5 Burnt Store Rd./ Jones Loop Rd./US 41


6 Jones Loop Rd./Taylor Rd.



Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

* - Unsignalized Intersection Reflects Minor Street Approach LOS.
Arterial LOS Between Intersections May Not Account for Queues at Intersections.

N.T.S.

P:\Projects\Burnt_Store\Graphics\REPORTS\2020 AM LOS\2020 Seg E2 LOS AM.cdr

PRELIMINARY

2020 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Burnt Store Rd./ Vincent Ave.


2 Burnt Store Rd./ Peppercorn Rd.


3 Burnt Store Rd./ Harborside Blvd.


4 Burnt Store Rd./ Doredo Dr.

765

Vincent Ave.

Peppercorn Rd.

Saragossa Ln.

*

Harborside Blvd.

Doredo Dr.

Lee County

Charlotte County

Burnt Store Rd.

Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

* - Unsignalized Intersection Reflects Minor Street Approach LOS.
Arterial LOS Between Intersections May Not Account for Queues at Intersections.

N.T.S.

P:\Projects\Burnt_Store\Graphics\REPORTS\2020 AM LOS\2020 Seg E1 LOS AM.cdr

PRELIMINARY

2020 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Burnt Store Rd./ Ceitus Pkwy.


2 Burnt Store Rd./ Embers Pkwy.

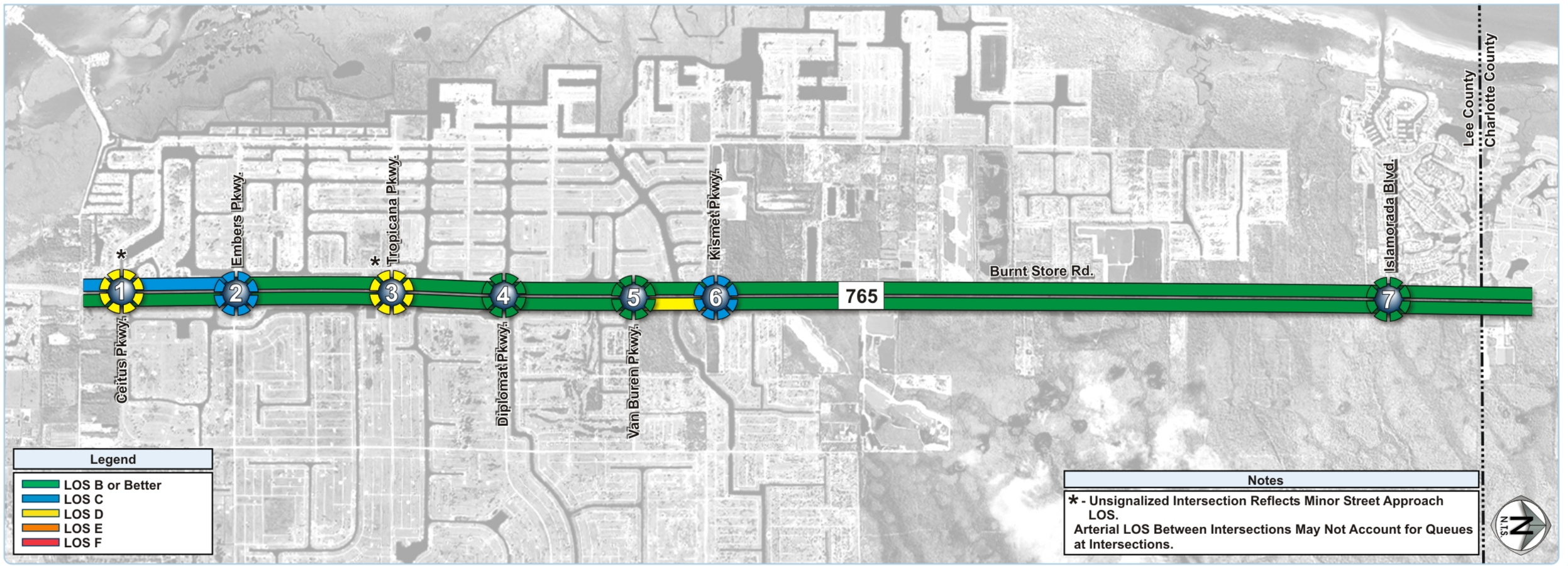

3 Burnt Store Rd./ Tropicana Pkwy.


4 Burnt Store Rd./ Diplomat Pkwy.


5 Burnt Store Rd./ Van Buren Pkwy.


6 Burnt Store Rd./ Kismet Pkwy.


7 Burnt Store Rd./ Islamorada Blvd.



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PRELIMINARY

2020 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Burnt Store Rd.-Veterans Pkwy./Pine Island Rd.

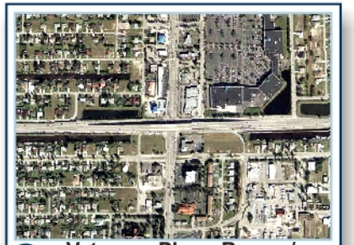

2 Veterans Pkwy./ Surfside Blvd.

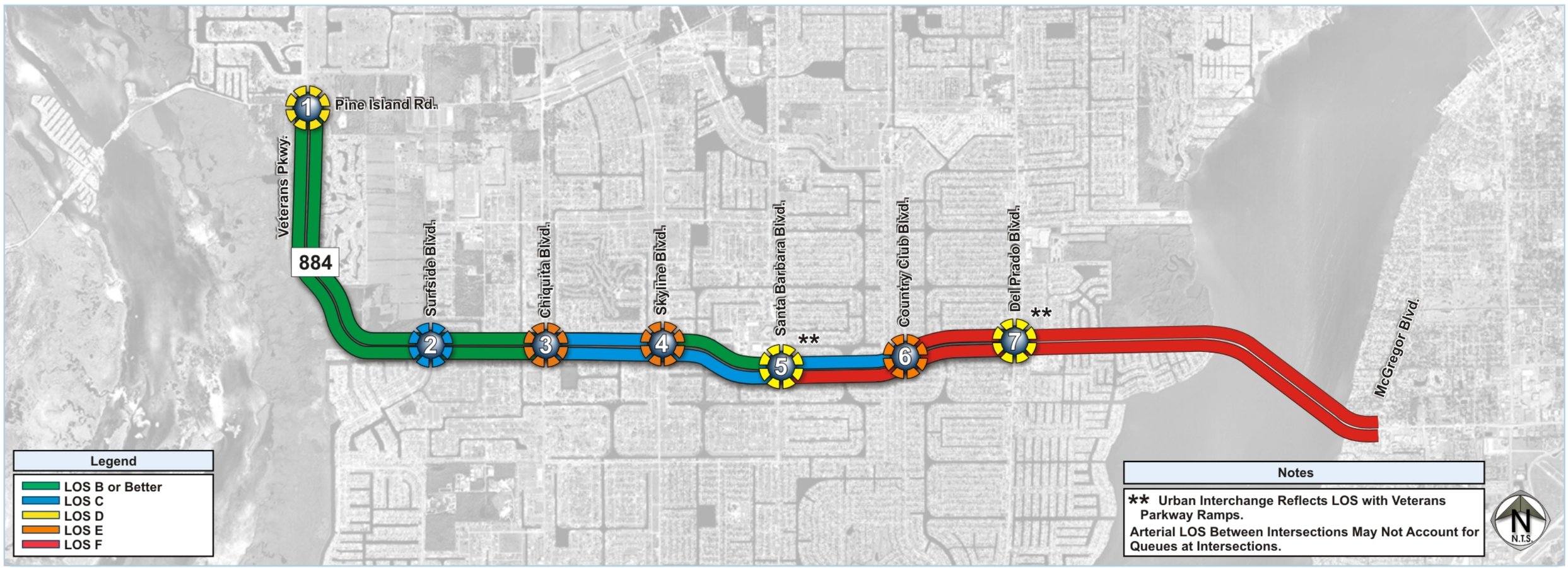

3 Veterans Pkwy./ Chiquita Blvd.


4 Veterans Pkwy./ Skyline Blvd.


5 Veterans Pkwy./ Santa Barbara Blvd.


6 Veterans Pkwy./ Country Club Blvd.


7 Veterans Pkwy. Ramps/ Del Prado Blvd.



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PRELIMINARY

2020 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Colonial Blvd. Ramps/ McGregor Blvd.


2 Colonial Blvd./ Summerlin Rd.

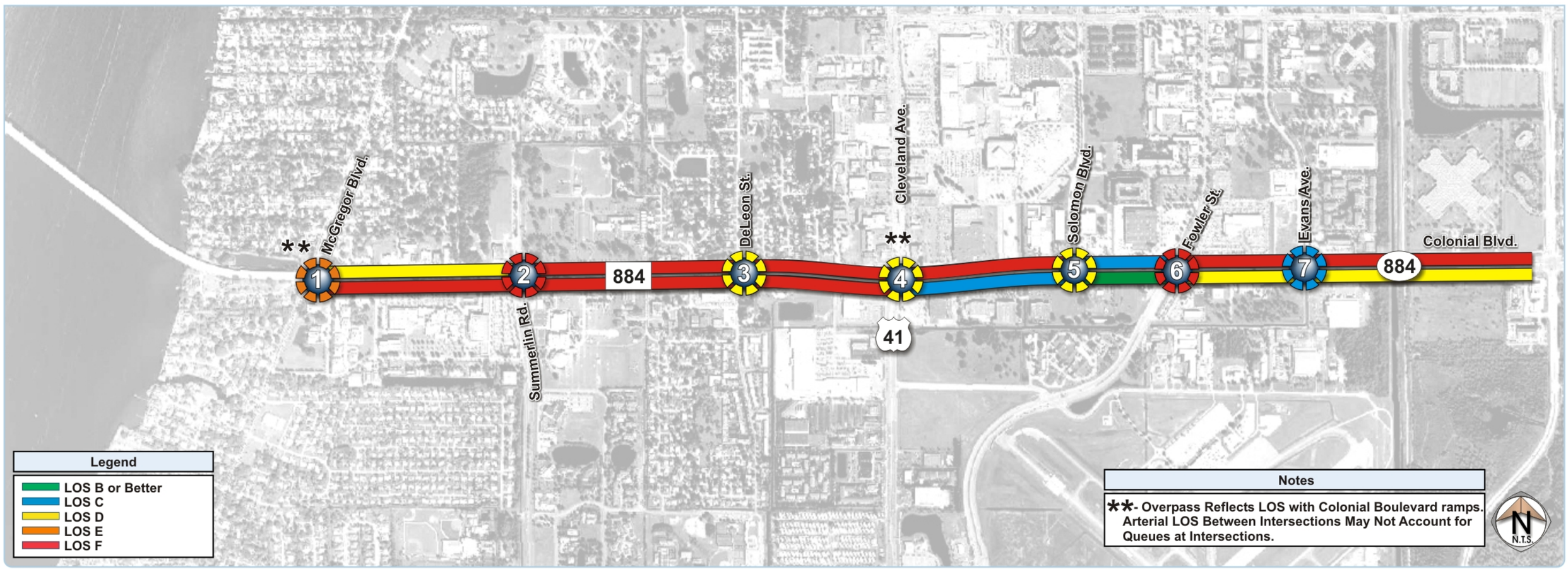

3 Colonial Blvd./ DeLeon St.


4 Colonial Blvd. Ramps/ US 41


5 Colonial Blvd./ Solomon Blvd.


6 Colonial Blvd./ Fowler St.


7 Colonial Blvd./ Evans Ave.



Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

**- Overpass Reflects LOS with Colonial Boulevard ramps. Arterial LOS Between Intersections May Not Account for Queues at Intersections.

N.T.S.

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PRELIMINARY

2020 AM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

4-6-05


1 Colonial Blvd./ Metro Pkwy.

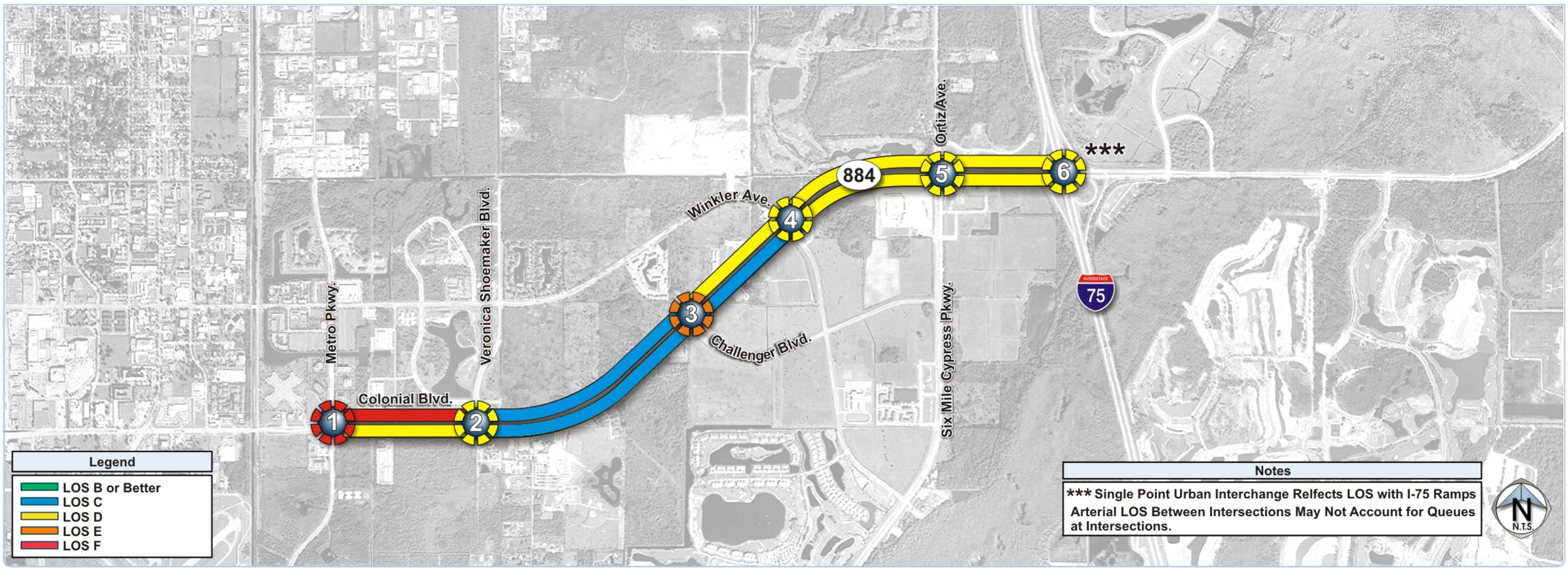

2 Colonial Blvd./ Veronica Shoemaker Blvd.


3 Colonial Blvd./ Challenger Blvd.


4 Colonial Blvd./ Winkler Ave.


5 Colonial Blvd./ Six Mile Cypress Pkwy.


6 Colonial Blvd./ I-75 Ramps



Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

*** Single Point Urban Interchange Relfects LOS with I-75 Ramps
Arterial LOS Between Intersections May Not Account for Queues at Intersections.

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2020 PM Peak Hour Arterial and Intersection Level of Service

PRELIMINARY

2020 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05

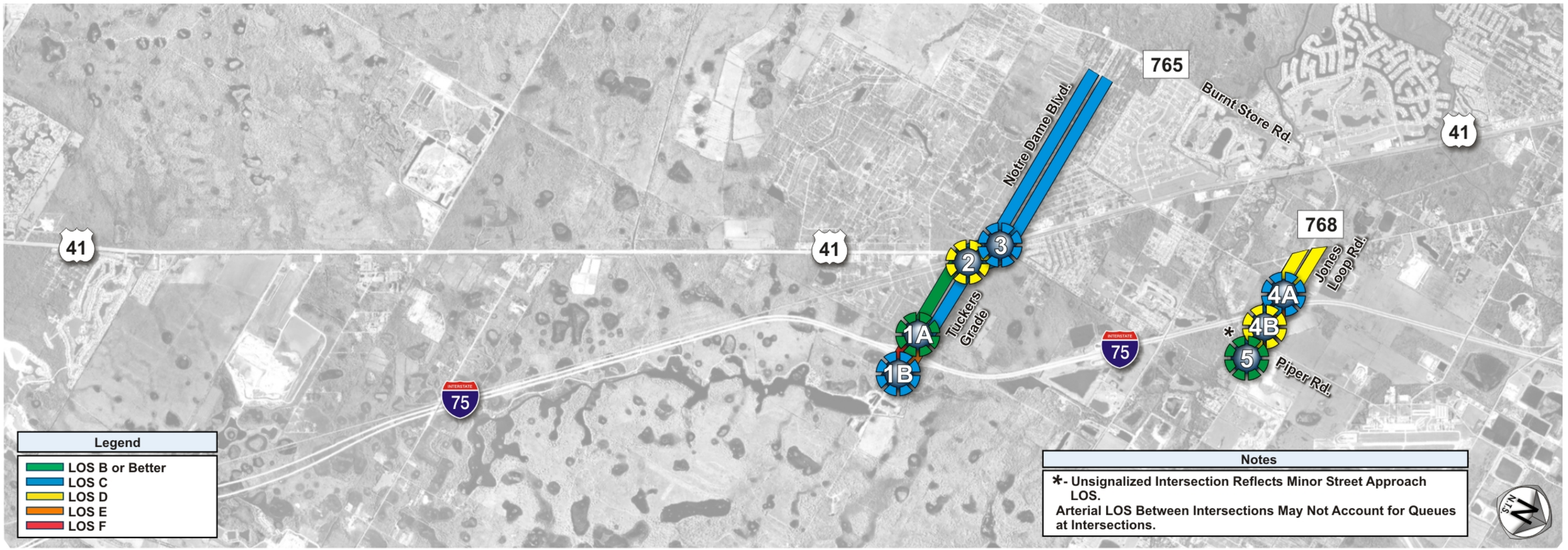

1 Tuckers Grade/I-75 Ramps


2 US 41/Tuckers Grade


3 Burnt Store Rd./ Notre Dame Blvd.


4 Jones Loop Rd./ I-75 Ramps


5 Jones Loop Rd./Piper Rd.



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PRELIMINARY

2020 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-6-05


1 Burnt Store Rd./ Cape Horn Blvd.

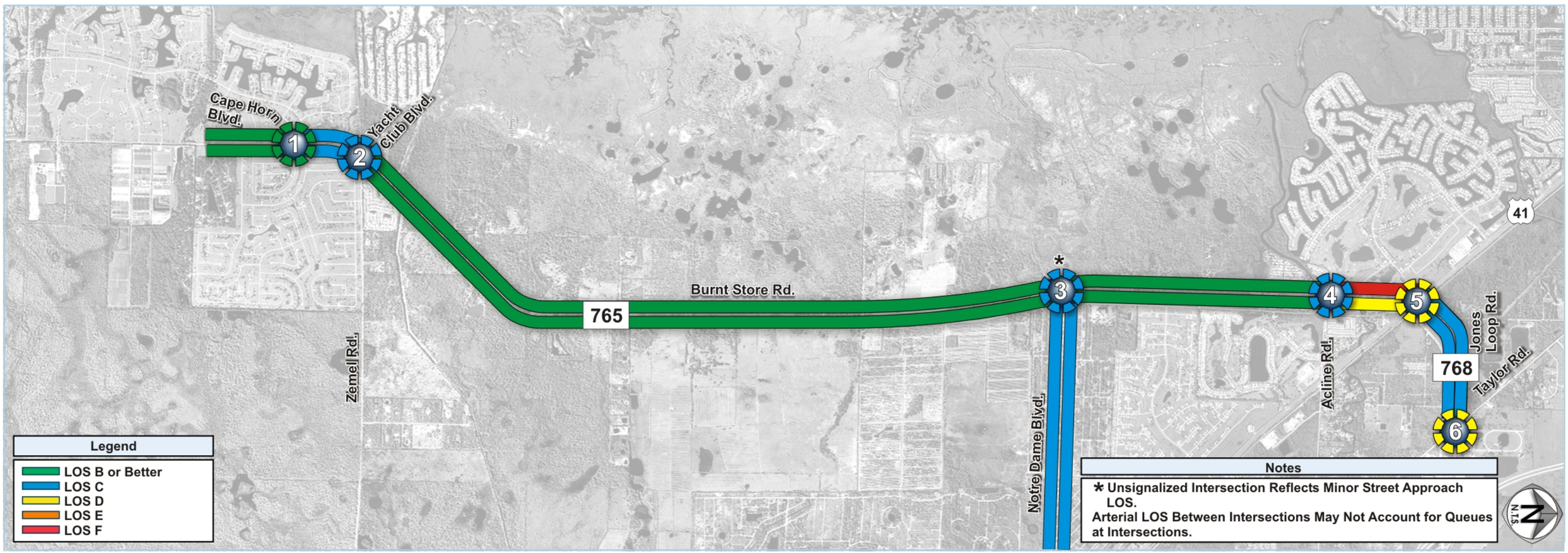

2 Burnt Store Rd./ Zemel Rd./Yacht Club Blvd.


3 Burnt Store Rd./ Notre Dame Blvd.


4 Burnt Store Rd./Acline Rd.


5 Burnt Store Rd./ Jones Loop Rd./US 41


6 Jones Loop Rd./Taylor Rd.



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PRELIMINARY

2020 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

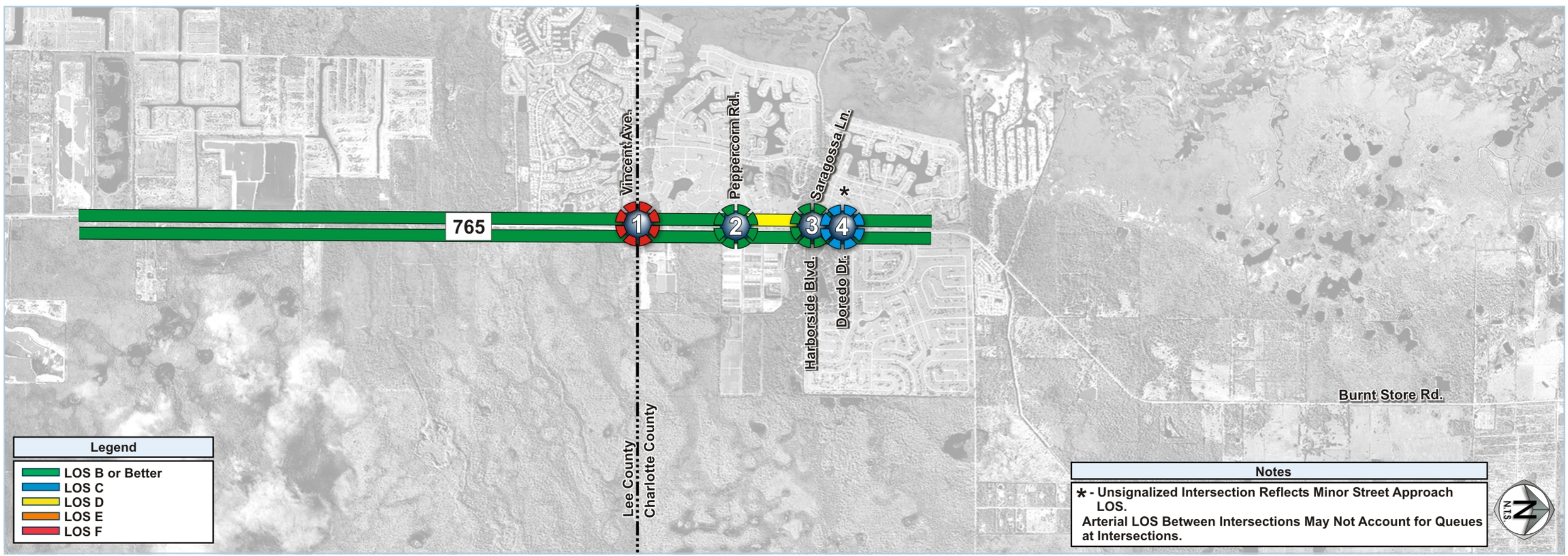
7-5-05


1 Burnt Store Rd./ Vincent Ave.


2 Burnt Store Rd./ Peppercorn Rd.


3 Burnt Store Rd./ Harborside Blvd.


4 Burnt Store Rd./ Doredo Dr.



Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

* - Unsignalized Intersection Reflects Minor Street Approach LOS.
Arterial LOS Between Intersections May Not Account for Queues at Intersections.

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PRELIMINARY

2020 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-6-05


1 Burnt Store Rd./ Ceitus Pkwy.


2 Burnt Store Rd./ Embers Pkwy.

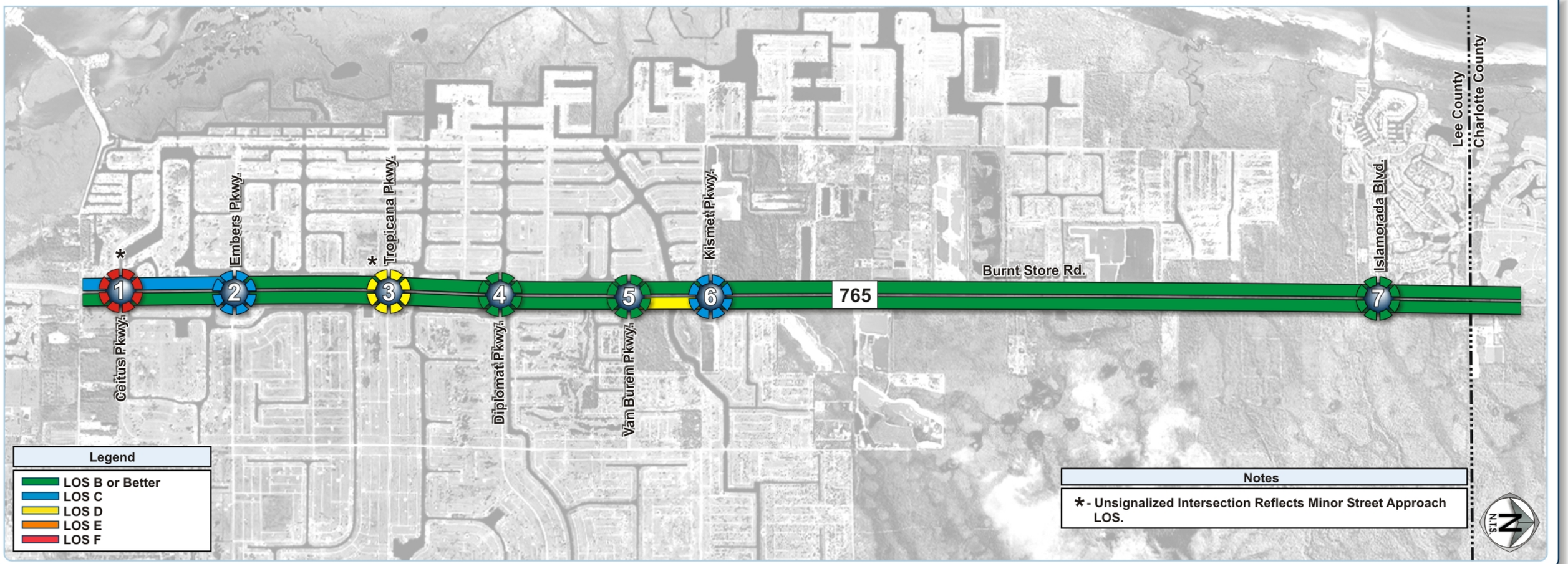

3 Burnt Store Rd./ Tropicana Pkwy.


4 Burnt Store Rd./ Diplomat Pkwy.


5 Burnt Store Rd./ Van Buren Pkwy.


6 Burnt Store Rd./ Kismet Pkwy.


7 Burnt Store Rd./ Islamorada Blvd.



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PRELIMINARY

2020 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-5-05


1 Burnt Store Rd.-Veterans Pkwy./Pine Island Rd.

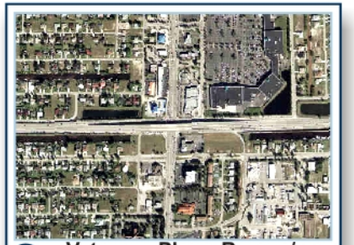

2 Veterans Pkwy./ Surfside Blvd.

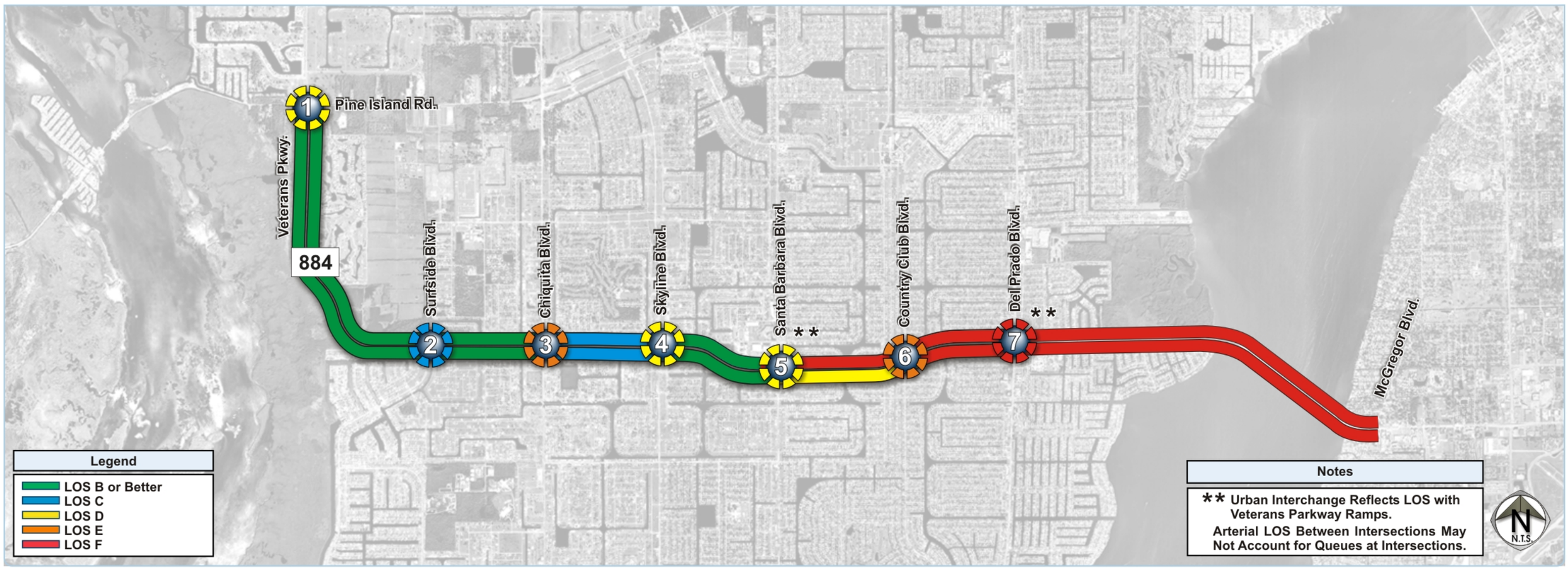

3 Veterans Pkwy./ Chiquita Blvd.


4 Veterans Pkwy./ Skyline Blvd.


5 Veterans Pkwy./ Santa Barbara Blvd.


6 Veterans Pkwy./ Country Club Blvd.


7 Veterans Pkwy. Ramps/ Del Prado Blvd.



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PRELIMINARY

2020 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-6-05


1 Colonial Blvd. Ramps/ McGregor Blvd.


2 Colonial Blvd./ Summerlin Rd.

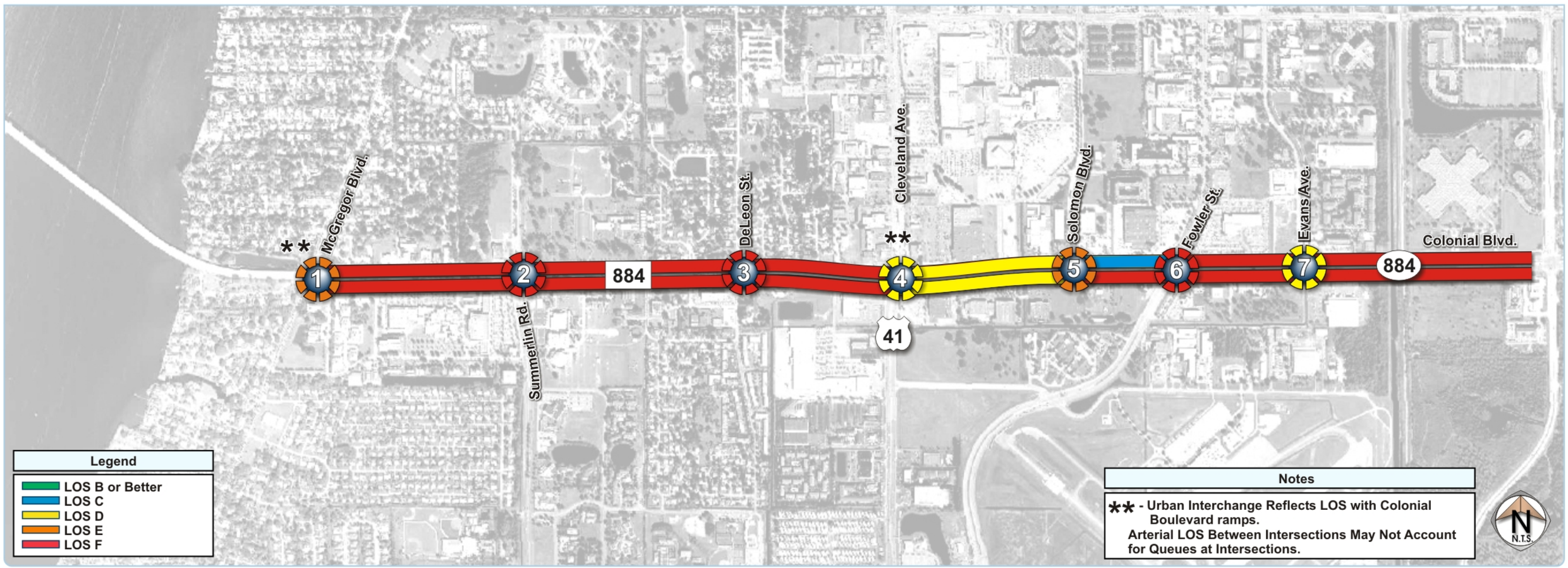

3 Colonial Blvd./ DeLeon St.


4 Colonial Blvd. Ramps/ US 41


5 Colonial Blvd./ Solomon Blvd.


6 Colonial Blvd./ Fowler St.


7 Colonial Blvd./ Evans Ave.



Legend

- LOS B or Better
- LOS C
- LOS D
- LOS E
- LOS F

Notes

** - Urban Interchange Reflects LOS with Colonial Boulevard ramps.
Arterial LOS Between Intersections May Not Account for Queues at Intersections.

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N.T.S.

