

PROJECT TRAFFIC ANALYSIS REPORT

Florida Department of Transportation

District 1

SR 45 (US 41) and Bonita Beach Road PD&E Study

Limits of Project: SR 45 (US 41) from Woods Edge Parkway to Imperial River  
Bonita Beach Road from Vanderbilt Drive/Luke Street to Spanish Wells Boulevard

Lee County, Florida

Financial Management Number: 44321-1-22-01

ETDM Number: 6291

Date: February 21, 2024

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

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Section 1  
Executive Summary

## EXECUTIVE SUMMARY

The Project Traffic Analysis Report (PTAR) has been prepared on behalf of the City of Bonita Beach and Florida Department of Transportation (FDOT) District One as part of the SR 45 (US 41) and Bonita Beach Road Project Development and Environment (PD&E) Study (FPID: 444321-1-22-01). SR 45 will be referred to as US 41 throughout the remainder of this report. The ongoing PD&E study is intended to identify intersection improvements to increase capacity at the US 41 and Bonita Beach Road intersection and considers two intersection improvement alternatives, displaced left-turns on US 41 and an enhanced eight lane signalized intersection. This report summarizes the existing (2019) traffic conditions evaluation and future (no-build and build) traffic conditions for this study.

The maintaining jurisdiction of the study roadways are the Florida Department of Transportation for US 41 and Lee County for Bonita Beach Road. The study area includes US 41 from Woods Edge Parkway to the Center of Bonita Springs (North) Access and Bonita Beach Road from Vanderbilt Drive/Luke Street to Spanish Wells Boulevard. The western project limits extend further than the Preliminary Engineering Report (PER) as the Vanderbilt Drive/Luke Street intersection is the proposed connection for the southwestern quadrant road. The north project limit is south of the limits of the PER, as the PER extends to the Imperial River Bridge, as the unsignalized intersections north of the Center of Bonita Springs (North) Access were not analyzed. Input parameters for this traffic analysis include the agreed upon traffic analysis methodologies, the 2019 Project Traffic Forecasting Handbook, and the 2021 Traffic Analysis Handbook.

In addition to the changes proposed for the US 41 and Bonita Beach Road intersection within this analysis, the City of Bonita Springs has approved a Quadrant Roadway Plan which will provide additional roadway network in the study area. This roadway network is proposed to create a quadrant roadway network in all four intersection quadrants which supplement the turning movements available at the US 41 and Bonita Beach Road intersection (in lieu of full quadrant roadways which replace the turning movements at the primary intersection). The City of Bonita Springs has committed funding for the construction of the northwest quadrant roadway, while the addition of the northeast quadrant road is being considered as part of the US 41 and Bonita Beach Road intersection. The southern two quadrant roads were not considered as part of the analysis for this project; however volumes were estimated for the two quadrant roadways to determine the potential volume reduction the two south quadrant roadways could have on the U 41 and Bonita Beach Road intersection.

An initial Stage 1 ICE analysis was completed to identify potential intersection configurations for the US 41 and Bonita Beach Road intersection. A partial displaced left-turn alternative and single point interchange alternative were alternatives that resulted from the Stage 1 ICE Analysis which was completed before the PD&E project team became aware of the Angler's Paradise development. However, with the

approval of the Angler's Paradise development, the single point interchange was no longer geometrically feasible. Thus, the single point interchange alternative was removed from the analysis and replaced with a widening of US 41 alternative, which widens US 41 to four lanes in each direction from Foley Rd/Shanna Ln to the northern quadrant roadways.

Turning movement counts were collected at the study area intersections and used to provide an existing conditions analysis. In the existing conditions, the westbound right-turn and northbound through movements operate overcapacity at the US 41 and Bonita Beach Road intersection and the left-turn movements all operate at LOS F in the PM peak period.

A validated subarea model was developed for this project by FDOT District One, using the District 1 Regional Planning Model (v1.0.6). This subarea model included the 2010 validation year and a 2040 horizon year. The socioeconomic data in the 2040 horizon year was compared with the BEBR projections for population, and it was determined that the socioeconomic data in the 2040 horizon year was higher than the current BEBR projections for 2045. Thus, the 2040 model volumes were approved for use as the 2045 design year volumes for the development of traffic volumes. With the impact of the COVID-19 pandemic and Hurricane Ian, FDOT approved a shift in the assumptions, with the opening year (2025) AADT becoming the opening year (2030) AADT and the design year (2045) AADT becoming the design year (2050) AADT.

Future year turning movement volumes for the US 41 and Bonita Beach Road intersection were developed using the Iterative Direction Volume Estimation Method documented in NCHRP Report 765, which utilizes the referenced NCHRP 255 TURNS excel spreadsheet. The resulting turning movement volumes at the US 41 and Bonita Beach Road intersection served as the basis for estimating the study area's turning movement volumes. Other than the US 41/Center of Bonita Springs (North) Access intersection (where Anglers Paradise will connect to US 41), the minor streets and driveways serve developments that are built-out and thus the turning movements to/from the side streets were kept the same, while growth was applied to the through movements.

The proposed quadrant roadways traffic volumes were calculated using the subarea model by comparing the volumes currently having a quadrant area origin and/or destination and the reassigned volumes by adding quadrant roadway network to the model. The northwest quadrant diversion was assumed in the future no-build scenario and both build alternatives. The northeast quadrant diversion was assumed in the future build alternatives. A summary of the analysis scenarios is shown in **Table 1**.

Estimations of the southwestern and southeastern potential diversion volumes were developed based on a request by FDOT and are included in the appendix. Analysis of these quadrant roadways are not included in the study as these roadways do not have funding committed.

The no-build, displaced left-turn, and widened US 41 alternatives were analyzed using VISSIM for both the opening year (2030) and design year (2050). Both build alternatives provide significant improvements over the no-build scenario. However, the displaced left-turn scenario performs better overall.

**Table 1. Scenarios Analyzed**

Scenario	Description
Existing	No modifications to existing geometry.
No-Build	<ul style="list-style-type: none"> <li>• Addition of northwest quadrant road per City of Bonita Springs plans</li> </ul>
Displaced Left-Turn (DLT)	<ul style="list-style-type: none"> <li>• Northbound and southbound left-turn displaced across US 41</li> <li>• Enhance the northwest quadrant road with improvements to the EB approach to the US 41/quadrant road intersection</li> <li>• Addition of northeast quadrant road</li> </ul>
Single-Point Urban Interchange (SPUI)	<ul style="list-style-type: none"> <li>• Enhance the northwest quadrant road with improvements to the EB approach to the US 41/quadrant road intersection</li> <li>• Addition of northeast quadrant road</li> </ul> <p><i>This build alternative was included in the ICE analysis before the PD&amp;E project team was aware of the Angler's Paradise development. With the approval of the Anglers Paradise development, this alternative would have significantly impacted the approved development, was no longer geometrically feasible, and was removed from further analysis.</i></p>
Widened US 41	<ul style="list-style-type: none"> <li>• Widening of US 41 to 8 lanes.</li> <li>• Enhance the northwest quadrant road with improvements to the EB approach to the US 41/quadrant road intersection</li> <li>• Addition of northeast quadrant road</li> </ul> <p><i>This build alternative was not included in the ICE analysis. When the SPUI alternative was removed from the analysis, this build alternative was added to provide a second build alternative. This alternative was evaluated using Synchro and SPICE and the results were shown in the PD&amp;E's comparative evaluation matrix.</i></p>

## Section 2 Traffic Analysis Assumptions





## Section 3

### Introduction

# INTRODUCTION

The Project Traffic Analysis Report (PTAR) has been prepared on behalf of the Florida Department of Transportation (FDOT) District One as part of the US 41 and Bonita Beach Road Project Development and Environment (PD&E) Study (FPID: 444321-1-22-01).

This report summarizes the traffic analysis conducted for the US 41 and Bonita Beach Road intersection. The project began in 2019 with a design year of 2045, using traffic data from 2019. After completing an initial Stage 1 ICE Analysis, two scenarios were identified for further analysis in the PD&E study:

- Partial displaced left-turn intersection
- Single point interchange

In parallel with the Department's PD&E Study, the City of Bonita Springs approved the Angler's Paradise development in the intersection's northwest quadrant and committed funding towards a quadrant roadway requiring the initial concepts to be revisited. The single point interchange was determined to no longer be viable due to the spacing between the quadrant roadway's US 41 intersection proximity to the interchange's ramp terminals. In lieu of an interchange, a second alternative was added to widen US 41 to eight lanes through the intersection. Additionally, due to the COVID-19 Pandemic's impact on the public involvement efforts associated with this project and delaying the schedule, the design year was pushed back to 2050 with an opening year of 2030.

The scope of this report includes:

- Collection of existing-year (2019) traffic data on roadway segment and intersections;
- Existing (2019) conditions operational evaluations;
- Opening (2030) and Design year (2050) operational evaluations for no-build and build alternatives.

The analysis years are:





- Existing Year: 2019
- Opening Year: 2030
- Design Year: 2050

## PROJECT LOCATION

The project is within the Bonita Springs city limits in Lee County, Florida as illustrated in **Figure 1**. US 41 (S.R. 45) is a north-south arterial linking Bonita Springs with other Gulf Coast communities. Bonita Beach Road (C.R. 865) provides access to the City of Bonita Springs from I-75 and extends westward as a primary access to the Gulf of Mexico beaches. Commercial development is present on the intersection's four corners, and there are multiple access points within the intersection's functional area.

The study area extends along US 41 between the intersections with Woods Edge Parkway and the Imperial River Bridge, approximately 1.1 miles. In the east-west direction, the study extends along Bonita Beach Road between the intersections with Vanderbilt Drive/Luke Street and Spanish Wells Boulevard, approximately 1.3 miles. The project extents are shown in **Figure 2**.



-  Study Area Location
-  Florida Forever Areas
-  Study Area
-  City of Bonita Springs



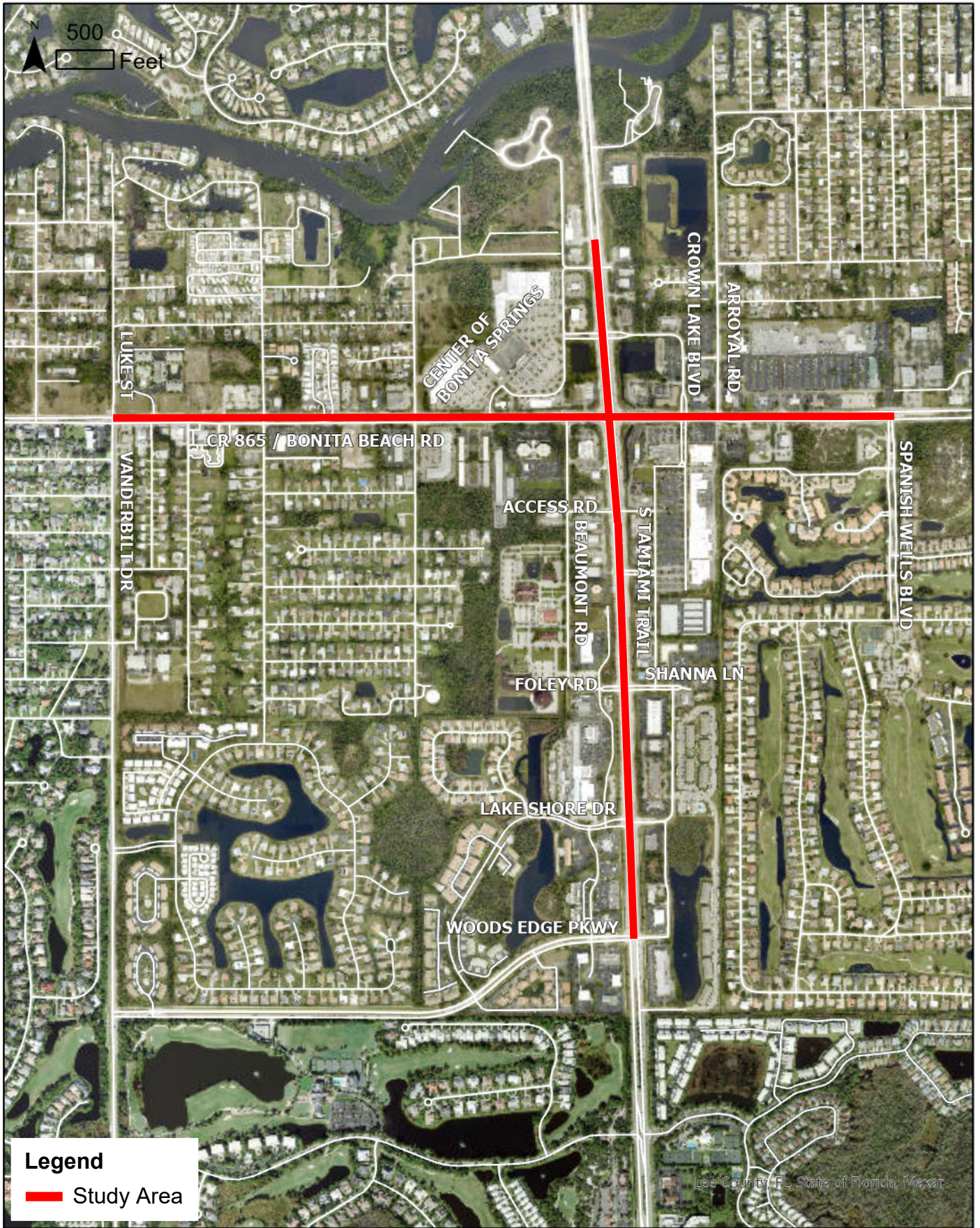
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US 41 AT BONITA BEACH ROAD PD&E  
FPID 444321-1-22-01

PROJECT VICINITY  
BONITA SPRINGS, FL

FIGURE  
1





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US 41 AT BONITA BEACH ROAD PD&E STUDY  
FPID 444321-1-22-01

STUDY AREA  
BONITA SPRINGS, FL

FIGURE  
**2**



## TRAFFIC ANALYSIS OBJECTIVES

The purpose of the US 41 and Bonita Beach Road PD&E is to address the study intersection's deficient operational capacity to relieve existing congestion and accommodate projected area travel demand. As detailed further in the ETDM, the goals of the project also include enhancing regional and local mobility, enhance safety conditions, and improve multi-modal access. The PTAR's objective is to assess the study area's roadway network existing and future traffic operations, develop and screen potential at-grade intersection improvements, and analyze the projected the roadway network's future operations with and without the potential at-grade intersection improvements.

## Section 4 Traffic Analysis Method



# TRAFFIC ANALYSIS METHOD

The approved methodology was based on guidance from the FDOT Traffic Analysis Handbook (2021), the FDOT Project Traffic Forecasting Handbook (2019), and the FDOT Project Development and Environmental Manual (2023). Throughout the PTAR's preparation, the guidance from these documents was adhered to unless otherwise documented within the methodology document or discussed and approved by FDOT District One during the study's process.

As the approved methodology states, this PTAR documents traffic conditions in the existing (2019) condition, as well as forecasts traffic and future operating conditions for the project's anticipated opening year (2030) and the design year (2050).

As part of this project, a traffic analysis methodology was developed and agreed upon with FDOT to address the various elements of the project's Purpose and Need. This methodology provided guidance how the traffic analysis should be conducted including study area and intersections, traffic characteristics and time periods studied, data collection requirements, traffic analysis tool selection, and performance measures of effectiveness used. The full description of these factors can be seen in the US 41 at Bonita Beach Road Traffic Analysis Methodology, which is provided in **Appendix A**.

## TRAFFIC ANALYSIS TIME PERIODS & STUDY AREA

Traffic analysis was carried out for the following scenarios:

- Existing Conditions (2019)
- Opening Year Conditions (2030) No-Build and Build
- Design Year Conditions (2050) No-Build and Build

The opening and design year no-build and build conditions are assumed to include new roadway network in the intersection's northwest quadrant, between Windsor Road on Bonita Beach Road and the signalized Center of Bonita Springs (North) Access intersection at US 41, that will divert some vehicular trips from the US 41/Bonita Beach Road intersection. The build scenario will also be analyzed with additional roadway network in the intersection's northeast quadrant, connecting US 41 to Arroyal Road.

## DATA REQUIRED

### INTERSECTION TURNING MOVEMENT COUNTS

Intersection turning movement counts were originally collected by FDOT on Thursday, April 4, 2019 and Wednesday, August 28, 2019. Updated turning movement counts were collected on Monday, April 4, 2022. A summary of the intersections and data collection

dates is shown in **Table 2**. A map of the study area intersections is shown in **Figure 3**. The raw existing turning movement counts are attached in **Appendix B**.

**Table 2. Intersection Turning Movement Count Locations**

Intersection	Intersection Number <sup>1</sup>	Data Collection Dates		
		4/17/2019	8/28/2019	4/4/2022
US 41 & Woods Edge Parkway	1	X		X
US 41 & Lake Shore Drive	2	X		X
US 41 & Foley Road/Shanna Lane	3	X		X
US 41 & South Springs Plaza Entrance	4		X	X
US 41 & North Springs Plaza Entrance	5		X	X
US 41 & Walgreens Entrance	6		X	X
US 41 & Bonita Beach Road	7	X		X
US 41 & Crown Lake Boulevard	8	X		X
US 41 & Center of Bonita Springs (North) Access	9	X		X
Bonita Beach Road & Vanderbilt Drive/Luke Street	16			X
Bonita Beach Road & Windsor Road	10	X		X
Bonita Beach Road & Center of Bonita Springs Entrance	11	X		X
Bonita Beach Road & Beaumont Road	12		X	X
Bonita Beach Road & Crown Lake Boulevard	13	X		X
Bonita Beach Road & Arroyal Road	14	X		X
Bonita Beach Road & Spanish Wells Boulevard	15	X		X

<sup>1</sup>Intersection number on Figure 3

## ROADWAY SEGMENT DATA

Seventy-two hour tube counts were collected by FDOT and provided at the locations listed below from April 16<sup>th</sup> – 18<sup>th</sup>, 2019.

- 72 Hour Tube Counts:
  - US 41, north of the Imperial River Bridge
  - US 41, south of Beaumont Road
  - Bonita Beach Road, west of Windsor Road
  - Bonita Beach Road, west of Wisconsin Street

Additionally, the following readily available data sources will be used to supplement collected data:

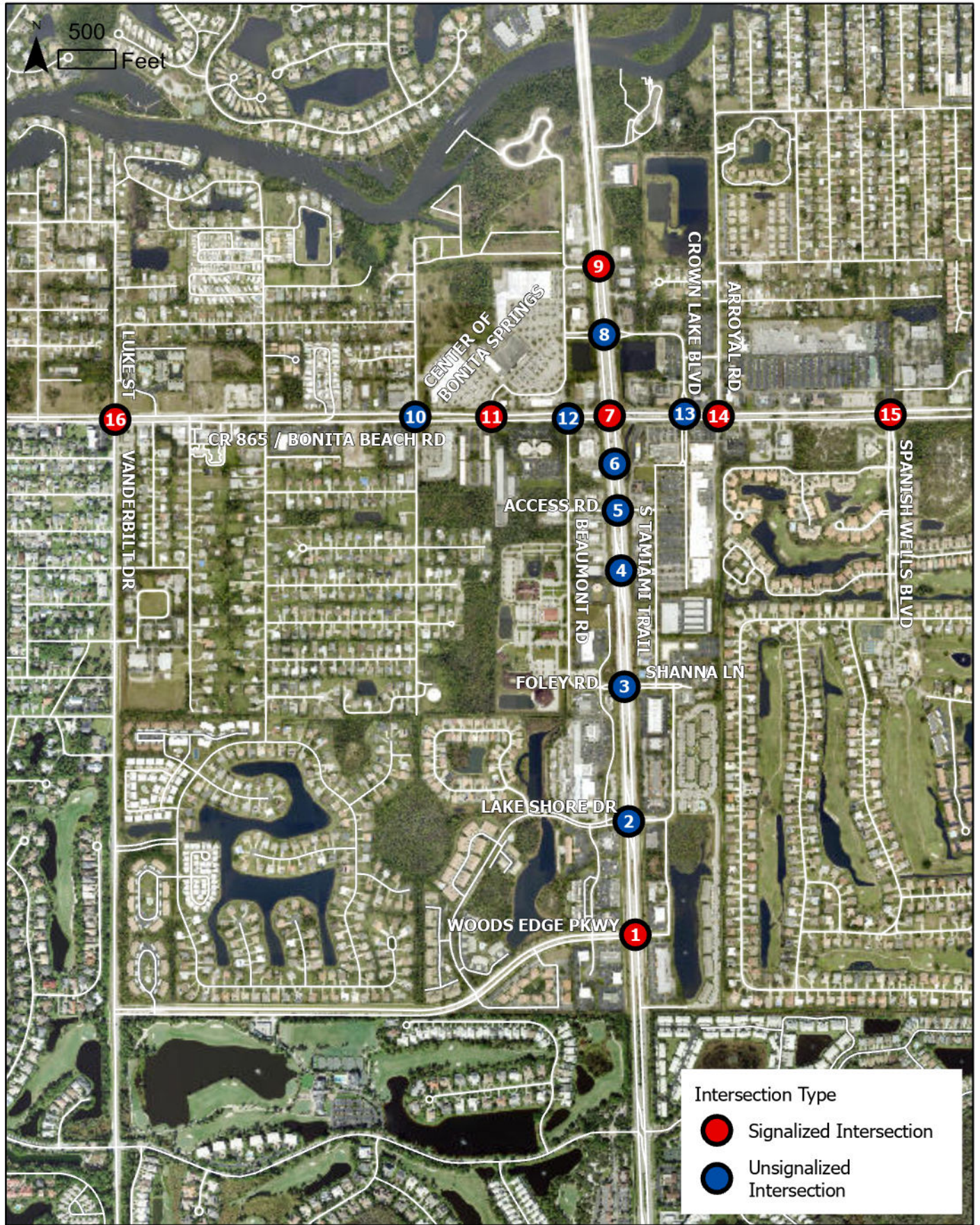
- Roadway Segment Information from FDOT Florida Traffic Information:
  - Station 120041: US 41, north of Bonita Beach Road (continuous count station)
  - Station 126023: US 41, north of Collier County Line (continuous count station)
  - Station 126007: Bonita Beach Road, 1000' east of Vanderbilt Drive (continuous count station)
- Lee County Traffic Counts:
  - Station 7: Bonita Beach Road, east of Vanderbilt Road (same as FDOT Site 126007) (continuous count station)
  - Station 23: US 41, north of Collier County Line (same as FDOT Site 126023) (continuous count station)
  - Station 221: Bonita Beach Road, east of Arroyal Road
  - Station 437: US 41, north of Bonita Beach Road (same as FDOT Site 120041) (continuous count station)
  - Station 496: Arroyal Road, north of Bonita Beach Road

Roadway segment data collected is shown in **Appendix C**.

## FACILITY CHARACTERISTICS

Basic geometric data, including the number of lanes, length, and speeds were obtained from several sources, which include aerial mapping (e.g. Google Earth, FDOT aerials), field observations, and the FDOT Traffic Database.





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US 41 AT BONITA BEACH ROAD PD&E STUDY  
FPID 444321-1-22-01

STUDY AREA INTERSECTIONS  
BONITA SPRINGS, FL

FIGURE  
3



## TRAFFIC ANALYSIS TOOLS

Baseline existing conditions were evaluated based upon the measures of effectiveness (MOEs) as detailed within the 2019 FDOT Traffic Analysis Handbook. The Highway Capacity Manual (HCM) 6<sup>th</sup> Edition, as implemented through Synchro 11, was utilized to analyze the existing conditions scenarios. Due to limitations of HCM methodologies within Synchro for complex intersections, VISSIM was utilized to analyze the future year alternatives.

## TRAFFIC ANALYSIS MEASURES OF EFFECTIVENESS

Often, the measure of effectiveness is the design year level of service (LOS) using HCM methods. However, due to the unconventional and/or complex intersections, measures of effectiveness that can encompass the network operations rather than individual intersections are necessary to provide a comparison of alternatives. The performance measures included in the approved methodology are summarized in **Table 3**. The MOE's are discussed in the following sections and used to evaluate the no build and both build alternatives.

**Table 3. Measures of Effectiveness**

Project Need	Performance MOE
Analyzing closely spaced intersections	Delay, queue length
Analyzing unconventional (or complex) intersection	Delay, queue length
Analyzing multi-modal interactions	Pedestrian crossing times
Determine how the facility will operate	Total delay

### Delay

Delay is a key performance measure for interrupted-flow elements. Control delay is brought about by the presence of a traffic control device and is HCM's principal service measure for evaluating signalized and unsignalized intersection's LOS. The LOS thresholds are defined by the average delay per vehicle in seconds for the respective lane group or intersection for both signalized and unsignalized intersections. Delay within VISSIM is given in vehicle-hours, which does not correspond with the HCM methodologies within Synchro. However, the wholistic view of vehicle-hours of delay through the study area provides a metric of the overall changes due to an alternative intersection design.

### Queue Length

Queuing is an operation measure and a design consideration for an intersection and the immediate area. Queues longer than available storage length can create safety and operational issues. A through-lane queue can prevent a turn lane from being used effectively and a turn-lane queue can overflow into a through lane and impede the movement of through vehicles.

Queue lengths do not affect the calculated LOS but are an important factor in the design process.

Vehicle queues are also typically used to quantify operations during specific analysis periods. Vehicle queues represent the length of stopped vehicles extending back from the intersection stop bar. The project team will extract and analyze queues from VISSIM for the study intersections.

### **Network Travel Time**

It is likely that the build alternatives include innovative intersections and/or a system of alternative facilities to address. Network travel time reduction can be utilized as a performance measure to evaluate the system's performance against a no-build alternative. Travel times will be compared for the following movements:

- Eastbound Bonita Beach Road to northbound US 41
- Southbound US 41 to eastbound Bonita Beach Road
- Northbound US 41 to westbound Bonita Beach Road
- Northbound US 41 through study area
- Southbound US 41 through study area

### **Network Performance**

In addition to analyzing individual intersection operations, VISSIM can also evaluate overall network performance. Network performance measures are especially critical when intersections experience congested conditions. Four network performance measures are selected for analysis:

- Average Vehicle Delay: Reflects the typical vehicular delay traveling in the network, and therefore generally includes multiple intersections' delay.
- Vehicle Arrivals: Reflects the total number of vehicles processed by the transportation network, making it a helpful measure for congested areas.
- Latent Demand: Represents the total number of vehicles unable to enter the study network because of congestion.
- Delay for Latent Demand: Represents the total amount of vehicular delay that are unable to enter the study network.

### **Pedestrian Crossing Times**

The project team will analyze pedestrian crossing times at the US 41 and Bonita Beach Road intersection using VISSIM microsimulation software. Pedestrian crossing times include both signal delay pedestrians experience while waiting for the "Walk" indication and the time to cross an intersection once the "Walk" indication is displayed. This reflects both the effect of signals as well as crossing distance. The pedestrian crossing times will be analyzed for the no-build, 8-lane, and PDLT intersections.

## TRAFFIC FACTORS

The following summarizes the traffic factors used to develop future design hour volumes consistent with the approved traffic methodology.

### **Standard K**

The FDOT 2019 Project Traffic Forecasting Handbook provides standard K factors – the ratio of Design Hour Volumes to AADT – for various Area/Population types and Facility types. For Bonita Springs, the standard K factor is set to 0.09, with 0.75 approved for use in Multimodal Transportation Districts. The handbook also allows for cases where Standard K Factors may not directly apply and allows for the development of project-specific K Factors by analyzing traffic counts and getting approval from FDOT.

In July 2023, FDOT modified the Standard K approach to align with context classification and now has an upper limit of 0.095 for K. Guidance is presented in Section 6.1 of FDOT's 2023 Multimodal Quality/Level of Service Handbook. This guidance is noted; however, as discussed below, K for this project falls outside of this range.

Due to the study area's roadways unique seasonal characteristics, special consideration was taken in determining whether the standard approach to determining K factor is appropriate for the study intersection's analysis. The calculated K factor for US 41 and Bonita Beach Road ranged from 0.109 to 0.115. Using a K factor based upon previous and current FDOT approaches to produce design year volumes may result in design volumes similar to the existing peak season traffic counts.

As detailed in the methodology, the design hour factor for this study was based on the 100<sup>th</sup> highest hourly data to reduce the number of hours per year where expected volumes will exceed the design-hour volume. Based upon a review of the 100<sup>th</sup> highest hourly data, a K factor of 0.11 was used on this project. The standard K value for an urbanized area of 0.09 was used in developing traffic volumes for all driveway and cross street approaches.

### **D Factor**

Data from the continuous count stations and the 72-hour tube counts provided for this study were analyzed to determine the existing roadway segment's D factors. The D factor was calculated during the midday and PM peak hours for each day of counts. The overall peak hour for US 41 occurred during the PM peak hour, while on Bonita Beach Road, the overall peak hour occurred during the mid-day peak.

At FDOT continuous count stations, D factors are calculated based upon the data observed at that site. At the remaining count stations, a generalized D factor is utilized based on an aggregate of roadways with similar Lee County characteristics.

Other than Bonita Beach Road east of US 41, the directionality is more pronounced in the PM peak period than in the mid-day peak period. Due to the difference in the midday and PM peak period's D factor, different D factors are recommended for each

peak period, derived from the existing D factors. The proposed D factors all fall within the acceptable range set in the FDOT *Project Traffic Forecasting Handbook*.

### T<sub>24</sub> Factor

The percent of daily truck traffic, T<sub>24</sub>, was developed by reviewing the historical data at the FDOT count site locations within the study limits. The review of the trucks showed a relatively steady trend over a nine-year period (2009-2017) with the 2018 values not as consistent with previous values. Truck percentages increased in 2020-2022, which can be attributed to a reduction in non-truck traffic during COVID and following the impacts of Hurricane Ian. The historical average of T<sub>24</sub> factors from the original methodology was selected as the recommended T<sub>24</sub> factor for each segment to reflect the long-term expectation of truck percentages. The design hour truck (DHT) percentage is equal to half of the daily truck traffic as per the FDOT *Project Traffic Forecasting Handbook*.

### Recommended Traffic Factors

A summary of the recommended traffic factors for the PD&E study is shown in **Table 4**. A K factor of 0.11 was used on this project to reflect the 100<sup>th</sup> highest hourly data, to reduce the number of hours per year where expected volumes will exceed the design-hour volume. Separate D factors were selected for the mid-day and PM peak periods, as the traditional commuting patterns, where the AM and PM peak directions reverse, is not the prevalent peak traffic patterns in this area. As the truck factor has been consistent throughout the study periods, the historical average truck factor was chosen for this analysis.

**Table 4. Recommended Traffic Factors**

Description	k	Mid-Day D	PM D	T <sub>24</sub>	DHT
US 41, North of BBR	0.11	50.2	57.4	2.6	1.3
US 41, South of BBR	0.11	50.9	59.5	3.2	1.6
BBR, East of US 41	0.11	50.8	60.4	6.0	3.0
BBR, West of US 41	0.11	52.3	53.5	3.6	1.8



## Section 5 Existing Conditions Analysis

# EXISTING CONDITIONS ANALYSIS

## EXISTING TRAFFIC VOLUMES

The traffic count data were used to estimate existing Annual Average Daily Traffic (AADT) and peak-hour turning movement volumes as described within the following subsections.

### AADT

The 72 hour tube counts were analyzed and a seasonal factor of 0.97 from the 2018 Peak Season Factor Category Report, from Florida Traffic Online was applied to estimate the existing AADT along the north, south, east, and west legs of the US 41 and Bonita Beach Road intersection. The AADTs for each leg of the intersection are listed below in **Table 5**.

**Table 5. Estimated Existing AADT**

Description	AADT
US 41, North of Bonita Beach Road	53,000
US 41, South of Bonita Beach Road	39,000
Bonita Beach Road, East of US 41	30,000
Bonita Beach Road, West of US 41	30,000

### PEAK HOUR ANALYSES

The existing intersection turning movement counts were reviewed to identify the two peak hours for analysis at the US 41 and Bonita Beach Road intersection. The two peak hours are:

- Mid-day peak: 12 PM to 1 PM
- PM peak: 4:45 PM to 5:45 PM

Per the Traffic Analysis Methodology, a mid-day peak hour was chosen as opposed to an AM peak hour, as the traffic on the study roadways increases throughout the morning hours and then plateaus for ~6 hours in the afternoon/early evening. The study intersections and roadway segments were analyzed during these two peak hours.

