FINAL

Triangle Boulevard Traffic Study
Technical Memorandum

From Waterford Drive to CR 951
Collier County, Florida

Contract # 13-6164

Prepared for:
Collier County
Growth Management Department

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SECTION 1.0 INTRODUCTION/PURPOSE OF STUDY

The purpose of this study is to evaluate the existing and future year traffic operations on Triangle Boulevard in Collier County, Florida. This study evaluates the cumulative traffic impacts of multiple proposed commercial developments located within the study corridor and identifies the geometric improvements needed to provide acceptable operations throughout the study corridor.
SECTION 2.0 EXISTING ROADWAY AND INTERSECTION CHARACTERISTICS

Triangle Boulevard is a two-lane divided collector roadway that extends from US 41 to CR 951, a distance of approximately 0.52 miles. The Triangle Boulevard/US 41 intersection is located approximately 0.29 miles northwest of the US 41/CR 951 signalized intersection; while the Triangle Boulevard/CR 951 unsignalized intersection is located approximately 0.28 miles northeast of the US 41/CR 951 intersection. Triangle Boulevard provides access to multiple commercial land uses and there are four additional unsignalized intersections/median openings on this roadway. Two full median openings provide access to commercial land uses only, while a third intersection (Celeste Drive) provides access to commercial land uses south of Triangle Boulevard and residential land uses (Lely Resort) north of Triangle Boulevard. The southern terminus of Celeste Drive is located at US 41. The fourth intersection (Lely Island Circle) also provides access to the Lely Resort north of Triangle Boulevard. There is also a right-in/right-out driveway located on the east side of Triangle Boulevard just north of US 41 providing access to a McDonalds fast food restaurant. The Project Location Map is illustrated in Figure 2-1. It should be noted that the Triangle Boulevard/CR 951 intersection is not included in this traffic study.

Figure 2-1: Project Location Map
SECTION 2.0
EXISTING ROADWAY AND INTERSECTION CHARACTERISTICS

In general, US 41 is a north/south roadway; however, in the vicinity of CR 951 this roadway has a southeast/northwest orientation. Similarly, CR 951 is also a north/south roadway; however, the portion located between US 41 and Triangle Boulevard has a southwest/northeast orientation. For the purposes of this study, US 41 will be referred to as an east/west roadway. In addition, the portion of Triangle Boulevard between US 41 and Commercial Road No. 2 will be referred to as a north/south roadway, while the portion between Commercial Road No. 2 and CR 951 will be referred to as an east-west roadway. This traffic study also includes the portion of Price Street from Waterford Drive to US 41, a distance of approximately 0.10 miles. In general, Price Street is a two-lane undivided local roadway that has an east/west orientation. However, the portion from Waterford Drive to US 41 transitions from a two-lane undivided roadway to a two-lane divided roadway and has a southwest/northeast orientation. There are also two commercial driveways located on Price Street between Waterford Drive and US 41. One provides access to multiple commercial land uses on the east side of Price Street (including the Shops at Eagle Creek), while the other provides access to a single commercial land use on the west side of Price Street (Fifth Third Bank).

Table 2-1: Existing Access Points

<table>
<thead>
<tr>
<th>Intersection/Access Point</th>
<th>Type of Access</th>
<th>Approx. Distance Between Access Points (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Price Street/Waterford Drive</td>
<td>T-Intersection (FMO)</td>
<td>165</td>
</tr>
<tr>
<td>Price Street/Firth Third Bank Driveway</td>
<td>Full Access</td>
<td></td>
</tr>
<tr>
<td>Price Street/Shops at Eagle Creek Entrance/Exit</td>
<td>T-Intersection (FMO)</td>
<td>80</td>
</tr>
<tr>
<td>US 41/Triangle Boulevard*</td>
<td>4-Legged Intersection (FMO)</td>
<td>265</td>
</tr>
<tr>
<td>Triangle Boulevard/Mcdonalds Driveway</td>
<td>Right-In/Right-Out Only</td>
<td>200</td>
</tr>
<tr>
<td>Triangle Boulevard/Commercial Road No. 1</td>
<td>4-Legged Intersection (FMO)</td>
<td>185</td>
</tr>
<tr>
<td>Triangle Boulevard/Commercial Road No. 2</td>
<td>T-Intersection (FMO)</td>
<td>655</td>
</tr>
<tr>
<td>Triangle Boulevard/Lely Island Circle</td>
<td>T-Intersection (FMO)</td>
<td>485</td>
</tr>
<tr>
<td>Triangle Boulevard/Celeste Drive</td>
<td>4-Legged Intersection (FMO)</td>
<td>675</td>
</tr>
</tbody>
</table>

* Signalized intersection
FMO - Full Median Opening

Table 2-1 summarizes the existing access conditions along Triangle Boulevard and Price Street from Waterford Drive to Celeste Drive. There are seven full median openings and two driveways within this approximately 0.62-mile study corridor. The distances between adjacent access points range from 80 feet to 675 feet. Figure 2-2 summarizes the existing geometry within the study corridor. Exclusive left-turn
Figure 2-2: Existing Intersection Geometry
SECTION 2.0
EXISTING ROADWAY AND INTERSECTION CHARACTERISTICS

lanes are provided on Triangle Boulevard and Price Street at all seven full median openings. Single left-turn lanes are also provided on the eastbound and westbound approaches at the US 41/Triangle Boulevard intersection. Exclusive right-turn lanes are provided on southbound Triangle Boulevard at Commercial Road No. 1, northbound Price Street at US 41 and southbound Celeste Drive at Triangle Boulevard. Although there are no pavement markings on the northbound Celeste Drive approach, the pavement is approximately 24 feet wide. Consequently, this intersection approach operates as a shared left-turn/through lane and an exclusive right-turn lane. This is the same as the southbound Celeste Drive approach; however, the southbound lanes are marked. The eastbound approach (exit roadway) at Commercial Road No. 1 and the westbound approach (exit roadway) at Commercial Road No. 2 are approximately 20 feet and 20.5 feet wide, respectively. Although these two approaches also do not have any pavement markings, they are both wide enough to allow right-turn movements to occur separately from the left-turn movements. Figure 2-2 also provides the lengths of the full width turn lanes.

The US 41/Triangle Boulevard intersection is the only signalized intersection within the study corridor. All of the other cross streets and commercial roadway/driveway exits on Triangle Boulevard and Price Street are stop sign controlled.
SECTION 3.0 EXISTING PEAK HOUR TRAFFIC VOLUMES AND INTERSECTION OPERATIONS

Peak hour turning movement counts were conducted at all of the intersections and median openings on Triangle Boulevard and Price Street within the study corridor. These counts were conducted from 11:30 a.m. to 1:30 p.m. and from 4:00 p.m. to 6:00 p.m. on February 17, 2016. Given the nature of the existing land uses in the study corridor (i.e., restaurants, banks, Publix grocery store), as well as a majority of the proposed land uses, the traffic volumes on Triangle Boulevard between 11:30 a.m. and 1:30 p.m. were expected to be higher than the volumes between 7:00 a.m. and 9:00 a.m. (the typical a.m. peak hour). The traffic count data was subsequently reviewed and it was determined that the periods from 11:30 a.m. to 12:30 p.m. and from 4:00 p.m. to 5:00 p.m. best represented the noon and p.m. peak hours for the study corridor. The 2016 noon and p.m. peak hour volumes are graphically illustrated on Figure 3-1. The peak hour turning movement count data is provided in Appendix A.

Video cameras were installed prior to conducting the turning movement counts and these cameras recorded the vehicle queueing conditions at each location that was counted. No vehicle queueing problems were observed at the following four intersections:

- Triangle Boulevard/Commercial Road No. 2
- Triangle Boulevard/Lely Island Circle
- Triangle Boulevard/Celeste Drive
- Price Street/Waterford Drive

Vehicle queues on the southbound Triangle Boulevard approach at the US 41 intersection often extended back to and beyond Commercial Road No. 1 blocking the existing Chase Bank driveway. This occurred between 11:30 a.m. and 12:47 p.m., as well as between 4:11 p.m. and 4:54 p.m. The maximum southbound approach queue was recorded at 4:50 p.m. Between 11:30 a.m. and 12:00 p.m. the northbound Price Street left-turn lane queue at the US 41 intersection extended back to the Shops at Eagle Creek driveway just as the signal turned green for the northbound and southbound left-turn movements. This same queueing condition was observed five separate times between 4:30 p.m. and 6:00 p.m. On two separate occasions (at 1:24 p.m. and 5:46 p.m.), the northbound Price Street left-turn queue extended one vehicle past this driveway causing the exiting vehicles to queue.

Peak hour traffic analyses were conducted for the US 41/Triangle Boulevard signalized intersection and five unsignalized intersections using the 2010 Highway Capacity Manual software (HCS). The existing conditions HCS analysis summary sheets are provided in Appendix B. The existing (2016) peak hour intersection operations are summarized in Table 3-1. This table includes the volume-to-capacity (v/c) ratios, average vehicle delays (in seconds per vehicle) and levels of service for the individual movements.
Figure 3-1: Existing (2016) Peak Hour Volumes
## Table 3-1: 2016 Peak Hour Intersection Operations

### Triangle Boulevard/Commercial Road No. 1 (Full Median Opening)

<table>
<thead>
<tr>
<th>Movement</th>
<th>Noon Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>V/C Ratio</td>
<td>Delay</td>
</tr>
<tr>
<td>Left-Turn</td>
<td>0.79</td>
<td>72.8</td>
</tr>
<tr>
<td>Through</td>
<td>0.55</td>
<td>33.0</td>
</tr>
<tr>
<td>Right-Turn</td>
<td>0.13</td>
<td>18.8</td>
</tr>
</tbody>
</table>

### Triangle Boulevard/Commercial Road No. 2 (Full Median Opening)

<table>
<thead>
<tr>
<th>Movement</th>
<th>Noon Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>V/C Ratio</td>
<td>Delay</td>
</tr>
<tr>
<td>Left-Turn</td>
<td>0.85</td>
<td>55.6</td>
</tr>
<tr>
<td>Through</td>
<td>0.77</td>
<td>58.3</td>
</tr>
<tr>
<td>Right-Turn</td>
<td>0.08</td>
<td>10.7</td>
</tr>
</tbody>
</table>

### Overall Intersection

<table>
<thead>
<tr>
<th>Movement</th>
<th>Noon Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>V/C Ratio</td>
<td>Delay</td>
</tr>
<tr>
<td>Left-Turn</td>
<td>0.12</td>
<td>11.6</td>
</tr>
<tr>
<td>Through</td>
<td>0.07</td>
<td>8.5</td>
</tr>
<tr>
<td>Right-Turn</td>
<td>0.08</td>
<td>10.9</td>
</tr>
</tbody>
</table>

### Triangle Boulevard/Lely Island Circle

<table>
<thead>
<tr>
<th>Movement</th>
<th>Noon Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>V/C Ratio</td>
<td>Delay</td>
</tr>
<tr>
<td>Left-Turn</td>
<td>0.08</td>
<td>7.6</td>
</tr>
<tr>
<td>Through</td>
<td>0.70</td>
<td>40.9</td>
</tr>
<tr>
<td>Right-Turn</td>
<td>0.70</td>
<td>40.9</td>
</tr>
</tbody>
</table>

### Triangle Boulevard/Celeste Drive

<table>
<thead>
<tr>
<th>Movement</th>
<th>Noon Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>V/C Ratio</td>
<td>Delay</td>
</tr>
<tr>
<td>Left-Turn</td>
<td>0.23</td>
<td>17.1</td>
</tr>
<tr>
<td>Through</td>
<td>0.23</td>
<td>17.1</td>
</tr>
<tr>
<td>Right-Turn</td>
<td>0.08</td>
<td>9.0</td>
</tr>
</tbody>
</table>

### Price Street/Waterford Drive

<table>
<thead>
<tr>
<th>Movement</th>
<th>Noon Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>V/C Ratio</td>
<td>Delay</td>
</tr>
<tr>
<td>Left-Turn</td>
<td>0.03</td>
<td>7.6</td>
</tr>
<tr>
<td>Through</td>
<td>0.14</td>
<td>9.8</td>
</tr>
<tr>
<td>Right-Turn</td>
<td>0.14</td>
<td>9.8</td>
</tr>
</tbody>
</table>
Based on the HCS analysis results, six movements are currently operating at Level of Service E during both the noon and p.m. peak hours at the US 41/Triangle Boulevard intersection and these are as follows:

- Eastbound left-turn movement
- Westbound left-turn movement
- Northbound left-turn and through movements
- Southbound through and right-turn movements

The HCS queue storage ratios for the northbound and southbound left-turn movements are greater than 1.00 for both the noon and p.m. peak hours. This indicates that the average vehicle queues for these movements exceed the existing left-turn lane storage lengths. When this occurs, vehicles encroach into adjacent travel lanes and block the access to these lanes, thus increasing the delay for other movements. The HCS queue storage ratios for the northbound and southbound left-turn movements are consistent with the peak hour queueing conditions that were observed at this intersection.

The HCS analysis results also indicate that almost all of the individual movements at the unsignalized intersections are operating at Level of Service C or better. The average vehicle delay for the westbound left-turn, through and right-turn movements at Commercial Road No. 1 is estimated to be approximately 56 seconds per vehicle which is representative of Level of Service F conditions for an unsignalized intersection. Although the HCS analysis results indicate that the eastbound left-turn, through and right-turn movements at this same location are operating at Level of Service C or better, as stated earlier in this section, the queue on the southbound Triangle Boulevard approach at the US 41 intersection was observed to extend back to (and sometimes past) the median opening – therefore, resulting in additional delay for the eastbound movements that cannot be accounted for in the HCS analysis.
SECTION 4.0 FUTURE YEAR PEAK HOUR TRAFFIC VOLUMES

Future year peak hour traffic volumes were estimated for five proposed developments located adjacent to the study corridor. These proposed developments include the following:

- Triangle Plaza Tract A - located north and west of Commercial Road No. 1 on Triangle Boulevard
- Celeste Drive Tract 2R (also known as Celeste South at Lely Resort) - located in the northwest quadrant of the Triangle Boulevard/Celeste Drive intersection
- Celeste Drive Tract 1R (also known as Beaumaris at Lely Resort) – located in the northeast quadrant of the Triangle Boulevard/Celeste Drive intersection
- Lely Freedom Square – located in the rectangular area bounded by US 41, Celeste Drive, Triangle Boulevard and CR 951
- Wawa – located in the southwest quadrant of the US 41/Triangle Boulevard intersection

The locations of the proposed developments are illustrated on Figure 4-1. In addition to these five proposed developments, there is an empty commercial building bordered by Triangle Boulevard (on the west and north), Celeste Drive (on the east) and Commercial Road No. 2 (on the south). This was previously the site of K-Mart. At the direction of Collier County, future year peak hour traffic volumes were also estimated for a comparable “replacement” land use based on the size of the existing building.
Figure 4-1: Proposed Commercial Developments
The specific types and sizes of these developments are provided in Table 4-1. The peak hour volumes were estimated using the methodologies contained within the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). The inbound and outbound peak hour volumes estimated for each of the proposed land uses are also provided in Table 4-1. During the noon peak hour, the total net external inbound and outbound volumes are estimated to be 1,142 vehicles and 987 vehicles, respectively. In the p.m. peak hour, the total net external inbound and outbound volumes are estimated to be 959 vehicles and 1,059 vehicles, respectively. The trip generation calculations are provided in Appendix C.

The peak hour volumes estimated for each of the future developments were manually assigned/distributed to the adjacent roadways. The trip distributions documented in the Traffic Impact Statements or Traffic Impact Analysis Reports previously prepared for the individual developments were reviewed for reasonableness prior to their use. Some minor adjustments/modifications were made to some of the individual development trip distributions. In several cases, the trip distributions included in the prior traffic impact documents did not extend throughout the entire study corridor and therefore, additional modifications were necessary. Since a Traffic Impact Statement or Traffic Impact Analysis Report has not yet been prepared for the site of the abandoned K-Mart building, the peak hour volumes estimated for the potential future retail business were distributed using professional judgement. The cumulative distribution of the noon and p.m. peak hour development volumes is illustrated in Figure 4-2. The project traffic volume distributions associated with each of the six individual developments are provided in Appendix D.

Future year background traffic volumes were estimated for this study by applying a 1.0 % per year growth rate to the existing peak hour volumes. The 1.0% yearly growth rate was estimated based on a growth trend analysis conducted using the FDOT’s Traffic Trends software and the historic daily traffic volumes on US 41 northwest of CR 951 (FDOT Count Station No. 030014). The trends analysis print-out is provided in Appendix E. It should be noted that the 2014 daily volume listed in the FDOT’s Historical AADT Report was not used in the growth trend analysis because this volume was an estimated volume (not an actual volume). A future analysis year of 2020 was used for this study, therefore, the 2016 peak hour volumes were multiplied by 1.04 and used as the estimated background traffic volumes. The 2020 noon and p.m. peak hour background traffic volumes are graphically illustrated on Figure 4-3.

The 2020 peak hour development volumes and background traffic volumes were subsequently added together to obtain the 2020 total peak hour volumes for the study corridor. The 2020 total peak hour volumes are graphically illustrated on Figure 4-4.
### Table 4-1: Trip Generation for Future Developments

<table>
<thead>
<tr>
<th>Future Development</th>
<th>Land Use Code</th>
<th>Land Use Type</th>
<th>Land Use Size (Sq. Ft.)</th>
<th>Noon Peak Hour Inbound</th>
<th>Noon Peak Hour Outbound</th>
<th>PM Peak Hour Inbound</th>
<th>PM Peak Hour Outbound</th>
<th>Noon Peak Hour External Volume</th>
<th>PM Peak Hour External Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Triangle Plaza at Lely Resort</td>
<td>820</td>
<td>Shopping Center</td>
<td>61,000</td>
<td>229</td>
<td>182</td>
<td>206</td>
<td>224</td>
<td>209</td>
<td>162</td>
</tr>
<tr>
<td>Celeste South at Lely Resort</td>
<td>715</td>
<td>Single Tenant Office Building</td>
<td>8,768</td>
<td>12</td>
<td>12</td>
<td>15</td>
<td>73</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Beaumaris at Lely Resort</td>
<td>715</td>
<td>Single Tenant Office Building</td>
<td>14,100</td>
<td>17</td>
<td>17</td>
<td>16</td>
<td>78</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>Lely Freedom Square</td>
<td></td>
<td>Specialty Retail</td>
<td>4,385</td>
<td>14</td>
<td>16</td>
<td>14</td>
<td>18</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>932</td>
<td>High Turnover Restaurant</td>
<td>18,492</td>
<td>156</td>
<td>84</td>
<td>109</td>
<td>73</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>933</td>
<td>Fast Food Restaurant Without Drive-Through</td>
<td>5,933</td>
<td>172</td>
<td>172</td>
<td>79</td>
<td>76</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>934</td>
<td>Fast Food Restaurant With Drive-Through</td>
<td>9,309</td>
<td>235</td>
<td>235</td>
<td>158</td>
<td>146</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wawa</td>
<td>945</td>
<td>Service Station With Convenience Market</td>
<td>16 Fueling Positions</td>
<td>84</td>
<td>85</td>
<td>108</td>
<td>108</td>
<td>65</td>
<td>66</td>
</tr>
<tr>
<td></td>
<td>820</td>
<td>Shopping Center</td>
<td>27,500</td>
<td>135</td>
<td>107</td>
<td>121</td>
<td>131</td>
<td>123</td>
<td>95</td>
</tr>
<tr>
<td>Unspecified Future Retail Business *</td>
<td>815</td>
<td>Free Standing Discount Store</td>
<td>127,146</td>
<td>347</td>
<td>320</td>
<td>317</td>
<td>316</td>
<td>243</td>
<td>224</td>
</tr>
<tr>
<td>Total Peak Hour Volume For All Future Developments</td>
<td></td>
<td></td>
<td></td>
<td>1,401</td>
<td>1,230</td>
<td>1,143</td>
<td>1,243</td>
<td>1,142</td>
<td>987</td>
</tr>
</tbody>
</table>

*To be located at the site of the former K-Mart*
SECTION 4.0
FUTURE YEAR PEAK HOUR TRAFFIC VOLUMES

Figure 4-2: Planned Future Development Total Peak Hour Volumes
SECTION 4.0

FUTURE YEAR PEAK HOUR TRAFFIC VOLUMES

Figure 4-4: 2020 Total Peak Hour Volumes
SECTION 5.0 FUTURE YEAR (2020) PEAK HOUR INTERSECTION OPERATIONS

Future year (2020) peak hour traffic analyses were conducted for the US 41/Triangle Boulevard signalized intersection and six unsignalized intersections/median openings using the 2010 Highway Capacity Manual software (HCS). The 2020 peak hour HCS analysis summary sheets are provided in Appendix F. Table 5-1 summarizes the 2020 peak hour operations projected to occur at the US 41/Triangle Boulevard intersection with the proposed development traffic and the existing geometry. This signalized intersection is projected to operate at LOS F overall during the noon peak hour with an average vehicle delay of 83.5 seconds per vehicle. Six individual movements are projected to operate at LOS F and these are as follows:

- Eastbound left-turn (v/c = 1.27)
- Westbound left-turn (v/c = 0.81)
- Westbound through (v/c = 1.00)
- Northbound left-turn (v/c = 1.18)
- Southbound through and right-turn (v/c = 1.23)

In the p.m. peak hour, this intersection is also projected to operate at LOS F overall with an average vehicle delay of 86.4 seconds per vehicle. Six individual movements are projected to operate at LOS F and these are as follows:

- Eastbound left-turn (v/c = 1.17)
- Westbound left-turn (v/c = 0.86)
- Westbound through (v/c = 1.04)
- Northbound left-turn (v/c = 1.12)
- Southbound through and right-turn (v/c = 1.20)

Table 5-1 also summarizes the 2020 peak hour operations projected to occur at the US 41/Triangle Boulevard intersection with three alternative improvement scenarios. These improvement scenarios are as follows:

- Dual eastbound left-turn lanes
- Dual eastbound and southbound left-turn lanes and an exclusive southbound right-turn lane
- Dual eastbound, southbound and northbound left-turn lanes and an exclusive southbound right-turn lane

If dual eastbound left-turn lanes are provided on US 41, the intersection is projected to operate at LOS E overall during both peak hours with average delays ranging from 61.6 seconds per vehicle to 62.4 seconds per vehicle. However, three individual movements are projected to operate at Level of Service F in the noon peak hour and four individual movements are projected to operate at Level of Service F in the p.m.
### Table 5-1: US 41/Triangle Boulevard Intersection – 2020 Peak Hour Operations with Development Traffic

<table>
<thead>
<tr>
<th></th>
<th>Existing Geometry</th>
<th>Dual EB Left-Turn Lanes</th>
<th>Overall Intersection</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Noon Peak Hour</td>
<td>PM Peak Hour</td>
<td>Noon Peak Hour</td>
</tr>
<tr>
<td></td>
<td>V/C Ratio Delay</td>
<td>LOS</td>
<td>V/C Ratio Delay</td>
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<td>Right-Turn</td>
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<td>WB</td>
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<td>Right-Turn</td>
<td>0.15</td>
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<td>NB</td>
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</table>

*Denotes Triangle Boulevard Approach
peak hour. In addition, the southbound through and right-turn movements are projected to operate over capacity during both peak hours.

If dual left-turn lanes are provided on both the eastbound and southbound intersection approaches and an exclusive right-turn lane is also provided on the southbound approach, the intersection is projected to operate at LOS D overall during both peak hours with average delays ranging from 49.9 seconds per vehicle to 52.2 seconds per vehicle. All of the individual movements are projected to operate at LOS E or better with v/c ratios less than or equal to 0.97.

Although the individual movements are projected to operate at LOS E or better, the northbound left-turn vehicle queue is projected to greatly exceed the existing left-turn storage length (i.e., 90 feet) during both peak hours. The average northbound left-turn vehicle queue is projected to be approximately 200 feet in the noon peak hour and approximately 180 feet in the p.m. peak hour. If it is assumed that the 95th-percentile queue is approximately twice the average queue, the 95th-percentile northbound left-turn vehicle queue would range between approximately 360 and 400 feet. Both the average vehicle queues and the 95th-percentile vehicle queues would block the access to the adjacent through and right-turn lanes and increase the delays for the northbound through and right-turn vehicles resulting in LOS F conditions.

If dual left-turn lanes are also provided on the northbound intersection approach, the intersection is projected to operate at LOS D overall during both peak hours with average delays ranging from 47.0 seconds per vehicle to 48.3 seconds per vehicle. All of the individual movements are projected to operate at LOS E or better with v/c ratios less than or equal to 0.90. In addition, both the eastbound and westbound US 41 through movements are projected to operate at LOS D with this improvement scenario. The provision of a second left-turn lane on the northbound Price Street approach can be accomplished by replacing the existing 16-foot painted divider with a 4-foot raised traffic separator. If dual northbound left-turn lanes are provided, the average vehicle queue and the 95th-percentile vehicle queue for this left-turn movement are projected to be approximately 115 feet and 230 feet, respectively during both peak hours.

It is recommended that a raised median be provided on Price Street from Waterford Drive to US 41. The existing driveway connections for Fifth Third Bank (located on the west side of Price Street) and the Shops at Eagle Creek (located on the east side of Price Street) are offset along Price Street by approximately 80 feet. The existing peak hour traffic counts indicate that “through” movements between these two driveways do occur, primarily during the noon peak hour. Given the existing geometrics in this area, the short distance between these opposing driveways and the estimated length of the 95th-percentile vehicle queue for the northbound left-turn movement, the provision of a raised median will increase the safety for all vehicles. The provision of a raised median will also maximize the total lengths of the left-turn lanes that can be provided on the northbound Price Street approach. The elimination of the full median opening at the Shops at Eagle Creek will result in u-turn movements occurring at both the US 41/Triangle Boulevard intersection and the Price Street/Waterford Drive intersection. Consequently, the US 41/Triangle Boulevard intersection was reanalyzed to evaluate the impact of the u-turn volumes on overall intersection operations. The results of this analysis are summarized in Table 5-2.
SECTION 5.0

FUTURE YEAR PEAK HOUR INTERSECTION OPERATIONS

Table 5-2: US 41/Triangle Boulevard Intersection – 2020 Peak Hour Operations with Development Traffic and No Full Median Opening at Eagle Creek Plaza

<table>
<thead>
<tr>
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<th>PM Peak Hour</th>
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<td></td>
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<td>EB</td>
<td>Left-Turn</td>
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<td></td>
<td>Through</td>
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<td>Right-Turn</td>
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<td>19.3</td>
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<td>WB</td>
<td>Left-Turn</td>
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<td>59.2</td>
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<td>Through</td>
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<td>56.1</td>
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<tr>
<td></td>
<td>Right-Turn</td>
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<td>Right-Turn</td>
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</table>

*Denotes Triangle Boulevard Approach

Table 5-3 summarizes the peak hour operations projected to occur at the Price Street/Waterford Drive intersection with the proposed development traffic. These results reflect the impact of southbound u-turn vehicles due to the elimination of the existing full median opening north of this intersection. The initial analysis was conducted for an unsignalized intersection and used the existing laneage on the northbound, southbound and westbound approaches. This analysis also included an exclusive left-turn lane and a through/right-turn lane on the new eastbound approach (i.e., the Wawa driveway). All of the individual movements at this unsignalized intersection are projected to operate at LOS C or better in 2020 during both peak hours and most of the movements are projected to operate at LOS B or better. A one-lane roundabout was also analyzed for this location based on Collier County’s request to evaluate this type of intersection improvement concept and these analysis results are also summarized in Table 5-3. A single lane roundabout is projected to operate at LOS A overall during both the noon and pm peak hours with overall average vehicle delays less than 7 seconds per vehicle. Although both the unsignalized intersection and the roundabout are projected to provide acceptable operations, the provision of a roundabout is expected to provide a higher overall level of safety due to the reduction in injury and fatal crashes expected to occur with this type of intersection improvement.
### Section 5.0

#### Future Year Peak Hour Operations

**Triangle Boulevard Traffic Study**

**Technical Memorandum**

*From Waterford Drive to CR 951*

**Contract # 13-6164**

---

<table>
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<td>Right-Turn</td>
<td>0.01</td>
<td>7.6</td>
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<td>N/A</td>
</tr>
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**Overall Intersection**

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<td>5.7</td>
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<tr>
<td></td>
<td>Right-Turn</td>
<td>0.15</td>
<td>5.7</td>
</tr>
<tr>
<td>WB</td>
<td>Left-Turn</td>
<td>0.09</td>
<td>5.5</td>
</tr>
<tr>
<td></td>
<td>Through</td>
<td>0.09</td>
<td>5.5</td>
</tr>
<tr>
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<td>Right-Turn</td>
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<td></td>
<td>Through</td>
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<td></td>
<td>Right-Turn</td>
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</tr>
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</table>

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*Denotes Triangle Boulevard Approach*
Table 5-4 summarizes the peak hour operations projected to occur at the Triangle Boulevard/Celeste Drive intersection with the proposed development traffic. Although the eastbound and westbound Triangle Boulevard left-turn movements are projected to operate at LOS A during the noon and pm peak hours in 2020 with the existing geometry, the northbound and southbound Celeste Drive left-turn and through movements are projected to operate at LOS F during both peak hours, with v/c ratios that range from 1.17 to 8.06. The average delays for the northbound and southbound left-turn movements are projected to range between 196.5 seconds per vehicle and 3,487.2 seconds per vehicle. Acceptable operations for all individual movements are projected to occur at this intersection with the implementation of a single lane roundabout. The overall roundabout intersection is projected to operate at LOS B during both peak hours with average delays ranging from 10.1 seconds per vehicle to 11.8 seconds per vehicle.