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PRELIMINARY

2020 PM Peak Hour Arterial and Intersection Level of Service (LOS)

BI-COUNTY STUDY
LEE AND CHARLOTTE COUNTIES

7-6-05


1 Colonial Blvd./ Metro Pkwy.

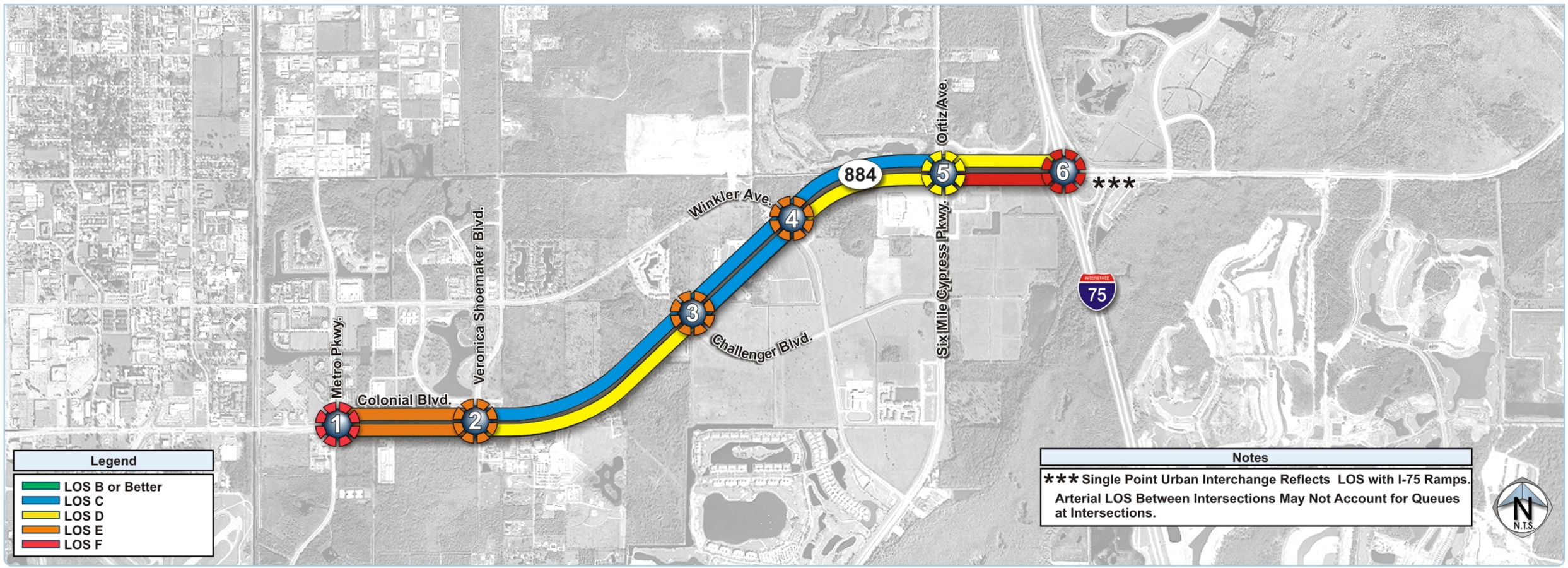

2 Colonial Blvd./ Veronica Shoemaker Blvd.


3 Colonial Blvd./ Challenger Blvd.


4 Colonial Blvd./ Winkler Ave.


5 Colonial Blvd./ Six Mile Cypress Pkwy.


6 Colonial Blvd./ I-75 Ramps



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Appendix E

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

2010 AM Peak Hour HCS Intersection Analysis

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: PBS&J
Date Performed: 11/15/2004
Analysis Time Period: AM 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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
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			0.95	0.95
Hourly Flow Rate, HFR	212	118			165	20
Percent Heavy Vehicles	9	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				68	0	202
Peak Hour Factor, PHF				0.95	0.95	0.95
Hourly Flow Rate, HFR				71	0	212
Percent Heavy Vehicles				9	9	9
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						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						B	
Approach Delay							13.7	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

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 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

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	481	208			248	104
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	506	218			261	109
Percent Heavy Vehicles	9	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?					Yes	
Lanes	1	2			2	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	228	5	91			
Peak Hour Factor, PHF	0.95	0.95	0.95			
Hourly Flow Rate, HFR	240	5	95			
Percent Heavy Vehicles	9	9	9			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	0	1	1			
Configuration		LT	R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
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					

HCS2000: Unsignalized Intersections Release 4.1d

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
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		624	322	30	446	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		656	338	31	469	
Percent Heavy Vehicles		--	--	9	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			Yes			
Lanes		2	1	1	2	
Configuration		T	R	L	T	
Upstream Signal?		Yes			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				65	6	541
Peak Hour Factor, PHF				0.95	0.95	0.95
Hourly Flow Rate, HFR				68	6	569
Percent Heavy Vehicles				9	9	9
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes				0	1	1
Configuration				LT		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L				LT		R
v (vph)		31				74		569
C(m) (vph)		882				373		747
v/c		0.04				0.20		0.76
95% queue length		0.11				0.73		7.24
Control Delay		9.2				17.0		23.5
LOS		A				C		C
Approach Delay							22.7	
Approach LOS							C	

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/15/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at Taylor Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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	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			0			80			31

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left	A				SB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	7.0	29.0				9.0	24.0	
Yellow	4.0	4.0				4.0	4.0	
All Red	1.0	2.0				0.0	2.0	

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	129	1656	0.20	0.08	39.7	D		
T	1067	3312	0.46	0.32	24.6	C	25.3	C
R	478	1482	0.00	0.32	20.7	C		
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								
L	368	1656	0.02	0.41	16.4	B		
T	465	1743	0.77	0.27	38.0	D	37.5	D
R	395	1482	0.00	0.27	24.2	C		
Southbound								
L	290	1656	0.90	0.41	56.9	E		
T	465	1743	0.54	0.27	29.5	C	43.5	D
R	395	1482	0.00	0.27	24.2	C		

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 NB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2010
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			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	T			T	R		LT	R			
Volume	309	5			7	5	90	5	5			
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
RTOR Vol						5			5			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A	A				Thru	A			
	Right						Right	A			
	Peds						Peds				
WB	Left					SB	Left				
	Thru		A				Thru				
	Right		A				Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		35.0	9.0					30.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	702	1805	0.46	0.39	21.0	C		
T	1925	3610	0.00	0.53	9.8	A	20.8	C
Westbound								
T	361	3610	0.02	0.10	36.5	D	36.5	D
R	162	1615	0.00	0.10	36.5	D		
Northbound								
LT	605	1814	0.17	0.33	21.3	C	21.3	C
R	538	1615	0.00	0.33	20.0	B		
Southbound								

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 3/9/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 SB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2010
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	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	0	1	1
LGConfig		T	R	L	T						LT	R
Volume		309	190	10	87					5	6	283
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
RTOR Vol			80									80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru	A					Thru				
	Right	A					Right				
	Peds						Peds				
WB	Left		A			SB	Left	A			
	Thru	A	A				Thru	A			
	Right						Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		25.0	12.0					37.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	1003	3610	0.32	0.28	26.0	C	25.9	C
R	449	1615	0.26	0.28	25.6	C		
Westbound								
L	241	1805	0.05	0.13	34.1	C		
T	1645	3610	0.06	0.46	13.7	B	15.9	B
Northbound								
Southbound								
LT	764	1858	0.01	0.41	15.7	B	18.1	B
R	664	1615	0.32	0.41	18.3	B		

Intersection Delay = 22.3 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: US 41 at Tuckers Grade
Area Type: All other areas
Jurisd: Charlotte County
Year : 2010
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	T	R	L	T	R
Volume	26	5	5	296	5	69	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			5			60			60			12

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		A			EB Right			
SB Right					WB Right			
Green	8.0	26.0				13.0	7.0	40.0
Yellow	4.0	4.0				4.0	4.0	4.0
All Red	2.0	2.0				0.0	0.0	2.0

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	120	1805	0.22	0.07	54.0	D		
TR	127	1900	0.04	0.07	52.5	D	53.8	D
Westbound								
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		
Northbound								
L	196	1805	0.06	0.11	48.1	D		
T	1203	3610	0.63	0.33	34.7	C	29.9	C
R	888	1615	0.28	0.55	14.5	B		
Southbound								
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	B		

Intersection Delay = 34.4 (sec/veh) Intersection LOS = C

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	10	800			1177	12
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	10	842			1238	12
Percent Heavy Vehicles	4	--	--		--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				17	0	55
Peak Hour Factor, PHF				0.95	0.95	0.95
Hourly Flow Rate, HFR				17	0	57
Percent Heavy Vehicles				4	4	4
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
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	B						C	
Approach Delay							19.4	
Approach LOS							C	

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 11/29/2004
Period: AM Peak Hour
Inter.: US 41 at Burnt Store Rd
Area Type: All other areas
Jurisd: Charlotte County
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

	Eastbound			Westbound			Northbound			Southbound		
	L	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	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			84			84			84

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A	A			NB Left	A		
Thru		A	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			
Green	13.0	7.0	16.0			13.0	45.0	
Yellow	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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	179	1656	0.68	0.11	61.2	E		
T	442	3312	0.63	0.13	52.1	D	54.2	D
R	198	1482	0.19	0.13	46.7	D		
Northbound								
L	188	1736	0.54	0.11	53.9	D		
T	1302	3471	0.61	0.38	31.2	C	33.7	C
R	582	1553	0.02	0.38	23.6	C		
Southbound								
L	365	3367	0.42	0.11	50.8	D		
T	1302	3471	0.63	0.38	31.6	C	33.6	C
R	582	1553	0.23	0.38	25.8	C		

Intersection Delay = 39.9 (sec/veh) Intersection LOS = D

HCS2000: Unsignalized Intersections Release 4.1d

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 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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
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	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	19	5	77	5	5	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	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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	

HCS2000: Unsignalized Intersections Release 4.1d

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 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

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		643	34	46	616	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		676	35	48	648	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	21	0	38			
Peak Hour Factor, PHF	0.95	0.95	0.95			
Hourly Flow Rate, HFR	22	0	40			
Percent Heavy Vehicles	5	5	5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0	1	0			
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	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				C				

HCS2000: Unsignalized Intersections Release 4.1d

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
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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	14	663	5	11	504	39
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	14	697	5	11	530	41
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided /					
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	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	7	5	13	109	5	29
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	7	5	13	114	5	30
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	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	14	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	A	A		C			F	
Approach Delay				24.9			122.2	
Approach LOS				C			F	

HCS2000: Unsignalized Intersections Release 4.1d

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 Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		675	7	55	499	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		710	7	57	525	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	8	0	33			
Peak Hour Factor, PHF	0.95	0.95	0.95			
Hourly Flow Rate, HFR	8	0	34			
Percent Heavy Vehicles	5	5	5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0	1	0			
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LTR				
v (vph)		57		42				
C(m) (vph)		870		317				
v/c		0.07		0.13				
95% queue length		0.21		0.45				
Control Delay		9.4		18.1				
LOS		A		C				
Approach Delay				18.1				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

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
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	655	5	6	497	55
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	5	689	5	6	523	57
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	5	5	19	49	5	5
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	5	5	20	51	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	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
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	A	A		C			E	
Approach Delay				20.4			49.2	
Approach LOS				C			E	

HCS2000: Unsignalized Intersections Release 4.1d

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
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		638	7	16	491	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		671	7	16	516	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	8		27			
Peak Hour Factor, PHF	0.95		0.95			
Hourly Flow Rate, HFR	8		28			
Percent Heavy Vehicles	5		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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		A		C				
Approach Delay				16.6				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

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
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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	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	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	21	5	21	5	5	8
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	22	5	22	5	5	8
Percent Heavy Vehicles	5	0	0	5	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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	

HCS2000: Unsignalized Intersections Release 4.1d

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
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	7	648			498	38
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	7	682			524	40
Percent Heavy Vehicles	5	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				46		12
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				48		12
Percent Heavy Vehicles				5		5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		Yes /1
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						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	

HCS2000: Unsignalized Intersections Release 4.1d

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
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	46	773			519	57
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	48	813			546	60
Percent Heavy Vehicles	5	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT				TR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				87		21
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				91		22
Percent Heavy Vehicles				5		5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						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	

HCS2000: Unsignalized Intersections Release 4.1d

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
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
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	Undivided		/			
RT Channelized?						No
Lanes	1	1			1	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
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?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						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						F	
Approach Delay							96.0	
Approach LOS							F	

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	593	39	196	451	6
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	6	624	41	206	474	6
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	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?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	6	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	B		F			F	
Approach Delay				55.2			81.4	
Approach LOS				F			F	

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	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	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	20	5	36	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	37	5	5	5
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes	0	1	1	0	1	0
Configuration		LT	R		LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			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		B		D	
Approach Delay				24.1			27.6	
Approach LOS				C			D	

HCS2000: Unsignalized Intersections Release 4.1d

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 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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	576	57	78	444	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	5	606	60	82	467	5
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	30	5	45	5	5	5
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	31	5	47	5	5	5
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	1	0	0	1	1
Configuration		LTR			LT	R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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		B
Approach Delay				32.7			29.1	
Approach LOS				D			D	

HCS2000: Unsignalized Intersections Release 4.1d

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
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	12	535	75	31	482	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	12	563	78	32	507	5
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	14	22	12	5	32	20
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	14	23	12	5	33	21
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No	/		No	/
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			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	

HCS2000: Unsignalized Intersections Release 4.1d

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
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
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	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
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?/Storage			No /			No /
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L	T	TR	L	T	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	

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	555	35	20	431	0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	0	584	36	21	453	0
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	42		12			
Peak Hour Factor, PHF	0.95		0.95			
Hourly Flow Rate, HFR	44		12			
Percent Heavy Vehicles	6		6			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L		R			
v (vph)	0	21	44		12			
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	A	A	C		B			
Approach Delay				22.0				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

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
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	17	580	0	0	468	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	17	610	0	0	492	5
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		Yes			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				10		60
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				10		63
Percent Heavy Vehicles				6		6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR				L		R
v (vph)	17	0				10		63
C(m) (vph)	1047	934				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		B
Approach Delay							13.7	
Approach LOS							B	

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/16/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Pine Island Road

Inter.: Burnt Store at Pine Island
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		7.0	7.0	29.2				16.6	32.0		
Yellow		4.0	4.0	4.8				4.0	4.8		
All Red		0.0	0.0	2.0				2.8	1.8		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	255	1703	0.75	0.15	60.5	E		
T	606	1810	0.93	0.33	59.1	E	52.8	D
R	520	1553	0.47	0.33	32.2	C		
Westbound								
L	101	1736	0.61	0.06	65.8	E		
T	440	1810	0.89	0.24	63.6	E	57.3	E
R	371	1524	0.46	0.24	39.6	D		
Northbound								
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	C		
Southbound								
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		

Intersection Delay = 52.5 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/4/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Surfside Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	1	1	1	1	0
LGConfig	L	T	R	L	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			52			56			60			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru		A				Thru	A			
	Right		A				Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		26.0	42.0					33.0			
Yellow		4.0	4.5					4.0			
All Red		2.5	2.0					2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
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		
Northbound								
L	365	1326	0.13	0.28	32.9	C		
T	502	1827	0.26	0.28	34.2	C	45.1	D
R	427	1553	0.80	0.28	50.9	D		
Southbound								
L	331	1205	0.16	0.28	33.2	C		
TR	485	1764	0.10	0.28	32.5	C	32.9	C

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/4/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Chiquita Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	2	2	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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			60			60			120			24

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A				EB	Right				
SB	Right					WB	Right				
Green		16.0	35.0					16.5	5.0	20.0	
Yellow		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

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	231	1736	0.53	0.13	50.9	D		
T	1012	3471	0.75	0.29	41.7	D	41.6	D
R	453	1553	0.38	0.29	34.4	C		
Westbound								
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		
Northbound								
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		
Southbound								
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		

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/4/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Skyline Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Skyline Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	0	2	2	1
LGConfig	L	T	R	L	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			43			60						45

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		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						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0	7.0	40.0				15.0	22.0		
Yellow		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

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
L	421	3367	0.11	0.13	46.7	D		
T	636	3471	0.94	0.18	71.1	E	69.4	E
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/4/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Santa Barbara
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Santa Barbara Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			A			Thru		A	A	
	Right			A			Right		A	A	
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right					WB	Right	A	A		
Green		13.0	5.0	28.0				12.0	10.0	23.9	
Yellow		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	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
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	B		
Northbound								
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		
Southbound								
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	C		

Intersection Delay = 67.4 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/4/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Country Club
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Country Club Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right					WB	Right				
Green		7.0	10.0	42.0				18.0	18.0		
Yellow		3.5	3.5	5.0				3.5	3.5		
All Red		0.0	0.0	2.0				2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	B		
Westbound								
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	1553	0.62	0.35	34.5	C		
Northbound								
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		
Southbound								
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		

Intersection Delay = 61.0 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/4/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Del Prado
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	1	2	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			55

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			
	Thru						Thru		A		
	Right						Right		A		
	Peds						Peds				
NB	Right					EB	Right	A			
SB	Right	A				WB	Right	A			
Green		15.0	29.5					17.0	40.0		
Yellow		4.0	4.0					4.0	4.5		
All Red		0.0	4.5					4.5	3.0		

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1256	3367	0.42	0.37	30.5	C		
							62.9	E
R	681	1553	1.06	0.44	86.7	F		
Westbound								
L	454	3471	0.79	0.13	63.6	E		
							180.3	F
R	203	1553	1.52	0.13	315.0	F		
Northbound								
L	507	3471	0.99	0.15	92.7	F		
TR	1686	5220	1.06	0.32	82.1	F	84.5	F
Southbound								
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	0.34	0.48	21.2	C		

Intersection Delay = 79.0 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/8/05
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at McGregor Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: McGregor Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A		A	
	Thru	A					Thru			A	
	Right	A					Right			A	
	Peds						Peds				
WB	Left		A			SB	Left	A	A	A	
	Thru						Thru		A	A	
	Right		A				Right		A	A	
	Peds						Peds				
NB	Right		A			EB	Right				
SB	Right					WB	Right				
Green		7.0	20.0					7.0	7.0	66.0	
Yellow		4.0	4.0					4.0	4.0	4.0	
All Red		1.0	1.0					0.0	0.0	1.0	

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	95	1770	0.05	0.05	58.6	E		
TR	93	1723	0.11	0.05	59.0	E	58.9	E
Westbound								
L	272	1770	0.89	0.15	82.8	F		
							104.4	F
R	244	1583	1.05	0.15	124.9	F		
Northbound								
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		
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Summerlin Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Summerlin Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	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	T	R	L	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			30			18

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			SB	Left	A			
	Thru		A	A			Thru			A	
	Right		A	A			Right			A	
	Peds						Peds				
NB	Right	A	A			EB	Right				
SB	Right					WB	Right				
Green		19.0	26.0	109.0				19.0	10.0	19.0	
Yellow		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: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	162	1770	0.22	0.09	97.6	F		
T	2697	5588	1.01	0.48	79.7	E	81.1	F
R	764	1583	0.98	0.48	85.3	F		
Westbound								
L	785	3539	1.08	0.22	145.1	F		
TR	3411	5564	0.55	0.61	26.3	C	63.1	E
Northbound								
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		
Southbound								
L	162	1770	0.89	0.09	143.9	F		
T	170	1863	0.34	0.09	99.1	F	131.2	F
R	145	1583	0.00	0.09	95.0	F		

Intersection Delay = 89.0 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at DeLeon Street
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: DeLeon Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	0	0	1	0	0	1	0
LGConfig	L	T	R	L	TR			LTR			LTR	
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			12.0	
RTOR Vol			30			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru		A				Thru	A			
	Right		A				Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		23.5	145.0					43.5			
Yellow		4.0	4.0					4.0			
All Red		2.0	2.0					2.0			

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	B		
Westbound								
L	196	1770	0.98	0.11	160.2	F		
TR	3458	5411	0.67	0.64	26.8	C	37.0	D
Northbound								
LTR	268	1416	0.93	0.19	127.3	F	127.3	F
Southbound								
LTR	193	1019	0.67	0.19	95.6	F	95.6	F

Intersection Delay = 46.0 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 02/07/05
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd. at US 41
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	1	2	1	0	2	3	1	2	3	1
LGConfig	L	T	R	L	TR		L	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			0			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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		A			EB	Right	A			
SB	Right		A			WB	Right				
Green			22.5	26.0				10.5	5.0	33.0	
Yellow			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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	644	3433	0.42	0.19	43.5	D		
TR	376	1613	0.99	0.23	89.3	F	69.9	E
Northbound								
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		
Southbound								
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	0.43	0.50	14.7	B		

Intersection Delay = 51.1 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Solomon Boulevard
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Solomon Boulevard

SIGNALIZED INTERSECTION SUMMARY

	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	1	0	1
LGConfig	L	T			T	R				L		R
Volume	353	2359			1766	88				38		264
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						30						30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		54.0	115.0					45.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	460	1770	0.81	0.75	80.9	F		
T	3825	5085	0.65	0.75	14.2	B	22.9	C
Westbound								
T	2543	5085	0.73	0.50	46.4	D	45.9	D
R	792	1583	0.08	0.50	29.9	C		
Northbound								
Southbound								
L	346	1770	0.12	0.20	76.3	E		
							97.8	F
R	310	1583	0.79	0.20	101.3	F		

Intersection Delay = 35.8 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/1/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Fowler Street
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Fowler Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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	TR	R	L	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			30			30			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	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	A	
	Right		A				Right			A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		29.0	58.0	42.0				17.0	7.0	49.0	
Yellow		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: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
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		
Southbound								
L	418	3433	0.95	0.12	132.8	F		
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/1/2004
Period: AM Peak Hour
Inter.: Colonial at Evans Avenue
Area Type: All other areas
Jurisd: Lee County
Year : 2010
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard
N/S St: Evans Avenue

SIGNALIZED INTERSECTION SUMMARY

	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	1	0	1
LGConfig	L	T			T	R				L		R
Volume	300	2428			2042	179				85		119
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						30						30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	A				NB Left			
	Thru	A	A			Thru			
	Right					Right			
	Peds					Peds			
WB	Left					SB Left	A		
	Thru		A			Thru			
	Right		A			Right	A		
	Peds					Peds			
NB	Right					EB Right			
SB	Right					WB Right			
Green		45.0	139.0			30.0			
Yellow		4.0	4.0			4.0			
All Red		0.0	2.0			2.0			

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	346	1770	0.91	0.20	118.3	F		
T	4156	5085	0.62	0.82	8.0	A	20.1	C
Westbound								
T	3073	5085	0.70	0.60	31.9	C	31.1	C
R	957	1583	0.16	0.60	20.1	C		
Northbound								
Southbound								
L	231	1770	0.39	0.13	92.6	F		
							93.4	F
R	206	1583	0.46	0.13	94.1	F		

Intersection Delay = 27.3 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 11/29/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at Metro Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Metro Parkway

SIGNALIZED INTERSECTION SUMMARY

	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	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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			63			63			63

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left			A		NB	Left	A	A		
Thru		A	A			Thru		A	A	
Right		A	A			Right		A	A	
Peds						Peds				
WB Left	A				SB	Left	A			
Thru	A	A				Thru			A	
Right	A	A				Right			A	
Peds						Peds				
NB Right	A				EB	Right				
SB Right					WB	Right				
Green	55.0	7.5	55.5				17.0	18.5	43.5	
Yellow	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	

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
L	646	3539	0.97	0.18	121.9	F		
T	1109	3725	0.75	0.30	75.9	E	83.3	F
R	902	1583	0.36	0.57	27.0	C		
Southbound								
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		

Intersection Delay = 99.6 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 11/29/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial @ Veronica Shoemaker
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Veronica Shoemaker Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			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	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			60			60			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			SB	Left	A			
	Thru		A	A			Thru		A		
	Right		A	A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0	15.0	75.0				12.0	22.0		
Yellow		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

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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	B		
Northbound								
L	125	1770	0.54	0.07	81.2	F		
T	458	3539	0.43	0.13	68.9	E	71.3	E
R	205	1583	0.25	0.13	67.2	E		
Southbound								
L	125	1770	0.14	0.07	74.6	E		
T	458	3539	0.56	0.13	71.0	E	70.6	E
R	205	1583	0.29	0.13	67.7	E		

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/16/04
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Challenger Blvd.
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Challenger Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	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	T	R	L	TR		L	TR			LTR	
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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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					EB	Right				
SB	Right					WB	Right				
Green		7.0	120.0					13.0	8.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		2.0	2.0					0.0	2.0		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	73	1770	0.36	0.04	82.3	F		
T	2551	3614	0.81	0.71	19.1	B	19.3	B
R	1117	1583	0.10	0.71	7.9	A		
Westbound								
L	73	1770	0.42	0.04	83.5	F		
TR	2590	3609	0.99	0.72	40.1	D	40.6	D
Northbound								
L	215	1770	0.80	0.15	88.4	F		
TR	253	1723	0.04	0.15	62.3	E	87.0	F
Southbound								
LTR	74	1574	0.20	0.05	79.3	E	79.3	E

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

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 11/30/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at Winkler Av
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Winkler Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			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	2	0
LGConfig	L	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			39						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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						Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		7.0	89.0					14.5	21.0	9.0	
Yellow		5.1	5.1					4.4	4.4	4.4	
All Red		1.8	1.8					0.0	0.0	2.5	

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	B		
Westbound								
L	73	1770	0.23	0.04	80.5	F		
T	2662	5085	0.87	0.52	38.7	D	39.1	D
Northbound								
L	151	1770	0.32	0.09	74.3	E		
TR	184	3478	0.99	0.05	145.2	F	130.4	F
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: AM Peak Hour
Inter.: Colonial at Six Mile Cypress
Area Type: All other areas
Jurisd: Lee County
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

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	0	2	3	1	2	2	1	1	2	1
LGConfig	L	T		L	T	R	L	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						42			42			84

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0	89.9					7.1	25.0		
Yellow		5.1	5.1					4.4	4.4		
All Red		1.9	1.9					2.6	2.6		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	444	3433	0.74	0.13	77.8	E		
T	2931	5421	0.74	0.54	30.8	C	37.0	D
Westbound								
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	B		
Northbound								
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		
Southbound								
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		

Intersection Delay = 71.4 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 SB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	2	0	0	0	0	1	0	0
LGConfig		T		L	T					L		
Volume		1384		122	2516					102		
Lane Width		12.0		12.0	12.0					12.0		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru		A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru	A	A				Thru				
	Right						Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		40.0	96.4					16.0			
Yellow		5.1	5.1					4.0			
All Red		0.0	1.6					1.8			

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2883	5085	0.51	0.57	22.5	C	22.5	C
Westbound								
L	416	1770	0.31	0.24	54.0	D		
T	2946	3539	0.90	0.83	13.7	B	15.5	B
Northbound								
Southbound								
L	167	1770	0.64	0.09	82.3	F		
							82.3	F

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 NB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	2	0	0	0	0	0
LGConfig		T			T		L					
Volume		749			1688		950					
Lane Width		12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		94.0				63.2		
Yellow		5.1				4.0		
All Red		1.2				2.5		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	1957	3539	0.40	0.55	22.0	C	22.0	C
Westbound								
T	1957	3539	0.91	0.55	40.8	D	40.8	D
Northbound								
L	1276	3433	0.78	0.37	50.6	D		
							50.6	D
Southbound								

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

2010 PM Peak Hour HCS Intersection Analysis

HCS2000: Unsignalized Intersections Release 4.1d

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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	110	205			128	16
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	115	215			134	16
Percent Heavy Vehicles	9	--	--		--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				36	0	294
Peak Hour Factor, PHF				0.95	0.95	0.95
Hourly Flow Rate, HFR				37	0	309
Percent Heavy Vehicles				9	9	9
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						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						B	
Approach Delay							11.8	
Approach LOS							B	

HCS2000: Unsignalized Intersections Release 4.1d

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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	485	280			283	96
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	510	294			297	101
Percent Heavy Vehicles	9	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						Yes
Lanes	1	2			2	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	197	5	91			
Peak Hour Factor, PHF	0.95	0.95	0.95			
Hourly Flow Rate, HFR	207	5	95			
Percent Heavy Vehicles	9	9	9			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	0	1	1			
Configuration	LT		R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L		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	B		F		A			
Approach Delay			421.4					
Approach LOS			F					

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		691	255	95	385	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		727	268	100	405	
Percent Heavy Vehicles		--	--	9	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			Yes			
Lanes		2	1	1	2	
Configuration		T	R	L	T	
Upstream Signal?		Yes			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				74	13	475
Peak Hour Factor, PHF				0.95	0.95	0.95
Hourly Flow Rate, HFR				77	13	500
Percent Heavy Vehicles				9	9	9
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes				0	1	1
Configuration				LT		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L				LT		R
v (vph)		100				90		500
C(m) (vph)		827				295		784
v/c		0.12				0.31		0.64
95% queue length		0.41				1.26		4.67
Control Delay		10.0-				22.5		17.3
LOS		A				C		C
Approach Delay							18.1	
Approach LOS							C	

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/16/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at Taylor Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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	T	R	L	TR		L	T	R	L	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			0			0			6			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left	A				SB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	7.0	25.0				14.0	23.0	
Yellow	4.0	4.0				4.0	4.0	
All Red	1.0	2.0				0.0	2.0	

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	129	1656	0.10	0.08	38.9	D		
T	920	3312	0.68	0.28	30.9	C	31.0	C
R	412	1482	0.01	0.28	23.6	C		
Westbound								
L	129	1656	0.37	0.08	41.2	D		
TR	873	3143	0.88	0.28	41.1	D	41.1	D
Northbound								
L	455	1656	0.03	0.46	14.1	B		
T	445	1743	0.87	0.26	49.1	D	45.7	D
R	379	1482	0.11	0.26	25.8	C		
Southbound								
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		

Intersection Delay = 37.7 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 NB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2010
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			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	T			T	R		LT	R			
Volume	279	5			12	7	173	8	5			
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
RTOR Vol						7			5			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left	A				NB	Left	A			
Thru	A	A				Thru	A			
Right						Right	A			
Peds						Peds				
WB Left					SB	Left				
Thru		A				Thru				
Right		A				Right				
Peds						Peds				
NB Right					EB	Right				
SB Right					WB	Right				
Green	35.0	7.0					32.0			
Yellow	4.0	4.0					4.0			
All Red	0.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	702	1805	0.42	0.39	20.5	C		
T	1845	3610	0.00	0.51	10.8	B	20.3	C
Westbound								
T	281	3610	0.05	0.08	38.5	D	38.5	D
R	126	1615	0.00	0.08	38.3	D		
Northbound								
LT	645	1813	0.29	0.36	21.1	C	21.1	C
R	574	1615	0.00	0.36	18.7	B		
Southbound								

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 3/9/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 SB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2010
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	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	0	1	1
LGConfig		T	R	L	T						LT	R
Volume		277	97	20	165					7	5	282
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
RTOR Vol			80									80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru	A					Thru				
	Right	A					Right				
	Peds						Peds				
WB	Left		A			SB	Left	A			
	Thru	A	A				Thru	A			
	Right						Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		32.0	7.0					35.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	1284	3610	0.23	0.36	20.4	C	20.3	C
R	574	1615	0.03	0.36	18.9	B		
Westbound								
L	140	1805	0.15	0.08	39.2	D		
T	1725	3610	0.10	0.48	12.9	B	15.8	B
Northbound								
Southbound								
LT	718	1846	0.02	0.39	16.9	B	19.5	B
R	628	1615	0.34	0.39	19.7	B		

Intersection Delay = 18.9 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: US 41 at Tuckers Grade
Area Type: All other areas
Jurisd: Charlotte County
Year : 2010
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	T	R	L	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			60			60			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right		A			EB Right			
SB Right					WB Right			
Green	7.0	30.0				11.0	48.0	
Yellow	4.0	4.0				4.0	4.0	
All Red	2.0	2.0				2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	105	1805	0.18	0.06	54.6	D		
TR	103	1758	0.10	0.06	53.9	D	54.4	D
Westbound								
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		
Northbound								
L	165	1805	0.08	0.09	50.1	D		
T	1444	3610	0.69	0.40	31.3	C	27.2	C
R	1050	1615	0.23	0.65	8.7	A		
Southbound								
L	165	1805	0.52	0.09	54.7	D		
T	1444	3610	0.65	0.40	30.3	C	32.3	C
R	646	1615	0.00	0.40	21.6	C		

Intersection Delay = 31.7 (sec/veh) Intersection LOS = C

HCS2000: Unsignalized Intersections Release 4.1d

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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	49	1075			960	20
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	51	1131			1010	21
Percent Heavy Vehicles	4	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				11	0	48
Peak Hour Factor, PHF				0.95	0.95	0.95
Hourly Flow Rate, HFR				11	0	50
Percent Heavy Vehicles				4	4	4
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						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	B						C	
Approach Delay							15.9	
Approach LOS							C	

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 11/26/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Rd/Burnt Store Rd

Inter.: US 41 at Burnt Store Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	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			40			84			57			84

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				SB	Left	A	A		
	Thru			A			Thru		A	A	
	Right			A			Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		11.0	5.0	20.0				7.0	5.0	44.0	
Yellow		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: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
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		
Northbound								
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		
Southbound								
L	449	3367	0.55	0.13	50.1	D		
T	1533	3471	0.60	0.44	26.1	C	29.8	C
R	686	1553	0.29	0.44	21.7	C		

Intersection Delay = 39.6 (sec/veh) Intersection LOS = D

HCS2000: Unsignalized Intersections Release 4.1d

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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	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	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			Yes	

Minor Street: Approach	Westbound			Eastbound		
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
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	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
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	

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		488	66	16	793	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		513	69	16	834	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration		TR		LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	38	0	21			
Peak Hour Factor, PHF	0.95	0.95	0.95			
Hourly Flow Rate, HFR	40	0	22			
Percent Heavy Vehicles	5	5	5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0	1	0			
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LTR				
v (vph)		16		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				

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 11/16/2004
Analysis Time Period: PM Peak Hour
Intersection:
Jurisdiction: Charlotte County
Units: U. S. Customary
Analysis Year: 2010
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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	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	Undivided /					
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	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	5	5	12	58	5	21
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	5	5	12	61	5	22
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	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			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	A	A		C			F	
Approach Delay				22.9			52.0	
Approach LOS				C			F	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
Agency/Co.: PBS&J
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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		547	11	47	630	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		575	11	49	663	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	9	0	32			
Peak Hour Factor, PHF	0.95	0.95	0.95			
Hourly Flow Rate, HFR	9	0	33			
Percent Heavy Vehicles	5	5	5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	1	0			
Configuration		LTR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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		C				
Approach Delay				16.9				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	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	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
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 /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
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				C			E	

HCS2000: Unsignalized Intersections Release 4.1d

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: 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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		529	11	13	596	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		556	11	13	627	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration		TR		LT		
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	5		7			
Peak Hour Factor, PHF	0.95		0.95			
Hourly Flow Rate, HFR	5		7			
Percent Heavy Vehicles	5		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	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		C				
Approach Delay				17.2				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
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	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
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?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	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		C			C	
Approach Delay				24.7			24.2	
Approach LOS				C			C	

HCS2000: Unsignalized Intersections Release 4.1d

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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	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	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
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?/Storage				/		Yes /1
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	5						35	
C(m) (vph)	892						238	
v/c	0.01						0.15	
95% queue length	0.02						0.51	
Control Delay	9.1						24.4	
LOS	A						C	
Approach Delay							24.4	
Approach LOS							C	

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	49	613			638	88
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	51	645			671	92
Percent Heavy Vehicles	5	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT				TR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				90		22
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				94		23
Percent Heavy Vehicles				5		5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						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	

HCS2000: Unsignalized Intersections Release 4.1d

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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	66	587			559	101
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	69	617			588	106
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						No
Lanes	1	1			1	1
Configuration	L	T			T	R
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				75		123
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				78		129
Percent Heavy Vehicles				6		6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L						LR	
v (vph)	69						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	

HCS2000: Unsignalized Intersections Release 4.1d

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
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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	485	32	239	551	8
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	5	510	33	251	580	8
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	22	11	187	5	9	5
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	23	11	196	5	9	5
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			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	

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	496	26	70	568	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	5	522	27	73	597	5
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	45	5	51	5	5	5
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	47	5	53	5	5	5
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes	0	1	1	0	1	0
Configuration		LT	R		LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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		B		D	
Approach Delay			33.8				30.0	
Approach LOS			D				D	

HCS2000: Unsignalized Intersections Release 4.1d

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 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	477	41	64	574	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	5	502	43	67	604	5
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	27	5	102	5	5	5
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	28	5	107	5	5	5
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	1	0	0	1	1
Configuration		LTR			LT	R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	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		B
Approach Delay				26.4			31.2	
Approach LOS				D			D	

HCS2000: Unsignalized Intersections Release 4.1d

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
Analysis Year: 2010
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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
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	6	--	--	6	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
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	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L	T	TR	L	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	

HCS2000: Unsignalized Intersections Release 4.1d

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 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
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	43	402	28	68	547	7
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	45	423	29	71	575	7
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	33	54	56	5	25	35
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	34	56	58	5	26	36
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No	/		No	/
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			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			C	

HCS2000: Unsignalized Intersections Release 4.1d

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
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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	384	63	36	572	0
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	0	404	66	37	602	0
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	50		38			
Peak Hour Factor, PHF	0.95		0.95			
Hourly Flow Rate, HFR	52		40			
Percent Heavy Vehicles	6		6			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR	L		R			
v (vph)	0	37	52		40			
C(m) (vph)	956	1071	219		611			
v/c	0.00	0.03	0.24		0.07			
95% queue length	0.00	0.11	0.90		0.21			
Control Delay	8.8	8.5	26.5		11.3			
LOS	A	A	D		B			
Approach Delay				19.9				
Approach LOS				C				

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	43	430	0	0	605	17
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	45	452	0	0	636	17
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		Yes			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				17		37
Peak Hour Factor, PHF				0.95		0.95
Hourly Flow Rate, HFR				17		38
Percent Heavy Vehicles				6		6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR				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		B
Approach Delay							17.4	
Approach LOS							C	

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 11/16/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Pine Island Road

Inter.: Burnt Store at Pine Island
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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				SB Left	A			
Thru			A		Thru		A		
Right			A		Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	7.0	5.0	44.2			21.6	14.0		
Yellow	4.0	4.0	4.8			4.0	4.8		
All Red	0.0	0.0	2.0			2.8	1.8		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	227	1703	0.69	0.13	58.0	E		
T	802	1810	0.60	0.44	26.7	C	31.6	C
R	688	1553	0.24	0.44	21.0	C		
Westbound								
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	C		
Northbound								
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		
Southbound								
L	307	1703	0.80	0.18	60.9	E		
T	397	3406	0.63	0.12	53.9	D	56.9	E
R	178	1524	0.58	0.12	54.9	D		

Intersection Delay = 56.9 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/4/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Surfside Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	1	1	1	1	0
LGConfig	L	T	R	L	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			22			60			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	34.0	50.0				17.0		
Yellow	4.0	4.5				4.0		
All Red	2.5	2.0				2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	492	1736	0.01	0.28	30.9	C		
T	1583	3654	0.30	0.43	22.2	C	22.3	C
R	647	1553	0.00	0.42	20.4	C		
Westbound								
L	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		
Northbound								
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		
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/4/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Chiquita Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	2	2	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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			60			60			120			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right		A			EB	Right				
SB	Right					WB	Right				
Green			24.0	7.0	21.0				17.0	24.0	
Yellow			4.0	4.0	4.5				4.0	4.5	
All Red			0.0	0.0	2.0				2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

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

Intersection Delay = 47.1 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/4/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Skyline Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Skyline Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	0	2	2	1
LGConfig	L	T	R	L	T	R	L	T		L	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			60						21

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right				
	Peds						Peds				
WB	Left	A	A			SB	Left	A			
	Thru		A	A			Thru		A		
	Right		A	A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0	11.5	44.0				7.0	22.0		
Yellow		3.5	3.5	3.5				3.5	4.5		
All Red		0.0	0.0	2.0				3.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	281	3367	0.11	0.08	51.1	D		
T	1273	3471	0.73	0.37	35.0-	C	35.3	D
R	569	1553	0.03	0.37	24.3	C		
Westbound								
L	701	3367	0.85	0.21	55.8	E		
T	1707	3471	0.79	0.49	28.1	C	34.8	C
R	764	1553	0.26	0.49	18.0	B		
Northbound								
L	196	3367	0.38	0.06	55.6	E		
T	636	3471	0.68	0.18	48.7	D	49.7	D
Southbound								
L	196	3367	0.65	0.06	62.6	E		
T	636	3471	0.64	0.18	47.4	D	51.0	D
R	285	1553	0.00	0.18	40.0	D		

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

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/4/2005
Period: PM Peak Hour
Inter.: Veterans at Santa Barbara
Area Type: All other areas
Jurisd: Lee County
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

	Eastbound			Westbound			Northbound			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	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			60			0			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			SB	Left	A	A		
	Thru		A	A			Thru		A	A	
	Right		A	A			Right		A	A	
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right					WB	Right	A	A		
Green		13.0	11.0	23.4				12.0	6.0	26.5	
Yellow		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	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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	B		
Northbound								
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		
Southbound								
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		

Intersection Delay = 56.1 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/4/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Country Club
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Country Club Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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	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			60			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	A			SB Left	A		
Thru		A	A		Thru		A	
Right		A	A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	9.0	9.0	46.0			11.0	20.0	
Yellow	3.5	3.5	5.0			3.5	3.5	
All Red	0.0	0.0	2.0			2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	603	3367	0.71	0.18	50.1	D		
T	2763	5481	0.97	0.50	40.7	D	39.7	D
R	757	1553	0.61	0.49	24.0	C		
Northbound								
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		
Southbound								
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	0.17	54.0	D		

Intersection Delay = 45.5 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/4/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Del Prado
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	1	2	3	0	3	3	1
LGConfig	L		R	L		R	L	TR		L	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A			
	Thru						Thru		A		
	Right		A				Right		A		
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru						Thru		A		
	Right						Right		A		
	Peds						Peds				
NB	Right					EB	Right	A			
SB	Right	A	A			WB	Right	A			
Green		21.0	7.0						49.5		
Yellow		4.0	4.0					4.0	4.5		
All Red		0.0	4.5					4.5	3.0		

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	829	3367	0.78	0.25	50.3	D		
							49.5	D
R	472	1553	0.76	0.30	47.9	D		
Westbound								
L	614	3471	1.02	0.18	95.7	F		
							198.1	F
R	311	1553	1.58	0.20	328.8	F		
Northbound								
L	641	3471	1.00	0.18	87.2	F		
TR	2123	5359	1.06	0.40	77.8	E	79.8	E
Southbound								
L	961	5207	0.83	0.18	57.0	E		
T	2171	5481	0.89	0.40	41.7	D	50.3	D
R	1087	1553	1.05	0.70	60.2	E		

Intersection Delay = 78.5 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 2/8/05
Period: PM Peak Hour
Inter.: Colonial Blvd at McGregor Blvd
Area Type: All other areas
Jurisd: Lee County
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			Southbound		
	L	T	R	L	T	R	L	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	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			0			55			55			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A				NB Left	A		A	
Thru	A				Thru			A	
Right	A				Right			A	
Peds					Peds				
WB Left		A			SB Left	A	A	A	
Thru					Thru		A	A	
Right		A			Right		A	A	
Peds					Peds				
NB Right		A			EB Right				
SB Right					WB Right				
Green	7.0	20.0				7.0	7.0	66.0	
Yellow	4.0	4.0				4.0	4.0	4.0	
All Red	1.0	1.0				0.0	0.0	1.0	

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	95	1770	0.05	0.05	58.6	E		
TR	93	1723	0.11	0.05	59.0	E	58.9	E
Westbound								
L	272	1770	1.39	0.15	249.9	F		
							191.5	F
R	244	1583	0.94	0.15	95.4	F		
Northbound								
L	152	1770	0.00	0.56	0.0	A		
T	946	1863	0.99	0.51	49.4	D	41.5	D
R	1047	1583	0.18	0.66	3.5	A		
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Summerlin Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Summerlin Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	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	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			30			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	A		SB Left	A			
Thru			A	A	Thru			A	
Right			A	A	Right			A	
Peds					Peds				
NB Right		A	A		EB Right				
SB Right					WB Right				
Green		7.0	49.0	73.0		30.0	33.0	10.0	
Yellow		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: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	896	3433	0.92	0.26	96.7	F		
TR	2771	5059	1.08	0.55	93.7	F	94.3	F
Northbound								
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		
Southbound								
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	F		

Intersection Delay = 128.9 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at DeLeon Street
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: DeLeon Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	0	0	1	0	0	1	0
LGConfig	L	T	R	L	TR			LTR			LTR	
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			12.0			12.0	
RTOR Vol			30			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A		SB	Left	A			
	Thru			A	A		Thru	A			
	Right			A	A		Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green			26.0	28.0	112.0			44.0			
Yellow			4.0	4.0	4.0			4.0			
All Red			0.0	0.0	2.0			2.0			