### SEASONAL FACTOR

Mid-day and PM peak-hour turning movement count data were adjusted for seasonal variation by applying the seasonal factor from the 2018 Peak Season Factor Category Report from Florida Traffic Online. A seasonal factor of 0.97 was used for the April 16<sup>th</sup>,

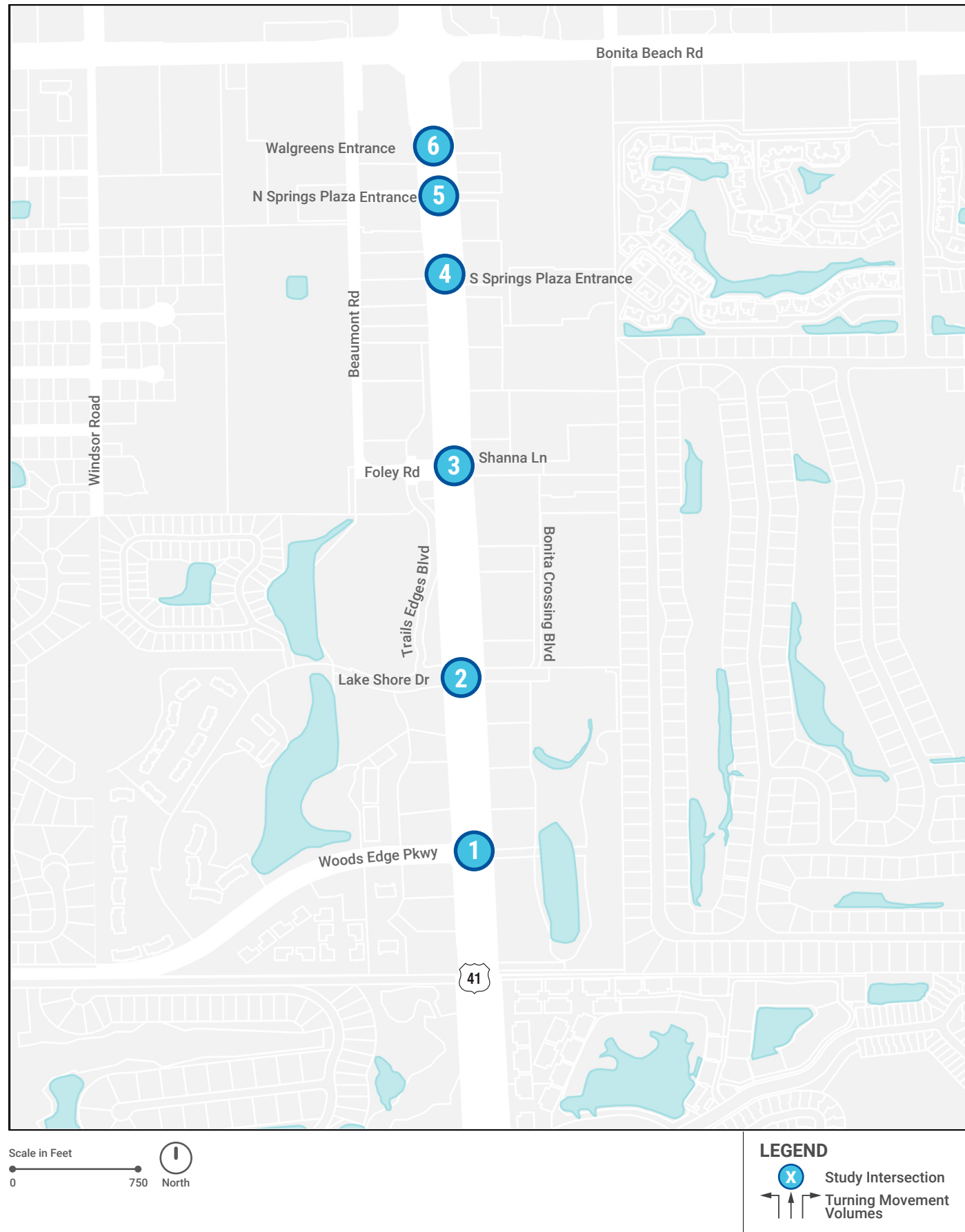
2019 turning movement counts and a seasonal factor of 1.04 was used for the August 28<sup>th</sup>, 2019 turning movement counts. The Bonita Beach Road and Vanderbilt Drive/Luke Street intersection was analyzed with a seasonal factor of 0.93. The seasonal factors are shown in **Appendix D**.

## VOLUME BALANCING

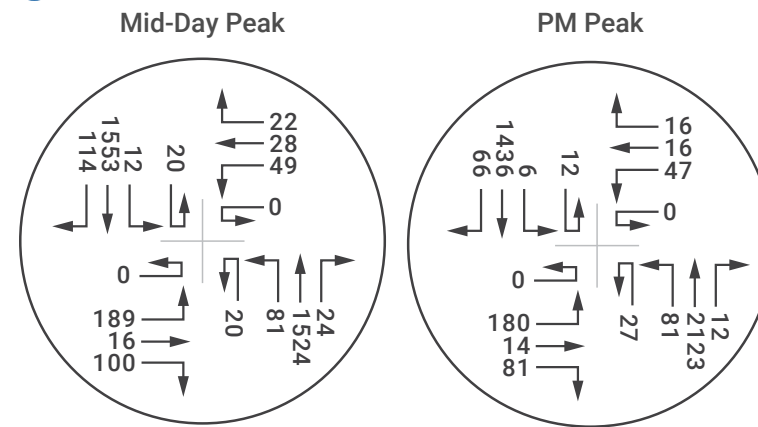
Once the turning movement counts were seasonally adjusted, adjusted turning movement volumes were balanced between intersections. It was assumed that there would be little variability in traffic traveling along driveways and minor streets intersecting US 41 and Bonita Beach Road. Therefore, only through movements along US 41 and Bonita Beach Road were adjusted for intersections to balance between intersections. The minor street volumes were maintained from the existing conditions, other than at the US 41 and Center of Bonita Springs (North) Access intersection. The existing turning movement volumes (2019), which were used for the existing intersection analysis, are shown in **Figure 4**. Existing turning movement volumes (2022), which were used to distribute the turning movements for the future year scenarios, are included in **Appendix E**.

## EXISTING INTERSECTION CHARACTERISTICS

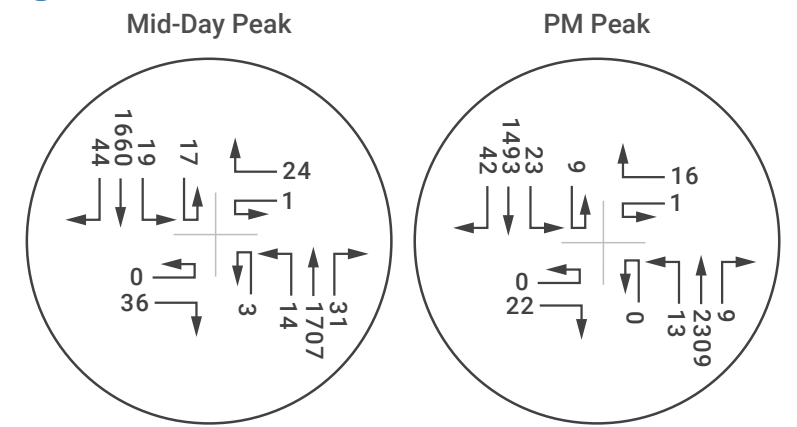
The existing geometric characteristics of each study intersection are shown in **Figure 5**. The existing signal timings at the study intersections is included in **Appendix F**.



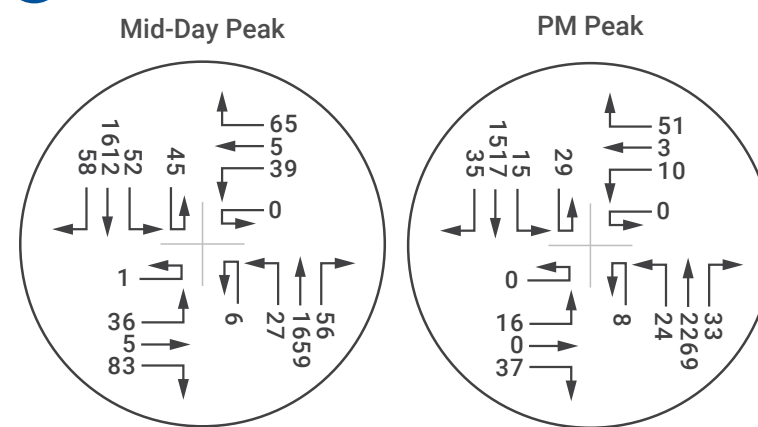
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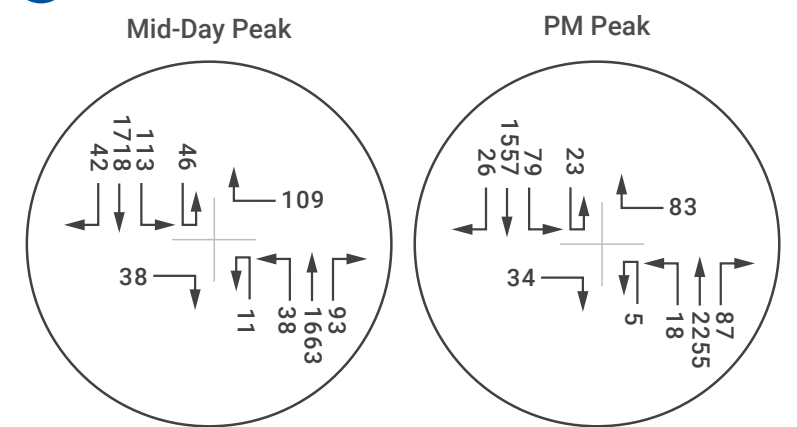
**2 US 41 & Lake Shore Dr**



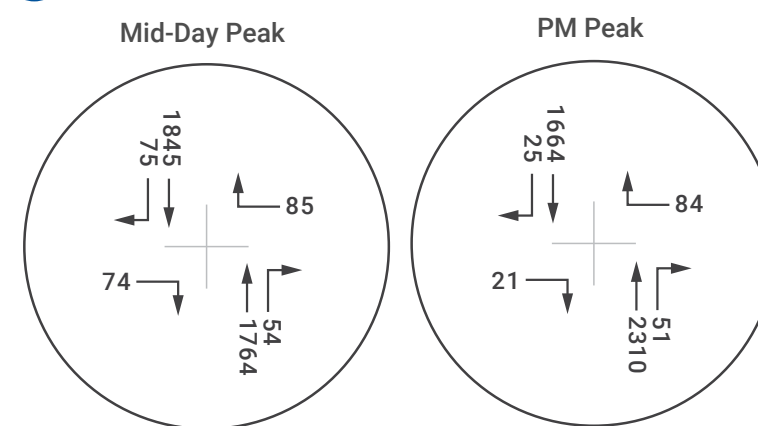
**3 US 41 & Foley Rd/Shanna Ln**



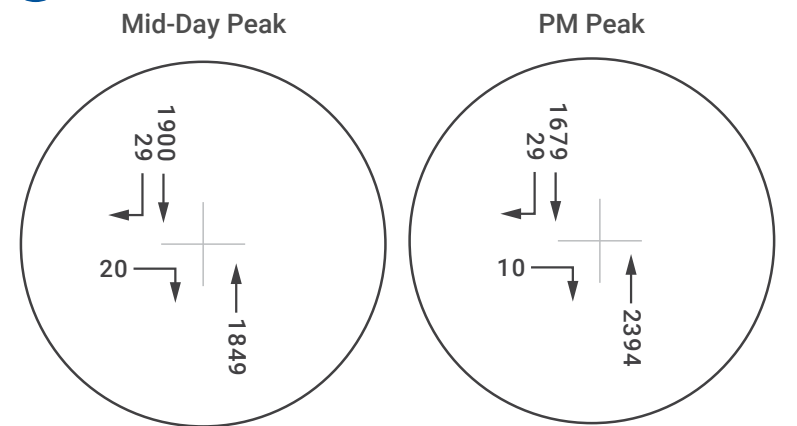
**4 US 41 & S Springs Plaza Entrance**

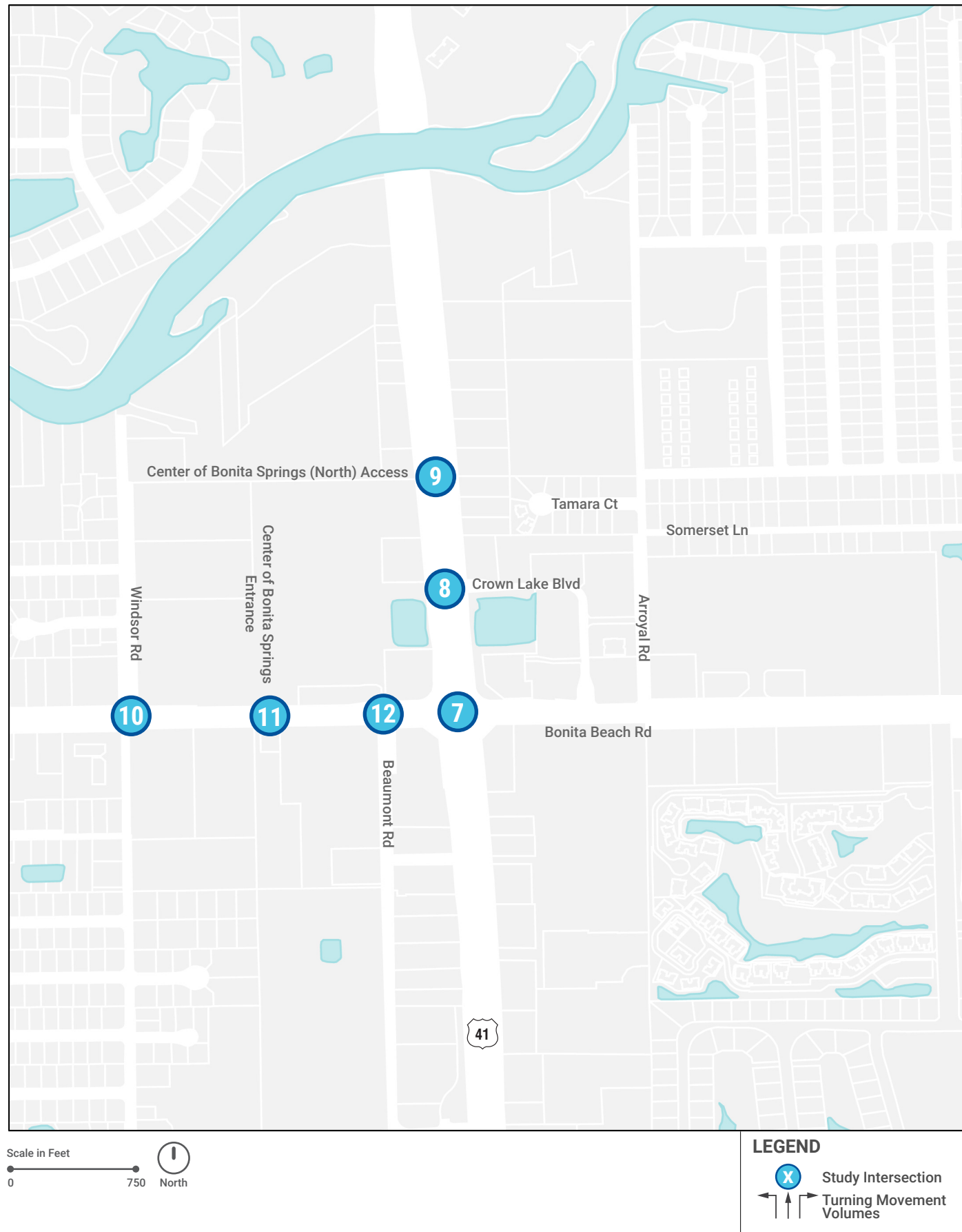


**5 US 41 & N Springs Plaza Entrance**

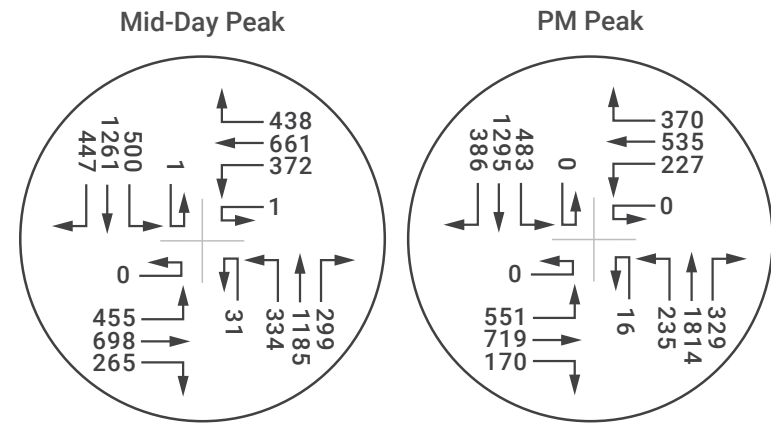


**6 US 41 & Walgreens Entrance**

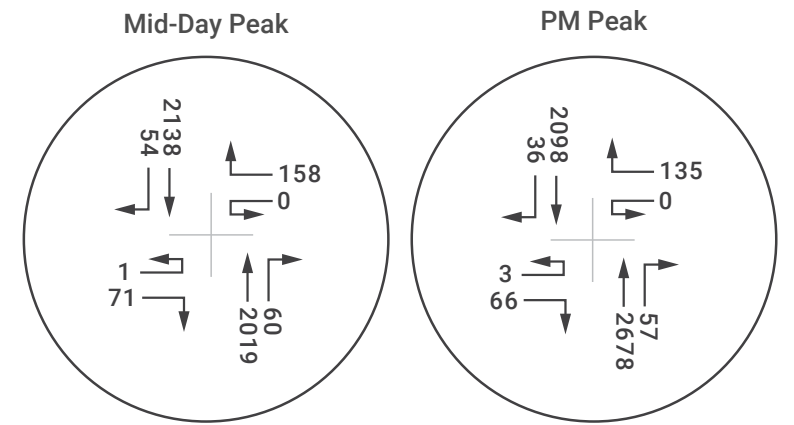




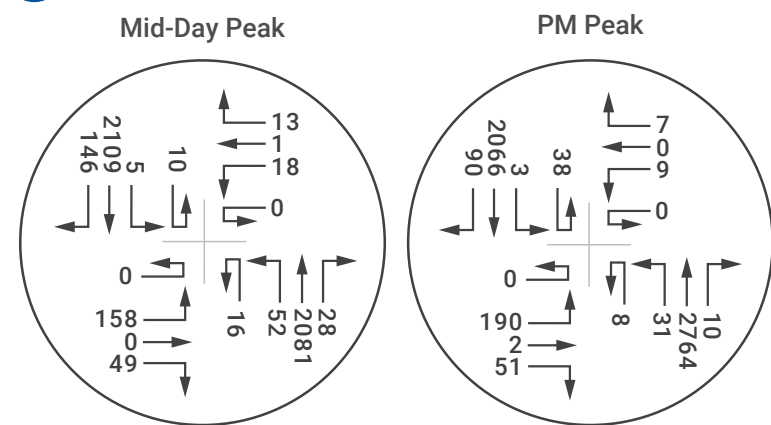
**7 US 41 & Bonita Beach Rd**



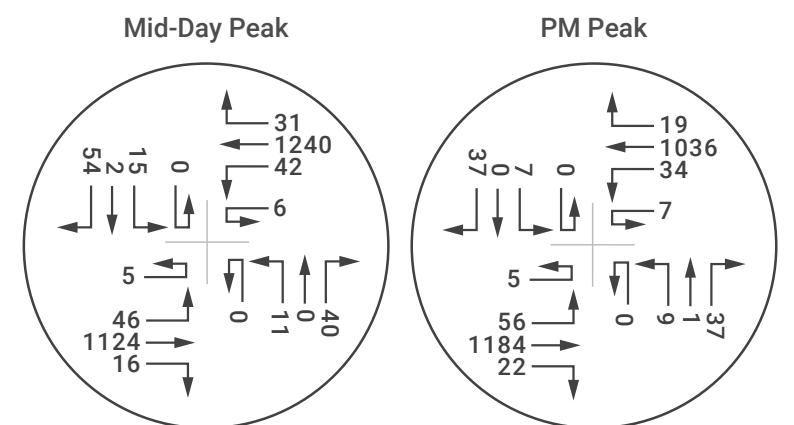
**8 US 41 & Crown Lake Blvd**



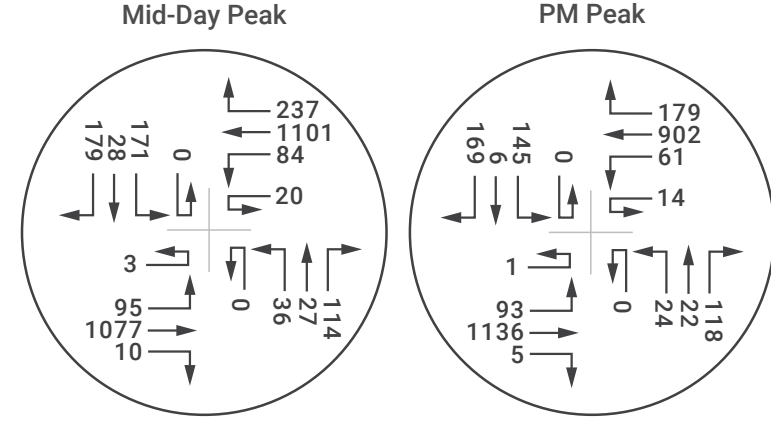
**9 US 41 & Center of Bonita Springs (North) Access**



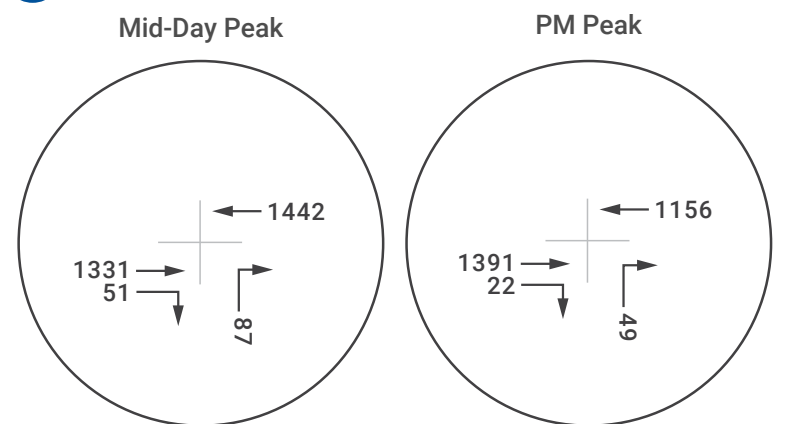
**10 Windsor Rd & Bonita Beach Rd**

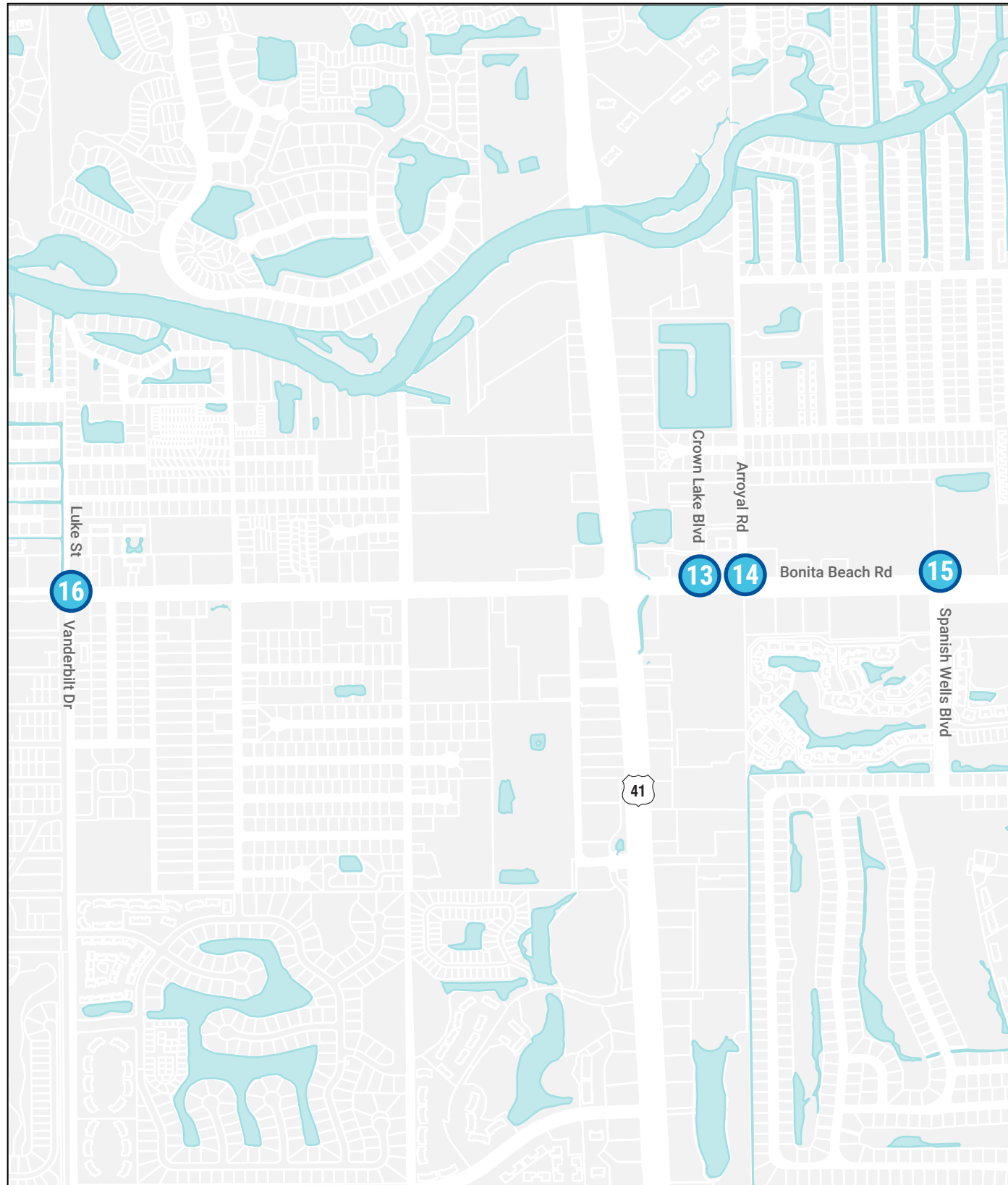


**11 Center of Bonita Springs Entrance & Bonita Beach Rd**

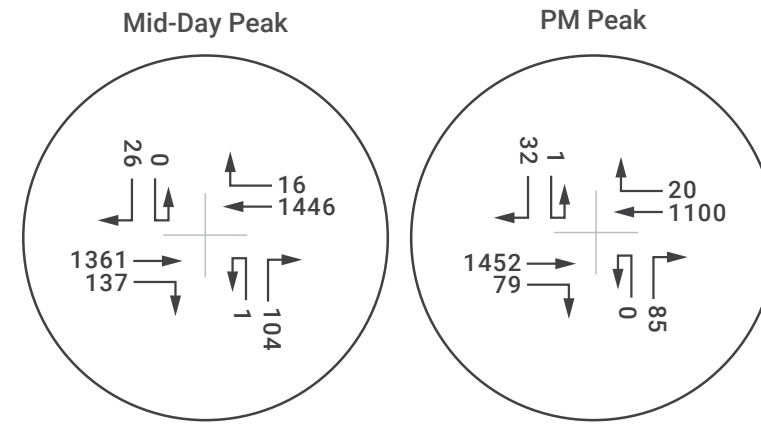


**12 Beaumont Rd & Bonita Beach Rd**

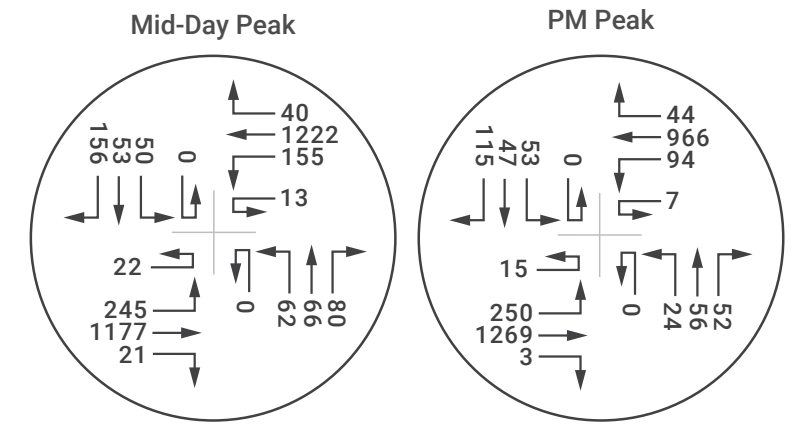




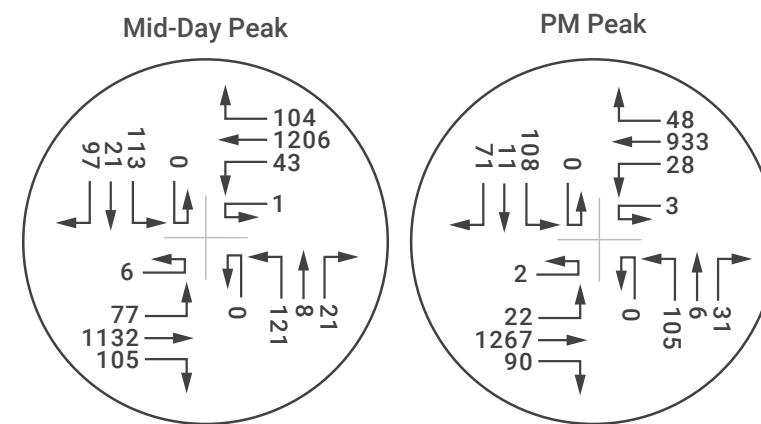
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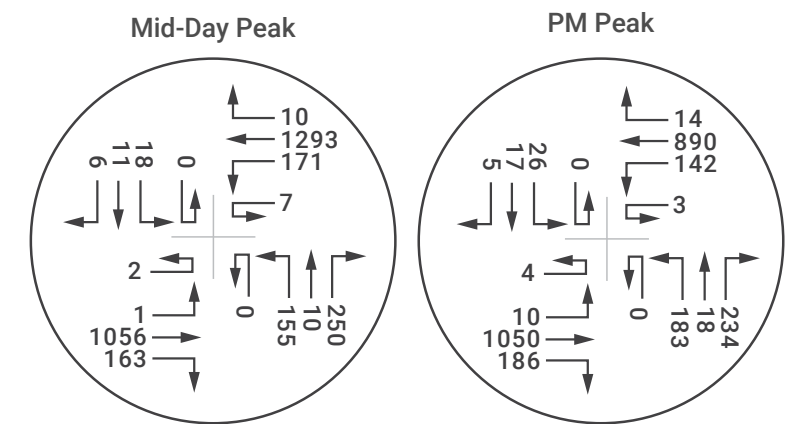
**14 Arroyal Rd & Bonita Beach Rd**