A review of the results of the US 41/Triangle Boulevard signalized intersection analysis indicated that the average southbound right-turn vehicle queue was projected to be approximately 200 feet during both the noon and p.m. peak hours. Once again, if it is assumed that the 95th-percentile queue is approximately twice the average queue, the 95th-percentile southbound right-turn vehicle queue length would be approximately 400 feet. In addition, the 95th-percentile southbound left-turn vehicle queue length would be approximately 270 feet during the noon peak hour and approximately 250 feet during the p.m. peak hour. The distance between the US 41/Triangle Boulevard intersection and the existing full median opening located at Commercial Road No. 1 is approximately 270 feet as measured from the stop bar on the southbound Triangle Boulevard intersection approach to the center of the full median opening. Consequently, to eliminate the possibility of southbound Triangle Boulevard vehicles extending back into the existing full median opening, it is recommended that the existing full median opening be converted to a southbound directional median opening. To provide access into the Triangle Plaza development for northbound Triangle Boulevard vehicles, it is also recommended to provide a northbound directional median opening approximately 375 feet to the north of the existing full median opening (at the location of the future Triangle Plaza entrance/exit). This northbound directional median opening could also be used by vehicles exiting the existing commercial developments on the east side of Triangle Boulevard that desire to travel southbound on Triangle Boulevard.

In addition to the vehicle queueing concerns, the provision of a dual directional median opening at Commercial Road No. 1 is not recommended for several other reasons. The provision of a northbound directional median opening at this location would require additional roadway widening on northbound Triangle Boulevard which could possibly result in right-of-way impacts to the existing McDonalds fast-food restaurant. In addition, the minimum length of a directional median opening on Triangle Boulevard should be set at 185 feet. This minimum length includes 50 feet of queue storage and 135 feet of decel length (based on a 35 mph posted speed limit). Based on this distance, the beginning of the northbound directional median opening would occur approximately 100 feet north of the existing crosswalk, which is not a desirable condition. All vehicles turning left onto northbound Triangle Boulevard from eastbound US 41 that are destined for Triangle Plaza would need to utilize the inside left-turn lane since the directional median opening would start immediately after the turn onto Triangle Boulevard. Any vehicles destined for Triangle Plaza that are positioned in the outside left-turn lane on eastbound US 41 would
have to weave across the inside through lane on Triangle Boulevard to access the directional median opening. This condition could potentially result in an increased number of sideswipe crashes.

Table 5-5 summarizes the peak hour operations projected to occur at both of the proposed Triangle Boulevard directional median openings with the proposed development traffic. All of the individual left-turn and right-turn movements at both of these median openings are projected to operate at LOS C or better during both peak hours.

The peak hour operations projected to occur at the Triangle Boulevard/Commercial Road No. 2 full median opening and the Triangle Boulevard/Lely Island Circle intersection with the proposed development traffic are summarized in Table 5-6. All of the individual left-turn and right-turn movements at both of these median openings are projected to operate at LOS B or better during both peak hours.

The recommended Triangle Boulevard improvements that were analyzed at the Commercial Road No. 2 full median opening consisted of an exclusive northbound right-turn lane and an additional southbound through lane. The northbound right-turn lane is the termination of the outside through lane on Triangle Boulevard that extends all the way back to the US 41/Triangle Boulevard intersection. The only improvement included at the Triangle Boulevard/Lely Island Circle intersection is a westbound u-turn lane.
### Table 5-5: Triangle Boulevard/Commercial Road No. 1/Triangle Plaza Driveways - 2020 Peak Hour Operations With Development Traffic

<table>
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<th>PM Peak Hour</th>
</tr>
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<td>Left-Turn</td>
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<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Through</td>
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<td>Right-Turn</td>
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<td>Left-Turn</td>
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<td>N/A</td>
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<tr>
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<td>N/A</td>
<td>N/A</td>
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<td>14.7</td>
<td>B</td>
</tr>
<tr>
<td>Through</td>
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<td>A</td>
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<td>Right-Turn</td>
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<td>Overall Intersection</td>
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</tbody>
</table>

*Denotes Triangle Boulevard Approach

### Table 5-6: Triangle Boulevard/Commercial Road No. 2 and Triangle Boulevard/Lely Island Circle - 2020 Peak Hour Operations With Development Traffic

<table>
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</tr>
</thead>
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</tr>
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<td>N/A</td>
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<tr>
<td>Through</td>
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<td>N/A</td>
</tr>
<tr>
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<td>A</td>
</tr>
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*Denotes Triangle Boulevard Approach

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**SECTION 5.0**

FUTURE YEAR PEAK HOUR INTERSECTION OPERATIONS

Triangle Boulevard Traffic Study
From Waterford Drive to CR 951

Technical Memorandum
Contract # 13-6164
SECTION 6.0 RECOMMENDED IMPROVEMENT CONCEPT

The recommended improvement concept for Triangle Boulevard from US 41 to CR 951 and for Price Street from Waterford Drive to US 41 is graphically illustrated in Appendix G. The recommended improvement concept includes the provision of a sidewalk on both sides of Triangle Boulevard and Price Street in those locations where a sidewalk does not currently exist. The majority of the sidewalk is five feet wide; however, the sidewalk width increases to six feet when it is located next to the curb and gutter. The preliminary right-of-way impacts are also identified on the recommended improvement concept. It should be noted that the right-of-way impacts identified in the northeast and southwest quadrants of the US 41/Triangle Boulevard intersection are the result of the need for additional pavement to accommodate u-turn movements at this intersection.

If a roundabout is implemented at the Triangle Boulevard/Celeste Drive intersection, the existing driveway located on the west side of Celeste Drive approximately 90 feet south of Triangle Boulevard should be closed. Currently, there is an existing full median opening on Celeste Drive that accommodates inbound and outbound left-turn movements made from this driveway. This driveway was providing commercial vehicle access to the former K-Mart for the purpose of unloading and loading freight. The implementation of a roundabout at this location along with raised splitter islands would eliminate this existing full median opening. Inbound and outbound vehicle travel paths were analyzed using AutoTurn and the results of an evaluation conducted for a WB-62FL design vehicle indicated that this type of truck would not be able to enter and exit the site (while staying on the roadway pavement) via this existing driveway location. However, the AutoTurn analysis did indicate that a WB 62-FL design vehicle would be able to access the abandoned K-Mart site via the existing full median opening located approximately 450 feet south of Triangle Boulevard. The AutoTurn print-outs are also provided in Appendix G.
Appendix A

Peak Hour Turning Movement Count Data
# Turning Movement Count

## Field Data Sheet & Sketch

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### Phasing:

![Unsignalized]

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**Intersection Sketch**

- Woods
- Price Street
- Vacant
- Shops at Eagle Creek
- Waterford Drive
- D/W
- Stop

---
### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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**Apprch %**: 34.9 65.1 0 20.5 0 79.5 0 87.6 12.4  
**Total %**: 13.3 24.8 0 38.1 6.2 0 24.1 30.3 0 27.7 3.9 31.6  

**Passenger Vehicles**: 105 208 0 313 55 0 198 251 0 232 34 266 830  
**% Passenger Vehicles**: 90.5 96.3 0 94.3 98.1 0 94.3 95.1 0 96.3 100 96.7 95.3  

**Heavy Vehicles**: 11 8 0 19 1 0 12 13 0 9 0 9 41  
**% Heavy Vehicles**: 9.5 3.7 0 5.7 19.9 0 5.7 4.9 0 3.7 0 3.3 4.7  

**% UTurns**: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  

---

### Groups Printed:
- Passenger Vehicles - Heavy Vehicles - UTurns
Intersection Turning Movement Count

City/County: Naples/Collier
Weather: Clear
Comments:

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### WATERFORD DRIVE

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### PRICE STREET

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#### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

- Peak Hour for Each Approach Begins at:
  - PRICE STREET Westbound: 12:30 PM
  - WATERFORD DRIVE Northbound: 12:30 PM
  - PRICE STREET Eastbound: 12:00 PM

### Total Volume

- **PRICE STREET Westbound**: 38
- **WATERFORD DRIVE Northbound**: 58
- **PRICE STREET Eastbound**: 0

### PHF

- **PRICE STREET Westbound**: 0.828
- **WATERFORD DRIVE Northbound**: 0.813
- **PRICE STREET Eastbound**: 0.857

### % App. Total

- **PRICE STREET Westbound**: 39.6%
- **WATERFORD DRIVE Northbound**: 60.4%
- **PRICE STREET Eastbound**: 0%

### Passenger Vehicles

- **PRICE STREET Westbound**: 35
- **WATERFORD DRIVE Northbound**: 19
- **PRICE STREET Eastbound**: 0

### Heavy Vehicles

- **PRICE STREET Westbound**: 3
- **WATERFORD DRIVE Northbound**: 0
- **PRICE STREET Eastbound**: 0

### UTurns

- **PRICE STREET Westbound**: 0
- **WATERFORD DRIVE Northbound**: 0
- **PRICE STREET Eastbound**: 0

#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

- Peak Hour for Each Approach Begins at:
  - +0 mins.: 04:00 PM
  - +15 mins.: 04:15 PM
  - +30 mins.: 04:30 PM
  - +45 mins.: 04:45 PM

### Total Volume

- **PRICE STREET Westbound**: 32
- **WATERFORD DRIVE Northbound**: 55
- **PRICE STREET Eastbound**: 0

### PHF

- **PRICE STREET Westbound**: 0.800
- **WATERFORD DRIVE Northbound**: 0.794
- **PRICE STREET Eastbound**: 0.809

### % App. Total

- **PRICE STREET Westbound**: 36.8%
- **WATERFORD DRIVE Northbound**: 63.2%
- **PRICE STREET Eastbound**: 62.5%

### Passenger Vehicles

- **PRICE STREET Westbound**: 30
- **WATERFORD DRIVE Northbound**: 15
- **PRICE STREET Eastbound**: 0

### Heavy Vehicles

- **PRICE STREET Westbound**: 2
- **WATERFORD DRIVE Northbound**: 0
- **PRICE STREET Eastbound**: 0

### UTurns

- **PRICE STREET Westbound**: 0
- **WATERFORD DRIVE Northbound**: 0
- **PRICE STREET Eastbound**: 0
### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

- 04:00 PM
- 05:00 PM
- 04:15 PM

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## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

### Groups Printed - Passenger Vehicles

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### Intersection Turning Movement Count

#### City/County: Naples/Collier
Weather: Clear
Comments:

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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**
- 04:00 PM
- 04:15 PM
- 04:30 PM
- 04:45 PM

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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**
- 05:00 PM
- 05:15 PM
- 05:30 PM
- 05:45 PM

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# Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

## Table - Intersection Turning Movement Count

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## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

- **11:45 AM**
  - 11:45 AM: 1 2 0 3
  - 11:45 AM: 0 0 0 0

- **11:30 AM**
  - 11:30 AM: 1 0 0 1
  - 11:30 AM: 0 0 2 2

- **10:45 AM**
  - 10:45 AM: 3 0 0 3
  - 10:45 AM: 0 0 2 2

- **Total Volume**
  - 0 0 0 0
  - 0 0 0 0

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:

- **04:15 PM**
  - 04:15 PM: 1 2 0 3
  - 04:15 PM: 0 0 0 0

- **04:30 PM**
  - 04:30 PM: 0 0 0 0
  - 04:30 PM: 0 0 2 2

- **04:45 PM**
  - 04:45 PM: 0 0 0 0
  - 04:45 PM: 0 0 0 0

- **05:00 PM**
  - 05:00 PM: 0 1 0 1
  - 05:00 PM: 0 1 0 1

- **Total Volume**
  - 0 0 0 0
  - 0 0 0 0

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# Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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</tr>
<tr>
<td>Peak Hour for Each Approach Begins at:</td>
</tr>
<tr>
<td>11:30 AM</td>
</tr>
<tr>
<td>+0 mins.</td>
</tr>
<tr>
<td>+15 mins.</td>
</tr>
<tr>
<td>+30 mins.</td>
</tr>
<tr>
<td>+45 mins.</td>
</tr>
<tr>
<td>Total Volume</td>
</tr>
<tr>
<td>% App. Total</td>
</tr>
<tr>
<td>PHP</td>
</tr>
</tbody>
</table>

| Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1 | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | |
| 04:00 PM | | | | | | | | | | | | |
| 04:15 PM | | | | | | | | | | | | |
| 04:30 PM | | | | | | | | | | | | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHP | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |
# Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

<table>
<thead>
<tr>
<th>Start Time</th>
<th>PRICE STREET Westbound</th>
<th>WATERFORD DRIVE Northbound</th>
<th>PRICE STREET Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>04:00 PM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>+0 mins.</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>+15 mins.</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>+30 mins.</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>+45 mins.</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total Volume</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>% App. Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PHF</td>
<td>.000</td>
<td>.000</td>
<td>.000</td>
</tr>
</tbody>
</table>

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

Peak Hour for Each Approach Begins at:

- +0 mins. at 04:00 PM
- +15 mins. at 04:00 PM
- +30 mins. at 04:00 PM
- +45 mins. at 04:00 PM

Total Volume: 0
% App. Total: 0

PHF: 0.000
Intersection Pedestrian & Bicycle Count

Date: 2/17/2016  Day: Wednesday
Count Times: 11:30am-1:30pm & 4-6pm  Weather: Clear
Intersection: Price Street at Waterford Drive
Comments: 

C - Children under 12; S - Seniors 65 or over; D - Physical Disability

Intersection Pedestrian & Bicycle Count

Date: 2/17/2016  Day: Wednesday
Count Times: 11:30am-1:30pm & 4-6pm  Weather: Clear
Intersection: Price Street at Waterford Drive
Comments: 

C - Children under 12; S - Seniors 65 or over; D - Physical Disability

Intersection Pedestrian & Bicycle Count

Date: 2/17/2016  Day: Wednesday
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Date: 2/17/2016  Day: Wednesday
Count Times: 11:30am-1:30pm & 4-6pm  Weather: Clear
Intersection: Price Street at Waterford Drive
Comments: 

C - Children under 12; S - Seniors 65 or over; D - Physical Disability

Intersection Pedestrian & Bicycle Count

Date: 2/17/2016  Day: Wednesday
Count Times: 11:30am-1:30pm & 4-6pm  Weather: Clear
Intersection: Price Street at Waterford Drive
Comments: 

C - Children under 12; S - Seniors 65 or over; D - Physical Disability
## Turning Movement Count
### Field Data Sheet & Sketch

<table>
<thead>
<tr>
<th>Date:</th>
<th>2/17/16</th>
<th>Count Times:</th>
<th>11:30am-1:30pm &amp; 4-6pm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Street:</td>
<td>Price Street</td>
<td>Direction:</td>
<td>N-S</td>
</tr>
<tr>
<td>Minor Street:</td>
<td>Banks/Plaza Driveways</td>
<td>Direction:</td>
<td>E-W</td>
</tr>
<tr>
<td>City/County:</td>
<td>Naples/Collier</td>
<td>Direction:</td>
<td>N-S</td>
</tr>
<tr>
<td>City/County:</td>
<td>Naples/Collier</td>
<td>Weather:</td>
<td>Clear</td>
</tr>
</tbody>
</table>

### Phasing:

```
+-----------------+-----------------+
|     |     |
+-----------------+-----------------+
|     |     |
+-----------------+-----------------+
|     |     |
+-----------------+-----------------+
|     |     |
+-----------------+-----------------+
|     |     |
+-----------------+-----------------+
```

**Unsignalized**

### Intersection Sketch

- **Fifth Third Bank**
- **Vacant**
- **Wells Fargo Bank**
- **Shops at Eagle Creek**
### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

#### Groups Printed: Passenger Vehicles - Heavy Vehicles - UTurns

<table>
<thead>
<tr>
<th>PRICE STREET</th>
<th>SHOPS AT EAGLE CREEK</th>
<th>FIFTH THIRD BANK</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Start Time</strong></td>
<td><strong>Southbound</strong></td>
<td><strong>Westbound</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>94</td>
<td>35</td>
</tr>
<tr>
<td>12:00 PM</td>
<td>47</td>
<td>10</td>
</tr>
<tr>
<td>12:15 PM</td>
<td>56</td>
<td>13</td>
</tr>
<tr>
<td>12:30 PM</td>
<td>47</td>
<td>13</td>
</tr>
<tr>
<td>12:45 PM</td>
<td>49</td>
<td>21</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>199</td>
<td>57</td>
</tr>
<tr>
<td>*** BREAK ***</td>
<td></td>
<td></td>
</tr>
<tr>
<td>04:00 PM</td>
<td>45</td>
<td>19</td>
</tr>
<tr>
<td>04:15 PM</td>
<td>47</td>
<td>15</td>
</tr>
<tr>
<td>04:30 PM</td>
<td>50</td>
<td>12</td>
</tr>
<tr>
<td>04:45 PM</td>
<td>50</td>
<td>20</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>192</td>
<td>66</td>
</tr>
<tr>
<td>05:00 PM</td>
<td>40</td>
<td>17</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>30</td>
<td>9</td>
</tr>
<tr>
<td>05:30 PM</td>
<td>30</td>
<td>20</td>
</tr>
<tr>
<td>05:45 PM</td>
<td>30</td>
<td>13</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>130</td>
<td>59</td>
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<tr>
<td>Grand Total</td>
<td>697</td>
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<tr>
<td>Apprch %</td>
<td>66.8</td>
<td>24.1</td>
</tr>
<tr>
<td>Total %</td>
<td>25.3</td>
<td>9.1</td>
</tr>
<tr>
<td>Passenger</td>
<td>690</td>
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<tr>
<td>Vehicles %</td>
<td>99</td>
<td>29.9</td>
</tr>
<tr>
<td>% Passenger</td>
<td>99</td>
<td>29.9</td>
</tr>
<tr>
<td>Heavy Vehicles</td>
<td>3</td>
<td>18</td>
</tr>
<tr>
<td>% Heavy Vehicles</td>
<td>0.4</td>
<td>7.1</td>
</tr>
<tr>
<td>UTurns</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>% UTurns</td>
<td>0.6</td>
<td>0</td>
</tr>
</tbody>
</table>
### Intersection Turning Movement Count

**Category:** Naples/Collier  
**Weather:** Clear  
**Comments:**

<table>
<thead>
<tr>
<th>Start Time</th>
<th>PRICE STREET Southbound</th>
<th>SHOPS AT EAGLE CREEK Westbound</th>
<th>PRICE STREET Northbound</th>
<th>FIFTH THIRD BANK Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Left</td>
<td>Thru</td>
<td>Right</td>
<td>Total</td>
</tr>
</tbody>
</table>
| Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 12:15 PM  
12:15 PM | 56 | 13 | 6 | 75 | 6 | 1 | 82 | 89 | 0 | 17 | 5 | 22 | 6 | 3 | 1 | 10 | 196
| 12:30 PM | 47 | 13 | 11 | 71 | 6 | 1 | 65 | 72 | 0 | 23 | 5 | 28 | 5 | 1 | 2 | 8 | 179
| 12:45 PM | 49 | 21 | 5 | 75 | 7 | 0 | 76 | 83 | 1 | 28 | 7 | 36 | 10 | 1 | 1 | 12 | 206
| 01:00 PM | 44 | 18 | 9 | 71 | 6 | 1 | 76 | 83 | 0 | 22 | 3 | 25 | 6 | 2 | 0 | 8 | 187
| Total Volume | 196 | 65 | 31 | 292 | 25 | 3 | 299 | 327 | 1 | 90 | 20 | 111 | 27 | 7 | 4 | 38 | 768
| % App. Total | 67.1 | 22.3 | 10.7 | 99.4 | 6.2 | 22.3 | 77.8 | 99.6 | 1.0 | 90.6 | 19.4 | 100.0 | 37.0 | 3.0 | 60.0 | 100.0 | 75.0 | 25.0 | 97.4 | 97.9
| PHF | 875 | .774 | .705 | .973 | .893 | .774 | .705 | .973 | .893 | .774 | .705 | .973 | .893 | .774 | .705 | .973 | .893 | .774 | .705 | .973 | .893
| Passenger Vehicles | 194 | 59 | 31 | 284 | 25 | 3 | 298 | 326 | 0 | 85 | 20 | 105 | 27 | 7 | 3 | 37 | 752
| % Passenger Vehicles | 99.0 | 90.8 | 100 | 97.3 | 100 | 100 | 99.7 | 99.7 | 0 | 94.4 | 100 | 94.6 | 100 | 100 | 75.0 | 97.4 | 97.9
| Heavy Vehicles | 1 | 6 | 0 | 7 | 0 | 0 | 0.3 | 0.3 | 1 | 5 | 0 | 6 | 0 | 0 | 1 | 1 | 15
| % Heavy Vehicles | 0.5 | 9.2 | 0 | 2.4 | 0 | 0 | 0.3 | 0.3 | 1 | 5 | 0 | 6 | 0 | 0 | 1 | 1 | 15
| UTurns | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0
| % UTurns | 0.5 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**  
Peak Hour for Each Approach Begins at:

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
</table>
| 12:15 PM | 45 | 19 | 5 | 69 | 5 | 2 | 76 | 83 | 0 | 20 | 1 | 21 | 4 | 0 | 1 | 5 | 178
| 12:30 PM | 47 | 15 | 7 | 69 | 4 | 1 | 51 | 56 | 0 | 32 | 6 | 38 | 7 | 1 | 2 | 10 | 173
| 12:45 PM | 50 | 12 | 2 | 64 | 7 | 1 | 55 | 63 | 2 | 21 | 2 | 25 | 6 | 0 | 0 | 0 | 158
| 01:00 PM | 50 | 20 | 4 | 74 | 2 | 0 | 64 | 66 | 0 | 27 | 4 | 31 | 3 | 1 | 0 | 4 | 175
| Total Volume | 192 | 66 | 18 | 276 | 18 | 4 | 246 | 268 | 2 | 100 | 13 | 115 | 20 | 2 | 3 | 25 | 684
| % App. Total | 69.6 | 23.9 | 6.5 | 91.8 | 6.7 | 1.5 | 91.8 | 91.8 | 1.7 | 87 | 11.3 | 80 | 8 | 12 | 86 |
| PHF | 960 | .825 | .643 | .932 | .643 | .500 | .809 | .807 | .250 | .781 | .542 | .757 | .714 | .500 | .375 | .625 | .961
| Passenger Vehicles | 190 | 62 | 18 | 270 | 18 | 4 | 245 | 267 | 2 | 94 | 13 | 109 | 20 | 2 | 3 | 25 | 671
| % Passenger Vehicles | 99.0 | 93.9 | 100 | 97.8 | 100 | 100 | 99.6 | 99.6 | 100 | 94.0 | 100 | 94.8 | 100 | 100 | 100 | 98.1

---

**Start Time**
- **Left**
- **Thru**
- **Right**
- **App. Total**
- **Total Volume**
- **% App. Total**
- **PHF**
- **Passenger Vehicles**
- **% Passenger Vehicles**
- **Heavy Vehicles**
- **% Heavy Vehicles**
- **UTurns**
- **% UTurns**
## Intersection Turning Movement Count

<table>
<thead>
<tr>
<th></th>
<th>04:00 PM</th>
<th>04:00 PM</th>
<th>04:15 PM</th>
<th>04:15 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavy Vehicles</td>
<td>1</td>
<td>4</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>% Heavy Vehicles</td>
<td>0.5</td>
<td>6.1</td>
<td>0</td>
<td>1.8</td>
</tr>
<tr>
<td>UTurns</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>% UTurns</td>
<td>0.5</td>
<td>0</td>
<td>0</td>
<td>0.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Volume</td>
<td>192</td>
<td>66</td>
<td>18</td>
<td>276</td>
</tr>
<tr>
<td>% App. Total</td>
<td>69.6</td>
<td>23.9</td>
<td>6.5</td>
<td>93.2</td>
</tr>
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<tr>
<td>PHF</td>
<td>.960</td>
<td>.825</td>
<td>.643</td>
<td>.932</td>
</tr>
</tbody>
</table>

### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

- 04:00 PM
- 04:15 PM

<table>
<thead>
<tr>
<th></th>
<th>04:00 PM</th>
<th>04:00 PM</th>
<th>04:15 PM</th>
<th>04:15 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Vehicles</td>
<td>190</td>
<td>62</td>
<td>18</td>
<td>270</td>
</tr>
<tr>
<td>% Passenger Vehicles</td>
<td>99.9</td>
<td>93.9</td>
<td>100</td>
<td>98.1</td>
</tr>
<tr>
<td>Heavy Vehicles</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>% Heavy Vehicles</td>
<td>0.5</td>
<td>6.1</td>
<td>0</td>
<td>1.8</td>
</tr>
<tr>
<td>UTurns</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>% UTurns</td>
<td>0.5</td>
<td>0</td>
<td>0</td>
<td>0.4</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Total Volume</td>
<td>192</td>
<td>66</td>
<td>18</td>
<td>276</td>
</tr>
<tr>
<td>% App. Total</td>
<td>69.6</td>
<td>23.9</td>
<td>6.5</td>
<td>93.2</td>
</tr>
</tbody>
</table>

### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

- 04:00 PM
- 04:15 PM

<table>
<thead>
<tr>
<th></th>
<th>04:00 PM</th>
<th>04:00 PM</th>
<th>04:15 PM</th>
<th>04:15 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Vehicles</td>
<td>190</td>
<td>62</td>
<td>18</td>
<td>270</td>
</tr>
<tr>
<td>% Passenger Vehicles</td>
<td>99.9</td>
<td>93.9</td>
<td>100</td>
<td>98.1</td>
</tr>
<tr>
<td>Heavy Vehicles</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>% Heavy Vehicles</td>
<td>0.5</td>
<td>6.1</td>
<td>0</td>
<td>1.8</td>
</tr>
<tr>
<td>UTurns</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>% UTurns</td>
<td>0.5</td>
<td>0</td>
<td>0</td>
<td>0.4</td>
</tr>
</tbody>
</table>
# Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