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	446	1770	0.60	0.25	78.0	E		
TR	3174	5070	1.03	0.63	68.8	E	69.5	E
Northbound								
LTR	145	757	2.20	0.19	654.9	F	654.9	F
Southbound								
LTR	267	1394	1.35	0.19	274.1	F	274.1	F

Intersection Delay = 108.0 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 02/07/05
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd. at US 41
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	1	2	1	0	2	3	1	2	3	1
LGConfig	L	T	R	L	TR		L	T	R	L	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			0			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A				EB	Right	A			
SB	Right	A				WB	Right				
Green		22.5	26.0					10.5	5.0	33.0	
Yellow		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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	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		
Westbound								
L	644	3433	0.73	0.19	49.9	D		
TR	387	1658	1.07	0.23	112.4	F	79.3	E
Northbound								
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		
Southbound								
L	369	3539	0.89	0.10	75.8	E		
T	1630	5588	0.89	0.29	46.9	D	44.8	D
R	798	1583	0.78	0.50	23.3	C		

Intersection Delay = 47.7 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Solomon Boulevard
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Solomon Boulevard

SIGNALIZED INTERSECTION SUMMARY

	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	1	0	1
LGConfig	L	T			T	R				L		R
Volume	377	1842			2549	137				234		429
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						0						0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		49.0	120.0					45.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	409	1770	0.97	0.75	119.7	F		
T	3825	5085	0.51	0.75	11.5	B	29.9	C
Westbound								
T	2653	5085	1.01	0.52	75.3	E	72.9	E
R	826	1583	0.17	0.52	29.0	C		
Northbound								
Southbound								
L	346	1770	0.71	0.20	93.1	F		
							237.2	F
R	310	1583	1.46	0.20	315.7	F		

Intersection Delay = 75.4 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/1/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Fowler Street
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Fowler Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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	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			0			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	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	A	
	Right		A	A			Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		39.0	47.0	42.0				23.0	7.0	54.0	
Yellow		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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
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		
Southbound								
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	F		

Intersection Delay = 178.6 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/1/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Evans Avenue
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Evans Avenue

SIGNALIZED INTERSECTION SUMMARY

	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	1	0	1
LGConfig	L	T			T	R				L		R
Volume	165	2434			2613	109				198		315
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						30						30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			NB	Left				
	Thru		A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left					SB	Left	A			
	Thru		A				Thru				
	Right		A				Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		35.0	134.0					45.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	269	1770	0.65	0.15	97.0	F		
T	3825	5085	0.67	0.75	14.7	B	19.9	B
Westbound								
T	2963	5085	0.93	0.58	49.6	D	48.7	D
R	922	1583	0.09	0.58	21.2	C		
Northbound								
Southbound								
L	346	1770	0.60	0.20	87.2	F		
							114.9	F
R	310	1583	0.97	0.20	134.1	F		

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/29/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at Metro Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Metro Parkway

SIGNALIZED INTERSECTION SUMMARY

	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	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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			0			30			30			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4			5	6	7	8
EB Left			A		NB	Left	A	A		
Thru		A	A			Thru		A	A	
Right		A	A			Right		A	A	
Peds						Peds				
WB Left	A				SB	Left	A			
Thru	A	A				Thru			A	
Right	A	A				Right			A	
Peds						Peds				
NB Right	A				EB	Right				
SB Right					WB	Right				
Green	32.5	57.5	13.5				34.5	16.5	42.5	
Yellow	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	

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	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		
Northbound								
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		
Southbound								
L	266	1770	0.71	0.15	101.5	F		
T	654	3539	1.18	0.18	191.3	F	238.2	F
R	293	1583	1.58	0.18	372.1	F		

Intersection Delay = 150.0+(sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 11/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial @ Veronica Shoemaker
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Veronica Shoemaker Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			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	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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			42			42			42			42

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			NB	Left	A	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		A			EB	Right				
SB	Right					WB	Right				
Green			18.0	94.0				11.0	25.0		
Yellow			4.0	4.0				4.0	4.0		
All Red			2.0	2.0				0.0	2.0		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	B		
Westbound								
L	363	3433	0.76	0.11	83.0	F		
T	2812	5085	0.63	0.55	26.5	C	34.0	C
R	875	1583	0.02	0.55	17.2	B		
Northbound								
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		
Southbound								
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	66.1	E		

Intersection Delay = 43.5 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/16/04
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Challenger Blvd.
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Challenger Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	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	T	R	L	TR		L	TR			LTR	
Volume	9	2518	51	18	1985	14	167	5	5	5	5	10
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
RTOR Vol			42			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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					EB	Right				
SB	Right					WB	Right				
Green		7.0	120.0					13.0	8.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		2.0	2.0					0.0	2.0		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	A		
Westbound								
L	73	1770	0.26	0.04	80.9	F		
TR	2548	3610	0.83	0.71	20.0-	B	20.5	C
Northbound								
L	212	1770	0.83	0.15	92.3	F		
TR	253	1723	0.04	0.15	62.3	E	90.7	F
Southbound								
LTR	75	1584	0.28	0.05	80.3	F	80.3	F

Intersection Delay = 33.3 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at Winkler Av
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Winkler Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			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	2	0
LGConfig	L	T	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						0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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						Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green			7.0	80.0				18.5	28.0	7.0	
Yellow			5.1	5.1				4.4	4.4	4.4	
All Red			1.8	1.8				0.0	0.0	2.5	

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	73	1770	0.07	0.04	78.8	E		
T	2393	5085	0.82	0.47	41.0	D	41.1	D
Northbound								
L	193	1770	0.53	0.11	74.4	E		
TR	142	3453	0.91	0.04	130.3	F	105.6	F
Southbound								
L	1028	3433	1.04	0.30	97.3	F		
TR	810	3496	0.18	0.23	52.5	D	91.9	F

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Six Mile Cypress
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: Six Mile Cypress Parkway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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	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			27			20			42			84

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0	8.0	65.0			8.0	45.8	
Yellow	5.1	5.1	5.1			4.4	4.4	
All Red	0.0	0.0	1.9			2.6	2.6	

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
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	C		
Northbound								
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		
Southbound								
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		

Intersection Delay = 205.7 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 SB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	2	0	0	0	0	1	0	0
LGConfig		T		L	T					L		
Volume		3496		133	2018					90		
Lane Width		12.0		12.0	12.0					12.0		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru		A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru	A	A				Thru				
	Right						Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		15.0	126.4					11.0			
Yellow		5.1	5.1					4.0			
All Red		0.0	1.6					1.8			

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	3781	5085	0.97	0.74	29.6	C	29.6	C
Westbound								
L	156	1770	0.90	0.09	120.3	F		
T	3050	3539	0.70	0.86	4.8	A	11.9	B
Northbound								
Southbound								
L	115	1770	0.83	0.06	115.4	F		
							115.4	F

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 NB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : 2010
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	2	0	0	0	0	0
LGConfig		T			T		L					
Volume		2152			1129		1022					
Lane Width		12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		112.0				45.2		
Yellow		5.1				4.0		
All Red		1.2				2.5		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2332	3539	0.97	0.66	40.1	D	40.1	D
Westbound								
T	2332	3539	0.51	0.66	15.1	B	15.1	B
Northbound								
L	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

2020 AM Peak Hour HCS Intersection Analysis

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: PBS&J
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

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	349	196			176	22
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	367	206			185	23
Percent Heavy Vehicles	9	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				119	0	358
Peak Hour Factor, PHF				0.95	0.95	0.95
Hourly Flow Rate, HFR				125	0	376
Percent Heavy Vehicles				9	9	9
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				0	1	1
Configuration				LT		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L					LT		R
v (vph)	367					125		376
C(m) (vph)	1311					227		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		B
Approach Delay							18.5	
Approach LOS							C	

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 12/30/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at I-75 NB Ramp
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: I-75 NB Ramp

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			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	T			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						60			60			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A					Thru	A			
	Right						Right	A			
	Peds						Peds				
WB	Left					SB	Left				
	Thru		A				Thru				
	Right		A				Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		59.3	15.3					28.4			
Yellow		4.0	4.0					4.0			
All Red		1.0	2.0					2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	846	1656	0.96	0.51	50.1	D		
T	1637	3312	0.22	0.49	17.2	B	40.2	D
Westbound								
T	477	3312	0.88	0.14	66.9	E	65.0	E
R	189	1482	0.67	0.13	58.6	E		
Northbound								
LT	421	1662	0.93	0.25	70.7	E	63.9	E
R	351	1482	0.29	0.24	38.0	D		
Southbound								

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/30/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at I-75 SB Ramp
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: I-75 SB Ramp

SIGNALIZED INTERSECTION SUMMARY

	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	0	1	1
LGConfig		T	R	L	T						LT	R
Volume		1002	516	47	715					105	10	867
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
RTOR Vol			60									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru	A					Thru				
	Right	A					Right				
	Peds						Peds				
WB	Left		A			SB	Left	A			
	Thru		A				Thru	A			
	Right						Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	A				WB	Right				
Green		43.0	30.0					30.0			
Yellow		4.0	4.0					4.0			
All Red		1.0	2.0					2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	1187	3312	0.89	0.36	44.8	D	48.1	D
R	531	1482	0.90	0.36	55.4	E		
Westbound								
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
R	976	1482	0.87	0.66	25.0	C		

Intersection Delay = 43.7 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 11/16/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at Taylor Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	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	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			60			60			56

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	A			
Green		11.0	40.0					9.0	28.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		1.0	2.0					1.0	2.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
L	166	1656	0.67	0.10	58.1	E		
T	1204	3312	0.69	0.36	31.4	C	32.5	C
R	741	1482	0.80	0.50	29.2	C		
Northbound								
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		
Southbound								
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	1482	0.00	0.25	30.6	C		

Intersection Delay = 34.9 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 NB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			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	T			T	R		LT	R			
Volume	462	7			9	7	123	7	7			
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
RTOR Vol						7			7			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A	A				Thru	A			
	Right						Right	A			
	Peds						Peds				
WB	Left					SB	Left				
	Thru		A				Thru				
	Right		A				Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		35.0	7.0					32.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	702	1805	0.69	0.39	25.9	C		
T	1845	3610	0.00	0.51	10.8	B	25.7	C
Westbound								
T	281	3610	0.03	0.08	38.4	D	38.4	D
R	126	1615	0.00	0.08	38.3	D		
Northbound								
LT	645	1814	0.21	0.36	20.4	C	20.4	C
R	574	1615	0.00	0.36	18.7	B		
Southbound								

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 3/9/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 SB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	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	0	1	1
LGConfig		T	R	L	T						LT	R
Volume		462	283	14	118					7	9	384
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
RTOR Vol			80									80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru	A					Thru				
	Right	A					Right				
	Peds						Peds				
WB	Left		A			SB	Left	A			
	Thru	A	A				Thru	A			
	Right						Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		25.0	12.0					37.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	1003	3610	0.48	0.28	27.5	C	27.6	C
R	449	1615	0.48	0.28	27.9	C		
Westbound								
L	241	1805	0.06	0.13	34.2	C		
T	1645	3610	0.08	0.46	13.8	B	16.0	B
Northbound								
Southbound								
LT	764	1859	0.02	0.41	15.8	B	19.8	B
R	664	1615	0.48	0.41	20.0+	C		

Intersection Delay = 24.0 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: US 41 at Tuckers Grade
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	T	R	L	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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		A			EB	Right				
SB	Right					WB	Right				
Green		7.0	29.0					8.0	11.0	39.0	
Yellow		4.0	4.0					4.0	4.0	4.0	
All Red		2.0	2.0					0.0	0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	105	1805	0.35	0.06	56.4	E		
TR	111	1900	0.06	0.06	53.6	D	55.9	E
Westbound								
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		
Northbound								
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	B		
Southbound								
L	346	1805	0.90	0.19	73.5	E		
T	1773	3800	0.91	0.47	37.5	D	43.3	D
R	727	1615	0.00	0.45	18.2	B		

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/23/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Notre Dame Boulevard

Inter.: US 41 at Notre Dame Blvd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	0	0	1	2	0	0	2	0
LGConfig		LTR					L	T			TR	
Volume	29	0	92				15	1179			1762	18
Lane Width		12.0					12.0	12.0			12.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A				NB Left	A			
Thru	A				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				
Green	32.0					7.0	65.0		
Yellow	4.0					4.0	4.0		
All Red	2.0					0.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	449	1685	0.29	0.27	35.3	D	35.3	D
Westbound								
Northbound								
L	105	1805	0.15	0.06	54.4	D		
T	2286	3610	0.54	0.63	12.6	B	13.1	B
Southbound								
TR	1953	3605	0.96	0.54	38.5	D	38.5	D

Intersection Delay = 28.6 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 12/28/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Rd/Burnt Store Rd

Inter.: US 41 at Burnt Store Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	T	R	L	T	R	L	T	R	L	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			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	A			
Green		21.0	5.0	18.0				10.0	40.0		
Yellow		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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
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		
Southbound								
L	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	C		

Intersection Delay = 52.2 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Acline Road

Inter.: Burnt Store Road at Acline Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	0	1	2	1	1	2	1
LGConfig	L	TR			LTR		L	T	R	L	T	R
Volume	7	7	7	29	7	119	7	1241	13	21	995	10
Lane Width	12.0	12.0			12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			13			10

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Thru	A				Thru		A		
Right	A				Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	20.0					8.0	74.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	147	880	0.05	0.17	42.1	D		
TR	269	1612	0.05	0.17	42.1	D	42.1	D
Westbound								
LTR	244	1465	0.67	0.17	53.7	D	53.7	D
Northbound								
L	110	1656	0.06	0.07	52.7	D		
T	2042	3312	0.64	0.62	15.2	B	15.4	B
R	914	1482	0.00	0.62	8.8	A		
Southbound								
L	110	1656	0.20	0.07	53.9	D		
T	2042	3312	0.51	0.62	13.1	B	14.0	B
R	914	1482	0.00	0.62	8.8	A		

Intersection Delay = 17.5 (sec/veh) Intersection LOS = B

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		1160	6	72	954	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		1221	6	75	1004	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			No			
Lanes		2	1	1	2	
Configuration		T	R	L	T	
Upstream Signal?		No			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	36	0	63			
Peak Hour Factor, PHF	0.95	0.95	0.95			
Hourly Flow Rate, HFR	37	0	66			
Percent Heavy Vehicles	5	5	5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	1	1	0			
Configuration	L		TR			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		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		B	D		B			
Approach Delay				22.0				
Approach LOS				C				

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Zemel Rd/Yacht Club Boulevard

Inter.: Burnt Store @ Zemel/Yacht Club
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			20			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru	A				Thru		A	
Right	A				Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	28.0					11.0	63.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	284	1218	0.73	0.23	51.4	D		
TR	353	1511	0.18	0.23	37.0	D	48.1	D
Westbound								
L	291	1249	0.09	0.23	36.2	D		
TR	350	1502	0.26	0.23	37.9	D	37.5	D
Northbound								
L	152	1656	0.16	0.09	50.8	D		
T	1739	3312	0.77	0.52	24.8	C	25.3	C
R	778	1482	0.00	0.52	13.5	B		
Southbound								
L	152	1656	0.83	0.09	83.8	F		
T	1739	3312	0.59	0.52	20.1	C	27.0	C
R	778	1482	0.01	0.52	13.6	B		

Intersection Delay = 28.5 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/07/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Cape Horn Boulevard

Inter.: Burnt Store Rd/Cape Horn Blvd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			0			7			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Thru	A				Thru		A		
Right	A				Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	17.0					7.0	78.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	181	1281	0.43	0.14	48.7	D		
TR	228	1612	0.06	0.14	44.7	D	48.1	D
Westbound								
L	185	1305	0.04	0.14	44.5	D		
TR	217	1535	0.16	0.14	45.5	D	45.4	D
Northbound								
L	97	1656	0.07	0.06	53.7	D		
T	2153	3312	0.59	0.65	12.4	B	12.6	B
R	963	1482	0.00	0.65	7.4	A		
Southbound								
L	97	1656	0.11	0.06	54.1	D		
T	2153	3312	0.45	0.65	10.6	B	10.9	B
R	963	1482	0.05	0.65	7.6	A		

Intersection Delay = 13.8 (sec/veh) Intersection LOS = B

HCS2000: Unsignalized Intersections Release 4.1d

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 period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		1174	12	30	913	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		1235	12	31	961	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes		2	0	1	2	
Configuration		T	TR	L	T	
Upstream Signal?		No			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	15		50			
Peak Hour Factor, PHF	0.95		0.95			
Hourly Flow Rate, HFR	15		52			
Percent Heavy Vehicles	5		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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		0.21				
95% queue length		0.18		0.76				
Control Delay		12.1		18.9				
LOS		B		C				
Approach Delay				18.9				
Approach LOS				C				

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/9/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Saragossa Lane

Inter.: Burnt Store Rd/Saragossa Ln
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			0			36			20

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Thru	A				Thru		A		
Right	A				Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	21.0					9.0	72.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	228	1301	0.03	0.17	41.1	D		
TR	286	1632	0.08	0.17	41.5	D	41.4	D
Westbound								
L	237	1356	0.17	0.17	42.5	D		
TR	274	1565	0.18	0.17	42.4	D	42.4	D
Northbound								
L	130	1736	0.10	0.08	52.1	D		
T	2083	3471	0.58	0.60	15.1	B	15.5	B
R	932	1553	0.00	0.60	9.6	A		
Southbound								
L	128	1703	0.57	0.08	59.6	E		
T	2044	3406	0.43	0.60	13.1	B	16.7	B
R	914	1524	0.00	0.60	9.6	A		

Intersection Delay = 17.4 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/9/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Peppercorn Road

Inter.: Burnt Store Rd/Peppercorn Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	0	0	1	2	0	1	2	1
LGConfig	L	TR					L	T		L	T	R
Volume	85	0	22				12	1198		0	921	69
Lane Width	12.0	12.0					12.0	12.0		12.0	12.0	12.0
RTOR Vol			0									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	A	A	
Right	A				Right			
Peds					Peds			
WB Left					SB Left		A	
Thru					Thru		A	
Right					Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0					25.0	52.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	355	1703	0.25	0.21	40.0	D		
TR	324	1553	0.07	0.21	38.3	D	39.7	D
Westbound								
Northbound								
L	362	1736	0.04	0.21	37.9	D		
T	2401	3471	0.53	0.69	9.2	A	9.5	A
Southbound								
L	172	396	0.00	0.43	19.3	B		
T	1476	3406	0.66	0.43	28.0	C	27.9	C
R	660	1524	0.01	0.43	19.4	B		

Intersection Delay = 18.5 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Vincent Avenue

Inter.: Burnt Store Rd/Vincent Ave
Area Type: All other areas
Jurisd: Charlotte/Lee County Line
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	104		25				85	1328			965	98
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			25									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				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			
Green	17.0					14.0	71.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	235	1656	0.46	0.14	48.8	D		
							48.8	D
R	210	1482	0.00	0.14	44.2	D		
Westbound								
Northbound								
L	193	1656	0.46	0.12	51.2	D		
T	2512	3312	0.56	0.76	6.3	A	9.0	A
Southbound								
T	1960	3312	0.52	0.59	14.7	B	14.5	B
R	877	1482	0.05	0.59	10.3	B		

Intersection Delay = 12.8 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Islamorada Blvd (Marina Ent)

Inter.: Burnt Store at Marina Ent
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	140		97				53	1273			937	53
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			60									53

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			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				
Green			15.0						15.0	72.0	
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 Grp	Lane Group	Adj Sat Flow Rate	Ratios		Lane Group		Approach	
	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	213	1703	0.69	0.13	59.4	E		
							56.9	E
R	194	1553	0.20	0.13	47.6	D		
Westbound								
Northbound								
L	217	1736	0.26	0.13	48.1	D		
T	2690	3471	0.50	0.77	5.1	A	6.8	A
Southbound								
T	2044	3406	0.48	0.60	13.7	B	13.7	B
R	914	1524	0.00	0.60	9.6	A		

Intersection Delay = 13.1 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Kismet Parkway

Inter.: Burnt Store Rd @ Kismet Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	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			0			60			12

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Green	25.0					16.0	13.0	46.0
Yellow	4.0					4.0	4.0	4.0
All Red	2.0					0.0	0.0	2.0

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	269	1293	0.06	0.21	38.2	D		
TR	352	1692	0.10	0.21	38.6	D	38.4	D
Westbound								
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		
Northbound								
L	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	C		
Southbound								
L	455	1656	0.82	0.28	52.3	D		
T	1739	3312	0.49	0.52	18.5	B	28.7	C
R	778	1482	0.00	0.52	13.5	B		

Intersection Delay = 32.8 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/7/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Van Buren Parkway

Inter.: Burnt Store Rd/Van Buren Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			52			7

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Thru	A				Thru		A		
Right	A				Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	15.0					16.0	71.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	155	1242	0.05	0.13	46.3	D		
TR	202	1612	0.07	0.13	46.5	D	46.4	D
Westbound								
L	163	1305	0.21	0.13	47.8	D		
TR	189	1509	0.36	0.13	49.3	D	48.8	D
Northbound								
L	221	1656	0.03	0.13	45.3	D		
T	1960	3312	0.53	0.59	14.8	B	15.0	B
R	877	1482	0.00	0.59	10.0+	B		
Southbound								
L	221	1656	0.40	0.13	48.8	D		
T	1960	3312	0.41	0.59	13.3	B	16.9	B
R	877	1482	0.00	0.59	10.0+	B		

Intersection Delay = 17.8 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Diplomat Parkway

Inter.: Burnt Store Rd @ Diplomat Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	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			60			60			7

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Thru	A				Thru		A		
Right	A				Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	11.0					16.0	75.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	120	1313	0.06	0.09	50.0	D		
TR	148	1612	0.09	0.09	50.2	D	50.1	D
Westbound								
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		
Northbound								
L	221	1656	0.03	0.13	45.3	D		
T	2070	3312	0.48	0.63	12.2	B	12.3	B
R	926	1482	0.04	0.63	8.7	A		
Southbound								
L	221	1656	0.61	0.13	53.7	D		
T	2070	3312	0.37	0.63	11.0	B	17.5	B
R	926	1482	0.00	0.63	8.4	A		

Intersection Delay = 16.5 (sec/veh) Intersection LOS = B

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	21	885	123	51	783	8
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	22	931	129	53	824	8
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			No			No
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?		Yes			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	18	30	16	7	43	26
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	18	31	16	7	45	27
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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	B	D	D	C	D	E	C
Approach Delay				26.0			27.9	
Approach LOS				D			D	

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Embers Parkway

Inter.: Burnt Store Rd at Embers Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			0			60			17

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		7.0	11.0					16.0	62.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		2.0	2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	97	1656	0.11	0.06	54.1	D		
TR	287	3135	0.51	0.09	53.4	D	53.5	D
Westbound								
L	97	1656	0.42	0.06	57.5	E		
TR	268	2926	0.52	0.09	53.8	D	54.6	D
Northbound								
L	221	1656	0.22	0.13	46.9	D		
T	1711	3312	0.49	0.52	18.9	B	20.3	C
R	766	1482	0.03	0.52	14.3	B		
Southbound								
L	221	1656	0.60	0.13	53.5	D		
T	1711	3312	0.43	0.52	18.2	B	23.6	C
R	766	1482	0.00	0.52	14.0	B		

Intersection Delay = 27.1 (sec/veh) Intersection LOS = C

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
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	Undivided			/		
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	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	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?/Storage			/			/
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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	10	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	B
Approach Delay				28.3			17.1	
Approach LOS				D			C	

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/16/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Pine Island Road

Inter.: Burnt Store at Pine Island
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	2	1	1	2	1
LGConfig	L	T	R	L	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			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		10.0	7.0	27.2				24.4	23.2		
Yellow		4.0	4.0	4.8				4.0	4.8		
All Red		0.0	0.0	2.0				2.8	1.8		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	298	1703	0.83	0.17	64.8	E		
T	1094	3438	0.59	0.32	35.1	D	41.6	D
R	494	1553	0.59	0.32	36.1	D		
Westbound								
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		
Northbound								
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		
Southbound								
L	346	1703	0.82	0.20	59.9	E		
T	658	3406	0.67	0.19	47.5	D	51.3	D
R	295	1524	0.25	0.19	41.5	D		

Intersection Delay = 46.3 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/4/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Surfside Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	1	1	1	1	0
LGConfig	L	T	R	L	T	R	L	T	R	L	TR	
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			60			60			60			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru		A				Thru	A			
	Right		A				Right	A			
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right					WB	Right				
Green		23.0	41.0					37.0			
Yellow		4.0	4.5					4.0			
All Red		2.5	2.0					2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	362	1736	0.86	0.21	64.5	E		
T	1186	3471	0.49	0.34	31.6	C	42.9	D
R	531	1553	0.02	0.34	26.2	C		
Northbound								
L	398	1290	0.15	0.31	30.3	C		
T	563	1827	0.29	0.31	31.9	C	22.4	C
R	854	1553	0.53	0.55	17.8	B		
Southbound								
L	343	1113	0.26	0.31	31.6	C		
TR	545	1767	0.14	0.31	30.2	C	30.9	C

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/4/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Chiquita Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	2	2	1	1	2	1	1	2	1
LGConfig	L	T	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A				EB	Right				
SB	Right					WB	Right				
Green		17.5	30.0					20.0	5.0	20.0	
Yellow		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

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	253	1736	0.60	0.15	51.9	D		
T	974	3654	0.96	0.27	63.4	E	58.3	E
R	388	1553	0.58	0.25	41.7	D		
Westbound								
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		
Northbound								
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		
Southbound								
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		

Intersection Delay = 57.8 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/5/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Skyline Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Skyline Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	0	2	2	1
LGConfig	L	T	R	L	T	R	L	T		L	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						57

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A		
	Thru			A			Thru		A	A	
	Right			A			Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		7.5	5.0	46.0				7.0	5.0	22.5	
Yellow		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	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	B		
Westbound								
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		
Northbound								
L	196	3367	0.30	0.06	55.0-	D		
T	746	3654	1.00	0.20	81.0	F	79.2	E
Southbound								
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	C		

Intersection Delay = 58.8 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/5/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Santa Barbara
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Santa Barbara Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	2	2	2	1	2	2	1
LGConfig	L		R	L		R	L	T	R	L	T	R
Volume	313		157	436		689	102	970	761	858	704	154
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			0			240			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A	A		
	Thru						Thru		A	A	
	Right		A				Right		A	A	
	Peds						Peds				
NB	Right	A				EB	Right	A			
SB	Right					WB	Right	A	A		
Green		17.0	13.1					12.0	17.0	34.5	
Yellow		3.5	5.0					3.5	3.5	4.5	
All Red		1.8	1.8					0.0	0.0	2.8	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	477	3367	0.69	0.14	53.2	D		
							48.9	D
R	413	1553	0.25	0.27	34.9	C		
Westbound								
L	492	3471	0.93	0.14	75.9	E		
							45.8	D
R	1193	2733	0.61	0.44	26.8	C		
Northbound								
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		
Southbound								
L	940	3471	0.96	0.27	63.5	E		
T	1591	3471	0.47	0.46	22.6	C	43.6	D
R	712	1553	0.14	0.46	18.9	B		

Intersection Delay = 47.0 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/5/2005
Period: PM Peak Hour
Inter.: Veterans at Country Club
Area Type: All other areas
Jurisd: Lee County
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

	Eastbound			Westbound			Northbound			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	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			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			SB	Left	A	A		
	Thru		A	A			Thru		A	A	
	Right		A	A			Right		A	A	
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right	A				WB	Right	A			
Green		10.0	13.0	42.0				10.0	8.0	10.0	
Yellow		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	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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	B		
Northbound								
L	347	3471	0.90	0.10	79.0	E		
T	305	3654	1.10	0.08	137.7	F	101.1	F
R	336	1553	0.26	0.22	39.4	D		
Southbound								
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		

Intersection Delay = 69.4 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/5/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Del Prado
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	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	T	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			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	A		
Thru					Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right	A		
SB Right		A	A		WB Right	A		
Green		21.0	7.0			25.0		
Yellow		4.0	4.0			4.0	4.5	
All Red		2.0	4.5			4.5	3.0	

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	614	3471	0.90	0.18	68.3	E		
							59.2	E
R	851	2733	0.87	0.31	52.4	D		
Westbound								
L	614	3471	0.60	0.18	51.0	D		
							46.9	D
R	484	1553	0.66	0.31	42.1	D		
Northbound								
L	668	3471	0.78	0.19	55.9	E		
TR	1955	5240	0.91	0.37	45.8	D	48.1	D
Southbound								
L	1081	5207	0.65	0.21	48.7	D		
T	1961	5481	0.79	0.36	39.6	D	35.9	D
R	1051	1553	0.61	0.68	12.7	B		

Intersection Delay = 45.0 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 2/8/05
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at McGregor Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: McGregor Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			55			55			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A		A	
	Thru	A					Thru			A	
	Right	A					Right			A	
	Peds						Peds				
WB	Left		A			SB	Left	A	A	A	
	Thru						Thru		A	A	
	Right		A				Right		A	A	
	Peds						Peds				
NB	Right		A			EB	Right				
SB	Right					WB	Right				
Green		7.0	20.0					7.0	7.0	66.0	
Yellow		4.0	4.0					4.0	4.0	4.0	
All Red		1.0	1.0					0.0	0.0	1.0	

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	95	1770	0.07	0.05	58.8	E		
TR	93	1723	0.15	0.05	59.4	E	59.2	E
Westbound								
L	272	1770	0.88	0.15	80.7	F		
							99.7	F
R	244	1583	1.02	0.15	118.0	F		
Northbound								
L	152	1770	0.00	0.56	0.0	A		
T	946	1863	1.01	0.51	55.0-	D	46.8	D
R	1047	1583	0.17	0.66	3.4	A		
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Summerlin Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Summerlin Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	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	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			20

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			SB	Left	A			
	Thru		A	A			Thru			A	
	Right		A	A			Right			A	
	Peds						Peds				
NB	Right	A	A			EB	Right				
SB	Right					WB	Right				
Green		7.0	37.0	119.0				18.0	10.0	11.0	
Yellow		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: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	769	3539	1.12	0.22	161.0	F		
TR	3919	5564	0.49	0.70	15.4	B	60.6	E
Northbound								
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	1.00	0.35	113.5	F		
Southbound								
L	154	1770	0.99	0.09	175.4	F		
T	105	1863	0.58	0.06	113.7	F	157.8	F
R	89	1583	0.00	0.06	102.4	F		

Intersection Delay = 80.2 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at DeLeon Street
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: DeLeon Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	0	0	1	0	0	1	0
LGConfig	L	T	R	L	TR			LTR			LTR	
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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru		A				Thru	A			
	Right		A				Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		25.0	145.0					42.0			
Yellow		4.0	4.0					4.0			
All Red		2.0	2.0					2.0			

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	B		
Westbound								
L	208	1770	0.94	0.12	145.7	F		
TR	3458	5411	0.69	0.64	27.3	C	36.3	D
Northbound								
LTR	258	1414	0.98	0.18	142.9	F	142.9	F
Southbound								
LTR	183	1000	0.72	0.18	101.5	F	101.5	F

Intersection Delay = 45.4 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 02/07/05
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd. at US 41
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	1	2	1	0	2	3	1	2	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			100			0			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A				EB	Right	A			
SB	Right	A				WB	Right				
Green		22.5	26.0					10.5	5.0	33.0	
Yellow		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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	644	3433	0.43	0.19	43.5	D		
TR	376	1612	1.00	0.23	93.1	F	72.1	E
Northbound								
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		
Southbound								
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	B		

Intersection Delay = 53.0 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Solomon Boulevard
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Solomon Boulevard

SIGNALIZED INTERSECTION SUMMARY

	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	1	0	1
LGConfig	L	T			T	R				L		R
Volume	359	2402			1797	90				39		269
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						30						30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		54.0	115.0					45.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	456	1770	0.83	0.75	84.4	F		
T	3825	5085	0.66	0.75	14.5	B	23.6	C
Westbound								
T	2543	5085	0.74	0.50	47.0	D	46.5	D
R	792	1583	0.08	0.50	30.0	C		
Northbound								
Southbound								
L	346	1770	0.12	0.20	76.3	E		
							99.8	F
R	310	1583	0.81	0.20	103.6	F		

Intersection Delay = 36.6 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Fowler Street
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Fowler Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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	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			30			30			0			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		A	A		Thru		A	A	
Right		A	A		Right		A	A	
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	29.0	58.0	42.0			17.0	7.0	49.0	
Yellow	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: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
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		
Southbound								
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		

Intersection Delay = 221.7 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Evans Avenue
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Evans Avenue

SIGNALIZED INTERSECTION SUMMARY

	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	1	0	1
LGConfig	L	T			T	R				L		R
Volume	316	2561			2154	188				89		126
Lane Width	12.0	12.0			12.0	12.0				12.0		12.0
RTOR Vol						30						30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left				
	Thru	A	A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left					SB	Left	A			
	Thru		A				Thru				
	Right		A				Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		52.0	132.0					30.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	400	1770	0.83	0.23	98.8	F		
T	4156	5085	0.65	0.82	8.5	A	18.4	B
Westbound								
T	2918	5085	0.78	0.57	39.1	D	38.0	D
R	909	1583	0.18	0.57	23.4	C		
Northbound								
Southbound								
L	231	1770	0.41	0.13	93.0	F		
							93.9	F
R	206	1583	0.49	0.13	94.7	F		

Intersection Delay = 29.5 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at Metro Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Metro Parkway

SIGNALIZED INTERSECTION SUMMARY

	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	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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			0			30			30			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A				EB	Right	A	A		
SB	Right	A				WB	Right				
Green		56.2	58.0					19.0	18.5	48.0	
Yellow		4.5	4.5					4.5	4.5	4.5	
All Red		1.8	3.0					0.0	0.0	3.0	

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
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		
Southbound								
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		

Intersection Delay = 129.7 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial @ Veronica Shoemaker
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Veronica Shoemaker Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			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	1	2	1
LGConfig	L	T	R	L	T	R	L	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			42			42			42			42

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			SB	Left	A			
	Thru		A	A			Thru			A	
	Right		A	A			Right			A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		22.0	7.0	69.0				7.0	7.0	30.0	
Yellow		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: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
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		
Southbound								
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		

Intersection Delay = 53.7 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/16/04
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Challenger Blvd.
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Challenger Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	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	T	R	L	TR		L	TR			LTR	
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			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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					EB	Right				
SB	Right					WB	Right				
Green		7.0	108.0					26.0	7.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		2.0	2.0					0.0	2.0		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	73	1770	0.74	0.04	113.2	F		
T	2410	3725	0.89	0.65	29.9	C	31.0	C
R	1006	1583	0.12	0.64	12.3	B		
Westbound								
L	94	1770	0.67	0.05	96.0	F		
TR	2404	3716	1.12	0.65	90.0	F	90.1	F
Northbound								
L	364	1770	0.99	0.23	109.1	F		
TR	375	1723	0.04	0.22	52.5	D	107.0	F
Southbound								
LTR	65	1572	0.32	0.04	82.1	F	82.1	F

Intersection Delay = 66.1 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at Winkler Ave.
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Winkler Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	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	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				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		
Green		7.0	5.0	76.0				9.0	27.0	14.1	
Yellow		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	

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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	B		
Northbound								
L	94	1770	0.71	0.05	101.6	F		
TR	289	3480	0.87	0.08	100.5	F	100.7	F
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Six Mile Cypress
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Six Mile Cypress Parkway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	4	0	2	4	1	2	3	0	2	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						42						42

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A	A		
	Thru			A			Thru		A	A	
	Right						Right				
	Peds						Peds				
WB	Left	A	A			SB	Left	A			
	Thru		A	A			Thru			A	
	Right		A	A			Right			A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	A				WB	Right				
Green		23.0	20.5	60.5				7.0	15.0	13.0	
Yellow		5.1	5.1	4.0				4.4	4.4	4.0	
All Red		0.0	0.0	2.0				0.0	0.0	2.0	

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	505	3433	0.70	0.15	73.2	E		
T	2739	7451	0.84	0.37	51.7	D	54.6	D
Westbound								
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		
Northbound								
L	591	3539	0.43	0.17	64.1	E		
T	1131	5588	0.66	0.20	63.8	E	63.8	E
Southbound								
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		

Intersection Delay = 50.5 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/16/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd @ I-75 Ramp SPUI
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: I-75 Ramps SPUI

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	4	0	2	4	0	2	0	2	2	0	2
LGConfig	L	T		L	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									0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left		A		
	Thru		A				Thru				
	Right						Right		A		
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru		A				Thru				
	Right						Right	A			
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right	A				WB	Right				
Green		41.6	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		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	840	3433	1.32	0.24	214.6	F		
T	1595	6780	0.59	0.24	58.4	E	142.4	F
Westbound								
L	840	3433	0.19	0.24	51.0	D		
T	1841	7451	1.09	0.25	115.8	F	111.1	F
Northbound								
L	868	3433	1.64	0.25	356.5	F		
							264.2	F
R	1482	2787	0.37	0.53	23.3	C		
Southbound								
L	412	3433	0.42	0.12	70.0	E		
							143.8	F
R	1016	2787	1.20	0.36	154.3	F		

Intersection Delay = 165.3 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 SB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	2	0	0	0	0	1	0	0
LGConfig		T		L	T					L		
Volume		1952		152	3114					165		
Lane Width		12.0		12.0	12.0					12.0		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left	A				SB Left	A		
Thru	A	A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	41.6	92.8				18.0		
Yellow	5.1	5.1				4.0		
All Red	0.0	1.6				1.8		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2776	5085	0.74	0.55	30.5	C	30.5	C
Westbound								
L	433	1770	0.37	0.24	53.8	D		
T	3101	3725	1.06	0.83	48.1	D	48.4	D
Northbound								
Southbound								
L	187	1770	0.93	0.11	121.7	F		
							121.7	F

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 NB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	2	0	0	0	0	0
LGConfig		T			T		L					
Volume		1067			1914		1352					
Lane Width		12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		90.4				66.8		
Yellow		5.1				4.0		
All Red		1.2				2.5		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	1882	3539	0.60	0.53	27.8	C	27.8	C
Westbound								
T	2025	3725	1.00	0.54	57.4	E	57.4	E
Northbound								
L	1432	3539	0.99	0.40	72.6	E	72.6	E
Southbound								

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

2020 PM Peak Hour HCS Intersection Analysis

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	191	354			144	18
Peak-Hour Factor, PHF	0.95	0.95			0.95	0.95
Hourly Flow Rate, HFR	201	372			151	18
Percent Heavy Vehicles	9	--	--		--	--
Median Type/Storage	Raised curb		/ 1			
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				64	0	519
Peak Hour Factor, PHF				0.95	0.95	0.95
Hourly Flow Rate, HFR				67	0	546
Percent Heavy Vehicles				9	9	9
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		/
Lanes				0	1	1
Configuration				LT		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L					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					C		B
Approach Delay							14.4	
Approach LOS							B	

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 12/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at I-75 NB Ramp
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: I-75 NB Ramp

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			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	T			T	R		LT	R			
Volume	778	448			453	166	316	7	158			
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
RTOR Vol						60			60			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A					Thru	A			
	Right						Right	A			
	Peds						Peds				
WB	Left					SB	Left				
	Thru		A				Thru				
	Right		A				Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		60.3	17.7					25.0			
Yellow		4.0	4.0					4.0			
All Red		1.0	2.0					2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	860	1656	0.95	0.52	47.5	D		
T	1664	3312	0.28	0.50	17.4	B	36.5	D
Westbound								
T	544	3312	0.88	0.16	63.9	E	61.1	E
R	219	1482	0.51	0.15	49.2	D		
Northbound								
LT	374	1662	0.91	0.22	70.8	E	63.9	E
R	309	1482	0.33	0.21	41.0	D		
Southbound								

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at I-75 SB Ramp
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: I-75 SB Ramp