**15 Spanish Wells Blvd & Bonita Beach Rd**

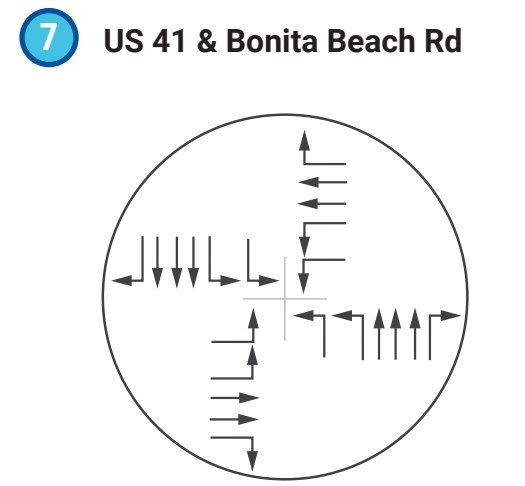
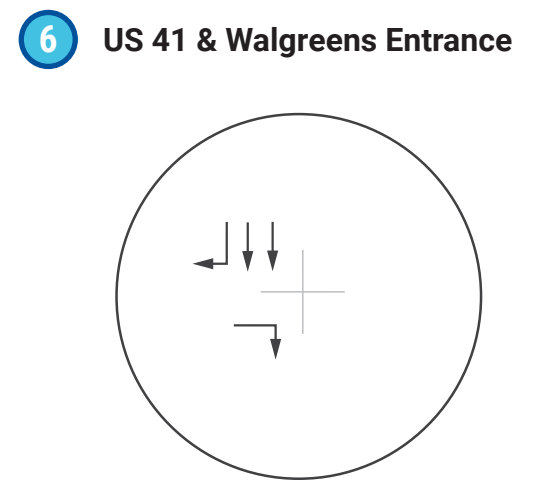
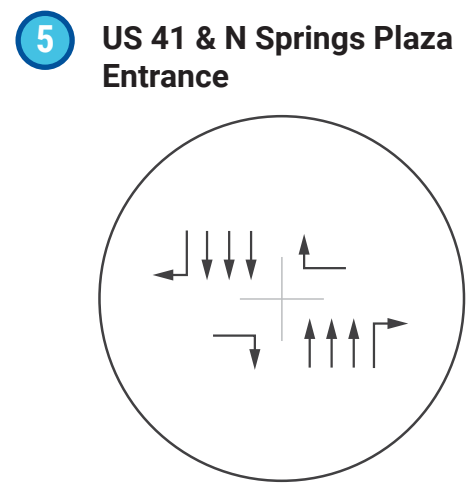
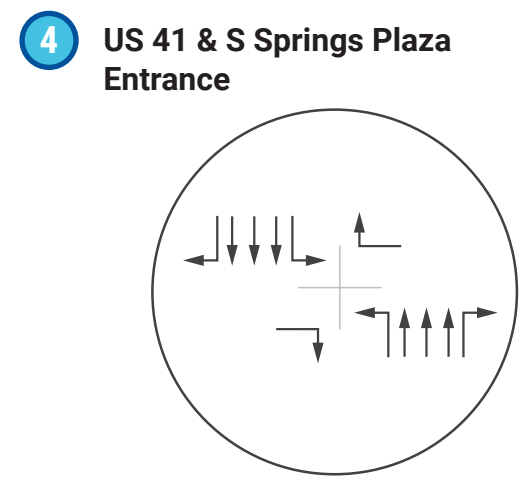
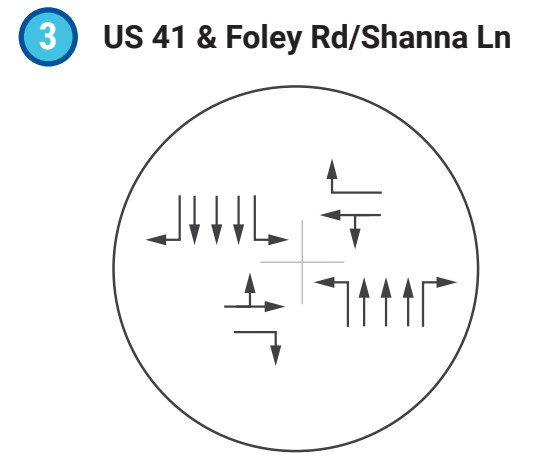
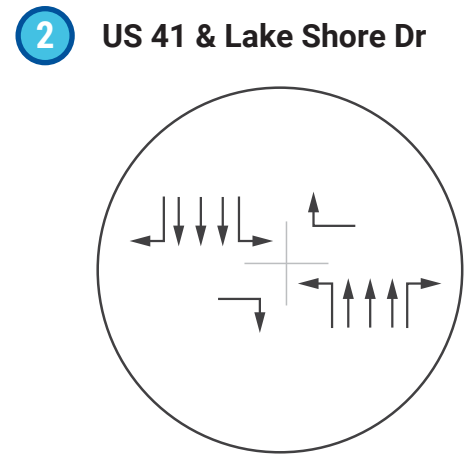
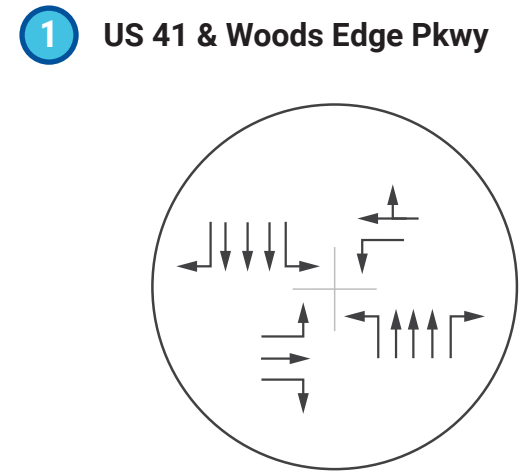
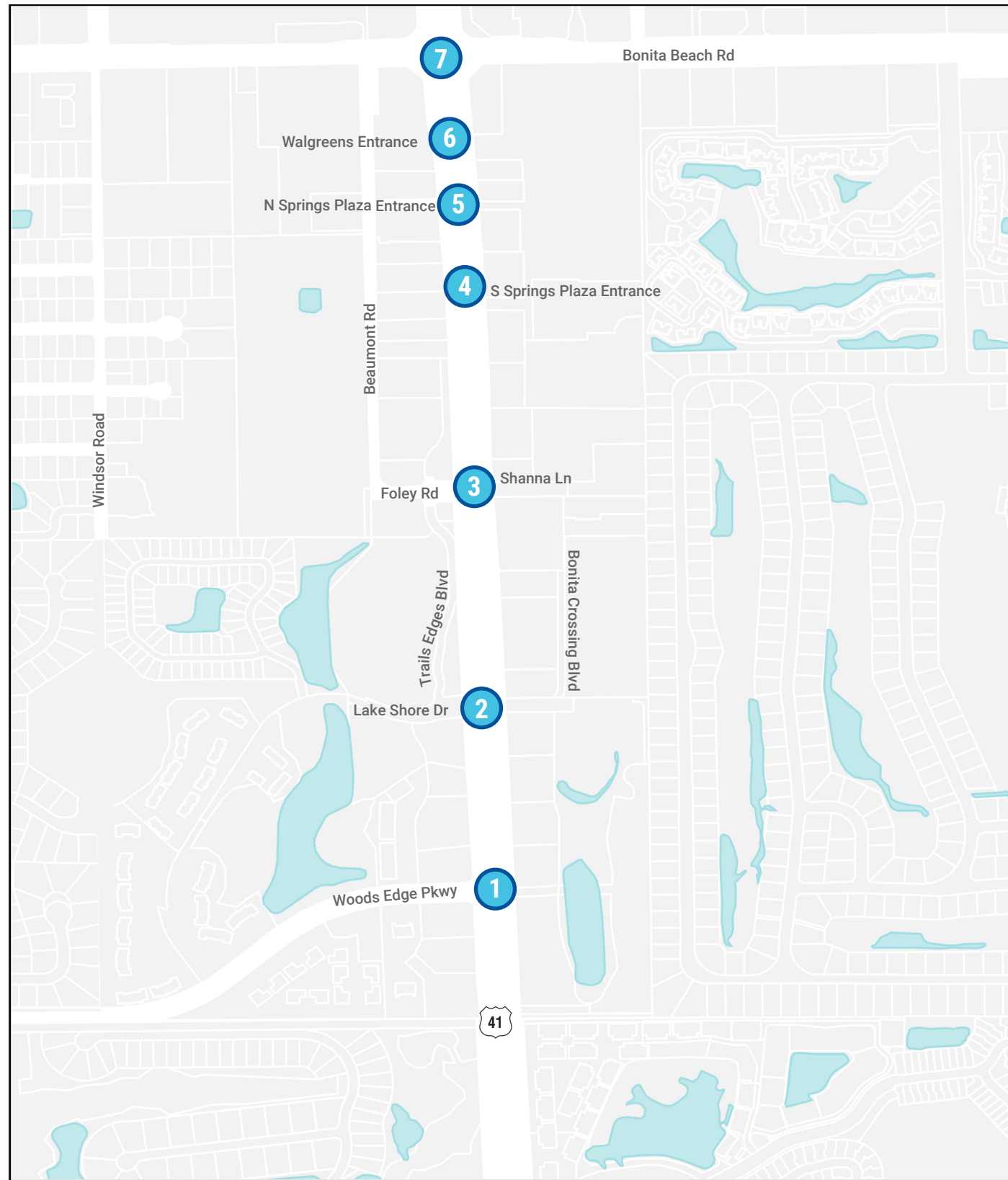


**16 Vanderbilt Dr/Luke St & Bonita Beach Rd**



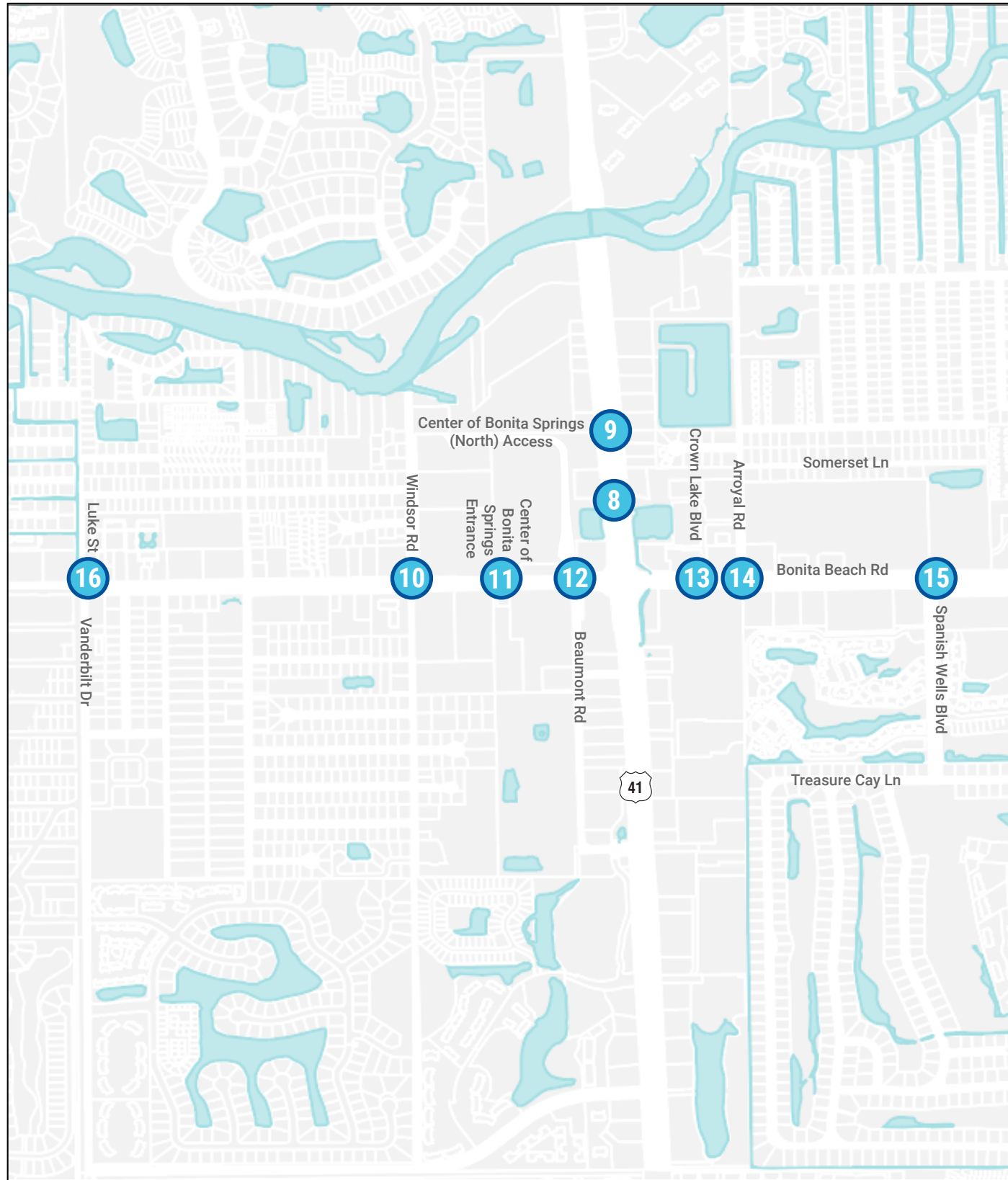
**LEGEND**  
 Study Intersection  
 Turning Movement Volumes



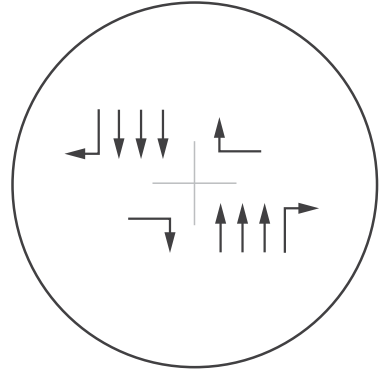


**LEGEND**  
 Study Intersection  
 Turning Movement Volumes

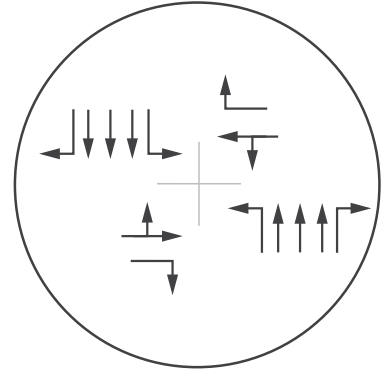
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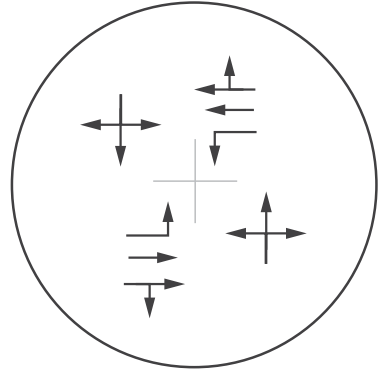
**8 US 41 & Crown Lake Blvd**



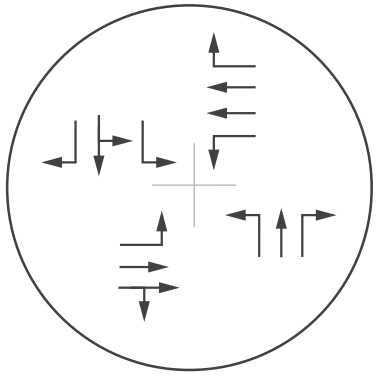
**9 US 41 & Center of Bonita Springs (North) Access**



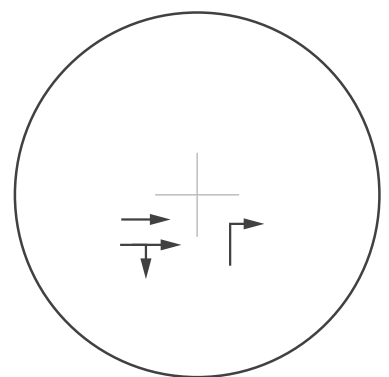
**10 Windsor Rd & Bonita Beach Rd**



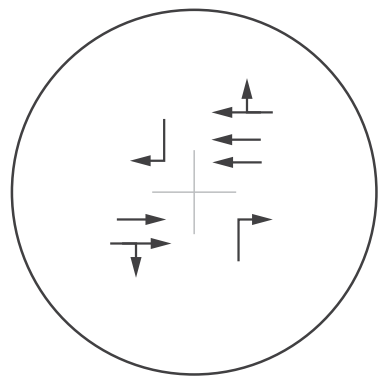
**11 Center of Bonita Springs Entrance & Bonita Beach Rd**



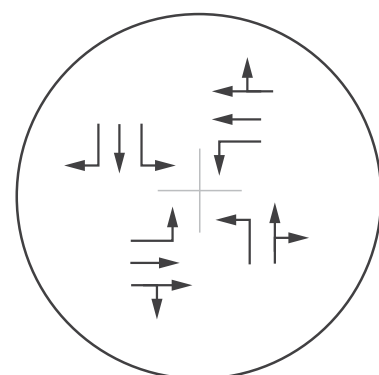
**12 Beaumont Rd & Bonita Beach Rd**



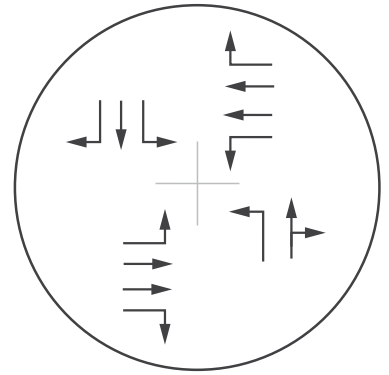
**13 Crown Lake Blvd & Bonita Beach Rd**



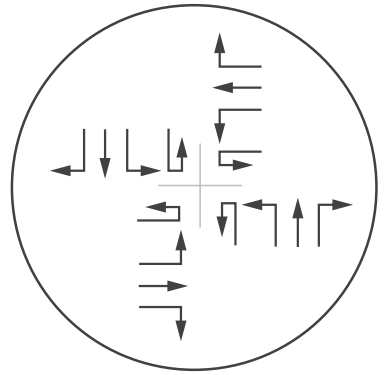
**14 Arroyal Rd & Bonita Beach Rd**



**15 Spanish Wells Blvd & Bonita Beach Rd**



**16 Vanderbilt Dr/Luke St & Bonita Beach Rd**



Scale in Feet  
0 750 North

**LEGEND**  
 Study Intersection  
 Turning Movement Volumes



## EXISTING OPERATIONAL ANALYSIS

The mid-day and PM peak-hour existing turning movement volumes (2019) were used to prepare a baseline operational analysis for the study roadways and intersections using Synchro and HCM methodologies along with VISSIM and the 2014 FDOT Traffic Analysis Handbook.

### EXISTING CONDITIONS SYNCHRO ANALYSIS

The existing intersection turning movement volumes were analyzed using Synchro 11, with HCM 6<sup>th</sup> Edition methodologies in the mid-day and PM peak hours. For the purposes of this analysis, existing roadway geometry and signal timings parameters were maintained. The existing signalized intersection analysis results are summarized in **Table 6**. The detailed results for all existing intersection operations are detailed in:

**Appendix Table G-1. Existing Operational Analysis – Mid Day Peak**

**Appendix Table G-2. Existing Operational Analysis – PM Peak**

**Table 6. Existing Condition Signalized Intersection Delay Summary**

Intersection	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS
US 41 & Woods Edge Pkwy	22.9 (C)	23.0 (C)
US 41 & Bonita Beach Rd	83.0 (F)	80.1 (F)
US 41 & Center of Bonita Springs (North) Access	63.1 (E)	11.3 (B)
Vanderbilt Dr/Luke St & Bonita Beach Rd <sup>1</sup>	25.4 (C)	22.3 (C)
Center of Bonita Springs & Bonita Beach Rd	37.9 (D)	31.8 (C)
Arroyal Rd & Bonita Beach Rd	21.5 (C)	11.2 (B)
Spanish Wells Blvd & Bonita Beach Rd	13.7 (B)	10.5 (B)

<sup>1</sup>Based on 2022 data

## EXISTING CONDITIONS SUMMARY

The US 41 and Bonita Beach Road study intersection is located in Lee County, Florida, approximately one mile north of the Collier County line within the Bonita Springs city limits. The PTAR's study area extends along US 41 between the Woods Edge Parkway and the Center of Bonita Springs (North) Access intersections, approximately 1.1 miles. In the east-west direction, the PTAR's study area extends along Bonita Beach Road between Vanderbilt Drive/Luke Street and Spanish Wells Boulevard intersections, approximately 1.3 miles. The PTAR's study area extends past the limits of the PER on Bonita Beach Road west of US 41 and US 41 south of Bonita Beach Road in order to show the potential diversion from all four proposed quadrant roadways. The PER's limits extend past the US 41 and Center of Bonita Springs (North) Access intersection to the Imperial River Bridge, as the unsignalized intersections north of the Center of Bonita Springs (North) Access were not analyzed.

Based on the Synchro 11 analysis of the study intersections and roadway segments the following intersections and roadway segments do not meet the LOS target for the roadway and/or have intersection turning movements with a v/c ratio greater than 1.0 in the existing condition.

Intersections:

- US 41 and South Springs Plaza Entrance
  - Southbound left-turn lane in the mid-day and PM peak periods
- US 41 and Bonita Beach Road
  - Overall intersection during mid-day and PM peak periods
  - Eastbound, westbound, and northbound in the mid-day and PM peak periods
  - Southbound in the mid-day peak hour
- US 41 and Center of Bonita Springs (North) Access Road
  - Eastbound and westbound in the mid-day and PM peak periods
- Bonita Beach Road and Center of Bonita Springs Entrance
  - Northbound and southbound in the mid-day and PM peak periods
- Bonita Beach Road and Arroyal Road
  - Northbound and southbound in the mid-day and PM peak periods

Roadway Segments:

- US 41 from Center of Bonita Springs (North) Access to Bonita Beach Road
  - Southbound in the mid-day and PM peak periods
  - Northbound in the PM peak hour
- US 41 from Bonita Beach Road to Woods Edge Parkway
  - Northbound in the PM peak hour
- Bonita Beach Road from Center of Bonita Springs to US 41
  - Eastbound and westbound in the mid-day and PM peak periods
- Bonita Beach Road from US 41 to Arroyal Road
  - Westbound in the mid-day and PM peak periods

Section 6  
Development of Future Year Traffic  
Forecast

# DEVELOPMENT OF FUTURE YEAR TRAFFIC FORECAST

Opening and design year volumes were developed for the US 41 and Bonita Beach Road PD&E consistent with the approved traffic analysis methodology. Volumes were developed using the travel demand model outputs and compared to historical and projected growth rates (FTI Database for historical counts; BEBR projections for projected growth) for reasonableness. Future volumes were developed for the 2030 (Opening Year) and 2050 (Design Year).

As part of the intersection's original analysis, a technical memorandum detailing the data and assumptions used to develop the 2045 design year and 2025 opening year volumes was approved by FDOT in May 2020. The assumptions and analysis of the volumes diverted to the northwest and northeast quadrant roadway network was submitted in a separate technical memorandum approved by FDOT in November 2021. These volumes were updated using the same methodologies using turning movement splits from 2022 to determine the updated volumes for the 2030 opening year and 2050 design year.

## MODEL VOLUMES

A validated subarea model was developed for this project by FDOT District One, using the District One Regional Planning Model (v1.0.6). This subarea model included the 2010 validation year and a 2040 horizon year. The subarea model validation was summarized within the *Travel Demand Forecasting Subarea/Corridor Validation Tech Memo for the US 41 at Bonita Beach Road PD&E Study*, dated 10/8/2019 and model plots are shown in **Appendix H**. Relevant model results pertaining to the US 41 and Bonita Beach Road intersection are summarized in **Table 7**.

**Table 7. D1RPM Corridor Forecast Traffic**

Road	Segment	2010 Model Volume	2040 Model Volume	Model Growth
US 41	South of Bonita Beach Road	46,029	71,899	25,870
US 41	North of Bonita Beach Road	42,505	73,815	31,310
Bonita Beach Road	West of US 41	26,253	42,123	15,870
Bonita Beach Road	East of US 41	32,398	43,853	11,455

## HISTORIC AADT

Historic AADT volumes were collected for the approaches to the US 41 and Bonita Beach Road intersection, as shown in **Table 8**. AADTs were collected from the Lee County Traffic Count Reports, Florida Traffic Online, and field-collected counts.

## BEBR PROJECTIONS

The University of Florida's Bureau of Economics and Business Research (BEBR) provides population projections for each county in Florida. Each year, projections are released with an estimated population for the current year, with additional projections for the next 25 years (in 5-year increments). Projections are provided for a “low” growth, “medium” growth, and “high” growth scenario.

**Table 8. Historic AADT**

Year	US 41, North of Bonita Beach Road	US 41, South of Bonita Beach Road	Bonita Beach Road, West of US 41	Bonita Beach Road, East of US 41
2002		34,100	25,800	22,900
2003		35,400	25,800	24,900
2004	53,500	33,600	28,100	30,100
2005	57,500			25,000
2006	50,000	32,000		28,500
2007	53,000			28,800
2008	53,500	34,722	23,984	
2009	44,000	33,379	25,178	
2010	47,000	33,789	23,053	
2011	48,500	33,235	24,259	
2012	42,500	32,441	23,386	
2013	43,000	32,993	23,604	
2014	47,000	34,105	24,411	28,436
2015	56,500	34,903	25,205	
2016	57,500	36,468	25,299	
2017	52,500	37,500	25,000	
2018	51,000	33,153	25,080	
2019	53,000	39,000	30,000	30,000
Growth Rate	-0.01%	0.50%	-0.07%	1.05%

BEBR projections are used to support the development of socioeconomic data for the regional planning model. The BEBR data published in 2015 was utilized in the development of the US 41/Old US 41 Subarea Model, which was based off of the 2040 Long Range Transportation Plan. As shown in **Table 9**, the 2040 population projection for Lee County was approximately 1,073,900 people in 2015. The current-year 2040 population projection is 63,000 people lower than what was previously forecasted when

the D1RPM model was developed. In fact, the current-year 2045 projection is still 17,300 lower than what was projected when the D1RPM model's socioeconomic data was being developed.

**Table 9. BEBR Projections**

BEBR Report Year	Population		
	2020	2040	2045
2015	758,300	1,073,900	n/a
2016	754,800	1,055,000	1,114,500
2017	748,900	1,024,700	1,081,700
2018	749,600	1,007,100	1,059,900
2019	747,400	999,900	1,045,200
2020	752,800	1,010,900	1,056,600

## FUTURE YEAR AADT DETERMINATION

While the US 41 and Old US 41 Subarea Model provides projections for 2040, the US 41/Bonita Beach Road Intersection Improvement project design year is 2050. Based on the BEBR reports, the population projections referenced in the creation of the currently approved 2040 Regional Planning Model are higher than the current 2045 population projections. Thus, the original methodology assumed the 2040 model volumes could be used as 2045 volumes to develop the future year. The 2025 opening year volumes were then determined as those interpolated between the existing AADT and the 2045 AADT. A comparison of the 2045 D1RPM model and the assumed 2045 AADT (from the US 41 and Old US 41 Subarea Model) indicated the D1RPM model volumes were approximately 10% lower than what was projected for 2045. Based off of historical growth and this comparison, FDOT approved shifting the 2025 and 2045 AADT projections to 2030 and 2050 for the project's analysis. The resulting AADTs are shown in **Table 10**, and the correspondence from FDOT regarding this adjustment is included in **Appendix A**.

**Table 10. Roadway Segment AADTs**

Road	Segment	2010 Historic	2019 Existing	2030 Opening Year	2050 Design Year
US 41	South of Bonita Beach Road	33,789	39,000	44,000	60,000
US 41	North of Bonita Beach Road	47,000	53,000	59,000	78,000
Bonita Beach Road	West of US 41	23,053	30,000	32,000	39,000
Bonita Beach Road	East of US 41	28,000	30,000	32,000	39,000



## FUTURE TURNING MOVEMENT VOLUMES

The opening year, interim year, and design year AADTs were converted to Directional Design-Hour Volumes (DDHVs) using the k and D- factors approved within the methodology. The applied traffic factors and resulting DDHVs for each scenario are shown in **Table 11**.

**Table 11. Roadway Segment DDHVs**

Segment	AADT	k	Mid-Day Peak Hour			PM Peak Hour		
			D	NB/EB	SB/WB	D	NB/EB	SB/WB
Opening Year (2030)								
US 41: South of Bonita Beach Rd	46,000	0.11	0.509	2,500	2,400	0.595	2,900	2,000
US 41: North of Bonita Beach Rd	62,000	0.11	0.502	3,300	3,200	0.574	3,700	2,800
Bonita Beach Rd: West of US 41	33,000	0.11	0.523	1,700	1,800	0.535	1,900	1,600
Bonita Beach Rd: East of US 41	33,000	0.11	0.508	1,700	1,800	0.604	2,100	1,400
Design Year (2050)								
US 41: South of Bonita Beach Rd	60,000	0.11	0.509	3,400	3,200	0.595	3,900	2,700
US 41: North of Bonita Beach Rd	78,000	0.11	0.502	4,300	4,300	0.574	4,900	3,700
Bonita Beach Rd: West of US 41	39,000	0.11	0.523	2,000	2,200	0.535	2,300	2,000
Bonita Beach Rd: East of US 41	39,000	0.11	0.508	2,100	2,200	0.604	2,600	1,700

## TRAFFIC DIVERSION

The District 1 Regional Planning Model, validated for the US 41 and Bonita Beach Road project, was used to estimate the volumes diverting to the additional roadway network road system, bypassing the US 41 and Bonita Beach Road intersection. Volumes were estimated for both of the northern quadrant networks under consideration as part of this analysis as well as the two quadrant roadway networks south of Bonita Beach Road. The City may build the southern quadrant roadway system in the future but this system is not assumed to be constructed in the PD&E project analysis. The regional model is not refined enough to provide the diversion directly so instead, two model runs were completed to estimate the potential for diversion. The resulting model runs are shown in **Appendix H**.

### Select Link Analysis

A select link analysis was completed for the validated model, using a link on US 41 north of Bonita Beach Road to determine the percentage of traffic to/from the north which are going to the TAZs in the northwest and northeast quadrants of the intersection. Likewise, a link on US 41 south of Bonita Beach Road was used to determine the percentage of traffic to/from the south which are going to the TAZs in the intersection's southwest and southeast quadrants. The 2050 quadrant roads' AADT calculations were completed by multiplying the percentage of traffic to/from the adjacent TAZs by the 2050 AADT of the segment used in the select zone analysis, as shown in **Table 12**. This methodology for calculating the volume on the quadrant roads assumes that 100% of the diverting traffic has an origin or destination of the adjacent TAZs and 100% of the

traffic to and from those TAZs will divert to the quadrant roadway. Neither of these scenarios are likely to happen as assumed. Traffic on the quadrant road will most likely include more than just trips to and from the TAZs, and not all 100% of traffic to and from the TAZs will likely use the quadrant road. However, as one assumption underestimates traffic on the quadrant road while the second assumption overestimates traffic on the quadrant road, the resulting AADT from the select link analysis can provide a reasonable estimate of the traffic on the quadrant road.

**Table 12. Select Link Diversion Calculations**

Quadrant	2050 AADT of Selected Link	Percentage of Traffic to/from Adjacent TAZs	Resulting 2050 AADT for New Roadway
Northwest	78,000	6.0%	4,680
Northeast	78,000	5.9%	4,602
Southwest	60,000	3.4%	2,040
Southeast	60,000	7.6%	4,560

### Quadrant Road Diversion

The model was also run after adding the new roadways to the model roadway network. The volumes in the model for the quadrant roadway includes both destination traffic (traffic to and from the adjacent TAZs) as well as traffic bypassing the US 41 and Bonita Beach Road intersection. The roadway volumes shown in the model for the quadrant roads were adjusted by the proportionate difference between the 2050 AADT for the adjacent segment of US 41 and the 2040 model volumes on the same link, as shown in **Table 13**. This methodology may overestimate the volume on the quadrant roadway, as the gravity model may give too much weight to the quadrant roads due to congestion on US 41 and Bonita Beach Road.

**Table 13. Quadrant Road Diversion Calculations**

Quadrant	2050 AADT on US 41	2040 Model Volume on US 41	2040 Model Volume on Quadrant	2050 AADT on Quadrant
Northwest	78,000	76,346	7,085	7,238
Northeast	78,000	76,346	8,690	8,878
Southwest	60,000	62,000	1,841	1,782
Southeast	60,000	62,000	8,701	8,420

### Resulting Volume Diversion

As both of the methods used to estimate the volumes on the new quadrant roadways are not perfect methods for modeling the amount of traffic expected to use the quadrant roadway, the resulting volumes from each of the analysis methods were averaged to determine the base AADT assumption for the diverted roadways for 2050, which was rounded per the Traffic Forecasting Handbook guidelines. For purposes of the analysis, the AADTs were converted to a two-way peak hour volume using a K-factor of 0.11, consistent with the analysis. The resulting AADTs for the new roadway network and the associated peak hour volume are shown in **Table 14**. The peak hour

volume was assigned to turning movements based on the ratio of the affected turning movements at the US 41 and Bonita Beach Road intersection during each peak period. The volumes which were subtracted from each turning movement at the US 41 and Bonita Beach Road intersection and assigned to the new roadway network are shown in **Table 15**.

**Table 14. New Roadway Volume Assumptions**

Quadrant	Select Zone AADT	Quadrant Analysis AADT	Average AADT	2050 Peak Hour Volume
Northwest	4,680	7,238	6,000	660
Northeast	4,602	8,878	6,700	740
Southwest	2,040	1,782	1,900	210
Southeast	4,560	8,420	6,500	720

**Table 15. New Roadway Directional Volume Assumptions**

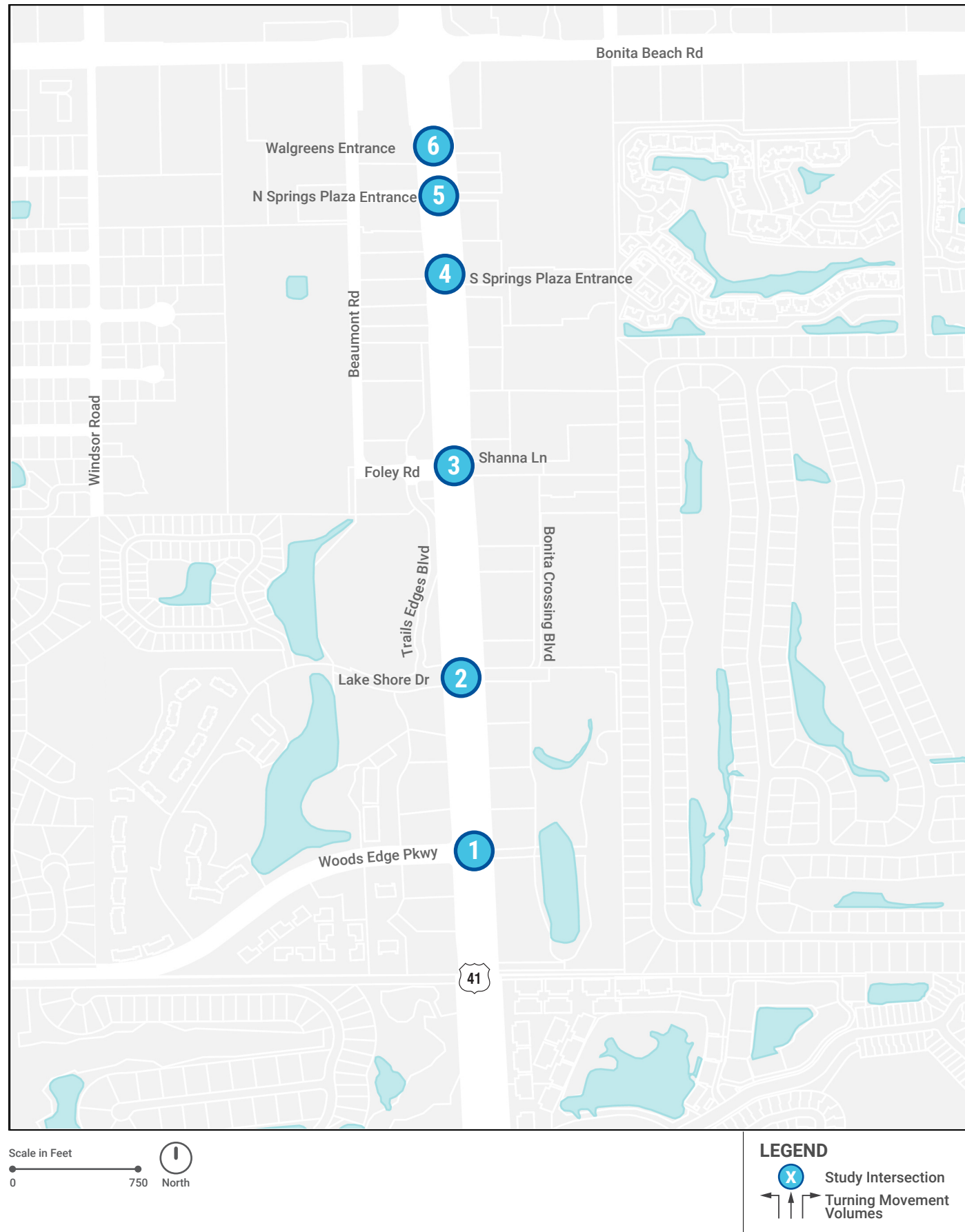
Quadrant	Movement	Mid-Day Peak			PM Peak		
		2050 TMV	Two-Way Volume	Volume Diverted	2050 TMV	Two-Way Volume	Volume Diverted
Northwest	Eastbound Left	936	660	328	1,045	660	366
	Southbound Right	951		333	799		280
Northeast	Southbound Left	846	740	296	938	740	328
	Westbound Right	891		312	644		225
Southwest	Eastbound Right	299	210	105	245	210	86
	Northbound Left	385		135	369		129
Southeast	Northbound Right	474	720	166	511	720	179
	Westbound Left	471		165	328		115

## TURNING MOVEMENT VOLUME CALCULATIONS

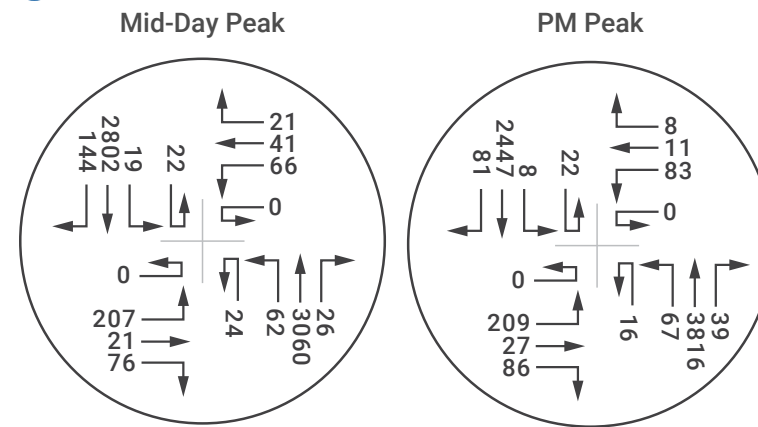
The DDHVs (shown in **Table 11**) were converted to turning movement volumes at the US 41 and Bonita Beach Road intersection using the Iterative Direction Volume Estimation Method documented in NCHRP Report 765, which utilizes the referenced NCHRP 255 TURNS excel spreadsheet. The known turning movements and forecasted approach and departure volumes for each intersection leg were inputted into the spreadsheet, which performs six iterations of calculations, and balances the approach and departure volumes with the turning movement counts.