<table>
<thead>
<tr>
<th>Groups Printed - Passenger Vehicles</th>
<th>PRICE STREET Southbound</th>
<th>SHOPS AT EAGLE CREEK Westbound</th>
<th>PRICE STREET Northbound</th>
<th>FIFTH THIRD BANK Eastbound</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Start Time</strong></td>
<td><strong>Left</strong></td>
<td><strong>Thru</strong></td>
<td><strong>Right</strong></td>
<td><strong>App. Total</strong></td>
<td><strong>Left</strong></td>
</tr>
<tr>
<td>11:30 AM</td>
<td>40</td>
<td>18</td>
<td>10</td>
<td>68</td>
<td>10</td>
</tr>
<tr>
<td>11:45 AM</td>
<td>53</td>
<td>12</td>
<td>5</td>
<td>70</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
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<td>30</td>
<td>15</td>
<td>138</td>
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</tr>
<tr>
<td>12:00 PM</td>
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<td>9</td>
<td>64</td>
<td>2</td>
</tr>
<tr>
<td>12:15 PM</td>
<td>55</td>
<td>10</td>
<td>6</td>
<td>71</td>
<td>6</td>
</tr>
<tr>
<td>12:30 PM</td>
<td>47</td>
<td>12</td>
<td>11</td>
<td>70</td>
<td>6</td>
</tr>
<tr>
<td>12:45 PM</td>
<td>48</td>
<td>20</td>
<td>5</td>
<td>73</td>
<td>7</td>
</tr>
<tr>
<td>Total</td>
<td>196</td>
<td>51</td>
<td>31</td>
<td>278</td>
<td>21</td>
</tr>
<tr>
<td>*** BREAK ***</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>01:00 PM</td>
<td>44</td>
<td>17</td>
<td>9</td>
<td>70</td>
<td>6</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>37</td>
<td>19</td>
<td>11</td>
<td>67</td>
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<td>Total</td>
<td>81</td>
<td>36</td>
<td>20</td>
<td>137</td>
<td>8</td>
</tr>
</tbody>
</table>

*** BREAK ***

| **Start Time**                    | **Left** | **Thru** | **Right** | **App. Total** | **Left** | **Thru** | **Right** | **App. Total** | **Left** | **Thru** | **Right** | **App. Total** | **Left** | **Thru** | **Right** | **App. Total** | **Int. Total** |
| 04:00 PM                          | 44      | 18      | 5        | 67          | 5      | 2      | 76       | 83          | 0        | 19     | 1       | 20          | 4      | 0      | 1       | 5           | 175         |
| 04:15 PM                          | 47      | 12      | 7        | 66          | 4      | 1      | 50       | 55          | 0        | 30     | 6       | 36          | 7      | 1      | 2       | 10          | 167         |
| 04:30 PM                          | 50      | 12      | 2        | 64          | 7      | 1      | 55       | 63          | 2        | 19     | 2       | 23          | 6      | 0      | 0       | 6           | 156         |
| 04:45 PM                          | 49      | 20      | 4        | 73          | 2      | 0      | 64       | 66          | 0        | 26     | 4       | 30          | 3      | 1      | 0       | 4           | 173         |
| Total                             | 190     | 62      | 18       | 270         | 18     | 4      | 245      | 267         | 2        | 94     | 13      | 109         | 20     | 2      | 3       | 25          | 671         |
| 05:00 PM                          | 40      | 15      | 3        | 58          | 2      | 1      | 58       | 61          | 0        | 28     | 3       | 31          | 3      | 2      | 1       | 6           | 156         |
| 05:15 PM                          | 30      | 9       | 4        | 43          | 0      | 0      | 49       | 49          | 0        | 22     | 8       | 30          | 6      | 0      | 0       | 6           | 128         |
| 05:30 PM                          | 30      | 18      | 2        | 50          | 3      | 0      | 52       | 55          | 0        | 25     | 2       | 27          | 4      | 2      | 0       | 6           | 138         |
| 05:45 PM                          | 30      | 13      | 2        | 45          | 4      | 0      | 58       | 62          | 0        | 25     | 3       | 28          | 0      | 1      | 0       | 1           | 136         |
| Total                             | 130     | 55      | 11       | 196         | 9      | 1      | 217      | 227         | 0        | 100    | 16      | 116         | 13     | 5      | 1       | 19          | 558         |

Grand Total                       | 690     | 234     | 95       | 1019        | 69     | 22     | 1048     | 1139        | 5        | 362    | 61      | 428         | 92     | 22     | 10      | 124         | 2710        |

Apprch %                          | 67.7    | 23      | 9.3      | 1.95        | 6.1    | 1.9    | 92       | 1.2         | 1.8      | 84.6   | 14.3    | 428         | 74.2   | 17.7   | 8.1     | 124         | 2710        |

Total %                           | 25.5    | 8.6     | 3.5      | 37.6        | 2.5    | 0.8    | 38.7     | 42          | 0.2      | 13.4   | 2.3     | 15.8        | 3.4    | 0.8    | 0.4     | 4.6         | 2710        |
### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

- Peak Hour for Entire Intersection Begins at 12:15 PM
- Peak Hour for Each Approach Begins at:
  - 12:15 PM: 11:30 AM
  - 04:00 PM: 03:45 PM

### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

- Peak Hour for Entire Intersection Begins at 04:00 PM
- Peak Hour for Each Approach Begins at:
  - 04:00 PM: 03:45 PM

### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

- Peak Hour for Entire Intersection Begins at 04:00 PM
- Peak Hour for Each Approach Begins at:
  - 04:00 PM: 03:45 PM
### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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**Weather:** Clear  
**Comments:**

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**SHOPS AT EAGLE CREEK Westbound**

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**PRICE STREET Northbound**

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**FIFTH THIRD BANK Eastbound**

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**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

Peak Hour for Each Approach Begins at:

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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

Peak Hour for Each Approach Begins at:

<table>
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<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
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<td>2</td>
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<tr>
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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

Peak Hour for Each Approach Begins at:

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<th>App. Total</th>
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<tr>
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<td><strong>PHF</strong></td>
<td>.250</td>
<td>.333</td>
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## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

### Groups Printed- UTurns

<table>
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<tr>
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<th>PRICE STREET Southbound</th>
<th>SHOPS AT EAGLE CREEK Westbound</th>
<th>PRICE STREET Northbound</th>
<th>FIFTH THIRD BANK Eastbound</th>
<th>Int. Total</th>
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<tbody>
<tr>
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<tr>
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<td>*** BREAK ***</td>
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<td>*** BREAK ***</td>
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**Grand Total:** 4 0 0 4 0 0 0 0 0 0 0 0 0 0 0 0 4

**Approch %**
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- 0 0 0
- 0 0 0
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- 0 0 0
- 100 0 0 100 0 0 0 0 0 0 0 0 0 0 0

**Total %**
- 100 0 0
- 0 0 0
- 0 0 0
- 0 0 0
- 0 0 0
- 0 0 0
- 100 0 0

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### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

**Peak Hour for Entire Intersection Begins at 12:00 PM**

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<th>PRICE STREET Northbound</th>
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**PHF**: 500 0.000 0.000 500 0.000 0.000 0.000 500 0.000 0.000 0.000 0.000 0.000 0.000 0.000 500
## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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<td>12:00 PM</td>
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</table>
| Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
| Peak Hour for Each Approach Begins at: |
| 12:00 PM  | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          |
| 11:30 AM  |      |      |       |            |      |      |       |            |      |      |       |            |      |      |       |            |      |      |       |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
| Peak Hour for Entire Intersection Begins at 04:00 PM |
| 04:00 PM  | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          |
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| 04:30 PM  | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          |
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| Total Volume | 1    | 0    | 0     | 1          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 1          |
| % App. Total | 100  | 0    | 0     | 100        | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 1          |
| PHF        | .250 | .000 | .000   | .250       | .000 | .000 | .000   | .000       | .000 | .000 | .000   | .000       | .000 | .000 | .000   | .000       | .000 | .000 | .000   | .000       |

## PHF 0.250

**Intersection Turning Movement Count**

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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<td>Peak Hour for Each Approach Begins at:</td>
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| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
| Peak Hour for Entire Intersection Begins at 04:00 PM |
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| 04:00 PM  |      |      |       |            |      |      |       |            |      |      |       |            |      |      |       |            |      |      |       |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
| Peak Hour for Each Approach Begins at: |
| 04:00 PM  | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          |
| 04:00 PM  |      |      |       |            |      |      |       |            |      |      |       |            |      |      |       |            |      |      |       |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
| Peak Hour for Each Approach Begins at: |
| 04:00 PM  | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          |
| 04:00 PM  |      |      |       |            |      |      |       |            |      |      |       |            |      |      |       |            |      |      |       |            |
## Intersection Pedestrian & Bicycle Count

**Date:** 2/17/2016  
**Day:** Wednesday  
**Count Times:** 11:30am-1:30pm & 4-6pm  
**Weather:** Clear  
**Intersection:** Price Street at Bank/Plaza Driveways  
**Comments:**

C - Children under 12; S - Seniors 65 or over; D - Physical Disability

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<th>12:00-12:30</th>
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<th>1:00-1:30</th>
<th>4:00-4:30</th>
<th>4:30-5:00</th>
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</table>

### Peds/Bikes Crossing North Leg

- PED: 1
- BIKE: 4
- 2+2C: 1

### Peds/Bikes Crossing West Leg

- PED: 3
- BIKE: 4
- 2+2C: 1

### Peds/Bikes Crossing South Leg

- PED: 2
- BIKE: 1+2C

### Peds/Bikes Crossing East Leg

- PED: S
- BIKE: 1+C
Turning Movement Count
Field Data Sheet & Sketch

Date: 2/17/16

Major Street: US 41

Minor Street: Triangle Boulevard/Price St

City/County: Naples/Collier

Count Times: 11:30 am - 1:30 pm & 4 - 6 pm

Direction: E-W

Speed Limit: Sketch mph

Direction: N-S

Speed Limit: Sketch mph

Weather: Clear

Phasing:

3 cycles measured
23 SB-8 47 Skip EB-27 47 - 152 s.
21 SB-8 49 Skip EB-24 50 - 1525
15 SB-8 48 Skip EB-25 50 - 1465

Intersection Sketch

Chase Bank

Fifth Third Bank

Wells Fargo Bank
## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

### File Name: US41&Triangle  
**Site Code:** 16003  
**Start Date:** 2/17/2016  
**Page No:** 1

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### Groups Printed: Passenger Vehicles - Heavy Vehicles - UTurns

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<tr>
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<th>TRIANGLE BOULEVARD</th>
<th>US 41</th>
<th>PRICE STREET</th>
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<tr>
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### *** BREAK ***

| 01:00 PM | 50 19 21 14 104 14 269 9 8 300 46 33 11 11 101 56 220 31 8 315 820 | 820 |
| 01:15 PM | 47 17 36 16 116 16 260 6 7 289 41 35 10 15 101 56 253 22 21 352 858 | 858 |

### *** BREAK ***

| 04:00 PM | 53 18 33 13 117 14 268 9 15 302 48 35 14 6 103 52 234 18 16 320 842 | 842 |
| 04:15 PM | 51 20 23 17 111 16 296 9 6 327 42 27 10 12 91 56 275 21 16 368 897 | 897 |
| 04:30 PM | 47 19 38 13 117 15 302 16 3 336 40 15 12 9 76 57 315 26 13 411 940 | 940 |
| 04:45 PM | 47 24 37 5 113 13 256 10 9 298 48 27 8 18 101 73 289 18 25 405 907 | 907 |
| **Total** | 198 81 131 48 458 58 1122 40 33 1253 178 104 44 45 371 238 1113 83 70 1504 3586 | 3586 |
| 05:00 PM | 48 12 20 20 100 14 298 15 7 334 35 30 6 13 84 55 280 20 14 369 887 | 887 |
| 05:15 PM | 62 10 37 15 124 14 294 11 15 334 40 19 8 14 81 55 283 13 13 364 903 | 903 |
| 05:30 PM | 39 18 20 12 89 13 298 12 4 327 37 26 12 10 85 49 286 16 9 360 861 | 861 |
| 05:45 PM | 34 13 32 17 96 11 307 15 5 338 41 30 9 2 82 54 269 18 4 345 861 | 861 |
| **Total** | 183 53 109 64 409 52 1197 53 31 1333 153 105 35 39 332 213 1118 67 40 1438 3512 | 3512 |

| Grand Total | 779 309 523 206 1817 236 4428 192 143 4999 705 458 189 173 1525 873 4245 343 211 5672 14013 | 14013 |
| Achiev % | 42.9 | 17 28.8 11.3 | 4.7 | 88.6 | 3.8 2.9 | 46.2 30 12 11.3 | 15.4 74.8 6 3 37.3 | 6.2 30.3 2.4 1.5 40.5 |
| Total % | 5.6 | 2.2 3.7 1.5 13 | 1.7 31.6 | 1.4 1 35.7 | 5 3.3 1.3 1.2 10.9 | 6.2 30.3 2.4 1.5 | 40.5 |

| Passenger Vehicles | 764 306 513 200 1783 171 4325 192 140 4828 698 456 180 168 1502 812 4150 338 207 5507 13620 | 13620 |
| % Passenger Vehicles | 98.1 99 98.1 97.1 98.1 | 72.5 97.7 100 97.9 96.6 99 99.6 95.2 97.1 98.5 93 97.8 98.5 98.1 97.1 | 97.2 |
| Heavy Vehicles | 12 3 10 6 31 7 103 0 3 113 7 2 9 5 23 10 95 5 4 114 281 | 281 |
| % Heavy Vehicles | 1.5 1 1.9 2.9 1.7 3 2.3 0 2.1 2.3 1 0.4 4.8 2.9 1.5 1.1 2.2 1.5 1.9 2 2 |

| UTurns | 3 0 0 0 3 | 58 0 0 0 58 0 0 0 0 0 51 0 0 0 51 | 112 |
| % UTurns | 0.4 0 0 0 0.2 | 24.6 0 0 0 1.2 | 0 0 0 0 0.8 | 0.8 |
## Intersection Turning Movement Count

### City/County: Naples/Collier
### Weather: Clear
### Comments:

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<th>US 41 Westbound</th>
<th>PRICE STREET Northbound</th>
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**Total Volume:** 202 92 148 34 476 200 120 58 38 416 209 1050 88 51 1398 857 905 759 911 932 941

**% App. Total:** 42.4 19.3 31.1 7.1 5.1 86.3 4.9 3.7 48.1 28.8 13.9 9.1 14.9 75.1 6.3 3.6

**PHF:** .815 .697 .841 .654 .895 .738 .863 .49 .759 .926 .833 .96 .729 .937 .857 .905 .759 .911 .932 .941

### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

- **Peak Hour for Entire Intersection Begins at:** 12:15 AM
- **Peak Hour for Each Approach Begins at:**
  - Southbound: 12:15 AM
  - Westbound: 11:30 AM
  - Northbound: 11:30 AM
  - Eastbound: 11:30 AM

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*Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:
- Southbound: 12:15 PM
- Westbound: 11:30 AM
- Northbound: 11:30 AM
- Eastbound: 11:30 AM

### Passenger Vehicles
- 198 91 144 33 466 198 120 56 36 410 180 1016 86 49 1331 3387
- % App. Total: 48.1 28.8 13.9 9.1 14.9 75.1 6.3 3.6

### Heavy Vehicles
- 4 1 4 1 10 3 28 0 1 32 2 0 2 2 6 6 34 2 2 44 92
- % App. Total: 9.1 2.9 2.3 3.1 2.6

### UTurns
- 0 0 0 0 0 11 0 0 0 11 0 0 0 0 23 0 0 0 23 34
- % UTurns: 0 0 0 0 0 17.7 0 0 0 11.0 0 0 0 0 1.6 1.0

*Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:
- Southbound: 12:15 PM
- Westbound: 11:30 AM
- Northbound: 11:30 AM
- Eastbound: 11:30 AM

### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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<th>Right</th>
<th>RTOR</th>
<th>App. Total</th>
<th>Int. Total</th>
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</table>
| **TRIANGLE BOULEVARD**  
Southbound  | 04:30 PM | 47  | 19  | 38  | 13  | 117  | 15  | 302  | 16  | 3   | 336  | 40  | 15  | 12  | 9    | 76    | 57  | 315  | 26  | 13  | 411  | 940  |
|           | 04:45 PM | 47  | 24  | 37  | 5   | 113  | 13  | 256  | 10  | 9   | 288  | 48  | 27  | 8   | 18   | 101   | 73  | 289  | 18  | 25  | 405  | 907  |
|           | 05:00 PM | 48  | 12  | 20  | 20  | 100  | 14  | 298  | 15  | 7   | 334  | 35  | 30  | 6   | 13   | 84    | 55  | 280  | 20  | 14  | 369  | 887  |
|           | 05:15 PM | 62  | 10  | 37  | 15  | 124  | 14  | 294  | 11  | 15  | 334  | 40  | 19  | 8   | 14   | 81    | 55  | 283  | 13  | 16  | 364  | 903  |
| **US 41**  
Westbound  | Total Volume | 204 | 65  | 132 | 53  | 454  | 56  | 1150 | 52  | 34  | 1292 | 163 | 91  | 34  | 54   | 342   | 240 | 1167 | 77  | 65  | 1549 | 3637 |
|           | % App. Total | 44.9 | 14.3 | 29.1 | 11.7 | 4.3  | 47.7 | 26.6 | 9.9 | 15.8 | 15.5 | 75.3 | 5   | 2.6  | 47.7 | 26.6 | 9.9 | 15.8 | 15.5 | 75.3 |
|           | PHF  | 823  | 677  | .668 | .663 | .915  | .933 | .952  | .813 | .567 | .961  | .849 | .758 | .708 | .750 | .847   | .822 | .926  | .740 | .650 | .942  | .967  |
| **PRICE STREET**  
Northbound  | 04:30 PM | 53  | 18  | 33  | 13  | 117  | 14  | 298  | 15  | 7   | 334  | 48  | 35  | 14  | 6    | 103   | 56  | 275  | 21  | 16  | 368  | 3559 |
|           | 05:00 PM | 51  | 20  | 23  | 17  | 111  | 14  | 294  | 11  | 15  | 334  | 42  | 27  | 10  | 12   | 91    | 73  | 289  | 18  | 25  | 405  | 907  |
|           | 05:15 PM | 47  | 19  | 38  | 13  | 117  | 11  | 307  | 15  | 5   | 338  | 48  | 27  | 8   | 18   | 101   | 55  | 280  | 20  | 14  | 369  | 903  |
| **US 41**  
Eastbound  | Total Volume | 198 | 81  | 131 | 48  | 458  | 52  | 1197 | 53  | 31  | 1333 | 178 | 104 | 44  | 45   | 371   | 241 | 1159 | 85  | 68  | 1553 | 1553 |
|           | % App. Total | 43.2 | 17.7 | 28.6 | 10.5 | 3.9  | 89.8 | 4   | 2.3  | 89.8 | 48  | 28  | 11.9 | 12.1 | 15.5 | 74.6 | 5.5  | 4.4  | 15.5 | 74.6 |
|           | PHF  | 934  | .844 | .862 | .706 | .979  | .929 | .975  | .883 | .517 | .986  | .927 | .743 | .786 | .625 | .900   | .825 | .920  | .817 | .680 | .945  | .945  |

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

Peak Hour for Each Approach Begins at:

- 04:00 PM
- 05:00 PM
- 04:15 PM

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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| **TRIANGLE BOULEVARD**  
Southbound  | 04:30 PM | 193 | 81  | 130  | 48  | 452  | 36  | 1179 | 53  | 31  | 1299 | 176 | 104 | 40  | 44   | 364    | 230 | 1137  | 83  | 68  | 1518 |
|           | 04:45 PM | 94.7 | 100  | 99.2 | 100  | 98.7  | 69.2 | 98.5  | 100  | 97.4  | 98.9 | 100  | 99.7 | 97.8  | 98.1  | 95.4 | 98.1  | 97.6 | 100  | 97.7  |
|           | 05:00 PM | 4  | 0  | 1  | 0  | 5  | 2  | 18  | 0  | 0  | 20  | 2  | 0  | 4  | 1  | 7  | 1  | 22  | 2  | 0  | 25  |
| **US 41**  
Westbound  | % Heavy Vehicles | 2  | 0  | 0  | 0.8 | 0  | 1.1  | 3.8  | 1.5  | 0  | 0  | 1.5  | 1.1  | 0  | 9.1  | 2.2  | 1.9  | 0.4  | 1.9  | 2.4  | 0  | 1.6  |
|           | UTurns | 1 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 |
| **PRICE STREET**  
Northbound  | % UTurns | 0.5 | 0 | 0 | 0 | 0.2 | 26.9 | 0 | 0 | 0 | 1.1 | 0 | 0 | 0 | 0 | 0 | 1 | 4.1 | 0 | 0 | 0.6  |
| **US 41**  
Eastbound  | % UTurns | 0.5 | 0 | 0 | 0 | 0.2 | 26.9 | 0 | 0 | 0 | 1.1 | 0 | 0 | 0 | 0 | 0 | 1 | 4.1 | 0 | 0 | 0.6  |
# Triangle Boulevard

## Groups Printed - Passenger Vehicles

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**Weather:** Clear  
**Comments:**

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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

**Comments:**

- **Weather:** Clear  
- **City/County:** Naples/Collier  
- **Comments:**
### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:** Groups Printed- Heavy Vehicles

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**Site Code:** 16003  
**Start Date:** 2/17/2016  
**Page No:** 1
**Intersection Turning Movement Count**

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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Peak Hour for Each Approach Begins at: |      |      |       |      |            |      |      |       |      |            |      |      |       |      |            |      |      |       |      |            |      |      |       |      |            |
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| +15 mins.  | 0    | 0    | 0     | 1    | 1          | 2    | 2    | 0     | 0    | 4          | 1    | 0    | 1     | 1    | 3          | 0    | 10   | 1     | 0    | 11         | 20   |
| +30 mins.  | 1    | 1    | 3     | 0    | 5          | 2    | 9    | 0     | 0    | 11         | 0    | 0    | 2     | 0    | 2          | 2    | 0    | 5     | 1    | 0          | 6    |
|            |      |      |       |      |            |      |      |       |      |            |      |      |       |      |            |      |      |       |      |            |      |      |       |      |            |
| Total Volume | 4    | 2    | 4     | 3    | 13         | 3    | 32   | 0     | 2    | 37         | 2    | 0    | 2     | 3    | 7          | 6    | 34   | 2     | 2    | 44         |      |
| % App. Total | 30.8 | 15.4 | 30.8  | 23.1 | 30.8       | 8.1  | 86.5 | 0     | 5.4  | 28.6       | 28.6 | 28.6 | 42.9  | 13.6 | 77.3       | 13.6 | 77.3 | 4.5   | 4.5  | 4.5        |      |
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Each Approach Begins at:
## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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<tr>
<th>Start Time</th>
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<th>PRICE STREET Northbound</th>
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<td>3</td>
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<tr>
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<td>0</td>
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</table>
## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear

### Comments:

**File Name:** US41&Triangle  
**Site Code:** 16003  
**Start Date:** 2/17/2016

**TRIANGLE BOULEVARD**  
**Southbound**  
**US 41**  
**Westbound**  
**PRICE STREET**  
**Northbound**  
**US 41**  
**Eastbound**

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>RTOR</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:30 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>11:45 AM</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>12:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>12:15 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

| Total Volume | 0    | 0    | 0     | 0     | 0          |
| % App. Total | 0    | 0    | 0     | 0     | 0          |
| PHF          | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

**Start Time**  
**Left**  
**Thru**  
**Right**  
**RTOR**  
**App. Total**

**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**  
Peak Hour for Entire Intersection Begins at 11:30 AM

<table>
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<tr>
<th>Start Time</th>
<th>11:30 AM</th>
<th>12:00 PM</th>
<th>11:30 AM</th>
<th>11:30 AM</th>
</tr>
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<tbody>
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<td>1 0 0 0 1</td>
<td>0 0 0 0 0</td>
<td>7 0 0 0 7</td>
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<tr>
<td>+0 mins.</td>
<td>0 0 0 0 0</td>
<td>1 0 0 0 1</td>
<td>0 0 0 0 0</td>
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<tr>
<td>+15 mins.</td>
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</tr>
<tr>
<td>+30 mins.</td>
<td>0 0 0 0 0</td>
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<td>0 0 0 0 0</td>
<td>6 0 0 0 6</td>
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<tr>
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<td>0 0 0 0 0</td>
<td>0 0 0 0 0</td>
<td>4 0 0 0 4</td>
</tr>
</tbody>
</table>

| Total Volume | 11 0 0 0 11| 0 0 0 0 0| 23 0 0 0 23|
| % App. Total | 100 0 0 0 100| 0 0 0 0 0| 100 0 0 0 100|
| PHF          | 0.393 | 0.000 | 0.639 | 0.773 |

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**  
Peak Hour for Each Approach Begins at:

<table>
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<tr>
<th>Start Time</th>
<th>04:30 PM</th>
<th>04:30 PM</th>
<th>04:00 PM</th>
<th>05:00 PM</th>
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<tbody>
<tr>
<td></td>
<td>0 0 0 0 0</td>
<td>9 0 0 0 9</td>
<td>6 0 0 0 6</td>
<td>3 0 0 0 3</td>
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<tr>
<td>+0 mins.</td>
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<td>0 0 0 0 0</td>
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<tr>
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<td>0 0 0 0 0</td>
<td>1 0 0 0 1</td>
</tr>
<tr>
<td>+30 mins.</td>
<td>0 0 0 0 0</td>
<td>5 0 0 0 5</td>
<td>0 0 0 0 0</td>
<td>5 0 0 0 5</td>
</tr>
</tbody>
</table>

| Total Volume | 22 0 0 0 22| 100 0 0 100| 6 0 0 0 6|
| % App. Total | 100 0 0 100| 100 0 0 100| 100 0 0 100|
| PHF          | 0.250 | 0.000 | 0.500 | 0.500 |

### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

- **TRIANGLE BOULEVARD Southbound**
- **US 41 Westbound**
- **PRICE STREET Northbound**
- **US 41 Eastbound**

**Total Volume**  
**% App. Total**  
**PHF**
Intersection Pedestrian & Bicycle Count

Date: 2/17/2016  Day: Wednesday
Count Times: 11:30am-1:30pm & 4-6pm  Weather: Clear
Intersection: US 41 at Triangle Boulevard/Price Street
Comments: 

C - Children under 12; S - Seniors 65 or over; D - Physical Disability

<table>
<thead>
<tr>
<th>Hour</th>
<th>Triangle</th>
<th>Price</th>
<th>US 41</th>
</tr>
</thead>
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<tr>
<td>PED</td>
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<td>PED</td>
<td>BIKE</td>
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<tr>
<td>PED</td>
<td>BIKE</td>
<td>PED</td>
<td>BIKE</td>
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</tbody>
</table>

**Intersection Pedestrian & Bicycle Count**

**Peds/Bikes Crossing North Leg**

<table>
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<tr>
<th>Hour</th>
<th>11:30-12:00</th>
<th>12:00-12:30</th>
<th>12:30-1:00</th>
<th>1:00-1:30</th>
<th>4:00-4:30</th>
<th>5:00-5:30</th>
<th>5:30-6:00</th>
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<td>1</td>
<td>1</td>
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<td></td>
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<tr>
<td>BIKE</td>
<td>3</td>
<td></td>
<td></td>
<td>1</td>
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</tbody>
</table>

**Peds/Bikes Crossing West Leg**

<table>
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<th>11:30-12:00</th>
<th>12:00-12:30</th>
<th>12:30-1:00</th>
<th>1:00-1:30</th>
<th>4:00-4:30</th>
<th>5:00-5:30</th>
<th>5:30-6:00</th>
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</thead>
<tbody>
<tr>
<td>PED</td>
<td>2</td>
<td>4</td>
<td>1</td>
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<td>3</td>
<td>2</td>
<td>3</td>
<td></td>
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**Peds/Bikes Crossing South Leg**

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<th>12:30-1:00</th>
<th>1:00-1:30</th>
<th>4:00-4:30</th>
<th>5:00-5:30</th>
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**Peds/Bikes Crossing East Leg**

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<th>12:30-1:00</th>
<th>1:00-1:30</th>
<th>4:00-4:30</th>
<th>5:00-5:30</th>
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<tbody>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>BIKE</td>
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</tbody>
</table>
Turning Movement Count
Field Data Sheet & Sketch

Date: 2/17/16
Major Street: Triangle Boulevard
Minor Street: Chase/Publix 1st Median
City/County: Naples/Collier

Count Times: 11:30am-1:30pm & 4-6pm
Direction: N-S
Speed Limit: 20 mph
Direction: E-W
Speed Limit: 20 mph
Weather: Clear

Phasing:

Intersection Sketch:

Under Construction
Chase Bank
McDonald's
Publix

Unsignalized
### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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<td>38</td>
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<td>43</td>
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| 05:00 PM   | 2    | 39   | 4     | 45         | 1    | 60   | 2     | 46         | 29   | 24   | 45    | 98         |
| 05:15 PM   | 4    | 39   | 5     | 48         | 1    | 52   | 3     | 62         | 26   | 28   | 48    | 102        |
| 05:30 PM   | 4    | 35   | 7     | 46         | 1    | 48   | 2     | 53         | 21   | 21   | 52    | 94         |
| 05:45 PM   | 6    | 20   | 12    | 38         | 1    | 62   | 4     | 5          | 28   | 25   | 54    | 107        |
| Total      | 16   | 133  | 28    | 177        | 222  | 11   | 19    | 252        | 104  | 98   | 199   | 401        |

| Grand Total| 106  | 613  | 90    | 809        | 926  | 42   | 73    | 1041       | 383  | 419  | 831   | 1633       |
| Apprch %   | 13.1 | 75.8 | 11.1  | 89.2       | 89.4 | 4    | 7     | 100        | 23.5 | 25.7 | 59.5   | 100        |
| Total %    | 2.8  | 16.4 | 2.4   | 21.7       | 24.8 | 1.1  | 2     | 27.9      | 10.3 | 11.2 | 23.3   | 43.8       |

| Passenger Vehicles | 102 | 597 | 90 | 789 | 913 | 41 | 73 | 1027 | 228 | 417 | 819 | 1464 |
| % Passenger Vehicles | 96.2 | 97.4 | 100 | 97.5 | 98.6 | 97.6 | 100 | 98.7 | 59.5 | 99.5 | 98.6 | 89.7 |

| Heavy Vehicles | 0 | 16 | 0 | 16 | 12 | 1 | 0 | 13 | 1 | 2 | 12 | 15 |
| % Heavy Vehicles | 0 | 2.6 | 0 | 2 | 1.3 | 2.4 | 0 | 1.2 | 0.3 | 0.5 | 1.4 | 0.9 |

| UTurns | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 154 | 0 | 0 | 154 |
| % UTurns | 3.8 | 0 | 0 | 0.5 | 0.1 | 0 | 0 | 0.1 | 40.2 | 0 | 0 | 9.4 |

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**Start Date:** 2/17/2016

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**File Name:** Triangle&Publix1stMedianOpening

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**Site Code:** 16003

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**Page No:** 1
## Intersection Turning Movement Count

### City/County: Naples/Collier

### Weather: Clear

### Comments:

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<tbody>
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<td>56</td>
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### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

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### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

#### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

**Peak Hour for Entire Intersection Begins at:** 12:00 PM

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**Total Volume:** 24  162  17  203  235  13  19  267  37  100  214  351

**% App. Total:** 11.8  79.8  8.4  88  4.9  7.1  10.5  28.5  61  15.9  15.9  68.3

**PHF:** 0.545  0.779  0.607  0.906  0.864  0.650  0.771  0.833  0.836  0.890  0.771  0.833  0.672  0.716  0.925

#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

**Peak Hour for Entire Intersection Begins at:** 04:00 PM

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**Total Volume:** 30  164  27  221  232  10  21  263  64  120  198  382

**% App. Total:** 13.6  74.2  12.2  88.2  3.8  8  16.8  31.4  51.8  15.7  9.8  74.5

**PHF:** 0.750  0.953  0.563  0.906  0.875  0.625  0.844  0.876  0.500  0.417  0.792  0.750  0.928

#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**
- 04:00 PM
- 04:30 PM
- 05:00 PM

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**Total Volume:** 30  164  27  221  231  11  24  266  64  120  198  382

**% App. Total:** 13.6  74.2  12.2  86.8  4.1  9  16.8  31.4  51.8  13.9  13.9  72.2

**PHF:** 0.750  0.953  0.563  0.906  0.875  0.625  0.913  0.769  0.844  0.876  0.500  0.417  0.792  0.750  0.928

**File Name:** Triangle&Publix1stMedianOpening  
**Site Code:** 16003  
**Start Date:** 2/17/2016  
**Page No:** 2
### Triangle & Publix 1st Median Opening

**Site Code:** 16003  
**Start Date:** 2/17/2016  
**Page No:** 1

#### Comments:
- **City/County:** Naples/Collier  
- **Weather:** Clear

#### Groups Printed - Heavy Vehicles

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<th>PUBLIX PLAZA Westbound</th>
<th>TRIANGLE BOULEVARD Northbound</th>
<th>CHASE BANK/OUTBACK STEAKHOUSE Eastbound</th>
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<tr>
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<tr>
<td>04:30 PM</td>
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Grand Total | 0 | 16 | 0 | 16 | 12 | 1 | 0 | 13 | 1 | 2 | 12 | 15 | 1 | 0 | 1 | 2 | 3 | 47

Apprch % | 0 | 100 | 0 | 92.3 | 7.7 | 0 | 6.7 | 13.3 | 80 | 0 | 33.3 | 66.7 | 0 | 2.1 | 4.3 | 6.4 |

Total % | 0 | 34 | 0 | 34 | 25.5 | 2.1 | 0 | 27.7 | 2.1 | 4.3 | 25.5 | 31.9 | 0 | 2.1 | 4.3 | 6.4 |

**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

Peak Hour for Entire Intersection Begins at 11:30 AM

- **Start Time:** 11:30 AM  
- **Left:** 0  
- **Thru:** 3  
- **Right:** 0  
- **App. Total:** 3

- **Start Time:** 11:45 AM  
- **Left:** 0  
- **Thru:** 0  
- **Right:** 0  
- **App. Total:** 0

- **Start Time:** 12:00 PM  
- **Left:** 0  
- **Thru:** 0  
- **Right:** 0  
- **App. Total:** 0

- **Start Time:** 12:15 PM  
- **Left:** 0  
- **Thru:** 0  
- **Right:** 0  
- **App. Total:** 0

**Total Volume** | 0 | 3 | 0 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 3 |

---

**Apprh %** | 0 | 100 | 0 | 92.3 | 7.7 | 0 | 6.7 | 13.3 | 80 | 0 | 33.3 | 66.7 | 0 | 2.1 | 4.3 | 6.4 |

**Total %** | 0 | 34 | 0 | 34 | 25.5 | 2.1 | 0 | 27.7 | 2.1 | 4.3 | 25.5 | 31.9 | 0 | 2.1 | 4.3 | 6.4 |

**PHF** | .000 | .250 | .000 | .250 | .375 | .250 | .000 | .438 | .250 | .250 | .750 | .667 | .000 | .250 | .250 | .500 | .714
### Intersection Turning Movement Count

#### City/County: Naples/Collier
Weather: Clear
Comments:

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#### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| 04:00 PM | 0    | 1    | 0     | 1          | 1    | 0    | 0     | 1          | 0    | 0    | 0     | 0          | 2          |
| 04:15 PM | 0    | 1    | 0     | 1          | 1    | 0    | 0     | 1          | 0    | 0    | 0     | 0          | 2          |
| 04:30 PM | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 1     | 1          | 0          |
| 04:45 PM | 0    | 1    | 0     | 1          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 1          |
| Total Volume | 0   | 3    | 0     | 3          | 2    | 0    | 0     | 2          | 0    | 0    | 1     | 1          | 0          |
| % App. Total | 0   | 100  | 0     | 100        | 100  | 0    | 0     | 100        | 0    | 0    | 0     | 0          | 6          |
| PHF        | .000 | .750 | .000   | .750       | .500 | .000 | .000   | .500       | .000 | .000 | .250  | .250       | .000       |

#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

| 04:30 PM | 0    | 0    | 0     | 0          | 1    | 0    | 0     | 1          | 0    | 0    | 0     | 0          | 0          |
| 04:00 PM | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0          |
| 04:15 PM | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0          |
| 04:30 PM | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0          |
| Total Volume | 0   | 4    | 0     | 4          | 2    | 0    | 0     | 2          | 0    | 0    | 1     | 1          | 0          |
| % App. Total | 0   | 100  | 0     | 100        | 100  | 0    | 0     | 100        | 0    | 0    | 0     | 0          | 0          |
| PHF        | .000 | .500 | .000   | .500       | .500 | .000 | .000   | .500       | .000 | .000 | .250  | .250       | .000       |
## Triangle & Publix 1st Median Opening

### Site Code: 16003
### Start Date: 2/17/2016
### Page No: 1

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

### Groups Printed - UTurns

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### Intersection Turning Movement Count
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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Peak Hour for Each Approach Begins at:

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Intersection Pedestrian & Bicycle Count

Date: 2/17/2016  Day: Wednesday
Count Times: 11:30am-1:30pm & 4-6pm  Weather: Clear
Intersection: Triangle Boulevard at Publix Plaza (1st Median Opening)
Comments: 

C - Children under 12; S - Seniors 65 or over; D - Physical Disability

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<th>12:30-1:00</th>
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<th>3:00-3:30</th>
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Peds/Bikes Crossing North Leg

Peds/Bikes Crossing South Leg

Peds/Bikes Crossing West Leg

Peds/Bikes Crossing East Leg

Chase  Publix  Triangle

11:30-12:00 12:00-12:30 12:30-1:00 1:00-1:30 2:00-2:30 3:00-3:30 4:00-4:30 5:00-5:30 5:30-6:00

PED BIKE

1 2 1

PED BIKE

1 1

PED BIKE

1 1 1

PED BIKE

1 1 1
Turning Movement Count
Field Data Sheet & Sketch

Date: 2/17/16
Count Times: 11:30am-1:30pm & 4-6pm
Major Street: Triangle Boulevard
Direction: N-S
Speed Limit: 20 mph
Minor Street: Publix 2nd Median Opening
Direction: E-W
Speed Limit: Not Posted mph
City/County: Naples / Collier
Weather: Clear

Phasing: Unsignalized

Intersection Sketch

Under Construction

Triangle Boulevard

Lake

Publix Plaza

Stop
## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

### Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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### Grand Total

| 156 | 554 | 0 | 710 |
| 253 | 0   | 0 | 172 |
| 59.5 | 0 | 0 | 40.5 |
| 15.3 | 33.2 | 0 | 42.5 |

| 155 | 548 | 0 | 703 |
| 242 | 0   | 0 | 171 |
| 11.0 | 0 | 0 | 12.0 |
| 0.1 | 1.1 | 0 | 0.8 |

| Passenger Vehicles | 155 | 548 | 0 | 703 |
| Passenger Vehicles | 155 | 548 | 0 | 703 |
| Heavy Vehicles | 0.6 | 0 | 0 | 6 |
| % Heavy Vehicles | 0.4 | 0 | 0 | 1.2 |

### % UTurns

| 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 100 | 0 | 0 | 1.1 |

### Int. Total

| 106 | 105 | 57 | 211 |
| 104 | 115 | 29 | 96 |
| 102 | 128 | 41 | 411 |
| 104 | 118 | 24 | 104 |
| 125 | 150 | 31 | 471 |
| 118 | 108 | 25 | 92 |
| 103 | 1669 | 25 | 385 |
| 127 | 32 | 7 | 32 |
| 534 | 1642 | 2 | 20 |
| 7 | 1.2 |
| 1.1 |

### % Passenger Vehicles

| 99.4 | 98.9 |
| 99.4 | 98.9 |
| 99.4 | 98.9 |
| 99.4 | 98.9 |
| 99.4 | 98.9 |
| 99.4 | 98.9 |
| 99.4 | 98.9 |
| 99.4 | 98.9 |

### % Heavy Vehicles

| 0.6 | 0.1 | 0.6 | 0.1 |
| 0.6 | 0.1 | 0.6 | 0.1 |
| 100 | 0 | 0 | 1.1 |
# Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**  
**Peak Hour for Each Approach Begins at:**

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## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

- **04:00 PM:**
  - Left Thru Right App. Total
  - 49 0 11 28 0 38 9 47
  - +15 mins.
  - 18 38 0 56 13 0 21 34 0 20 8 28
  - +30 mins.
  - 8 42 0 50 20 0 10 30 0 21 3 24
  - +45 mins.
  - 6 33 0 39 20 0 15 35 2 37 12 51

- **04:15 PM:**
  - 56 0 11 28 18 38 0 56
  - +15 mins.
  - 13 0 21 34 0 20 8 28
  - +30 mins.
  - 20 0 10 30 0 21 3 24
  - +45 mins.
  - 20 0 15 35 2 37 12 51

- **04:30 PM:**
  - 70 0 57 127 2 116 32 150
  - +15 mins.
  - 18 38 0 56 13 0 21 34 0 20 8 28
  - +30 mins.
  - 20 0 10 30 0 21 3 24
  - +45 mins.
  - 20 0 15 35 2 37 12 51

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### PHF

- **Total Volume:**
  - 42 152 0 194 70 0 57 127 2 116 32 150
  - +15 mins.
  - 18 38 0 56 13 0 21 34 0 20 8 28
  - +30 mins.
  - 20 0 10 30 0 21 3 24
  - +45 mins.
  - 20 0 15 35 2 37 12 51

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## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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<td>0 23 5 28</td>
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<td>16 0 8 24</td>
<td>0 24 13 37</td>
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Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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**Grand Total**

**Apprch %**

**Total %**

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**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

Peak Hour for Entire Intersection Begins at 12:30 PM
### Intersection Turning Movement Count

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**Weather:** Clear  
**Comments:**

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**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**
- 12:30 PM
- 04:00 PM
- 04:15 PM

**Total Volume**
- 0
- 1
- 0
- 1

**% App. Total**
- 0
- 100
- 0
- 0

**PHF**
- 0.00
- 0.250
- 0.00
- 0.250

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Entire Intersection Begins at 04:30 PM**

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<th>Start Time</th>
<th>TRIANGLE BOULEVARD Southbound</th>
<th>PUBLIX PLAZA Westbound</th>
<th>TRIANGLE BOULEVARD Northbound</th>
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<tbody>
<tr>
<td>04:30 PM</td>
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<td>0</td>
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</tr>
<tr>
<td>04:45 PM</td>
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</tr>
<tr>
<td>05:00 PM</td>
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<td>0</td>
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</tr>
<tr>
<td>05:15 PM</td>
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</tr>
<tr>
<td>Total Volume</td>
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<td>1</td>
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<tr>
<td>% App. Total</td>
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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**
- 04:30 PM
- 04:45 PM
- 05:00 PM

**Total Volume**
- 0
- 1
- 0
- 1

**% App. Total**
- 0
- 100
- 0
- 0

**PHF**
- 0.00
- 0.250
- 0.00
- 0.250

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Entire Intersection Begins at 04:30 PM**

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<tr>
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<tr>
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<tr>
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<tr>
<td>+30 mins.</td>
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<tr>
<td>+45 mins.</td>
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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**
- 04:00 PM
- 04:15 PM
- 05:00 PM

**Total Volume**
- 0
- 1
- 0
- 1

**% App. Total**
- 0
- 100
- 0
- 0

**PHF**
- 0.00
- 0.250
- 0.00
- 0.250
### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

#### Groups Printed - UTurns

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#### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

**Peak Hour for Entire Intersection Begins at 11:30 AM**

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### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

#### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

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#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

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#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 2 of 1

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Intersection Pedestrian & Bicycle Count

Date: 2/17/2016  Day: Wednesday
Count Times: 11:30am-1:30pm & 4-6pm  Weather: Clear
Intersection: Triangle Boulevard at Publix Plaza (2nd Median Opening)
Comments: *DS - Disabled Senior on Scooter

C - Children under 12; S - Seniors 65 or over; D - Physical Disability

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Peds/Bikes Crossing North Leg

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Peds/Bikes Crossing South Leg

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Turning Movement Count
Field Data Sheet & Sketch

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<td>City/County:</td>
<td>Naples/Collier</td>
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<td>Count Times:</td>
<td>11:30 am - 1:30 pm &amp; 4-6 pm</td>
</tr>
<tr>
<td>Direction:</td>
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<tr>
<td>Speed Limit:</td>
<td>20 mph</td>
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**Intersection Sketch**

- **Major Street**: Triangle Boulevard
- **Minor Street**: Lely Island Circle
- **City/County**: Naples/Collier
- **Date**: 2/17/16
- **Count Times**: 11:30 am - 1:30 pm & 4-6 pm
- **Direction**: E-W
- **Speed Limit**: 20 mph
- **Weather**: Clear

**Phasing**:

- Unsignalized

**Intersection Sketch**

- **Major Street**: Triangle Boulevard
- **Minor Street**: Lely Island Circle
- **City/County**: Naples/Collier
- **Date**: 2/17/16
- **Count Times**: 11:30 am - 1:30 pm & 4-6 pm
- **Direction**: E-W
- **Speed Limit**: 20 mph
- **Weather**: Clear

**Phasing**:

- Unsignalized
## Intersection Turning Movement Count

### Groups Printed: Passenger Vehicles - Heavy Vehicles - UTurns

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**File Name:** Triangle&LelyIsland
**Site Code:** 16003
**Start Date:** 2/17/2016
**Page No:** 1

City/County: Naples/Collier
Weather: Clear
Comments:
## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

### Site Code: Triangle & Lely Island

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**PHF:** 0.861, 0.000, 0.801, 0.833

### Total Volume

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**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

**Peak Hour for Entire Intersection Begins at:** 11:30 AM

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**PHF:** 0.861, 0.000, 0.801, 0.833

### Total Volume

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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**

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**PHF:** 0.500, 0.000, 0.705, 0.795

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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Entire Intersection Begins at:** 04:00 PM

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**PHF:** 0.500, 0.000, 0.705, 0.795

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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**

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**PHF:** 0.500, 0.000, 0.705, 0.795

### Total Volume

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# Intersection Turning Movement Count

City/County: Naples/Collier  
Weather: Clear  
Comments: 

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### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**  

#### Groups Printed - Passenger Vehicles

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### Intersection Turning Movement Count

#### City/County: Naples/Collier
#### Weather: Clear
#### Comments: LELY ISLAND CIRCLE
Southbound
TRIANGLE BOULEVARD
Westbound
TRIANGLE BOULEVARD
Eastbound

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#### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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</table>

#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>04:00 PM</td>
<td>6</td>
<td>0</td>
<td>27</td>
<td>33</td>
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<td>7</td>
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<td>22</td>
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<td>0</td>
<td>48</td>
<td>107</td>
</tr>
<tr>
<td>04:15 PM</td>
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<td>0</td>
<td>33</td>
<td>33</td>
<td>0</td>
<td>23</td>
<td>4</td>
<td>27</td>
<td>21</td>
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<td>0</td>
<td>17</td>
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<td>0</td>
<td>31</td>
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</tr>
<tr>
<td>04:45 PM</td>
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<td>18</td>
<td>0</td>
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#### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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<thead>
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<tbody>
<tr>
<td>04:00 PM</td>
<td>6</td>
<td>0</td>
<td>27</td>
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<tr>
<td>04:15 PM</td>
<td>0</td>
<td>0</td>
<td>33</td>
<td>33</td>
<td>0</td>
<td>23</td>
<td>4</td>
<td>27</td>
<td>21</td>
<td>21</td>
<td>0</td>
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<td>31</td>
<td>86</td>
</tr>
<tr>
<td>04:45 PM</td>
<td>2</td>
<td>0</td>
<td>16</td>
<td>18</td>
<td>0</td>
<td>23</td>
<td>4</td>
<td>27</td>
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<td>33</td>
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<td>88.6</td>
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<td>86</td>
<td>14</td>
<td></td>
<td>44.3</td>
<td>55.7</td>
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<tr>
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<td>.000</td>
<td>.500</td>
<td>.000</td>
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<td>.838</td>
<td>.821</td>
<td>.918</td>
<td>.918</td>
<td>.000</td>
<td>.918</td>
<td></td>
</tr>
</tbody>
</table>
### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

<table>
<thead>
<tr>
<th>Start Time</th>
<th>LELY ISLAND CIRCLE Southbound</th>
<th>TRIANGLE BOULEVARD Westbound</th>
<th>TRIANGLE BOULEVARD Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:30 AM</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>*** BREAK ***</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Total</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>12:45 PM</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>01:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>*** BREAK ***</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>04:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>05:15 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>*** BREAK ***</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

| Grand Total | 3     | 0    | 0     | 3         | 0     | 6    | 1     | 7         | 0     | 100  | 0    | 0         | 12         |
| Apprch %    | 100   | 0    | 0     |           | 0     | 85.7 | 14.3   |           | 0     | 100  | 0    |           | 12         |
| Total %     | 25    | 0    | 0     | 25        | 0     | 50   | 8.3    | 58.3      | 0     | 16.7 | 0    | 16.7      | 12         |

**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

Peak Hour for Entire Intersection Begins at 12:30 PM

<table>
<thead>
<tr>
<th>Start Time</th>
<th>LELY ISLAND CIRCLE Southbound</th>
<th>TRIANGLE BOULEVARD Westbound</th>
<th>TRIANGLE BOULEVARD Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:30 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>12:45 PM</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>01:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>01:15 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**% App. Total**

| PHF | .250 | .000 | .000 | .250 | .000 | .375 | .250 | .333 | .000 | .250 | .000 | .250 | .375 |

**PHF**
## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

### LELY ISLAND CIRCLE  
**Southbound**

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:30 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>12:30 PM</td>
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<tr>
<td>11:30 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

### TRIANGLE BOULEVARD  
**Westbound**

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>04:30 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>04:45 PM</td>
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<tr>
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<tr>
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**PHF:** 250

### TRIANGLE BOULEVARD  
**Eastbound**

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>04:15 PM</td>
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<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>04:00 PM</td>
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<tr>
<td>04:00 PM</td>
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<td>0</td>
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</tr>
</tbody>
</table>

**PHF:** 250

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### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

- +0 mins.: 11:30 AM
- +15 mins.: 11:45 AM
- +30 mins.: 12:00 PM
- +45 mins.: 12:15 PM

<table>
<thead>
<tr>
<th>Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:30 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>+0 mins.</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>+15 mins.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>+30 mins.</td>
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<td>0</td>
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</tr>
<tr>
<td>+45 mins.</td>
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</tbody>
</table>

**Total Volume:** 1

**% App. Total:** 100

**PHF:** 250

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### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

**Peak Hour for Entire Intersection Begins at 04:30 PM**

<table>
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<tr>
<th>Time</th>
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<th>Thru</th>
<th>Right</th>
<th>App. Total</th>
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<tbody>
<tr>
<td>04:30 PM</td>
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<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>04:45 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>05:00 PM</td>
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<tr>
<td>05:15 PM</td>
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<td>0</td>
</tr>
<tr>
<td>Total</td>
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<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>% App. Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</tr>
</tbody>
</table>

**PHF:** 250

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### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

**Peak Hour for Each Approach Begins at:**

- +0 mins.: 04:00 PM
- +15 mins.: 04:15 PM
- +30 mins.: 04:30 PM
- +45 mins.: 04:45 PM

<table>
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<tr>
<th>Time</th>
<th>Left</th>
<th>Thru</th>
<th>Right</th>
<th>App. Total</th>
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</thead>
<tbody>
<tr>
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<td>04:00 PM</td>
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</table>

**Total Volume:** 1

**% App. Total:** 100

**PHF:** 250
## Intersection Turning Movement Count

### Groups Printed: UTurns

<table>
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<tr>
<th>Start Time</th>
<th>LELY ISLAND CIRCLE Southbound</th>
<th>TRIANGLE BOULEVARD Westbound</th>
<th>TRIANGLE BOULEVARD Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>*** BREAK ***</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>*** BREAK ***</td>
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<tr>
<td>Total</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>*** BREAK ***</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>01:00 PM</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>*** BREAK ***</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>*** BREAK ***</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>05:00 PM</td>
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<tr>
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### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

1. **Peak Hour for Entire Intersection Begins at 11:30 AM**

<table>
<thead>
<tr>
<th>Start Time</th>
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<th>TRIANGLE BOULEVARD Westbound</th>
<th>TRIANGLE BOULEVARD Eastbound</th>
</tr>
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<tbody>
<tr>
<td>11:30 AM</td>
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<td>0</td>
</tr>
<tr>
<td>11:45 AM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>12:00 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>12:15 PM</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total Volume</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>% App. Total</td>
<td>100</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PHF</td>
<td>.000</td>
<td>.000</td>
<td>.000</td>
</tr>
</tbody>
</table>
## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

<table>
<thead>
<tr>
<th>Start Time</th>
<th>LELY ISLAND CIRCLE</th>
<th>TRIANGLE BOULEVARD</th>
<th>TRIANGLE BOULEVARD</th>
<th>Int. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Southbound</td>
<td>Westbound</td>
<td>Eastbound</td>
<td></td>
</tr>
</tbody>
</table>

**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

Peak Hour for Each Approach Begins at:

- **12:15 PM**
- **11:30 AM**
- **11:30 AM**

Total Volume | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PHF: 250 0.000 0.000 0.250 0.250 0.000 0.000 0.250 0.000 0.000 0.000 0.000 0.000 250

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

Peak Hour for Entire Intersection Begins at 04:15 PM

- **04:15 PM**
- **04:30 PM**
- **04:45 PM**
- **05:00 PM**

Total Volume | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

PHF: 0.000 0.000 0.000 0.250 0.000 0.000 0.000 250 0.000 0.000 0.000 0.000 250

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

Peak Hour for Each Approach Begins at:

- **04:00 PM**
- **04:15 PM**
- **04:00 PM**

Total Volume | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

PHF: 0.000 0.000 0.000 0.250 0.000 0.000 0.000 250 0.000 0.000 0.000 0.000 250

---

**Notes:**

- **File Name:** Triangle&LelyIsland  
- **Site Code:** 16003  
- **Start Date:** 2/17/2016  
- **Page No.:** 2
**Intersection Pedestrian & Bicycle Count**

Date: 2/17/2016  Day: Wednesday

Count Times: 11:30am-1:30pm & 4-6pm  Weather: Clear

Intersection: Triangle Boulevard at Lely Island Circle

Comments: 

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**C - Children under 12; S - Seniors 65 or over; D - Physical Disability**

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**Peds/Bikes Count:**

- **North Leg:**
  - 11:30-12:00: 1
  - 12:00-12:30: S
  - 1:00-1:30: 1+S
  - 2:00-2:30: 1
  - 3:00-3:30: 4+2C
  - 4:00-4:30: 2
  - 5:00-5:30: 2S

- **South Leg:**
  - 11:30-12:00: PED
  - 12:00-12:30: BIKE
  - 1:00-1:30: PED
  - 2:00-2:30: BIKE
  - 3:00-3:30: PED
  - 4:00-4:30: BIKE
  - 5:00-5:30: PED
  - 6:00-6:30: BIKE

- **West Leg:**
  - 11:30-12:00: 1
  - 12:00-12:30: 1
  - 12:30-1:00: 3
  - 1:00-1:30: 3
  - 2:00-2:30: 1
  - 3:00-3:30: 2

- **East Leg:**
  - 11:30-12:00: 3
  - 12:00-12:30: 3
  - 12:30-1:00: 3
  - 1:00-1:30: 3
  - 2:00-2:30: 3
  - 3:00-3:30: 3
  - 4:00-4:30: 3
  - 5:00-5:30: 3
  - 6:00-6:30: 3
Turning Movement Count
Field Data Sheet & Sketch

Date: 2/17/16
Count Times: 11:30am - 1:30pm & 4-6 pm
Major Street: Triangle Boulevard
Direction: E-W
Speed Limit: 30 mph
Minor Street: Celeste Drive
Direction: N-S
Speed Limit: Sketch mph
City/County: Naples / Collier
Weather: Clear

Phasing:

Unsignalized

Intersection Sketch
### Comments:

- **Groups Printed:** Passenger Vehicles - Heavy Vehicles - UTurns

#### Intersection Turning Movement Count

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**Comments:**

- City/County: Naples/Collier
- Weather: Clear
- Site Code: 16003
- Start Date: 2/17/2016
## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

### Table: Intersection Turning Movement Count

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### Table: Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

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### Table: Weather: Clear

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### Table: Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

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### Table: Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

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### Table: Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:
## Intersection Turning Movement Count

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**Weather:** Clear  
**Comments:**

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**Intersection Turning Movement Count**

City/County: Naples/Collier  
Weather: Clear  
Comments:

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Peak Hour for Each Approach Begins at:  
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12:15 PM  
12:30 PM  
1:00 PM  
1:15 PM  
1:30 PM