SIGNALIZED INTERSECTION SUMMARY

	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	0	1	1
LGConfig		T	R	L	T						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			60									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru		A				Thru				
	Right		A				Right				
	Peds						Peds				
WB	Left			A		SB	Left	A			
	Thru			A			Thru	A			
	Right						Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right		A			WB	Right				
Green			59.0	30.0					14.0		
Yellow			4.0	4.0					4.0		
All Red			1.0	2.0					2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	1628	3312	0.72	0.49	25.5	C	24.4	C
R	729	1482	0.50	0.49	21.2	C		
Westbound								
L	414	1656	0.39	0.25	38.0	D		
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	B		

Intersection Delay = 29.9 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/16/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at Taylor Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	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	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			60			19

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	A			
Green			12.0	40.0				8.0	28.0		
Yellow			4.0	4.0				4.0	4.0		
All Red			1.0	2.0				1.0	2.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	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		
Westbound								
L	181	1656	0.44	0.11	47.5	D		
T	1204	3312	0.67	0.36	31.0	C	28.7	C
R	728	1482	0.49	0.49	19.3	B		
Northbound								
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	C		
Southbound								
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		

Intersection Delay = 37.8 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 NB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			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	T			T	R		LT	R			
Volume	414	7			16	10	235	10	7			
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
RTOR Vol						10			7			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A	A				Thru	A			
	Right						Right	A			
	Peds						Peds				
WB	Left					SB	Left				
	Thru		A				Thru				
	Right		A				Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		35.0	7.0					32.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	702	1805	0.62	0.39	23.9	C		
T	1845	3610	0.00	0.51	10.8	B	23.7	C
Westbound								
T	281	3610	0.06	0.08	38.5	D	38.5	D
R	126	1615	0.00	0.08	38.3	D		
Northbound								
LT	645	1813	0.40	0.36	22.2	C	22.2	C
R	574	1615	0.00	0.36	18.7	B		
Southbound								

Intersection Delay = 23.5 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 3/9/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 SB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	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	0	1	1
LGConfig		T	R	L	T						LT	R
Volume		411	144	27	224					10	7	382
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
RTOR Vol			80									80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru		A				Thru				
	Right		A				Right				
	Peds						Peds				
WB	Left			A		SB	Left	A			
	Thru		A	A			Thru	A			
	Right						Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green			32.0	7.0				35.0			
Yellow			4.0	4.0				4.0			
All Red			0.0	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	1284	3610	0.34	0.36	21.4	C	21.2	C
R	574	1615	0.12	0.36	19.6	B		
Westbound								
L	140	1805	0.20	0.08	39.6	D		
T	1725	3610	0.14	0.48	13.2	B	16.0	B
Northbound								
Southbound								
LT	717	1844	0.03	0.39	17.0	B	21.4	C
R	628	1615	0.51	0.39	21.6	C		

Intersection Delay = 20.0- (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: US 41 at Tuckers Grade
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	T	R	L	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			60			46

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Thru		A			Thru		A		
Right		A			Right		A		
Peds					Peds				
NB Right		A			EB Right				
SB Right					WB Right				
Green	7.0	29.0				11.0	51.0		
Yellow	4.0	4.0				4.0	4.0		
All Red	2.0	2.0				0.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	105	1805	0.25	0.06	55.2	E		
TR	111	1900	0.06	0.06	53.6	D	54.9	D
Westbound								
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		
Northbound								
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		
Southbound								
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	B		

Intersection Delay = 44.2 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/23/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Notre Dame Boulevard

Inter.: US 41 at Notre Dame Blvd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	0	0	1	2	0	0	2	0
LGConfig		LTR					L	T			TR	
Volume	18	0	81				74	1576			1436	30
Lane Width		12.0					12.0	12.0			12.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				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			
Green	32.0					9.0	63.0	
Yellow	4.0					4.0	4.0	
All Red	2.0					0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	447	1675	0.23	0.27	34.7	C	34.7	C
Westbound								
Northbound								
L	135	1805	0.58	0.08	59.7	E		
T	2286	3610	0.73	0.63	16.1	B	18.1	B
Southbound								
TR	1889	3599	0.82	0.52	26.7	C	26.7	C

Intersection Delay = 22.5 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/28/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Rd/Burnt Store Rd

Inter.: US 41 at Burnt Store Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	T	R	L	T	R	L	T	R	L	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			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	A			
Green		11.0	8.0	21.0				12.0	42.0		
Yellow		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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
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	C		
Northbound								
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		
Southbound								
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		

Intersection Delay = 51.4 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Acline Road

Inter.: Burnt Store Road at Acline Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	0	1	2	1	1	2	1
LGConfig	L	TR			LTR		L	T	R	L	T	R
Volume	7	7	7	73	7	82	7	954	72	113	1129	12
Lane Width	12.0	12.0			12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			60			12

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru	A					Thru		A		
	Right	A					Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		22.0						15.0	65.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	186	1016	0.04	0.18	40.4	D		
TR	296	1612	0.05	0.18	40.4	D	40.4	D
Westbound								
LTR	252	1377	0.67	0.18	52.6	D	52.6	D
Northbound								
L	207	1656	0.03	0.13	46.2	D		
T	1794	3312	0.56	0.54	18.5	B	18.6	B
R	803	1482	0.02	0.54	12.7	B		
Southbound								
L	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	B		

Intersection Delay = 23.6 (sec/veh) Intersection LOS = C

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		879	120	25	1229	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		925	126	26	1293	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			No			
Lanes		2	1	1	2	
Configuration		T	R	L	T	
Upstream Signal?		No			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	64	0	35			
Peak Hour Factor, PHF	0.95	0.95	0.95			
Hourly Flow Rate, HFR	67	0	36			
Percent Heavy Vehicles	5	5	5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	1	1	0			
Configuration	L		TR			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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		B	D		B			
Approach Delay				23.5				
Approach LOS				C				

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: PM Peak Hour
Inter.: Burnt Store @ Zemel/Yacht Club
Area Type: All other areas
Jurisd: Charlotte County
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

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			0			41			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Thru	A				Thru		A		
Right	A				Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	21.0					16.0	65.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	214	1224	0.51	0.17	46.9	D		
TR	266	1521	0.18	0.17	42.5	D	45.5	D
Westbound								
L	222	1266	0.11	0.17	41.8	D		
TR	263	1503	0.32	0.17	44.0	D	43.5	D
Northbound								
L	221	1656	0.14	0.13	46.3	D		
T	1794	3312	0.56	0.54	18.4	B	19.3	B
R	803	1482	0.00	0.54	12.6	B		
Southbound								
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	B		

Intersection Delay = 24.6 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/07/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Cape Horn Boulevard

Inter.: Burnt Store Rd/Cape Horn Blvd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			19			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Thru	A				Thru		A		
Right	A				Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	19.0					11.0	72.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	201	1270	0.22	0.16	44.6	D		
TR	243	1535	0.14	0.16	43.7	D	44.2	D
Westbound								
L	203	1281	0.03	0.16	42.8	D		
TR	241	1523	0.18	0.16	44.1	D	44.0	D
Northbound								
L	152	1656	0.21	0.09	51.2	D		
T	1987	3312	0.50	0.60	13.9	B	15.1	B
R	889	1482	0.00	0.60	9.6	A		
Southbound								
L	152	1656	0.36	0.09	52.6	D		
T	1987	3312	0.58	0.60	15.2	B	16.5	B
R	889	1482	0.08	0.60	10.1	B		

Intersection Delay = 17.3 (sec/veh) Intersection LOS = B

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		976	20	24	1106	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		1027	21	25	1164	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes		2	0	1	2	
Configuration		T	TR	L	T	
Upstream Signal?		No			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	7		14			
Peak Hour Factor, PHF	0.95		0.95			
Hourly Flow Rate, HFR	7		14			
Percent Heavy Vehicles	5		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L		LR				
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		B		C				
Approach Delay				15.6				
Approach LOS				C				

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/9/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Saragossa Lane

Inter.: Burnt Store Rd/Saragossa Ln
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru	A					Thru		A		
	Right	A					Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		21.0						9.0	72.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	227	1297	0.04	0.17	41.2	D		
TR	294	1682	0.05	0.17	41.2	D	41.2	D
Westbound								
L	239	1367	0.16	0.17	42.4	D		
TR	274	1563	0.19	0.17	42.5	D	42.5	D
Northbound								
L	130	1736	0.08	0.08	51.9	D		
T	2083	3471	0.48	0.60	13.6	B	13.9	B
R	932	1553	0.03	0.60	9.8	A		
Southbound								
L	128	1703	0.30	0.08	53.8	D		
T	2044	3406	0.55	0.60	14.6	B	15.8	B
R	914	1524	0.01	0.60	9.7	A		

Intersection Delay = 16.3 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/9/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Peppercorn Road

Inter.: Burnt Store Rd/Peppercorn Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	0	0	1	2	0	1	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									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A					Thru	A	A		
	Right	A					Right				
	Peds						Peds				
WB	Left					SB	Left		A		
	Thru						Thru		A		
	Right						Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		21.0						20.0	61.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	298	1703	0.18	0.17	42.5	D		
TR	272	1553	0.05	0.17	41.3	D	42.2	D
Westbound								
Northbound								
L	289	1736	0.04	0.17	42.0	D		
T	2516	3471	0.41	0.73	6.6	A	6.9	A
Southbound								
L	253	498	0.00	0.51	14.5	B		
T	1731	3406	0.70	0.51	23.8	C	23.8	C
R	775	1524	0.00	0.51	14.5	B		

Intersection Delay = 16.8 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Vincent Avenue

Inter.: Burnt Store Rd/Vincent Ave
Area Type: All other areas
Jurisd: Charlotte/Lee County Line
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	107		27				89	1106			1183	154
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			27									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			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				
Green			15.0					12.0	75.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	207	1656	0.55	0.13	52.3	D		
							52.3	D
R	185	1482	0.00	0.13	45.9	D		
Westbound								
Northbound								
L	166	1656	0.57	0.10	56.0	E		
T	2567	3312	0.45	0.77	4.8	A	8.6	A
Southbound								
T	2070	3312	0.60	0.63	14.0	B	13.7	B
R	926	1482	0.11	0.63	9.1	A		

Intersection Delay = 12.9 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Islamorada Blvd (Marina Ent)

Inter.: Burnt Store at Marina Ent
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	90		147				79	1105			1089	121
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			60									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			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				
Green			15.0					15.0	72.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	213	1703	0.45	0.13	50.1	D		
							50.4	D
R	194	1553	0.47	0.13	50.7	D		
Westbound								
Northbound								
L	217	1736	0.38	0.13	49.4	D		
T	2690	3471	0.43	0.77	4.7	A	7.7	A
Southbound								
T	2044	3406	0.56	0.60	14.8	B	14.6	B
R	914	1524	0.07	0.60	10.1	B		

Intersection Delay = 13.8 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Kismet Parkway

Inter.: Burnt Store Rd @ Kismet Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	T	R	L	T	R	L	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			0			51			15

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Green	28.0					16.0	19.4	36.6	
Yellow	4.0					4.0	4.0	4.0	
All Red	2.0					0.0	0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	300	1287	0.04	0.23	35.7	D		
TR	393	1684	0.08	0.23	36.0	D	35.9	D
Westbound								
L	300	1285	0.19	0.23	37.2	D		
T	407	1743	0.07	0.23	35.9	D	37.7	D
R	617	1482	0.80	0.42	37.8	D		
Northbound								
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		
Southbound								
L	544	1656	0.84	0.33	48.7	D		
T	1743	3486	0.60	0.50	22.1	C	30.1	C
R	741	1482	0.00	0.50	15.0	B		

Intersection Delay = 35.0- (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/7/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Van Buren Parkway

Inter.: Burnt Store Rd/Van Buren Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			0			42			7

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru	A				Thru		A	
Right	A				Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	16.0					15.0	71.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	162	1213	0.04	0.13	45.4	D		
TR	215	1612	0.07	0.13	45.6	D	45.5	D
Westbound								
L	174	1305	0.44	0.13	49.7	D		
TR	200	1501	0.47	0.13	49.8	D	49.8	D
Northbound								
L	207	1656	0.03	0.13	46.2	D		
T	1960	3312	0.43	0.59	13.6	B	13.9	B
R	877	1482	0.00	0.59	10.0+	B		
Southbound								
L	207	1656	0.58	0.13	53.6	D		
T	1960	3312	0.49	0.59	14.3	B	18.7	B
R	877	1482	0.00	0.59	10.0+	B		

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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Diplomat Parkway

Inter.: Burnt Store Rd @ Diplomat Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	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			0			60			60			7

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru	A					Thru		A		
	Right	A					Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		15.0						18.0	69.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	164	1313	0.04	0.13	46.3	D		
TR	202	1612	0.07	0.13	46.5	D	46.4	D
Westbound								
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		
Northbound								
L	248	1656	0.03	0.15	43.6	D		
T	1904	3312	0.43	0.57	14.5	B	14.8	B
R	852	1482	0.01	0.57	10.9	B		
Southbound								
L	248	1656	0.44	0.15	47.6	D		
T	1904	3312	0.51	0.57	15.6	B	18.8	B
R	852	1482	0.00	0.57	10.8	B		

Intersection Delay = 19.7 (sec/veh) Intersection LOS = B

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	67	741	34	51	957	21
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	70	780	35	53	1007	22
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?			No			No
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal?		Yes			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	18	16	11	7	18	20
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	18	16	11	7	18	21
Percent Heavy Vehicles	6	6	6	6	6	6
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L	L	L	T	TR	L	T	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	B	A	D	E	C	D	D	C
Approach Delay				28.4			24.2	
Approach LOS				D			C	

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/19/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Embers Parkway

Inter.: Burnt Store Rd at Embers Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			45			10

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		7.0	11.0					18.0	60.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		2.0	2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	97	1656	0.07	0.06	53.7	D		
TR	277	3019	0.28	0.09	51.4	D	51.6	D
Westbound								
L	97	1656	0.53	0.06	60.1	E		
TR	280	3059	0.60	0.09	56.1	E	57.0	E
Northbound								
L	248	1656	0.29	0.15	46.0	D		
T	1656	3312	0.41	0.50	19.0	B	21.6	C
R	741	1482	0.00	0.50	15.0	B		
Southbound								
L	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	B		

Intersection Delay = 27.9 (sec/veh) Intersection LOS = C

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	68	571	113	39	910	28
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	71	601	118	41	957	29
Percent Heavy Vehicles	6	--	--	6	--	--
Median Type/Storage	Undivided		/			
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	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	64	36	45	27	37	59
Peak Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR	67	37	47	28	38	62
Percent Heavy Vehicles	6	2	6	2	2	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1	1	1	1	1	1
Configuration	L	T	R	L	T	R

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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	B	F	F	B
Approach Delay				265.1			96.9	
Approach LOS				F			F	

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/17/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Pine Island Road

Inter.: Burnt Store at Pine Island
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	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			60			60			20			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		7.0	5.0	30.2				31.4	18.2		
Yellow		4.0	4.0	4.8				4.0	4.8		
All Red		0.0	0.0	2.0				2.8	1.8		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
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		
Northbound								
L	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		
Southbound								
L	446	1703	0.88	0.26	60.0	E		
T	517	3406	0.78	0.15	56.2	E	61.9	E
R	231	1524	0.87	0.15	77.1	E		

Intersection Delay = 54.3 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/4/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Surfside Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	1	1	1	1	0
LGConfig	L	T	R	L	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			60			26			60			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
NB Right	A				EB Right			
SB Right					WB Right			
Green	33.0	50.0				18.0		
Yellow	4.0	4.5				4.0		
All Red	2.5	2.0				2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	477	1736	0.01	0.28	31.7	C		
T	1583	3654	0.39	0.43	23.3	C	23.4	C
R	647	1553	0.01	0.42	20.5	C		
Westbound								
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		
Northbound								
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	B		
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/4/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Chiquita Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	2	2	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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			60			60			120			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A				EB	Right				
SB	Right					WB	Right				
Green		25.0	27.5					11.0	5.0	24.0	
Yellow		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

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	362	1736	0.20	0.21	39.6	D		
T	795	3471	0.80	0.23	49.4	D	46.9	D
R	356	1553	0.41	0.23	40.2	D		
Westbound								
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		
Northbound								
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	B		
Southbound								
L	188	1736	0.99	0.11	115.8	F		
T	792	3654	0.98	0.22	74.0	E	79.3	E
R	311	1553	0.22	0.20	40.5	D		

Intersection Delay = 69.2 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/4/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Skyline Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Skyline Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	2	2	1	2	2	0	2	2	1
LGConfig	L	T	R	L	T	R	L	T		L	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			60			60						27

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			NB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right				
	Peds						Peds				
WB	Left		A	A		SB	Left	A			
	Thru			A	A		Thru		A		
	Right			A	A		Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green			9.0	12.0	45.0				7.0	19.0	
Yellow			3.5	3.5	4.0				3.5	4.5	
All Red			0.0	0.0	2.0				3.0	2.0	

Cycle Length: 118.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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	B		
Northbound								
L	200	3367	0.46	0.06	55.3	E		
T	618	3471	0.87	0.18	60.4	E	59.6	E
Southbound								
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		

Intersection Delay = 49.1 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/5/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Santa Barbara
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Santa Barbara Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	2	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			60			0			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	A	A		
Thru					Thru		A	A	
Right		A			Right		A	A	
Peds					Peds				
NB Right	A				EB Right	A			
SB Right					WB Right	A	A		
Green	29.0	11.0				7.0	15.0	31.6	
Yellow	3.5	5.0				3.5	3.5	4.5	
All Red	1.8	1.8				0.0	0.0	2.8	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	814	3367	0.50	0.24	39.7	D		
							39.8	D
R	321	1553	0.26	0.21	40.3	D		
Westbound								
L	897	3471	0.95	0.26	63.2	E		
							60.0	E
R	1032	2733	0.97	0.38	57.3	E		
Northbound								
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	B		
Southbound								
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	0.31	0.42	23.6	C		

Intersection Delay = 50.1 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/5/2005
Period: PM Peak Hour
Inter.: Veterans at Country Club
Area Type: All other areas
Jurisd: Lee County
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

	Eastbound			Westbound			Northbound			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	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			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			SB	Left	A	A		
	Thru		A	A			Thru		A	A	
	Right		A	A			Right		A	A	
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right	A				WB	Right	A			
Green		10.0	13.0	42.0				10.0	8.0	10.0	
Yellow		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	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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	B		
Northbound								
L	347	3471	0.90	0.10	79.0	E		
T	305	3654	1.10	0.08	137.7	F	101.1	F
R	336	1553	0.26	0.22	39.4	D		
Southbound								
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		

Intersection Delay = 69.4 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/5/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Del Prado
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	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	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			60			60			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			
	Thru						Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right	A			
SB	Right		A	A		WB	Right	A			
Green			23.0	9.0				23.0	44.5		
Yellow			4.0	4.0				4.0	4.5		
All Red			2.0	4.5				4.5	3.0		

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	668	3471	1.00	0.19	86.9	F		
							68.8	E
R	851	2733	0.43	0.31	36.0	D		
Westbound								
L	668	3471	0.98	0.19	81.4	F		
							82.4	F
R	508	1553	1.00	0.33	83.7	F		
Northbound								
L	668	3471	0.99	0.19	85.3	F		
TR	1924	5378	1.19	0.36	130.6	F	120.4	F
Southbound								
L	1001	5207	0.82	0.19	56.0	E		
T	1961	5481	1.02	0.36	68.6	E	66.0	E
R	1099	1553	1.07	0.71	68.6	E		

Intersection Delay = 85.9 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 2/8/05
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at McGregor Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: McGregor Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			55			55			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A		A	
	Thru	A					Thru			A	
	Right	A					Right			A	
	Peds						Peds				
WB	Left		A			SB	Left	A	A	A	
	Thru						Thru		A	A	
	Right		A				Right		A	A	
	Peds						Peds				
NB	Right		A			EB	Right				
SB	Right					WB	Right				
Green		7.0	20.0					7.0	7.0	66.0	
Yellow		4.0	4.0					4.0	4.0	4.0	
All Red		1.0	1.0					0.0	0.0	1.0	

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	95	1770	0.07	0.05	58.8	E		
TR	93	1723	0.15	0.05	59.4	E	59.2	E
Westbound								
L	272	1770	1.36	0.15	240.7	F		
							184.3	F
R	244	1583	0.92	0.15	91.4	F		
Northbound								
L	152	1770	0.08	0.56	18.3	B		
T	946	1863	0.98	0.51	48.0	D	40.1	D
R	1047	1583	0.18	0.66	3.5	A		
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Summerlin Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Summerlin Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	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	T	R	L	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			30			0			30			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A		SB	Left	A			
	Thru			A	A		Thru			A	
	Right			A	A		Right			A	
	Peds						Peds				
NB	Right		A	A		EB	Right				
SB	Right					WB	Right				
Green			7.0	49.0	73.0			30.0	33.0	10.0	
Yellow			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: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	954	3539	0.88	0.27	89.7	F		
TR	3094	5560	0.98	0.56	61.6	E	67.6	E
Northbound								
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		
Southbound								
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		

Intersection Delay = 116.2 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at DeLeon Street
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: DeLeon Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	0	0	1	0	0	1	0
LGConfig	L	T	R	L	TR			LTR			LTR	
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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			SB	Left	A			
	Thru		A	A			Thru	A			
	Right		A	A			Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		24.0	28.0	101.0				57.0			
Yellow		4.0	4.0	4.0				4.0			
All Red		0.0	0.0	2.0				2.0			

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
L	446	1770	0.61	0.25	78.4	E		
TR	3270	5571	1.02	0.59	68.7	E	69.4	E
Northbound								
LTR	227	886	1.43	0.26	301.4	F	301.4	F
Southbound								
LTR	366	1428	1.00	0.26	132.5	F	132.5	F

Intersection Delay = 86.5 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 02/07/05
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd. at US 41
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	1	1	2	1	0	2	3	1	2	3	1
LGConfig	L	T	R	L	TR		L	T	R	L	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			100			0			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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		A			EB	Right	A			
SB	Right		A			WB	Right				
Green			20.5	30.0				10.5	5.0	31.0	
Yellow			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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
L	586	3433	0.81	0.17	56.4	E		
TR	481	1803	0.30	0.27	35.4	D	51.6	D
Northbound								
L	558	3433	0.92	0.16	69.7	E		
T	1956	5588	0.96	0.35	47.5	D	48.4	D
R	864	1583	0.28	0.55	10.2	B		
Southbound								
L	369	3539	0.91	0.10	78.7	E		
T	1537	5588	0.96	0.28	57.5	E	53.7	D
R	745	1583	0.85	0.47	31.7	C		

Intersection Delay = 50.1 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Solomon Boulevard
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Solomon Boulevard

SIGNALIZED INTERSECTION SUMMARY

	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	1	0	1
LGConfig	L	T			T	R				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						30						30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	49.0	120.0				45.0			
Yellow	4.0	4.0				4.0			
All Red	0.0	2.0				2.0			

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	409	1770	0.99	0.75	124.6	F		
T	3825	5085	0.52	0.75	11.7	B	30.9	C
Westbound								
T	2653	5085	1.03	0.52	80.3	F	78.2	E
R	826	1583	0.14	0.52	28.5	C		
Northbound								
Southbound								
L	346	1770	0.73	0.20	94.1	F		
							213.0	F
R	310	1583	1.38	0.20	282.8	F		

Intersection Delay = 74.6 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Fowler Street
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Fowler Street

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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	TR	R	L	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			30			30			0			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	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	A	
	Right		A	A			Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		39.0	47.0	45.0				20.0	7.0	54.0	
Yellow		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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
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		
Southbound								
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		

Intersection Delay = 214.1 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Evans Avenue
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Evans Avenue

SIGNALIZED INTERSECTION SUMMARY

	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	1	0	1
LGConfig	L	T			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						30						30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			NB	Left				
	Thru		A	A			Thru				
	Right						Right				
	Peds						Peds				
WB	Left					SB	Left	A			
	Thru			A			Thru				
	Right			A			Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green			30.0	135.0					49.0		
Yellow			4.0	4.0					4.0		
All Red			0.0	2.0					2.0		

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	231	1770	0.79	0.13	114.0	F		
T	3736	5085	0.72	0.73	17.8	B	24.0	C
Westbound								
T	2985	5085	0.97	0.59	56.4	E	55.3	E
R	929	1583	0.10	0.59	20.8	C		
Northbound								
Southbound								
L	377	1770	0.58	0.21	83.6	F		
							107.3	F
R	337	1583	0.94	0.21	123.7	F		

Intersection Delay = 45.6 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Inter.: Colonial Blvd at Metro Pkwy
Area Type: All other areas
Jurisd: Lee County
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

	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	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A				EB	Right				
SB	Right	A				WB	Right				
Green		21.0	75.0					34.5	16.2	53.0	
Yellow		4.5	4.5					4.5	4.5	4.5	
All Red		1.8	3.0					0.0	0.0	3.0	

Cycle Length: 230.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
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		
Southbound								
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		

Intersection Delay = 160.3 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Inter.: Colonial @ Veronica Shoemaker
Area Type: All other areas
Jurisd: Lee County
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

	Eastbound			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	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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			42			42			42

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A	A			NB	Left	A	A		
	Thru		A	A			Thru		A	A	
	Right		A	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				
SB	Right					WB	Right				
Green		15.0	7.0	68.0				15.0	7.0	30.0	
Yellow		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: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
L	292	1770	0.97	0.16	113.8	F		
T	895	3539	0.57	0.25	56.4	E	68.0	E
R	596	1583	0.78	0.38	53.0	D		
Southbound								
L	177	1770	0.54	0.10	76.2	E		
T	701	3725	0.95	0.19	91.3	F	85.0	F
R	298	1583	0.55	0.19	64.8	E		

Intersection Delay = 60.0 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/16/04
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Challenger Blvd.
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Challenger Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	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	T	R	L	TR		L	TR			LTR	
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			12.0	
RTOR Vol			42			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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					EB	Right				
SB	Right					WB	Right				
Green		7.0	110.0					24.0	7.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		2.0	2.0					0.0	2.0		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	B		
Westbound								
L	73	1770	0.53	0.04	87.4	F		
TR	2450	3718	0.90	0.66	28.9	C	29.9	C
Northbound								
L	340	1770	1.09	0.22	138.0	F		
TR	355	1723	0.04	0.21	54.1	D	134.9	F
Southbound								
LTR	65	1580	0.42	0.04	83.8	F	83.8	F

Intersection Delay = 70.1 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at Winkler Ave.
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Winkler Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	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	T	R	L	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			42			42			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				
Green		7.0	77.5					20.8	27.2	8.0	
Yellow		5.1	5.1					4.4	4.4	4.4	
All Red		1.8	1.8					0.0	0.0	2.5	

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
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		
Northbound								
L	217	1770	0.65	0.12	77.6	E		
TR	214	3634	0.83	0.06	102.6	F	91.6	F
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial at Six Mile Cypress
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: Six Mile Cypress Parkway

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	4	0	2	4	1	2	2	0	2	2	1
LGConfig	L	T		L	T	R	L	T		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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru		A	A			Thru		A		
	Right						Right				
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	A	A			WB	Right				
Green		20.0	9.0	72.0				10.0	25.8		
Yellow		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

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	458	3539	0.61	0.13	72.2	E		
T	3861	7451	0.96	0.52	46.8	D	48.6	D
Westbound								
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		
Northbound								
L	250	3539	0.70	0.07	85.9	F		
T	579	3539	0.81	0.16	77.0	E	79.5	E
Southbound								
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		

Intersection Delay = 51.4 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/16/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd @ I-75 Ramp SPUI
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: I-75 Ramps SPUI

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	4	0	2	4	0	2	0	2	2	0	2
LGConfig	L	T		L	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												0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			NB	Left		A		
	Thru		A	A			Thru				
	Right						Right		A		
	Peds						Peds				
WB	Left		A			SB	Left	A			
	Thru			A			Thru				
	Right						Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		20.0	25.0	26.0				20.0	48.0		
Yellow		5.1	5.1	4.0				4.0	4.0		
All Red		1.6	1.6	2.0				1.8	1.8		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1044	3433	1.74	0.30	398.1	F		
T	2301	6780	1.12	0.34	116.3	F	233.0	F
Westbound								
L	404	3433	0.43	0.12	70.4	E		
T	1227	7451	1.04	0.16	106.4	F	102.1	F
Northbound								
L	969	3433	1.58	0.28	327.4	F		
R	787	2787		0.28				
Southbound								
L	404	3433	0.39	0.12	70.0	E		
							463.9	F
R	328	2787	2.05	0.12	556.1	F		

Intersection Delay = (sec/veh) Intersection LOS =

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 11/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 SB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	0	1	2	0	0	0	0	1	0	0
LGConfig		T		L	T					L		
Volume		4176		165	2497					149		
Lane Width		12.0		12.0	12.0					12.0		
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru		A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru	A	A				Thru				
	Right						Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		15.0	124.4					13.0			
Yellow		5.1	5.1					4.0			
All Red		0.0	1.6					1.8			

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	4155	5588	1.06	0.74	54.3	D	54.3	D
Westbound								
L	177	1770	0.98	0.10	138.8	F		
T	3210	3725	0.82	0.86	7.3	A	15.5	B
Northbound								
Southbound								
L	156	1770	1.01	0.09	151.2	F		
							151.2	F

Intersection Delay = 41.5 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Colonial Boulevard

Inter.: Colonial Blvd at I-75 NB Ramps
Area Type: All other areas
Jurisd: Lee County
Year : 2020
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	2	0	0	2	0	2	0	0	0	0	0
LGConfig		T			T		L					
Volume		2595			1207		1455					
Lane Width		12.0			12.0		12.0					
RTOR Vol												

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	A		
Thru		A			Thru			
Right					Right			
Peds					Peds			
WB Left					SB Left			
Thru		A			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		95.0				62.2		
Yellow		5.1				4.0		
All Red		1.2				2.5		

Cycle Length: 170.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2125	3725	1.29	0.57	168.7	F	168.7	F
Westbound								
T	1978	3539	0.64	0.56	26.5	C	26.5	C
Northbound								
L	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

2030 AM Peak Hour HCS Intersection Analysis

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 03/22/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Road at Piper Road
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Piper Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	0	0	0	0	1	1
LGConfig	L	T			TR						LT	R
Volume	495	279			196	24				171	0	513
Lane Width	12.0	12.0			12.0						12.0	12.0
RTOR Vol						0						60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			NB	Left				
	Thru		A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left					SB	Left	A			
	Thru			A			Thru	A			
	Right			A			Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right		A			WB	Right				
Green			47.0	33.0				23.0			
Yellow			4.0	4.0				4.0			
All Red			1.0	2.0				2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	649	1656	0.80	0.39	39.6	D		
T	1297	3312	0.23	0.39	24.5	C	34.1	C
Westbound								
TR	896	3258	0.26	0.28	34.1	C	34.1	C
Northbound								
Southbound								
LT	318	1660	0.57	0.19	46.3	D	21.7	C
R	939	1482	0.51	0.63	12.4	B		

Intersection Delay = 29.3 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 12/30/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at I-75 NB Ramp
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: I-75 NB Ramp

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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			T	R		LT	R			
Volume	1062	461			517	255	503	10	225			
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
RTOR Vol						80			80			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A	A				Thru	A			
	Right						Right	A			
	Peds						Peds				
WB	Left					SB	Left				
	Thru		A				Thru				
	Right		A				Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		48.5	24.5					30.0			
Yellow		4.0	4.0					4.0			
All Red		1.0	2.0					2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1352	3213	0.83	0.42	35.3	D		
T	2153	3312	0.23	0.65	8.7	A	27.2	C
Westbound								
T	770	3486	0.71	0.22	46.1	D	46.3	D
R	303	1482	0.61	0.20	46.9	D		
Northbound								
LT	886	3323	0.61	0.27	39.8	D	39.5	D
R	371	1482	0.41	0.25	38.4	D		
Southbound								

Intersection Delay = 34.6 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/30/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at I-75 SB Ramp
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: I-75 SB Ramp

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	1	1	2	0	0	0	0	0	1	2
LGConfig		T	R	L	T						LT	R
Volume		1379	711	65	985					144	14	1194
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
RTOR Vol			80									80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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	A		
Peds					Peds			
NB Right					EB Right			
SB Right			A		WB Right			
Green	9.0	34.0	27.0		30.0			
Yellow	4.0	4.0	4.0		4.0			
All Red	0.0	0.0	2.0		2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2920	5229	0.50	0.56	16.3	B	19.7	B
R	827	1482	0.80	0.56	27.0	C		
Westbound								
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	C		

Intersection Delay = 25.6 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 NB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			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	T			T	R		LT	R			
Volume	616	10			13	10	154	10	10			
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
RTOR Vol						10			10			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A	A				Thru	A			
	Right						Right	A			
	Peds						Peds				
WB	Left					SB	Left				
	Thru		A				Thru				
	Right		A				Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		35.0	7.0					32.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	702	1805	0.92	0.39	44.1	D		
T	1845	3610	0.01	0.51	10.8	B	43.5	D
Westbound								
T	281	3610	0.05	0.08	38.5	D	38.5	D
R	126	1615	0.00	0.08	38.3	D		
Northbound								
LT	645	1815	0.27	0.36	20.9	C	20.9	C
R	574	1615	0.00	0.36	18.7	B		
Southbound								

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

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 3/9/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 SB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	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	0	1	1
LGConfig		T	R	L	T						LT	R
Volume		616	377	17	150					10	11	490
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
RTOR Vol			80									80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left					NB	Left				
	Thru	A					Thru				
	Right	A					Right				
	Peds						Peds				
WB	Left		A			SB	Left	A			
	Thru	A	A				Thru	A			
	Right						Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		25.0	12.0					37.0			
Yellow		4.0	4.0					4.0			
All Red		0.0	2.0					2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	1003	3610	0.65	0.28	30.1	C	31.3	C
R	449	1615	0.70	0.28	33.8	C		
Westbound								
L	241	1805	0.07	0.13	34.3	C		
T	1645	3610	0.10	0.46	14.0	B	16.1	B
Northbound								
Southbound								
LT	763	1856	0.03	0.41	15.8	B	23.2	C
R	664	1615	0.65	0.41	23.6	C		

Intersection Delay = 27.3 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: US 41 at Tuckers Grade
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	3	1	2	3	1
LGConfig	L	TR		L	LT	R	L	T	R	L	T	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			60			60			25

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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		A			EB	Right				
SB	Right					WB	Right				
Green		7.0	36.0					8.0	7.0	36.0	
Yellow		4.0	4.0					4.0	4.0	4.0	
All Red		2.0	2.0					0.0	0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	105	1805	0.44	0.06	57.5	E		
TR	103	1758	0.21	0.06	54.9	D	56.7	E
Westbound								
L	542	1805	0.99	0.30	78.0	E		
LT	602	1900	0.02	0.32	28.2	C	72.2	E
R	485	1615	0.13	0.30	30.7	C		
Northbound								
L	120	1805	0.17	0.07	53.6	D		
T	1643	5187	0.91	0.32	47.2	D	38.7	D
R	969	1615	0.57	0.60	15.5	B		
Southbound								
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		

Intersection Delay = 45.0 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/23/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Notre Dame Boulevard

Inter.: US 41 at Notre Dame Blvd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	0	0	1	3	0	0	3	0
LGConfig		LTR					L	T			TR	
Volume	40	0	125				20	1562			2350	25
Lane Width		12.0					12.0	12.0			12.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				Thru	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			
Green	35.0					73.0		
Yellow	4.0					4.0		
All Red	2.0					2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	491	1685	0.35	0.29	34.0	C	34.0	C
Westbound								
Northbound								
L	63	104	0.33	0.61	14.7	B		
T	3155	5187	0.52	0.61	13.6	B	13.6	B
Southbound								
TR	3151	5179	0.79	0.61	19.3	B	19.3	B

Intersection Delay = 17.7 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 11/16/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at Taylor Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	2	1	3	1	2	3	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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			60			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			SB	Left	A	A		
	Thru		A	A			Thru		A	A	
	Right		A	A			Right		A	A	
	Peds						Peds				
NB	Right	A	A			EB	Right				
SB	Right					WB	Right	A	A		
Green		7.0	5.0	26.5				7.0	12.5	24.0	
Yellow		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: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	135	1656	0.41	0.08	50.0	D		
T	1355	5229	0.74	0.26	39.7	D	40.2	D
R	384	1482	0.00	0.26	30.2	C		
Westbound								
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	B		
Northbound								
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		
Southbound								
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		

Intersection Delay = 34.7 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/18/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Rd/Burnt Store Rd

Inter.: US 41 at Burnt Store Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	1	1	3	1	2	3	2
LGConfig	L	T	R	L	T	R	L	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			13			84			84			84

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	A	A			WB	Right	A			
Green		21.0	13.0	20.0				10.0	30.0		
Yellow		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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
L	174	1736	0.99	0.10	118.6	F		
T	1247	4988	0.82	0.25	46.9	D	56.4	E
R	388	1553	0.11	0.25	34.9	C		
Southbound								
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		

Intersection Delay = 53.0 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/24/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Acline Road

Inter.: Burnt Store Road at Acline Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	2	1	1	2	0
LGConfig	L	TR			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			0			60			17			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru	A					Thru		A		
	Right	A					Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		21.0						7.0	74.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	219	1253	0.05	0.17	41.3	D		
TR	282	1612	0.08	0.17	41.5	D	41.4	D
Westbound								
LT	234	1338	0.22	0.17	43.0	D	44.4	D
R	259	1482	0.41	0.17	45.1	D		
Northbound								
L	97	1656	0.11	0.06	54.1	D		
T	2042	3312	0.87	0.62	23.4	C	23.6	C
R	914	1482	0.00	0.62	8.8	A		
Southbound								
L	97	1656	0.30	0.06	55.9	E		
TR	2039	3307	0.71	0.62	16.7	B	17.5	B

Intersection Delay = 22.1 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/1/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Notre Dame

Inter.: Burnt Store Road at NotreDame
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	1	1	2	0
LGConfig				L		R		T	R	L	T	
Volume				49		86		1772	88	98	1297	
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vol						0			60			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
WB Left		A			SB Left	A		
Thru					Thru	A	A	
Right		A			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		14.0				10.0	80.0	
Yellow		4.0				4.0	4.0	
All Red		2.0				0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	193	1656	0.27	0.12	49.1	D		
							51.5	D
R	173	1482	0.53	0.12	52.8	D		
Northbound								
T	2208	3312	0.84	0.67	18.5	B	18.3	B
R	988	1482	0.03	0.67	6.8	A		
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/24/2004
Period: AM Peak Hour
Inter.: Burnt Store @ Zemel/Yacht Club
Area Type: All other areas
Jurisd: Charlotte County
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

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	3	1	1	3	1
LGConfig	L	TR		L	TR		L	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			0			0			29			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Green	35.0					7.0	5.0	53.0
Yellow	4.0					4.0	4.0	4.0
All Red	2.0					0.0	0.0	2.0

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	342	1110	0.87	0.31	60.2	E		
TR	467	1514	0.19	0.31	30.7	C	53.3	D
Westbound								
L	372	1206	0.10	0.31	29.7	C		
TR	464	1505	0.27	0.31	31.6	C	31.2	C
Northbound								
L	124	1656	0.30	0.08	53.9	D		
T	2397	5229	0.80	0.46	30.0	C	30.4	C
R	679	1482	0.00	0.46	17.6	B		
Southbound								
L	248	1656	0.73	0.15	59.5	E		
T	2789	5229	0.54	0.53	18.5	B	22.7	C
R	790	1482	0.05	0.53	13.5	B		

Intersection Delay = 29.4 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/02/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Cape Horn Boulevard

Inter.: Burnt Store Rd/Cape Horn Blvd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			14

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru	A				Thru		A	
Right	A				Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	17.0					7.0	78.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	179	1263	0.58	0.14	52.6	D		
TR	228	1612	0.10	0.14	45.0	D	51.3	D
Westbound								
L	183	1295	0.06	0.14	44.7	D		
TR	218	1539	0.23	0.14	46.2	D	46.0	D
Northbound								
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	A		
Southbound								
L	97	1656	0.16	0.06	54.5	D		
T	2153	3312	0.67	0.65	13.8	B	13.7	B
R	963	1482	0.15	0.65	8.2	A		