The resulting turning movement volumes at the US 41 and Bonita Beach Road intersection served as the basis for estimating the study area's turning movement volumes. Other than at the US 41 and Center of Bonita Springs (North) Access intersection (where Anglers Paradise will connect to US 41), the minor streets and driveways serve developments that are built-out and thus the turning movements to/from the side streets were kept the same, while growth was applied to the through movements. At the US 41 and Center of Bonita Springs intersection, the peak hour development trips, calculated using the Trip Generation Manual from the Institute of Transportation Engineers, were extracted from the approved traffic impact analysis prepared for the Anglers Paradise development and added to the turning movements at the intersection prior to balancing the through movements.

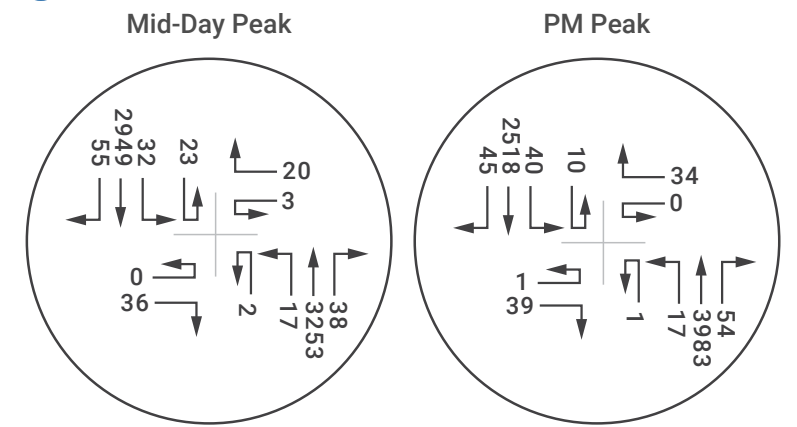
Once the initial growth was applied to all intersections within the study area, the diverted trips due to the planned additional roadway network were applied to the appropriate intersections. The resulting design year turning movement volumes for the no-build scenario, including the northwest quadrant road, are detailed in **Figure 6**. The design year turning movement volumes for both build scenarios, including both the northwest and northeast quadrant roads are detailed in **Figure 7**. Additional turning movement counts for the opening year (2030) are included in **Appendix I**. Additional turning movement volume calculations which include all four quadrant roadways for both the opening and design year are included for the City's use in **Appendix J**.



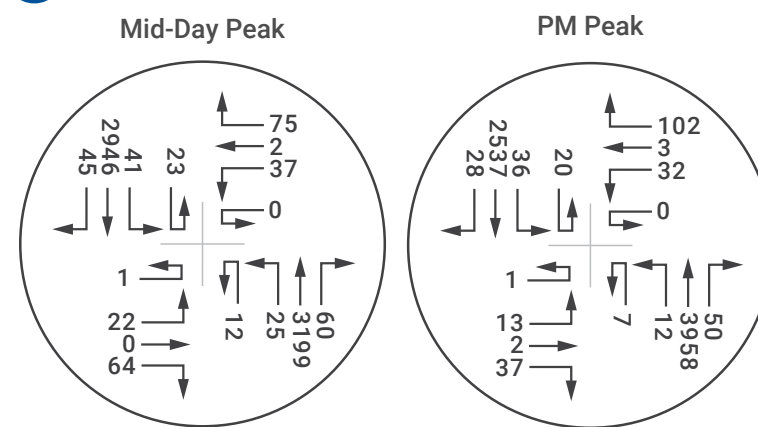
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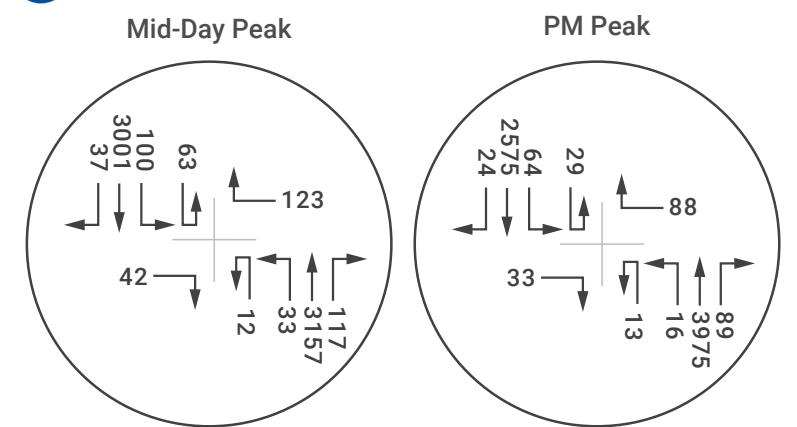
**2 US 41 & Lake Shore Dr**



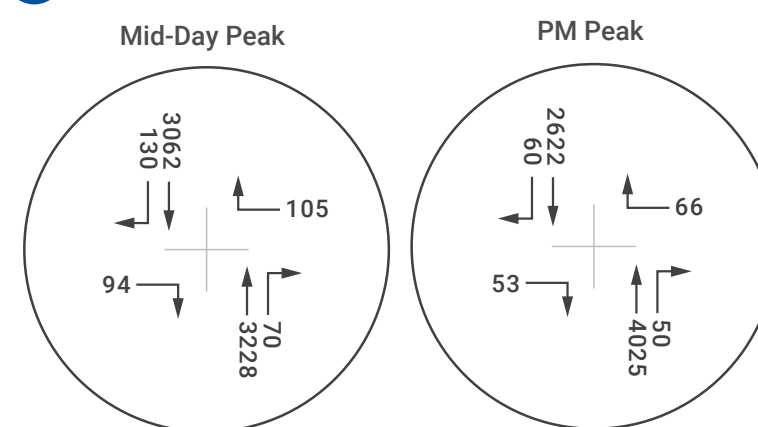
**3 US 41 & Foley Rd/Shanna Ln**



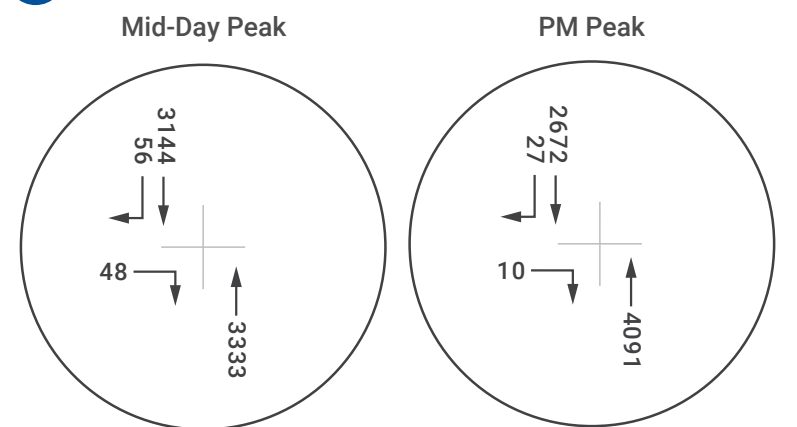
**4 US 41 & S Springs Plaza Entrance**



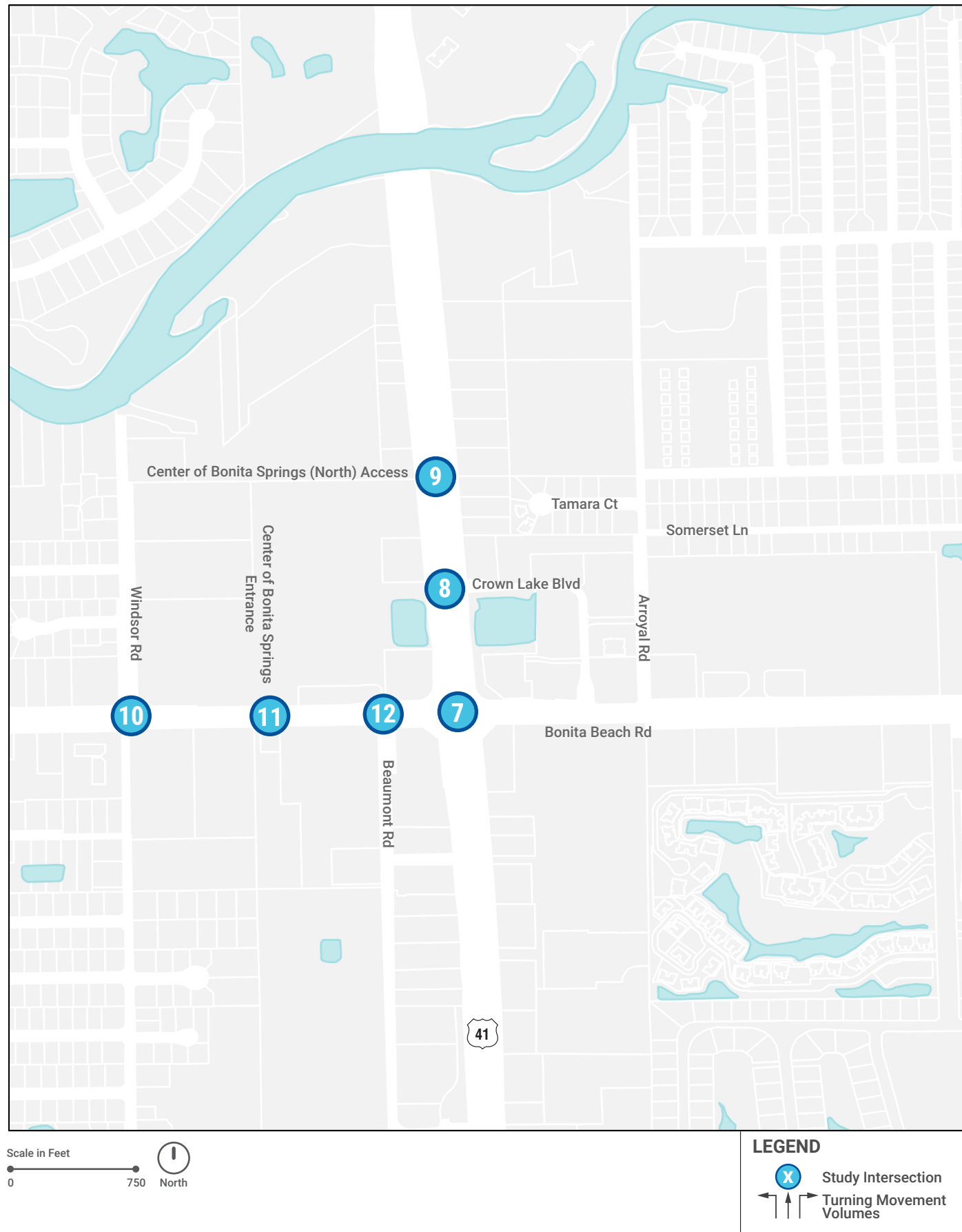
**5 US 41 & N Springs Plaza Entrance**



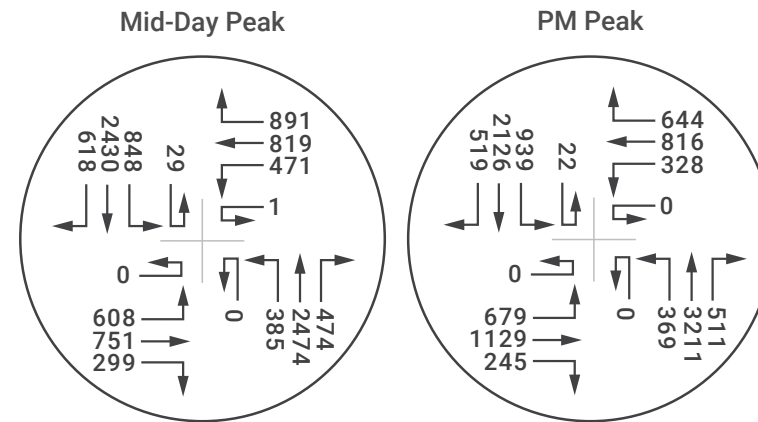
**6 US 41 & Walgreens Entrance**



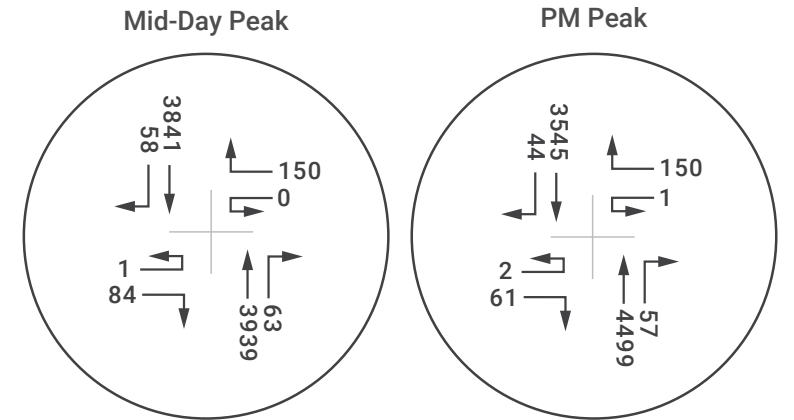




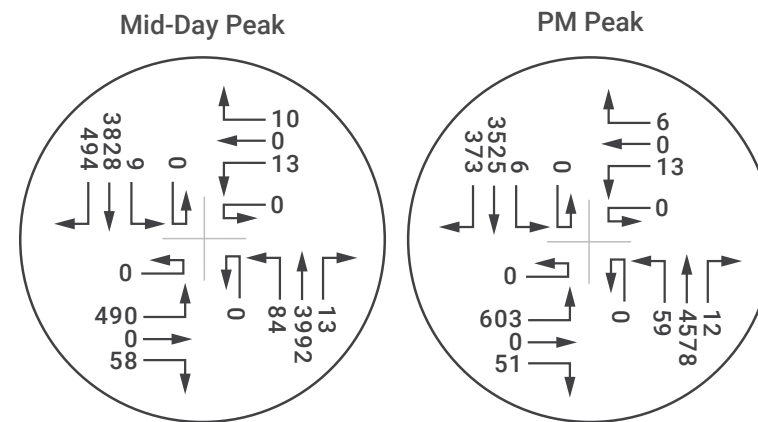
**7 US 41 & Bonita Beach Rd**



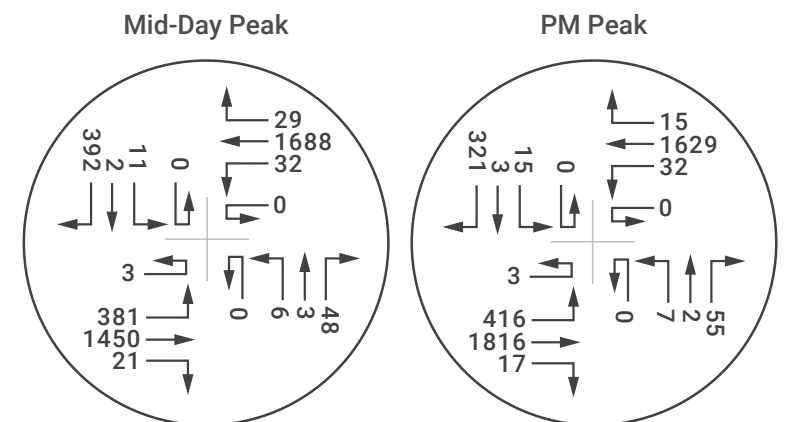
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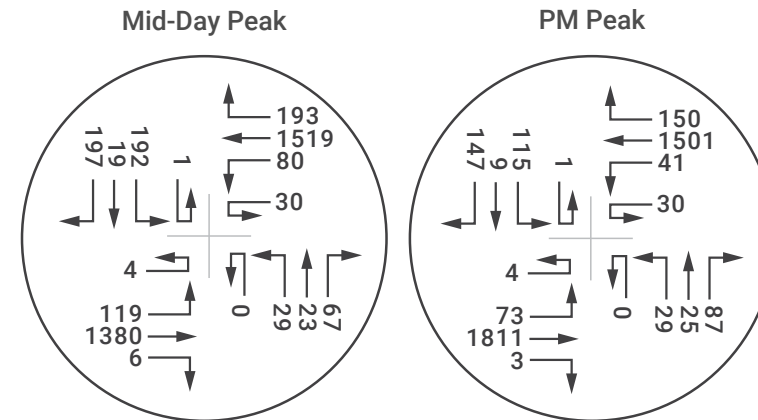
**9 US 41 & Center of Bonita Springs (North) Access**



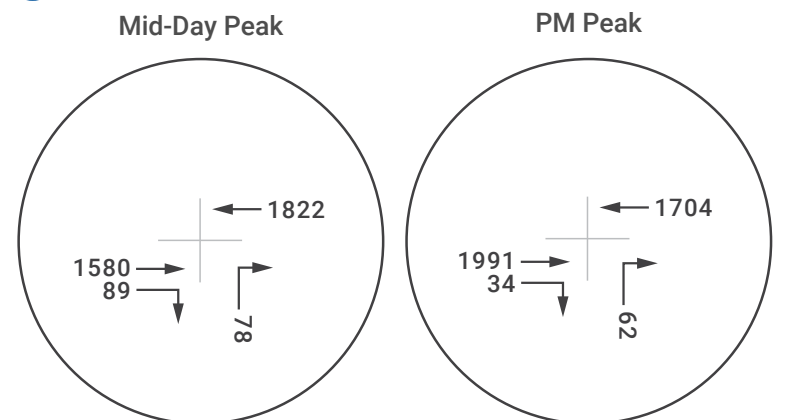
**10 Windsor Rd & Bonita Beach Rd**



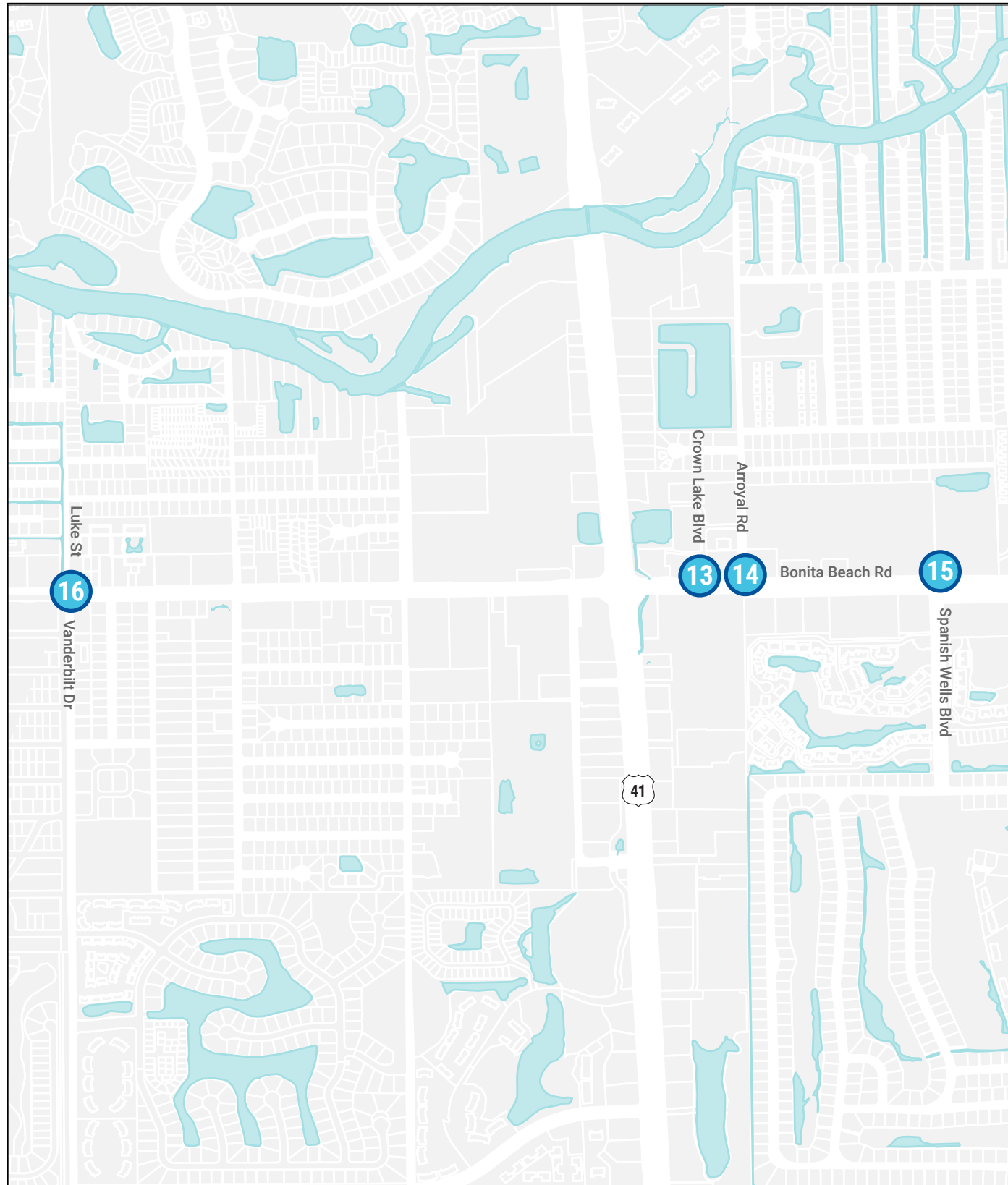
**11 Center of Bonita Springs Entrance & Bonita Beach Rd**



**12 Beaumont Rd & Bonita Beach Rd**

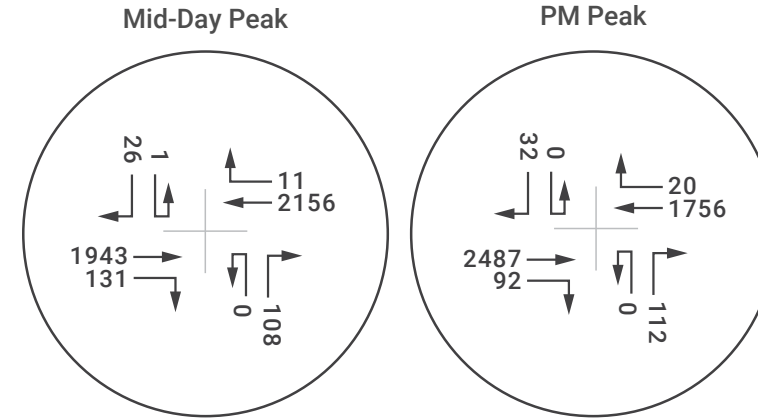






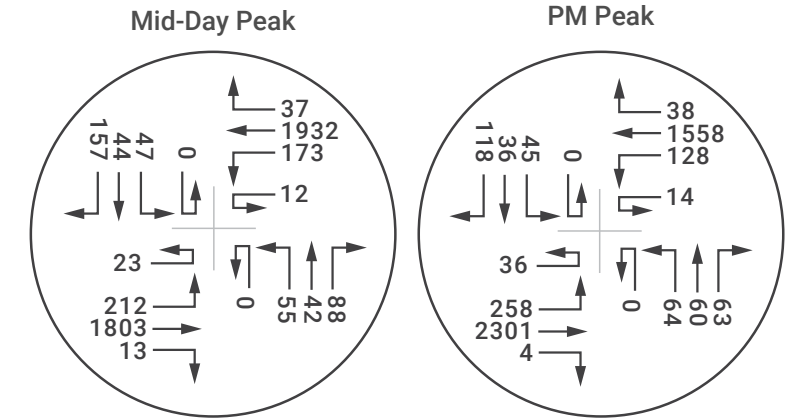
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**Crown Lake Blvd & Bonita Beach Rd**



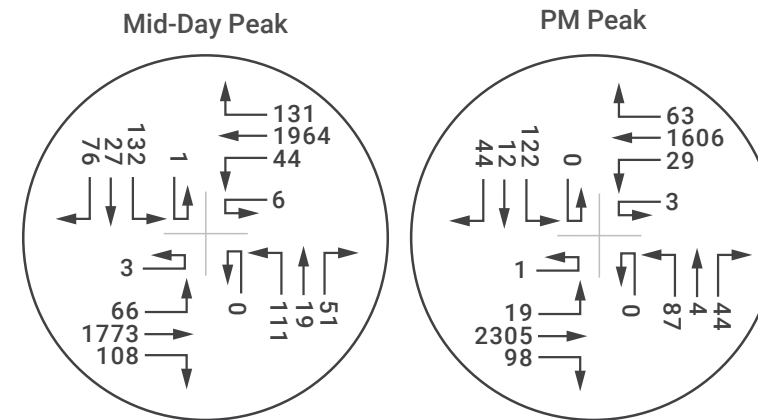
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**Arroyal Rd & Bonita Beach Rd**



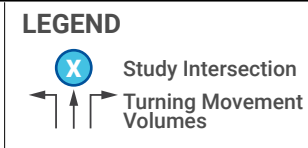
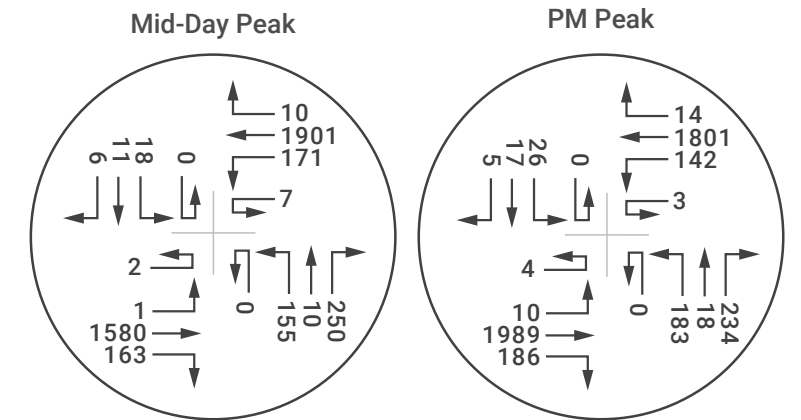
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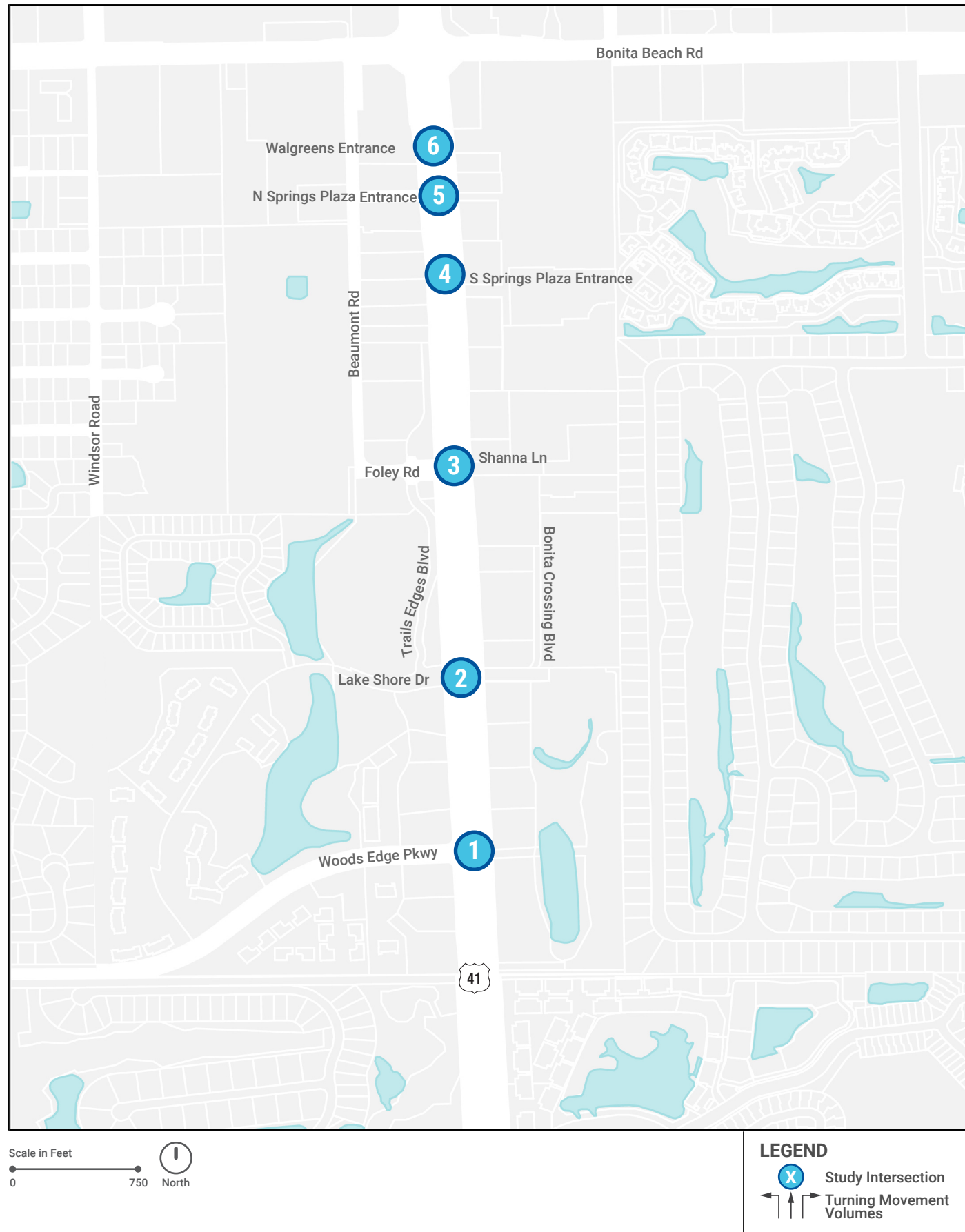
**Spanish Wells Blvd & Bonita Beach Rd**



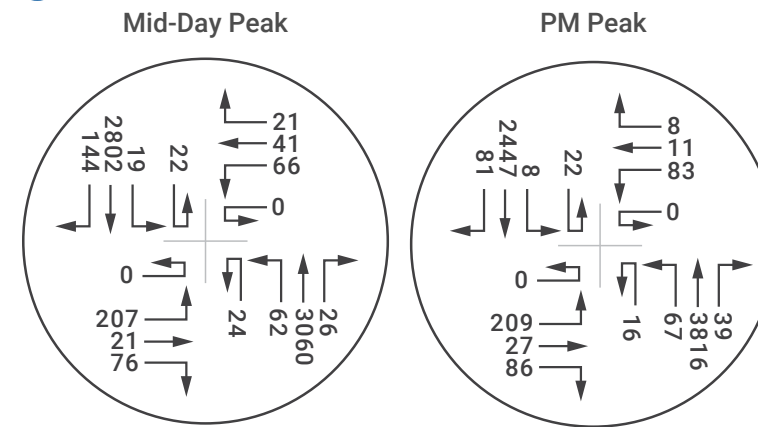
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**Vanderbilt Dr/Luke St & Bonita Beach Rd**