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**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**  
Peak Hour for Each Approach Begins at:  
04:30 PM  
04:45 PM  
05:00 PM  
05:15 PM  
05:30 PM  
05:45 PM

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### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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**Grand Total:**

|------------|------|------|-------|------------|------|------|-------|------------|------|------|-------|------------|------|------|-------|------------|------------|
| Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
| Peak Hour for Entire Intersection Begins at 12:30 PM
| 12:30 PM  | 0    | 1    | 0     | 1          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          |      |      |      |            | 1          |
| 12:45 PM  | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 1     | 1          |      |      |      |            | 2          |
| 01:00 PM  | 0    | 0    | 1     | 1          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 0          |      |      |      |            | 1          |
| 01:15 PM  | 0    | 0    | 1     | 1          | 1    | 0    | 0     | 2          | 0    | 0    | 0     | 0          |      |      |      |            | 2          |
| Total     | 0    | 1    | 2     | 3          | 1    | 1    | 0     | 2          | 0    | 0    | 1     | 1          |      |      |      |            | 4          |
| % App. Total | 33.3 | 66.7 | .50   | .75        | .50  | .50  | .00    | .25        | .00  | .00  | .25    | .25        |      |      |      |            | 8          |
## Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

### Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1

#### Peak Hour for Each Approach Begins at:

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**Total Volume:**

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**PHF:** 0.000 0.250 0.500 0.750

### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

#### Peak Hour for Entire Intersection Begins at 04:00 PM

#### Peak Hour for Each Approach Begins at:

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**Total Volume:**

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**PHF:** 0.250 0.150 0.500 0.750

### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

#### Peak Hour for Each Approach Begins at:

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**Total Volume:**

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<th>Right</th>
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**PHF:** 0.250 0.150 0.500 0.750

### Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

#### Peak Hour for Each Approach Begins at:

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<tr>
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**Total Volume:**

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**PHF:** 0.250 0.150 0.500 0.750

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### Intersection Turning Movement Count Details

#### CELESTE DRIVE

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<tr>
<th>Start Time</th>
<th>Left</th>
<th>Thru</th>
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<th>App. Total</th>
</tr>
</thead>
<tbody>
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#### TRIANGLE BOULEVARD

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#### CELESTE DRIVE

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<th>Thru</th>
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<th>App. Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:30 AM</td>
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#### TRIANGLE BOULEVARD

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### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

Peak Hour for Entire Intersection Begins at 12:00 PM
### Intersection Turning Movement Count

**City/County:** Naples/Collier  
**Weather:** Clear  
**Comments:**

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<th>CELESTE DRIVE</th>
<th>TRIANGLE BOULEVARD</th>
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**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**

- **11:30 AM**
- **12:00 PM**
- **12:15 PM**

**Total Volume:**

- 7

**% App. Total:**

- 100

**PHF:**

- 0.875

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Entire Intersection Begins at 04:45 PM**

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</tbody>
</table>

**Total Volume:**

- 1

**% App. Total:**

- 100

**PHF:**

- 0.250

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**

- **04:00 PM**
- **04:45 PM**
- **04:15 PM**

**Total Volume:**

- 1

**% App. Total:**

- 100

**PHF:**

- 0.250

**Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**

- **11:30 AM**
- **12:00 PM**
- **12:15 PM**

**Total Volume:**

- 1

**% App. Total:**

- 100

**PHF:**

- 0.250

**Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1**

**Peak Hour for Each Approach Begins at:**

- **04:00 PM**
- **04:45 PM**
- **04:15 PM**

**Total Volume:**

- 1

**% App. Total:**

- 100

**PHF:**

- 0.250
# Intersection Pedestrian & Bicycle Count

**Date:** 2/17/2016  
**Day:** Wednesday  
**Count Times:** 11:30am-1:30pm & 4-6pm  
**Weather:** Clear  
**Intersection:** Triangle Boulevard at Celeste Drive  
**Comments:**

---

**C - Children under 12; S - Seniors 65 or over; D - Physical Disability**

### Peds/Bikes Crossing North Leg

<table>
<thead>
<tr>
<th>Hour</th>
<th>PED</th>
<th>BIKE</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:30-12:00</td>
<td>2</td>
<td></td>
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<tr>
<td>12:00-12:30</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>12:30-1:00</td>
<td>2</td>
<td>1</td>
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<tr>
<td>1:00-1:30</td>
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<tr>
<td>2:00-2:30</td>
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</tr>
<tr>
<td>3:00-3:30</td>
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<td>4:00-4:30</td>
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<td>5:00-5:30</td>
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<tr>
<td>6:00-6:30</td>
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</tbody>
</table>

### Hour

<table>
<thead>
<tr>
<th>PED BIKE</th>
<th>11:30-12:00</th>
<th>12:00-12:30</th>
<th>12:30-1:00</th>
<th>1:00-1:30</th>
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<tbody>
<tr>
<td>1</td>
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<td>2</td>
<td>3</td>
<td>1</td>
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<tr>
<td>2</td>
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</tr>
</tbody>
</table>

### Celeste

### Triangle

### Peds/Bikes Crossing South Leg

<table>
<thead>
<tr>
<th>Hour</th>
<th>PED</th>
<th>BIKE</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:30-12:00</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>12:00-12:30</td>
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<td>12:30-1:00</td>
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<td>1:00-1:30</td>
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<td>2:00-2:30</td>
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<td>3:00-3:30</td>
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<td>4:00-4:30</td>
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<td>6:00-6:30</td>
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---

CelestePED
Queue Observations

Date of Observations: 2/17/16
Observation Times: 11:30am-1:30pm & 4-6pm

Price Street at Waterford Drive
- No queueing problems observed

Price Street at Fifth Third Bank & Shops at Eagle Creek (Plaza)
- 11:30am-12pm – Price NB left turn lane at US 41 intersection queued back to plaza driveway just as signal turned green and vehicles proceeded through signal. Similar queue also occurred at: 12:52, 4:33, 4:59, 5:03, 5:52, and 5:58.
- 1:24pm & 5:46pm - Price NB left turn lane at US 41 intersection queued one car past plaza driveway causing vehicles exiting plaza to queue.

US 41 at Triangle Boulevard/Price Street
- WB US 41 thru lanes queued back to the right turn lane at the following times: 11:49, 12:18, 12:23, 4:35, 4:47, 5:19, 5:22, and 5:54
- 5:19pm – longest WB US 41 queue

Triangle Boulevard at Chase Bank & Publix 1st Median Opening
- 11:30am-12:47pm & 4:11-4:54pm - Triangle SB at US 41 intersection often queued back to and past median opening blocking the Chase Bank driveway.
- 4:50pm – longest queue and delay

Triangle Boulevard at Publix 2nd Median Opening
- No queueing problems observed

Triangle Boulevard at Lely Island Circle
- No queueing problems observed

Triangle Boulevard at Celeste Drive
- No queueing problems observed
Appendix B
Existing Conditions HCS Analysis Summary Sheets
### General Information

<table>
<thead>
<tr>
<th>Agency</th>
<th>AIM Engineering &amp; Surveying, Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Analyst</td>
<td></td>
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<tr>
<td>Jurisdiction</td>
<td>Collier County</td>
</tr>
<tr>
<td>Urban Street</td>
<td>US 41</td>
</tr>
<tr>
<td>Intersection</td>
<td>Triangle Blvd</td>
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<tr>
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### Intersection Information

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<td>Area Type</td>
<td>Other</td>
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<td>PHF</td>
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### Demand Information

<table>
<thead>
<tr>
<th>Approach Movement</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
<th>SB</th>
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<tbody>
<tr>
<td>Demand (v), veh/h</td>
<td></td>
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<tr>
<td>L</td>
<td>209</td>
<td>1050</td>
<td>139</td>
<td>62</td>
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<tr>
<td>T</td>
<td>1056</td>
<td>105</td>
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<tr>
<td>R</td>
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### Signal Information

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<td>Offset, s</td>
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<table>
<thead>
<tr>
<th>Uncoordinated</th>
<th>Simult. Gap E/W On</th>
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<tr>
<td>Force Mode</td>
<td>Simult. Gap N/S On</td>
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### Timer Results

<table>
<thead>
<tr>
<th>Assigned Phase</th>
<th>EBL</th>
<th>EBT</th>
<th>WBL</th>
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<th>NBL</th>
<th>NBT</th>
<th>SBL</th>
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<td>Max Allow Headway (MAH), s</td>
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<td>3.0</td>
<td>3.0</td>
<td>3.0</td>
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<tr>
<td>Queue Clearance Time (gE), s</td>
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<td>Green Extension Time (gG), s</td>
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<td>1.0</td>
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<tr>
<td>Phase Call Probability</td>
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### Movement Group Results

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<thead>
<tr>
<th>Approach Movement</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
<th>SB</th>
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<tr>
<td>Assigned Movement</td>
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<tr>
<td>Adjusted Flow Rate (v), veh/h</td>
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<td>1167</td>
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<td>Adjusted Saturation Flow Rate (s), veh/h</td>
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<td>Queue Service Time (gE), s</td>
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<tr>
<td>Cycle Queue Clearance Time (gC), s</td>
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<td>Green Ratio (c/G)</td>
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<td>Capacity (c), veh/h</td>
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<td>Volume-to-Capacity Ratio (X)</td>
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<td>Back of Queue (Q), ft/in (50 th percentile)</td>
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<td>Back of Queue (Q), veh/in (50 th percentile)</td>
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<td>Queue Storage Ratio (RQ), (50 th percentile)</td>
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<td>Uniform Delay (d1), s/veh</td>
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<td>Level of Service (LOS)</td>
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<td>Approach Delay, s/veh / LOS</td>
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### Multimodal Results

<table>
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<tr>
<th>Pedestrian LOS Score / LOS</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
<th>SB</th>
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<tbody>
<tr>
<td></td>
<td>2.5</td>
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<td>Bicycle LOS Score / LOS</td>
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<tr>
<td></td>
<td>1.3</td>
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</tbody>
</table>
# HCS 2010 Signalized Intersection Input Data

## General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analysis Date**: 3/22/2016
- **Time Period**: 11:30 am - 12:30 pm
- **Area Type**: Other
- **PHF**: 0.90

## Demand Information
- **Approach Movement**: EB, WB, NB, SB
- **Demand \( (v) \), veh/h**:
  - EB: 209, 1050, 139, 56
  - WB: 1056, 105
  - NB: 200, 120, 97
  - SB: 202, 92, 181

## Signal Information
- **Cycle, s**: 150.0
- **Reference Phase**: 2
- **Reference Point**: End
- **Uncoordinated**: Yes
- **Simult. Gap E/W**: On
- **Simult. Gap N/S**: On
- **Green**:
  - EB: 14.5, 4.0
  - WB: 24.5, 14.0
  - NB: 5.0
  - SB: 52.0
- **Yellow**:
  - EB: 4.5
  - WB: 4.5
  - NB: 4.5
  - SB: 4.5
- **Red**:
  - EB: 1.5
  - WB: 1.5
  - NB: 1.5
  - SB: 1.5

## Traffic Information
- **Approach Movement**: EB, WB, NB, SB
- **Demand \( (v) \), veh/h**:
  - EB: 209, 1050, 139, 56
  - WB: 1056, 105
  - NB: 200, 120, 97
  - SB: 202, 92, 181
- **Initial Queue \( (Qo) \), veh/h**:
  - EB: 0
  - WB: 0
  - NB: 0
  - SB: 0
- **Base Saturation Flow Rate \( (s_b) \), veh/h**:
  - EB: 1900
  - WB: 1900
  - NB: 1900
  - SB: 1900
- **Parking \( (P_n) \), man/h**:
  - EB: None
  - WB: None
  - NB: None
  - SB: None
- **Heavy Vehicles \( (P_{HV}) \), %**:
  - EB: 3
  - WB: 3
  - NB: 3
  - SB: 3
- **Ped / Bike / RTOR, /h**:
  - EB: 7
  - WB: 8
  - NB: 51
  - SB: 0
- **Buses \( (N_b) \), buses/h**:
  - EB: 0
  - WB: 0
  - NB: 0
  - SB: 0
- **Arrival Type \( (AT) \)**:
  - EB: 3
  - WB: 3
  - NB: 3
  - SB: 3
- **Upstream Filtering \( (I) \)**:
  - EB: 1.00
  - WB: 1.00
  - NB: 1.00
  - SB: 1.00
- **Lane Width \( (W) \), ft**:
  - EB: 12.0
  - WB: 12.0
  - NB: 12.0
  - SB: 12.0
- **Turn Bay Length, ft**:
  - EB: 250
  - WB: 635
  - NB: 290
  - SB: 540
- **Grade \( (P_g) \), %**:
  - EB: 0
  - WB: 0
  - NB: 0
  - SB: 0
- **Speed Limit, mi/h**:
  - EB: 35
  - WB: 35
  - NB: 45
  - SB: 45

## Phase Information
- **Maximum Green \( (G_{max}) \) or Phase Split, s**:
  - EB: 25.0
  - WB: 63.0
  - NB: 14.0
  - SB: 52.0
- **Yellow Change Interval \( (Y) \), s**:
  - EB: 4.5
  - WB: 4.5
  - NB: 4.5
  - SB: 4.5
- **Red Clearance Interval \( (R_c) \), s**:
  - EB: 1.5
  - WB: 1.5
  - NB: 1.5
  - SB: 1.5
- **Minimum Green \( (G_{min}) \), s**:
  - EB: 10
  - WB: 10
  - NB: 10
  - SB: 10
- **Start-Up Lost Time \( (I_t) \), s**:
  - EB: 2.0
  - WB: 2.0
  - NB: 2.0
  - SB: 2.0
- **Extension of Effective Green \( (e) \), s**:
  - EB: 2.0
  - WB: 2.0
  - NB: 2.0
  - SB: 2.0
- **Passage \( (P_t) \), s**:
  - EB: 2.0
  - WB: 2.0
  - NB: 2.0
  - SB: 2.0
- **Recall Mode**:
  - EB: Off
  - WB: Off
  - NB: Off
  - SB: Off
- **Dual Entry**:
  - EB: No
  - WB: Yes
  - NB: Yes
  - SB: No
- **Walk \( (Walk) \), s**:
  - EB: 0.0
  - WB: 0.0
  - NB: 0.0
  - SB: 0.0
- **Pedestrian Clearance Time \( (PC) \), s**:
  - EB: 0.0
  - WB: 0.0
  - NB: 0.0
  - SB: 0.0

## Multimodal Information
- **85th % Speed / Rest in Walk / Corner Radius**:
  - EB: 0
  - WB: No
  - NB: 25
  - SB: 25
- **Walkway / Crosswalk Width / Length, ft**:
  - EB: 9.0
  - WB: 12
  - NB: 9.0
  - SB: 12
- **Street Width / Island / Curb**:
  - EB: 0
  - WB: 0
  - NB: 0
  - SB: 0
- **Width Outside / Bike Lane / Shoulder, ft**:
  - EB: 12
  - WB: 5.0
  - NB: 12
  - SB: 5.0
- **Pedestrian Signal / Occupied Parking**:
  - EB: No
  - WB: No
  - NB: No
  - SB: No

---

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# HCS 2010 Signalized Intersection Results Summary

## General Information

<table>
<thead>
<tr>
<th>Agency</th>
<th>AIM Engineering &amp; Surveying, Inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Analyst</td>
<td>Analysis Date 5/4/2016</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>Collier County</td>
</tr>
<tr>
<td>Urban Street</td>
<td>US 41/Triangle Blvd</td>
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<tr>
<td>Intersection</td>
<td>Existing Conditions</td>
</tr>
</tbody>
</table>

## Intersection Information

| Duration, h | 0.25 |
| Area Type | Other |
| PHF | 0.90 |
| Analysis Period | 1>7:00 |

## Demand Information

<table>
<thead>
<tr>
<th>Approach Movement</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
<th>SB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demand (v), veh/h</td>
<td>238</td>
<td>1113</td>
<td>154</td>
<td>58</td>
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</tbody>
</table>

## Signal Information

| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

## Timer Results

<table>
<thead>
<tr>
<th>Assigned Phase</th>
<th>EBL</th>
<th>EBT</th>
<th>WBL</th>
<th>WBT</th>
<th>NBL</th>
<th>NBT</th>
<th>SBL</th>
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<tbody>
<tr>
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<td>3.0</td>
<td>1.1</td>
<td>4.0</td>
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<tr>
<td>Phase Duration, s</td>
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<td>21.0</td>
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<td>21.0</td>
<td>30.0</td>
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<td>Change Period, (Y+Rc), s</td>
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<td>6.0</td>
<td>6.0</td>
<td>6.0</td>
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<td>Max Allow Headway (MAH), s</td>
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<tr>
<td>Queue Clearance Time (g&lt;sub&gt;c&lt;/sub&gt;), s</td>
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<td>27.1</td>
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<td>15.9</td>
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<tr>
<td>Green Extension Time (g&lt;sub&gt;e&lt;/sub&gt;), s</td>
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<td>9.1</td>
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<td>1.00</td>
<td>1.00</td>
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<td>1.00</td>
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## Movement Group Results

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<th>SB</th>
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<tr>
<td>Assigned Movement</td>
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<td>Adjusted Flow Rate (v), veh/h</td>
<td>264</td>
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<tr>
<td>Adjusted Saturation Flow Rate (s), veh/h/in</td>
<td>1774</td>
<td>1691</td>
<td>1579</td>
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<tr>
<td>Queue Service Time (g&lt;sub&gt;s&lt;/sub&gt;), s</td>
<td>20.3</td>
<td>25.1</td>
<td>4.0</td>
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<td>Back of Queue (Q), ft/in (50 th percentile)</td>
<td>275.6</td>
<td>257.7</td>
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<td>Back of Queue (Q), veh/in (50 th percentile)</td>
<td>10.9</td>
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<tr>
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<tr>
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<tr>
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<td>0.0</td>
<td>0.0</td>
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<tr>
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<td>C</td>
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<td>E</td>
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## Multimodal Results

| Pedestrian LOS Score / LOS | 2.5 | B | 2.4 | B | 3.5 | C | 3.5 | C |
| Bicycle LOS Score / LOS | 1.4 | A | 1.2 | A | 1.1 | A | 1.3 | A |

---

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HCS 2010™ Streets Version 6.80  
Generated: 4/19/2017 12:17:16 PM
**HCS 2010 Signalized Intersection Input Data**

### General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analysis Date**: 5/4/2016
- **Duration, h**: 0.25
- **Area Type**: Other
- **Time Period**: 4:00 pm - 5:00 pm
- **PHF**: 0.90
- **Analysis Year**: 2016
- **Analysis Period**: 1 > 7:00
- **Interchange**: US 41/Triangle Blvd
- **File Name**: US41_Triangle Blvd_2016_PM Pk.hr.xus
- **Project Description**: Existing Conditions

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<th>NB</th>
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<td>L TR</td>
<td>L TR</td>
<td>L TR</td>
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<tr>
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<td>58</td>
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### Signal Information

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### Traffic Information

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<tbody>
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<td>Demand (v), veh/h</td>
<td>236</td>
<td>1113</td>
<td>154</td>
<td>58</td>
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<tr>
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<th>SBT</th>
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<tr>
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<td>Yes</td>
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### Multimodal Information

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<td>Street Width / Island / Curb</td>
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<td>Width Outside / Bike Lane / Shoulder, ft</td>
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<td>5.0</td>
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<td>Pedestrian Signal / Occupied Parking</td>
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## Two-Way Stop Control Summary

### General Information
- **Analyst:** AIM Engineering & Surveying
- **Agency/Co.:** AIM Engineering & Surveying
- **Date Performed:** 3/21/2016
- **Analysis Time Period:** 11:30 am - 12:30 pm

### Site Information
- **Intersection:** Triangle Blvd/FMC #1
- **Jurisdiction:** Collier County
- **Analysis Year:** 2016

### Project Description
- **Project Description:** Triangle Boulevard Traffic Study
- **Orientation:** North-South

### Vehicle Volumes and Adjustments

#### Major Street

<table>
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<tr>
<th>Movement</th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Volume (veh/h)</td>
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<td>103</td>
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<td>Peak-Hour Factor, PHF</td>
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<td>0.86</td>
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<td>Percent Heavy Vehicles</td>
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#### Median Type
- Raised curb

#### Minor Street

<table>
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<th>Movement</th>
<th>Eastbound</th>
<th>Westbound</th>
</tr>
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<tr>
<td></td>
<td>7</td>
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<tr>
<td>Volume (veh/h)</td>
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<td>13</td>
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<tr>
<td>Peak-Hour Factor, PHF</td>
<td>0.75</td>
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### Delay, Queue Length, and Level of Service

<table>
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<th>Westbound</th>
<th>Eastbound</th>
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<tr>
<td>Movement</td>
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<td>4</td>
<td>7</td>
<td>8</td>
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<tr>
<td>v (veh/h)</td>
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<td>49</td>
<td>316</td>
<td>36</td>
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<tr>
<td>C (m) (veh/h)</td>
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<td>1191</td>
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<td>343</td>
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<td>v/c</td>
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<tr>
<td>LOS</td>
<td>A</td>
<td>A</td>
<td>C</td>
<td>A</td>
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### Other Information
- **Approach Delay (s/veh):** -- -- 55.6 12.6
- **Approach LOS:** -- -- F B
### Two-Way Stop Control Summary

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<th>General Information</th>
<th>Site Information</th>
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<tr>
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<td>Collier County</td>
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<td>Analysis Year</td>
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<td>4:00 pm - 5:00 pm</td>
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**Project Description:** Triangle Boulevard Traffic Study

**East/West Street:** Full Median Opening #1

**Intersection Orientation:** North-South

**Study Period (hrs):** 0.25

### Vehicle Volumes and Adjustments

<table>
<thead>
<tr>
<th>Major Street</th>
<th>Northbound</th>
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<tr>
<td><strong>Movement</strong></td>
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<tr>
<td></td>
<td>3</td>
<td>4</td>
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<tr>
<td></td>
<td>5</td>
<td>6</td>
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<tr>
<td><strong>Volume (veh/h):</strong></td>
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<td>120</td>
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<td></td>
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<td></td>
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<td></td>
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<td>1</td>
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<tr>
<td><strong>Configuration:</strong></td>
<td>L</td>
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<th>Minor Street</th>
<th>Eastbound</th>
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<td><strong>Movement</strong></td>
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<tr>
<td></td>
<td>9</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>12</td>
</tr>
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<td>5</td>
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<td>234</td>
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<td></td>
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<td><strong>Configuration:</strong></td>
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### Delay, Queue Length, and Level of Service

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# TWO-WAY STOP CONTROL SUMMARY

## General Information
- **Analyst**: AIM Engineering & Surveying
- **Agency/Co.**: AIM Engineering & Surveying
- **Date Performed**: 3/21/2016
- **Analysis Time Period**: 11:30 am - 12:30 pm
- **Project Description**: Triangle Boulevard Traffic Study
- **Intersection**: Triangle Blvd/FMO #2
- **Jurisdiction**: Collier County
- **Analysis Year**: 2016

## Site Information
- **North/South Street**: Triangle Blvd
- **Study Period (hrs)**: 0.25

## Vehicle Volumes and Adjustments

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| Minor Street | Eastbound |  |  |  |  |  |  |  |  |  |  |
|--------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Movement     | 7          | 8         | 9         | 10        | 11        | 12        |
| L            | T          | R         | L         | T         | R         |
| Volume (veh/h) | 67        | 40        |
| Peak-Hour Factor, PHF | 0.75      | 0.54      | 0.79      | 0.88      | 0.50      | 0.63      |
| Hourly Flow Rate, HFR (veh/h) | 0         | 0         | 0         | 76        | 0         | 63        |
| Percent Heavy Vehicles | 3         | 0         | 0         | 3         | 0         | 3         |
| Percent Grade (%) | 0         | 0         | 0         | 0         | 0         | 0         |
| Flared Approach | N         | N         |
| Storage | 0         | 0         |
| RT Channelized | 0         | 0         |
| Lanes | 0         | 0         | 0         | 1         | 0         | 1         |
| Configuration | L         | R         |

## Delay, Queue Length, and Level of Service

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<tr>
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<th>Westbound</th>
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<td>Lane Configuration</td>
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<td>R</td>
<td>L</td>
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<tr>
<td>v (veh/h)</td>
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# Two-Way Stop Control Summary

**General Information**

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<th>Analyst</th>
<th>AIM Engineering &amp; Surveying</th>
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<td>North-South</td>
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<td>Intersection</td>
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**Vehicle Volumes and Adjustments**

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**Delay, Queue Length, and Level of Service**

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<td>v (veh/h)</td>
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# TWO-WAY STOP CONTROL SUMMARY

## General Information

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## Site Information

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<td>Collier County</td>
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## Project Description

Triangle Boulevard Traffic Study

## East/West Street:

**Triangle Blvd**

**North/South Street:** Lely Island Cir

**Intersection Orientation:** East-West

**Study Period (hrs):** 0.25

## Vehicle Volumes and Adjustments

### Major Street

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### Median Type

- Raised curb

### Lanes

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### Upstream Signal

- 0

### Minor Street

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## Delay, Queue Length, and Level of Service

### Approach

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### Control Delay (s/veh)

| 7.6 | 9.8 |

### LOS

| A | A |

### Approach Delay (s/veh)

| -- | -- |

### Approach LOS

| -- | -- |

### 9.8 | A |
# Two-Way Stop Control

## TWO-WAY STOP CONTROL SUMMARY

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### Project Description

Triangle Boulevard Traffic Study

### Major Street

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<td>T</td>
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<table>
<thead>
<tr>
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<th>Westbound</th>
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<tr>
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<th>Westbound</th>
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### Minor Street

<table>
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<tr>
<th>Movement</th>
<th>Northbound</th>
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<tbody>
<tr>
<td></td>
<td>7</td>
<td>11</td>
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<table>
<thead>
<tr>
<th>Volume (veh/h)</th>
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<th>Southbound</th>
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<tr>
<td>L</td>
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<thead>
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<th>Peak-Hour Factor, PHF</th>
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<tr>
<td>L</td>
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<tr>
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<td>T</td>
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<table>
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<table>
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<table>
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<tr>
<td>L</td>
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### Delay, Queue Length, and Level of Service

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<th>Northbound</th>
<th>Southbound</th>
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<td>L</td>
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<td>LR</td>
<td>LR</td>
<td>LR</td>
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<table>
<thead>
<tr>
<th>v (veh/h)</th>
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<th>Southbound</th>
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<td>395</td>
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<table>
<thead>
<tr>
<th>C (m) (veh/h)</th>
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<th>Northbound</th>
<th>Southbound</th>
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<tr>
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<th>Southbound</th>
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<tr>
<td>L</td>
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<td>0.15</td>
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<table>
<thead>
<tr>
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<th>Northbound</th>
<th>Southbound</th>
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<td>L</td>
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<table>
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<th>Control Delay (s/veh)</th>
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<th>Westbound</th>
<th>Northbound</th>
<th>Southbound</th>
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<tbody>
<tr>
<td>L</td>
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<table>
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<th>Northbound</th>
<th>Southbound</th>
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</thead>
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<tr>
<td>A</td>
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<td>LR</td>
<td>LR</td>
<td>LR</td>
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<table>
<thead>
<tr>
<th>Approach Delay (s/veh)</th>
<th>Eastbound</th>
<th>Westbound</th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>9.9</td>
<td>9.9</td>
<td>9.9</td>
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<table>
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<tbody>
<tr>
<td>A</td>
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<td></td>
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</tr>
</tbody>
</table>
# Two-Way Stop Control

## TWO-WAY STOP CONTROL SUMMARY

### General Information

- **Analyst**: AiM Engineering & Surveying
- **Agency/Co.**: AiM Engineering & Surveying
- **Date Performed**: 3/22/2016
- **Analysis Time Period**: 11:30 am - 12:30 pm

### Site Information

- **Intersection**: Triangle Blvd/Celeste Dr
- **Jurisdiction**: Collier County
- **Analysis Year**: 2016