Intersection Delay = 19.0 (sec/veh) Intersection LOS = B

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		1708	18	43	1339	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		1797	18	45	1409	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes		2 0		1	2	
Configuration		T TR		L	T	
Upstream Signal?		Yes			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	22		72			
Peak Hour Factor, PHF	0.95		0.95			
Hourly Flow Rate, HFR	23		75			
Percent Heavy Vehicles	5		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L		LR				
v (vph)		45		98				
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		C				
Approach Delay				20.1				
Approach LOS				C				

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Saragosa Lane

Inter.: Burnt Store Rd/Saragosa Ln
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	10	10	22	57	10	57	18	1659	52	101	1231	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			0			0			17			14

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru	A				Thru		A	
Right	A				Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	17.0					13.0	72.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	176	1239	0.06	0.14	44.7	D		
TR	222	1566	0.15	0.14	45.5	D	45.3	D
Westbound								
L	181	1281	0.33	0.14	47.5	D		
TR	216	1522	0.33	0.14	47.3	D	47.4	D
Northbound								
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		
Southbound								
L	179	1656	0.59	0.11	56.1	E		
T	1987	3312	0.65	0.60	16.5	B	19.4	B
R	889	1482	0.02	0.60	9.7	A		

Intersection Delay = 23.9 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Peppercorn Road

Inter.: Burnt Store Rd/Peppercorn Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	0	0	1	2	0	1	2	1
LGConfig	L	TR					L	T		L	T	R
Volume	123	0	32				18	1742		0	1339	101
Lane Width	12.0	12.0					12.0	12.0		12.0	12.0	12.0
RTOR Vol			0									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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					SB Left	A		
Thru					Thru		A	
Right					Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	18.0					7.0	77.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	248	1656	0.52	0.15	49.0	D		
TR	222	1482	0.15	0.15	44.7	D	48.1	D
Westbound								
Northbound								
L	97	1656	0.20	0.06	54.8	D		
T	2125	3312	0.86	0.64	21.2	C	21.6	C
Southbound								
L	97	1656	0.00	0.06	53.2	D		
T	2125	3312	0.66	0.64	14.2	B	14.0	B
R	951	1482	0.05	0.64	8.0	A		

Intersection Delay = 19.6 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Vincent Avenue

Inter.: Burnt Store Rd at Vincent Ave
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	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	T			T	R
Volume	120	0	29				123	1878			1411	88
Lane Width	12.0	12.0					12.0	12.0			12.0	12.0
RTOR Vol			0									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A					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				
Green		18.0						15.5	70.5		
Yellow		4.0						4.0	4.0		
All Red		2.0						0.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	248	1656	0.51	0.15	48.7	D		
TR	222	1482	0.14	0.15	44.6	D	47.8	D
Westbound								
Northbound								
L	214	1656	0.60	0.13	54.1	D		
T	2484	3312	0.80	0.75	11.2	B	13.8	B
Southbound								
T	1946	3312	0.76	0.59	20.4	C	20.2	C
R	871	1482	0.03	0.59	10.4	B		

Intersection Delay = 17.8 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/24/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Islamorada Blvd (Marina Ent)

Inter.: Burnt Store at Marina Ent
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	162		113				61	1839			1379	61
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			60									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			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				
Green			18.0					15.0	71.0		
Yellow			4.0					4.0	4.0		
All Red			2.0					0.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	255	1703	0.67	0.15	54.9	D		
							52.6	D
R	233	1553	0.24	0.15	45.5	D		
Westbound								
Northbound								
L	217	1736	0.29	0.13	48.5	D		
T	2603	3471	0.74	0.75	9.7	A	10.9	B
Southbound								
T	2015	3406	0.72	0.59	18.7	B	18.7	B
R	902	1524	0.00	0.59	10.0+	B		

Intersection Delay = 16.6 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Kismet Parkway

Inter.: Burnt Store Rd @ Kismet Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	T	R	L	T	R	L	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			0			60			17

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Green	17.0					7.0	27.0	49.0	
Yellow	4.0					4.0	4.0	4.0	
All Red	2.0					0.0	0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	202	1274	0.10	0.16	43.4	D		
TR	266	1683	0.18	0.16	44.1	D	43.9	D
Westbound								
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		
Northbound								
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		
Southbound								
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		

Intersection Delay = 39.2 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Van Buren Parkway

Inter.: Burnt Store Rd/Van Buren Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			0			60			10

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru	A				Thru		A	
Right	A				Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	11.0					16.0	75.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	107	1170	0.10	0.09	50.4	D		
TR	148	1612	0.15	0.09	50.7	D	50.6	D
Westbound								
L	119	1295	0.41	0.09	53.8	D		
TR	139	1511	0.71	0.09	68.7	E	63.8	E
Northbound								
L	221	1656	0.05	0.13	45.5	D		
T	2070	3312	0.72	0.63	16.5	B	16.6	B
R	926	1482	0.02	0.63	8.5	A		
Southbound								
L	221	1656	0.58	0.13	52.6	D		
T	2070	3312	0.56	0.63	13.3	B	17.2	B
R	926	1482	0.00	0.63	8.4	A		

Intersection Delay = 19.6 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/24/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Diplomat Parkway

Inter.: Burnt Store Road at Diplomat
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	T	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Green	13.0					7.0	10.0	70.0
Yellow	4.0					4.0	4.0	4.0
All Red	2.0					0.0	0.0	2.0

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	142	1308	0.08	0.11	48.3	D		
TR	175	1612	0.13	0.11	48.7	D	48.6	D
Westbound								
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		
Northbound								
L	97	1656	0.11	0.06	54.1	D		
T	1932	3312	0.74	0.58	19.8	B	19.6	B
R	864	1482	0.09	0.58	11.0	B		
Southbound								
L	290	1656	0.66	0.17	51.7	D		
T	2318	3312	0.47	0.70	8.2	A	14.7	B
R	1037	1482	0.00	0.70	5.4	A		

Intersection Delay = 19.3 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tropicana Parkway

Inter.: Burnt Store Rd @ Tropicana
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			0			60			12

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru	A				Thru		A	
Right	A				Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0					12.0	75.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	156	1248	0.05	0.13	46.4	D		
TR	390	3121	0.23	0.13	47.6	D	47.5	D
Westbound								
L	151	1211	0.15	0.13	47.3	D		
TR	392	3138	0.15	0.13	47.0	D	47.1	D
Northbound								
L	166	1656	0.19	0.10	50.1	D		
T	2070	3312	0.65	0.63	14.9	B	15.2	B
R	926	1482	0.13	0.63	9.3	A		
Southbound								
L	166	1656	0.46	0.10	53.0	D		
T	2070	3312	0.57	0.63	13.6	B	16.0	B
R	926	1482	0.00	0.63	8.4	A		

Intersection Delay = 17.5 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/24/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Embers Parkway

Inter.: Burnt Store Rd at Embers Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			60			25

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	7.0	9.0				15.0	65.0	
Yellow	4.0	4.0				4.0	4.0	
All Red	2.0	2.0				2.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	97	1656	0.13	0.06	54.3	D		
TR	235	3135	0.77	0.08	68.5	E	67.5	E
Westbound								
L	97	1656	0.57	0.06	62.6	E		
TR	219	2924	0.83	0.08	77.6	E	74.1	E
Northbound								
L	207	1656	0.35	0.13	49.1	D		
T	1794	3312	0.69	0.54	21.4	C	22.4	C
R	803	1482	0.08	0.54	13.2	B		
Southbound								
L	207	1656	0.93	0.13	94.7	F		
T	1794	3312	0.59	0.54	19.1	B	30.7	C
R	803	1482	0.00	0.54	12.6	B		

Intersection Delay = 32.6 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Ceitus Parkway

Inter.: Burnt Store Rd at Ceitus Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	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			17			60			11

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru	A				Thru		A	
Right	A				Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	18.0					9.0	75.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
L	130	1736	0.33	0.08	54.1	D		
T	2169	3471	0.62	0.63	14.2	B	15.4	B
R	971	1553	0.01	0.63	8.5	A		
Southbound								
L	128	1703	0.28	0.08	53.6	D		
T	2129	3406	0.51	0.63	12.6	B	13.9	B
R	953	1524	0.00	0.63	8.4	A		

Intersection Delay = 17.6 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/17/2004
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Pine Island Road

Inter.: Burnt Store at Pine Island
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	1	2	2	1	2	2	1
LGConfig	L	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			60			60			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		7.0	5.0	34.0				17.0	28.8		
Yellow		4.0	4.0	4.8				4.0	4.8		
All Red		0.0	0.0	2.0				2.8	1.8		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
L	101	1736	0.88	0.06	109.8	F		
T	974	3438	0.58	0.28	37.8	D	54.8	D
R	432	1524	0.92	0.28	66.8	E		
Northbound								
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		
Southbound								
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		

Intersection Delay = 48.3 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/11/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Surfside Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	1	1	1	1	0
LGConfig	L	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			60			60			60			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right					WB	Right				
Green		25.0	39.0					13.0	18.0		
Yellow		4.0	4.5					4.0	4.0		
All Red		2.5	2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	362	1736	0.07	0.21	38.3	D		
T	1248	3654	0.89	0.34	45.3	D	44.6	D
R	505	1553	0.07	0.32	28.0	C		
Westbound								
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		
Northbound								
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		
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/4/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Chiquita Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			SB	Left	A			
	Thru						Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right		A			EB	Right	A			
SB	Right					WB	Right				
Green		20.0	20.0					25.0	30.0		
Yellow		4.0	4.5					4.0	4.0		
All Red		2.5	2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	289	1736	0.63	0.17	50.8	D		
							37.7	D
R	582	1553	0.48	0.38	29.3	C		
Westbound								
L	1403	3471	0.45	0.40	26.3	C		
							30.6	C
R	259	1553	0.57	0.17	49.1	D		
Northbound								
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		
Southbound								
L	362	1736	0.93	0.21	77.5	E		
T	1370	5481	0.52	0.25	39.1	D	51.5	D
R	388	1553	0.00	0.25	33.8	C		

Intersection Delay = 41.6 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/11/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Skyline Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Skyline Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	1	2	2	0	2	2	1
LGConfig	L		R	L		R	L	T		L	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			60			60						60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru						Thru		A		
	Right		A				Right				
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru						Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	A			
Green		17.0	12.0					23.0	45.0		
Yellow		3.5	4.0					3.5	4.0		
All Red		2.0	2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	477	3367	0.33	0.14	46.8	D		
							46.9	D
R	155	1553	0.03	0.10	48.8	D		
Westbound								
L	550	3471	0.60	0.16	48.7	D		
							41.3	D
R	531	1553	0.50	0.34	32.1	C		
Northbound								
L	645	3367	0.11	0.19	40.2	D		
T	1431	3654	0.65	0.39	30.8	C	31.5	C
Southbound								
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	0.38	23.5	C		

Intersection Delay = 37.8 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 11/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Santa Barbara
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Santa Barbara Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	2	2	3	1	2	3	1
LGConfig	L		R	L		R	L	T	R	L	T	R
Volume	374		188	456		720	111	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			60			0			240			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A	A		
	Thru						Thru		A	A	
	Right			A			Right		A	A	
	Peds						Peds				
NB	Right		A	A		EB	Right	A			
SB	Right					WB	Right	A			
Green			16.0	19.0				12.0	18.7	29.0	
Yellow			3.5	3.5				3.5	3.5	4.5	
All Red			2.0	2.0				0.0	0.0	2.8	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	449	3367	0.88	0.13	68.6	E		
							61.2	E
R	362	1553	0.37	0.23	39.3	D		
Westbound								
L	550	3471	0.87	0.16	63.7	E		
							58.0	E
R	831	2733	0.91	0.30	54.5	D		
Northbound								
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	B		
Southbound								
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		

Intersection Delay = 47.7 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/11/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Country Club
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Country Club Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	1	2	2	1	2	2	1
LGConfig	L		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			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4
EB	Left	A			
	Thru				
	Right		A		
	Peds				
WB	Left	A			
	Thru				
	Right		A		
	Peds				
NB	Right	A			
SB	Right				
Green		20.0	19.0		
Yellow		3.5	5.0		
All Red		2.0	2.0		

		5	6	7	8
NB	Left	A			
	Thru			A	
	Right			A	
	Peds				
SB	Left	A	A		
	Thru		A	A	
	Right		A	A	
	Peds				
EB	Right				
WB	Right	A			
		18.0	15.0	32.5	
		3.5	3.5	4.0	
		0.0	0.0	2.0	

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	518	3367	0.73	0.15	57.7	E	56.9	E
R	227	1553	0.56	0.15	54.6	D		
Westbound								
L	587	3471	0.49	0.17	49.5	D	48.6	D
R	526	1553	0.80	0.34	48.0	D		
Northbound								
L	481	3471	0.66	0.14	56.5	E		
T	970	3654	0.72	0.27	45.9	D	43.2	D
R	699	1553	0.51	0.45	26.2	C		
Southbound								
L	1028	3471	0.90	0.30	54.2	D		
T	1362	3471	0.45	0.39	29.3	C	42.8	D
R	609	1553	0.24	0.39	26.7	C		

Intersection Delay = 45.6 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/11/2005
Period: AM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Del Prado
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	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	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			0			55

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	A	A			NB Left A			
	Thru					Thru	A		
	Right		A			Right	A		
	Peds					Peds			
WB	Left	A				SB Left A			
	Thru					Thru	A		
	Right					Right	A		
	Peds					Peds			
NB	Right					EB Right A			
SB	Right	A	A			WB Right A			
Green		14.0	12.0			27.0			
Yellow		4.0	4.0			4.0	4.5		
All Red		2.0	4.5			4.5	3.0		

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	908	3471	0.71	0.26	46.1	D		
							47.5	D
R	999	2733	0.89	0.37	48.6	D		
Westbound								
L	427	3471	1.02	0.12	104.8	F		
							134.6	F
R	323	1553	1.20	0.21	167.9	F		
Northbound								
L	721	3471	0.85	0.21	58.8	E		
TR	1947	5220	1.11	0.37	98.2	F	89.6	F
Southbound								
L	1162	5207	0.71	0.22	48.7	D		
T	1961	5481	0.92	0.36	48.1	D	44.1	D
R	1027	1553	0.31	0.66	9.6	A		

Intersection Delay = 69.5 (sec/veh) Intersection LOS = E

Refer to Appendix K for
2030 AM Peak Hour Intersection Analysis
for Colonial Boulevard

2030 PM Peak Hour HCS Intersection Analysis

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 03/22/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Road at Piper Road
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Piper Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	0	0	2	0	0	0	0	0	1	1
LGConfig	L	T			TR						LT	R
Volume	271	503			160	20				92	0	744
Lane Width	12.0	12.0			12.0						12.0	12.0
RTOR Vol						0						60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			NB	Left				
	Thru		A				Thru				
	Right						Right				
	Peds						Peds				
WB	Left					SB	Left	A			
	Thru			A			Thru	A			
	Right			A			Right	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right		A			WB	Right				
Green			38.0	32.0					33.0		
Yellow			4.0	4.0					4.0		
All Red			1.0	2.0					2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	524	1656	0.54	0.32	35.0+	D		
T	1049	3312	0.50	0.32	33.7	C	34.2	C
Westbound								
TR	869	3257	0.22	0.27	34.4	C	34.4	C
Northbound								
Southbound								
LT	457	1660	0.21	0.28	33.7	C	20.3	C
R	951	1482	0.76	0.64	18.5	B		

Intersection Delay = 28.0 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 12/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at I-75 NB Ramp
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: I-75 NB Ramp

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			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			T	R		LT	R			
Volume	1072	617			625	236	434	11	224			
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
RTOR Vol						80			80			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru	A	A				Thru	A			
	Right						Right	A			
	Peds						Peds				
WB	Left					SB	Left				
	Thru		A				Thru				
	Right		A				Right				
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		52.0	28.0					23.0			
Yellow		4.0	4.0					4.0			
All Red		1.0	2.0					2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	1446	3213	0.78	0.45	30.8	C		
T	2346	3312	0.28	0.71	6.4	A	21.9	C
Westbound								
T	872	3486	0.75	0.25	45.4	D	44.4	D
R	346	1482	0.47	0.23	40.7	D		
Northbound								
LT	692	3324	0.68	0.21	46.5	D	46.3	D
R	284	1482	0.54	0.19	45.7	D		
Southbound								

Intersection Delay = 32.3 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/30/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at I-75 SB Ramp
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: I-75 SB Ramp

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	3	1	1	2	0	0	0	0	0	1	2
LGConfig		T	R	L	T						LT	R
Volume		1526	564	209	850					163	28	1050
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
RTOR Vol			80									80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			
	Peds						Peds				
NB	Right					EB	Right				
SB	Right			A		WB	Right				
Green		20.0	34.0	17.0				26.0			
Yellow		4.0	4.0	4.0				4.0			
All Red		1.0	2.0	2.0				2.0			

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	2571	5229	0.62	0.49	22.9	C	24.3	C
R	704	1482	0.72	0.47	28.9	C		
Westbound								
L	276	1656	0.80	0.17	63.1	E		
T	1772	3486	0.51	0.51	19.8	B	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		

Intersection Delay = 30.8 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 NB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: I-75 NB Ramps

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			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	T			T	R		LT	R			
Volume	550	10			20	13	300	13	10			
Lane Width	12.0	12.0			12.0	12.0		12.0	12.0			
RTOR Vol						13			10			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4		5	6	7	8
EB Left	A				NB Left	A			
Thru	A	A			Thru	A			
Right					Right	A			
Peds					Peds				
WB Left					SB Left				
Thru		A			Thru				
Right		A			Right				
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	35.0	7.0				32.0			
Yellow	4.0	4.0				4.0			
All Red	0.0	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	702	1805	0.82	0.39	32.7	C		
T	1845	3610	0.01	0.51	10.8	B	32.3	C
Westbound								
T	281	3610	0.07	0.08	38.6	D	38.6	D
R	126	1615	0.00	0.08	38.3	D		
Northbound								
LT	645	1813	0.51	0.36	23.5	C	23.5	C
R	574	1615	0.00	0.36	18.7	B		
Southbound								

Intersection Delay = 29.4 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 3/9/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: Tuckers Grade at I-75 SB Ramps
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: I-75 SB Ramps

SIGNALIZED INTERSECTION SUMMARY

	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	0	1	1
LGConfig		T	R	L	T						LT	R
Volume		548	193	35	285					12	10	487
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
RTOR Vol			80									80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4		5	6	7	8
EB	Left					NB	Left			
	Thru	A					Thru			
	Right	A					Right			
	Peds						Peds			
WB	Left		A			SB	Left	A		
	Thru	A	A				Thru	A		
	Right						Right	A		
	Peds						Peds			
NB	Right					EB	Right			
SB	Right					WB	Right			
Green		32.0	7.0				35.0			
Yellow		4.0	4.0				4.0			
All Red		0.0	2.0				2.0			

Cycle Length: 90.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
T	1284	3610	0.45	0.36	22.5	C	22.1	C
R	574	1615	0.21	0.36	20.4	C		
Westbound								
L	140	1805	0.26	0.08	40.1	D		
T	1725	3610	0.17	0.48	13.4	B	16.4	B
Northbound								
Southbound								
LT	719	1850	0.03	0.39	17.0	B	25.4	C
R	628	1615	0.68	0.39	25.9	C		

Intersection Delay = 21.8 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/22/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tuckers Grade

Inter.: US 41 at Tuckers Grade
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	1	3	1	2	3	1
LGConfig	L	TR		L	LT	R	L	T	R	L	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right		A			EB	Right				
SB	Right					WB	Right				
Green		7.0	36.0					10.0	45.0		
Yellow		4.0	4.0					4.0	4.0		
All Red		2.0	2.0					0.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	105	1805	0.31	0.06	55.9	E		
TR	111	1900	0.10	0.06	53.9	D	55.4	E
Westbound								
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		
Northbound								
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	A		
Southbound								
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	C		

Intersection Delay = 38.7 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 2/23/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Notre Dame Boulevard

Inter.: US 41 at Notre Dame Blvd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	0	0	1	3	0	0	3	0
LGConfig		LTR					L	T			TR	
Volume	24	0	111				99	2082			1914	40
Lane Width		12.0					12.0	12.0			12.0	
RTOR Vol			0									0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				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			
Green	32.0					10.0	62.0	
Yellow	4.0					4.0	4.0	
All Red	2.0					0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
LTR	446	1674	0.32	0.27	35.7	D	35.7	D
Westbound								
Northbound								
L	150	1805	0.69	0.08	66.4	E		
T	3285	5187	0.67	0.63	14.5	B	16.9	B
Southbound								
TR	2672	5171	0.77	0.52	24.7	C	24.7	C

Intersection Delay = 21.0 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/17/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Road

Inter.: Jones Loop Rd at Taylor Rd
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Taylor Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	2	1	3	1	2	3	1
LGConfig	L	T	R	L	T	R	L	T	R	L	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A				EB	Right				
SB	Right					WB	Right	A	A		
Green		7.0	29.0					7.0	15.0	26.0	
Yellow		4.0	4.0					4.0	4.0	4.0	
All Red		2.0	2.0					0.0	0.0	2.0	

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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	B		
Northbound								
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		
Southbound								
L	843	3312	0.91	0.25	53.6	D		
T	2123	4968	0.29	0.43	20.7	C	38.8	D
R	633	1482	0.00	0.43	18.0	B		

Intersection Delay = 39.3 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/18/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Jones Loop Rd/Burnt Store Rd

Inter.: US 41 at Burnt Store Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: US 41

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	1	1	3	1	2	3	2
LGConfig	L	T	R	L	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				SB	Left	A			
	Thru			A			Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right	A	A			WB	Right	A			
Green		17.0	8.0	17.0				15.0	37.0		
Yellow		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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
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		
Northbound								
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	C		
Southbound								
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	B		

Intersection Delay = 41.6 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/24/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Acline Road

Inter.: Burnt Store Road at Acline Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	2	1	1	2	0
LGConfig	L	TR			LT	R	L	T	R	L	TR	
Volume	10	10	10	100	10	112	10	1297	98	153	1535	17
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	
RTOR Vol			0			0			60			17

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru	A					Thru		A		
	Right	A					Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right				
Green		24.0						13.0	65.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	189	945	0.06	0.20	39.0	D		
TR	322	1612	0.07	0.20	39.0	D	39.0	D
Westbound								
LT	255	1273	0.45	0.20	43.5	D	43.1	D
R	296	1482	0.40	0.20	42.6	D		
Northbound								
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	B		
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/1/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Notre Dame

Inter.: Burnt Store Road at NotreDame
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	0	0	1	0	1	0	2	1	1	2	0
LGConfig				L		R		T	R	L	T	
Volume				88		47		1267	173	34	1671	
Lane Width				12.0		12.0		12.0	12.0	12.0	12.0	
RTOR Vol						0			60			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	A		
Right					Right	A		
Peds					Peds			
WB Left		A			SB Left	A		
Thru					Thru	A	A	
Right		A			Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		12.0				7.0	85.0	
Yellow		4.0				4.0	4.0	
All Red		2.0				0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
Westbound								
L	166	1656	0.56	0.10	55.7	E		
							54.3	D
R	148	1482	0.33	0.10	51.6	D		
Northbound								
T	2346	3312	0.57	0.71	8.9	A	8.6	A
R	1050	1482	0.11	0.71	5.6	A		
Southbound								
L	97	1656	0.37	0.06	56.8	E		
T	2650	3312	0.66	0.80	5.8	A	6.8	A

Intersection Delay = 9.6 (sec/veh) Intersection LOS = A

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/24/2004
Period: PM Peak Hour
Inter.: Burnt Store @ Zemel/Yacht Club
Area Type: All other areas
Jurisd: Charlotte County
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

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			0			60			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				
Green		22.0						7.0	7.0	64.0	
Yellow		4.0						4.0	4.0	4.0	
All Red		2.0						0.0	0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	211	1153	0.75	0.18	60.2	E		
TR	279	1523	0.25	0.18	42.4	D	54.8	D
Westbound								
L	228	1241	0.14	0.18	41.4	D		
TR	276	1507	0.42	0.18	44.3	D	43.7	D
Northbound								
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	B		
Southbound								
L	248	1656	0.82	0.15	68.5	E		
T	2070	3312	0.91	0.63	25.8	C	29.0	C
R	926	1482	0.11	0.63	9.1	A		

Intersection Delay = 30.3 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/02/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Cape Horn Boulevard

Inter.: Burnt Store Rd/Cape Horn Blvd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			0			29			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Thru	A				Thru		A		
Right	A				Right		A		
Peds					Peds				
NB Right					EB Right				
SB Right					WB Right				
Green	15.0					11.0	76.0		
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	156	1247	0.38	0.13	49.8	D		
TR	193	1543	0.24	0.13	48.0	D	49.0	D
Westbound								
L	158	1266	0.07	0.13	46.5	D		
TR	191	1527	0.34	0.13	49.0	D	48.6	D
Northbound								
L	152	1656	0.30	0.09	52.0	D		
T	2098	3312	0.69	0.63	15.2	B	16.3	B
R	939	1482	0.00	0.63	8.1	A		
Southbound								
L	152	1656	0.52	0.09	55.1	E		
T	2098	3312	0.81	0.63	18.9	B	19.7	B
R	939	1482	0.14	0.63	8.9	A		

Intersection Delay = 19.8 (sec/veh) Intersection LOS = B

HCS2000: Unsignalized Intersections Release 4.1d

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

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		1420	29	35	1617	
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR		1494	30	36	1702	
Percent Heavy Vehicles		--	--	5	--	--
Median Type/Storage	Raised curb			/ 1		
RT Channelized?						
Lanes		2	0	1	2	
Configuration		T	TR	L	T	
Upstream Signal?		Yes			Yes	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	10		20			
Peak Hour Factor, PHF	0.95		0.95			
Hourly Flow Rate, HFR	10		21			
Percent Heavy Vehicles	5		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
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		B		C				
Approach Delay				15.5				
Approach LOS				C				

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Inter.: Burnt Store Rd/Saragosa Ln
Area Type: All other areas
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 INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			17			14

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru	A				Thru		A	
Right	A				Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	17.0					10.0	75.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	175	1234	0.08	0.14	44.9	D		
TR	228	1612	0.10	0.14	45.0	D	45.0	D
Westbound								
L	183	1295	0.31	0.14	47.2	D		
TR	215	1520	0.35	0.14	47.5	D	47.4	D
Northbound								
L	138	1656	0.11	0.08	51.2	D		
T	2070	3312	0.70	0.63	16.0	B	16.3	B
R	926	1482	0.03	0.63	8.6	A		
Southbound								
L	138	1656	0.41	0.08	54.1	D		
T	2070	3312	0.79	0.63	18.9	B	20.0+	C
R	926	1482	0.00	0.63	8.5	A		

Intersection Delay = 19.7 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Peppercorn Road

Inter.: Burnt Store Rd/Peppercorn Rd
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	0	0	1	2	0	1	2	1
LGConfig	L	TR					L	T		L	T	R
Volume	74	0	18				14	1426		0	1672	88
Lane Width	12.0	12.0					12.0	12.0		12.0	12.0	12.0
RTOR Vol			0									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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					SB Left	A		
Thru					Thru		A	
Right					Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB 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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach 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
R	988	1482	0.03	0.67	6.8	A		

Intersection Delay = 15.9 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Vincent Avenue

Inter.: Burnt Store Rd at Vincent Ave
Area Type: All other areas
Jurisd: Charlotte County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	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	T			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

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru	A				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			
Green	17.0					14.0	71.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	235	1656	0.56	0.14	50.9	D		
TR	210	1482	0.16	0.14	45.6	D	49.9	D
Westbound								
Northbound								
L	193	1656	0.71	0.12	62.5	E		
T	2512	3312	0.67	0.76	7.8	A	11.9	B
Southbound								
T	1960	3312	0.93	0.59	30.6	C	29.6	C
R	877	1482	0.11	0.59	10.7	B		

Intersection Delay = 22.2 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/24/2004
Period: PM Peak Hour
Inter.: Burnt Store at Marina Ent
Area Type: All other areas
Jurisd: Lee County
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

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	105		170				92	1618			1619	141
Lane Width	12.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			60									60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left		A			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				
Green			15.0						14.0	75.0	
Yellow			4.0						4.0	4.0	
All Red			2.0						0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	213	1703	0.52	0.13	51.4	D		
							53.1	D
R	194	1553	0.60	0.13	54.7	D		
Westbound								
Northbound								
L	203	1736	0.48	0.12	51.4	D		
T	2690	3471	0.63	0.77	6.5	A	8.9	A
Southbound								
T	2129	3406	0.80	0.63	19.2	B	18.7	B
R	953	1524	0.09	0.63	9.0	A		

Intersection Delay = 16.1 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Kismet Parkway

Inter.: Burnt Store Rd @ Kismet Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	T	R	L	T	R	L	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			0			80			60			21

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Green	13.0					7.0	38.0	42.0	
Yellow	4.0					4.0	4.0	4.0	
All Red	2.0					0.0	0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	158	1264	0.11	0.13	46.9	D		
TR	209	1671	0.19	0.13	47.5	D	47.3	D
Westbound								
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		
Northbound								
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		
Southbound								
L	704	1656	0.94	0.43	53.1	D		
T	2424	3382	0.63	0.72	9.3	A	22.6	C
R	1062	1482	0.00	0.72	4.8	A		

Intersection Delay = 32.6 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Van Buren Parkway

Inter.: Burnt Store Rd/Van Buren Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	10	10	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			0			0			60			10

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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				
Green		17.0						7.0	8.0	68.0	
Yellow		4.0						4.0	4.0	4.0	
All Red		2.0						0.0	0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	142	1002	0.08	0.14	44.9	D		
TR	228	1612	0.10	0.14	45.0	D	45.0	D
Westbound								
L	183	1295	0.61	0.14	54.0	D		
TR	213	1503	0.64	0.14	54.9	D	54.5	D
Northbound								
L	97	1656	0.11	0.06	54.1	D		
T	1877	3312	0.65	0.57	18.6	B	18.9	B
R	840	1482	0.00	0.57	11.3	B		
Southbound								
L	262	1656	0.66	0.16	53.3	D		
T	2208	3312	0.63	0.67	12.1	B	16.6	B
R	988	1482	0.00	0.67	6.7	A		

Intersection Delay = 20.9 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/24/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Diplomat Parkway

Inter.: Burnt Store Road at Diplomat
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	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	T	R	L	T	R	L	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			60			60			10

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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				
Green	17.0					7.0	8.0	68.0	
Yellow	4.0					4.0	4.0	4.0	
All Red	2.0					0.0	0.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	185	1308	0.06	0.14	44.7	D		
TR	228	1612	0.10	0.14	45.0	D	44.9	D
Westbound								
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		
Northbound								
L	97	1656	0.11	0.06	54.1	D		
T	1877	3312	0.63	0.57	18.1	B	18.3	B
R	840	1482	0.05	0.57	11.6	B		
Southbound								
L	262	1656	0.60	0.16	50.7	D		
T	2208	3312	0.64	0.67	12.2	B	16.1	B
R	988	1482	0.00	0.67	6.7	A		

Intersection Delay = 19.3 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Tropicana Parkway

Inter.: Burnt Store Rd @ Tropicana
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			0			49			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru	A				Thru		A	
Right	A				Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0					14.0	73.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	160	1282	0.07	0.13	46.5	D		
TR	382	3052	0.12	0.13	46.7	D	46.7	D
Westbound								
L	158	1267	0.14	0.13	47.2	D		
TR	389	3110	0.08	0.13	46.5	D	46.8	D
Northbound								
L	193	1656	0.53	0.12	52.6	D		
T	2015	3312	0.56	0.61	14.3	B	17.5	B
R	902	1482	0.00	0.61	9.2	A		
Southbound								
L	193	1656	0.40	0.12	50.5	D		
T	2015	3312	0.72	0.61	17.7	B	19.4	B
R	902	1482	0.00	0.61	9.2	A		

Intersection Delay = 19.6 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/24/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Embers Parkway

Inter.: Burnt Store Rd at Embers Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Road

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	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	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			0			60			15

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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			
Green	7.0	12.0				14.0	7.0	54.0
Yellow	4.0	4.0				4.0	4.0	4.0
All Red	2.0	2.0				0.0	0.0	2.0

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	97	1656	0.11	0.06	54.1	D		
TR	302	3017	0.30	0.10	50.7	D	51.0	D
Westbound								
L	97	1656	0.68	0.06	73.0	E		
TR	306	3061	0.73	0.10	61.2	E	63.9	E
Northbound								
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	B		
Southbound								
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	0.00	0.54	12.6	B		

Intersection Delay = 31.7 (sec/veh) Intersection LOS = C

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 12/2/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Ceitus Parkway

Inter.: Burnt Store Rd at Ceitus Pkwy
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Rd

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	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			60			51			60			41

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru	A				Thru		A	
Right	A				Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0					11.0	76.0	
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 Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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		
Westbound								
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		
Northbound								
L	159	1736	0.67	0.09	62.9	E		
T	2198	3471	0.44	0.63	11.3	B	16.0	B
R	984	1553	0.05	0.63	8.4	A		
Southbound								
L	156	1703	0.29	0.09	51.9	D		
T	2157	3406	0.66	0.63	14.7	B	15.9	B
R	965	1524	0.00	0.63	8.1	A		

Intersection Delay = 18.7 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 11/17/2004
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Pine Island Road

Inter.: Burnt Store at Pine Island
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Burnt Store Rd/Veterans Pkwy

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	1	2	2	1	2	2	1
LGConfig	L	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			60			20			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	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		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	11.0	33.0				22.0	27.0	
Yellow	4.0	4.8				4.0	4.8	
All Red	2.8	2.0				2.8	1.8	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	303	3303	0.98	0.09	99.6	F		
T	945	3438	0.67	0.27	40.6	D	55.2	E
R	427	1553	0.55	0.27	38.6	D		
Westbound								
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		
Northbound								
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		
Southbound								
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		

Intersection Delay = 60.0 (sec/veh) Intersection LOS = E

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/11/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Surfside Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Surfside Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	1	1	2	1	1	1	1	1	1	0
LGConfig	L	T	R	L	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			60			31			60			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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			
	Thru		A				Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right	A				EB	Right				
SB	Right					WB	Right				
Green		32.0	38.5					8.0	17.5		
Yellow		4.0	4.0					4.0	4.0		
All Red		2.0	2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
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	C		
Westbound								
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		
Northbound								
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		
Southbound								
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

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/11/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Chiquita Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Chiquita Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			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	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			60			120			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			
	Thru						Thru		A		
	Right			A			Right		A		
	Peds						Peds				
NB	Right			A		EB	Right	A			
SB	Right					WB	Right				
Green			12.0	35.5				22.0	25.0		
Yellow			4.0	4.5				4.0	4.5		
All Red			2.5	2.0				2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	174	1736	0.50	0.10	53.4	D		
							41.3	D
R	440	1553	0.43	0.28	35.7	D		
Westbound								
L	1085	3471	0.88	0.31	47.7	D		
							46.2	D
R	459	1553	0.21	0.30	31.9	C		
Northbound								
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	C		
Southbound								
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		

Intersection Delay = 44.3 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/11/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans Pkwy at Skyline Blvd
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Skyline Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	1	2	2	0	2	2	1
LGConfig	L		R	L		R	L	T		L	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			60						31

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	A				NB	Left	A			
	Thru						Thru		A		
	Right		A				Right				
	Peds						Peds				
WB	Left	A				SB	Left	A			
	Thru						Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	A			
Green		34.0	14.0					10.0	39.0		
Yellow		3.5	4.0					3.5	4.0		
All Red		2.0	2.0					2.0	2.0		

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	954	3367	0.05	0.28	31.3	C		
							37.7	D
R	181	1553	0.15	0.12	48.1	D		
Westbound								
L	1041	3471	0.85	0.30	46.4	D		
							50.0	D
R	388	1553	0.86	0.25	59.8	E		
Northbound								
L	281	3367	0.41	0.08	53.1	D		
T	1248	3654	0.54	0.34	32.3	C	35.3	D
Southbound								
L	347	3471	0.53	0.10	52.9	D		
T	1128	3471	0.52	0.32	33.3	C	38.0	D
R	505	1553	0.00	0.32	27.3	C		

Intersection Delay = 42.4 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst:
Agency: PBS&J
Date: 1/11/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Santa Barbara
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Santa Barbara Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	2	2	3	1	2	3	1
LGConfig	L		R	L		R	L	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			0			120			60

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A	A		
	Thru						Thru		A	A	
	Right			A			Right		A	A	
	Peds						Peds				
NB	Right		A	A		EB	Right	A			
SB	Right					WB	Right	A			
Green			17.4	30.0				12.0	12.0	22.2	
Yellow			3.5	5.0				3.5	3.5	4.5	
All Red			1.8	1.8				0.0	0.0	2.8	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	544	3367	0.89	0.16	65.3	E		
							60.0	E
R	380	1553	0.29	0.24	37.3	D		
Westbound								
L	926	3471	0.97	0.27	65.2	E		
							56.6	E
R	1111	2733	0.94	0.41	49.3	D		
Northbound								
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	0.20	0.69	7.0	A		
Southbound								
L	853	3471	0.95	0.25	64.6	E		
T	1567	4988	0.76	0.31	39.3	D	48.0	D
R	488	1553	0.46	0.31	33.6	C		

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

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/11/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Country Club
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Country Club Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	0	1	2	0	1	2	2	1	2	2	1
LGConfig	L		R	L		R	L	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A	A		
	Thru						Thru		A	A	
	Right		A				Right		A	A	
	Peds						Peds				
NB	Right					EB	Right				
SB	Right					WB	Right	A			
Green		24.5	28.0					18.0	8.0	28.0	
Yellow		3.5	5.0					3.5	3.5	4.0	
All Red		0.0	2.0					0.0	0.0	2.0	

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	708	3471	0.39	0.20	45.1	D		
							47.6	D
R	334	1553	0.64	0.22	50.7	D		
Westbound								
L	635	3367	0.82	0.19	58.7	E		
							56.3	E
R	633	1553	0.91	0.41	54.1	D		
Northbound								
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		
Southbound								
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		

Intersection Delay = 48.9 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1d

Analyst: PBS&J
Agency: PBS&J
Date: 1/5/2005
Period: PM Peak Hour
Project ID: Burnt Store Road-Veterans Parkway-Colonial Boulevard Study
E/W St: Veterans Parkway

Inter.: Veterans at Del Prado
Area Type: All other areas
Jurisd: Lee County
Year : 2030
N/S St: Del Prado Boulevard

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	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	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

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		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	A			
	Thru						Thru		A		
	Right		A				Right		A		
	Peds						Peds				
NB	Right					EB	Right	A			
SB	Right	A	A			WB	Right	A			
Green		26.0	12.0					25.0			
Yellow		4.0	4.0					4.0	4.5		
All Red		2.0	4.5					4.5	3.0		

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios v/c	Ratios g/C	Lane Group Delay	Lane Group LOS	Approach Delay	Approach LOS
Eastbound								
L	748	3471	1.04	0.22	96.0	F		
							73.1	E
R	957	2733	0.47	0.35	33.2	C		
Westbound								
L	748	3471	1.02	0.22	89.1	F		
							94.7	F
R	567	1553	1.08	0.37	101.7	F		
Northbound								
L	721	3471	1.08	0.21	107.4	F		
TR	1587	5359	1.73	0.30	375.6	F	316.5	F
Southbound								
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		

Intersection Delay = 203.8 (sec/veh) Intersection LOS = 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

2010 AM 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	B		B	
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: Fax:
E-Mail:

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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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												
5												
6												

7
8
9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	36.9	86.4	0.0				
2	1	74.7	49.5	0.0	247.5	1.20	17.5	D
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 247.5 sec
Total length (y) = 1.20 miles
Total travel speed, Sa = 3600 x (y)/(x) = 17.5 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 Ro
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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:	2010

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)	Urban street class	Free flow speed (mph)	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						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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												
5												
6												