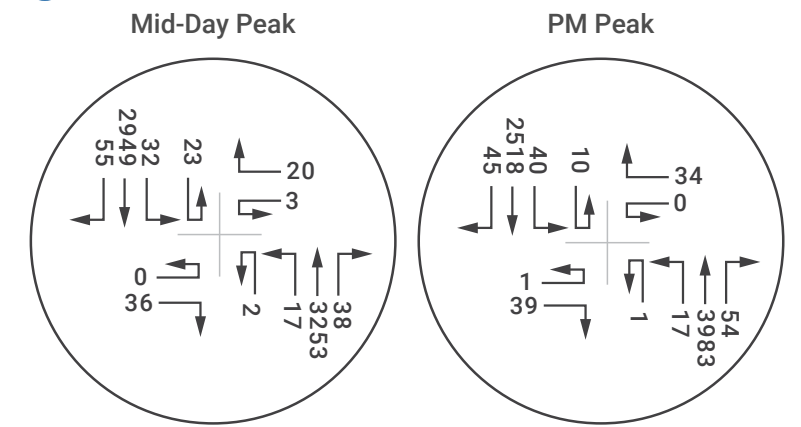




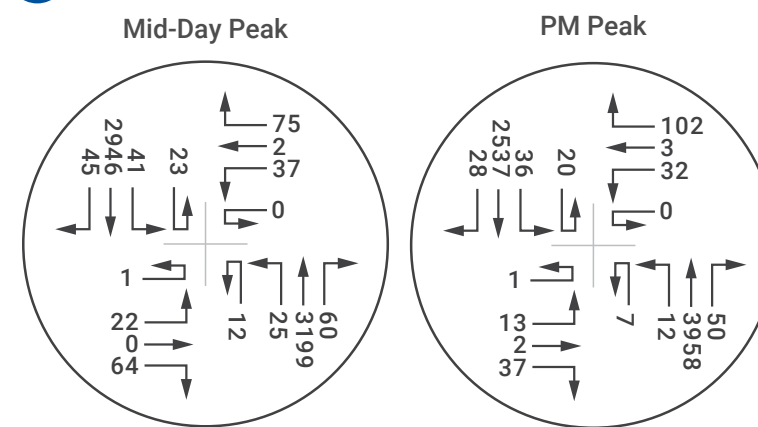
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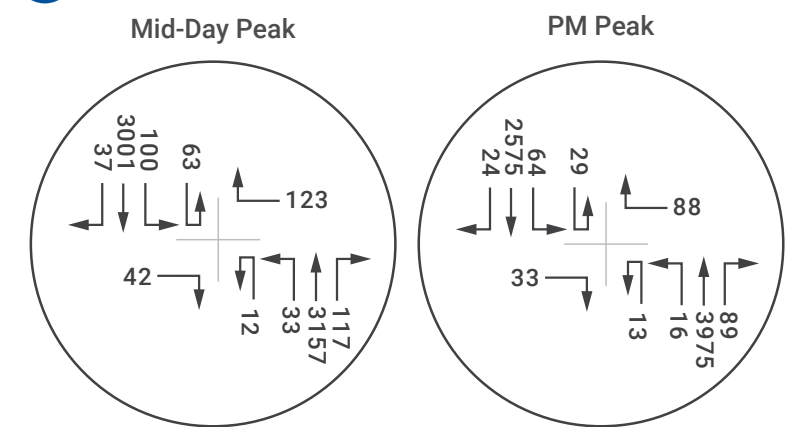
**2 US 41 & Lake Shore Dr**



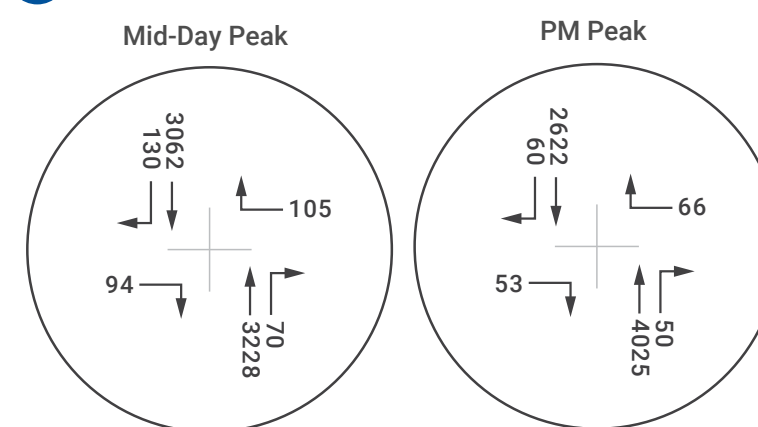
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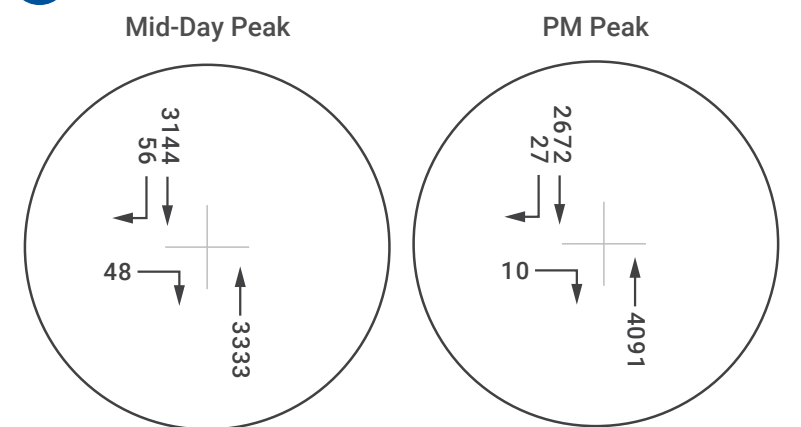
**4 US 41 & S Springs Plaza Entrance**

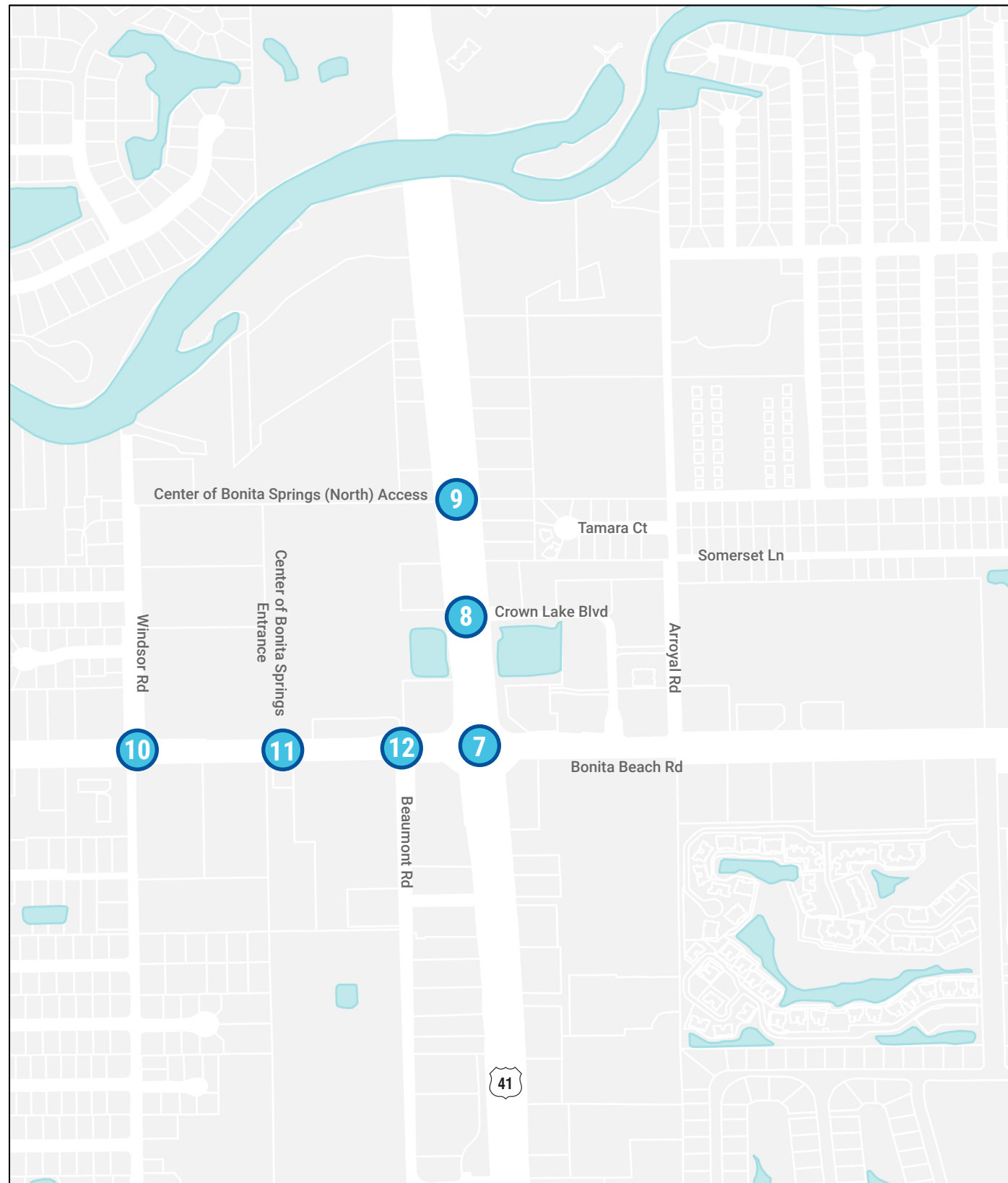


**5 US 41 & N Springs Plaza Entrance**

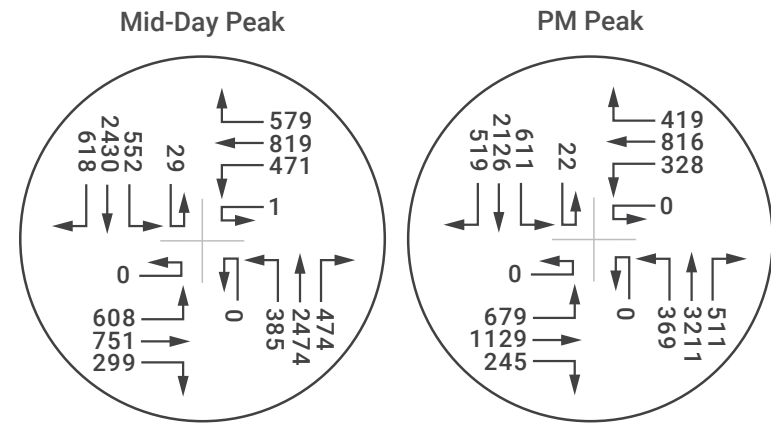


**6 US 41 & Walgreens Entrance**

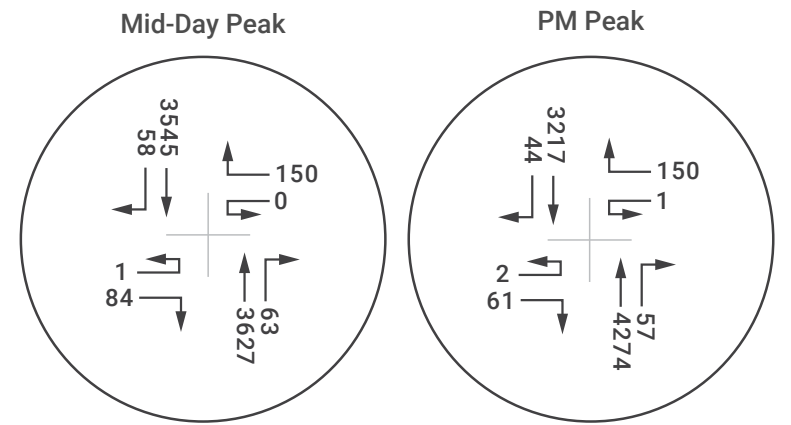




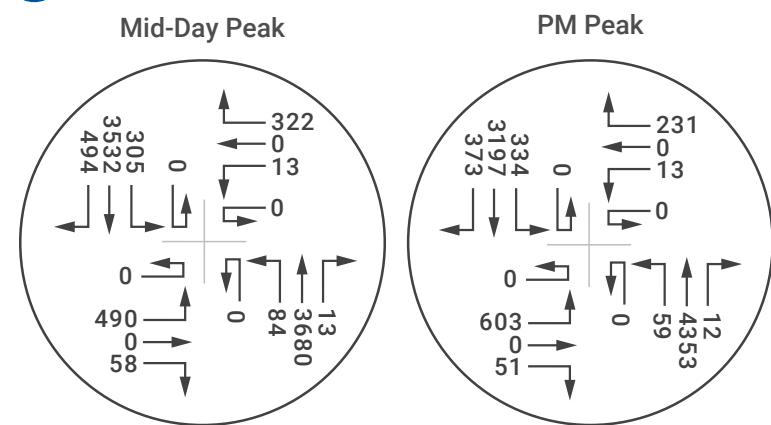
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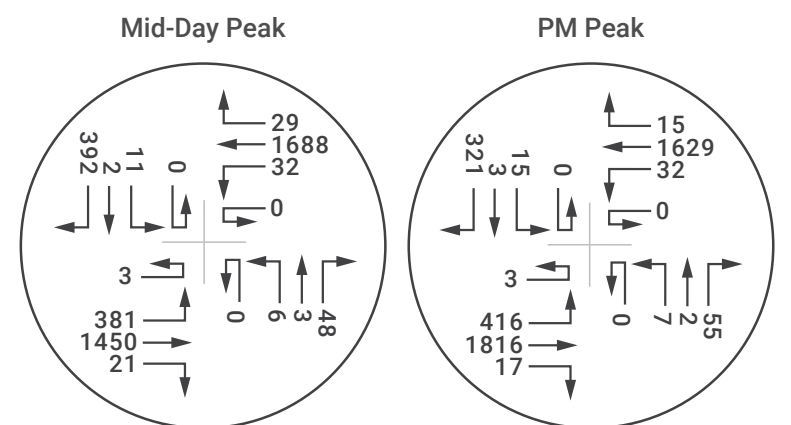
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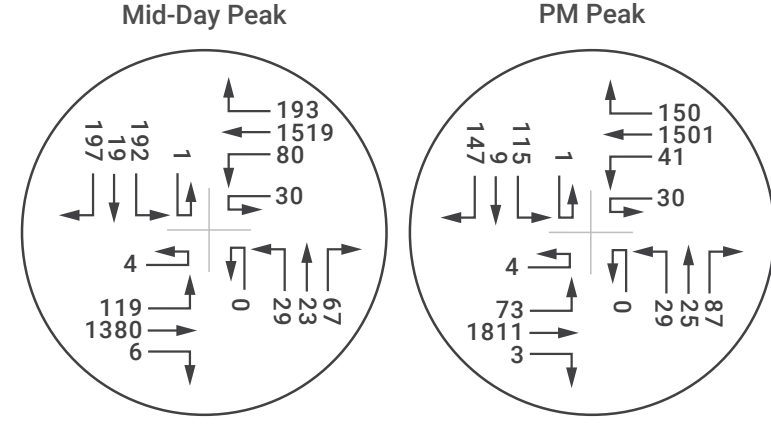
**9 US 41 & Center of Bonita Springs (North) Access**



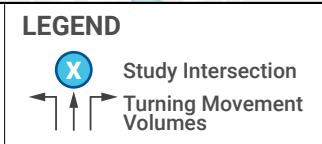
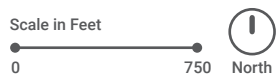
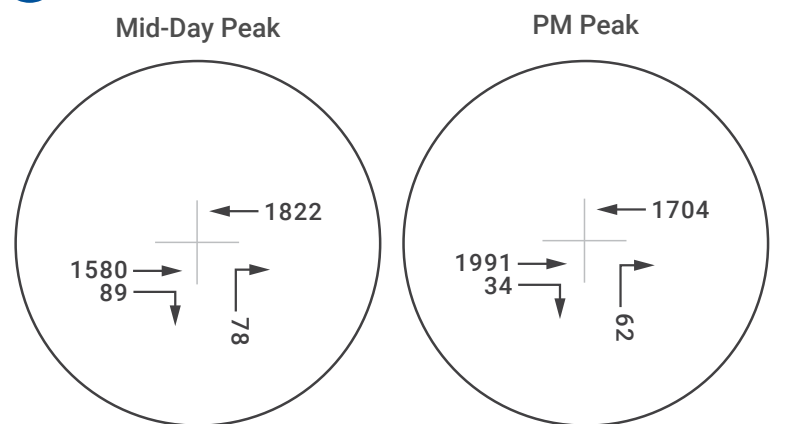
**10 Windsor Rd & Bonita Beach Rd**



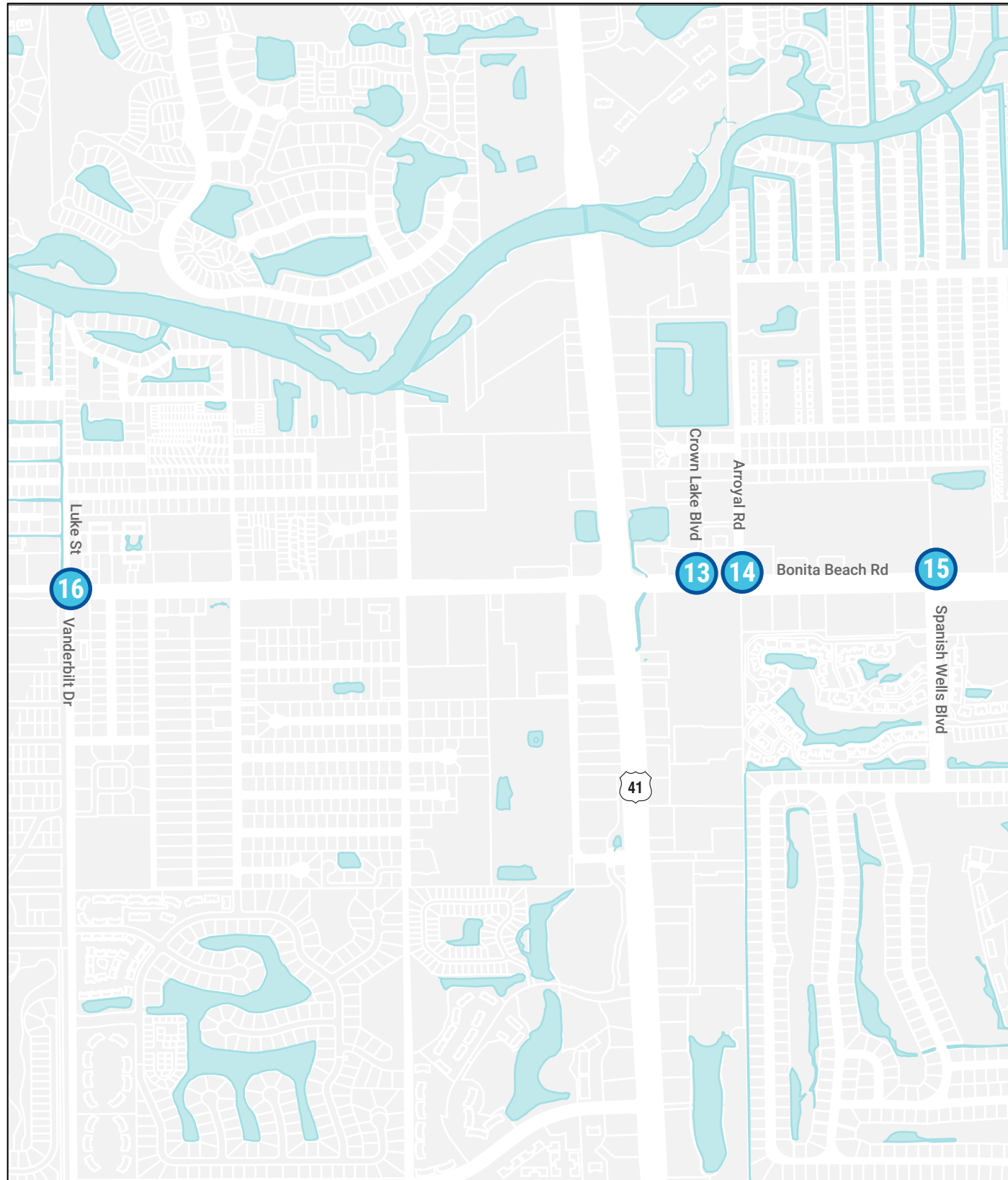
**11 Center of Bonita Springs Entrance & Bonita Beach Rd**



**12 Beaumont Rd & Bonita Beach Rd**

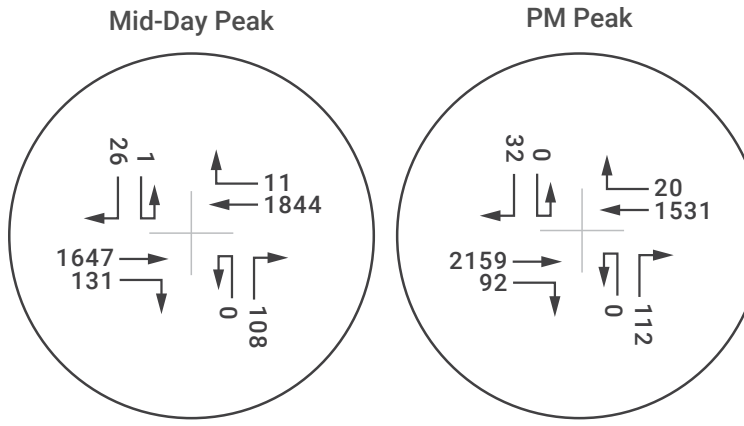






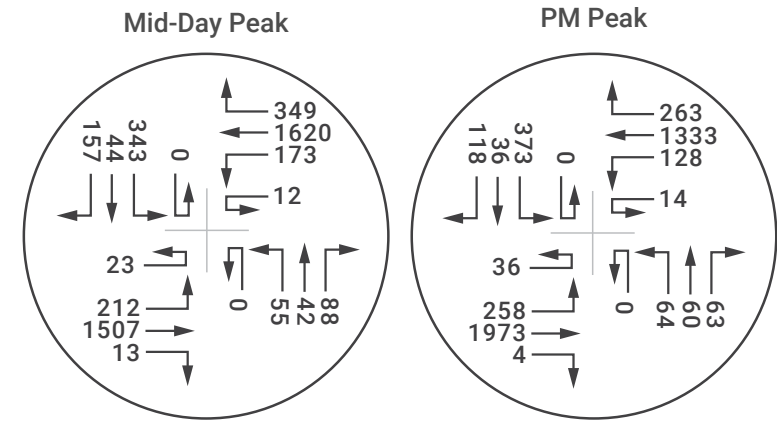
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**Crown Lake Blvd & Bonita Beach Rd**



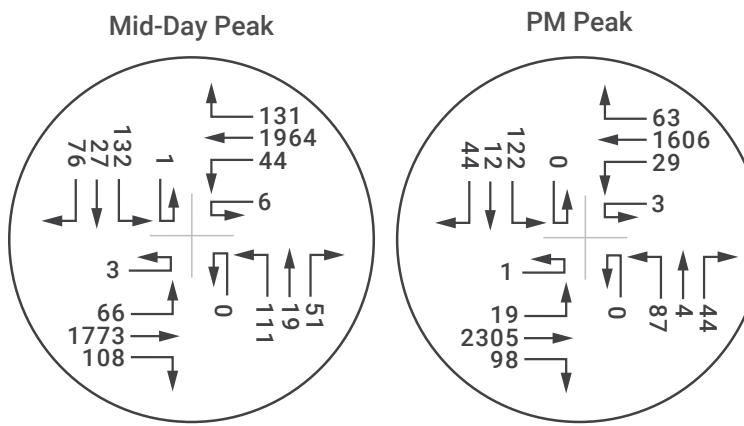
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**Arroyal Rd & Bonita Beach Rd**



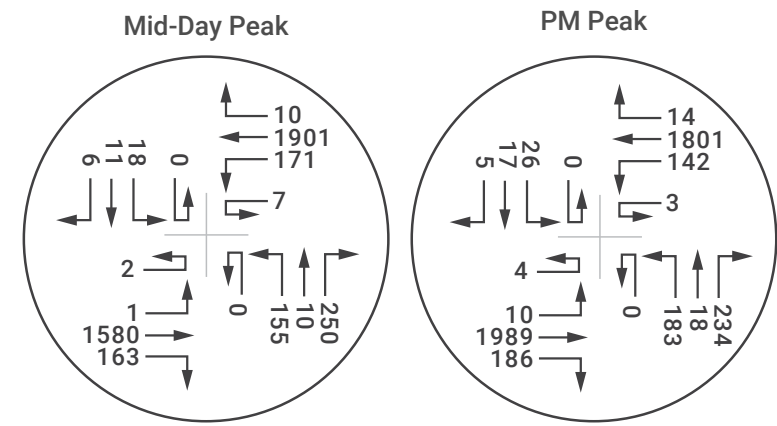
15

**Spanish Wells Blvd & Bonita Beach Rd**



16

**Vanderbilt Dr/Luke St & Bonita Beach Rd**



**LEGEND**  
 Study Intersection  
 Turning Movement Volumes

Section 7  
Alternatives Analysis

# ALTERNATIVE ANALYSIS

## STAGE 1 ICE ANALYSIS

As part of the alternatives analysis, a Stage 1 ICE Analysis was completed for the US 41 and Bonita Beach Road intersection and was approved by FDOT on August 25, 2020. This is provided in **Appendix K**. Although the Stage 1 ICE analysis was conducted with the 2045 design year turning movement volumes, it is anticipated that the relative performance differences between alternatives would remain the same with the updated 2050 turning movement volumes. The ICE Analysis evaluated signalized control alternatives, reduced crossing u-turns, median u-turns, displaced left-turns, quadrant roadways, diamond interchanges, and single point interchanges. The results of the Stage 1 ICE analysis are shown in **Table 16**. Most of the potential control strategies resulted in volume over capacity (v/c) ratios over 1.0, and thus only a few control strategies were advanced:

- Signalized Control (no-build)
- Partial N-S Displaced Left-Turn with 3 EB Left-Turn Lanes on Bonita Beach Road.
  - After completion of the Stage 1 ICE Analysis, the northwest quadrant network was advanced separately of the project, and thus this alternative was not ultimately analyzed.
- Partial N-S Displaced Left-Turn with Northeast Quadrant Road and 3 EB Left-Turn Lanes on Bonita Beach Road.
- Single Point Interchange

**Table 16. Summary of Stage 1 ICE Results**

Control Strategy	Cap-X Outputs			SPICE Ranking	Strategy to be Advanced?
	v/c ratio		Multimodal Score		
	Weekday Midday Peak	Weekday PM Peak			
Signalized Control	1.58	1.69	4.8	4	Yes
Signalized Control Alternative	1.47	1.46	4.8	5	No
RCUT (Signalized)	1.60	1.60	6.3	10	No
Median U-Turn	1.34 (Full) 1.62 (Partial)	1.34 (Full) 1.64 (Partial)	6.3	1	No
Displaced Left-Turns	0.92	1.07	4.8	2	No
Partial N-S Displaced Left-Turn	1.08 0.99 (3 EB LT)	1.18 1.07 (3 EB LT)	4.8	2	Yes
Quadrant Roadway	1.10 (N-E) 1.23 (N-W)	1.29 (N-E) 1.10 (N-W)	4.4	7	No
PDLT N-S w/ Quadrant Road N-W/N-E	0.97 0.90 (3 EB LT)	1.12 1.05 (3 EB LT)	4.8	6	Yes
Diamond Interchange	1.17	1.37	4.8	9	No
Single Point Interchange	0.96	0.96	4.8	8	Yes



## ALTERNATIVE REFINEMENT

After the Stage 1 ICE Analysis approval, additional coordination was conducted with the project stakeholders. Although a quadrant roadway was considered in only some of the ICE scenarios, the northwest quadrant roadway was advanced separately of the US 41 and Bonita Beach Road project and is part of the no-build scenario. Additionally, with the Anglers Paradise development approval, the northwest quadrant roadway cannot be shifted north along US 41 due to development impacts and does not provide enough distance to develop interchange ramps. Thus, the single point interchange alternative is no longer feasible from a geometric perspective and was removed from consideration.

Due to the removal of the single point interchange, a new signalized control alternative was developed. This includes widening US 41 to 8-through lanes through the Bonita Beach Road intersection. The refinement of the proposed alternatives was approved by FDOT District 1.

## NO-BUILD ANALYSIS

The No-Build scenario was analyzed, assuming the new roadway network in the intersection's northwest quadrant diverting some volume from the US 41 and Bonita Beach Road intersection. As part of this roadway network's completion, the Bonita Beach Road and Windsor Road intersection is expected to be modified to include an eastbound approach displaced left-turn. Additional eastbound left-turn lanes are also planned at the US 41 and Center of Bonita Springs (North) Access intersection to facilitate the quadrant road's movement. The resulting geometry is included in **Appendix L**.

The future intersection turning movement volumes were analyzed using VISSIM. For the purposes of this analysis, the existing roadway geometry and signal cycle lengths were maintained, although signal timing splits were optimized with the no-build volumes. Network Measures of Effectiveness (MOEs) for the no-build analysis are shown in **Table 17**.

The performance measures of effectiveness for the intersections include the average delay for each movement and the average and maximum queue length. The average delay at each of the signalized intersections in the no-build scenario is summarized in **Table 18**. Pedestrian crossing times were analyzed at the US 41 and Bonita Beach Road intersection, as shown in **Table 19**. Detailed analysis results are included in:

**Appendix Table L-1. 2030 No-Build Mid-Day Operations**

**Appendix Table L-2. 2030 No-Build PM Operations**

**Appendix Table L-3. 2050 No-Build Mid-Day Operations**

**Appendix Table L-4. 2050 No-Build PM Operations**

**Table 17. No-Build Network Measures of Effectiveness**

	Opening Year (2030)		Design Year (2050)	
	MD Peak	PM Peak	MD Peak	PM Peak
Average Delay (s)	269.0	346.1	367.1	426.9
Average Speed (mph)	11.2	9.3	8.8	7.8
Total Delay (hr)	1017.8	1309.0	1419.3	1628.6
Active Vehicles (at end of peak hour)	1,618	1,912	1,865	2,070
Vehicles Arrived (during peak hour)	12,011	11,701	12,062	11,666
Total peak hour vehicles (Active + Arrived)	13,629	13,613	13,927	13,736
Latent Demand (at end of peak hour)	863.6	836.8	3868.4	4310.7
Latent Demand as Percentage of Total Volume	6%	6%	28%	31%
Latent Delay (hr)	248.2	312.5	1825.5	2173.0
Latent Delay as Percentage of Total Delay	24%	24%	129%	133%
Travel Time (s): Northbound US 41	453.8	717.6	792.2	805.8
Travel Time (s): Southbound US 41	449.7	379.5	480.5	370.3
Travel Time (s): Northbound Left-Turn	652.3	830.6	980.2	911.6
Travel Time (s): Southbound Left-Turn	406.4	472.1	409.9	460.4
Travel Time (s): Eastbound Left-Turn	327.6	675.3	415.0	788.3

**Table 18. No-Build Signalized Intersection Average Delay and LOS**

Intersection	Opening Year (2030)		Design Year (2050)	
	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS
US 41 & Woods Edge Pkwy	23.3 C	76.7 E	76.6 E	107.4 F
US 41 & Bonita Beach Rd	93.7 F	89.3 F	93.7 F	88.2 F
US 41 & Center of Bonita Springs (North) Access	49.9 D	61.5 E	58.1 E	65.4 E
Vanderbilt Dr/Luke St & Bonita Beach Rd	21.4 C	50.6 D	22.4 C	69.1 E
Windsor Rd & Bonita Beach Rd	52.9 D	92.9 F	56.8 E	105.8 F
Center of Bonita Springs & Bonita Beach Rd	25.9 C	78.0 E	35.9 D	84.2 F
Arroyal Rd & Bonita Beach Rd	70.9 E	51.8 D	77.3 E	74.5 E
Spanish Wells Blvd & Bonita Beach Rd	93.6 F	35.5 D	118.6 F	112.5 F

**Table 19. No-Build Pedestrian Analysis**

Intersection Leg	Total Crossing Distance (ft)	Cycle Length (s)		Average Crossing Time (s)			
				Opening Year (2030)		Design Year (2050)	
		MD Peak	PM Peak	MD Peak	PM Peak	MD Peak	PM Peak
West (Bonita Beach Rd)	150	180	210	123.8	126.3	125.9	125.1
East (Bonita Beach Rd)	162			129.1	132.0	126.5	131.8
North (US 41)	206			126.4	138.4	127.8	138.9
South (US 41)	209			132.0	160.3	134.0	160.5

## DISPLACED LEFT-TURN

The Displaced Left-Turn scenario assumes that the northbound and southbound left-turns will be displaced at the US 41 and Bonita Beach Road intersection. The left-turns crossover at US 41 and Beaumont Road in the northbound direction and at Crown Lake Boulevard in the southbound direction. The crossover intersections are assumed to become signalized intersections, although the minor streets maintain right-in/right-out movements only. The concept is shown in **Appendix M**.

In addition to the quadrant roadway network in the intersection's northwest quadrant, the displaced left-turn alternative includes a connection from the US 41 and the Center of Bonita Springs (North) Access intersection to Arroyal Road to via northeast quadrant roadway. No east-west through movements will be permitted at this intersection.

Due to the geometry required for the crossover intersection at the US 41 and the north Springs Plaza entrance intersection (south of Bonita Beach Road), the southbound left-turn lane into the Springs Plaza was removed from the southern entrance to the Springs Plaza. To accommodate the existing southbound left-turns and the additional left-turns from the south Springs Plaza intersection, the US 41 and Foley Road/Shanna Lane intersection was signalized. The operations of the displaced left-turn were analyzed using VISSIM. Network Measures of Effectiveness (MOEs) for the displaced left-turn analysis are shown in **Table 20**.