### Project Description

- **Project Description**: Triangle Blvd Traffic Study

### Vehicle Volumes and Adjustments

<table>
<thead>
<tr>
<th>Major Street</th>
<th>Eastbound</th>
<th></th>
<th></th>
<th>Westbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Volume (veh/h)</td>
<td>58</td>
<td>30</td>
<td>15</td>
<td>132</td>
</tr>
<tr>
<td>PHF</td>
<td>0.79</td>
<td>0.75</td>
<td>0.63</td>
<td>0.89</td>
</tr>
<tr>
<td>HFR (veh/h)</td>
<td>73</td>
<td>40</td>
<td>23</td>
<td>148</td>
</tr>
<tr>
<td>Percent Heavy Vehicles</td>
<td>2</td>
<td>--</td>
<td>--</td>
<td>1</td>
</tr>
</tbody>
</table>

- **Median Type**: Raised curb
- **RT Channelized**: 0
- **Lanes**: 1
- **Configuration**: L
- **Upstream Signal**: 0

### Minor Street

<table>
<thead>
<tr>
<th>Minor Street</th>
<th>Northbound</th>
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<th>Southbound</th>
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</thead>
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<td>Movement</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
</tr>
<tr>
<td>Volume (veh/h)</td>
<td>9</td>
<td>53</td>
<td>89</td>
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<tr>
<td>PHF</td>
<td>0.56</td>
<td>0.74</td>
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<td>0.81</td>
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<td>HFR (veh/h)</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>Percent Grade (%)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Flared Approach</td>
<td>N</td>
<td></td>
<td></td>
<td>N</td>
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<tr>
<td>Storage</td>
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<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>RT Channelized</td>
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<td></td>
<td>0</td>
<td>0</td>
</tr>
<tr>
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<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Configuration</td>
<td>LT</td>
<td>R</td>
<td>LT</td>
<td>R</td>
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</table>

### Delay, Queue Length, and Level of Service

- **Approach**: Eastbound
- **Westbound**: Southbound

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<tr>
<th>Movement</th>
<th>1</th>
<th>4</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>v (veh/h)</td>
<td>73</td>
<td>148</td>
<td>87</td>
<td></td>
<td>100</td>
<td>80</td>
<td></td>
<td></td>
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<tr>
<td>C (m) (veh/h)</td>
<td>1459</td>
<td>1546</td>
<td>383</td>
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<td>1019</td>
<td>371</td>
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<td>0.05</td>
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<td>0.23</td>
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<td>0.22</td>
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<tr>
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<td>0.16</td>
<td>0.32</td>
<td>0.86</td>
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<td>0.33</td>
<td>0.81</td>
<td>0.15</td>
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<tr>
<td>Control Delay (s/veh)</td>
<td>7.6</td>
<td>7.6</td>
<td>17.1</td>
<td></td>
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<td>LOS</td>
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<td>A</td>
<td>C</td>
<td></td>
<td>A</td>
<td>C</td>
<td>A</td>
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<tr>
<td>Approach Delay (s/veh)</td>
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HCS™ Version 5.6

Generated: 5/12/2016 10:26 AM

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5/12/2016
### TWO-WAY STOP CONTROL SUMMARY

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<tr>
<th>Analyst</th>
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<th>Date Performed</th>
<th>Analysis Time Period</th>
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#### Site Information
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<tr>
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<th>Triangle Blvd/Celeste Dr</th>
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<td>Collier County</td>
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<tr>
<td>Analysis Year</td>
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#### Project Description
- Triangle Blvd Traffic Study
- North/South Street: Celeste Dr
- Study Period (hrs): 0.25

#### Vehicle Volumes and Adjustments

<table>
<thead>
<tr>
<th>Major Street</th>
<th>Eastbound</th>
<th>Westbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement</td>
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<td>L</td>
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<tr>
<td>Volume (veh/h)</td>
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<td>106</td>
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<td>Peak-Hour Factor, PHF</td>
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<td>0.80</td>
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<td>Median Type</td>
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<td>Raised curb</td>
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<tr>
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<tr>
<td>Lanes</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Configuration</td>
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<td>L</td>
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<td>Upstream Signal</td>
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#### Minor Street

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<th>Southbound</th>
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</thead>
<tbody>
<tr>
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<tr>
<td>Flared Approach</td>
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<td>N</td>
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<tr>
<td>RT Channelized</td>
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<tr>
<td>Lanes</td>
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<td>1</td>
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<tr>
<td>Configuration</td>
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#### Delay, Queue Length, and Level of Service

<table>
<thead>
<tr>
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<th>Eastbound</th>
<th>Westbound</th>
<th>Northbound</th>
<th>Southbound</th>
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<td>L</td>
<td>L</td>
<td>L</td>
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<td>Lane Configuration</td>
<td>LT</td>
<td>LT</td>
<td>R</td>
<td>R</td>
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<tr>
<td>v (veh/h)</td>
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<td>104</td>
<td>71</td>
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<td>1.09</td>
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<td>LOS</td>
<td>A</td>
<td>A</td>
<td>C</td>
<td>A</td>
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#### Analysis

- Approach Delay (s/veh): 13.5
- Approach LOS: B

---

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## TWO-WAY STOP CONTROL SUMMARY

### General Information

<table>
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<tr>
<th>Analyst</th>
<th>Agency/Co.</th>
<th>Date Performed</th>
<th>Analysis Time Period</th>
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<td>2016</td>
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### Project Description

Triangle Boulevard Traffic Study

### East/West Street

- Waterford Drive

### Intersection Orientation

- North-South

### Study Period (hrs)

- 0.25

### Vehicle Volumes and Adjustments

#### Major Street

<table>
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</tr>
</thead>
<tbody>
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<td>2</td>
</tr>
</tbody>
</table>

#### Volume (veh/h)

<table>
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<tr>
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<th>L</th>
<th>T</th>
<th>R</th>
<th>L</th>
<th>T</th>
<th>R</th>
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<tbody>
<tr>
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<td>8</td>
<td>30</td>
<td>50</td>
<td>50</td>
<td>30</td>
</tr>
</tbody>
</table>

#### Peak-Hour Factor, PHF

|          | 0.85 | 0.89 | 0.67 | 0.75 | 0.50 | 0.85 |

#### Hourly Flow Rate, HFR (veh/h)

|          | 0    | 56   | 11   | 40   | 100  | 0   |

#### Percent Heavy Vehicles

|          | 8    | --   | --   | 20   | --   | --  |

#### Median Type

- Undivided

#### RT Channelized

- 0 | 1

#### Lanes

- 0 | 1 | 0 | 1 | 1 | 0

#### Configuration

- TR | L | T |

#### Upstream Signal

- 0

### Minor Street

#### Eastbound

<table>
<thead>
<tr>
<th>Movement</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
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</table>

#### Volume (veh/h)

<table>
<thead>
<tr>
<th></th>
<th>L</th>
<th>T</th>
<th>R</th>
<th>L</th>
<th>T</th>
<th>R</th>
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</table>

#### Peak-Hour Factor, PHF

|          | 0.85 | 0.85 | 0.85 | 0.60 | 0.85 | 0.74 |

#### Hourly Flow Rate, HFR (veh/h)

|          | 0    | 0    | 0    | 0    | 19   | 0  |

#### Percent Heavy Vehicles

|          | 0    | 0    | 0    | 0    | 0    | 9 |

#### Percent Grade (%)

- 0

#### Flared Approach

- N | N

#### Storage

- 0 | 0

#### RT Channelized

- 0 | 0

#### Lanes

- 0 | 0 | 0 | 0 | 0 | 0

#### Configuration

- LR

### Delay, Queue Length, and Level of Service

#### Approach

<table>
<thead>
<tr>
<th>Movement</th>
<th>Northbound</th>
<th>Southbound</th>
<th>Westbound</th>
<th>Eastbound</th>
</tr>
</thead>
</table>

#### Lane Configuration

<table>
<thead>
<tr>
<th></th>
<th>L</th>
<th>LR</th>
</tr>
</thead>
</table>

#### v (veh/h)

|          | 40 | 90 |

#### C (m) (veh/h)

|          | 1427 | 917 |

#### v/c

|          | 0.03 | 0.10 |

#### 95% queue length

|          | 0.09 | 0.33 |

#### Control Delay (s/veh)

|          | 7.6  | 9.4 |

#### LOS

|          | A    | A   |

#### Approach Delay (s/veh)

|          | --   | --  |

#### Approach LOS

|          | --   | A   |
# TWO-WAY STOP CONTROL SUMMARY

## General Information

<table>
<thead>
<tr>
<th>Analyst</th>
<th>AIM Engineering &amp; Surveying</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agency/Co.</td>
<td>Price St/Waterford Dr</td>
</tr>
<tr>
<td>Date Performed</td>
<td>3/22/2016</td>
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<tr>
<td>Analysis Time Period</td>
<td>4:00 pm - 5:00 pm</td>
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## Project Description

Triangle Boulevard Traffic Study

## Site Information

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Collier County</th>
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<tbody>
<tr>
<td>Jurisdiction</td>
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## Vehicle Volumes and Adjustments

### Major Street

<table>
<thead>
<tr>
<th>Movement</th>
<th>Northbound</th>
<th>Southbound</th>
<th>Northbound</th>
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<tbody>
<tr>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
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<tr>
<td></td>
<td>L</td>
<td>T</td>
<td>R</td>
<td>L</td>
</tr>
<tr>
<td>Volume (veh/h)</td>
<td>70</td>
<td>10</td>
<td>32</td>
<td>55</td>
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<tr>
<td>Peak-Hour Factor, PHF</td>
<td>0.42</td>
<td>0.73</td>
<td>0.50</td>
<td>0.80</td>
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<td>Hourly Flow Rate, HFR (veh/h)</td>
<td>0</td>
<td>95</td>
<td>20</td>
<td>39</td>
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<tr>
<td>Percent Heavy Vehicles</td>
<td>3</td>
<td>--</td>
<td>--</td>
<td>6</td>
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### Median Type

Undivided

### RT Channelized

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### Lanes

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### Configuration

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### Upstream Signal

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## Minor Street

### Eastbound

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<tr>
<th>Movement</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
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<tbody>
<tr>
<td></td>
<td>L</td>
<td>T</td>
<td>R</td>
<td>L</td>
<td>T</td>
<td>R</td>
</tr>
<tr>
<td>Volume (veh/h)</td>
<td>15</td>
<td>45</td>
<td></td>
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<tr>
<td>Peak-Hour Factor, PHF</td>
<td>1.00</td>
<td>0.73</td>
<td>0.50</td>
<td>0.42</td>
<td>0.81</td>
<td>0.80</td>
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<td>Hourly Flow Rate, HFR (veh/h)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>35</td>
<td>0</td>
<td>56</td>
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<tr>
<td>Percent Heavy Vehicles</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
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</table>

### Percent Grade (%)

<table>
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<tr>
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</table>

### Flared Approach

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</thead>
</table>

### Storage

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</table>

### RT Channelized

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</table>

### Lanes

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</table>

### Configuration

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## Delay, Queue Length, and Level of Service

### Approach

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<th>Movement</th>
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<th>Southbound</th>
<th>Westbound</th>
<th>Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>4</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>L</td>
<td>LR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>v (veh/h)</td>
<td>39</td>
<td>91</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C (m) (veh/h)</td>
<td>1449</td>
<td>845</td>
<td></td>
<td></td>
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<tr>
<td>v/c</td>
<td>0.03</td>
<td>0.11</td>
<td></td>
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<tr>
<td>95% queue length</td>
<td>0.08</td>
<td>0.36</td>
<td></td>
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<tr>
<td>Control Delay (s/veh)</td>
<td>7.6</td>
<td>9.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOS</td>
<td>A</td>
<td>A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approach Delay (s/veh)</td>
<td>--</td>
<td>--</td>
<td>9.8</td>
<td></td>
</tr>
<tr>
<td>Approach LOS</td>
<td>--</td>
<td>A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Appendix C
Trip Generation Calculations
Trip Generation for Triangle Plaza @ Lely Resort

Land Use Description
Land Use Code - 820 (Shopping Center)
Size of Land Use - 61,000 sq. ft.

PM Peak Hour Trips (4:00-5:00 pm)

\[ \ln(T) = 0.67 \ln(x) + 3.31 \]
\[ \ln(T) = 0.67 \ln(61.0) + 3.31 = 6.064 \]
\[ T = e^{6.064} = 430 \]

PM Peak Hour Entering Trips = 430 x 0.48 = 206
PM Peak Hour Exiting Trips = 430 x 0.52 = 224

Noon Peak Hour Trips (11:30-12:30 pm)

Table 1: Hourly Variation in Shopping Center Traffic (Avg. Weekday) (pg. 1558)

11:00 am - 12:00 pm \( \Rightarrow \) 8.4\% of 24-Hr Entering Trips
12:00 pm - 1:00 pm \( \Rightarrow \) 9.4\% " " " "
11:30 am - 12:30 pm \( \Rightarrow \) \( \frac{(8.4\% + 9.4\%)}{2} = 8.9\% \) (avg.)
4:00 pm - 5:00 pm \( \Rightarrow \) 8.0\%

Ratio of Hourly Variation in Shopping Center Traffic Entering Trips

\[ \frac{8.9}{8.0} \left(11:30 - 12:30\right) = 1.1125 \]

Noon Peak Hour Entering Trips = 206 x 1.1125 = 229
Trip Generation for Triangle Plaza@Lely Resort (continued)

Noon Peak Hour Trips (11:30 am - 12:30 pm)

Table 1: Hourly Variation in Shopping Center Traffic (Weekday)

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Hourly Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:00 am - 12:00 pm</td>
<td>7.2%</td>
</tr>
<tr>
<td>12:00 pm - 1:00 pm</td>
<td>8.3%</td>
</tr>
<tr>
<td>11:30 am - 12:30 pm</td>
<td>6.2%</td>
</tr>
<tr>
<td>4:00 pm - 5:00 pm</td>
<td>8.9%</td>
</tr>
</tbody>
</table>

Ratio of Hourly Variation in Shopping Center Traffic Exiting Trips

\[
\frac{7.25 \times (11:30 - 12:30)}{8.90 \times (4:00 - 5:00)} = 0.8146
\]

Noon Peak Hour Exiting Trips = 224 \times 0.8146 = 182
Trip Generation for Celeste South at Lely Resort (Celeste Drive Tract 2R)

Land Use Description
Land Use Code - 710 (General Office)
Size of Land Use - 8,768 sq.ft.

PM Peak Hour Trips
\[ T = 1.12(x) + 78.45 \]
\[ T = 1.12(8.768) + 78.45 = 88 \]

PM Peak Hour Entering Trips = \( 88 \times 0.17 = 15 \)
PM Peak Hour Exiting Trips = \( 88 \times 0.83 = 73 \)

AM Peak Hour Trips
\[ \ln(T) = 0.80 \ln(x) + 1.57 \]
\[ \ln(T) = 0.80 \ln(8.768) + 1.57 = 3.3069 \]
\[ T = e^{3.3069} = 27 \]

AM Peak Hour Entering Trips = \( 27 \times 0.88 = 24 \)
AM Peak Hour Exiting Trips = \( 27 \times 0.12 = 3 \)

Daily Trips
\[ \ln(T) = 0.76 \ln(x) + 3.68 \]
\[ \ln(T) = 0.76 \ln(8.768) + 3.68 = 5.3300 \]
\[ T = e^{5.3300} = 206 \]
Trip Generation for Celeste South at Lely Resort
(continued)

Trips from 9:00 am - 5:00 pm = 206 - 88 - 27 = 91

Entering Trips (9:00 - 5:00) = 0.50 \times 91 \approx 46
Existing Trips (9:00 - 5:00) = 0.50 \times 91 \approx 46

Avg. no. of Entering Trips per hour = 46/8 \approx 6
Avg. no. of Exiting Trips per hour = 46/8 \approx 6

Additional Noon Peak Hour Trips (Employees) = \left[ \frac{(24 + 73)}{2} \right] \times 0.25 = 12

Additional Noon Peak Hour Entering Trips = 12 \times 0.50 = 6
Additional Noon Peak Hour Exiting Trips = 12 \times 0.50 = 6

Total Noon Peak Hour Entering Trips = 6 + 6 = 12
Total Noon Peak Hour Exiting Trips = 6 + 6 = 12

Total Noon Peak Hour Trips = 24 \text{ (approx. 11.7% of the daily trips)
Trip Generation for Beaumaris at Lely Resort
(Celeste Drive Tract 1R)

Land Use Description
Land Use Code - 710 (General Office)
Size of Land Use - 14,100 sq. ft.

PM Peak Hour Trips
\[ T = 1.12(x) + 78.45 \]
\[ T = 1.12(14.1) + 78.45 = 94 \]

PM Peak Hour Entering Trips = 94 \times 0.17 = 16
PM Peak Hour Exiting Trips = 94 \times 0.83 = 78

AM Peak Hour Trips
\[ \ln(T) = 0.80 \ln(x) + 1.57 \]
\[ \ln(T) = 0.80 \ln(14.1) + 1.57 = 3.6869 \]
\[ T = e^{3.6869} = 40 \]

AM Peak Hour Entering Trips = 40 \times 0.88 = 35
AM Peak Hour Exiting Trips = 40 \times 0.12 = 5

Daily Trips
\[ \ln(T) = 0.76 \ln(x) + 3.68 \]
\[ \ln(T) = 0.76 \ln(14.1) + 3.68 = 5.6937 \]
\[ T = e^{5.6937} = 296 \]
Trip Generation for Beaumaris at Lely Resort (continued)

Trips from 9:00 am - 5:00 pm = 296 - 94 - 40 = 162
Entering Trips (9:00 - 5:00) = 0.50 x 162 = 81
Exiting Trips (9:00 - 5:00) = 0.50 x 162 = 81

Avg. no. of Entering Trips per hour = 81/8 ≈ 10
Avg. no. of Exiting Trips per hour = 81/8 ≈ 10

Additional Noon Peak Hour Trips (Employees)
= [(35 + 78)/2] x 0.25 = 14

Additional Noon Peak Hour Entering Trips = 14 x 0.50 = 7
Additional Noon Peak Hour Exiting Trips = 14 x 0.50 = 7

Total Noon Peak Hour Entering Trips = 10 + 7 = 17
Total Noon Peak Hour Exiting Trips = 10 + 7 = 17

Total Noon Peak Hour Trips = 34 (approx. 11.5% of the daily trips)
Trip Generation for Future Business in the Previous K-Mart Building

Land Use Code = 815 (Free Standing Discount Store)
Size of Land Use = 116,946 + 10,200 = 127,146 sq. ft.

PM Peak Hour Trips (4:00 - 5:00 pm)
\[ T = 4.98(x) = 4.98(127,146) = 633 \]

PM Peak Hour Entering Trips = 633 x 0.50 = 317
PM Peak Hour Exiting Trips = 633 x 0.50 = 316

Noon Peak Hour Trips (11:30 am - 12:30 pm)

Table: Hourly Variation in Free Standing Discount Store Traffic (Avg. Weekday)

<table>
<thead>
<tr>
<th>Time</th>
<th>Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:00 am - 12:00 pm</td>
<td>8.2%</td>
</tr>
<tr>
<td>12:00 pm - 1:00 pm</td>
<td>8.9%</td>
</tr>
<tr>
<td>11:30 am - 12:30 pm</td>
<td>8.2% + 8.9% / 2 = 8.55% (avg.)</td>
</tr>
<tr>
<td>4:00 pm - 5:00 pm</td>
<td>7.8%</td>
</tr>
</tbody>
</table>

Ratio of Hourly Variation in Free Standing Discount Store Traffic (Avg. Weekday) - Entering Traffic
\[ \frac{8.55}{7.80} = 1.0962 \]

Noon Peak Hour Entering Trips = 317 x 1.0962 = 347
Trip Generation for Future Business in the Previous K-Mart Building (continued)

Noon Peak Hour Trips (11:30 am - 12:30 pm)

Hourly Variation in Free Standing Discount Store Traffic (Avg. Weekday)

<table>
<thead>
<tr>
<th>Hour</th>
<th>Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:00 am - 12:00 pm</td>
<td>8.4% of 24-Hr Exiting Trips</td>
</tr>
<tr>
<td>12:00 pm - 1:00 pm</td>
<td>8.6%</td>
</tr>
<tr>
<td>11:30 am - 12:30 pm</td>
<td>(8.4 + 8.6)/2 = 8.5% (avg.)</td>
</tr>
<tr>
<td>4:00 pm - 5:00 pm</td>
<td>8.4%</td>
</tr>
</tbody>
</table>

Ratio of Hourly Variation in Free Standing Discount Store Traffic (Avg. Weekday) - Exiting Traffic

\[
\frac{8.5 \text{ (11:30 - 12:30)}}{8.4 \text{ (4:00 - 5:00)}} = 1.0119
\]

Noon Peak Hour Exiting Trips = 316 \times 1.0119 = 320

Assume 3.0% Internal Capture (max) for Noon Peak Hour

Noon Peak Hour Entering Trips = 347 \times 0.30 = 104

Noon Peak Hour Exiting Trips = 320 \times 0.30 = 96

Assume 20% Internal Capture (max) for PM Peak Hour

PM Peak Hour Entering Trips = 317 \times 0.20 = 63

PM Peak Hour Exiting Trips = 316 \times 0.20 = 63

Noon Peak Hour Net External Entering Trips = 347 - 104 = 243

Noon Peak Hour Net External Exiting Trips = 320 - 96 = 224

PM Peak Hour Net External Entering Trips = 317 - 63 = 254

PM Peak Hour Net External Exiting Trips = 316 - 63 = 253
Trip Generation for Lely Freedom Square

Land Use Description
Land Use Code - 826 (Specialty Retail)
Size of Land Use - 4,385 sq.ft.

PM Peak Hour Trips (4:00-5:00 pm)
\[ T = 2.40(x) + 21.48 \]
\[ T = 2.40(4.385) + 21.48 = 32 \]

PM Peak Hour Entering Trips = \[ 32 \times 0.44 = 14 \]
PM Peak Hour Exiting Trips = \[ 32 \times 0.56 = 18 \]

Noon Peak Hour Trips (11:30 am - 12:30 pm)
Assume AM Peak Hour of Generator occurs during this time
\[ T = 4.91(x) + 115.59 \]
\[ T = 4.91(4.385) + 115.59 = 137 \]

Noon Peak Hour Entering Trips = \[ 137 \times 0.48 = 66 \]
Noon Peak Hour Exiting Trips = \[ 137 \times 0.52 = 71 \]
\[ \sqrt{\text{Avg. Trip Rate}} \]
\[ T = 6.84(4.385) = 30 \] (more reasonable)

Noon Peak Hour Entering Trips = \[ 30 \times 0.48 = 14 \]
Noon Peak Hour Exiting Trips = \[ 30 \times 0.52 = 16 \]
Trip Generation for Lely Freedom Square (continued)

Land Use Description
Land Use Code = 932 (High Turnover Restaurant)
Size of Land Use = 18,492 sq. ft.

PM Peak Hour Trips (4:00-5:00 pm)
\[ T = 9.85(x) = 9.85(18,492) = 182 \]

PM Peak Hour Entering Trips = 182 \times 0.60 = 109
PM Peak Hour Exiting Trips = 182 \times 0.40 = 73

Noon Peak Hour Trips (11:30 am - 12:30 pm) - Entering

Table

<table>
<thead>
<tr>
<th>Hourly Variation in High-Turnover Restaurant Traffic (Avg. Weekday)</th>
<th>11:00 a.m. - 12:00 p.m.</th>
<th>=&gt; 7.4% of 24-Hr Entering Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00 p.m. - 1:00 p.m.</td>
<td>=&gt; 8.6%</td>
<td></td>
</tr>
<tr>
<td>11:30 a.m. - 12:30 p.m.</td>
<td>=&gt; (7.4+8.6)/2 = 8.0% (avg.)</td>
<td></td>
</tr>
<tr>
<td>4:00 p.m. - 5:00 p.m.</td>
<td>=&gt; 5.6%</td>
<td></td>
</tr>
</tbody>
</table>

Ratio of Hourly Variation in High-Turnover Restaurant Traffic (Avg. Weekday) - Entering Trips
\[
= \frac{8.0(11:30 - 12:30)}{5.6(4:00 - 5:00)} = 1.4286
\]

Noon Peak Hour Entering Trips = 109 \times 1.4286 = 156
Trip Generation for Lely Freedom Square (continued)

Noon Peak Hour Trips (11:30 am - 12:30 pm) - Exiting

Table Hourly Variation in High-Turnover Restaurant Traffic (Average Weekday)
11:00 am - 12:00 pm ⇒ 3.8% of 24-Hr Exiting Trips
12:00 pm - 1:00 pm ⇒ 6.6% " " " " "
11:30 am - 12:30 pm ⇒ (3.8 + 6.6) / 2 = 5.2% (avg.)
4:00 pm - 5:00 pm ⇒ 4.5%

Ratio of Hourly Variation in High-Turnover Restaurant Traffic (Avg. Weekday) - Exiting Trips
\[
\frac{5.2 (11:30 - 12:30)}{4.5 (4:00 - 5:00)} = 1.1555
\]
Noon Peak Hour Exiting Trips = 73 × 1.1555 = 84
Trip Generation for Lely Freedom Square (continued)

Land Use Description
Land Use Code - 933 (Fast Food Restaurant w/o Drive Thru)
Size of Land Use - 5,933 sq. ft.

PM Peak Hour Trips
\[ T = 26.15(x) = 26.15(5.933) = 155 \]

PM Peak Hour Entering Trips = 0.51 \times 155 = 79
PM Peak Hour Exiting Trips = 0.49 \times 155 = 76

Noon Peak Hour Trips
AM Peak Hour of Generator Avg. Rate = 63.50 trips
per 1,000 sq. ft. of floor area
PM Peak Hour of Generator Avg. Rate = 52.40 trips
per 1,000 sq. ft. of floor area

Assume Noon Peak Hour Trip Generation Rate =
\[ \frac{(63.50 + 52.40)}{2} = 57.95 \text{ trips per 1,000 sq. ft.} \]

Noon Peak Hour Trips
\[ T = 57.95(x) = 57.95(5.933) = 344 \]

Noon Peak Hour Entering Trips = 344 \times 0.50 = 172
Noon Peak Hour Exiting Trips = 344 \times 0.50 = 172
Trip Generation for Lely Freedom Square (continued)

Land Use Description
Land Use Code - 934 (Fast Food Restaurant w/ Drive Thru)
Size of Land Use - 9,309 sq. ft.

PM Peak Hour Trips
$T = 32.65(x) = 32.65(9.309) = 304$

PM Peak Hour Entering Trips = 304 x 0.52 = 158
PM Peak Hour Exiting Trips = 304 x 0.48 = 146

Noon Peak Hour Trips
AM Peak Hour of Generator Avg. Rate = 53.61 trips per 1,000 sq. ft. of floor area
PM Peak Hour of Generator Avg. Rate = 47.30 trips per 1,000 sq. ft. of floor area

Assume Noon Peak Hour Trip Generation Rate = $(53.61 + 47.30)/2 = 50.46$ trips per 1,000 sq. ft.

Noon Peak Hour Trips
$T = 50.46(x) = 50.46(9.309) = 470$

Noon Peak Hour Entering Trips = 470 x 0.50 = 235
Noon Peak Hour Exiting Trips = 470 x 0.50 = 235
<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Noon Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specialty Retail</td>
<td>Enter</td>
<td>Exit</td>
</tr>
<tr>
<td>High Turnover Restaurant</td>
<td>14</td>
<td>16</td>
</tr>
<tr>
<td>Fast Food Restaurant w/o Drive Thru</td>
<td>156</td>
<td>84</td>
</tr>
<tr>
<td>Fast Food Restaurant w/ Drive Thru</td>
<td>172</td>
<td>172</td>
</tr>
<tr>
<td>Total Trips</td>
<td>577</td>
<td>507</td>
</tr>
<tr>
<td>Internal Capture (20%)</td>
<td>115*</td>
<td>101*</td>
</tr>
<tr>
<td>Internal Capture</td>
<td>104**</td>
<td>96**</td>
</tr>
<tr>
<td>Total External Trips</td>
<td>473</td>
<td>411</td>
</tr>
</tbody>
</table>

*These internal trips exceed the internal trips estimated for the Free Standing Discount Store to be located at the site of the previous K-Mart building (unconstrained estimate)

**Internal trips estimated for the Free Standing Discount Store (constrained estimate)
Trip Generation for Wawa Development

Land Use Description
Land Use Code - 945 (Service Station w/ Convenience Market)
Size of Land Use - 16 fueling positions

PM Peak Hour Trips (4:00 - 5:00 pm)
\[ T = 13.51 \times 16 = 216 \]

PM Peak Hour Entering Trips = \[ 216 \times 0.50 = 108 \]
PM Peak Hour Exiting Trips = \[ 216 \times 0.50 = 108 \]

Noon Peak Hour Trips (11:30 am - 12:30 pm)
Assume AM Peak Hour of Generator occurs during this time.
\[ T = 10.56 \times 16 = 169 \]

Noon Peak Hour Entering Trips = \[ 169 \times 0.50 = 84 \]
Noon Peak Hour Exiting Trips = \[ 169 \times 0.50 = 85 \]
Trip Generation for Wawa Development (continued)

Land Use Description
Land Use Code - 820 (Shopping Center)
Size of Land Use - 27,500 sq. ft.