7
8
9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	67.8	26.0	0.0	93.7	0.74	28.4	B
2	2	68.0*	9.8	0.0	77.8	0.17	7.9	F
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 171.6 sec
Total length (y) = 0.91 miles
Total travel speed, Sa = 3600 x (y)/(x) = 19.1 mph
Total urban street LOS (Exhibit 15-2) = D

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
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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: 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	Length of segment (mi)	Urban street class	Free flow speed (mph)	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	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.456	0.056	1645		3	1.000	3.0	0	13.7	0.0	B
2	120.0	0.217	0.012	412		3	1.000	3.0	0	36.9	0.0	D
3												
4												
5												
6												

7
8
9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	19.6	13.7	0.0	33.3	0.17	18.4	D
2	2	68.0*	36.9	0.0	104.9	0.74	25.4	C
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 138.2 sec
Total length (y) = 0.91 miles
Total travel speed, Sa = 3600 x (y)/(x) = 23.7 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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/Jones Loop Rd
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	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Acline Road					
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						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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												
5												
6												

7
8
9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	39.2	53.9	0.0	93.2	0.41	15.8	E
2	2	74.7	27.9	0.0	102.6	0.82	28.8	B
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 195.8 sec
Total length (y) = 1.23 miles
Total travel speed, Sa = 3600 x (y)/(x) = 22.6 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
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	Charlotte County Line to US 41
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 883 veh/h
Opposing direction volume, Vo 662 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
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	934	pc/h	700	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	0.7	mi/h
Average travel speed, ATSd	40.5	mi/h

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
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		1.00	
Directional flow rate, (note-2) vi	929	pc/h	697	pc/h
Base percent time-spent-following, (note-4) BPTSFd	84.2	%		
Adjustment for no-passing zones, fnp	3.8			
Percent time-spent-following, PTSFd	87.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.55	
Peak 15-min vehicle-miles of travel, VMT15	1766	veh-mi
Peak-hour vehicle-miles of travel, VMT60	6711	veh-mi
Peak 15-min total travel time, TT15	43.6	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	40.5	mi/h
Percent time-spent-following, PTSFd (from above)	87.9	
Level of service, (note-1) LOSd (from above)	E	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.11	
Average travel speed including passing lane, (note-2) ATSpl	41.1	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	4.10	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	3.30	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.62	
Percent time-spent-following including passing lane, (note-3) PTSFpl	78.0	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	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.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
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

Direction	Analysis (d)		Opposing (o)	
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, (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	0.5	mi/h
Average travel speed, ATSd	40.6	mi/h

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
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		1.00	
Directional flow rate, (note-2) vi	697	pc/h	929	pc/h
Base percent time-spent-following, (note-4) BPTSFd	85.5	%		
Adjustment for no-passing zones, fnp	1.9			
Percent time-spent-following, PTSFd	87.4	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.41	
Peak 15-min vehicle-miles of travel, VMT15	1324	veh-mi
Peak-hour vehicle-miles of travel, VMT60	5031	veh-mi
Peak 15-min total travel time, TT15	32.6	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	40.6	mi/h
Percent time-spent-following, PTSFd (from above)	87.4	
Level of service, (note-1) LOSd (from above)	E	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.11	
Average travel speed including passing lane, (note-2) ATSpl	41.2	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	5.72	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	1.68	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.62	
Percent time-spent-following including passing lane, (note-3) PTSFpl	74.0	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	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.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
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	Pine Island Rd to Lee Co Line
Jurisdiction	Lee 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	6	%
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	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 752 veh/h
Opposing direction volume, Vo 653 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
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	796	pc/h	691	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	0.7	mi/h
Average travel speed, ATSd	41.6	mi/h

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
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		1.00	
Directional flow rate, (note-2) vi	792	pc/h	687	pc/h
Base percent time-spent-following, (note-4) BPTSFd	82.1	%		
Adjustment for no-passing zones, fnp	3.9			
Percent time-spent-following, PTSFd	86.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.47	
Peak 15-min vehicle-miles of travel, VMT15	1840	veh-mi
Peak-hour vehicle-miles of travel, VMT60	6994	veh-mi
Peak 15-min total travel time, TT15	44.2	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	41.6	mi/h
Percent time-spent-following, PTSFd (from above)	86.0	
Level of service, (note-1) LOSd (from above)	E	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average 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 lane, (note-2) ATSpl	42.1	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	5.06	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	4.04	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.62	
Percent time-spent-following including passing lane, (note-3) PTSFpl	76.4	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	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: Fax:
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	Lee Co Line to Pine Island Rd
Jurisdiction	Lee 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	6	%
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	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 653 veh/h
Opposing direction volume, Vo 752 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
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	691	pc/h	796	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	0.5	mi/h
Average travel speed, ATSd	41.8	mi/h

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
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		1.00	
Directional flow rate, (note-2) vi	687	pc/h	792	pc/h
Base percent time-spent-following, (note-4) BPTSFd	81.6	%		
Adjustment for no-passing zones, fnp	2.7			
Percent time-spent-following, PTSFd	84.3	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.41	
Peak 15-min vehicle-miles of travel, VMT15	1598	veh-mi
Peak-hour vehicle-miles of travel, VMT60	6073	veh-mi
Peak 15-min total travel time, TT15	38.2	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	41.8	mi/h
Percent time-spent-following, PTSFd (from above)	84.3	
Level of service, (note-1) LOSd (from above)	E	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average 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 lane, (note-2) ATSpl	42.3	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	5.80	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	3.30	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.62	
Percent time-spent-following including passing lane, (note-3) PTSFpl	73.6	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	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

Colonial Boulevard Segment										
From	To	2010 Lanes	2010 Eastbound Peak Hour Volume	2010 Westbound Peak Hour Volume	LOS Standard	Service Volume at LOS Standard (Peak Hour - Peak Direction)	Service Volume at LOS Standard (Peak Hour - Both Directions)	Service Volume at LOS Standard (Peak Hour - Off-Peak Direction)	2010 Peak Hour LOS	
									Eastbound	Westbound
Metro Parkway	Evans Avenue	6LD	2828	2232	E	2870	4700	1830	E	F
Evans Avenue	Fowler Street	6LD	2876	2232	E	2870	4700	1830	F	F
Fowler Street	Solomon Boulevard	6LD	2397	1854	E	2870	4700	1830	D	F
Solomon Boulevard	US 41	6LD	2743	2302	E	2870	4700	1830	E	F
US 41	DeLeon Street	6LD	3322	2397	E	2870	4700	1830	F	F
DeLeon Street	Summerlin Road	6LD	3398	2597	E	2870	4700	1830	F	F
Summerlin Road	McGregor Boulevard	6LD	3366	2350	E	2870	4700	1830	F	F
Veterans Parkway Segment										
From	To	2010 Lanes	2010 Eastbound Peak Hour Volume	2010 Westbound Peak Hour Volume	LOS Standard	Service Volume at LOS Standard (Peak Hour - Peak Direction)	Service Volume at LOS Standard (Peak Hour - Both Directions)	Service Volume at LOS Standard (Peak Hour - Off-Peak Direction)	2010 Peak Hour LOS	
									Eastbound	Westbound
McGregor Boulevard	Del Prado Boulevard	4LB	3481	2151	E	3270	5270	2000	F	F
Del Prado Boulevard	Country Club Boulevard	6LD	3538	2236	E	3070	4960	1890	F	F
Country Club Boulevard	Santa Barbara Boulevard	6LD	3153	2152	E	3070	4960	1890	F	F
Santa Barbara Boulevard	Skyline Boulevard	6LD	2106	1404	E	3070	4960	1890	C	C
Skyline Boulevard	Chiquita Boulevard	4LD	1454	1072	E	2050	3310	1260	C	C
Chiquita Boulevard	Surfside Boulevard	4LD	1068	708	E	2050	3310	1260	B	B
Surfside Boulevard	Pine Island Road	4LD	700	500	E	2050	3310	1260	B	B

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.

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Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PSB&J
Date Performed:	12/28/2004
Analysis Time Period:	AM Peak Hour
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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Metro Parkway					
1	Veronica Shoemaker Boulevard	0.46	1	50	37.4	1
2	Challenger Boulevard	0.75	1	50	56.3	2
3	Winkler Avenue	0.79	1	50	58.9	3
4	Six Mile Cypress Parkway	0.67	1	50	50.9	4
5	I-75 SB Ramps	0.42	1	50	35.4	5
6	I-75 NB Ramps	0.27	1	50	26.5	6
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.433	0.804	2204		3	1.000	3.0	0	31.8	0.0	C
2	170.0	0.706	0.807	2551		3	0.494	3.0	0	18.1	0.0	B
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	C
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

7
8
9
10
11
12
13
14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	37.4	31.8	0.0	69.2	0.46	23.9	D
2	2	56.3	18.1	0.0	74.3	0.75	36.3	B
3	3	58.9	32.5	0.0	91.4	0.79	31.1	C
4	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	6	26.5	22.0	0.0	48.4	0.27	20.1	E
7								
8								
9								
10								
11								
12								
13								
14								
15								

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:
12:
13:
14:
15:

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Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PBS&J
Agency/Co.: PSB&J
Date Performed: 12/28/2004
Analysis Time Period: AM Peak Hour
Urban Street: Colonial Boulevard
Direction of Travel: West-bound
Jurisdiction: Lee 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	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	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
4	Challenger Boulevard	0.79	1	50	58.9	4
5	Veronica Shoemaker Boulevard	0.75	1	50	56.3	5
6	Metro Parkway	0.46	1	50	37.4	6
7						
8						
9						
10						
11						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	170.0	0.835	0.896	2956		3	1.000	3.0	0	13.2	0.0	B
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	D
4	170.0	0.706	1.011	2548		3	0.376	3.0	0	38.7	0.0	D
5	120.0	0.525	0.799	2670		3	0.090	3.0	0	23.5	0.0	C
6	227.0	0.304	0.804	1699		4	0.502	3.0	0	73.0	0.0	E

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	26.5	13.2	0.0	39.7	0.27	24.5	D
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	C
4	4	58.9	38.7	0.0	97.6	0.79	29.1	C
5	5	56.3	23.5	0.0	79.7	0.75	33.9	C
6	6	37.4	73.0	0.0	110.4	0.46	15.0	F
7								
8								
9								
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13								
14								
15								

Total travel time (x)	= 533.5	sec
Total length (y)	= 3.36	miles
Total travel speed, Sa = 3600 x (y)/(x)	= 22.7	mph
Total urban street LOS (Exhibit 15-2)	= D	

Intersection Files in the Analysis

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2010 PM Peak Hour HCS Arterial/Segment Analysis

HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
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

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	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	%	9	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
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

HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

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	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	860	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	249		226	
Trucks and buses	9	%	9	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
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: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PBS&J
Date Performed:	12/19/2004
Analysis Time Period:	PM 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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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	68.0*	1
3						
4						
5						
6						
7						
8						
9						
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15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I factor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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												
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	36.9	41.1	0.0				
2	1	68.0*	48.6	0.0	194.5	1.20	22.2	C
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 194.5 sec
Total length (y) = 1.20 miles
Total travel speed, Sa = 3600 x (y)/(x) = 22.2 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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: 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	Length of segment (mi)	Urban street class	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						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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	B
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4												
5												
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	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	B
2	2	68.0*	10.8	0.0	78.8	0.17	7.8	F
3								
4								
5								
6								
7								
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9								
10								
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12								
13								
14								
15								

Total travel time (x) = 167.1 sec
Total length (y) = 0.91 miles
Total travel speed, Sa = 3600 x (y)/(x) = 19.6 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PBS&J
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: 2010
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)	Urban street class	Free flow speed (mph)	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						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.356	0.247	1284		3	1.000	3.0	0	20.6	0.0	C
2	120.0	0.250	0.011	475		3	0.979	3.0	0	33.8	0.0	C
3												
4												
5												
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	19.6	20.6	0.0	40.1	0.17	15.2	E
2	2	68.0*	33.8	0.0	101.8	0.74	26.2	C
3								
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5								
6								
7								
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12								
13								
14								
15								

Total travel time (x) = 142.0 sec
Total length (y) = 0.91 miles
Total travel speed, Sa = 3600 x (y)/(x) = 23.1 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
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
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	Length of segment (mi)	Urban street class	Free flow speed (mph)	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						
6						
7						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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												
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	39.2	37.9	0.0	77.2	0.41	19.1	D
2	2	68.0*	30.8	0.0	98.8	0.82	29.9	B
3								
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14								
15								

Total travel time (x) = 176.0 sec
Total length (y) = 1.23 miles
Total travel speed, Sa = 3600 x (y)/(x) = 25.2 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

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	Charlotte County Line to US 41
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 674 veh/h
Opposing direction volume, Vo 809 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
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	713 pc/h	856 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	0.5	mi/h
Average travel speed, ATSd	41.1	mi/h

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
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		1.00	
Directional flow rate, (note-2) vi	709	pc/h	852	pc/h
Base percent time-spent-following, (note-4) BPTSFd	84.2	%		
Adjustment for no-passing zones, fnp	2.3			
Percent time-spent-following, PTSFd	86.5	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.42	
Peak 15-min vehicle-miles of travel, VMT15	1348	veh-mi
Peak-hour vehicle-miles of travel, VMT60	5122	veh-mi
Peak 15-min total travel time, TT15	32.8	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	41.1	mi/h
Percent time-spent-following, PTSFd (from above)	86.5	
Level of service, (note-1) LOSd (from above)	E	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.11	
Average travel speed including passing lane, (note-2) ATSpl	41.7	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	5.64	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	1.76	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.62	
Percent time-spent-following including passing lane, (note-3) PTSFpl	73.4	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	32.3	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

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	%
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 809 veh/h
Opposing direction volume, Vo 674 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
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	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

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
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		1.00	
Directional flow rate, (note-2) vi	852	pc/h	709	pc/h
Base percent time-spent-following, (note-4) BPTSFd	83.3	%		
Adjustment for no-passing zones, fnp	3.7			
Percent time-spent-following, PTSFd	87.0	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.50	
Peak 15-min vehicle-miles of travel, VMT15	1618	veh-mi
Peak-hour vehicle-miles of travel, VMT60	6148	veh-mi
Peak 15-min total travel time, TT15	39.5	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	7.6	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	41.0	mi/h
Percent time-spent-following, PTSFd (from above)	87.0	
Level of service, (note-1) LOSd (from above)	E	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average travel speed, Ld	5.70	mi
Adj. factor for the effect of passing lane on average speed, fpl	1.11	
Average travel speed including passing lane, (note-2) ATSpl	41.6	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	4.64	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	2.76	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.62	
Percent time-spent-following including passing lane, (note-3) PTSFpl	76.0	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	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.

HCS2000: Two-Lane Highways Release 4.1d

Phone: Fax:
E-Mail:

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	Pine Island Rd to Lee Co Line
Jurisdiction	Lee 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	6	%
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	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 677 veh/h
Opposing direction volume, Vo 798 veh/h

Average Travel Speed

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.1		1.1	
PCE for RVs, ER	1.0		1.0	
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:

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	0.5	mi/h
Average travel speed, ATSd	41.2	mi/h

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
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		1.00	
Directional flow rate, (note-2) vi	713	pc/h	840	pc/h
Base percent time-spent-following, (note-4) BPTSFd	83.8	%		
Adjustment for no-passing zones, fnp	2.4			
Percent time-spent-following, PTSFd	86.2	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.42	
Peak 15-min vehicle-miles of travel, VMT15	1657	veh-mi
Peak-hour vehicle-miles of travel, VMT60	6296	veh-mi
Peak 15-min total travel time, TT15	40.2	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	41.2	mi/h
Percent time-spent-following, PTSFd (from above)	86.2	
Level of service, (note-1) LOSd (from above)	E	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average 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 lane, (note-2) ATSpl	41.7	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	5.61	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	3.49	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.62	
Percent time-spent-following including passing lane, (note-3) PTSFpl	75.6	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	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.

Phone: Fax:
E-Mail:

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	Lee Co Line to Pine Island Rd
Jurisdiction	Lee 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	6	%
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	%
Grade: Length		mi	% No-passing zones	10	%
Up/down		%	Access points/mi	8	/mi

Analysis direction volume, Vd 798 veh/h
Opposing direction volume, Vo 677 veh/h

Average Travel Speed

Direction	Analysis (d)	Opposing (o)
PCE for trucks, ET	1.1	1.1
PCE for RVs, ER	1.0	1.0
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	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

Percent Time-Spent-Following

Direction	Analysis (d)		Opposing (o)	
PCE for trucks, ET	1.0		1.0	
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		1.00	
Directional flow rate, (note-2) vi	840	pc/h	713	pc/h
Base percent time-spent-following, (note-4) BPTSFd	83.2	%		
Adjustment for no-passing zones, fnp	3.6			
Percent time-spent-following, PTSFd	86.9	%		

Level of Service and Other Performance Measures

Level of service, LOS	E	
Volume to capacity ratio, v/c	0.50	
Peak 15-min vehicle-miles of travel, VMT15	1953	veh-mi
Peak-hour vehicle-miles of travel, VMT60	7421	veh-mi
Peak 15-min total travel time, TT15	47.6	veh-h

Notes:
1. If the highway is extended segment (level) or rolling terrain, fG = 1.0
2. If vi (vd or vo) >= 1,700 pc/h, terminate analysis-the LOS is F.
3. For the analysis direction only.
4. Exhibit 20-21 provides factors a and b.
5. Use alternative Equation 20-14 if some trucks operate at crawl speeds on a specific downgrade.

Passing Lane Analysis

Total length of analysis segment, Lt	9.3	mi
Length of two-lane highway upstream of the passing lane, Lu	0.0	mi
Length of passing lane including tapers, Lpl	0.2	mi
Average travel speed, ATSd (from above)	41.1	mi/h
Percent time-spent-following, PTSFd (from above)	86.9	
Level of service, (note-1) LOSd (from above)	E	

Average Travel Speed

Downstream length of two-lane highway within effective length of passing lane for average travel speed, Lde	1.70	mi
Length of two-lane highway downstream of effective length of the passing lane for average 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 lane, (note-2) ATSpl	41.5	

Percent Time-Spent-Following

Downstream length of two-lane highway within effective length of passing lane for percent time-spent-following, Lde	4.72	mi
Length of two-lane highway downstream of effective length of the passing lane for percent time-spent-following, Ld	4.38	mi
Adj. factor for the effect of passing lane on percent time-spent-following, fpl	0.62	
Percent time-spent-following including passing lane, (note-3) PTSFpl	77.8	%

Level of Service and Other Performance Measures (note-4)

Level of service including passing lane, LOSpl	D	
Peak 15-min total travel time, TT15	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.

2010 Level of Service Summary by Segment
PM Peak Hour
Colonial Boulevard/Veterans Parkway

Colonial Boulevard Segment		2010 Lanes	2010 Eastbound Peak Hour Volume	2010 Westbound Peak Hour Volume	LOS Standard	Service Volume at LOS Standard (Peak Hour - Peak Direction)	Service Volume at LOS Standard (Peak Hour - Both Directions)	Service Volume at LOS Standard (Peak Hour - Off-Peak Direction)	2010 Peak Hour LOS	
From	To								Eastbound	Westbound
Metro Parkway	Evans Avenue	6LD	2728	2728	E	2870	4700	1830	E	F
Evans Avenue	Fowler Street	6LD	2905	2928	E	2870	4700	1830	F	F
Fowler Street	Solomon Boulevard	6LD	2386	2681	E	2870	4700	1830	D	F
Solomon Boulevard	US 41	6LD	2225	2981	E	2870	4700	1830	F	F
US 41	DeLeon Street	6LD	2465	3374	E	2870	4700	1830	F	F
DeLeon Street	Summerlin Road	6LD	2755	3613	E	2870	4700	1830	F	F
Summerlin Road	McGregor Boulevard	6LD	2454	3944	E	2870	4700	1830	F	F
Veterans Parkway Segment		2010 Lanes	2010 Eastbound Peak Hour Volume	2010 Westbound Peak Hour Volume	LOS Standard	Service Volume at LOS Standard (Peak Hour - Peak Direction)	Service Volume at LOS Standard (Peak Hour - Both Directions)	Service Volume at LOS Standard (Peak Hour - Off-Peak Direction)	2010 Peak Hour LOS	
From	To								Eastbound	Westbound
McGregor Boulevard	Del Prado Boulevard	4LB	2168	2839	E	3270	5270	2000	F	D
Del Prado Boulevard	Country Club Boulevard	6LD	2104	3463	E	3070	4960	1890	F	F
Country Club Boulevard	Santa Barbara Boulevard	6LD	2152	3128	E	3070	4960	1890	F	F
Santa Barbara Boulevard	Skyline Boulevard	6LD	1404	1838	E	3070	4960	1890	C	B
Skyline Boulevard	Chiquita Boulevard	4LD	1127	1452	E	2050	3310	1260	C	C
Chiquita Boulevard	Surfside Boulevard	4LD	708	1024	E	2050	3310	1260	B	B
Surfside Boulevard	Pine Island Road	4LD	502	611	E	2050	3310	1260	B	B

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: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:
Agency/Co.: PSB&J
Date Performed: 12/28/2004
Analysis Time Period: PM Peak Hour
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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Metro Parkway					
1	Veronica Shoemaker Boulevard	0.46	1	50	37.4	1
2	Challenger Boulevard	0.75	1	50	56.3	2
3	Winkler Avenue	0.79	1	50	58.9	3
4	Six Mile Cypress Parkway	0.67	1	50	50.9	4
5	I-75 SB Ramps	0.42	1	50	35.4	5
6	I-75 NB Ramps	0.27	1	50	26.5	6
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I factor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	170.0	0.494	0.986	2513		3	1.000	3.0	0	57.3	0.0	E
2	170.0	0.706	0.807	2551		3	0.123	3.0	0	17.3	0.0	B
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	C
6	170.0	0.659	0.971	2332		3	0.090	3.0	0	29.4	0.0	C

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	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	6	26.5	29.4	0.0	55.9	0.27	17.4	E
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Total travel time (x)	= 796.8	sec
Total length (y)	= 3.36	miles
Total travel speed, Sa = 3600 x (y)/(x)	= 15.2	mph
Total urban street LOS (Exhibit 15-2)	= F	

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
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:
Agency/Co.: PSB&J
Date Performed: 12/28/2004
Analysis Time Period: PM Peak Hour
Urban Street: Colonial Boulevard
Direction of Travel: West-bound
Jurisdiction: Lee 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	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	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
4	Challenger Boulevard	0.79	1	50	58.9	4
5	Veronica Shoemaker Boulevard	0.75	1	50	56.3	5
6	Metro Parkway	0.46	1	50	37.4	6
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	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	0	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	C
5	170.0	0.494	0.706	2513		3	0.103	3.0	0	33.5	0.0	C
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

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	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	F
3	3	50.9	44.9	0.0	95.8	0.67	25.2	D
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	6	37.4	73.9	0.0	111.2	0.46	14.9	F
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11								
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13								
14								
15								

Total travel time (x) = 565.4 sec
Total length (y) = 3.36 miles
Total travel speed, Sa = 3600 x (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
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Appendix I

2020 AM Peak Hour HCS Arterial/Segment Analysis
2020 PM Peak Hour HCS Arterial/Segment Analysis

2020 AM Peak Hour HCS Arterial/Segment Analysis

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:
Agency/Co.: PBS&J
Date Performed: 12/30/2004
Analysis Time Period: AM Peak Hour
Urban Street: 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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	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						
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6						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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
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4												
5												
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	36.9	44.8	0.0	81.7	0.38	16.7	E
2	2	30.6	17.2	0.0	47.8	0.30	22.6	C
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 129.5 sec
Total length (y) = 0.68 miles
Total travel speed, Sa = 3600 x (y)/(x) = 18.9 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

1: P:\Projects\Burnt_Store\PDE\Traffic\Capacity Analyses\2020AMPMu\BS_JL\Modifie 2: P:\Projects\Burnt_Store\PD
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 12/30/2004
Analysis Time Period: AM Peak Hour
Urban Street: Jones Loop Rd
Direction of Travel: West-bound
Jurisdiction: Charlotte 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)	Urban street class	Free flow speed (mph)	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						
4						
5						
6						
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15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I factor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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												
5												
6												

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10
11
12
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14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	30.6	57.6	0.0	88.2	0.30	12.2	F
2	2	36.9	30.8	0.0	67.7	0.38	20.2	D
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 156.0 sec
Total length (y) = 0.68 miles
Total travel speed, Sa = 3600 x (y)/(x) = 15.7 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
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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
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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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	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						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.456	0.075	1645		3	1.000	3.0	0	13.8	0.0	B
2	90.0	0.511	0.004	1845		3	0.999	3.0	0	10.8	0.0	B
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4												
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	67.8	13.8	0.0	81.6	0.74	32.7	B
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 x (y)/(x) = 20.4 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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
Jurisdiction:	Charlotte 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)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.456	0.075	1645		3	1.000	3.0	0	13.8	0.0	B
2	120.0	0.242	0.015	459		3	0.999	3.0	0	34.6	0.0	C
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by 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
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Total travel time (x) = 136.0 sec
Total length (y) = 0.91 miles
Total travel speed, Sa = 3600 x (y)/(x) = 24.1 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:
Agency/Co.: PBS&J
Date Performed: 12/28/2004
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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Acline Road					
1	US 41	0.41	2	40	39.2	1
2	Taylor Road	0.82	2	40	74.7	2
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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
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4												
5												
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	39.2	43.7	0.0	82.9	0.41	17.8	D
2	2	74.7	32.7	0.0	107.4	0.82	27.5	C
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Total travel time (x) = 190.3 sec
Total length (y) = 1.23 miles
Total travel speed, Sa = 3600 x (y)/(x) = 23.3 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co.:	PBS&J
Date Performed:	12/28/2004
Analysis Time Period:	AM Peak Hour
Urban Street:	Jones Loop Rd/Burnt Store Rd
Direction of Travel:	West-bound
Jurisdiction:	Charlotte 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)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Taylor Road					
1	US 41	0.82	2	40	74.7	1
2	Acline Road	0.41	2	40	39.2	2
3						
4						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.125	0.640	414		3	1.000	3.0	0	53.3	0.0	D
2	120.0	0.167	0.668	244		3	0.725	3.0	0	51.9	0.0	D
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4												
5												
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	74.7	53.3	0.0	127.9	0.82	23.1	C
2	2	39.2	51.9	0.0	91.1	0.41	16.2	E
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Total travel time (x) = 219.1 sec
Total length (y) = 1.23 miles
Total travel speed, Sa = 3600 x (y)/(x) = 20.2 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

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

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	1541	vph	1157	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	406		304	
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
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	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	B		B	
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.

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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:	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)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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	A
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	B
5	120.0	0.525	0.767	1739		3	0.391	3.0	0	23.5	0.0	C
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	52.8	6.3	0.0	59.1	0.57	34.7	B
2	2	62.5	9.1	0.0	71.6	0.68	34.2	B
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	B
5	5	33.9	23.5	0.0	57.4	0.34	21.3	D
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Total travel time (x) = 311.3 sec
Total length (y) = 2.60 miles
Total travel speed, Sa = 3600 x (y)/(x) = 30.1 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

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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:	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.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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	Islamorada Blvd (Marina Ent)	0.57	2	40	52.8	5
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.650	0.861	2153		3	1.000	3.0	0	20.5	0.0	C
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	A
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	B
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
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
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Total travel time (x) = 303.0 sec
Total length (y) = 2.60 miles
Total travel speed, Sa = 3600 x (y)/(x) = 30.9 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co:	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	%	9	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
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	B		B	
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.

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	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	0.47	2	40	44.1	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.517	0.486	1711		3	1.000	3.0	0	18.9	0.0	B
2	120.0	0.617	0.482	2042		3	0.868	3.0	0	12.7	0.0	B
3	120.0	0.592	0.528	1960		3	0.871	3.0	0	14.8	0.0	B
4	120.0	0.350	0.874	1159		3	0.836	3.0	0	43.0	0.0	D
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6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	90.9	18.9	0.0	109.8	1.01	33.1	B
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	B
4	4	44.1	43.0	0.0	87.2	0.47	19.4	D
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15								

Total travel time (x)	=	460.1	sec
Total length (y)	=	4.09	miles
Total travel speed, Sa = 3600 x (y)/(x)	=	32.0	mph
Total urban street LOS (Exhibit 15-2)	=	B	

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

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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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Kismet Parkway					
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	1.01	2	40	90.9	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I factor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.592	0.409	1960		3	1.000	3.0	0	13.3	0.0	B
2	120.0	0.642	0.356	2125		3	0.917	3.0	0	10.1	0.0	B
3	120.0	0.517	0.430	1711		3	0.943	3.0	0	18.2	0.0	B
4	120.0	0.200	0.646	681		3	0.905	3.0	0	46.0	0.0	D
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	44.1	13.3	0.0	57.5	0.47	29.4	B
2	2	77.3	10.1	0.0	87.3	0.85	35.0	A
3	3	158.4	18.2	0.0	176.6	1.76	35.9	A
4	4	90.9	46.0	0.0	136.9	1.01	26.6	C
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Total travel time (x) = 458.3 sec
Total length (y) = 4.09 miles
Total travel speed, Sa = 3600 x (y)/(x) = 32.1 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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2020 Level of Service Summary by Segment
AM Peak Hour
Colonial Boulevard/Veterans Parkway

Colonial Boulevard Segment		2020 Lanes	2020 Eastbound Peak Hour Volume	2020 Westbound Peak Hour Volume	LOS Standard	Service Volume at LOS Standard (Peak Hour - Peak Direction)	Service Volume at LOS Standard (Peak Hour - Both Directions)	Service Volume at LOS Standard (Peak Hour - Off-Peak Direction)	2020 Peak Hour LOS	
From	To								Eastbound	Westbound
Metro Parkway	Evans Avenue	6LD	2977	2446	E	3040	5340	2300	D	F
Evans Avenue	Fowler Street	6LD	3034	2354	E	3040	5340	2300	D	F
Fowler Street	Solomon Boulevard	6LD	2441	1887	E	3040	5340	2300	B	C
Solomon Boulevard	US 41	6LD	2788	2344	E	3040	5340	2300	C	F
US 41	DeLeon Street	6LD	3378	2442	E	3040	5340	2300	F	F
DeLeon Street	Summerlin Road	6LD	3548	2642	E	3040	5340	2300	F	F
Summerlin Road	McGregor Boulevard	6LD	3691	2287	E	3040	5340	2300	F	D
Veterans Parkway Segment		**2020 Lanes**	**2020 Eastbound Peak Hour Volume**	**2020 Westbound Peak Hour Volume**	**LOS Standard**	**Service Volume at LOS Standard (Peak Hour - Peak Direction)**	**Service Volume at LOS Standard (Peak Hour - Both Directions)**	**Service Volume at LOS Standard (Peak Hour - Off-Peak Direction)**	**2020 Peak Hour LOS**	
From	To								Eastbound	Westbound
McGregor Boulevard	Del Prado Boulevard	4LB	3843	2232	E	2030	3560	1530	F	F
Del Prado Boulevard	Country Club Boulevard	6LD	3903	2320	E	3040	5340	2300	F	F
Country Club Boulevard	Santa Barbara Boulevard	6LD	3559	2131	E	3040	5340	2300	F	C
Santa Barbara Boulevard	Skyline Boulevard	6LD	2580	1640	E	3040	5340	2300	C	B
Skyline Boulevard	Chiquita Boulevard	4LD	1836	1230	E	2030	3560	1530	C	C
Chiquita Boulevard	Surfside Boulevard	4LD	1407	922	E	2030	3560	1530	B	B
Surfside Boulevard	Pine Island Road	4LD	920	699	E	2030	3560	1530	B	B

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.
The system was assumed as a Controlled Access Facility

HCS2000: Urban Streets Release 4.1d

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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)	Urban street class	Free flow speed (mph)	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	0.55	2	40	51.0	5
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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	D
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
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	43.3	47.4	0.0	90.7	0.46	18.3	D
2	2	68.6	42.5	0.0	111.1	0.75	24.3	C
3	3	72.1	35.3	0.0	107.4	0.79	26.5	C
4	4	61.6	72.0	0.0	133.7	0.67	18.0	D
5	5	51.0	59.5	0.0	110.5	0.55	17.9	D
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Total travel time (x) = 553.4 sec
Total length (y) = 3.22 miles
Total travel speed, Sa = 3600 x (y)/(x) = 20.9 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	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	D
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
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Total travel time (x) = 618.2 sec
Total length (y) = 3.22 miles
Total travel speed, Sa = 3600 x (y)/(x) = 18.8 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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2020 PM Peak Hour HCS Arterial/Segment Analysis

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst:
Agency/Co.: PBS&J
Date Performed: 12/30/2004
Analysis Time Period: PM Peak Hour
Urban Street: 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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.492	0.716	1628		3	1.000	3.0	0	25.5	0.0	C
2	120.0	0.494	0.216	1637		3	0.628	3.0	0	17.2	0.0	B
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	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	C
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Total travel time (x) = 110.2 sec
Total length (y) = 0.68 miles
Total travel speed, Sa = 3600 x (y)/(x) = 22.2 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

Analyst: PBS&J
Agency/Co.: PBS&J
Date Performed: 12/30/2004
Analysis Time Period: PM Peak Hour
Urban Street: Jones Loop Rd
Direction of Travel: West-bound
Jurisdiction: Charlotte 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)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.250	0.784	828		3	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	C
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4												
5												
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	30.6	46.9	0.0	77.5	0.30	13.9	E
2	2	36.9	30.3	0.0	67.2	0.38	20.3	D
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Total travel time (x)	= 144.8	sec
Total length (y)	= 0.68	miles
Total travel speed, Sa = 3600 x (y)/(x)	= 16.9	mph
Total urban street LOS (Exhibit 15-2)	= E	

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
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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: East-bound
Jurisdiction: Charlotte 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)	Urban street class	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.356	0.337	1284		3	1.000	3.0	0	21.4	0.0	C
2	90.0	0.511	0.004	1845		3	0.951	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)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	67.8	21.4	0.0	89.1	0.74	29.9	B
2	2	68.0*	10.8	0.0	78.8	0.17	7.8	F
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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

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
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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: 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)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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
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4												
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	19.6	21.4	0.0	40.9	0.17	14.9	E
2	2	68.0*	34.6	0.0	102.6	0.74	26.0	C
3								
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14								
15								

Total travel time (x) = 143.6 sec
Total length (y) = 0.91 miles
Total travel speed, Sa = 3600 x (y)/(x) = 22.8 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
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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
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)	Urban street class	Free flow speed (mph)	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						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I factor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.225	0.630	774		3	1.000	3.0	0	43.7	0.0	D
2	120.0	0.358	0.805	1187		3	0.736	3.0	0	37.8	0.0	D
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4												
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	39.2	43.7	0.0	82.9	0.41	17.8	D
2	2	68.0*	37.8	0.0	105.8	0.82	27.9	C
3								
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Total travel time (x) = 188.7 sec
Total length (y) = 1.23 miles
Total travel speed, Sa = 3600 x (y)/(x) = 23.5 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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
Jurisdiction: Charlotte 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)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	Taylor Road					
1	US 41	0.82	2	40	74.7	1
2	Acline Road	0.41	2	40	68.0*	2
3						
4						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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												
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	74.7	53.3	0.0	127.9	0.82	23.1	C
2	2	68.0*	60.9	0.0	128.9	0.41	11.5	F
3								
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Total travel time (x) = 256.8 sec
Total length (y) = 1.23 miles
Total travel speed, Sa = 3600 x (y)/(x) = 17.2 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

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

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	1124	vph	1559	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	296		410	
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
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	B		B	
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.

HCS2000: Urban Streets Release 4.1d

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: 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)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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	B
4	120.0	0.633	0.686	2098		3	0.792	3.0	0	15.0	0.0	B
5	120.0	0.542	0.556	1794		3	0.668	3.0	0	18.3	0.0	B
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	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	2	62.5	8.2	0.0	70.7	0.68	34.6	B
3	3	42.5	15.0	0.0	57.6	0.45	28.1	B
4	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
6								
7								
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14								
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Total travel time (x) = 304.9 sec
Total length (y) = 2.60 miles
Total travel speed, Sa = 3600 x (y)/(x) = 30.7 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

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: 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.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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	Islamorada Blvd (Marina Ent)	0.57	2	40	52.8	5
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.633	0.807	2098		3	1.000	3.0	0	18.9	0.0	B
2	120.0	0.600	0.432	2044		3	0.488	3.0	0	13.0	0.0	B
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	B
5	120.0	0.600	0.561	2044		3	0.767	3.0	0	14.7	0.0	B
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	33.9	18.9	0.0	52.8	0.34	23.2	C
2	2	51.9	13.0	0.0	64.9	0.56	31.1	B
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	B
5	5	52.8	14.7	0.0	67.5	0.57	30.4	B
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14								
15								

Total travel time (x) = 337.4 sec
Total length (y) = 2.60 miles
Total travel speed, Sa = 3600 x (y)/(x) = 27.7 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co:	PBS&J
Date:	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

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	1266	vph	1447	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	333		381	
Trucks and buses	6	%	6	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
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	B		B	
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.