The performance measures of effectiveness for the intersections include the average delay for each movement (calculated from the vehicle-hours of delay provided by VISSIM and the volume on the movement) and the maximum queue length. The average delay at each of the signalized intersections in the displaced left-turn scenario is summarized in **Table 21**. Pedestrian crossing times were analyzed at the US 41 and Bonita Beach Road intersection, as shown in **Table 22**. Detailed analysis results are included in:

**Appendix Table M-1. 2030 DLT Mid-Day Operations**

**Appendix Table M-2. 2030 DLT PM Operations**

**Appendix Table M-3. 2050 DLT Mid-Day Operations**

**Appendix Table M-4. 2050 DLT PM Operations**

**Table 20. Displaced Left-Turn Measures of Effectiveness**

	Opening Year (2030)		Design Year (2050)	
	MD Peak	PM Peak	MD Peak	PM Peak
Average Delay (s)	118.1	136.6	170.9	199.0
Average Speed (mph)	18.6	17.6	15.2	14.1
Total Delay (hr)	489.8	546.4	807.4	930.8
Active Vehicles (at end of peak hour)	899	945	1,268	1,353
Vehicles Arrived (during peak hour)	14,034	13,452	15,745	15,483
Total peak hour vehicles (Active + Arrived)	14,933	14,397	17,013	16,836
Latent Demand (at end of peak hour)	10.8	243.0	1134.0	1310.5
Latent Demand as Percentage of Total Volume	0%	2%	7%	8%
Latent Delay (hr)	2.1	75.2	560.0	682.2
Latent Delay as Percentage of Total Delay	0%	14%	69%	73%
Travel Time (s): Northbound US 41	166.9	170.9	199.2	339.5
Travel Time (s): Southbound US 41	214.4	177.2	245.7	228.7
Travel Time (s): Northbound Left-Turn	285.6	337.2	365.3	555.2
Travel Time (s): Southbound Left-Turn	308.1	298.6	338.8	393.8
Travel Time (s): Eastbound Left-Turn	274.4	525.6	281.2	519.4

**Table 21. Displaced Left-Turn Signalized Intersection Average Delay and LOS**

Intersection	Opening Year (2030)		Design Year (2050)	
	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS
US 41 & Woods Edge Pkwy	21.9 C	19.4 B	24.1 C	36.7 D
US 41 & Foley Rd/Shanna Ln	19.5 B	11.8 B	20.1 C	30.7 C
US 41 & Bonita Beach Rd	31.6 C	39.0 D	33.3 C	44.5 D
US 41 & Center of Bonita Springs (North) Access	27.4 C	25.5 C	38.4 D	40.1 D
Vanderbilt Dr/Luke St & Bonita Beach Rd	19.5 B	47.9 D	24.0 C	69.7 E
Windsor Rd & Bonita Beach Rd	58.3 E	62.4 E	78.7 E	60.0 E
Center of Bonita Springs & Bonita Beach Rd	19.5 B	22.8 C	26.6 C	39.7 D
Arroyal Rd & Bonita Beach Rd	58.8 E	50.6 D	74.7 E	62.4 E
Spanish Wells Blvd & Bonita Beach Rd	23.7 C	13.2 B	73.0 E	18.9 B

**Table 22. Displaced Left-Turn Pedestrian Analysis**

Intersection Leg	Total Crossing Distance (ft)	Cycle Length (s)		Average Crossing Time (s)			
				Opening Year (2030)		Design Year (2050)	
		MD Peak	PM Peak	MD Peak	PM Peak	MD Peak	PM Peak
West (Bonita Beach Rd)	336	180	210	221.4	230.5	222.5	234.5
East (Bonita Beach Rd)	332			181.3	196.9	182.8	195.7
North (US 41)	276			150.8	167.0	151.1	167.5
South (US 41)	279			137.9	159.3	138.3	160.3

## US 41 WIDENING ALTERNATIVE

The US 41 Widening Alternative assumes the northbound and southbound US 41 through lanes are widened to include eight through lanes. The 8-lane section will be located from north of Foley Road/Shanna Lane to north of the Center of Bonita Springs (North) Access. As with the displaced left-turn alternative, the US 41 Widening Alternative assumes that the quadrant roadway network was completed in both the northwest and northeast intersection quadrants. The concept for the US 41 Widening Alternative is shown in **Appendix N**.

The displaced left-turn traffic operations were analyzed using VISSIM. Network Measures of Effectiveness (MOEs) for the displaced left-turn analysis are shown in **Table 23**.

**Table 23. Widened US 41 Network Measures of Effectiveness**

	Opening Year (2030)		Design Year (2050)	
	MD Peak	PM Peak	MD Peak	PM Peak
Average Delay (s)	130.3	170.1	188.8	258.0
Average Speed (mph)	18.0	15.6	14.6	11.8
Total Delay (hr)	531.4	674.3	878.4	1174.3
Active Vehicles (at end of peak hour)	952	1,084	1,399	1,721
Vehicles Arrived (during peak hour)	13,734	13,190	15,351	14,679
Total peak hour vehicles (Active + Arrived)	14,686	14,274	16,750	16,400
Latent Demand (at end of peak hour)	304.3	503.4	1442.4	1817.1
Latent Demand as Percentage of Total Volume	2%	4%	9%	11%
Latent Delay (hr)	156.4	204.0	688.7	815.1
Latent Delay as Percentage of Total Delay	29%	30%	78%	69%
Travel Time (s): Northbound US 41	189.2	227.9	228.6	464.2
Travel Time (s): Southbound US 41	210.1	207.2	259.0	253.8
Travel Time (s): Northbound Left-Turn	335.4	314.2	377.2	550.5
Travel Time (s): Southbound Left-Turn	257.0	337.4	303.5	400.5
Travel Time (s): Eastbound Left-Turn	357.4	533.6	474.5	596.0

The intersection's performance measures of effectiveness include the average delay for each movement (calculated from the vehicle-hours of delay provided by VISSIM and the volume on the movement) and the maximum queue length. Each signalized intersections average delay in the Widened US 41 scenario is summarized in **Table 24**. Pedestrian crossing times were analyzed at the US 41 and Bonita Beach Road intersection, as shown in **Table 25**. Detailed analysis results are included in:

- Appendix Table N-1. 2030 US 41 Widening Mid-Day Operations**
- Appendix Table N-2. 2030 US 41 Widening PM Operations**
- Appendix Table N-3. 2050 US 41 Widening Mid-Day Operations**
- Appendix Table N-4. 2050 US 41 Widening PM Operations**

**Table 24. Widened US 41 Signalized Intersection Average Delay**

Intersection	Opening Year (2030)		Design Year (2050)	
	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS
US 41 & Woods Edge Pkwy	24.8 C	25.4 C	28.4 C	45.0 D
US 41 & Foley Rd/Shanna Ln	13.6 B	10.4 B	19.9 B	37.5 D
US 41 & Bonita Beach Rd	46.3 D	67.0 E	51.9 D	79.0 E
US 41 & Center of Bonita Springs (North) Access	29.7 C	23.2 C	42.7 D	33.7 C
Vanderbilt Dr/Luke St & Bonita Beach Rd	19.0 B	51.6 D	39.6 D	63.1 E
Windsor Rd & Bonita Beach Rd	57.2 E	64.4 E	55.0 D	58.8 E
Center of Bonita Springs & Bonita Beach Rd	48.5 D	27.2 C	51.2 D	29.4 C
Arroyal Rd & Bonita Beach Rd	57.6 E	68.3 E	70.0 E	83.2 F
Spanish Wells Blvd & Bonita Beach Rd	25.5 C	27.5 C	56.5 E	51.3 D



**Table 25. Widened US 41 Pedestrian Analysis**

Intersection Leg	Total Crossing Distance (ft)	Cycle Length (s)		Average Crossing Time (s)			
				Opening Year (2030)		Design Year (2050)	
		MD Peak	PM Peak	MD Peak	PM Peak	MD Peak	PM Peak
West (Bonita Beach Rd)	266	180	210	131.8	164.7	133.2	167.7
East (Bonita Beach Rd)	257			146.1	153.6	144.6	158.5
North (US 41)	267			130.6	149.0	131.7	149.1
South (US 41)	240			118.7	142.6	119.4	146.4

## Section 8 Summary of Analysis Results

# SUMMARY OF ANALYSIS RESULTS

## ALTERNATIVE COMPARISON

### NETWORK OPERATIONS

Both build alternatives result in a network operation's improvement over the no-build scenario, as shown in **Table 26**. The displaced left-turn scenario reduces the average delay and total delay within the network by 41-63%. The widened US 41 scenario reduces the average delay and total delay within the network by 0-51%. Both build alternatives also increase the total number of vehicles able to be served in the network by up to 1,500 vehicles in the opening year (2030) and up to 3,000 vehicles in the design year (2050). This indicates that the no-build scenario is not able to process as much demand as the two build alternatives.

**Table 26. Network Operations Summary**

Scenario	Mid-Day Peak		PM Peak	
	2030	2050	2030	2050
Average Delay (s)				
No-Build	269.0	346.1	367.1	426.9
Displaced Left-Turn	118.1	136.6	170.9	199.0
Widened US 41	130.3	170.1	188.8	258.0
Total Delay (hr)				
No-Build	1,017.8	1,309.0	1,419.3	1,628.6
Displaced Left-Turn	489.8	786.5	546.4	930.8
Widened US 41	531.4	878.4	674.3	1,174.3
Vehicles Served (vehicles)				
No-Build	13,629	13,613	13,927	13,736
Displaced Left-Turn	14,933	14,397	17,013	16,836
Widened US 41	14,686	14,274	16,750	16,400

### TRAVEL TIMES

Travel times to conduct the two major turning movements at the US 41 and Bonita Beach Road intersection were compared. The travel times were measured from the extents of the study network. A travel times summary for the eastbound left-turn and southbound left-turn movements is shown in **Table 27**. For the eastbound left-turn movement, the displaced left-turn alternative provides improvement in both the mid-day and PM peak period, while the widened US 41 alternative only provides an improvement in travel times in the PM peak period. For the southbound left-turn movement, both build alternatives provide an improvement in travel times, with the Widened US 41 alternative providing a greater improvement in the mid-day peak period and the displaced left-turn movement providing a greater improvement in the PM peak period.

**Table 27. Travel Time Summary**

Scenario	Mid-Day Peak		PM Peak	
	2030	2050	2030	2050
Eastbound Bonita Beach Road to Northbound US 41 (s)				
No-Build	327.6	415.0	675.3	788.3
Displaced Left-Turn	274.4	281.2	525.6	519.4
Widened US 41	357.4	474.5	533.6	596.0
Southbound US 41 to Eastbound Bonita Beach Road (s)				
No-Build	406.4	409.9	472.1	460.4
Displaced Left-Turn	308.1	338.8	298.6	393.8
Widened US 41	257.0	303.5	337.4	400.5

## US 41 AND BONITA BEACH ROAD

At the US 41 and Bonita Beach Road intersection, both build alternatives provide an improvement in overall delay at the US 41 and Bonita Beach Road intersection in both the mid-day peak and PM peak operations over the no build scenario, as shown in **Table 28**. The displaced left-turn alternative provides greater improvements than the widened US 41 scenario.

**Table 28. US 41 and Bonita Beach Road Operational Comparison**

Scenario	Mid-Day Peak Delay (s) and LOS		PM Peak Delay (s) and LOS	
	2030	2050	2030	2050
No-Build	93.7 F	93.7 F	89.3 F	88.2 F
Displaced Left-Turn	31.6 C	33.3 C	39.0 D	44.5 D
Widened US 41	46.3 D	51.9 D	67.0 E	79.0 E

The completion of the City of Bonita Spring's Quadrant plan for the southwest and southeast quadrants is expected to further improve the operations at the US 41 and Bonita Beach Road intersection. Based on the model analysis of the quadrant roads (shown in **Table 12** through **Table 15**), the additional roadway network in the southwest quadrant is anticipated to take over 30% of the eastbound right-turn/northbound left-turn traffic in the peak hours, while the roadway network in the southeast quadrant is anticipated to take over 75% of the northbound right-turn/westbound left-turn traffic.

## CONCLUSIONS

While both proposed alternatives reduce delays and improve operations at the US 41 and Bonita Beach Road intersection, the displaced left-turn alternative provides a more thorough operational improvement than the widened US 41 alternative or the no-build alternative.

Section 9  
Refined DLT Alternative

## REFINED DLT ALTERNATIVE

Through the course of the PD&E project study and following the public meeting, FDOT selected the DLT as the preferred alternative. Following that selection, the PD&E team identified some minor refinements to the alternative along Bonita Beach Road that were not part of the original improvement concept. The changes included within the refined DLT alternative include:

- Add an eastbound right-turn lane on Bonita Beach Road into the Springs Plaza driveway (across from Crown Lake Boulevard)
- Add a westbound right-turn lane on Bonita Beach Road at Arroyal Road

The operations of the displaced left-turn were analyzed using VISSIM prior to incorporating them into the DLT concept. Network Measures of Effectiveness (MOEs) for the displaced left-turn analysis are shown in **Table 29**.

**Table 29. Refined Displaced Left-Turn Measures of Effectiveness**

	Opening Year (2030)		Design Year (2050)	
	MD Peak	PM Peak	MD Peak	PM Peak
Average Delay (s)	113.0	136.6	154.1	195.2
Average Speed (mph)	19.1	17.6	16.3	14.3
Total Delay (hr)	468.5	545.9	740.3	910.6
Active Vehicles (at end of peak hour)	876	938	1256	1331
Vehicles Arrived (during peak hour)	14,057	13,449	16,037	15,459
Total peak hour vehicles (Active + Arrived)	14,933	14,387	17,293	16,790
Latent Demand (at end of peak hour)	3.7	252.6	841.3	1332.0
Latent Demand as Percentage of Total Volume	0%	2%	5%	8%
Latent Delay (hr)	1.4	80.5	454.6	685.2
Latent Delay as Percentage of Total Delay	0%	15%	61%	75%
Travel Time (s): Northbound US 41	166.5	171.3	199.9	340.2
Travel Time (s): Southbound US 41	214.3	180.4	248.7	230.8
Travel Time (s): Northbound Left-Turn	284.0	338.7	373.8	552.5
Travel Time (s): Southbound Left-Turn	307.5	302.7	344.6	384.6
Travel Time (s): Eastbound Left-Turn	272.9	534.2	286.6	526.2

The performance measures of effectiveness for the intersections include the average delay for each movement (calculated from the vehicle-hours of delay provided by VISSIM and the volume on the movement) and the maximum queue length. The average delay at each of the signalized intersections in the refined displaced left-turn scenario is summarized in **Table 30**. Detailed analysis results are included in:

**Appendix Table O-1. 2030 Refined DLT Mid-Day Operations**

**Appendix Table O-2. 2030 Refined DLT PM Operations**



**Appendix Table O-3. 2050 Refined DLT Mid-Day Operations**

**Appendix Table O-4. 2050 No-Build Refined DLT Operations**

**Table 30. Refined Displaced Left-Turn Signalized Intersection Average Delay and LOS**

Intersection	Opening Year (2030)		Design Year (2050)	
	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS
US 41 & Woods Edge Pkwy	21.8 C	19.7 B	23.8 C	36.3 D
US 41 & Foley Rd/Shanna Ln	19.5 B	11.9 B	20.2 C	31.2 C
US 41 & Bonita Beach Rd	31.9 C	38.9 D	35.6 D	44.5 D
US 41 & Center of Bonita Springs (North) Access	27.1 C	26.6 C	38.5 D	40.4 D
Vanderbilt Dr/Luke St & Bonita Beach Rd	19.0 B	49.2 D	24.3 C	70.6 E
Windsor Rd & Bonita Beach Rd	57.0 E	62.5 E	81.0 F	58.5 E
Center of Bonita Springs & Bonita Beach Rd	18.1 B	22.9 C	33.4 C	39.8 D
Arroyal Rd & Bonita Beach Rd	45.4 D	46.2 D	61.2 E	49.9 D
Spanish Wells Blvd & Bonita Beach Rd	20.8 C	13.2 B	47.3 D	14.9 B

The network statistics for the DLT alternative were compared with the Refined DLT alternative, as shown in **Table 31**. The two scenarios produce similar results in all analysis periods. The proposed refinements remain consistent with intent of the original concept and continue to perform better than the Widened US 41 alternative.

**Table 31. DLT Scenarios Network Operations Comparison**

Scenario	Mid-Day Peak		PM Peak	
	2030	2050	2030	2050
Average Delay (s)				
Displaced Left-Turn	118.1	165.9	136.6	199.0
Refined Displaced Left-Turn	113.0	154.1	136.6	195.2
Total Delay (hr)				
Displaced Left-Turn	489.8	786.5	546.4	930.8
Refined Displaced Left-Turn	468.5	740.3	545.9	910.6
Vehicles Served (vehicles)				
Displaced Left-Turn	14,933	17,064	14,397	16,836
Refined Displaced Left-Turn	14,933	17,293	14,387	16,790

## *Appendix A. Methodology*

Traffic Analysis Methodology

# **US 41 at Bonita Beach Road Project Development and Environment (PD&E) Study**

Financial Project ID: 444321-1-22-01  
Federal Aid Project No.: D123-081-B

Bonita Springs, Florida

October 2023

Traffic Analysis Methodology

# US 41 at Bonita Beach Road PD&E

Bonita Springs, Florida

Prepared For:

**Florida Department of Transportation**  
District One Environmental Management Office  
801 N. Broadway Avenue  
Bartow, FL 33830

Prepared By:

**Kittelson & Associates, Inc.**  
225 E. Robinson Street, Suite 450  
Orlando, FL 32801  
(407) 540-0555

October 2023

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## APPENDICES

Appendix 1	VISSIM Calibration
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## INTRODUCTION

This traffic analysis methodology report is prepared to document the project limits, assumptions and methodologies to be used in developing the Project Traffic Analysis Report (PTAR) for the US 41 at Bonita Beach Road Project Development and Environment (PD&E) study. The PTAR will detail existing and future traffic characteristics, operational performance, and safety of the existing study area roadway network. Future traffic conditions will be developed based on the assumptions and methodologies outlined in this traffic analysis methodology report.

The methodology was first approved for this analysis in May 2020. During the course of the analysis, two external factors were introduced into the study which caused a reconsideration of the alternatives. The addition of the Angler's Paradise development and the programming of the funds to construct a quadrant road in the intersections northwest quadrant caused grade separated alternatives to be no longer be viable. Due to the delay posed by these new factors, an updated methodology is being submitted to document the changes to the analysis due to the new factors, as well as extend the opening and design years to 2030 and 2050, respectively. Additionally, new traffic counts were taken at the study intersections in 2022 due to the impacts of the COVID-19 pandemic on this area. The new traffic counts will be used to inform the opening and design year TMCs. No changes will be made to the approved existing conditions analysis based on this data.

## PROJECT DESCRIPTION

The US 41 and Bonita Beach Road intersection is located in Lee County, Florida, approximately one mile north of the Collier County line. This project is State Financial Project Number 444321-1.

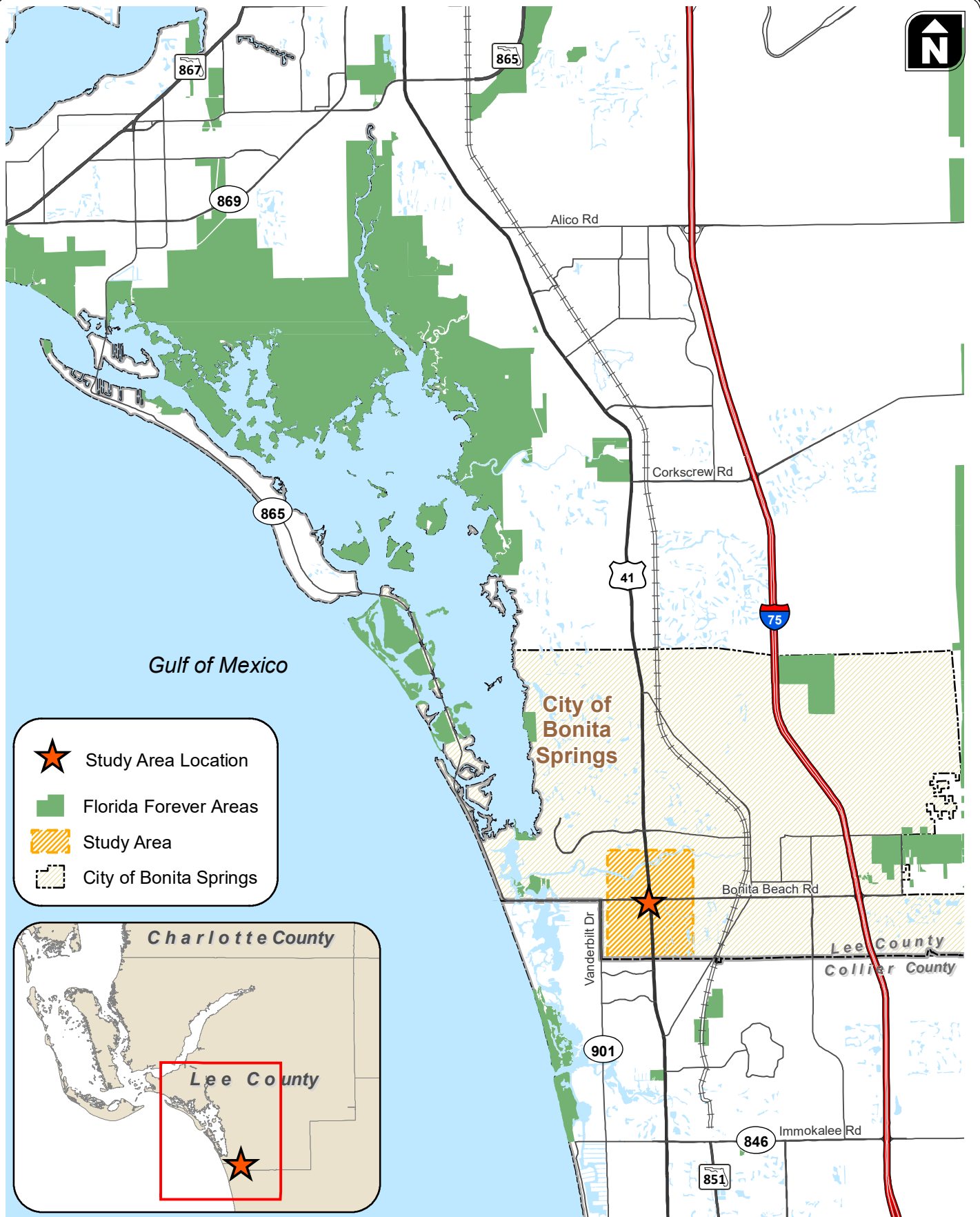
The project vicinity is within the Bonita Springs city limits in Lee County, Florida as illustrated in **Figure 1**. US 41 (S.R. 45) is a north-south arterial linking Bonita Springs with other Gulf Coast communities. Bonita Beach Road (C.R. 865) provides access to the City of Bonita Springs from I-75 and extends westward as a primary access to the Gulf of Mexico beaches. Commercial development is present on the intersection's four corners, and there are multiple access points within the intersection's functional area. The project location is shown in **Figure 2**.





## TRAFFIC ANALYSIS OBJECTIVE

The purpose of the US 41 & Bonita Beach Road PD&E is to address the deficient operational capacity of the study intersection to relieve existing congestion and accommodate projected area travel demand. As detailed further in the ETDM, the goals of the project also include enhancing regional and local mobility, enhance safety conditions, and improve multi-modal access. The PTAR's objective is to assess existing and future traffic operations on the study area's roadway network, develop and screen potential at-grade intersection improvements, and analyze the projected future operations of the roadway network with and without the potential at-grade intersection improvements.

## TECHNICAL GUIDANCE AND STANDARDS

This methodology was based on guidance from the FDOT Traffic Analysis Handbook (2021), the FDOT Project Traffic Forecasting Handbook (2019), and the FDOT Project Development and Environmental Manual (2023). Throughout the PTAR's preparation, the guidance from these documents will be adhered to unless otherwise documented within this methodology document or discussed and approved by FDOT District One during the study's process. The analysis presented within the PTAR will be reviewed by project team members for quality assurance and quality control.



-  Study Area Location
-  Florida Forever Areas
-  Study Area
-  City of Bonita Springs



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US 41 AT BONITA BEACH ROAD PD&E  
FPID 444321-1-22-01

PROJECT VICINITY  
BONITA SPRINGS, FL

FIGURE  
1





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**US 41 AT BONITA BEACH ROAD PD&E STUDY**  
FPID 444321-1-22-01

**STUDY AREA**  
**BONITA SPRINGS, FL**

**FIGURE**  
**2**

Lee County, FL, State of Florida, Maxar



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## TRAFFIC ANALYSIS ASSUMPTIONS

### STUDY AREA

The study area extends along US 41 between the intersections with Woods Edge Parkway and Boston Road, approximately 1.1 miles. In the east-west direction, the study extends along Bonita Beach Road between the intersections Vanderbilt Drive/Luke Street and Spanish Wells Boulevard, approximately 1.3 miles. It contains the roadway segments between the intersections and includes the intersections listed below. A map of the study area intersections is shown in **Figure 3**.

Study Area Intersections are:

1. US 41 & Woods Edge Pkwy
2. US 41 & Lake Shore Dr
3. US 41 & Foley Rd/Shanna Ln
4. US 41 & Springs Plaza Entrance (south)
5. US 41 & Springs Plaza Entrance (north)
6. US 41 & Walgreens Entrance
7. US 41 & Bonita Beach Rd
8. US 41 & Crown Lake Blvd
9. US 41 & Boston Rd
10. Bonita Beach Rd & Vanderbilt Dr/Luke St
11. Bonita Beach Rd & Windsor Rd
12. Bonita Beach Rd & Center of Bonita Springs Entrance
13. Bonita Beach Rd & Beaumont Rd
14. Bonita Beach Rd & Crown Lake Blvd
15. Bonita Beach Rd & Arroyal Rd
16. Bonita Beach Rd & Spanish Wells Blvd

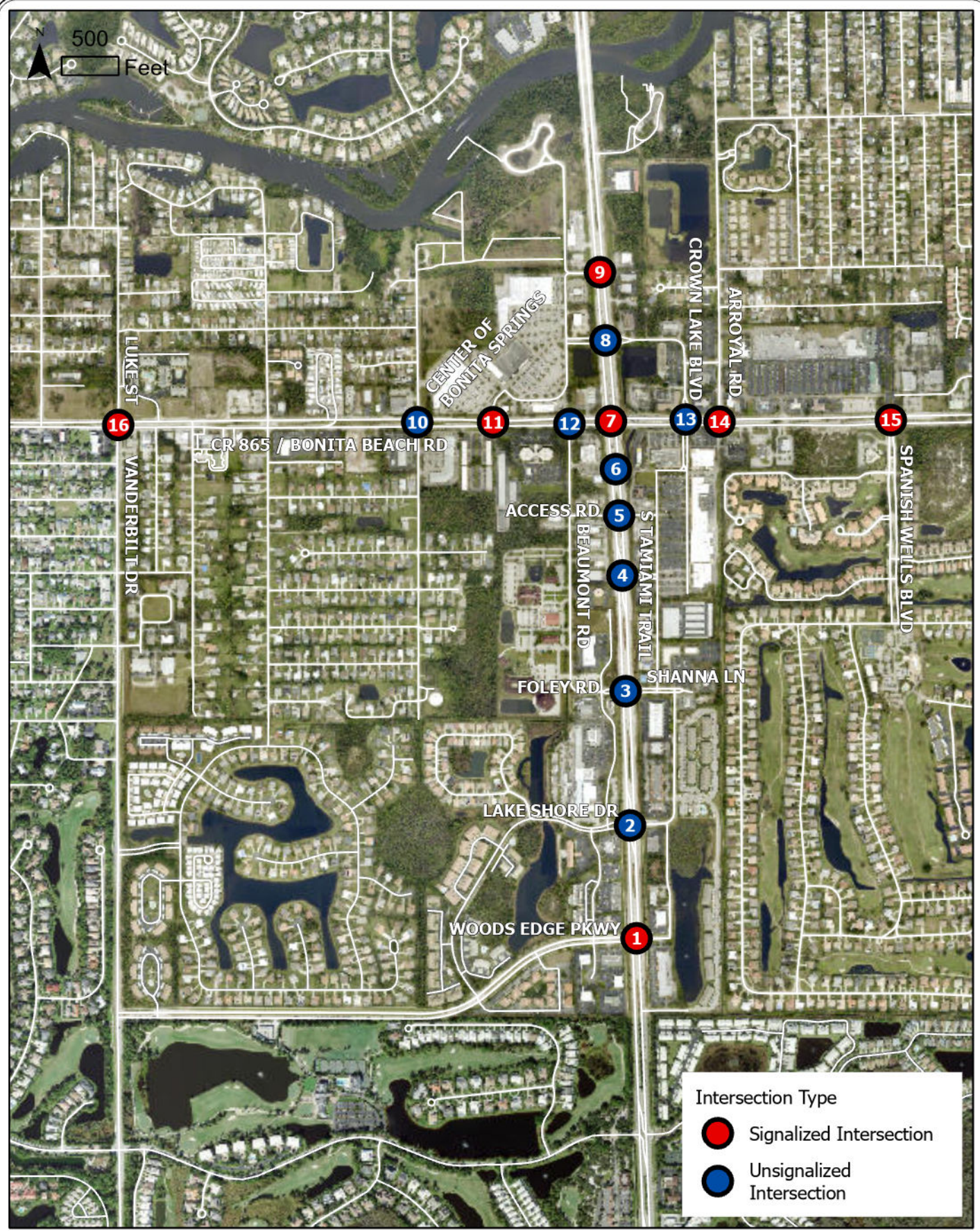
### ANALYSIS PERIODS AND YEARS

Traffic operational analysis will include AM peak, and PM peak period traffic conditions for the following analysis years:

- Existing year: 2019
- Opening year: 2030
- Design year: 2050

The existing year analysis will be performed using the manual count data, adjusted using historical and seasonal adjustments as appropriate and balanced for reasonableness. The future year analyses will be performed using developed volumes, as described in the methodology's **Traffic Forecasting** section.





H:\12323707 - US 41 & Bonita Beach Road PD&E Study\GIS\mxd\Study Area Figure.aprx

**US 41 AT BONITA BEACH ROAD PD&E STUDY**  
FPID 444321-1-22-01

**STUDY AREA**  
**BONITA SPRINGS, FL** **FIGURE**  
**3**



## PROJECT ALTERNATIVES

The analysis will include evaluation of a no-build alternative as well as two build alternatives identified as viable and feasible. Preliminary build alternatives were identified, developed, and assessed using the Department’s Intersection Control Evaluation (ICE) process. The two build alternatives are:

- Traffic Signal with Widening US 41 to 8-Lanes with Northeast Quadrant Roadway
- Partial Displaced Left Turn with Northeast Quadrant Roadway

## TRAFFIC ANALYSIS TOOLS

Study area intersections will be analyzed according to the methodologies provided in the 2021 FDOT Traffic Analysis Handbook, and 2019 FDOT Project Traffic Forecasting Handbook.

## PERFORMANCE MEASURES

This PD&E study is centered around the US 41 and Bonita Beach Road urban intersection. It is anticipated that unconventional or complex intersections will be included in the alternatives. Additionally, there is current demand for pedestrian, bicycle, and public transportation modes and the future alternatives will consider methods to enhance these modes mobility and safety.

Often, the measure of effectiveness is the design year level of service (LOS) using HCM methods. However, due to the unconventional and/or complex intersections, measures of effectiveness that can encompass the network operations rather than individual intersections are necessary to provide a comparison of alternatives. The performance measures proposed, based on FDOT’s *Traffic Analysis Handbook*, to be reported are summarized by facility and mode in **Table 1** below.

**Table 1. Performance Measures**

Project Need	Performance MOE
Analyzing closely spaced intersections	Delay, queue length
Analyzing unconventional (or complex) intersection	Delay, queue length
Analyzing multi-modal interactions	Pedestrian crossing times
Determine how the facility will operate	Total delay

Vehicle conditions will be analyzed using intersection level, corridor level, and network level performance measures. Vehicle delay and vehicle queues for existing and future alternative intersections will be obtained from the simulation model. The overall network performance will also be analyzed in VISSIM to understand the extent of vehicle congestion and network performance. Vehicular observations will be conducted to inform and supplement VISSIM model results.

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## DELAY

Delay is a key performance measure for interrupted-flow elements. Control delay is brought about by the presence of a traffic control device and is the principal service measure in the HCM for evaluating the LOS at signalized and unsignalized intersections. The LOS thresholds are defined by the average delay per vehicle in seconds for the respective lane group or intersection for both signalized and unsignalized intersections. Delay within VISSIM is given in vehicle-hours, which does not correspond with the HCM methodologies within Synchro. However, the wholistic view of vehicle-hours of delay through the study area provides a metric of the overall changes due to an alternative intersection design.

## QUEUE LENGTH

Queuing is an operation measure and a design consideration for an intersection and the immediate area. Queues longer than available storage length can create safety and operational issues. A through-lane queue can prevent a turn lane from being used effectively and a turn-lane queue can overflow into a through lane and impede the movement of through vehicles.

Queue lengths do not affect the calculated LOS but are an important factor in the design process.

Vehicle queues are also typically used to quantify vehicular conditions during specific analysis periods. Vehicle queues represent how far backward a line of vehicles extends from the intersection stop bar. The project team will extract and analyze average and maximum queues at the study intersections from VISSIM.