PM Peak Hour Trips (4:00 - 5:00pm)
\[ \ln(T) = 0.67 \ln(x) + 3.31 \]
\[ T = e^{5.531} = 252 \]

PM Peak Hour Entering Trips = \[ 252 \times 0.48 = 121 \]
PM Peak Hour Exiting Trips = \[ 252 \times 0.52 = 131 \]

Noon Peak Hour Trips (11:30am - 12:30 pm)

<table>
<thead>
<tr>
<th>Hour Start</th>
<th>Hour End</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>11:00am</td>
<td>12:00pm</td>
<td>( 8.4% )</td>
</tr>
<tr>
<td>12:00pm</td>
<td>1:00pm</td>
<td>( 9.4% )</td>
</tr>
<tr>
<td>11:30am</td>
<td>12:30pm</td>
<td>( (8.4 + 9.4)/2 = 8.9% )</td>
</tr>
<tr>
<td>4:00pm</td>
<td>5:00pm</td>
<td>( 8.0% )</td>
</tr>
</tbody>
</table>

Table 1: Hourly Variation in Shopping Center Traffic (Avg. Weekday)

\[ \text{Ratio of Hourly Variation in Shopping Center Traffic (Avg. Weekday)} \]

\[ \text{Entering Trips} = \frac{8.9}{8.6} \left( \frac{11:30 - 12:30}{4:00 - 5:00} \right) = 1.125 \]

Noon Peak Hour Entering Trips = \[ 121 \times 1.125 = 135 \]
Trip Generation for Wawa Development (continued)

Noon Peak Hour Trips (11:30 am - 12:30 pm)

Table 1
Hourly Variation in Shopping Center Traffic (Avg. Weekday)

11:00 am - 12:00 pm => 6.2% of 24-Hr Exiting Trips
12:00 pm - 1:00 pm => 8.3%
11:30 am - 12:30 pm = \( \frac{6.2 + 8.3}{2} = 7.25\% \) (avg.)
4:00 pm - 5:00 pm => 8.9%

Ratio of Hourly Variation in Shopping Center Traffic (Avg. Weekday)

\[
\text{Exiting Trips} = \frac{7.25}{8.90} \frac{(11:30 - 12:30)}{(4:00 - 5:00)} = 0.8146
\]

Noon Peak Hour Exiting Trips = 131 \times 0.8146 = 107
Appendix D
Project Traffic Trip Distributions
Triangle Plaza at Lely Resort
Peak Hour Volumes

Legend
xx = Noon Peak Hour
(xx) = PM Peak Hour
Triangle Plaza Net New
PM Peak Hour Volumes

LEGEND
(XX) = Pass-By Trips
XX = Net New Trips
Lely Freedom Square
Peak Hour Volumes

LEGEND
xx = Noon Peak Hour
(xx) = PM Peak Hour
Wawa Net New
Noon Peak Hour Volumes
(LUC 820)

LEGEND
(XX) - Pass-By Trips
XX - Net New Trips
Wawa Net New
Noon Peak Hour Volumes
(Total Development)

LEGEND
(XX) - Pass-By Trips
XX - Net New Trips
Wawa Net New
PM Peak Hour Volumes
(LUC 945)

LEGEND
(XX) - Pass-By Trips
XX - Net New Trips
Wawa Net New PM Peak Hour Volumes (Total Development)

LEGEND
(XX) - Pass-By Trips
XX - Net New Trips
Future Free Standing Discount Store
Peak Hour Volumes

Legend:
xx = Noon Peak Hour
(xx) = PM Peak Hour
Appendix E

Historic Growth Trend Analysis
Appendix F

Year 2020 HCS Analysis Summary Sheets
# HCS 2010 Signalized Intersection Results Summary

<table>
<thead>
<tr>
<th>General Information</th>
<th>Intersection Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agency</td>
<td>AIM Engineering &amp; Surveying, Inc.</td>
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<tr>
<td>Analyst</td>
<td>Analysis Date</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>Time Period</td>
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<td>Urban Street</td>
<td>Analysis Year</td>
</tr>
<tr>
<td>Intersection</td>
<td>File Name</td>
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<td>Project Description</td>
<td>Existing Geometry with Development Traffic</td>
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## Demand Information

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<tr>
<th>Approach Movement</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
<th>SB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demand ((v)), veh/h</td>
<td>498</td>
<td>1103</td>
<td>145</td>
<td>149</td>
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## Signal Information

| Cycle, s | 150.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |
| Green | 17.0 | 18.0 | 38.0 | 15.0 | 24.0 |
| Yellow | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Red | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |

## Timer Results

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<tr>
<th>Assigned Phase</th>
<th>EBL</th>
<th>EBT</th>
<th>WBL</th>
<th>WBT</th>
<th>NBL</th>
<th>NBT</th>
<th>SBL</th>
<th>SBT</th>
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<td>2.0</td>
<td>3.0</td>
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<td>44.0</td>
<td>21.0</td>
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<td>6.0</td>
<td>6.0</td>
<td>6.0</td>
<td>6.0</td>
<td>6.0</td>
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<td>3.2</td>
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<td>3.2</td>
<td>3.3</td>
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<td>1.3</td>
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<td>Phase Call Probability</td>
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<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
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## Movement Group Results

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<th>SB</th>
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<tr>
<td>Assigned Movement</td>
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<td>2</td>
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<td>1</td>
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<td>541</td>
<td>1199</td>
<td>100</td>
<td>162</td>
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<tr>
<td>Adjusted Saturation Flow Rate ((s)), veh/h/ln</td>
<td>1757</td>
<td>1675</td>
<td>1563</td>
<td>1757</td>
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<td>Queue Service Time ((g_s)), s</td>
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<td>Cycle Queue Clearance Time ((g_c)), s</td>
<td>41.0</td>
<td>27.6</td>
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<td>Green Ratio ((g/C))</td>
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<td>Capacity ((c)), veh/h</td>
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<td>802</td>
<td>199</td>
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<td>Volume-to-Capacity Ratio ((X))</td>
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<td>0.577</td>
<td>0.125</td>
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<td>Back of Queue ((Q)), ft/ln (50 th percentile)</td>
<td>735.2</td>
<td>287.8</td>
<td>47.1</td>
<td>181.9</td>
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<td>Back of Queue ((Q)), veh/ln (50 th percentile)</td>
<td>28.7</td>
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<td>Queue Storage Ratio ((RQ)) (50 th percentile)</td>
<td>2.94</td>
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<td>Uniform Delay ((d)), s/veh</td>
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<td>33.9</td>
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<td>0.0</td>
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<td>Level of Service (LOS)</td>
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<td>C</td>
<td>B</td>
<td>F</td>
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## Multimodal Results

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<th>Pedestrian LOS Score / LOS</th>
<th>EB</th>
<th>WB</th>
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<tr>
<td>2.5</td>
<td>B</td>
<td>2.4</td>
<td>B</td>
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<td>Bicycle LOS Score / LOS</td>
<td>1.5</td>
<td>A</td>
<td>1.3</td>
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### HCS 2010 Signalized Intersection Input Data

#### General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analyst**: [Name]
- **Jurisdiction**: Collier County
- **Urban Street**: Triangle Boulevard
- **Intersection**: US 41/Triangle Blvd
- **Project Description**: Existing Geometry with Development Traffic

<table>
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<tr>
<th>Intersection Information</th>
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<th>SB</th>
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<td>1&gt; 7:00</td>
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<td></td>
<td></td>
<td></td>
</tr>
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#### Demand Information

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<td><strong>Approach Movement</strong></td>
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<tr>
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#### Signal Information

<table>
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<td><strong>Reference Point</strong></td>
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<tr>
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<td></td>
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<td><strong>Uncoordinated</strong></td>
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<td></td>
<td></td>
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<tr>
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<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Simult. Gap N/S</strong></td>
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<td></td>
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<tr>
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#### Traffic Information

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<td></td>
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<tr>
<td><strong>Demand (v), veh/h</strong></td>
<td>498</td>
<td>103</td>
<td>145</td>
<td>149</td>
</tr>
<tr>
<td><strong>Initial Queue (Qo), veh/h</strong></td>
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<td>1900</td>
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<td>None</td>
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#### Phase Information

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<th>WBT</th>
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<th>NBT</th>
<th>SBL</th>
<th>SBT</th>
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</thead>
<tbody>
<tr>
<td><strong>Maximum Green (Gmax) or Phase Split, s</strong></td>
<td>41.0</td>
<td>62.0</td>
<td>17.0</td>
<td>38.0</td>
<td>15.0</td>
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<td>6</td>
<td>6</td>
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<td>Min</td>
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<td>Off</td>
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#### Multimodal Information

<table>
<thead>
<tr>
<th>Multimodal Information</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
<th>SB</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>85th % Speed / Rest in Walk / Corner Radius</strong></td>
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<tr>
<td><strong>Width Outside / Bike Lane / Shoulder, ft</strong></td>
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<td>No</td>
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Copyright © 2017 University of Florida, All Rights Reserved.  
HCS 2010™ Streets Version 6.80  
Generated: 4/17/2017 10:57:55 AM
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<th>Intersection Information</th>
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<td>Agency</td>
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<tr>
<td>Analyst</td>
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<tr>
<td>Jurisdiction</td>
<td>Collier County</td>
</tr>
<tr>
<td>Urban Street</td>
<td>Triangle Boulevard</td>
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<tr>
<td>Intersection</td>
<td>US 41/Triangle Blvd</td>
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<td>File Name</td>
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<tr>
<td>Project Description</td>
<td>Existing Geometry with Development Traffic</td>
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### Demand Information

<table>
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<tr>
<th>Demand Movement</th>
<th>EB</th>
<th>WB</th>
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<tbody>
<tr>
<td>Approach Movement</td>
<td>L</td>
<td>T</td>
<td>R</td>
<td>L</td>
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<tr>
<td>Demand (v), veh/h</td>
<td>496</td>
<td>1171</td>
<td>160</td>
<td>148</td>
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### Signal Information

| Cycle, s | 150.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

<table>
<thead>
<tr>
<th>Timer Results</th>
<th>EBL</th>
<th>EBT</th>
<th>WBL</th>
<th>WBT</th>
<th>NBL</th>
<th>NBT</th>
<th>SBL</th>
<th>SBT</th>
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<tr>
<td>Assigned Phase</td>
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<td>1</td>
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<td>Queue Clearance Time (gz), s</td>
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<td>31.5</td>
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<td>41.0</td>
<td>17.0</td>
<td>12.9</td>
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### Movement Group Results

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<tr>
<th>Approach Movement</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
<th>SB</th>
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<tbody>
<tr>
<td>Assigned Movement</td>
<td>L</td>
<td>T</td>
<td>R</td>
<td>L</td>
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<tr>
<td>Assigned Flow Rate (v), veh/h</td>
<td>539</td>
<td>1273</td>
<td>95</td>
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<td>Adjusted Saturation Flow Rate (s), veh/h/ln</td>
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<td>Queue Service Time (gs), s</td>
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<td>4.7</td>
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<td>Cycle Queue Clearance Time (gc), s</td>
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<td>Green Ratio (g/C)</td>
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<td>0.51</td>
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<td>Capacity (c), veh/h</td>
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<td>2097</td>
<td>810</td>
<td>187</td>
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<td>Volume-to-Capacity Ratio (X)</td>
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<td>0.607</td>
<td>0.117</td>
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<td>Back of Queue (Q), ft/ln (50th percentile)</td>
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<td>308.6</td>
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<td>Back of Queue (Q), veh/ln (50th percentile)</td>
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<td>Uniform Delay (d1), s/veh</td>
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<td>Incremental Delay (dz), s/veh</td>
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<td>Initial Queue Delay (dz), s/veh</td>
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<td>0.0</td>
<td>0.0</td>
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<td>Control Delay (d), s/veh</td>
<td>152.6</td>
<td>34.8</td>
<td>18.9</td>
<td>95.3</td>
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<td>F</td>
<td>C</td>
<td>B</td>
<td>F</td>
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<td>Approach Delay, s/veh / LOS</td>
<td>67.3</td>
<td>E</td>
<td>89.0</td>
<td>F</td>
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### Multimodal Results

| Pedestrian LOS Score / LOS | 2.5 | B | 2.4 | B | 3.5 | C | 3.5 | D |
| Bicycle LOS Score / LOS | 1.5 | A | 1.4 | A | 1.3 | A | 1.7 | A |

### General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analysis Date**: Apr 7, 2017
- **Jurisdiction**: Collier County
- **Time Period**: 4:00 pm - 5:00 pm
- **Urban Street**: Triangle Boulevard
- **Analysis Year**: 2020
- **Intersection**: US 41/Triangle Blvd
- **File Name**: US41_Triangle_Blvd_2020_Pm_Pk_Hr_Exist_Geometric
- **Project Description**: Existing Geometry with Development Traffic

### Duration Information
- **Duration**, h: 0.25
- **Area Type**: Other
- **Analysis Period**: 1 > 7:00

### Demand Information
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<tr>
<th>Approach Movement</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
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<tr>
<td><strong>Approach</strong></td>
<td>L</td>
<td>T</td>
<td>R</td>
<td>L</td>
</tr>
<tr>
<td><strong>Demand (v), veh/h</strong></td>
<td>496</td>
<td>1171</td>
<td>160</td>
<td>148</td>
</tr>
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</table>

### Signal Information
- **Cycle, s**: 150.0
- **Reference Phase**: 2
- **Uncoordinated**: Yes
- **Simult. Gap E/W**: On
- **Simult. Gap N/S**: On

### Traffic Information
<table>
<thead>
<tr>
<th>Approach Movement</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
<th>SB</th>
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<tr>
<td><strong>Demand (v), veh/h</strong></td>
<td>496</td>
<td>1171</td>
<td>160</td>
<td>148</td>
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<td><strong>Initial Queue (Qo), veh/h</strong></td>
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<td>0</td>
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<td><strong>Base Saturation Flow Rate (so), veh/h</strong></td>
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<td>1900</td>
<td>1900</td>
<td>1900</td>
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<td><strong>Parking (Np), man/h</strong></td>
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<td>None</td>
<td>None</td>
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<td><strong>Heavy Vehicles (Pnv), %</strong></td>
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<td><strong>Ped / Bike / RTOR, /h</strong></td>
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<td>73</td>
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<td><strong>Buses (N), buses/h</strong></td>
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<td><strong>Arrival Type (AT)</strong></td>
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<td><strong>Speed Limit, m/h</strong></td>
<td>35</td>
<td>35</td>
<td>35</td>
<td>45</td>
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### Phase Information
- **Maximum Green (Gmax) or Phase Split, s** | 39.0 | 62.0 | 16.0 | 39.0 | 15.0 | 25.0 | 23.0 | 33.0 |
- **Yellow Change Interval (Y), s** | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
- **Red Clearance Interval (Rc), s** | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
- **Minimum Green (Gmin), s** | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
- **Start-Up Lost Time (L), s** | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
- **Extension of Effective Green (e), s** | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
- **Passage (PT), s** | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
- **Recall Mode** | Off | Off | Off | Off | Off | Off | Off | Off |
- **Dual Entry** | No | Yes | No | Yes | No | Yes | No | Yes |
- **Walk (Walk), s** | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
- **Pedestrian Clearance Time (PC), s** | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

### Multimodal Information
- **85th % Speed / Rest in Walk / Corner Radius** | 0 | No | 25 | 0 | No | 25 | 0 | No | 25 |
- **Walkway / Crosswalk Width / Length, ft** | 9.0 | 12 | 0 | 9.0 | 12 | 0 | 9.0 | 12 | 0 |
- **Street Width / Island / Curb** | 0 | 0 | No | 0 | 0 | No | 0 | 0 | No |
- **Width Outside / Bike Lane / Shoulder, ft** | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 | 12 | 5.0 | 2.0 |
- **Pedestrian Signal / Occupied Parking** | No | 0.50 | No | 0.50 | No | 0.50 | No | 0.50 | No | 0.50 |
### General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analysis Date**: Apr 7, 2017
- **Area Type**: Other
- **Jurisdiction**: Collier County
- **Time Period**: 11:30 am - 12:30 pm
- **PHF**: 0.92
- **Analysis Year**: 2020
- **Analysis Period**: 11 7:00
- **Intersection Description**: US 41/Triangle Blvd
- **File Name**: US41_Triangle.Blvd.2020_NoonPk.Hr_Dual EB...
- **Project Description**: Dual EB Lefts with Development Traffic

### Demand Information

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<th>EB</th>
<th>LT</th>
<th>TR</th>
<th>WB</th>
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<th>TR</th>
<th>SB</th>
<th>LT</th>
<th>TR</th>
</tr>
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<tbody>
<tr>
<td>Demand (v), veh/h</td>
<td>498</td>
<td>1103</td>
<td>145</td>
<td>149</td>
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### Signal Information

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<th>Cycle, s</th>
<th>150.0</th>
<th>Reference Phase</th>
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<tbody>
<tr>
<td>Offset, s</td>
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<td>Reference Point</td>
<td>End</td>
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<tr>
<td>Uncoordinated</td>
<td>Yes</td>
<td>Simult. Gap E/W</td>
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<table>
<thead>
<tr>
<th>Timer Results</th>
<th>EBL</th>
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<tr>
<td>Queue Clearance Time (g_s), s</td>
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### Movement Group Results

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<th>EB</th>
<th>LT</th>
<th>TR</th>
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<th>TR</th>
<th>SB</th>
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<td>Adjusted Flow Rate (v), veh/h</td>
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<td>D</td>
<td>C</td>
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### Multimodal Results

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## HCS 2010 Signalized Intersection Input Data

### General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analyst**: [Name]
- **Jurisdiction**: Collier County
- **Urban Street**: Triangle Boulevard
- **Intersection**: US 41/Triangle Blvd
- **Project Description**: Dual EB Lefts with Development Traffic

### Intersection Information
- **Duration, h**: 0.25
- **Area Type**: Other
- **PHF**: 0.92
- **Analysis Period**: 1> 7:00

### Demand Information

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<td>T</td>
<td>R</td>
<td>L</td>
</tr>
<tr>
<td>Demand (v), veh/h</td>
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<td>1103</td>
<td>145</td>
<td>149</td>
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### Signal Information

- **Cycle, s**: 150.0
- **Reference Phase**: 2
- **Green**: 17.0, 4.0, 40.0, 20.0, 2.0, 31.0
- **Yellow**: 4.5, 4.5, 4.5, 4.5, 4.5, 4.5
- **Red**: 1.5, 1.5, 1.5, 1.5, 1.5, 1.5

### Traffic Information

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### Multimodal Information

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## HCS 2010 Signalized Intersection Results Summary

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### Movement Group Results

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<td>R</td>
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### Multimodal Results

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## HCS 2010 Signalized Intersection Input Data

### General Information
- **Agency:** AIM Engineering & Surveying, Inc.
- **Analysis Date:** Apr 7, 2017
- **Jurisdiction:** Collier County
- **Time Period:** 4:00 pm - 5:00 pm
- **Urban Street:** Triangle Boulevard
- **Analysis Year:** 2020
- **Intersection:** US 41/Triangle Blvd
- **File Name:** US41_Triangle_Blvd_2020_Pm_Pk_Hr_Dual_EB_LT...
- **Project Description:** Dual EB Lefts with Development Traffic

### Intersection Information
- **Duration:** 0.25 h
- **Area Type:** Other
- **Analysis Period:** 17:00

### Demand Information
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<th>T</th>
<th>R</th>
<th>WB L</th>
<th>T</th>
<th>R</th>
<th>NB L</th>
<th>T</th>
<th>R</th>
<th>SB L</th>
<th>T</th>
<th>R</th>
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### Signal Information
- **Cycle:** 150.0 s
- **Reference Phase:** 2
- **Offset:** 0 s
- **Uncoordinated:** Yes
- **Simult. Gap E/W:** On
- **Force Mode:** Fixed
- **Simult. Gap N/S:** On
- **Red:** 1.5, 1.5, 1.5, 1.5, 1.5, 1.5
- **Green:** 17.0, 3.0, 42.5, 18.5, 4.0, 29.0
- **Yellow:** 4.5, 4.5, 4.5, 4.5, 4.5, 4.5

### Traffic Information
- **Approach Movement**
  - EB
    - **Demand (v), veh/h:** 496
    - **Initial Queue (Qo), veh/h:** 0
    - **Base Saturation Flow Rate (s0), veh/h:** 1900
    - **Parking (Ng), man/h:** None
    - **Heavy Vehicles (Pnv), %:** 2
    - **Ped / Bike / ROTR, /h:** 0
    - **Buses (Np), buses/h:** 0
    - **Arrival Type (AT):** 3
    - **Upstream Filtering (I):** 1.00
    - **Lanewidth (W), ft:** 12.0
    - **Turn Bay Length, ft:** 250
    - **Speed Limit, mi/h:** 35

### Phase Information
- **Maximum Green (Gmax) or Phase Split, s:** 26.0, 51.5
- **Yellow Change Interval (Y), s:** 4.5, 4.5
- **Red Clearance Interval (Rc), s:** 1.5, 1.5
- **Minimum Green (Gmin), s:** 6, 6
- **Start-Up Lost Time (Lt), s:** 2.0, 2.0
- **Extension of Effective Green (e), s:** 2.0, 2.0
- **Passage (PT), s:** 2.0, 2.0
- **Recall Mode:** Off
- **Dual Entry:** No
- **Walk (Walk), s:** 0.0
- **Pedestrian Clearance Time (PC), s:** 0.0

### Multimodal Information
- **85th % Speed / Rest in Walk / Corner Radius:** 0, 25
- **Walkway / Crosswalk Width / Length, ft:** 9.0, 12.0
- **Street Width / Island / Curb:** 0, 0
- **Width Outside / Bike Lane / Shoulder, ft:** 12, 5.0
- **Pedestrian Signal / Occupied Parking:** No

---

## HCS 2010 Signalized Intersection Results Summary

### General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analyst**: Analysis Date: Apr 7, 2017
- **Jurisdiction**: Collier County
- **Time Period**: 11:30 am - 12:30 pm
- **Urban Street**: Triangle Boulevard
- **Analysis Year**: 2020
- **Intersection**: US 41/Triangle Blvd
- **File Name**: US41_Triangle Blvd_2020_NoonPkHr_TwoEBL...
- **Project Description**: Two EB LT/SB RT/Two SB LT with Development Traffic

### Demand Information

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<td>T</td>
<td>R</td>
<td>L</td>
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### Signal Information
- **Cycle, s**: 140.0
- **Reference Phase**: 2
- **Offset, s**: 0
- **Uncordinated**: Yes
- **Force Mode**: Fixed

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<td>Yellow</td>
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<td>Green</td>
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### Timer Results

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<th>NBL</th>
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### Movement Group Results

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<td>Adjusted Saturation Flow Rate (s), veh/h/ln</td>
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<td>Queue Service Time (g_s), s</td>
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<tr>
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<td>Capacity (C), veh/h</td>
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### Multimodal Results

| Pedestrian LOS Score / LOS | 2.5 | B | 3.0 | C | 3.5 | C | 3.6 | D |
| Bicycle LOS Score / LOS | 1.5 | A | 1.3 | A | 1.4 | A | 1.7 | A |
# HCS 2010 Signalized Intersection Input Data

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### Demand Information

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### Signal Information

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### Traffic Information

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<th>Initial Queue ((Q_0)), veh/h</th>
<th>Base Saturation Flow Rate ((s_0)), veh/h</th>
<th>Parking ((N_p)), man/h</th>
<th>Heavy Vehicles ((P_{HV})), %</th>
<th>Ped / Bike / RTOR, /h</th>
<th>Buses ((N_b)), buses/h</th>
<th>Arrival Type ((AT))</th>
<th>Upstream Filtering ((\ell))</th>
<th>Lane Width ((W)), ft</th>
<th>Turn Bay Length, ft</th>
<th>Grade ((P_g)), %</th>
<th>Speed Limit, mi/h</th>
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### Phase Information

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<th>Yellow Change Interval ((Y)), s</th>
<th>Red Clearance Interval ((R_{c})), s</th>
<th>Minimum Green ((G_{min})), s</th>
<th>Start-Up Lost Time ((\ell)), s</th>
<th>Extension of Effective Green ((e)), s</th>
<th>Passage ((PT)), s</th>
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### Multimodal Information

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## General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analysis Date**: Apr 7, 2017
- **Jurisdiction**: Collier County
- **Time Period**: 4:00 pm - 5:00 pm
- **Urban Street**: Triangle Boulevard
- **Analysis Year**: 2020
- **Intersection**: US 41/Triangle Blvd
- **File Name**: US41_Triangle_Blv_2020_Pm_Pk_Hr_Two EB LT...
- **Project Description**: Two EB LT/SB RT/Two SB LT with Development Traffic

## Intersection Information
- **Duration, h**: 0.25
- **Area Type**: Other
- **PHF**: 0.92
- **Analysis Period**: 1> 7:00

## Demand Information
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<td>R</td>
<td>L</td>
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## Signal Information
- **Cycle, s**: 140.0
- **Reference Phase**: 2
- **Offset, s**: 0
- **Uncoordinated**: Yes
- **Force Mode**: Fixed
- **Simult. Gap E/W**: On
- **Simult. Gap N/S**: On
- **Phase Call Probability**: 1.00
- **Max Out Probability**: 0.26

## Timer Results
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<td>R</td>
<td>L</td>
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<td>Adjusted Flow Rate (v), veh/h</td>
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## Multimodal Results
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Copyright © 2017 University of Florida, All Rights Reserved.
### General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analysis Date**: Apr 7, 2017
- **Jurisdiction**: Collier County
- **Time Period**: 4:00 pm - 5:00 pm
- **Urban Street**: Triangle Boulevard
- **Analysis Year**: 2020
- **Intersection**: US 41/Triangle Blvd
- **File Name**: US41_Triangle_Blvd_2020_Pm_Pk_Hr_Two_EL_BT...
- **Project Description**: Two EB LT/SB RT/Two SB LT with Development Traffic

### Duration Information
- **Duration, h**: 0.25
- **Area Type**: Other
- **Analysis Period**: 1 > 7:00

### Demand Information

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### Multimodal Information

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<thead>
<tr>
<th>85th % Speed / Rest in Walk / Corner Radius</th>
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<th>WB</th>
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<th>SB</th>
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<td>Width Outside / Bike Lane / Shoulder, ft</td>
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### Generated Data
- **Copyright © 2017 University of Florida, All Rights Reserved.**
- **HCS 2010™ Streets Version 6.80**
- **Generated: 4/17/2017 1:16:25 PM**
### HCS 2010 Signalized Intersection Results Summary

**General Information**

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**Intersection Information**

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<tr>
<td>Area Type</td>
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**Demand Information**

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<tr>
<th>Approach Movement</th>
<th>EB</th>
<th>WB</th>
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<th>SB</th>
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**Signal Information**

| Cycle, s | 140.0 |
| Offset, s | 0 |
| Uncoordinated | Yes |
| Force Mode | Fixed |

| Reference Phase | 2 |
| Reference Point | End |
| Simult. Gap E/W | On |
| Simult. Gap N/S | On |

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**Timer Results**

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<th>EBT</th>
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<td>6.0</td>
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<td>Max Allow Headway (MAH), s</td>
<td>3.1</td>
<td>3.0</td>
<td>3.0</td>
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<td>Queue Clearance Time (gs), s</td>
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<td>Green Extension Time (gs), s</td>
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<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
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<tr>
<td>Max Out Probability</td>
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<td>0.10</td>
<td>0.00</td>
<td>0.23</td>
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**Movement Group Results**

<table>
<thead>
<tr>
<th>Approach Movement</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
<th>SB</th>
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<tbody>
<tr>
<td>Assigned Movement</td>
<td>5</td>
<td>2</td>
<td>12</td>
<td>1</td>
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<tr>
<td>Adjusted Flow Rate (v), veh/h</td>
<td>1541</td>
<td>1199</td>
<td>100</td>
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<tr>
<td>Adjusted Saturation Flow Rate (s), veh/h</td>
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<td>1675</td>
<td>1563</td>
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<tr>
<td>Queue Service Time (gs), s</td>
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<td>28.0</td>
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<td>12.3</td>
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<tr>
<td>Cycle Queue Clearance Time (gc), s</td>
<td>21.3</td>
<td>28.0</td>
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<td>12.3</td>
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<tr>
<td>Green Ratio (g/C)</td>
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<td>0.36</td>
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<td>Capacity (c), veh/h</td>
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<td>Volume-to-Capacity Ratio (X)</td>
<td>0.823</td>
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<td>0.130</td>
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<td>250.9</td>
<td>295.3</td>
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<tr>
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<td>9.8</td>
<td>11.5</td>
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<td>Uniform Delay (d1), s/veh</td>
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<td>Incremental Delay (d2), s/veh</td>
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<td>Level of Service (LOS)</td>
<td>E</td>
<td>D</td>
<td>B</td>
<td>E</td>
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<td>44.2</td>
<td>D</td>
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<td>D</td>
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</table>

**Multimodal Results**

| Pedestrian LOS Score / LOS | 2.7 | 3.0 | 3.5 | 3.6 | 3.5 |
| Bicycle LOS Score / LOS | 1.5 | A | 1.3 | A | 1.4 | A | 1.7 | A |

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## HCS 2010 Signalized Intersection Input Data

### General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analyst**: [Name]
- **Jurisdiction**: Collier County
- **Urban Street**: Triangle Boulevard
- **Intersection**: US 41/Triangle Blvd
- **Project Description**: Two EB, SB and NB LT/SB RT with Development Traffic

### Intersection Information
- **Duration, h**: 0.25
- **Area Type**: Other
- **Analysis Period**: 1 > 7:00
- **File Name**: US41_Triangle Blvd_2020_NoonPk Hr_Two EB... 