HCS2000: Urban Streets Release 4.1d

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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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	0.47	2	40	44.1	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I factor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.500	0.406	1656		3	1.000	3.0	0	19.0	0.0	B
2	120.0	0.575	0.429	1904		3	0.919	3.0	0	14.5	0.0	B
3	120.0	0.592	0.528	1960		3	0.906	3.0	0	14.8	0.0	B
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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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	90.9	19.0	0.0	109.9	1.01	33.1	B
2	2	158.4	14.5	0.0	172.9	1.76	36.6	A
3	3	77.3	14.8	0.0	92.1	0.85	33.2	B
4	4	44.1	41.2	0.0	85.3	0.47	19.8	D
5								
6								
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Total travel time (x) = 460.2 sec
Total length (y) = 4.09 miles
Total travel speed, Sa = 3600 x (y)/(x) = 32.0 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

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: South-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)	Urban street class	Free flow speed (mph)	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	1.01	2	40	90.9	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.592	0.409	1960		3	1.000	3.0	0	13.3	0.0	B
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	D
5												
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	44.1	13.3	0.0	57.5	0.47	29.4	B
2	2	77.3	15.6	0.0	92.9	0.85	32.9	B
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								
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Total travel time (x) = 475.9 sec
Total length (y) = 4.09 miles
Total travel speed, Sa = 3600 x (y)/(x) = 30.9 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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2020 Level of Service Summary by Segment
PM Peak Hour
Colonial Boulevard/Veterans Parkway

Colonial Boulevard Segment		2020 Lanes	2020 Eastbound Peak Hour Volume	2020 Westbound Peak Hour Volume	LOS Standard	Service Volume at LOS Standard (Peak Hour - Peak Direction)	Service Volume at LOS Standard (Peak Hour - Both Directions)	Service Volume at LOS Standard (Peak Hour - Off-Peak Direction)	2020 Peak Hour LOS	
From	To								Eastbound	Westbound
Metro Parkway	Evans Avenue	6LD	2877	3066	E	3040	5340	2300	F	F
Evans Avenue	Fowler Street	6LD	3059	3087	E	3040	5340	2300	F	F
Fowler Street	Solomon Boulevard	6LD	2429	2882	E	3040	5340	2300	F	C
Solomon Boulevard	US 41	6LD	2268	3030	E	3040	5340	2300	D	D
US 41	DeLeon Street	6LD	2508	3429	E	3040	5340	2300	F	F
DeLeon Street	Summerlin Road	6LD	2980	3675	E	3040	5340	2300	F	F
Summerlin Road	McGregor Boulevard	6LD	2720	4015	E	3040	5340	2300	F	F
Veterans Parkway Segment		**2020 Lanes**	**2020 Eastbound Peak Hour Volume**	**2020 Westbound Peak Hour Volume**	**LOS Standard**	**Service Volume at LOS Standard (Peak Hour - Peak Direction)**	**Service Volume at LOS Standard (Peak Hour - Both Directions)**	**Service Volume at LOS Standard (Peak Hour - Off-Peak Direction)**	**2020 Peak Hour LOS**	
From	To								Eastbound	Westbound
McGregor Boulevard	Del Prado Boulevard	4LB	2380	3249	E	2030	3560	1530	F	F
Del Prado Boulevard	Country Club Boulevard	6LD	2311	3898	E	3040	5340	2300	F	F
Country Club Boulevard	Santa Barbara Boulevard	6LD	2296	3744	E	3040	5340	2300	D	F
Santa Barbara Boulevard	Skyline Boulevard	6LD	1740	2381	E	3040	5340	2300	B	B
Skyline Boulevard	Chiquita Boulevard	4LD	1337	1836	E	2030	3560	1530	C	C
Chiquita Boulevard	Surfside Boulevard	4LD	872	1271	E	2030	3560	1530	B	B
Surfside Boulevard	Pine Island Road	4LD	685	818	E	2030	3560	1530	B	B

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.
The system was assumed as a Controlled Access Facility

HCS2000: Urban Streets Release 4.1d

PBS&J
PBS&J

Phone: Fax:
E-Mail:

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 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)	Urban street class	Free flow speed (mph)	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	0.55	2	40	51.0	5
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	43.3	54.5	0.0	97.8	0.46	16.9	E
2	2	68.6	88.9	0.0	157.5	0.75	17.1	D
3	3	72.1	47.1	0.0	119.2	0.79	23.9	C
4	4	61.6	71.5	0.0	133.2	0.67	18.1	D
5	5	51.0	168.1	0.0	219.1	0.55	9.0	F
6								
7								
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10								
11								
12								
13								
14								
15								

Total travel time (x) = 726.8 sec
Total length (y) = 3.22 miles
Total travel speed, Sa = 3600 x (y)/(x) = 15.9 mph
Total urban street LOS (Exhibit 15-2) = E

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

PBS&J
PBS&J

Phone: Fax:
E-Mail:

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: West-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)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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	C
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)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
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	C
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
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Total travel time (x) = 540.5 sec
Total length (y) = 3.22 miles
Total travel speed, Sa = 3600 x (y)/(x) = 21.4 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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Appendix J

2030 AM Peak Hour HCS Arterial/Segment Analysis
2030 PM Peak Hour HCS Arterial/Segment Analysis

2030 AM Peak Hour HCS Arterial/Segment Analysis

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

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: 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)	Urban street class	Free flow speed (mph)	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	0.30	2	40	30.6	3
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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	B
3	120.0	0.363	0.404	1201		3	0.860	3.0	0	28.8	0.0	C
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	74.7	39.7	0.0	114.4	0.82	25.8	C
2	2	36.9	16.3	0.0	53.2	0.38	25.7	C
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
Total length (y) = 1.50 miles
Total travel speed, Sa = 3600 x (y)/(x) = 23.8 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

OPERATIONAL ANALYSIS

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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	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
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Total travel time (x) = 275.7 sec
Total length (y) = 1.50 miles
Total travel speed, Sa = 3600 x (y)/(x) = 19.6 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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:	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)	Urban street class	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.278	0.554	1003		3	1.000	3.0	0	28.4	0.0	C
2	90.0	0.511	0.006	1845		3	0.813	3.0	0	10.8	0.0	B
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	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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Total travel time (x) = 175.0 sec
Total length (y) = 0.91 miles
Total travel speed, Sa = 3600 x (y)/(x) = 18.7 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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
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)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.456	0.266	1645		3	1.000	3.0	0	15.3	0.0	B
2	90.0	0.078	0.050	281		3	0.974	3.0	0	38.5	0.0	D
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5												
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	19.6	15.3	0.0	34.8	0.17	17.6	D
2	2	68.0*	38.5	0.0	106.5	0.74	25.0	C
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14								
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Total travel time (x) = 141.3 sec
Total length (y) = 0.91 miles
Total travel speed, Sa = 3600 x (y)/(x) = 23.2 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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/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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.617	0.870	2042		3	1.000	3.0	0	23.4	0.0	C
2	120.0	0.308	0.626	1060		3	0.373	3.0	0	36.0	0.0	D
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	144.0	23.4	0.0	167.4	1.60	34.4	B
2	2	39.2	36.0	0.0	75.3	0.41	19.6	D
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Total travel time (x) = 242.7 sec
Total length (y) = 2.01 miles
Total travel speed, Sa = 3600 x (y)/(x) = 29.8 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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/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)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	US 41					
1	Acline Road	0.41	2	40	39.2	1
2	Notre Dame	1.60	2	40	144.0	2
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.617	0.697	2042		3	1.000	3.0	0	16.5	0.0	B
2	120.0	0.783	0.526	2594		3	0.654	3.0	0	4.9	0.0	A
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4												
5												
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	39.2	16.5	0.0	55.8	0.41	26.5	C
2	2	144.0	4.9	0.0	148.9	1.60	38.7	A
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Total travel time (x) = 204.7 sec
Total length (y) = 2.01 miles
Total travel speed, Sa = 3600 x (y)/(x) = 35.4 mph
Total urban street LOS (Exhibit 15-2) = A

Intersection Files in the Analysis

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HCS2000: Multilane Highways Release 4.1d

Phone: 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	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	2222	vph	1695	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	585		446	
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
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	mph
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.

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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:	Charlotte County/Lee 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)	Urban street class	Free flow speed (mph)	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	0.34	2	40	33.9	5
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.746	0.800	2471		3	1.000	3.0	0	11.6	0.0	B
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	B
5	120.0	0.458	0.804	2397		3	0.391	3.0	0	28.7	0.0	C
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	52.8	11.6	0.0	64.3	0.57	31.9	B
2	2	62.5	14.6	0.0	77.1	0.68	31.8	B
3	3	42.5	24.0	0.0	66.5	0.45	24.4	C
4	4	51.9	18.1	0.0	70.0	0.56	28.8	B
5	5	33.9	28.7	0.0	62.6	0.34	19.6	D
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Total travel time (x) = 340.5 sec
Total length (y) = 2.60 miles
Total travel speed, Sa = 3600 x (y)/(x) = 27.5 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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:	Charlotte County/Lee 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)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.650	0.666	2153		3	1.000	3.0	0	13.8	0.0	B
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	120.0	0.592	0.721	2015		3	0.529	3.0	0	18.1	0.0	B
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	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	B
3	3	42.5	12.6	0.0	55.1	0.45	29.4	B
4	4	62.5	23.4	0.0	85.9	0.68	28.5	B
5	5	52.8	18.1	0.0	70.9	0.57	28.9	B
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Total travel time (x) = 327.7 sec
Total length (y) = 2.60 miles
Total travel speed, Sa = 3600 x (y)/(x) = 28.6 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

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	%	6	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
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.

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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	0.47	2	40	44.1	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I factor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.542	0.694	1794		3	1.000	3.0	0	21.4	0.0	C
2	120.0	0.600	0.716	1987		3	0.658	3.0	0	17.7	0.0	B
3	120.0	0.625	0.717	2070		3	0.629	3.0	0	16.1	0.0	B
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

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	90.9	21.4	0.0	112.3	1.01	32.4	B
2	2	158.4	17.7	0.0	176.1	1.76	36.0	A
3	3	77.3	16.1	0.0	93.3	0.85	32.8	B
4	4	44.1	48.3	0.0	92.5	0.47	18.3	D
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Total travel time (x) = 474.1 sec
Total length (y) = 4.09 miles
Total travel speed, Sa = 3600 x (y)/(x) = 31.1 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
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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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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	1.01	2	40	90.9	4
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I factor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.625	0.556	2070		3	1.000	3.0	0	13.3	0.0	B
2	120.0	0.658	0.499	2180		3	0.811	3.0	0	10.6	0.0	B
3	120.0	0.542	0.591	1794		3	0.859	3.0	0	19.0	0.0	B
4	120.0	0.250	0.756	852		3	0.777	3.0	0	44.7	0.0	D
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	44.1	13.3	0.0	57.4	0.47	29.5	B
2	2	77.3	10.6	0.0	87.8	0.85	34.8	B
3	3	158.4	19.0	0.0	177.4	1.76	35.7	A
4	4	90.9	44.7	0.0	135.6	1.01	26.8	C
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Total travel time (x) = 458.2 sec
Total length (y) = 4.09 miles
Total travel speed, Sa = 3600 x (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

Veterans Parkway Segment		2030 Lanes	2030 Eastbound Peak Hour Volume	2030 Westbound Peak Hour Volume	LOS Standard	Service Volume at LOS Standard (Peak Hour - Peak Direction)	Service Volume at LOS Standard (Peak Hour - Both Directions)	Service Volume at LOS Standard (Peak Hour - Off-Peak Direction)	2030 Peak Hour LOS	
From	To								Eastbound	Westbound
McGregor Boulevard	Del Prado Boulevard	4LB	4464	2616	E	3420	6000	2580	F	F
Del Prado Boulevard	Country Club Boulevard	6LD	4535	2720	E	5130	9000	3870	E	D
Country Club Boulevard	Santa Barbara Boulevard	6LD	4124	2600	E	5130	9000	3870	D	C
Santa Barbara Boulevard	Skyline Boulevard	6LD	3053	1980	E	5130	9000	3870	C	C
Skyline Boulevard	Chiquita Boulevard	4LD	2204	1491	E	3420	6000	2580	C	C
Chiquita Boulevard	Surfside Boulevard	4LD	1642	1240	E	2030	3560	1530	C	C
Surfside Boulevard	Pine Island Road	4LD	1170	1027	E	2030	3560	1530	B	B

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 AM Peak Hour Arterial Analysis
for Colonial Boulevard

Refer to Appendix L for
2030 AM Peak Hour HCS/Freeway Segment Analysis
for Colonial Boulevard

2030 PM Peak Hour HCS Arterial/Segment Analysis

HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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	0.30	2	40	30.6	3
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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
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6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	74.7	43.7	0.0	118.4	0.82	24.9	C
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	B
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Total travel time (x) = 222.2 sec
Total length (y) = 1.50 miles
Total travel speed, Sa = 3600 x (y)/(x) = 24.3 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
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	D
3	120.0	0.125	0.618	414		3	0.432	3.0	0	51.0	0.0	D
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5												
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
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	74.7	51.0	0.0	125.7	0.82	23.5	C
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Total travel time (x) = 274.0 sec
Total length (y) = 1.50 miles
Total travel speed, Sa = 3600 x (y)/(x) = 19.7 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
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OPERATIONAL ANALYSIS

Analyst:	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:	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)	Urban street class	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.356	0.449	1284		3	1.000	3.0	0	22.5	0.0	C
2	90.0	0.511	0.006	1845		3	0.893	3.0	0	10.8	0.0	B
3												
4												
5												
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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (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	B
2	2	68.0*	10.8	0.0	78.8	0.17	7.8	F
3								
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15								

Total travel time (x) = 169.0 sec
Total length (y) = 0.91 miles
Total travel speed, Sa = 3600 x (y)/(x) = 19.4 mph
Total urban street LOS (Exhibit 15-2) = D

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
E-Mail:

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)	Urban street class	Free flow speed (mph)	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
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	90.0	0.356	0.449	1284		3	1.000	3.0	0	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												
4												
5												
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	19.6	22.5	0.0	42.0	0.17	14.6	E
2	2	68.0*	38.6	0.0	106.6	0.74	25.0	C
3								
4								
5								
6								
7								
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10								
11								
12								
13								
14								
15								

Total travel time (x) = 148.6 sec
Total length (y) = 0.91 miles
Total travel speed, Sa = 3600 x (y)/(x) = 22.0 mph
Total urban street LOS (Exhibit 15-2) = C

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
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OPERATIONAL ANALYSIS

Analyst:
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: North-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)	Urban street class	Free flow speed (mph)	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						
12						
13						
14						
15						

Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.492	0.838	1628		3	1.000	3.0	0	30.4	0.0	C
2	120.0	0.250	0.820	1247		3	0.433	3.0	0	44.4	0.0	D
3												
4												
5												
6												

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14
15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	144.0	30.4	0.0	174.4	1.60	33.0	B
2	2	39.2	44.4	0.0	83.7	0.41	17.6	D
3								
4								
5								
6								
7								
8								
9								
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12								
13								
14								
15								

Total travel time (x) = 258.1 sec
Total length (y) = 2.01 miles
Total travel speed, Sa = 3600 x (y)/(x) = 28.0 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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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/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)	Urban street class	Free flow speed (mph)	Running time (sec)	Section
0	US 41					
1	Acline Road	0.41	2	40	39.2	1
2	Notre Dame	1.60	2	40	144.0	2
3						
4						
5						
6						
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8						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.608	0.802	2015		3	1.000	3.0	0	20.4	0.0	C
2	120.0	0.783	0.526	2594		3	0.496	3.0	0	4.9	0.0	A
3												
4												
5												
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	39.2	20.4	0.0	59.6	0.41	24.7	C
2	2	144.0	4.9	0.0	148.9	1.60	38.7	A
3								
4								
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14								
15								

Total travel time (x) = 208.5 sec
Total length (y) = 2.01 miles
Total travel speed, Sa = 3600 x (y)/(x) = 34.7 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

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

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	1620	vph	2136	vph
Peak-hour factor, PHF	0.95		0.95	
Peak 15-minute volume, v15	426		562	
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
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

Direction	1		2	
Flow rate, vp	919	pcphpl	1212	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	B		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.

HCS2000: Urban Streets Release 4.1d

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: Charlotte County/Lee 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)	Urban street class	Free flow speed (mph)	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	0.34	2	40	33.9	5
6						
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13						
14						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.592	0.596	2816		3	1.000	3.0	0	15.8	0.0	B
2	120.0	0.667	0.473	3173		3	0.773	3.0	0	9.8	0.0	A
3	120.0	0.625	0.699	2070		3	0.878	3.0	0	15.9	0.0	B
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	C
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	52.8	15.8	0.0	68.6	0.57	29.9	B
2	2	62.5	9.8	0.0	72.3	0.68	33.8	B
3	3	42.5	15.9	0.0	58.4	0.45	27.7	C
4	4	51.9	9.6	0.0	61.5	0.56	32.8	B
5	5	33.9	25.9	0.0	59.8	0.34	20.5	D
6								
7								
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13								
14								
15								

Total travel time (x) = 320.6 sec
Total length (y) = 2.60 miles
Total travel speed, Sa = 3600 x (y)/(x) = 29.2 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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Phone: Fax:
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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: South-bound
Jurisdiction: Charlotte County/Lee 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)	Urban street class	Free flow speed (mph)	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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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I fac-tor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.667	0.534	3173		3	1.000	3.0	0	10.5	0.0	B
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	B
5	120.0	0.625	0.800	2129		3	0.718	3.0	0	18.5	0.0	B
6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	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	B
5	5	52.8	18.5	0.0	71.3	0.57	28.8	B
6								
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8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 318.4 sec
Total length (y) = 2.60 miles
Total travel speed, Sa = 3600 x (y)/(x) = 29.4 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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HCS2000: Multilane Highways Release 4.1d

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst:	PBS&J
Agency/Co:	PBS&J
Date:	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	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
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.

HCS2000: Urban Streets Release 4.1d

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

Analysis period length 0.25 hr

Seg.	Cross street name	Length of segment (mi)	Urban street class	Free flow speed (mph)	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	0.47	2	40	44.1	4
5						
6						
7						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I factor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.508	0.597	1684		3	1.000	3.0	0	21.4	0.0	C
2	120.0	0.575	0.618	1904		3	0.771	3.0	0	17.3	0.0	B
3	120.0	0.625	0.717	2070		3	0.749	3.0	0	16.2	0.0	B
4	120.0	0.425	0.981	1482		3	0.626	3.0	0	48.3	0.0	D
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6												

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15

Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	90.9	21.4	0.0	112.3	1.01	32.4	B
2	2	158.4	17.3	0.0	175.7	1.76	36.1	A
3	3	77.3	16.2	0.0	93.5	0.85	32.7	B
4	4	44.1	48.3	0.0	92.5	0.47	18.3	D
5								
6								
7								
8								
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15								

Total travel time (x) = 473.9 sec
Total length (y) = 4.09 miles
Total travel speed, Sa = 3600 x (y)/(x) = 31.1 mph
Total urban street LOS (Exhibit 15-2) = B

Intersection Files in the Analysis

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HCS2000: Urban Streets Release 4.1d

Phone: Fax:
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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: South-bound
Jurisdiction: Lee 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)	Urban street class	Free flow speed (mph)	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	1.01	2	40	90.9	4
5						
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Intersection Delay Estimates

Seg	Cycle length C	Green ratio g/C	v/c ratio X	Lane cap. c	PVG if Input	Arr. type AT	I factor	Unit ext. (sec)	Init. queue (veh)	Cntrl. delay (sec)	Other delay (sec)	Inter. LOS
1	120.0	0.625	0.556	2070		3	1.000	3.0	0	13.3	0.0	B
2	120.0	0.667	0.637	2208		3	0.811	3.0	0	12.1	0.0	B
3	120.0	0.542	0.767	1794		3	0.728	3.0	0	23.1	0.0	C
4	120.0	0.225	0.783	766		3	0.553	3.0	0	46.8	0.0	D
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6												

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Arterial Level of Service

Seg.	Sect.	Running time (sec)	Inter. control. delay (sec)	Other delay (sec)	Sum of time by section (sec)	Sum of length by section (mi)	Arterial speed (mph)	Arterial LOS by section
1	1	44.1	13.3	0.0	57.4	0.47	29.5	B
2	2	77.3	12.1	0.0	89.4	0.85	34.2	B
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
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

Total travel time (x) = 465.9 sec
Total length (y) = 4.09 miles
Total travel speed, Sa = 3600 x (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

Veterans Parkway Segment		2030 Lanes	2030 Eastbound Peak Hour Volume	2030 Westbound Peak Hour Volume	LOS Standard	Service Volume at LOS Standard (Peak Hour - Peak Direction)	Service Volume at LOS Standard (Peak Hour - Both Directions)	Service Volume at LOS Standard (Peak Hour - Off-Peak Direction)	2030 Peak Hour LOS	
From	To								Eastbound	Westbound
McGregor Boulevard	Del Prado Boulevard	4LB	2567	3750	E	3420	6000	2580	E	F
Del Prado Boulevard	Country Club Boulevard	6LD	2488	4510	E	5130	9000	3870	C	D
Country Club Boulevard	Santa Barbara Boulevard	6LD	2554	4300	E	5130	9000	3870	C	D
Santa Barbara Boulevard	Skyline Boulevard	6LD	2080	3120	E	5130	9000	3870	C	C
Skyline Boulevard	Chiquita Boulevard	4LD	1520	2160	E	3420	6000	2580	C	C
Chiquita Boulevard	Surfside Boulevard	4LD	1083	1460	E	2030	3560	1530	B	B
Surfside Boulevard	Pine Island Road	4LD	920	1144	E	2030	3560	1530	B	B

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

2030 AM Peak Hour HCM/Synchro Analysis

Colonial Boulevard - McGregor to I-75
HCM/Synchro Intersection Analysis Results

2030 AM Peak		Summary		
Node	Intersection	Delay (sec/veh)	V/C Ratio	LOS
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	B
94	DeLeon St/EB Frontage	16.4	0.70	B
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

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Summerlin Rd	II	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	II	40	4.4	36.2	40.6	0.0	3.4	F
Fowler Street	II	41	35.0	82.5	117.5	0.4	10.8	F
Metro Parkway	II	43	44.1	51.0	95.1	0.5	19.0	D
Veronica Shoemaker (	II	45	47.5	60.6	108.1	0.6	19.8	D
Winkler Avenue	II	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
	II	45	8.4	22.0	30.4	0.1	9.1	F
Total	II		347.2	477.3	824.5	4.0	17.7	D

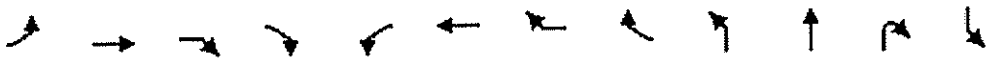
Arterial Level of Service: WB WB Frontage Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	II	45	8.3	160.6	168.9	0.1	1.6	F
	II	45	9.2	67.9	77.1	0.1	3.9	F
Ortiz Avenue	II	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 (	II	45	122.6	37.7	160.3	1.5	34.4	B
Metro Parkway	II	45	27.8	65.4	93.2	0.3	10.8	F
Fowler Street	II	45	26.4	64.2	90.6	0.3	10.1	F
US 41	II	45	4.3	151.6	155.9	0.0	0.9	F
DeLeon St	II	45	32.1	7.9	40.0	0.3	29.2	B
Summerlin Rd	II	45	29.8	11.1	40.9	0.3	26.5	C
McGregor Blvd	II	45	3.2	97.4	100.6	0.0	1.1	F
Total	II		358.5	937.1	1295.6	4.0	11.2	F



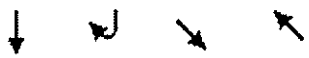
Movement	EBL2	EBT	EBR	WBT	NBL	NBT	NBR2	SBL	SBT	SWL	SWR2
Lane Configurations											
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.95	0.95			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.92			1.00	1.00	0.85	1.00	1.00	1.00	0.85
Flt 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
Flt 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	3	0	11	978	245	345	968	245	313
Lane Group Flow (vph)	1	6	0	0	11	978	245	345	968	245	313
Turn Type	custom				pm+pt		custom	pm+pt			custom
Protected Phases	3	3			1	6	4	5	2	4	5
Permitted Phases	3				6		6 4	2		4	5
Actuated Green, G (s)	1.4	1.4			73.8	72.6	89.6	96.6	90.4	17.0	19.0
Effective Green, g (s)	2.4	2.4			75.8	73.6	91.6	97.6	91.4	18.0	20.0
Actuated g/C Ratio	0.02	0.02			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			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			0.00	0.53	0.03	0.16	0.52	c0.14	c0.20
v/s Ratio Perm					0.02		0.13	c0.62			
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			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	3.3			0.1	14.9	0.1	61.9	3.8	57.5	154.8
Delay (s)	63.1	66.1			13.5	40.7	6.7	108.6	15.7	113.5	209.8
Level of Service	E	E			B	D	A	F	B	F	F
Approach Delay (s)		65.7		0.0		33.7			40.1	167.5	
Approach LOS		E		A		C			D	F	

Intersection Summary			
HCM Average Control Delay	60.5	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	102.5%	ICU Level of Service	F
c Critical Lane Group			



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations												
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
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		1.00		1.00	1.00	0.85	1.00
Flt 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		3539		3433	1863	1583	1770
Flt Permitted	0.95		1.00	1.00	0.95		1.00		0.95	1.00	1.00	0.95
Satd. Flow (perm)	1770		3539	1583	3433		3539		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
Turn Type	custom			Prot	Prot				Prot		Perm	Prot
Protected Phases	7		4	4	3		8		5	2		1
Permitted Phases	7		4				8				2	
Actuated Green, G (s)	10.7		104.0	104.0	59.0		152.3		37.0	27.0	27.0	20.0
Effective Green, g (s)	11.7		105.0	105.0	60.0		153.3		38.0	28.0	28.0	21.0
Actuated g/C Ratio	0.05		0.46	0.46	0.26		0.67		0.17	0.12	0.12	0.09
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)	90		1616	723	896		2359		567	227	193	162
v/s Ratio Prot	0.03		0.13	c0.71	c0.31		0.11		c0.20	0.04		0.11
v/s Ratio Perm											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	101.0	104.5
Progression Factor	1.00		1.00	1.00	0.94		0.80		1.00	1.00	1.00	1.00
Incremental Delay, d2	7.9		0.1	252.1	93.7		0.0		100.2	3.9	1043.8	138.2
Delay (s)	114.6		39.2	314.6	173.6		11.5		196.2	96.4	1144.8	242.7
Level of Service	F		D	F	F		B		F	F	F	F
Approach Delay (s)		230.2				130.9				626.3		
Approach LOS		F				F				F		

Intersection Summary			
HCM Average Control Delay	313.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.65		
Actuated Cycle Length (s)	230.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	115.3%	ICU Level of Service	G
c Critical Lane Group			



Movement	SBT	SBR2	SET	NWT
Lane Configurations	↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		
Lane Util. Factor	1.00	1.00		
Frt	1.00	0.85		
Flt Protected	1.00	1.00		
Satd. Flow (prot)	1863	1583		
Flt Permitted	1.00	1.00		
Satd. Flow (perm)	1863	1583		
Volume (vph)	71	24	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	77	26	0	0
Lane Group Flow (vph)	77	26	0	0
Turn Type		custom		
Protected Phases	6			
Permitted Phases		8		
Actuated Green, G (s)	10.0	152.3		
Effective Green, g (s)	11.0	153.3		
Actuated g/C Ratio	0.05	0.67		
Clearance Time (s)	5.0	5.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	89	1055		
v/s Ratio Prot	0.04			
v/s Ratio Perm		0.02		
v/c Ratio	0.87	0.02		
Uniform Delay, d1	108.8	13.0		
Progression Factor	1.00	1.00		
Incremental Delay, d2	63.4	0.0		
Delay (s)	172.2	13.0		
Level of Service	F	B		
Approach Delay (s)	204.6		0.0	0.0
Approach LOS	F		A	A

Intersection Summary



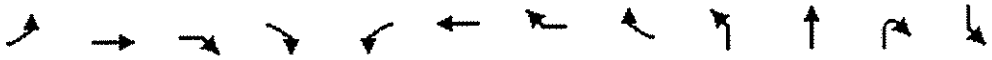
Movement	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NET	NER	NER2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor			0.97	0.91	1.00	0.97	0.91	1.00	0.97		*0.95	1.00
Frt			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 (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	1.00
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			Prot		custom	Prot		custom	Prot			Perm
Protected Phases			5	2	3	1	6	7	7		4	
Permitted Phases					2 3			6 7			4	4
Actuated Green, G (s)			10.0	37.0	50.0	12.0	39.0	65.0	26.0		48.0	48.0
Effective Green, g (s)			11.0	38.0	52.0	13.0	40.0	67.0	27.0		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)			290	1486	682	343	1565	865	713		1334	597
v/s Ratio Prot			0.11	c0.45	0.03	c0.14	0.38	0.12	c0.34		0.29	
v/s Ratio Perm					0.10			0.20				0.35
v/c Ratio			1.28	1.55	0.32	1.42	1.22	0.59	1.62		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		1.00	1.00
Incremental Delay, d2			148.2	250.5	0.3	204.0	105.5	1.1	284.2		3.0	18.8
Delay (s)			207.7	296.5	27.2	262.5	150.5	23.1	335.7		38.7	57.4
Level of Service			F	F	C	F	F	C	F		D	E
Approach Delay (s)	0.0	0.0		264.5			146.7			167.4		
Approach LOS	A	A		F			F			F		

Intersection Summary			
HCM Average Control Delay	184.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	148.8%	ICU Level of Service	H
c Critical Lane Group			



Movement	SWL	SWT	SWR	SWR2
Lane Configurations				
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
Flt Protected	0.95		1.00	1.00
Satd. Flow (prot)	3433		3539	1583
Flt Permitted	0.95		1.00	1.00
Satd. Flow (perm)	3433		3539	1583
Volume (vph)	324	0	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		8	
Permitted Phases			8	8
Actuated Green, G (s)	13.0		35.0	35.0
Effective Green, g (s)	14.0		36.0	36.0
Actuated g/C Ratio	0.11		0.28	0.28
Clearance Time (s)	5.0		5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0
Lane Grp Cap (vph)	370		980	438
v/s Ratio Prot	0.10		c0.36	
v/s Ratio Perm				0.26
v/c Ratio	0.95		1.29	0.95
Uniform Delay, d1	57.7		47.0	46.1
Progression Factor	1.00		1.00	1.00
Incremental Delay, d2	34.2		138.6	30.1
Delay (s)	91.8		185.6	76.2
Level of Service	F		F	E
Approach Delay (s)		147.0		
Approach LOS		F		

Intersection Summary



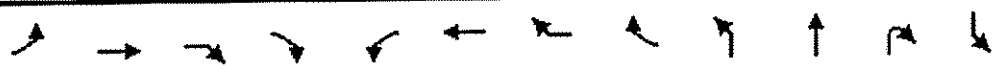
Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		*0.95	1.00	0.97		*0.95	1.00	1.00	0.91	1.00	0.97
Frt	1.00		1.00	0.85	1.00		1.00	0.85	1.00	1.00	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
Satd. Flow (prot)	3433		3539	1583	3433		3539	1583	1770	5085	1583	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		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			Prot	custom			Prot	Prot		Perm	Prot
Protected Phases	1		6	6	5		2	2	7	4		3
Permitted Phases			6		5		2				4	
Actuated Green, G (s)	54.2		39.4	39.4	53.0		38.2	38.2	32.5	76.5	76.5	34.5
Effective Green, g (s)	57.0		42.2	42.2	55.8		41.0	41.0	35.0	79.0	79.0	37.0
Actuated g/C Ratio	0.25		0.18	0.18	0.24		0.18	0.18	0.15	0.34	0.34	0.16
Clearance Time (s)	6.8		6.8	6.8	6.8		6.8	6.8	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	851		649	290	833		631	282	269	1747	544	552
v/s Ratio Prot	c0.27		0.07	0.05	0.25		0.04	c0.24	0.12	0.36		c0.18
v/s Ratio Perm											c0.54	
v/c Ratio	1.11		0.37	0.25	1.03		0.24	1.35	0.82	1.06	1.58	1.10
Uniform Delay, d1	86.5		82.2	80.3	87.1		81.1	94.5	94.4	75.5	75.5	96.5
Progression Factor	1.00		1.00	1.00	0.73		0.79	0.65	1.00	1.00	1.00	1.00
Incremental Delay, d2	64.0		1.6	2.0	35.6		0.6	175.6	17.3	39.5	268.5	67.2
Delay (s)	150.5		83.8	82.4	98.8		64.6	237.2	111.7	115.0	344.0	163.7
Level of Service	F		F	F	F		E	F	F	F	F	F
Approach Delay (s)		133.9				133.2				181.8		
Approach LOS		F				F				F		

Intersection Summary			
HCM Average Control Delay	140.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	230.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	124.9%	ICU Level of Service	H
c Critical Lane Group			



Movement	SBT	SBR2	SET	NWT
Lane Configurations	↑↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		
Lane Util. Factor	0.91	1.00		
Frt	1.00	0.85		
Flt Protected	1.00	1.00		
Satd. Flow (prot)	5085	1583		
Flt Permitted	1.00	1.00		
Satd. Flow (perm)	5085	1583		
Volume (vph)	1095	258	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1190	280	0	0
Lane Group Flow (vph)	1190	280	0	0
Turn Type		Perm		
Protected Phases	8			
Permitted Phases		8		
Actuated Green, G (s)	78.5	78.5		
Effective Green, g (s)	81.0	81.0		
Actuated g/C Ratio	0.35	0.35		
Clearance Time (s)	6.5	6.5		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	1791	557		
v/s Ratio Prot	0.23			
v/s Ratio Perm		0.18		
v/c Ratio	0.66	0.50		
Uniform Delay, d1	63.0	58.6		
Progression Factor	1.00	1.00		
Incremental Delay, d2	0.9	0.7		
Delay (s)	63.9	59.4		
Level of Service	E	E		
Approach Delay (s)	92.4		0.0	0.0
Approach LOS	F		A	A

Intersection Summary



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations												
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		*0.91	1.00	0.97		*0.95	1.00	0.97	0.86	0.86	0.97
Frt	1.00		1.00	0.85	1.00		1.00	0.85	1.00	1.00	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
Satd. Flow (prot)	3433		5085	1583	3433		3539	1583	3433	4799	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	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			custom	Prot			Prot	Prot		custom	Prot
Protected Phases	1		6	6	5		2	2	7	4	4	3
Permitted Phases			6	7			2				4	
Actuated Green, G (s)	66.1		98.0	128.0	39.0		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		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		1106	495	463	1210	343	254
v/s Ratio Prot	0.27		0.21	c0.70	c0.35		0.15	0.14	c0.26	0.25	c0.40	0.07
v/s Ratio Perm				0.25								
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		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		65.7	66.0	530.2	109.5	361.9	152.5
Level of Service	F		D	F	F		E	E	F	F	F	F
Approach Delay (s)		181.9				367.6				304.5		
Approach LOS		F				F				F		

Intersection Summary			
HCM Average Control Delay	274.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.73		
Actuated Cycle Length (s)	230.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	166.1%	ICU Level of Service	H
c Critical Lane Group			



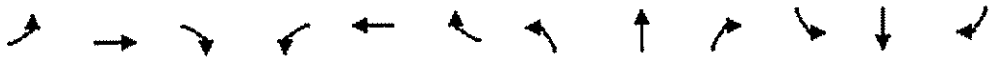
Movement	SBT	SBR2	SET	NWT
Lane Configurations	↑↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		
Lane Util. Factor	0.86	0.86		
Frt	1.00	0.85		
Flt Protected	1.00	1.00		
Satd. Flow (prot)	4806	1362		
Flt Permitted	1.00	1.00		
Satd. Flow (perm)	4806	1362		
Volume (vph)	1260	360	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1370	391	0	0
Lane Group Flow (vph)	1370	391	0	0
Turn Type		custom		
Protected Phases	8	8		
Permitted Phases		8		
Actuated Green, G (s)	43.0	43.0		
Effective Green, g (s)	44.0	44.0		
Actuated g/C Ratio	0.19	0.19		
Clearance Time (s)	5.0	5.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	919	261		
v/s Ratio Prot	0.29	0.29		
v/s Ratio Perm				
v/c Ratio	1.49	1.50		
Uniform Delay, d1	93.0	93.0		
Progression Factor	1.00	1.00		
Incremental Delay, d2	226.6	243.3		
Delay (s)	319.6	336.3		
Level of Service	F	F		
Approach Delay (s)	302.5		0.0	0.0
Approach LOS	F		A	A

Intersection Summary



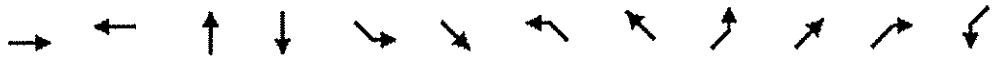
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					0.91		1.00	1.00			0.95	
Frt					1.00		1.00	1.00			0.98	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					5049		1770	1863			3484	
Flt Permitted					0.99		0.60	1.00			1.00	
Satd. Flow (perm)					5049		1114	1863			3484	
Volume (vph)	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	0	0	146	17
Lane Group Flow (vph)	0	0	0	0	2365	0	101	64	0	0	163	0
Turn Type				Split			pm+pt					
Protected Phases				2	2		7	4			8	
Permitted Phases							4					
Actuated Green, G (s)					82.1		22.9	22.9			10.3	
Effective Green, g (s)					83.1		23.9	23.9			11.3	
Actuated g/C Ratio					0.72		0.21	0.21			0.10	
Clearance Time (s)					5.0		5.0	5.0			5.0	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)					3648		281	387			342	
v/s Ratio Prot					c0.47		c0.03	0.03			c0.05	
v/s Ratio Perm							0.05					
v/c Ratio					0.65		0.36	0.17			0.48	
Uniform Delay, d1					8.3		40.4	37.4			49.1	
Progression Factor					1.00		0.53	0.51			1.00	
Incremental Delay, d2					0.9		0.7	0.2			1.0	
Delay (s)					9.2		22.3	19.1			50.1	
Level of Service					A		C	B			D	
Approach Delay (s)		0.0			9.2			21.1			50.1	
Approach LOS		A			A			C			D	

Intersection Summary			
HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	B
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
Lane Util. Factor	1.00	0.91						0.95		1.00	1.00	
Frt	1.00	1.00						0.91		1.00	1.00	
Flt Protected	0.95	1.00						1.00		0.95	1.00	
Satd. Flow (prot)	1770	5073						3219		1770	1863	
Flt Permitted	0.95	1.00						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	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)	42	2462	41	0	0	0	0	123	187	91	295	0
Lane Group Flow (vph)	42	2503	0	0	0	0	0	310	0	91	295	0
Turn Type	Split									pm+pt		
Protected Phases	6	6						4		3	8	
Permitted Phases										8		
Actuated Green, G (s)	77.3	77.3						15.0		27.7	27.7	
Effective Green, g (s)	78.3	78.3						16.0		28.7	28.7	
Actuated g/C Ratio	0.68	0.68						0.14		0.25	0.25	
Clearance Time (s)	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)	1205	3454						448		226	465	
v/s Ratio Prot	0.02	c0.49						0.10		0.03	c0.16	
v/s Ratio Perm										0.07		
v/c Ratio	0.03	0.72						0.69		0.40	0.63	
Uniform Delay, d1	6.0	11.6						47.2		34.6	38.5	
Progression Factor	0.82	0.74						1.00		0.74	0.81	
Incremental Delay, d2	0.1	1.3						4.6		1.0	2.4	
Delay (s)	5.0	9.8						51.7		26.8	33.6	
Level of Service	A	A						D		C	C	
Approach Delay (s)		9.8			0.0			51.7			32.0	
Approach LOS		A			A			D			C	

Intersection Summary			
HCM Average Control Delay	16.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.7%	ICU Level of Service	C
c Critical Lane Group			



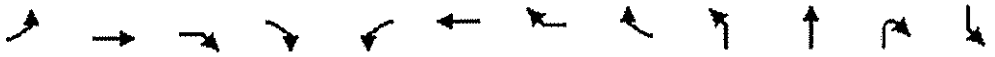
Movement	EBT	WBT	NBT	SBT	SEL	SET	NWL	NWT	NEL	NET	NER	SWL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0		4.0		4.0	4.0
Lane Util. Factor					0.97		0.97		0.97		*0.95	0.97
Frt					1.00		1.00		1.00		1.00	1.00
Flt Protected					0.95		0.95		0.95		1.00	0.95
Satd. Flow (prot)					3433		3433		3433		3539	3433
Flt Permitted					0.95		0.95		0.95		1.00	0.95
Satd. Flow (perm)					3433		3433		3433		3539	3433
Volume (vph)	0	0	0	0	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	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					Prot		Prot		Prot			Prot
Protected Phases					8		4		5		2	1
Permitted Phases											2	
Actuated Green, G (s)					59.0		59.0		54.0		89.6	16.4
Effective Green, g (s)					60.0		60.0		55.0		90.6	17.4
Actuated g/C Ratio					0.33		0.33		0.31		0.50	0.10
Clearance Time (s)					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)					1144		1144		1049		1781	332
v/s Ratio Prot					0.06		c0.44		c0.41		0.26	0.07
v/s Ratio Perm												
v/c Ratio					0.18		1.31		1.34		0.51	0.70
Uniform Delay, d1					42.6		60.0		62.5		29.9	78.8
Progression Factor					1.00		1.00		0.69		0.82	1.00
Incremental Delay, d2					0.1		146.0		152.5		0.1	6.7
Delay (s)					42.7		206.0		195.9		24.5	85.5
Level of Service					D		F		F		C	F
Approach Delay (s)	0.0	0.0	0.0	0.0		42.7		206.0		128.4		
Approach LOS	A	A	A	A		D		F		F		

Intersection Summary			
HCM Average Control Delay	141.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	131.6%	ICU Level of Service	H
c Critical Lane Group			



Movement	SWT	SWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		4.0
Lane Util. Factor		*0.95
Frt		1.00
Flt Protected		1.00
Satd. Flow (prot)		3539
Flt Permitted		1.00
Satd. Flow (perm)		3539
Volume (vph)	0	1020
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	0	1109
Lane Group Flow (vph)	0	1109
Turn Type		
Protected Phases		6
Permitted Phases		6
Actuated Green, G (s)		52.0
Effective Green, g (s)		53.0
Actuated g/C Ratio		0.29
Clearance Time (s)		5.0
Vehicle Extension (s)		3.0
Lane Grp Cap (vph)		1042
v/s Ratio Prot		c0.31
v/s Ratio Perm		
v/c Ratio		1.06
Uniform Delay, d1		63.5
Progression Factor		1.00
Incremental Delay, d2		46.7
Delay (s)		110.2
Level of Service		F
Approach Delay (s)	105.9	
Approach LOS	F	