## NETWORK TRAVEL TIME

It is likely that the build alternatives include innovative intersections and/or a system of alternative facilities to address. Network travel time reduction can be utilized as a performance measure to evaluate the system's performance against a no-build alternative. Travel times will be compared for the following movements:

- Eastbound Bonita Beach Road to northbound US 41
- Southbound US 41 to eastbound Bonita Beach Road
- Northbound US 41 to westbound Bonita Beach Road
- Northbound US 41 through study area
- Southbound US 41 through study area

## NETWORK PERFORMANCE

In addition to analyzing individual intersection operations, VISSIM can also evaluate overall network performance. Network performance measures are especially critical when intersections experience congested conditions. Four network performance measures are selected for analysis:

- Average Vehicle Delay: Reflects the typical delay for the vehicles that travel in the network, and therefore generally includes delay from multiple intersections.
- Vehicle Arrivals: Reflects the total number of vehicles that can be processed by the transportation network, making it a helpful measure for congested areas.
- Latent Demand: Represents the total number of vehicles that are unable to enter the study network because of congestion.
- Delay for Latent Demand: Represents the total amount of delay for vehicles that are unable to enter the study network.

## PEDESTRIAN CROSSING TIMES

The project team will analyze pedestrian crossing times at the intersection of US 41 and Bonita Beach Road using VISSIM microsimulation software. Pedestrian crossing times include both signal delay pedestrians experience while waiting for the “Walk” indication and the time to cross an intersection once the “Walk” indication is displayed, thus reflecting both the effect of signals as well as crossing distance. The pedestrian crossing times will be analyzed for the no-build, 8-lane, and PDLT intersections.

## ANALYSIS TOOL SELECTION

This study centers on the intersection of two interrupted facilities. The facilities both serve as urban arterials with a coordinated signal system. The HCM provides accepted state-of-practice methods for analyzing urban intersections and arterials. Many of the methodologies have been implemented into Synchro, a deterministic tool. To assist in determining the preferred alternative, VISSIM will be used to take advantage of its abilities to model heavily congested conditions, complex geometric configurations, and system-level impacts. **Table 2** summarizes which tool will be used for the appropriate task. The tools are discussed in further detail in the following paragraphs.

**Table 2. Analysis Tools**

Traffic Analysis Task	Analysis Tool
Analyze the existing operations of signalized intersections, unsignalized intersections and urban arterials.	Synchro 10 (completed prior to Synchro 11 availability)
Analyze potential traffic signal timings	Synchro 11
Analyze opening year conditions of the 2 build alternatives and no-build traffic volume scenarios	VISSIM
Analyze design year of the 2 build alternatives and no-build alternatives	VISSIM

## SYNCHRO

Synchro incorporates the HCM 6<sup>th</sup> Edition methodologies for LOS analysis. Capabilities of Synchro as they relate to this project are summarized in the bullets below.

- Auto, pedestrian, and bike modes
- NEMA Phasing
- Right turns on red
- Adjustable calibration parameters
- Accounts for coordination effects

Synchro has the capability to model the impacts of signal coordination and alert the analyst of potential issues related to queues spilling out of turn pockets or into upstream intersections. There are some limitations of HCM methodologies that are handled by capabilities of Synchro. This includes the effects of demand starvations due to closely spaced intersections, queue spillback between intersections and storage blocking.

It is expected that among the design year's alternatives, the area will be operating at or near congestion and at least one alternative will include complex configurations. Synchro and HCM methods are not able to analyze the turn bay overflow effects. Synchro will be used to develop initial signal timings, which will be imported into a more sophisticated microsimulation tool, VISSIM, to evaluate the no build and build alternatives.

## VISSIM

Microsimulation tools are stochastic and thus they are effective in evaluating heavily congested conditions, complex geometric configurations, and system level impacts of transportation improvements extending beyond the limitations of deterministic tools. VISSIM is a stochastic simulation model and allows for system level impacts to be analyzed. It is a microscopic, time step and behavior-based model developed to model urban traffic and public transportation operations and pedestrian flows. Use of VISSIM will allow more complex situation analysis such as exclusive pedestrian or hold phases and grouping or clustering of signal control.

VISSIM 11 software was calibrated and validated following the 2014 FDOT Traffic Analysis Handbook's section 7.2.3 VISSIM Modeling Guidelines to the existing conditions and utilized in the development of alternatives and subsequent evaluations. Signal timings for existing conditions will be acquired along the corridor, future year signal timings will be developed in Synchro and then exported to VISSIM. The calibration process details are shown in **Appendix 1**. The calibrated model will be run using VISSIM 2022 for the future year analysis.

## TRAFFIC DATA COLLECTION

### REQUIRED DATA

The following data have been provided by FDOT for use on this project:

- 72 Hour Tube Counts (April 16<sup>th</sup>-18<sup>th</sup>, 2019)

- 
- US 41, north of the Imperial River Bridge
  - US 41, south of Beaumont Road
  - Bonita Beach Road, west of Windsor Road
  - Bonita Beach Road, west of Wisconsin Street
  - 72 Hour Tube Counts (April 5<sup>th</sup>-7<sup>th</sup>, 2022)
    - Arroyal Road, north of Bonita Beach Rd
    - Beaumont Road, south of Bonita Beach Rd
    - Bonita Beach Rd, west of Wisconsin St
    - Bonita Beach Rd, west of Vanderbilt Dr
    - Bonita Beach Rd, west of Windsor Rd
    - Bonita Crossing Blvd, north of US 41 service Road
    - Foley Rd, west of US 41
    - Publix/Chase Driveway, west of US 41
    - Shanna Ln, east of US 41
    - Springs Plaza Driveway, south of Bonita Beach Rd
    - US 41 at Imperial River
    - US 41 Service Road, south of Bonita Crossings Blvd
    - US 41, south of Foley Rd/Shanna Ln
    - Vanderbilt Dr, south of 8<sup>th</sup> St
    - Vanderbilt Dr, south of Bonita Beach Rd
    - Windsor Rd, north of Bonita Beach Rd
  - 8 Hour Bluetooth Counts (April 16<sup>th</sup>-18<sup>th</sup>, 2019) – Origin-destination counts for regional travel patterns and travel time for VISSIM model validation
    - US 41, north of the Imperial River Bridge
    - US 41, south of Beaumont Road
    - US 41 at Bonita Beach Road
    - Bonita Beach Road, west of Windsor Road
    - Bonita Beach Road, west of Wisconsin Street
  - 8 Hour Turning Movement Counts (April 17<sup>th</sup>, 2019)
    - US 41 at Woods Edge Parkway
    - US 41 at Lake Shore Drive
    - US 41 at Beaumont Road
    - US 41 at Bonita Beach Road
    - US 41 at Crown Lakes Boulevard
    - US 41 at Publix Plaza (Advance Auto Parts)
    - Bonita Beach Road at Windsor Road
    - Bonita Beach Road at Center of Bonita Springs
    - Bonita Beach Road at Crown Lakes Boulevard
    - Bonita Beach Road at Arroyal Road
    - Bonita Beach Road at Spanish Wells Boulevard
  - 8 Hour Turning Movement Counts (August 28, 2019)
    - US 41 at Springs Plaza Entrance (north)
-

- US 41 at Springs Plaza Entrance (south)
- US 41 at Walgreens Entrance
- Bonita Beach Road at Beaumont Road
- 8 Hour Turning Movement Counts (April 5, 2022)
  - US 41 at Woods Edge Parkway
  - US 41 at Lake Shore Drive/Bonita Crossings Boulevard
  - US 41 at Foley Road/Shanna Lane
  - US 41 at Springs Plaza Entrance (South)
  - US 41 at Beaumont Road/Springs Plaza Entrance (North)
  - US 41 at Bonita Beach Road
  - US 41 at Crown Lakes Boulevard
  - US 41 at Publix Plaza (Advance Auto Parts)
  - Bonita Beach Rd at Vanderbilt Dr/Luke St
  - Bonita Beach Road at Windsor Road
  - Bonita Beach Road at Publix Plaza
  - Bonita Beach Road at Beaumont Road
  - Bonita Beach Road at Crown Lakes Boulevard
  - Bonita Beach Road at Arroyal Road/Springs Plaza
  - Bonita Beach Road at Spanish Wells Boulevard

Additionally, the following readily available data sources will be used to supplement collected data:

- Roadway Segment Information from FDOT Florida Traffic Information
  - Station 120041: US 41, North of Bonita Beach Road (Lee County Station 437)
  - Station 126023: US 41, North of Collier County Line (Lee County Station 23)
  - Station 126007: Bonita Beach Road, 1000' East of Vanderbilt Drive (Lee County Station 7)
- Lee County Traffic Counts
  - Station 7: Bonita Beach Road, east of Vanderbilt Road (same as FDOT Site 126007) (continuous count station)
  - Station 23: US 41, north of Collier County Line (same as FDOT Site 126023) (continuous count station)
  - Station 92: US 41, north of Bonita Beach Road (same as FDOT Site 120041) (continuous count station)
  - Station 131: Bonita Beach Road, West of Spanish Wells (continuous count station)
  - Station 221: Bonita Beach Road, East of Arroyal Road
  - Station 437: US 41, north of Bonita Beach Road (same as FDOT Site 120041)
  - Station 496: Arroyal Road, North of Bonita Beach Road

All count data will be adjusted for seasonal variation by applying the seasonal factor from the 2022 Peak Season Factor Category Report from Florida Traffic Online (0.96 for the April 5<sup>th</sup>, 2022).

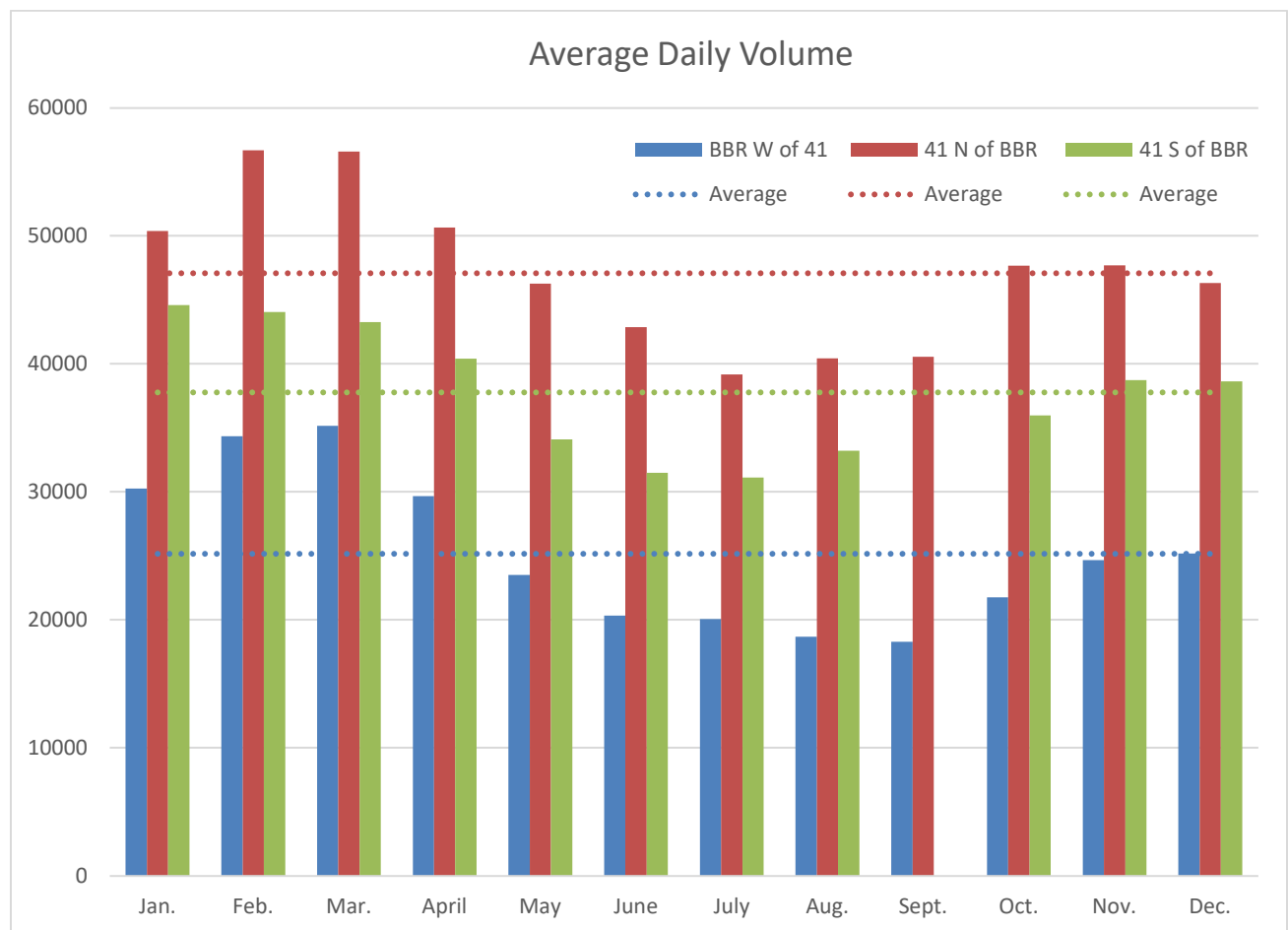


## TRAFFIC FACTORS

Due to the seasonal nature of the area’s traffic, this area sees drastically different traffic volumes and patterns throughout the year. Data from the three continuous count stations located near the intersection, on Bonita Beach Road (west of US 41), US 41 (north of Bonita Beach Road) and US 41 (south of Bonita Beach Road), were used to review the seasonal and daily characteristics of the roadway and determine the K, D, and T factors.

As seen in **Figure 4**, the average daily traffic monthly pattern shows the highest traffic volumes are seen during February and March (and January for Station 126023). This graph is based on data collected at the permanent count stations on Bonita Beach Boulevard and US 41, on the west, north, and south legs of the study intersection.

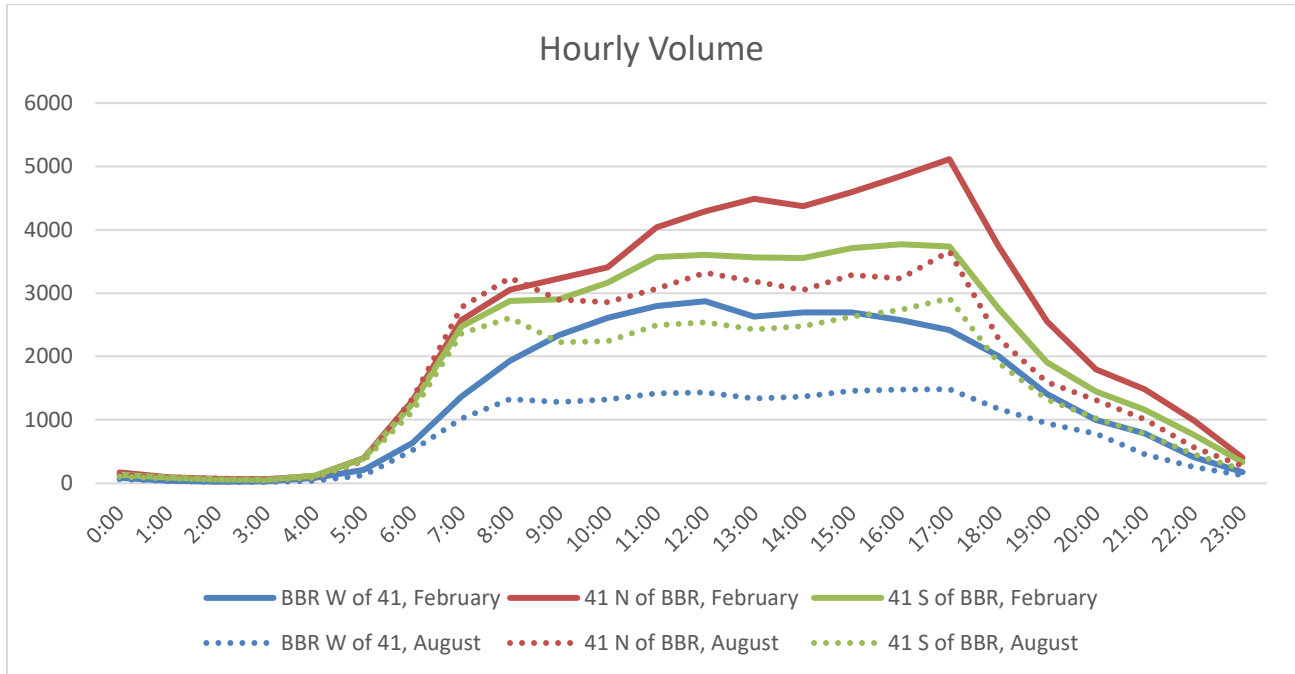
**Figure 4. Average Daily Volume**



As shown in **Figure 5**, this area does not experience typical commuter peak periods. The graph is based on Wednesday’s average hourly volume during February and August at the three continuous count stations. During the peak season, traffic plateaus between 11:00 AM and 6:00 PM. During the off-peak season, there are small peaks during the peak hours, but traffic is relatively consistent between 8:00 AM and 5:00 PM. Therefore, turning movement counts have been collected at the ten previously listed

intersections, from 10 AM – 6 PM. Based upon the collected turning movement counts, the peak periods analyzed will be from 12 PM – 1 PM and 4:45 PM – 5:45 PM.

**Figure 5. Hourly Volume**



**K Factor**

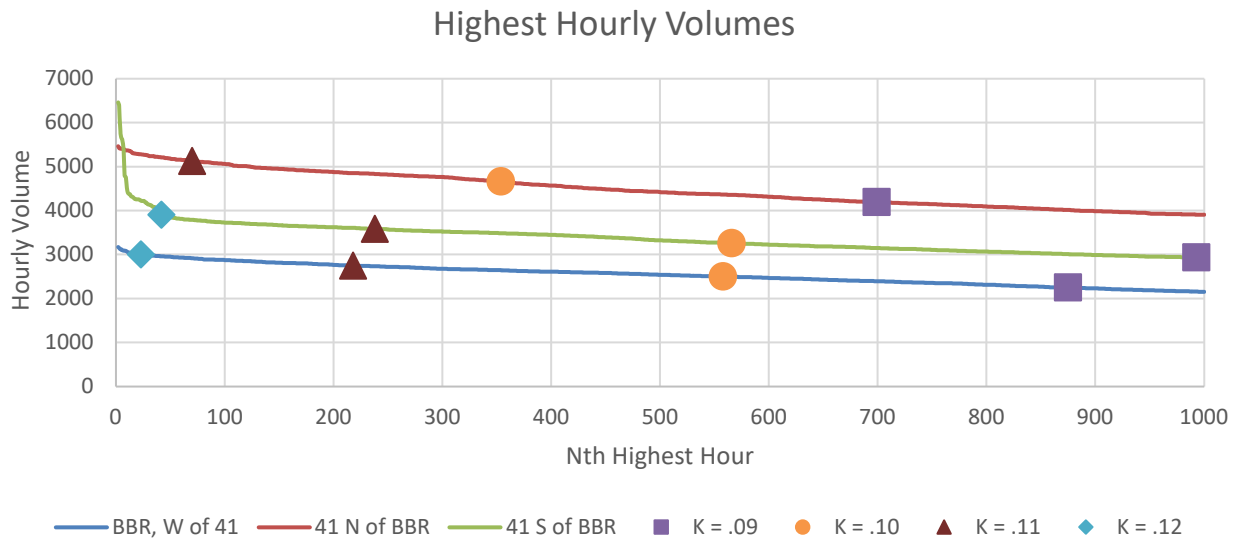
In standard practice, the K factor – the ratio of Design Hour Volumes to AADT – is set to 0.09 in urban areas. Due to the study area’s roadways unique seasonal characteristics, special consideration has to be taken in determining whether the standard K factor is appropriate for the study intersection’s analysis. As shown in **Table 3**, the 100<sup>th</sup> highest hour K factor ranges from 0.109 to 0.115.

**Table 3. K Factor Calculations**

Value	Bonita Beach Road, W of US 41		US 41, N of Bonita Beach Road		US 41, S of Bonita Beach Road	
	K	Volume	K-Factor	Volume	K-Factor	Volume
AADT	25,000		46,600		32,600	
Standard K	0.090	2,250	0.090	4,194	0.090	2,934
100 <sup>th</sup> Highest Hour Volume	0.115	2,878	0.109	5,066	0.114	3,727

Due to the peak season’s significant impact on traffic volumes, using Standard K to produce design year volumes may result in design volumes similar to the existing peak season traffic counts. **Figure 6** shows how various K factors correspond to the continuous count stations observed volumes.

**Figure 6. K Factors vs Hourly Volumes**



Section 2.6.2 of the Project Traffic Forecasting Handbook indicates that there are cases where Standard K factors may not directly apply, including highway facilities in tourist areas. Section 2.6.2 also indicates that these facilities may have peak-to-daily ratios higher than the standard K factors. The standard K factor of 0.09 for the key facilities within this study area fall between the 700<sup>th</sup> highest hour and the 1,000<sup>th</sup> highest hour, due to the extreme seasonality of the traffic volumes. Thus, it is recommended to base the design hour factor for this study on the 100<sup>th</sup> highest hourly data to reduce the number of hours per year where expected volumes will exceed the design-hour volume. Based upon a review of the 100<sup>th</sup> highest hourly data in **Table 3**, a K factor of 0.11 is proposed for use on this project. The standard K value for an urbanized area of 0.09 will be used in developing traffic volumes for all driveway and cross street approaches.

FDOT is updating the Project Traffic Forecasting Handbook with a new version set to be released on November 1, 2023, which will include changes to the recommended K factor ranges. Due to unique traffic patterns at this location and this project beginning prior to the handbook update, no changes will be made to the recommended K factors for this project.

### **D Factor**

Data from the continuous count stations and the 72-hour tube counts provided for this study were analyzed to determine the existing roadway segment's D factors. The D factor was calculated during the midday and PM peak hours for each day of counts, as shown in **Table 4**. The overall peak hour for US 41 occurred during the PM peak hour, while on Bonita Beach Road, the overall peak hour occurred during the mid-day peak.

**Table 4. Calculated D Factors**

		US 41, North of Bonita Beach Road Site # 120041	US 41, South of Bonita Beach Road Site # 126023	Bonita Beach Road, East of US 41 Site # 124226	Bonita Beach Road, West of US 41 Site # 126007
Mid-Day Peak	Day 1	50.14	50.36	50.00	51.11
	Day 2	50.14	50.95	51.03	53.78
	Day 3	50.25	51.35	51.24	51.87
	Average	50.18	50.89	50.76	52.25
PM Peak	Day 1	57.60	59.70	59.93	53.97
	Day 2	57.52	59.63	59.57	54.74
	Day 3	57.01	59.13	61.64	51.87
	Average	57.38	59.49	60.38	53.53

Historical D Factors provided by the FDOT Traffic Online were reviewed for the following count stations:

- 126007 – Bonita Beach Road 1000’ E of Vanderbilt Drive (to the west of the study intersection)
- 124226 – Bonita Beach Road East of Old 41 Road (to the east of the study intersection)
- 120041 – US 41 North of Bonita Beach Road (to the north of the study intersection)
- 126023 – US 41 0.25 miles N of Collier County Line (to the south of the study intersection)

At FDOT continuous count stations, D factors are calculated based upon the data observed at that site. At the remaining count stations, a generalized D factor is utilized based on an aggregate of roadways with similar Lee County characteristics. The historical D factors for the study intersection’s four approaches are shown in **Table 5**.

Other than Bonita Beach Road east of US 41, the mid-day peak has a significantly lower D factor than the PM peak period, with the directionality being more pronounced in the PM peak period than in the mid-day peak period. Due to the difference in D factor for the midday and PM peak period, different D factors are recommended for each peak period, as shown in **Table 7**, derived from the existing D factors. The proposed D factors all fall within the acceptable range set in the FDOT *Project Traffic Forecasting Handbook*.

**Table 5. Historical D Data**

Year	US 41, North of Bonita Beach Road Site # 120041	US 41, South of Bonita Beach Road Site # 126023	Bonita Beach Road, East of US 41 Site # 124226	Bonita Beach Road, West of US 41 Site # 126007
2018	53.30	57.80	53.30	52.80
2017	53.20	57.80	53.20	52.80
2016	56.20	57.80	56.20	52.80
2015	54.50	54.40	54.50	52.60
2014	54.60	54.40	54.60	52.50
2013	59.70	53.50	59.70	53.60
2012	54.30	54.50	54.30	53.20
2011	55.00	56.50	55.00	53.30
2010	57.60	52.73	57.60	56.35
2009	54.47	54.93	54.47	52.34
Historical Maximum	59.70	57.80	59.70	56.35
Historical Minimum	53.20	52.73	53.20	52.34
Historical Average	55.29	55.44	55.29	53.23

\*D factor from the peak hour of the tube counts.

***T<sub>24</sub> Factor***

The percent of daily truck traffic,  $T_{24}$ , was developed by reviewing the historical data at the FDOT count site locations within the study limits, as shown in **Table 6**.

The review of the trucks showed a relatively steady trend over a nine-year period (2009-2017) with the 2018 values not as consistent with previous values. Thus, the historical average of  $T_{24}$  factors was selected as the recommended  $T_{24}$  factor for each segment. The design hour truck (DHT) percentage is equal to half of the daily truck traffic as per the FDOT *Project Traffic Forecasting Handbook*.

**Table 6. Historical T<sub>24</sub> Data**

Year	US 41, North of Bonita Beach Road Site # 120041	US 41, South of Bonita Beach Road Site # 126023	Bonita Beach Road, East of US 41 Site # 124226	Bonita Beach Road, West of US 41 Site # 126007
2018	4.1	4.1	4.1	2.6
2017	2.1	4.2	6.3	3.6
2016	2.1	4.0	6.3	2.8
2015	2.1	2.5	6.3	2.8
2014	2.8	2.9	5.0	5.2
2013	3.1	2.8	7.0	6.5
2012	2.4	2.9	7.0	3.0
2011	2.4	2.8	7.0	3.5
2010	2.2	2.8	5.4	2.8
2009	2.6	3.2	5.4	3.1
Historical Maximum	4.1	4.2	7.0	6.5
Historical Minimum	2.1	2.5	4.1	2.6
Historical Average	2.6	3.2	6.0	3.6

**Recommended Traffic Factors**

A summary of the recommended traffic factors for the PD&E study is shown in **Table 7**. As applying the standard K factor to the AADT within this study area results in volumes that fall between the 700<sup>th</sup> highest hour and the 1,000<sup>th</sup> highest hour, a K factor of 0.11 is proposed for use on this project based upon a review of the 100<sup>th</sup> highest hourly data, to reduce the number of hours per year where expected volumes will exceed the design-hour volume. Separate D factors were selected for the mid-day and PM peak periods, as the traditional commuting patterns, where the AM and PM peak directions reverse, is not the prevalent peak traffic patterns in this area. As the truck factor has been consistent throughout the study periods, the historical average truck factor was chosen for this analysis.

**Table 7. Recommended Traffic Factors**

Description	K	Mid-Day D	PM D	T <sub>24</sub>	DHT
US 41, North of BBR	0.11	50.2	57.4	2.6	1.3
US 41, South of BBR	0.11	50.9	59.5	3.2	1.6
BBR, East of US 41	0.11	50.8	60.4	6.0	3.0
BBR, West of US 41	0.11	52.3	53.5	3.6	1.8

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## TRAFFIC FORECASTING

Opening and design year volumes will be developed for the no-build scenario using travel demand model outputs. These volumes will be compared to historical and projected growth rates for reasonableness. The assumed volumes on Bonita Beach Road between US 41 and Old US 41, and on US 41 between Old US 41 and Bonita Beach Road will be coordinated with the ongoing Old US 41 PD&E Study to provide consistent volumes between the studies. As part of the no-build analysis, volumes for a quadrant road in the northwest quadrant of the intersection will be developed and diverted to the quadrant from the intersection of US 41 and Bonita Beach Road.

Design hour volumes will be calculated by multiplying the AADT by the K and D factors to develop directional design hour volumes (DDHVs). The design hour turning movement volumes calculation will be based on NCHRP Report 765, consistent with the 2021 FDOT *Project Traffic Forecasting Handbook*. The resulting intersection approach and departure volumes at the intersection of US 41 and Bonita Beach Road will be used to determine the major street volumes at the remaining study intersections. Minor street approach volumes will be reviewed on a case by case basis for potential growth opportunities. Approach and departure volumes between adjacent intersections will be balanced manually where needed.

Pedestrian and bicycle volumes will be forecasted by using the existing pedestrian and bicycle counts taken from the intersection turning movement counts and growing them. The additional pedestrian and bicycle volumes will be increased to account for the proposed Coastal Loop Trail along Bonita Beach Road between the beach and Old US 41, the proposed development in the intersection's northwest corner and general growth in the area.

## QUADRANT ROAD

The no-build and build alternatives each include the northwest quadrant road because it is committed and under design by the City of Bonita Springs. The proposed build alternatives each include an additional quadrant road in the northeast to be constructed as part of the build alternative at the US 41 & Bonita Beach Road intersection. The City is also undergoing preliminary planning efforts to incorporate quadrant roadways in the southwest and/or southeast quadrants, but these efforts are preliminary in nature and do not have commitments. Thus, this project will forecast turning movement volumes for the study intersections for each of the scenarios identified below in an effort to understand the volume reductions that the southern quadrant roadways will have on the US 41 & Bonita Beach Road intersection. Operational analysis will only be conducted for the scenarios identified in italics. If advanced by the City of Bonita Springs, the scenarios with the southern quadrant roadways can be evaluated operationally by them at that time.



- No Build
  - Existing US 41 & Bonita Beach Road + Northwest Quadrant Roadway
- 8 Lane Traffic Signal
  - 8 Lane Traffic Signal + Northwest Quadrant Roadway + Northeast Quadrant Roadway
  - 8 Lane Traffic Signal + Northwest Quadrant Roadway + Northeast Quadrant Roadway + Southwest Quadrant Roadway
  - 8 Lane Traffic Signal + Northwest Quadrant Roadway + Northeast Quadrant Roadway + Southwest Quadrant Roadway + Southeast Quadrant Roadway
- Partial Displaced Left Turn (DLT):
  - Partial DLT + Northwest Quadrant Roadway + Northeast Quadrant Roadway
  - Partial DLT+ Northwest Quadrant Roadway + Northeast Quadrant Roadway + Southwest Quadrant Roadway
  - Partial DLT+ Northwest Quadrant Roadway + Northeast Quadrant Roadway + Southwest Quadrant Roadway + Southeast Quadrant Roadway

The VISSIM analysis will not include the Southwest or Southeast quadrant roadways.

The methodology to generate volumes on the quadrant roadways was reviewed and approved by FDOT District 1 in November 2021 and is described below. The District 1 Regional Planning Model that was validated for the US 41 and Bonita Beach Road project will be used to estimate the volumes which would divert to the additional roadway network road system, bypassing the US 41 and Bonita Beach Road intersection. The regional model is not refined enough to provide the diversion directly so instead, two 2040 model runs were completed to estimate the potential for diversion.

### Select Link Analysis

A select link analysis will be completed for the validated model. A link on US 41 north of Bonita Beach Road will be used to determine the percentage of traffic to/from the north which are going to the TAZs in the northwest and northeast quadrants of the intersection. A link on US 41 south of Bonita Beach Road will be used to determine the percentage of traffic to/from the south which are going to the TAZs in the southwest and southeast quadrants of the intersection. The 2045 AADT calculations for the quadrant roads will be calculated by multiplying the percentage of traffic to/from the adjacent TAZs by the approved 2045 AADT from the future volumes forecasting memorandum. This methodology for calculating the volume on the quadrant roads assumes that 100% of the diverting traffic has an origin or destination of the adjacent TAZs and 100% of the traffic to and from those TAZs will divert to the quadrant roadway. Neither of these scenarios are likely to happen as assumed. Traffic on the quadrant road will most likely include more than just trips to and from the TAZs, and not all 100% of traffic to and from the TAZs will likely use the quadrant road. However, as one assumption underestimates traffic on the quadrant road while the second assumption overestimates traffic on the quadrant road, the resulting AADT from the select link analysis can provide a reasonable estimate of the traffic on the quadrant road.

## Quadrant Road Diversion

The model will also be run after adding the new roadways to the model roadway network. The volumes in the model for the quadrant roadway includes both destination traffic (traffic to and from the adjacent TAZs) as well as traffic bypassing the intersection of US 41 and Bonita Beach Road. The roadway volumes shown in the model for the quadrant roads will be adjusted by the proportionate difference between the 2050 AADT for the segment of US 41 north or south of Bonita Beach Road from the future volumes memorandum and the 2040 model volumes on the same link. This methodology may overestimate the volume on the quadrant roadway, as the gravity model may give too much weight to the quadrant roads due to congestion on US 41 and Bonita Beach Road.

## Resulting Volume Diversion

As both of the methods used to estimate the volumes on the new quadrant roadways are not perfect methods for modeling the amount of traffic expected to use the quadrant roadway, the resulting volumes from each of the analysis methods will be averaged to determine the base AADT assumption for the diverted roadways for 2050, which will be rounded per the Traffic Forecasting Handbook guidelines. For purposes of the analysis, the AADTs will be converted to a two-way peak hour volume using a K-factor of 0.11, consistent with the analysis. The peak hour volume will be assigned to turning movements based on the ratio of the affected turning movements at the US 41 and Bonita Beach Road intersection during each peak period.