### Demand Information

<table>
<thead>
<tr>
<th>Demand Information</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
<th>SB</th>
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</thead>
<tbody>
<tr>
<td>Approach Movement</td>
<td>L</td>
<td>T</td>
<td>R</td>
<td>L</td>
</tr>
<tr>
<td>Demand (v), veh/h</td>
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<td>1103</td>
<td>145</td>
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### Signal Information

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<td>Uncordinated</td>
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<tr>
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### Traffic Information

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<td>L</td>
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<td>Initial Queue (Q0), veh/h</td>
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<th>NBT</th>
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<td>Min</td>
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<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
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<td>85%th Speed / Rest in Walk / Corner Radius</td>
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<td>No</td>
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<td>Walkway / Crosswalk Width / Length, ft</td>
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<td>Street Width / Island / Curb</td>
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<td>Width Outside / Bike Lane / Shoulder, ft</td>
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HCS 2010™ Streets Version 6.80  
Generated: 4/17/2017 1:20:24 PM
# HCS 2010 Signalized Intersection Results Summary

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<td>AIM Engineering &amp; Surveying, Inc.</td>
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<tr>
<td>Analyst</td>
<td>Analysis Date</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>Time Period</td>
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<td>Urban Street</td>
<td>Analysis Year</td>
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<tr>
<td>Intersection</td>
<td>File Name</td>
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<td>Project Description</td>
<td>Two EB, SB and NB LT/SB RT with Development Traffic</td>
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## Demand Information

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<th>EB</th>
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<tr>
<td>Demand (v), veh/h</td>
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<td></td>
<td></td>
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<tr>
<td>L</td>
<td>T</td>
<td>R</td>
<td>L</td>
<td>T</td>
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<td>496</td>
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<td>1250</td>
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## Signal Information

| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncoordinated | Yes | Simult. Gap E/W | On |
| Mode Force | Fixed | Simult. Gap N/S | On |

<table>
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<th>EBT</th>
<th>WBL</th>
<th>WBT</th>
<th>NBL</th>
<th>NBT</th>
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<td>6</td>
<td>3</td>
<td>8</td>
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<td>3.0</td>
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<td>6.0</td>
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<td>6.0</td>
<td>6.0</td>
<td>6.0</td>
<td>6.0</td>
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<tr>
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<td>3.0</td>
<td>3.0</td>
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<td>3.3</td>
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<td>Queue Clearance Time (g_s), s</td>
<td>22.8</td>
<td>32.1</td>
<td>14.1</td>
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<td>11.8</td>
<td>12.3</td>
<td>13.9</td>
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<tr>
<td>Max Out Probability</td>
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<td>0.26</td>
<td>0.04</td>
<td>0.94</td>
<td>0.38</td>
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<td>0.00</td>
<td>0.10</td>
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## Movement Group Results

<table>
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<tr>
<th>Approach Movement</th>
<th>EB</th>
<th>WB</th>
<th>NB</th>
<th>SB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assigned Movement</td>
<td>5</td>
<td>12</td>
<td>1</td>
<td>6</td>
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<tr>
<td>Adjusted Flow Rate (v), veh/h</td>
<td>539</td>
<td>1273</td>
<td>95</td>
<td>161</td>
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<td>Adjusted Saturation Flow Rate (s), veh/h/ln</td>
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<td>1691</td>
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<td>1757</td>
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<td>Queue Service Time (g_s), s</td>
<td>20.8</td>
<td>30.1</td>
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<td>12.1</td>
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<td>12.1</td>
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<td>Green Ratio (g/C)</td>
<td>0.20</td>
<td>0.36</td>
<td>0.47</td>
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<td>Capacity (c), veh/h</td>
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## HCS 2010 Signalized Intersection Results Summary

### General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analysis Date**: Apr 7, 2017
- **Time Period**: 11:30 am - 12:30 pm
- **PHF**: 0.92
- **Analysis Year**: 2020
- **File Name**: US41_Triangle_Blvd_2020_Noon_Pk_Hr_Two_EB...  
  **Project Description**: Two EB, SB and NB LT/SB RT with Development Traffic - No PMO at Eagle Creek

### Intersection Information
- **Duration, h**: 0.25
- **Area Type**: Other

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### Multimodal Results
| Pedestrian LOS Score / LOS | 2.7 | B | 3.0 | C | 3.5 | C | 3.6 | D |
| Bicycle LOS Score / LOS | 1.5 | A | 1.3 | A | 1.5 | A | 1.7 | A |

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### General Information

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### Intersection Information

| Duration, h | 0.25 |
| PHF | 0.92 |

### Demand Information

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| Cycle, s | 140.0 |
| Offset, s | 0 |
| Uncoordinated | Yes |
| Force Mode | Simult. Gap N/S |

### Traffic Information

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### Phase Information

| Maximum Green (Gmax) or Phase Split, s |
| Yellow Change Interval (Y), s |
| Red Clearance Interval (Rc), s |
| Minimum Green (Gmin), s |
| Start-Up Lost Time (ft), s |
| Extension of Effective Green (e), s |
| Passage (PT), s |
| Recall Mode |
| Dual Entry |
| Walk (Walk), s |
| Pedestrian Clearance Time (PC), s |
| EB | EBT |
| WBL | WBT |
| NBL | NBT |
| SBL | SBT |
| 27.0 | 49.0 |
| 18.5 | 40.5 |
| 20.0 | 22.0 |
| 26.5 | 28.5 |
| 4.5 | 4.5 |
| 4.5 | 4.5 |
| 4.5 | 4.5 |
| 4.5 | 4.5 |
| 1.5 | 1.5 |
| 1.5 | 1.5 |
| 1.5 | 1.5 |
| 1.5 | 1.5 |
| 6 | 6 |
| 6 | 6 |
| 6 | 6 |
| 6 | 6 |
| 2.0 | 2.0 |
| 2.0 | 2.0 |
| 2.0 | 2.0 |
| 2.0 | 2.0 |
| 2.0 | 2.0 |
| 2.0 | 2.0 |
| 2.0 | 2.0 |
| 2.0 | 2.0 |
| 2.0 | 2.0 |
| 2.0 | 2.0 |

### Multimodal Information

| 85th % Speed / Rest in Walk / Corner Radius |
| Walkway / Crosswalk Width / Length, ft |
| Street Width / Island / Curb |
| Width Outside / Bike Lane / Shoulder, ft |
| Pedestrian Signal / Occupied Parking |
| EB | WB | NB | SB |
| 0 | No | 25 | 0 | No |
| 0 | No | 25 | 0 | No |
| 9.0 | 12 | 0 | 9.0 | 12 |
| 0 | 0 | 0 | 0 | 0 |
| 12 | 5.0 | 2.0 | 12 | 5.0 |
| 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |

### General Information
- **Agency**: AIM Engineering & Surveying, Inc.
- **Analyst**: Unknown
- **Jurisdiction**: Collier County
- **Urban Street**: Triangle Boulevard
- **Intersection**: US 41/Triangle Blvd
- **Project Description**: Two EB, SB and NB LT/SB RT with Developmnt Traffic - No PM at Eagle Creek

### Intersection Information
- **Duration, h**: 0.25
- **Area Type**: Other
- **Time Period**: 4:00 pm - 5:00 pm
- **Analysis Date**: Apr 7, 2017
- **File Name**: US41_Triangle Blvd_2020_Pm Pk Hr_Two EB SB

### Demand Information

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### Multimodal Results

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# HCS 2010 Signalized Intersection Input Data

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## Demand Information

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## Signal Information

| Cycle, s | 140.0 | Reference Phase | 2 |
| Offset, s | 0 | Reference Point | End |
| Uncordinated | Yes | Simult. Gap E/W | On |
| Force Mode | Fixed | Simult. Gap N/S | On |

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## Multimodal Information

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HCS 2010™ Streets Version 6.80 
Generated: 4/17/2017 1:26:32 PM
# HCS 2010 Two-Way Stop Control Summary Report

## General Information
- **Analyst**: AIM Engineering
- **Agency/Co.**: AIM Engineering
- **Date Performed**: 4/8/2017
- **Analysis Year**: 2020
- **Time Analyzed**: Noon Peak Hour
- **Intersection Orientation**: North-South
- **Project Description**: No FMO at the Shops at Eagle Creek

## Site Information
- **Intersection**: Price St/Waterford Dr
- **Jurisdiction**: Collier County
- **East/West Street**: Waterford Drive
- **North/South Street**: Price Street
- **Peak Hour Factor**: 0.92
- **Analysis Time Period (hrs)**: 0.25

## Lanes

![Diagram of a two-way stop intersection]

**Major Street:** North-South

## Vehicle Volumes and Adjustments

<table>
<thead>
<tr>
<th>Approach</th>
<th>Eastbound</th>
<th>Westbound</th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Movement</td>
<td>U L R</td>
<td>U L T R</td>
<td>U L T R</td>
<td>U L T R</td>
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<tr>
<td>Priority</td>
<td>10 11 12</td>
<td>7 8 9</td>
<td>1U 1 2 3</td>
<td>4U 4 5 6</td>
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<tr>
<td>Number of Lanes</td>
<td>1 1 0</td>
<td>0 1 0</td>
<td>0 0 1 0</td>
<td>0 1 1 0</td>
</tr>
<tr>
<td>Configuration</td>
<td>L TR</td>
<td>LTR</td>
<td>LTR</td>
<td>L TR</td>
</tr>
<tr>
<td>Volume (veh/h)</td>
<td>105 1 10</td>
<td>12 1 55</td>
<td>11 70 8</td>
<td>247 31 64 120</td>
</tr>
<tr>
<td>Percent Heavy Vehicles</td>
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<td>1 1 1</td>
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<td>1 1</td>
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<td>Median Storage</td>
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</table>

## Delay, Queue Length, and Level of Service

| Flow Rate (veh/h) | 114 12 74 12 302 |
| Capacity          | 494 744 826 1378 1661 |
| v/c Ratio         | 0.23 0.02 0.09 0.01 0.18 |
| 95% Queue Length  | 0.9 0.0 0.3 0.0 0.7 |
| Control Delay (s/veh) | 14.5 9.9 9.8 7.6 7.6 |
| Level of Service (LOS) | B A A A |
| Approach Delay (s/veh) | 14.0 9.8 1.0 4.6 |
| Approach LOS      | B A       |

---

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*HCS 2010™ TWSC Version 6.80*

*Price St, Waterford Dr, 2020, NOON Pk Hr, w Development Traffic, No FMO, Eagle Creek, 4/7/17.xtw*

*Generated: 4/13/2017 12:10:31 PM*
### General Information

- **Analyst**: AIM Engineering
- **Date Performed**: 4/8/2017
- **Analysis Year**: 2020
- **Time Analyzed**: PM Peak Hour
- **Intersection Orientation**: North-South
- **Project Description**: No FMO at the Shops at Eagle Creek

### Site Information

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- **Jurisdiction**: Collier County
- **East/West Street**: Waterford Drive
- **North/South Street**: Price Street
- **Peak Hour Factor**: 0.92
- **Analysis Time Period (hrs)**: 0.25

### Lanes

![Lane Diagram](image_url)

### Vehicle Volumes and Adjustments

<table>
<thead>
<tr>
<th>Approach</th>
<th>Eastbound</th>
<th>Westbound</th>
<th>Northbound</th>
<th>Southbound</th>
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<tbody>
<tr>
<td>Movement</td>
<td>U L T R</td>
<td>U L T R</td>
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<tr>
<td>Priority</td>
<td>10 11 12</td>
<td>7 8 9</td>
<td>10 1 2 3</td>
<td>40 4 5 6</td>
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<td>0 0 1 0</td>
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<td>Configuration</td>
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<td>LTR</td>
<td>LTR</td>
<td>L TR</td>
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<td>Volume (veh/h)</td>
<td>131 1 12</td>
<td>16 1 47</td>
<td>11 90 10</td>
<td>235 33 75 126</td>
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<td>Percent Heavy Vehicles</td>
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### Delay, Queue Length, and Level of Service

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<th>Westbound</th>
<th>Northbound</th>
<th>Southbound</th>
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</thead>
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<td>14</td>
<td>69</td>
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<td>B</td>
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# MOVEMENT SUMMARY

**Site:** Price Street at Waterford Drive  
2020 Noon Peak Hour with Development Data-No FMO at Eagle Creek Roundabout

## Movement Performance - Vehicles

<table>
<thead>
<tr>
<th>Mov ID</th>
<th>OD Mov</th>
<th>Demand Flows Total veh/h</th>
<th>HV %</th>
<th>Deg. Sat v/c</th>
<th>Average Delay sec</th>
<th>Level of Service</th>
<th>95% Back of Queue Distance ft</th>
<th>Prop. Queued</th>
<th>Effective Stop Rate per veh</th>
<th>Average Speed mph</th>
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<td>0.07</td>
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<td>19.6</td>
<td>0.54</td>
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<tr>
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<td>19.6</td>
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<td>82.1</td>
<td>0.33</td>
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Level of Service (LOS) Method: Delay & v/c (HCM 2010).  
Roundabout LOS Method: Same as Sign Control.  
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement  
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).  
Roundabout Capacity Model: SIDRA Standard.  
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

---

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: AIM ENGINEERING AND SURVEYING | Processed: Thursday, April 13, 2017 11:53:40 AM
Project: T:\PROJECTS\Collier County Triangle Boulevard Traffic Study/Future Conditions Traffic Analysis\Price St_Waterford Dr_2020_NOON Pk Rnd_Roundabout w Development Traffic_No FMO.xhu_4_7_17.sp6
SITE LAYOUT

Site: Price Street at Waterford Drive

2020 Noon Peak Hour with Development Data-No FMO at Eagle Creek Roundabout
## MOVEMENT SUMMARY

**Site:** Price Street at Waterford Drive

**2020 PM Peak Hour with Development Data-No FMO at Eagle Creek Roundabout**

<table>
<thead>
<tr>
<th>Movement Performance - Vehicles</th>
<th>Mov ID</th>
<th>OD Mov</th>
<th>Demand Flows Total veh/h</th>
<th>Deg. Sat. HV %</th>
<th>Average Delay sec</th>
<th>Level of Service</th>
<th>95% Back of Queue Distance ft</th>
<th>Prop. Queued %</th>
<th>Effective Stop Rate per veh</th>
<th>Average Speed mph</th>
</tr>
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<tr>
<td>South: Price Street:</td>
<td>L2</td>
<td>3</td>
<td>12</td>
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Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.


HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
SITE LAYOUT

Site: Price Street at Waterford Drive
2020 Noon Peak Hour with Development Data-No FMO at Eagle Creek Roundabout
<table>
<thead>
<tr>
<th>General Information</th>
<th>Site Information</th>
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<tbody>
<tr>
<td>Analyst</td>
<td>Intersection</td>
</tr>
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<td>Agency/Co.</td>
<td>Triangle Blvd/Celeste Dr</td>
</tr>
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<td>Jurisdiction</td>
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<tr>
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<td>Collier County</td>
</tr>
<tr>
<td>Time Analyzed</td>
<td>East/West Street</td>
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<tr>
<td>Intersection Orientation</td>
<td>Triangle Blvd</td>
</tr>
<tr>
<td>Project Description</td>
<td>North/South Street</td>
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### Lanes

![Lanes Diagram](image)

### Vehicle Volumes and Adjustments

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<th>Northbound</th>
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<td>U L T R</td>
<td>U L T R</td>
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<td>7 8 9 10 11 12</td>
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### Delay, Queue Length, and Level of Service

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<th>Capacity</th>
<th>v/c Ratio</th>
<th>95% Queue Length</th>
<th>Control Delay (s/veh)</th>
<th>Level of Service (LOS)</th>
<th>Approach Delay (s/veh)</th>
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Triangle_Celeste_2020_NOON_Pk_Hr_w_Development_Traffic_Exist_Geometry_A_7_17.xhtml

Generated: 4/11/2017 6:04:29 PM
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### Site Information

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### Lanes

![Lanes Diagram](image)

### Vehicle Volumes and Adjustments

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<td>Median Storage</td>
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### Delay, Queue Length, and Level of Service

| Flow Rate (veh/h) | 118 | 351 | 183 | 198 |
| Capacity | 1444 | 1444 | 34 | 25 |
| v/c Ratio | 0.08 | 0.24 | 5.34 | 8.06 |
| 95% Queue Length | 0.3 | 0.3 | 21.7 | 24.7 |
| Control Delay (s/veh) | 7.7 | 8.3 | 212.4 | 3487.2 |
| Level of Service (LOS) | A | A | F | B |
| Approach Delay (s/veh) | 4.2 | 5.8 | 748.0 | 2544.0 |
| Approach LOS | F | F | | |
# MOVEMENT SUMMARY

## Site: Triangle Boulevard at Celeste Drive

2020 Noon Peak Hour with Development Data
Roundabout

### Movement Performance - Vehicles

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<thead>
<tr>
<th>Mov ID</th>
<th>QD Mov</th>
<th>Demand Flows</th>
<th>HV</th>
<th>Dgs Sat v/c</th>
<th>Average Delay sec</th>
<th>Level of Service</th>
<th>95% Back of Queue Distance ft</th>
<th>Prop Queued</th>
<th>Effective Stop Rate per veh</th>
<th>Average Speed mph</th>
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<tbody>
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East Triangle Boulevard

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<th>Dgs Sat v/c</th>
<th>Average Delay sec</th>
<th>Level of Service</th>
<th>95% Back of Queue Distance ft</th>
<th>Prop Queued</th>
<th>Effective Stop Rate per veh</th>
<th>Average Speed mph</th>
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North Celeste Drive

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<th>Dgs Sat v/c</th>
<th>Average Delay sec</th>
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<th>95% Back of Queue Distance ft</th>
<th>Prop Queued</th>
<th>Effective Stop Rate per veh</th>
<th>Average Speed mph</th>
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West Triangle Boulevard

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<td>57.7</td>
<td>0.75</td>
<td>0.69</td>
</tr>
</tbody>
</table>

| All Vehicles | 1819 | 1.1 | 0.646 | 11.8 | LOS B | 6.0 | 150.9 | 0.72 | 0.61 | 26.7 |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
SITE LAYOUT

Site: Triangle Boulevard at Celeste Drive
2020 Noon Peak Hour with Development Data
Roundabout
## MOVEMENT SUMMARY

**Site:** Triangle Boulevard at Celeste Drive  
**2020 PM Peak Hour with Development Data**  
**Roundabout**

<table>
<thead>
<tr>
<th>Movement Performance - Vehicles</th>
<th>Mov ID</th>
<th>OD Mov</th>
<th>Demand Flows</th>
<th>Deg. Sat.</th>
<th>Average Delay</th>
<th>Level of Service</th>
<th>95% Back of Queue</th>
<th>Prop Queued</th>
<th>Effective Stop Rate</th>
<th>Average Speed</th>
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<tr>
<td></td>
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<td>102.1</td>
<td>0.65</td>
<td>0.54</td>
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<td>0.65</td>
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<td>295</td>
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<td>0.372</td>
<td>LOS A</td>
<td>59.4</td>
<td>0.73</td>
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<td>32.1</td>
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<td>2.0</td>
<td>0.301</td>
<td>LOS A</td>
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<td>0.69</td>
<td>0.61</td>
<td>32.1</td>
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<td>0.69</td>
<td>0.61</td>
<td>31.2</td>
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<td>0.69</td>
<td>0.61</td>
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<td>0.67</td>
<td>0.57</td>
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Level of Service (LOS) Method: Delay & v/c (HCM 2010).  
Roundabout LOS Method: Same as Sign Control.  
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
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Roundabout Capacity Model: SIDRA Standard.  
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
SITE LAYOUT

Site: Triangle Boulevard at Celeste Drive

2020 PM Peak Hour with Development Data
Roundabout
## HCS 2010 Two-Way Stop Control Summary Report

### General Information

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<thead>
<tr>
<th>Analyst</th>
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</tr>
<tr>
<td></td>
<td>Jurisdiction</td>
</tr>
<tr>
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<td>Triangle Blvd/Comm Rd #1</td>
</tr>
<tr>
<td>Analysis Year</td>
<td>East/West Street</td>
</tr>
<tr>
<td>Time Analyzed</td>
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<tr>
<td>Intersection Orientation</td>
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<tr>
<td></td>
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</tr>
<tr>
<td>Project Description</td>
<td>Analysis Time Period (hrs)</td>
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### Lanes

![Diagram of lanes](image)

### Vehicle Volumes and Adjustments

<table>
<thead>
<tr>
<th>Approach</th>
<th>Eastbound</th>
<th>Westbound</th>
<th>Northbound</th>
<th>Southbound</th>
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<td>U L T R</td>
<td>U L T R</td>
<td>U L T R</td>
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<tr>
<td>Priority</td>
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<td>7 8 9</td>
<td>1 2 3</td>
<td>4 U 4 5 6</td>
</tr>
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<td>0 0 1</td>
<td>0 0 2</td>
<td>0 1 2</td>
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<td>R</td>
<td>T TR</td>
<td>L T TR</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>Proportion Time Blocked</td>
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<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Median Type</td>
<td>Left Only</td>
<td></td>
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</tr>
<tr>
<td>Median Storage</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
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### Delay, Queue Length, and Level of Service

| Flow Rate (veh/h) | 136 | 312 | 104 |
| Capacity          | 640 | 610 | 476 |
| w/c Ratio         | 0.21 | 0.51 | 0.22 |
| 95% Queue Length  | 0.8 | 2.9 | 0.8 |
| Control Delay (s/veh) | 12.1 | 16.9 | 14.7 |
| Level of Service (LOS) | B | C | B |
| Approach Delay (s/veh) | 12.1 | 16.9 | 1.9 |
| Approach LOS      | B | C |
### General Information

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<th>Site Information</th>
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<td>Jurisdiction Collier County</td>
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<tr>
<td>Date Performed</td>
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### Lanes

![Diagram of lane configuration]

### Vehicle Volumes and Adjustments

<table>
<thead>
<tr>
<th>Approach</th>
<th>Eastbound</th>
<th>Westbound</th>
<th>Northbound</th>
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<td>U L T R</td>
<td>U L T R</td>
<td>U L T R</td>
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<tr>
<td>Priority</td>
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<td>7 8 9</td>
<td>1U 1 2</td>
<td>4U 4 5 6</td>
</tr>
<tr>
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<td>0 0 1</td>
<td>0 0 2</td>
<td>0 1 2 0</td>
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<td>Configuration</td>
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<td>R</td>
<td>T TR</td>
<td>L T TR</td>
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<td>1</td>
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<td>Proportion Time Blocked</td>
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### Delay, Queue Length, and Level of Service

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### General Information

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<td>Triangle Boulevard</td>
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### Lanes

![Lanes Diagram]

### Vehicle Volumes and Adjustments

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<tr>
<th>Approach</th>
<th>Eastbound</th>
<th>Westbound</th>
<th>Northbound</th>
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<tbody>
<tr>
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<td>U L T R</td>
<td>U L T R</td>
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<tr>
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<td>10 11 12 9</td>
<td>7 8 9 1U 1 2 3</td>
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<tr>
<td>Configuration</td>
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### Delay, Queue Length, and Level of Service

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## General Information

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<table>
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## Lanes

![Lanes Diagram](attachment:image)

<table>
<thead>
<tr>
<th>Vehicle Volumes and Adjustments</th>
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<tbody>
<tr>
<td>Approach</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>Movement</td>
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<tr>
<td>Priority</td>
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<tr>
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<tr>
<td>Configuration</td>
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<tr>
<td>Volume (veh/h)</td>
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<tr>
<td>Right Turn Channelized</td>
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<tr>
<td>Median Type</td>
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<td>Median Storage</td>
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## Delay, Queue Length, and Level of Service

<table>
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### Lanes

- **Major Street**: North-South

## Vehicle Volumes and Adjustments

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## Delay, Queue Length, and Level of Service

| Flow Rate (veh/h) | 150 | 58 | 57 |
| Capacity | 573 | 839 | 1372 |
| v/c Ratio | 0.26 | 0.07 | 0.04 |
| 95% Queue Length | 1.0 | 0.2 | 0.1 |
| Control Delay (s/veh) | 13.5 | 9.6 | 7.7 |
| Level of Service (LOS) | B | A | A |
| Approach Delay (s/veh) | 12.4 | |
| Approach LOS | B | 1.3 |
# HCS 2010 Two-Way Stop Control Summary Report

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## Lanes

![Diagram of Traffic Flow]

## Vehicle Volumes and Adjustments

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## Delay, Queue Length, and Level of Service

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Triangle Blvd_Comm Rd No. 2_2020_PM_pk_hr_w_develop_traffic_4_7_17_xtw
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## Lanes

![Diagram of major street east-west](image)

## Vehicle Volumes and Adjustments

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## Lanes

Existing Geometry + WB U-Turn Lane

## Vehicle Volumes and Adjustments

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Triangle Blvd_Lely Island Cir_2020_PM Pk Hr w Development Traffic_4_7_17.xtw
Appendix G

Recommended Improvement Concept and AutoTurn Output
COLLIER COUNTY
TRIANGLE BOULEVARD TRAFFIC STUDY
PROPOSED IMPROVEMENT CONCEPT WITH AUTOTURN

Sheet 3

IMPROVEMENT CONCEPT PROPOSED
October 17, 2016

Celesste South at Lely Resort

CLOSED DRIVEWAY
1,623 Sq. Ft.

Lely Freedom Square

4,380 Sq. Ft.

245 Sq. Ft.

4,380 Sq. Ft.

4,380 Sq. Ft.

245 Sq. Ft.

579 Sq. Ft.

986 Sq. Ft.

986 Sq. Ft.

Beaumaris at Lely Resort

WB-62FL

WB-62FL