Intersection Summary



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations												
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
Flt 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	3378	1441	1770
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		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	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			Perm	Prot			Prot	Prot		custom	Prot
Protected Phases	1		6		5		2	2	7	4	4	3
Permitted Phases			6	6			2				4	
Actuated Green, G (s)	18.3		41.6	41.6	51.9		75.2	75.2	21.6	59.4	59.4	7.1
Effective Green, g (s)	19.3		42.6	42.6	52.9		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	1009		1498	670	222	1134	484	80
v/s Ratio Prot	0.08		c0.10		c0.26		0.08	0.13	c0.10	0.22	c0.35	0.03
v/s Ratio Perm				0.08								
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		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	F		E	E	D		D	F	F	D	F	F
Approach Delay (s)		69.2				45.7				78.7		
Approach LOS		E				D				E		

Intersection Summary			
HCM Average Control Delay	65.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	83.7%	ICU Level of Service	D
c Critical Lane Group			



Movement	SBT	SBR2	SET	NWT
Lane Configurations	↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		
Lane Util. Factor	0.91	0.91		
Frt	1.00	0.85		
Flt Protected	1.00	1.00		
Satd. Flow (prot)	3390	1441		
Flt Permitted	1.00	1.00		
Satd. Flow (perm)	3390	1441		
Volume (vph)	693	162	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	753	176	0	0
Lane Group Flow (vph)	753	176	0	0
Turn Type		custom		
Protected Phases	8	8		
Permitted Phases		8		
Actuated Green, G (s)	44.9	44.9		
Effective Green, g (s)	45.9	45.9		
Actuated g/C Ratio	0.26	0.26		
Clearance Time (s)	5.0	5.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	864	367		
v/s Ratio Prot	0.22	0.12		
v/s Ratio Perm				
v/c Ratio	0.87	0.48		
Uniform Delay, d1	64.2	56.9		
Progression Factor	1.00	1.00		
Incremental Delay, d2	9.6	1.0		
Delay (s)	73.8	57.9		
Level of Service	E	E		
Approach Delay (s)	72.1		0.0	0.0
Approach LOS	E		A	A

Intersection Summary



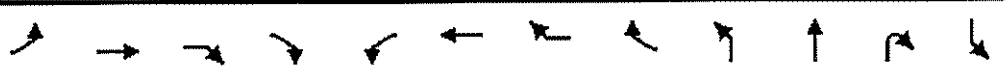
Movement	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NET	NER	NER2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor			1.00	0.95	1.00	0.97	0.95	1.00	1.00		*0.91	1.00
Frt			1.00	1.00	0.85	1.00	1.00	0.85	1.00		1.00	0.85
Flt Protected			0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00
Satd. Flow (prot)			1770	3539	1583	3433	3539	1583	1770		5085	1583
Flt Permitted			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)	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)	0	0	78	666	370	861	384	33	63	0	2272	62
Lane Group Flow (vph)	0	0	78	666	370	861	384	33	63	0	2272	62
Turn Type			Prot		Perm	Prot		Perm	Prot			Perm
Protected Phases			7	4		3	8		1		6	
Permitted Phases					4			8			6	6
Actuated Green, G (s)			12.1	25.0	25.0	33.0	45.9	45.9	5.0		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)			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	
v/s Ratio Perm					c0.23			0.02				0.04
v/c Ratio			0.60	1.30	1.62	1.33	0.42	0.08	1.07		1.01	0.09
Uniform Delay, d1			80.9	77.0	77.0	73.0	55.2	50.3	87.0		50.0	28.9
Progression Factor			1.00	1.00	1.00	1.00	1.00	1.00	1.09		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)			88.7	227.2	373.4	231.4	55.5	50.3	232.0		68.0	22.1
Level of Service			F	F	F	F	E	D	F		E	C
Approach Delay (s)	0.0	0.0		266.1			173.9			71.1		
Approach LOS	A	A		F			F			E		

Intersection Summary			
HCM Average Control Delay	129.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	148.6%	ICU Level of Service	H
c Critical Lane Group			



Movement	SWL	SWT	SWR	SWR2
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0
Lane Util. Factor	1.00		*0.95	1.00
Frt	1.00		1.00	0.85
Flt Protected	0.95		1.00	1.00
Satd. Flow (prot)	1770		3539	1583
Flt Permitted	0.95		1.00	1.00
Satd. Flow (perm)	1770		3539	1583
Volume (vph)	224	0	2336	1239
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	243	0	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		98.0	180.0
Actuated g/C Ratio	0.13		0.54	1.00
Clearance Time (s)	5.0		5.0	
Vehicle Extension (s)	3.0		3.0	
Lane Grp Cap (vph)	236		1927	1583
v/s Ratio Prot	0.14		c0.72	
v/s Ratio Perm				c0.85
v/c Ratio	1.03		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		171.3	0.6
Level of Service	F		F	A
Approach Delay (s)		112.1		
Approach LOS		F		

Intersection Summary



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations												
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		*0.91	1.00	0.97		*0.95	1.00	0.97	0.91	0.91	1.00
Frt	1.00		1.00	0.85	1.00		1.00	0.85	1.00	0.99	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
Satd. Flow (prot)	3433		5085	1583	3433		3539	1583	3433	3354	1441	1770
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	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	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			Perm	Prot			Perm	Prot		custom	Prot
Protected Phases	1		6		5		2		7	4	4	3
Permitted Phases			6	6			2	2			5 4	
Actuated Green, G (s)	19.0		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		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		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)	381		2119	660	706		1809	809	381	846	692	65
v/s Ratio Prot	0.15		0.53		0.29		c0.76		c0.11	0.35	c0.36	0.02
v/s Ratio Perm				0.05				0.14			0.33	
v/c Ratio	1.35		1.26	0.12	1.41		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		0.79	0.52	1.15		0.59	0.28	1.00	1.00	1.00	1.00
Incremental Delay, d2	159.9		118.0	0.0	190.4		225.1	0.5	40.0	181.3	206.5	7.4
Delay (s)	248.6		159.4	16.8	272.4		251.1	7.7	119.8	248.6	255.3	92.6
Level of Service	F		F	B	F		F	A	F	F	F	F
Approach Delay (s)		170.0				242.4				232.3		
Approach LOS		F				F				F		

Intersection Summary			
HCM Average Control Delay	204.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	170.2%	ICU Level of Service	H
c Critical Lane Group			



Movement	SBT	SBR2	SET	NWT
Lane Configurations	↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		
Lane Util. Factor	0.91	0.91		
Frt	0.98	0.85		
Flt Protected	1.00	1.00		
Satd. Flow (prot)	3330	1441		
Flt Permitted	1.00	1.00		
Satd. Flow (perm)	3330	1441		
Volume (vph)	370	364	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	402	396	0	0
Lane Group Flow (vph)	456	342	0	0
Turn Type		custom		
Protected Phases	8	8		
Permitted Phases		1 8		
Actuated Green, G (s)	31.0	50.0		
Effective Green, g (s)	32.0	52.0		
Actuated g/C Ratio	0.18	0.29		
Clearance Time (s)	5.0	5.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	592	448		
v/s Ratio Prot	0.14	0.14		
v/s Ratio Perm		0.10		
v/c Ratio	0.77	0.76		
Uniform Delay, d1	70.5	58.4		
Progression Factor	1.00	1.00		
Incremental Delay, d2	6.1	7.6		
Delay (s)	76.6	65.9		
Level of Service	E	E		
Approach Delay (s)	72.9		0.0	0.0
Approach LOS	E		A	A

Intersection Summary

2030 PM Peak Hour HCM/Synchro Analysis

Colonial Boulevard - McGregor to I-75
HCM/Synchro Intersection Analysis Results

2030 PM Peak		Summary		
Node	Intersection	Delay (sec/veh)	V/C Ratio	LOS
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	C
94	DeLeon St/EB Frontage	18.8	0.81	B
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

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Summerlin Rd	II	40	13.9	103.8	117.7	0.1	3.7	F
DeLeon St	II	42	15.7	13.3	29.0	0.1	16.9	E
US 41	II	40	4.4	89.2	93.6	0.0	1.5	F
Fowler Street	II	41	35.0	81.8	116.8	0.4	10.9	F
Metro Parkway	II	43	44.1	59.8	103.9	0.5	17.4	D
Veronica Shoemaker (	II	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	D
Ortiz Avenue	II	45	53.6	150.1	203.7	0.7	11.8	F
	II	45	8.4	44.1	52.5	0.1	5.3	F
Total	II		347.2	770.1	1117.3	4.0	13.0	E

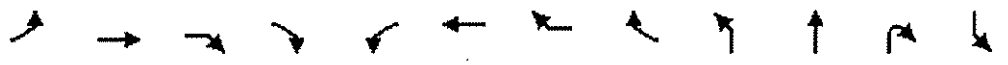
Arterial Level of Service: WB WB Frontage Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	II	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	II	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 Shoemaker (	II	45	122.6	31.2	153.8	1.5	35.9	A
Metro Parkway	II	45	27.8	74.0	101.8	0.3	9.9	F
Fowler Street	II	45	26.4	68.6	95.0	0.3	9.6	F
US 41	II	45	4.3	213.8	218.1	0.0	0.7	F
DeLeon St	II	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	II	45	3.2	108.4	111.6	0.0	1.0	F
Total	II		358.5	1163.8	1522.3	4.0	9.5	F



Movement	EBL2	EBT	EBR	WBT	NBL	NBT	NBR2	SBL	SBT	SWL	SWR2
Lane Configurations											
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			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
Flt 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
Flt 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	11	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
Turn Type	custom				pm+pt		custom	pm+pt			custom
Protected Phases	3	3			1	6	4	5	2	4	5
Permitted Phases	3				6		6 4	2		4	5
Actuated Green, G (s)	4.4	4.4			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			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			3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	55	54			90	955	1176	313	1198	365	240
v/s Ratio Prot	0.01	c0.01			0.00	0.51	0.05	0.16	0.59	c0.21	c0.18
v/s Ratio Perm					0.07		0.12	c0.56			
v/c Ratio	0.20	0.41			0.13	1.00	0.22	1.05	0.92	1.04	1.20
Uniform Delay, d1	77.7	78.2			32.3	40.2	7.7	72.2	25.8	65.5	70.0
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	4.9			0.7	28.9	0.1	65.9	12.8	56.6	124.5
Delay (s)	79.5	83.2			32.9	69.0	7.8	138.0	38.6	122.1	194.5
Level of Service	E	F			C	E	A	F	D	F	F
Approach Delay (s)		82.0		0.0		55.8			61.5	153.5	
Approach LOS		F		A		E			E	F	

Intersection Summary			
HCM Average Control Delay	77.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	165.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	107.8%	ICU Level of Service	F
c Critical Lane Group			



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations												
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
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		1.00		1.00	1.00	0.85	1.00
Flt 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		3539		3433	1863	1583	1770
Flt Permitted	0.95		1.00	1.00	0.95		1.00		0.95	1.00	1.00	0.95
Satd. Flow (perm)	1770		3539	1583	3433		3539		3433	1863	1583	1770
Volume (vph)	38	0	707	880	948	0	547	116	1346	194	946	235
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)	41	0	768	957	1030	0	595	126	1463	211	1028	255
Lane Group Flow (vph)	41	0	768	957	1030	0	721	0	1463	211	1028	255
Turn Type	custom			Prot	Prot				Prot		Perm	Prot
Protected Phases	7		4	4	3		8		5	2		1
Permitted Phases	7		4				8				2	
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
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)	68		800	358	836		1526		1403	640	544	208
v/s Ratio Prot	0.02		0.22	c0.60	c0.30		0.20		0.43	0.11		c0.14
v/s Ratio Perm											c0.65	
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		F	F	F		D		F	E	F	F
Approach Delay (s)		511.4				133.5				244.4		
Approach LOS		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
c Critical Lane Group			



Movement	SBT	SBR2	SET	NWT
Lane Configurations	↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		
Lane Util. Factor	1.00	1.00		
Frt	1.00	0.85		
Flt Protected	1.00	1.00		
Satd. Flow (prot)	1863	1583		
Flt Permitted	1.00	1.00		
Satd. Flow (perm)	1863	1583		
Volume (vph)	75	127	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	138	0	0
Lane Group Flow (vph)	82	138	0	0
Turn Type		custom		
Protected Phases	6			
Permitted Phases		8		
Actuated Green, G (s)	11.0	98.2		
Effective Green, g (s)	12.0	99.2		
Actuated g/C Ratio	0.05	0.43		
Clearance Time (s)	5.0	5.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	97	683		
v/s Ratio Prot	0.04			
v/s Ratio Perm		0.09		
v/c Ratio	0.85	0.20		
Uniform Delay, d1	108.1	40.7		
Progression Factor	1.00	1.00		
Incremental Delay, d2	56.1	0.1		
Delay (s)	164.2	40.9		
Level of Service	F	D		
Approach Delay (s)	168.1		0.0	0.0
Approach LOS	F		A	A

Intersection Summary



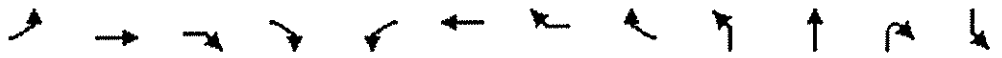
Movement	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NET	NER	NER2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor			0.97	0.91	1.00	0.97	0.91	1.00	0.97		*0.95	1.00
Frt			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 (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	1.00
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	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	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			Perm
Protected Phases			5	2	3	1	6	7	7		4	
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	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)			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
Uniform Delay, d1			78.5	62.0	31.7	78.5	62.0	45.0	73.0		62.5	60.8
Progression Factor			1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
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	C	F	F	F	F		F	F
Approach Delay (s)	0.0	0.0		246.0			143.6			164.2		
Approach LOS	A	A		F			F			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			



Movement	SWL	SWT	SWR	SWR2
Lane Configurations				
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
Flt Protected	0.95		1.00	1.00
Satd. Flow (prot)	3433		3539	1583
Flt Permitted	0.95		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
Turn Type	Prot			Perm
Protected Phases	3		8	
Permitted Phases			8	8
Actuated Green, G (s)	29.0		50.0	50.0
Effective Green, g (s)	30.0		51.0	51.0
Actuated g/C Ratio	0.17		0.28	0.28
Clearance Time (s)	5.0		5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0
Lane Grp Cap (vph)	572		1003	449
v/s Ratio Prot	0.17		c0.42	
v/s Ratio Perm				0.24
v/c Ratio	1.04		1.47	0.85
Uniform Delay, d1	75.0		64.5	60.9
Progression Factor	1.00		1.00	1.00
Incremental Delay, d2	49.5		215.5	14.3
Delay (s)	124.5		280.0	75.2
Level of Service	F		F	E
Approach Delay (s)		210.2		
Approach LOS		F		

Intersection Summary



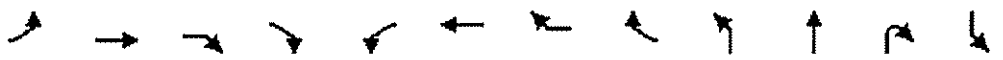
Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		*0.95	1.00	0.97		*0.95	1.00	1.00	0.91	1.00	0.97
Frt	1.00		1.00	0.85	1.00		1.00	0.85	1.00	1.00	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
Satd. Flow (prot)	3433		3539	1583	3433		3539	1583	1770	5085	1583	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		3539	1583	3433		3539	1583	1770	5085	1583	3433
Volume (vph)	776	0	188	324	965	0	448	172	297	1420	978	818
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)	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			Prot	custom			Prot	Prot		Perm	Prot
Protected Phases	1		6	6	5		2	2	7	4		3
Permitted Phases			6		5		2				4	
Actuated Green, G (s)	50.0		39.2	39.2	53.2		42.4	42.4	45.7	66.5	66.5	44.5
Effective Green, g (s)	52.8		42.0	42.0	56.0		45.2	45.2	48.2	69.0	69.0	47.0
Actuated g/C Ratio	0.23		0.18	0.18	0.24		0.20	0.20	0.21	0.30	0.30	0.20
Clearance Time (s)	6.8		6.8	6.8	6.8		6.8	6.8	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	788		646	289	836		695	311	371	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											c0.67	
v/c Ratio	1.07		0.32	1.22	1.25		0.70	0.60	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	80.5	91.5
Progression Factor	1.00		1.00	1.00	1.15		0.79	0.35	1.00	1.00	1.00	1.00
Incremental Delay, d2	52.4		1.3	125.3	121.8		4.2	6.1	19.4	25.8	563.8	131.0
Delay (s)	141.0		82.8	219.3	221.9		72.5	35.6	107.3	106.3	644.3	222.5
Level of Service	F		F	F	F		E	D	F	F	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
HCM Volume to Capacity ratio	1.56		
Actuated Cycle Length (s)	230.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	151.1%	ICU Level of Service	H
c Critical Lane Group			



Movement	SBT	SBR2	SET	NWT
Lane Configurations	↑↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		
Lane Util. Factor	0.91	1.00		
Frt	1.00	0.85		
Flt Protected	1.00	1.00		
Satd. Flow (prot)	5085	1583		
Flt Permitted	1.00	1.00		
Satd. Flow (perm)	5085	1583		
Volume (vph)	908	387	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	987	421	0	0
Lane Group Flow (vph)	987	421	0	0
Turn Type		Perm		
Protected Phases	8			
Permitted Phases		8		
Actuated Green, G (s)	65.3	65.3		
Effective Green, g (s)	67.8	67.8		
Actuated g/C Ratio	0.29	0.29		
Clearance Time (s)	6.5	6.5		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	1499	467		
v/s Ratio Prot	0.19			
v/s Ratio Perm		0.27		
v/c Ratio	0.66	0.90		
Uniform Delay, d1	71.0	77.9		
Progression Factor	1.00	1.00		
Incremental Delay, d2	1.1	20.3		
Delay (s)	72.0	98.2		
Level of Service	E	F		
Approach Delay (s)	135.1		0.0	0.0
Approach LOS	F		A	A

Intersection Summary



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations												
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		*0.91	1.00	0.97		*0.95	1.00	0.97	0.86	0.86	0.97
Frt	1.00		1.00	0.85	1.00		1.00	0.85	1.00	0.97	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
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	0	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
Turn Type	Prot			custom	Prot			custom	Prot		custom	Prot
Protected Phases	1		6	6	5		2	2	7	4	4	3
Permitted Phases			6	7			2	3			4	
Actuated Green, G (s)	38.7		72.0	126.0	25.0		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		0.32	0.56	0.11		0.26	0.33	0.24	0.43	0.43	0.07
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)	593		1614	909	388		912	553	821	1986	580	254
v/s Ratio Prot	0.15		0.25	c0.36	c0.14		0.13	0.02	0.31	0.47	c0.57	0.08
v/s Ratio Perm				0.29				0.01				
v/c Ratio	0.87		0.80	1.14	1.24		0.51	0.08	1.28	1.10	1.33	1.07
Uniform Delay, d1	92.7		71.8	51.0	102.0		72.9	52.8	87.5	66.0	66.0	106.5
Progression Factor	1.18		0.83	0.70	1.00		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		61.8	107.2	232.1		74.9	52.8	222.4	121.3	227.3	181.8
Level of Service	F		E	F	F		E	D	F	F	F	F
Approach Delay (s)		88.4				150.5				168.1		
Approach LOS		F				F				F		

Intersection Summary			
HCM Average Control Delay	174.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	230.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	122.2%	ICU Level of Service	H
c Critical Lane Group			



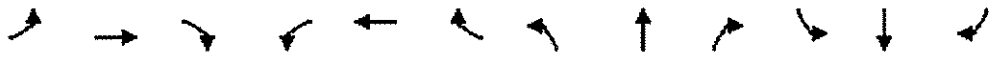
Movement	SBT	SBR2	SET	NWT
Lane Configurations	↑↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		
Lane Util. Factor	0.86	0.86		
Frt	0.99	0.85		
Flt Protected	1.00	1.00		
Satd. Flow (prot)	4781	1362		
Flt Permitted	1.00	1.00		
Satd. Flow (perm)	4781	1362		
Volume (vph)	1360	698	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1478	759	0	0
Lane Group Flow (vph)	1530	707	0	0
Turn Type		custom		
Protected Phases	8	8		
Permitted Phases		8		
Actuated Green, G (s)	59.0	59.0		
Effective Green, g (s)	60.0	60.0		
Actuated g/C Ratio	0.26	0.26		
Clearance Time (s)	5.0	5.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	1247	355		
v/s Ratio Prot	0.32	c0.52		
v/s Ratio Perm				
v/c Ratio	1.23	1.99		
Uniform Delay, d1	85.0	85.0		
Progression Factor	1.00	1.00		
Incremental Delay, d2	109.4	456.2		
Delay (s)	194.4	541.2		
Level of Service	F	F		
Approach Delay (s)	290.8		0.0	0.0
Approach LOS	F		A	A

Intersection Summary



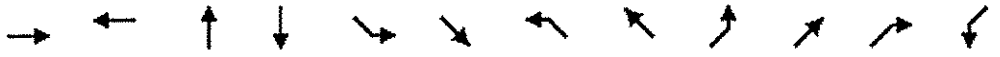
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					0.91		1.00	1.00			0.95	
Frt					0.98		1.00	1.00			0.93	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					4962		1770	1863			3303	
Flt Permitted					0.99		0.25	1.00			1.00	
Satd. Flow (perm)					4962		458	1863			3303	
Volume (vph)	0	0	0	308	2134	351	156	268	0	0	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	0	335	2320	382	170	291	0	0	250	201
Lane Group Flow (vph)	0	0	0	0	3037	0	170	291	0	0	451	0
Turn Type				Split			pm+pt					
Protected Phases				2	2		7	4			8	
Permitted Phases							4					
Actuated Green, G (s)					74.8		30.2	30.2			16.6	
Effective Green, g (s)					75.8		31.2	31.2			17.6	
Actuated g/C Ratio					0.66		0.27	0.27			0.15	
Clearance Time (s)					5.0		5.0	5.0			5.0	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)					3271		234	505			506	
v/s Ratio Prot					c0.61		c0.06	0.16			c0.14	
v/s Ratio Perm							0.14					
v/c Ratio					0.93		0.73	0.58			0.89	
Uniform Delay, d1					17.2		44.4	36.2			47.8	
Progression Factor					1.00		0.79	0.76			1.00	
Incremental Delay, d2					6.0		10.3	1.5			17.7	
Delay (s)					23.2		45.3	29.2			65.4	
Level of Service					C		D	C			E	
Approach Delay (s)		0.0			23.2			35.1			65.4	
Approach LOS		A			C			D			E	

Intersection Summary			
HCM Average Control Delay	29.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	E
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
Lane Util. Factor	1.00	0.91						0.95		1.00	1.00	
Frt	1.00	0.99						0.93		1.00	1.00	
Flt Protected	0.95	1.00						1.00		0.95	1.00	
Satd. Flow (prot)	1770	5021						3302		1770	1863	
Flt Permitted	0.95	1.00						1.00		0.32	1.00	
Satd. Flow (perm)	1770	5021						3302		589	1863	
Volume (vph)	221	2055	188	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	0	221	179	92	492	0
Lane Group Flow (vph)	240	2438	0	0	0	0	0	400	0	92	492	0
Turn Type	Split									pm+pt		
Protected Phases	6	6						4		3	8	
Permitted Phases										8		
Actuated Green, G (s)	67.7	67.7						25.3		37.3	37.3	
Effective Green, g (s)	68.7	68.7						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						5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)	1057	3000						755		278	620	
v/s Ratio Prot	0.14	c0.49						0.12		0.02	c0.26	
v/s Ratio Perm										0.09		
v/c Ratio	0.23	0.81						0.53		0.33	0.79	
Uniform Delay, d1	10.8	18.1						38.9		27.6	34.8	
Progression Factor	0.78	0.71						1.00		0.67	0.70	
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	C	
Approach Delay (s)		14.1			0.0			39.6			26.0	
Approach LOS		B			A			D			C	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
c Critical Lane Group			



Movement	EBT	WBT	NBT	SBT	SEL	SET	NWL	NWT	NEL	NET	NER	SWL
Lane Configurations												
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
Lane Util. Factor					0.97		0.97		0.97		*0.95	0.97
Frt					1.00		1.00		1.00		1.00	1.00
Flt Protected					0.95		0.95		0.95		1.00	0.95
Satd. Flow (prot)					3433		3433		3433		3539	3433
Flt Permitted					0.95		0.95		0.95		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	0	0	0	185	0	1690	0	2120	0	1609	253
Lane Group Flow (vph)	0	0	0	0	185	0	1690	0	2120	0	1609	253
Turn Type					Prot		Prot		Prot			Prot
Protected Phases					8		4		5		2	1
Permitted Phases											2	
Actuated Green, G (s)					60.0		60.0		72.0		90.1	14.9
Effective Green, g (s)					61.0		61.0		73.0		91.1	15.9
Actuated g/C Ratio					0.34		0.34		0.41		0.51	0.09
Clearance Time (s)					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)					1163		1163		1392		1791	303
v/s Ratio Prot					0.05		c0.49		c0.62		0.45	0.07
v/s Ratio Perm												
v/c Ratio					0.16		1.45		1.52		0.90	0.83
Uniform Delay, d1					41.6		59.5		53.5		40.3	80.8
Progression Factor					1.00		1.00		0.71		0.92	1.00
Incremental Delay, d2					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		F		F		D	F
Approach Delay (s)	0.0	0.0	0.0	0.0		41.6		268.3		171.9		
Approach LOS	A	A	A	A		D		F		F		

Intersection Summary			
HCM Average Control Delay	197.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	149.8%	ICU Level of Service	H
c Critical Lane Group			



Movement	SWT	SWR
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)		4.0
Lane Util. Factor		*0.95
Frt		1.00
Flt Protected		1.00
Satd. Flow (prot)		3539
Flt 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
Turn Type		
Protected Phases		6
Permitted Phases		6
Actuated Green, G (s)		33.0
Effective Green, g (s)		34.0
Actuated g/C Ratio		0.19
Clearance Time (s)		5.0
Vehicle Extension (s)		3.0
Lane Grp Cap (vph)		668
v/s Ratio Prot		c0.25
v/s Ratio Perm		
v/c Ratio		1.33
Uniform Delay, d1		73.0
Progression Factor		1.00
Incremental Delay, d2		158.4
Delay (s)		231.4
Level of Service		F
Approach Delay (s)	201.9	
Approach LOS	F	

Intersection Summary



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations												
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	0.97	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
Satd. Flow (prot)	3433		3539	1583	3433		3539	1583	1770	3286	1441	1770
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		3539	1583	3433		3539	1583	1770	3286	1441	1770
Volume (vph)	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	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			Prot	Prot		custom	Prot
Protected Phases	1		6		5		2	2	7	4	4	3
Permitted Phases			6	6			2				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		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	0.08
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		1028	460	534		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				0.02								
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		62.3	46.4	75.5		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	E		C	F	F	E	F	F
Approach Delay (s)		79.4				58.0				91.4		
Approach LOS		E				E				F		

Intersection Summary			
HCM Average Control Delay	81.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	107.6%	ICU Level of Service	F
c Critical Lane Group			



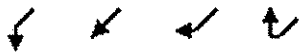
Movement	SBT	SBR2	SET	NWT
Lane Configurations	↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		
Lane Util. Factor	0.91	0.91		
Frt	1.00	0.85		
Flt Protected	1.00	1.00		
Satd. Flow (prot)	3390	1441		
Flt Permitted	1.00	1.00		
Satd. Flow (perm)	3390	1441		
Volume (vph)	847	248	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		
Protected Phases	8	8		
Permitted Phases		8		
Actuated Green, G (s)	49.1	49.1		
Effective Green, g (s)	50.1	50.1		
Actuated g/C Ratio	0.28	0.28		
Clearance Time (s)	5.0	5.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	944	401		
v/s Ratio Prot	0.27	0.19		
v/s Ratio Perm				
v/c Ratio	0.98	0.67		
Uniform Delay, d1	64.3	57.7		
Progression Factor	1.00	1.00		
Incremental Delay, d2	23.3	4.4		
Delay (s)	87.6	62.1		
Level of Service	F	E		
Approach Delay (s)	84.0		0.0	0.0
Approach LOS	F		A	A

Intersection Summary



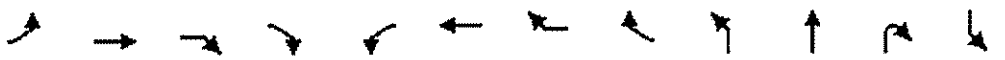
Movement	EBT	WBT	NBL	NBT	NBR2	SBL	SBT	SBR2	NEL	NET	NER	NER2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor			1.00	0.95	1.00	0.97	0.95	1.00	1.00		*0.91	1.00
Frt			1.00	1.00	0.85	1.00	1.00	0.85	1.00		1.00	0.85
Flt Protected			0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	1.00
Satd. Flow (prot)			1770	3539	1583	3433	3539	1583	1770		5085	1583
Flt Permitted			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)	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	0	3205	77
Lane Group Flow (vph)	0	0	163	580	371	1200	390	13	77	0	3205	77
Turn Type			Prot		Perm	Prot		Perm	Prot			Perm
Protected Phases			7	4		3	8		1		6	
Permitted Phases					4			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		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	687	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					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		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)			91.3	341.2	649.1	414.0	68.7	60.4	229.4		176.8	20.3
Level of Service			F	F	F	F	E	E	F		F	C
Approach Delay (s)	0.0	0.0		407.2			327.2			174.4		
Approach LOS	A	A		F			F			F		

Intersection Summary			
HCM Average Control Delay	192.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.54		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	157.0%	ICU Level of Service	H
c Critical Lane Group			



Movement	SWL	SWT	SWR	SWR2
Lane Configurations				
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0
Lane Util. Factor	1.00		*0.95	1.00
Frt	1.00		1.00	0.85
Flt Protected	0.95		1.00	1.00
Satd. Flow (prot)	1770		3539	1583
Flt Permitted	0.95		1.00	1.00
Satd. Flow (perm)	1770		3539	1583
Volume (vph)	310	0	2114	1178
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	0	2298	1280
Lane Group Flow (vph)	337	0	2298	1280
Turn Type	Prot			Free
Protected Phases	5		2	
Permitted Phases			2	Free
Actuated Green, G (s)	20.0		101.0	180.0
Effective Green, g (s)	21.0		102.0	180.0
Actuated g/C Ratio	0.12		0.57	1.00
Clearance Time (s)	5.0		5.0	
Vehicle Extension (s)	3.0		3.0	
Lane Grp Cap (vph)	207		2005	1583
v/s Ratio Prot	c0.19		0.65	
v/s Ratio Perm				0.81
v/c Ratio	1.63		1.15	0.81
Uniform Delay, d1	79.5		39.0	0.0
Progression Factor	1.03		0.89	1.00
Incremental Delay, d2	284.6		66.4	0.4
Delay (s)	366.3		101.0	0.4
Level of Service	F		F	A
Approach Delay (s)		91.0		
Approach LOS		F		

Intersection Summary



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	WBR2	NBL	NBT	NBR2	SBL
Lane Configurations												
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		*0.91	1.00	0.97		*0.95	1.00	0.97	0.91	0.91	1.00
Frt	1.00		1.00	0.85	1.00		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
Satd. Flow (prot)	3433		5085	1583	3433		3539	1583	3433	3138	1441	1770
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	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	0	3535	39	712	0	2670	255	259	689	1547	70
Lane Group Flow (vph)	371	0	3535	39	712	0	2670	255	259	1369	867	70
Turn Type	Prot			Perm	Prot			Perm	Prot		custom	Prot
Protected Phases	1		6		5		2		7	4	4	3
Permitted Phases			6	6			2	2			5 4	
Actuated Green, G (s)	14.0		82.0	82.0	25.0		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		0.46	0.46	0.14		0.52	0.52	0.09	0.26	0.41	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)	286		2345	730	496		1848	827	303	819	616	79
v/s Ratio Prot	0.11		c0.70		c0.21		0.75		c0.08	c0.44	c0.37	0.04
v/s Ratio Perm				0.02				0.16			0.23	
v/c Ratio	1.30		1.51	0.05	1.44		1.44	0.31	0.85	1.67	1.41	0.89
Uniform Delay, d1	82.5		48.5	26.8	77.0		43.0	24.5	80.9	66.5	53.5	85.5
Progression Factor	1.20		0.71	0.48	1.26		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		263.0	12.8	300.2		226.9	8.7	101.2	374.1	246.5	149.3
Level of Service	F		F	B	F		F	A	F	F	F	F
Approach Delay (s)		257.9				226.0				301.4		
Approach LOS		F				F				F		

Intersection Summary			
HCM Average Control Delay	240.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.50		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	185.8%	ICU Level of Service	H
c Critical Lane Group			



Movement	SBT	SBR2	SET	NWT
Lane Configurations	↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		
Lane Util. Factor	0.91	0.91		
Frt	0.92	0.85		
Flt Protected	1.00	1.00		
Satd. Flow (prot)	3136	1441		
Flt Permitted	1.00	1.00		
Satd. Flow (perm)	3136	1441		
Volume (vph)	288	609	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92
Adj. Flow (vph)	313	662	0	0
Lane Group Flow (vph)	626	349	0	0
Turn Type		custom		
Protected Phases	8	8		
Permitted Phases		1 8		
Actuated Green, G (s)	38.1	52.1		
Effective Green, g (s)	39.1	54.1		
Actuated g/C Ratio	0.22	0.30		
Clearance Time (s)	5.0	5.0		
Vehicle Extension (s)	3.0	3.0		
Lane Grp Cap (vph)	681	465		
v/s Ratio Prot	0.20	0.16		
v/s Ratio Perm		0.08		
v/c Ratio	0.92	0.75		
Uniform Delay, d1	68.9	56.9		
Progression Factor	1.00	1.00		
Incremental Delay, d2	17.4	6.7		
Delay (s)	86.3	63.6		
Level of Service	F	E		
Approach Delay (s)	82.9		0.0	0.0
Approach LOS	F		A	A

Intersection Summary

Appendix L

2030 AM Peak Hour HCS/Freeway Segment Analysis
2030 PM Peak Hour HCS/Freeway Segment Analysis

2030 AM Peak Hour HCS/Freeway Segment Analysis

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SDM
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	AM
Freeway/Direction:	Colonial Blvd Freeway EB
From/To:	bridge to McGregor
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	4464	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1213	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	2450	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	2450	pc/h/ln
Free-flow speed, FFS	60.5	mi/h
Average passenger-car speed, S		mi/h
Number of lanes, N	2	
Density, D		pc/mi/ln

Level of service, LOS F

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SDM
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	AM
Freeway/Direction:	Colonial Blvd Freeway EB
From/To:	McGregor to east of Summerlin
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and 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	%
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	1742	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	1742	pc/h/ln
Free-flow speed, FFS	60.5	mi/h
Average passenger-car speed, S	60.3	mi/h
Number of lanes, N	2	
Density, D	28.9	pc/mi/ln

Level of service, LOS	D

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	AM
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	1808	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	491	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	992	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	992	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	
Density, D	16.4	pc/mi/ln

Level of service, LOS B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
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	2684	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	729	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	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	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	982	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	
Density, D	15.8	pc/mi/ln

Level of service, LOS	B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	AM
Freeway/Direction:	Colonial Blvd Freeway EB
From/To:	Fowler to Metro
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	1248	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	339	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	685	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	685	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	
Density, D	11.3	pc/mi/ln

Level of service, LOS	B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

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 EB
From/To:	Metro to Veronica
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	2093	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	569	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	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	mi/h
	Urban Freeway	

LOS and Performance 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	
Density, D	12.4	pc/mi/ln

Level of service, LOS B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

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 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	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	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	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	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	2	
Density, D	6.1	pc/mi/ln

Level of service, LOS	A

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

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 EB
From/To:	Winkler to Ortiz
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	1239	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	337	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	680	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	680	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	
Density, D	11.2	pc/mi/ln

Level of service, LOS	B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SDM
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	AM
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	2616	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	711	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	1436	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	1436	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	
Density, D	23.7	pc/mi/ln

Level of service, LOS	C

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	SDM
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	AM
Freeway/Direction:	Colonial Blvd Freeway WB
From/To:	West of Summerlin
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor 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	%
Recreational vehicles	0	%
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	1111	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	1111	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	
Density, D	18.4	pc/mi/ln

Level of service, LOS	C

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	AM
Freeway/Direction:	Colonial Blvd Freeway WB
From/To:	Solomon to DeLeon
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

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	%
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	535	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	535	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	
Density, D	8.8	pc/mi/ln

Level of service, LOS A

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	AM
Freeway/Direction:	Colonial Blvd Freeway WB
From/To:	Fowler to Solomon
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	1974	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	536	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	722	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	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	722	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	
Density, D	11.6	pc/mi/ln

Level of service, LOS B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	AM
Freeway/Direction:	Colonial Blvd Freeway WB
From/To:	Metro to Fowler
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	1225	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	333	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	672	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	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	
Density, D	11.1	pc/mi/ln

Level of service, LOS	B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

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:	Veronica to Metro
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	2491	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	677	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	912	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	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	912	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	
Density, D	14.7	pc/mi/ln

Level of service, LOS	B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

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	989	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	269	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	543	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	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	2	
Density, D	9.0	pc/mi/ln

Level of service, LOS	A

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

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	1956	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	532	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	
Density, D	17.8	pc/mi/ln

Level of service, LOS	B

Overall results are not computed when free-flow speed is less than 55 mph.

2030 PM Peak Hour HCS/Freeway Segment Analysis

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	PM
Freeway/Direction:	Colonial Blvd Freeway EB
From/To:	bridge to McGregor
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	2567	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	698	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	1409	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	1409	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	
Density, D	23.3	pc/mi/ln

Level of service, LOS C

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	PM
Freeway/Direction:	Colonial Blvd Freeway EB
From/To:	McGregor to east of Summerlin
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	1900	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	516	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	1043	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	1043	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	
Density, D	17.2	pc/mi/ln

Level of service, LOS	B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
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	%
Recreational vehicles	0	%
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	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	541	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	
Density, D	8.9	pc/mi/ln

Level of service, LOS	A

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	PM
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	2063	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	561	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	755	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	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	755	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	
Density, D	12.2	pc/mi/ln

Level of service, LOS B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	PM
Freeway/Direction:	Colonial Blvd Freeway EB
From/To:	Fowler to Metro
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	1251	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	340	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	687	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	687	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	
Density, D	11.4	pc/mi/ln

Level of service, LOS	B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	PM
Freeway/Direction:	Freeway EB
From/To:	Metro to Veronica
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	2580	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	701	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	944	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	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	944	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	
Density, D	15.2	pc/mi/ln

Level of service, LOS	B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	PM
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	765	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	208	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	420	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	420	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	
Density, D	6.9	pc/mi/ln

Level of service, LOS	A

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	KC
Agency or Company:	PBS&J
Date Performed:	2/22/2005
Analysis Time Period:	PM
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	1591	veh/h
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	%
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	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 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	
Density, D	14.4	pc/mi/ln

Level of service, LOS	B

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

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	3750	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	1019	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	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	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	2	
Density, D	35.9	pc/mi/ln

Level of service, LOS	E

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

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:	West of Summerlin
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	2572	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	699	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	1412	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	1412	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	
Density, D	23.3	pc/mi/ln

Level of service, LOS	C

Overall results are not computed when free-flow speed is less than 55 mph.

HCS2000: Basic Freeway Segments Release 4.1d

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:	Fowler to Solomon
Jurisdiction:	
Analysis Year:	2030
Description:	Burnt Store Road Corridor Study

Flow Inputs and Adjustments

Volume, V	2612	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	710	v
Trucks and buses	2	%
Recreational vehicles	0	%
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	956	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	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	956	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	
Density, D	15.4	pc/mi/ln

Level of service, LOS	B

Overall results are not computed when free-flow speed is less than 55 mph.