## PROJECT GROWTH RATE DETERMINATION

The following data was collected to support the determination of project growth rates:

- Historical traffic count data included in the FTI Database;
- Bureau of Economics & Business Research (BEBR) population growth projections

The future year traffic forecasts were developed utilizing a validated subarea from the 2040 District One Regional Planning Model (D1RPM) version 1.0.6, as provided by District One. The previously used 2045 volumes will be assumed to be the 2050 volume, per discussions with District One, and the annual growth rate will be calculated by comparing this future year volumes with the existing volumes.

## DESIGN YEAR MEASURES OF EFFECTIVENESS

Future year operational measures of effectiveness will be evaluated as described previously: HCM methods will be utilized to develop signal timings to be imported into VISSIM, which will be utilized to evaluate the no build and build alternatives.

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## SAFETY

Historical crash data (2014-2022) from the University of Florida's Signal Four (S4) Analytics database will be used to identify significant crash trends or patterns within the study limits. Fatal and incapacitating injury crashes from the current year crash data (January 1, 2023 – June 30, 2023) will also be summarized. A *Highway Safety Manual* (HSM) crash prediction analysis will be carried out, and alternatives will be recommended to mitigate identified trends and patterns using HSM principles. Additional safety performance will be provided under separate cover as part of the Intersection Control Evaluation (ICE) and Safety Performance for Intersection Control Evaluation (SPICE) process.

## DOCUMENTS FOR SUBMITTAL

For each memo submitted, FDOT District One staff will be given the opportunity to comment. The Kittelson team will follow the guidance set in the *FDOT Traffic Analysis Handbook*, *FDOT Project Traffic Forecasting Handbook*, and the *FDOT Project Development and Environmental Manual* and draw upon our experience on tabular summaries and graphical presentation.

In addition to the PTAR, memos at interim key steps will be provided to FDOT District One staff for review and comment. The Kittelson team will not prepare the final report until concurrence has been reached on the technical memorandums. Interim memos planned for submission include:

- **Existing Conditions Technical Memorandum.** This approved report provides an overview of the condition of the existing transportation network under study including existing data analysis. An addendum will be prepared for this memorandum to provide an existing conditions analysis for the intersection of Bonita Beach Road and Vanderbilt Drive/Luke Street. No other changes will be made to the existing condition memorandum.
- **Future Year AADT, DDHV and Turning Movements Technical Memorandum.** This report presents the traffic forecasting process and documents procedures, assumptions, and results. The previously approved report will be updated to include future turning movement volumes based on the updated counts and calculations of the southwest and southeast quadrant road volumes.

## Appendix 1 VISSIM Calibration

The VISSIM models development will follow guidelines in the FDOT *Traffic Analysis Handbook*, which references the Federal Highway Administration's (FHWA) seven step process as outlined in the FHWA's *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software (April 2019)*. These steps are summarized below.

- Identification of Study Purpose, Scope, and Approach
- Data Collection and Preparation
- Base Model Development
- Error Checking
- Calibration
- Alternatives Analysis
- Final Report and Technical Documentation

Based on the above process, the project team has prepared a list of assumptions which will be used for the individual steps. These are summarized below.

Vehicle characteristics, aside from heavy vehicle percentage, and performance data has not been collected and the VISSIM default vehicle parameters used will be used.

## Base Model Development

Using the data outlined above, a base model will be developed with the technical documentation provided with VISSIM and industry best practices. Base model development represents an uncalibrated model and is only the first preliminary step in model development. The following key information regarding the base model is summarized below.

### *Basic Settings*

- VISSIM version 11.00-12 was used for the calibration of the existing conditions model. New model runs will be conducted by modifying the existing files to reflect the build scenarios using VISSIM 2022. No additional calibration will be conducted.
- A modeling resolution of 10 steps per second will be used. The input parameter of one will result in the vehicles moving once per simulation second while an input parameter of 10 will result in the position of the vehicle being calculated 10 times per simulation second, thus making vehicles move more smoothly throughout the network. The higher the simulation resolution, the more realistic the behavior and interactions of vehicles is. The change of simulation speed is inversely proportional to the number of time steps. A value of 10 will be used on all models and this value will not change between existing and future analyses. This value may be modified in the case of video production.
- A minimum of 10 simulation runs (maximum of 30 runs) with random seed numbers will be used. The adequacy of the number of runs will be assessed using the equation in Section 7.4.4 of the *Traffic Analysis Handbook* to determine the number of runs necessary

to achieve no more than a 10% tolerable error, using the “average delay time per vehicle, all vehicle types” performance measure.

- Minimum of 15 minutes seeding interval
- The North American Default vehicle fleet available on the PTV website will be used in the VISSIM models. Some calibration adjustments may be made to the model distributions, or additional vehicle types may be defined for trucks with multiple trailers. Heavy vehicle percentages for the existing conditions will be based on available classification data along the arterials and the freeway. The truck percentages will be based on the data collection conducted.
- Wiedemann 74 driver behaviors will be used
  - Any model specific settings will be documented in the final technical documentation

### ***Routing Decisions***

Full static origin-destination routes will be developed via VISUM’s Origin-Destination Matrix Estimation (ODME) functionality (T-Flow Fuzzy). It is expected that the VISSIM model will be imported into VISUM and balanced volumes will be provided as input into the ODME process. An origin-destination table with full origin-destination routes will then be imported back into VISSIM.

This will enable a vehicle to make a decision at the first possible opportunity and allow for lane changing and merging distance. In instances of short distances between intersections, routing decisions may need to combine multiple routes in order to minimize unrealistic lane changes.

### ***Desired Speed Distributions***

Speed distributions will be based on a linear distribution as follows:

- +/- 5 mph from the posted speed limit along arterials; and
- 7.5-15.5 for Right Turns
- 12.4-18.6 for Left Turns

### ***Speed Decisions***

Speed decisions will be placed at each entrance to the model. They will be placed so the vehicle changes speeds as soon as they are on the link with the new anticipated speed. For instances where a speed change will occur, the decision point will be placed so the vehicle will change speeds as soon as they are on the link with the new anticipated speed.

### ***Reduced Speed Areas***

Reduced speed areas will be placed on the apex of a curve on any link or connector whose corresponding roadway geometry would cause vehicles to temporarily slow down to negotiate the area. The lengths of

the reduced speed areas will be modeled appropriately (between 5 and 15 feet) as there is potential for a reduction in turning movement capacity with the use of an excessively long reduced speed area. =

### ***Conflicts Areas/Priority Rules***

Conflicts in VISSIM can be modeled using conflict areas and/or priority rules. Typically, it is desired to use conflict areas, however, certain situations may require the use of priority rules. For this model, the project team will prioritize the use of conflict areas over priority rules.

### ***Signal Control***

The Ring Barrier Controller (RBC) will be used for coding traffic signals. Existing signal timings will be imported from Synchro or manually coded into VISSIM based on the actual signal timings sheets/plans.

### ***Error Checking***

Kittelsohn's error checking process will follow the checklist shown in Table 7-6 of the FDOT Traffic Analysis Handbook. Error checking for this project will be conducted by a senior engineer with the project modeler performing a back check on the identified issues. Error checking will be completed prior to model calibration.

### ***Existing Condition Model Calibration***

The VISSIM model calibration will occur for the "existing conditions" mid-day and PM peak hour model only. Any modified parameters will be carried forward to future conditions models. The existing conditions model is deemed calibrated when the volume and other operational observations are satisfactorily replicated to those in the field.

Calibration for the existing conditions model will be based on reaching target thresholds of model reported results versus field measured data. The project team will calibrate the model based on traffic volumes, travel time runs and visual accuracy. Each of the thresholds for these areas is detailed below. For this effort, calibration will be based off of traffic volumes, travel time runs and visual accuracy.

The calibration of the existing mid-day and PM models will target the thresholds indicated in the FHWA Traffic Analysis Toolbox Volume III and FDOT Traffic Analysis Handbook for the volumes, speeds, and travel times on mainline. **Table 8** summarizes the project's calibration criteria and acceptable targets as documented in FHWA Traffic Analysis Toolbox Volume III and FDOT Traffic Analysis Handbook.



**Table 8. Calibration Criteria and Acceptance Targets**

Measure	Criteria	Calibration Acceptance Targets
Volume	<b>Hourly Flows, Model Versus Observed</b>	
	<b>Individual Link Flows</b>	
	Within 100 vph, for Flow < 700 vph	> 85% of cases
	Within 15%, for 700 vph < Flow < 2700 vph	
	Within 400 vph, for Flow > 2700 vph	
	Sum of All Link Flows	Within 5% of sum of all link counts and GEH <5
	<b>Intersection Movements</b>	
all intersection movements	> 85% of movements GEH <5 100% of movements GEH <10	
Travel Time	Model Versus Observed Travel Time	within ±1 minute for routes with observed travel times less than seven (7) minutes and within ±15% for routes with observed travel times greater than seven (7) minutes

VISSIM is capable of producing model visual output which the analyst can then compare to their own field experience and others' field notes. This visual observation will be completed to see if the model overall is operating as expected and the representation of driver behavior is reasonable. Any unique situations occurring in the model will be documented in the final technical documentation.

### Alternatives Analysis

Once a calibrated existing conditions model is created, the PD&E study viable improvement alternatives will be analyzed using the base assumptions developed during calibration. Design year traffic volumes and geometric modifications that have been developed outside of the VISSIM effort will be incorporated into the future VISSIM model.

Similar to calibration, a base level of volume validation will be completed to check whether modeled volumes are in line with expected volumes based on model calibration targets for traffic volume presented in Chapter 7 of the *FDOT Traffic Analysis Handbook*. Once volume validation is complete, the future year model will undergo error checking and will be considered complete. Following these steps, the future year alternatives' measures of effectiveness, discussed in the paragraphs above, will be produced and compared to the no-build alternative.

### ***Final Report and Technical Documentation***

Technical documentation for a VISSIM modeling effort involves two parts. The first is a final technical report, to be included as part of the Project Traffic Analysis Report, containing the following items:

- Study objectives, scope, and study approach
- Data source(s)
- Calibration tests and results
- Forecast assumptions
- Description of alternative
- Results
- 2-D videos of model animations

The second deliverable is the VISSIM model itself, including the existing condition model as well as any alternatives. The following VISSIM files will be provided to the reviewing agency(s).

- VISSIM (.inpx) files
- Signal Timing (.rbc or .prbc) Files
- Background Imagery (.png)
- Model Output Files
- Error Files (.err)

FW: RE: 198230-1-22-13 Bonita Beach Road

Jack Freeman <jfreeman@kittelton.com>

Fri 10/13/2023 2:37 PM

To: Stephanie Shealey <ssealey@kittelton.com>

Cc: Adam Burghdoff <aburghdoff@kittelton.com>

**John R. Freeman, Jr., P.E., PTOE, RSP1**

Senior Principal

[Kittelton & Associates, Inc.](#)

---

**From:** Bateman, Patrick <Patrick.Bateman@dot.state.fl.us>

**Sent:** Friday, June 17, 2022 11:13 AM

**To:** Jack Freeman <jfreeman@kittelton.com>

**Cc:** Adam Burghdoff <aburghdoff@kittelton.com>; Oujevolk, Richard <Richard.Oujevolk@dot.state.fl.us>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>

**Subject:** RE: RE: 198230-1-22-13 Bonita Beach Road

Jack,

From talking with Systems Planning, they did not think there is a need to update the existing conditions to 2022 volumes as the existing conditions done was accurate to that year, and the existing conditions will not match the base conditions once the quadrant goes in. Since the Vissim was already calibrated, they did not think there was a need to do it again, as driver behavior shouldn't change much.

For the third point, I take that this is only the driveway turning movement volumes, not the major roads, as those would use AADT with TURN5 to generate turning movement volumes. For roadway volumes, we were changing the design year, but keeping the same volume, so those growth rates would need to adjust to fit from the base year to new design year. I think the same method should apply for growing turning movement counts, so only the only update should be for the newly added intersections.

We have a progress meeting on the calendar for Monday. Do we have anything to discuss at that time?

**Patrick Bateman, PE**

Project Manager

Environmental Management Office

FDOT District 1

(863) 519-2792

---

**From:** Jack Freeman <jfreeman@kittelton.com>

**Sent:** Wednesday, June 8, 2022 9:04 AM

**To:** Bateman, Patrick <Patrick.Bateman@dot.state.fl.us>

**Cc:** Burghdoff, Adam <aburghdoff@kittelton.com>; Oujevolk, Richard <Richard.Oujevolk@dot.state.fl.us>

**Subject:** RE: RE: 198230-1-22-13 Bonita Beach Road

Patrick,

Thank you for Friday's email. I want to make sure we are understanding the work elements associated with "fresh TMC's". Here is what we see.

1. Update all existing condition Synchro analyses to reflect the 2022 volumes. Update the Existing Conditions Report.
2. Update the VISSIM calibration using the new count data and HERE data as previously discussed. Update VISSIM Validation Technical Memorandum.
3. When developing the design year turning movement volumes, we will keep the previously developed growth rates but refresh the turning movement volumes with the new 2022 TMCs. Update Synchro analyses and Future Volumes Memo accordingly.

Do you agree with these scope items?

Thanks,

Jack

**John R. Freeman, Jr., P.E., PTOE, RSP**

Senior Principal

**RSP is certification as a Road Safety Professional**

[Kittelton & Associates, Inc.](#)

Transportation Engineering / Planning

225 East Robinson Street, Suite 355

Orlando, Florida 32801

407.540.0555

407.373.1103 (direct)

407.701.0185 (cell)

[Streetwise](#) [Twitter](#) [Facebook](#)

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**From:** Bateman, Patrick <Patrick.Bateman@dot.state.fl.us>

**Sent:** Friday, June 3, 2022 3:34 PM

**To:** Jack Freeman <jfreeman@kittelton.com>

**Cc:** Adam Burghdoff <aburghdoff@kittelton.com>; Oujevolk, Richard <Richard.Oujevolk@dot.state.fl.us>

**Subject:** RE: RE: 198230-1-22-13 Bonita Beach Road

Jack,

We are going ahead and getting fresh TMCs at all the scoped locations.

When we talked, we said the three quadrant option would not be needed, so please remove number (2) from the list, but we do agree with doing no-build in Vissim.

Patrick Bateman, PE  
 Project Manager  
 Environmental Management Office  
 FDOT District 1  
 (863) 519-2792

From: Jack Freeman <jfreeman@kittelson.com>  
 Sent: Wednesday, June 1, 2022 2:03 PM  
 To: Bateman, Patrick <Patrick.Bateman@dot.state.fl.us>  
 Cc: Burghdoff, Adam <aburghdoff@kittelson.com>  
 Subject: FW: RE: 198230-1-22-13 Bonita Beach Road

Patrick,

We have taken some time to compare the volumes for the four approach legs to the US 41 and BBR intersection. From a daily perspective, we are seeing a minimal increase as is shown below. In the critical PM peak hour we are seeing a slight volume decrease on US 41 and a very slight increase in the AM peak hour. These major roads basically have the same volumes. We do not see a need to redo the TMCs for locations we have a previous TMC. We will need TMCs for the added intersection locations. Please let us know if you and OJ agree with this approach.

2019 vs. 2022 AADT						
Count Station	2019	2022	Total Change	Total Percent Change	Change Per Year	Percent Change Per Year
US 41 at Imperial River	76,974	78,057	1,082	1.4%	361	0.5%
US 41 south of Beaumont/Foley	56,652	57,847	1,196	2.1%	399	0.7%
BBR west of Wisconsin	44,024	44,572	547	1.2%	182	0.4%
BBR west of Windsor	43,501	44,643	1,142	2.6%	381	0.9%
Windsor south of BBR	1,377	2,252	874	63.5%	291	21.2%
Windsor north of BBR	942	2,229	1,287	136.6%	429	45.5%
Arroyal north of BBR	4,932	9,409	4,477	90.8%	1,492	30.3%

2019 vs. 2022 Seasonally Adjusted Peak-Hour Volumes										
Count Station	2019		2022		Total Change		Total Percent Change		Change Per Year	
	MD Volume	PM Volume	MD Volume	PM Volume	MD Volume	PM Volume	MD Volume	PM Volume	MD Volume	PM Volume
US 41 at Imperial River	5,624	6,400	5,725	6,106	102	(294)	1.8%	-4.6%	34	(98)
US 41 south of Beaumont/Foley	4,220	4,686	4,326	4,544	106	(142)	2.5%	-3.0%	35	(47)
BBR west of Wisconsin	3,368	3,120	3,407	3,144	39	24	1.2%	0.8%	13	8
BBR west of Windsor	3,415	3,090	3,503	3,159	88	69	2.6%	2.2%	29	23
Windsor south of BBR	118	106	195	149	77	43	65.6%	40.4%	26	14
Windsor north of BBR	41	85	187	185	146	101	357.9%	118.9%	49	34
Arroyal north of BBR	310	443	774	717	464	274	149.5%	61.9%	155	91

To answer Nancy Adam's question below, if we go with the Kittelson suggestion above, we do not need to recount previously counted intersections. We will only need data is for the Bonita Beach Road and Vanderbilt Dr./Luke Street intersection. The 8 hours needed are 10 AM to 6 PM.

We are also thinking about the design year traffic volumes. Per Kyle Purvis email dated 4/7/2022 we will not be using the recently adopted D-1 Regional Planning Model and staying with the 2045 D1RPMv2.0 model. Mr. Purvis indicated the potential of using the 2045 AADT volumes we previously developed and applying these as 2050/design year volumes. We plan to develop opening and design year design hour volumes and turning movement volumes for four scenarios. This assumes the northwest quadrant roadway is part of the No Build.

1. DLT + Northeast Quadrant Roadway – Completed
2. DLT + Northeast Quadrant Roadway + Southwest Quadrant Roadway
3. DLT + Northeast Quadrant Roadway + Southwest Quadrant Roadway + Southeast Quadrant Roadway
4. Enhanced US 41/BBR intersection + Northeast Quadrant Roadway + Southwest Quadrant Roadway + Southeast Quadrant Roadway

Finally, regarding the VISSIM analysis, in our May 16<sup>th</sup> meeting, we discussed deleting the SPUI from the analysis. We would like to propose an alternative approach. We did not originally negotiate conducting a no build VISSIM analysis. In our recent VISSIM work in locations having saturated conditions with the build alternative in the design year, we have been comparing the performance of the build to no build conditions which will still show an improvement, despite the fact that individual movements at certain intersections may not show conditions operating at an acceptable level. We are not using Synchro for this comparative analysis in the PTAR – just reporting VISSIM results per the latest traffic analysis handbook (Section 9.3.3.2; page 117). Synchro is still used to help set up the VISSIM, but the results are not provided in the PTAR. This helps avoid certain inherent differences between stochastic and deterministic analysis procedures that can often derail a PTAR. Therefore, we are suggesting we substitute the no build analysis for the SPUI analysis.

Please let us know any comments you may have on this traffic analysis approach.

Jack

John R. Freeman, Jr., P.E., PTOE, RSP  
 Senior Principal  
 RSP is certification as a Road Safety Professional  
 Kittelson & Associates, Inc.  
 Transportation Engineering / Planning

225 East Robinson Street, Suite 355  
Orlando, Florida 32801  
407.540.0555  
407.373.1103 (direct)  
407.701.0185 (cell)

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**From:** Bateman, Patrick <[Patrick.Bateman@dot.state.fl.us](mailto:Patrick.Bateman@dot.state.fl.us)>  
**Sent:** Friday, May 27, 2022 1:55 PM  
**To:** Jack Freeman <[jfreeman@kittelson.com](mailto:jfreeman@kittelson.com)>  
**Subject:** FW: RE: 198230-1-22-13 Bonita Beach Road

Jack,

Did you pick the hours yet?

**Patrick Bateman, PE**  
Project Manager  
Environmental Management Office  
FDOT District 1  
(863) 519-2792

---

**From:** Nancy Adams <[nadams@adamstraffinc.com](mailto:nadams@adamstraffinc.com)>  
**Sent:** Friday, May 27, 2022 1:19 PM  
**To:** Bateman, Patrick <[Patrick.Bateman@dot.state.fl.us](mailto:Patrick.Bateman@dot.state.fl.us)>  
**Cc:** Kristin Caruso <[kcaruso@scalarinc.net](mailto:kcaruso@scalarinc.net)>  
**Subject:** FW: RE: 198230-1-22-13 Bonita Beach Road

**EXTERNAL SENDER: Use caution with links and attachments.**

Hi Patrick,

We never received the hours for the Bonita Beach 8-hr TMCs. Do you know the hours?

Thanks,

Nancy Adams, P.E.  
*Adams Traffic, Inc.*  
813-763-7763

---

**From:** Nancy Adams  
**Sent:** Monday, May 2, 2022 4:50 PM  
**To:** Bateman, Patrick <[Patrick.Bateman@dot.state.fl.us](mailto:Patrick.Bateman@dot.state.fl.us)>  
**Cc:** 'Kristin Caruso' <[kcaruso@scalarinc.net](mailto:kcaruso@scalarinc.net)>  
**Subject:** RE: 198230-1-22-13 Bonita Beach Road

Hi Patrick,

The Bonita Beach Road 72-hr volume count reports and data files are attached. Please advise on the hours for the 8-hr TMCs.

Please contact me if you have any questions.

Thank you,


Nancy Adams, P.E.  
*Adams Traffic, Inc.*  
813-763-7763

**FW: 444321 US 41 at Bonita Beach Road - D1 RPM update**

Jack Freeman &lt;jfreeman@kittelson.com&gt;

Wed 11/22/2023 12:14 PM

To: Stephanie Shealey &lt;:sshealey@kittelson.com&gt;; Adam Burghdoff &lt;aburghdoff@kittelson.com&gt;

 1 attachments (2 MB)

444321\_US 41 BBR\_Future Volumes Tech Memo\_05152020.pdf;

Stephanie and Adam,

I think we need to reference this email regarding using the 2045 for 2050 numbers. We may want to put into the PTAR.

Jack

**John R. Freeman, Jr., P.E., PTOE, RSP1**

Senior Principal

[Kittelson & Associates, Inc.](#)

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**From:** Bateman, Patrick <Patrick.Bateman@dot.state.fl.us>  
**Sent:** Thursday, April 7, 2022 10:38 AM  
**To:** Jack Freeman <jfreeman@kittelson.com>  
**Cc:** Oujevolk, Richard <Richard.Oujevolk@dot.state.fl.us>  
**Subject:** FW: 444321 US 41 at Bonita Beach Road - D1 RPM update

Jack,

Our Systems Planning group looked at the numbers and they came out lower. I would like to follow their suggestion to use our 2045 numbers as the 2050 numbers and not make other changes.

**Patrick Bateman, PE**

Project Manager

Environmental Management Office

FDOT District 1

(863) 519-2792

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**From:** Purvis, Kyle <[Kyle.Purvis@dot.state.fl.us](mailto:Kyle.Purvis@dot.state.fl.us)>  
**Sent:** Thursday, April 7, 2022 7:52 AM  
**To:** Bateman, Patrick <[Patrick.Bateman@dot.state.fl.us](mailto:Patrick.Bateman@dot.state.fl.us)>; Bowne, Elias <[Elias.Bowne@dot.state.fl.us](mailto:Elias.Bowne@dot.state.fl.us)>  
**Cc:** jgraham <[jgraham@trafodata.net](mailto:jgraham@trafodata.net)>  
**Subject:** RE: 444321 US 41 at Bonita Beach Road - D1 RPM update

Good morning Patrick,

Jerry has compared the D1RPM2.0 with the growth rates developed for the tech memo (See below). At this time, I do not see any reason to pursue updating the models version for this project.

The table below is based on the associated 2020 Forecast Volume Tech Memo (attached), and the current adopted 2045 D1RPMv2.0 model volumes.

Roadway Segment	2019 FTI	2045 D1RPM(NCHRP Adj.)		Tech Memo (5/15/20)	
		AADT	Ann. Growth	AADT	Ann. Growth
US 41 N of Bonita Beach	59000	73946	0.97%	78000	1.24%
US 41 S of Bonita Beach	33000	53070	2.34%	60000	3.15%
Bonita Beach W of US 41	25500	35062	1.44%	39000	2.04%
Bonita Beach E of US 41	30000	34184	0.54%	39000	1.15%
<b>Total Intersection</b>	<b>147500</b>	<b>196262</b>	<b>1.27%</b>	<b>216000</b>	<b>1.79%</b>

The table indicates that 2045 AADT volumes documented in the Tech Memo are about 10% higher than those from the current 2045 model.

Historical FTI count trends for these roadways show average annual growth of less than 1% from 2008 to 2019.

Based on the above, I believe that the 5/15/20 Tech Memo 2045 AADT volumes remain applicable, and could potentially be used to represent 2050 volumes, given that they represent a 2% overall annual growth to 2050 from the current 2045 model volumes.

Let me know if you have any questions or need anything else.

### **KYLE PURVIS, EI**

Systems Planning Administrator

FDOT, District 1

Office: (863) 519 - 2395

Cell: (863) 220 - 3450

[Kyle.Purvis@dot.state.fl.us](mailto:Kyle.Purvis@dot.state.fl.us)

---

**From:** Bateman, Patrick <[Patrick.Bateman@dot.state.fl.us](mailto:Patrick.Bateman@dot.state.fl.us)>

**Sent:** Friday, April 1, 2022 9:49 AM

**To:** Purvis, Kyle <[Kyle.Purvis@dot.state.fl.us](mailto:Kyle.Purvis@dot.state.fl.us)>; Bowne, Elias <[Elias.Bowne@dot.state.fl.us](mailto:Elias.Bowne@dot.state.fl.us)>

**Subject:** 444321 US 41 at Bonita Beach Road - D1 RPM update

I have been managing the US 41 at Bonita Beach Road PD&E study. The project traffic was originally modeled in D1RPM 1.0.6 in 2019, using an opening of 2025 and design year of 2045. The consultant is asking to move the opening to 2030 and design to 2050, and are asking about have new forecast done in D1RPM 2.0. Is this something we should persue?

### **Patrick Bateman, PE**

Project Manager

Environmental Management Office

FDOT District 1

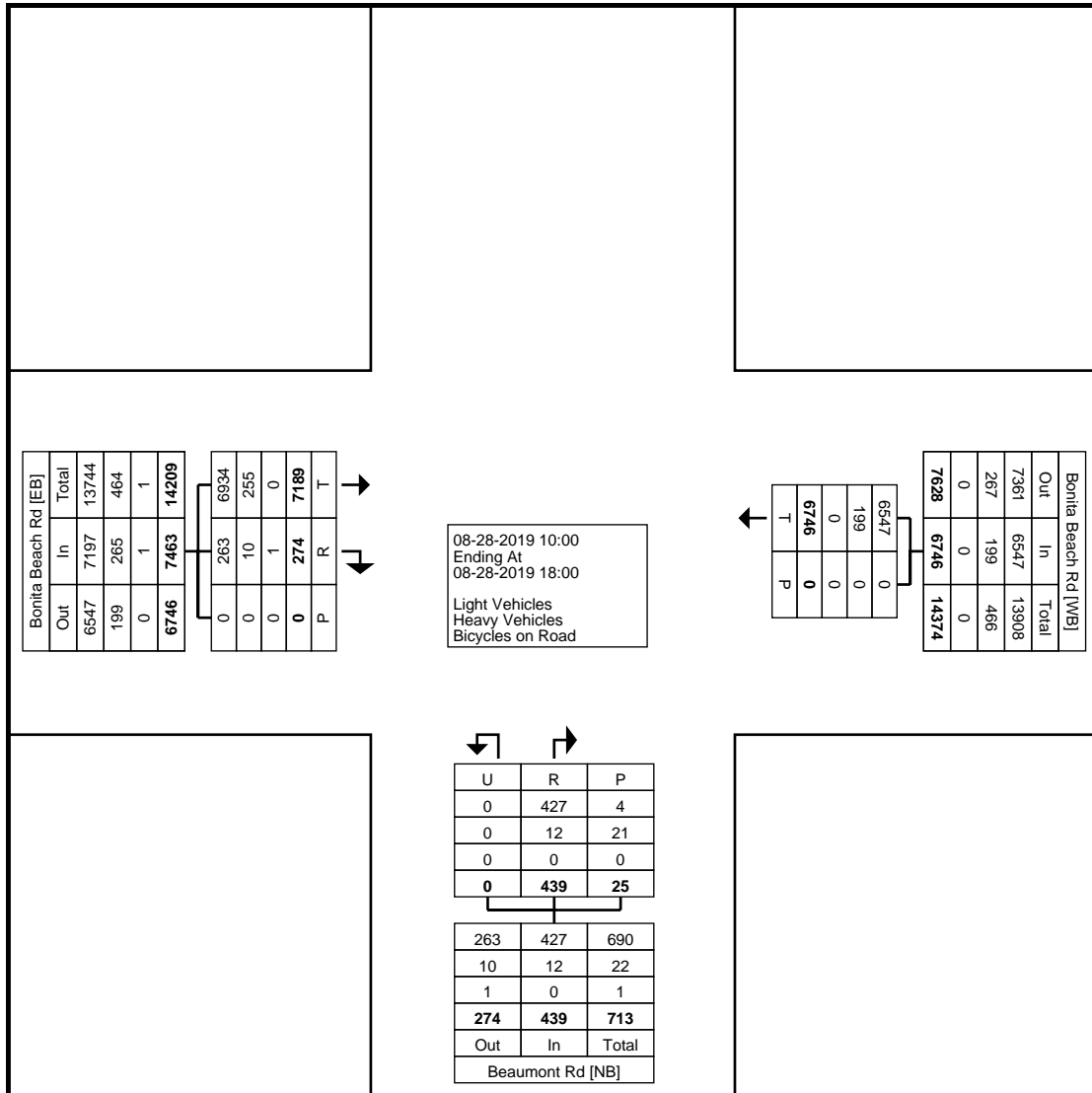
(863) 519-2792



*Appendix B. Turning Movement Counts*

### Turning Movement Data

Start Time	Bonita Beach Rd Eastbound				Bonita Beach Rd Westbound			Beaumont Rd Northbound				Int. Total
	Thru	Right	Peds	App. Total	Thru	Peds	App. Total	U-Turn	Right	Peds	App. Total	
10:00	187	6	0	193	189	0	189	0	13	0	13	395
10:15	192	6	0	198	230	0	230	0	9	2	9	437
10:30	200	8	0	208	187	0	187	0	12	3	12	407
10:45	206	10	0	216	229	0	229	0	10	0	10	455
Hourly Total	785	30	0	815	835	0	835	0	44	5	44	1694
11:00	182	8	0	190	191	0	191	0	13	0	13	394
11:15	185	11	0	196	217	0	217	0	4	1	4	417
11:30	204	9	0	213	218	0	218	0	8	1	8	439
11:45	208	11	0	219	221	0	221	0	9	2	9	449
Hourly Total	779	39	0	818	847	0	847	0	34	4	34	1699
12:00	219	18	0	237	254	0	254	0	15	1	15	506
12:15	212	8	0	220	191	0	191	0	13	0	13	424
12:30	243	15	0	258	206	0	206	0	31	1	31	495
12:45	219	8	0	227	221	0	221	0	25	0	25	473
Hourly Total	893	49	0	942	872	0	872	0	84	2	84	1898
13:00	252	10	0	262	230	0	230	0	23	0	23	515
13:15	199	13	0	212	209	0	209	0	17	0	17	438
13:30	224	10	0	234	178	0	178	0	13	2	13	425
13:45	234	8	0	242	202	0	202	0	9	2	9	453
Hourly Total	909	41	0	950	819	0	819	0	62	4	62	1831
14:00	251	14	0	265	202	0	202	0	21	1	21	488
14:15	212	8	0	220	185	0	185	0	15	1	15	420
14:30	237	6	0	243	199	0	199	0	12	2	12	454
14:45	250	12	0	262	222	0	222	0	13	1	13	497
Hourly Total	950	40	0	990	808	0	808	0	61	5	61	1859
15:00	218	12	0	230	169	0	169	0	14	1	14	413
15:15	243	4	0	247	207	0	207	0	17	1	17	471
15:30	267	7	0	274	194	0	194	0	12	0	12	480
15:45	238	5	0	243	205	0	205	0	13	1	13	461
Hourly Total	966	28	0	994	775	0	775	0	56	3	56	1825
16:00	268	8	0	276	210	0	210	0	9	0	9	495
16:15	221	9	0	230	205	0	205	0	19	0	19	454
16:30	243	7	0	250	245	0	245	0	11	0	11	506
16:45	222	5	0	227	229	0	229	0	9	1	9	465
Hourly Total	954	29	0	983	889	0	889	0	48	1	48	1920
17:00	302	7	0	309	231	0	231	0	16	0	16	556
17:15	249	4	0	253	249	0	249	0	12	0	12	514
17:30	218	5	0	223	233	0	233	0	10	1	10	466
17:45	184	2	0	186	188	0	188	0	12	0	12	386
Hourly Total	953	18	0	971	901	0	901	0	50	1	50	1922
Grand Total	7189	274	0	7463	6746	0	6746	0	439	25	439	14648
Approach %	96.3	3.7	-	-	100.0	-	-	0.0	100.0	-	-	-
Total %	49.1	1.9	-	50.9	46.1	-	46.1	0.0	3.0	-	3.0	-
Light Vehicles	6934	263	0	7197	6547	0	6547	0	427	4	427	14171
% Light Vehicles	96.5	96.0	-	96.4	97.1	-	97.1	-	97.3	16.0	97.3	96.7
Heavy Vehicles	255	10	0	265	199	0	199	0	12	21	12	476
% Heavy Vehicles	3.5	3.6	-	3.6	2.9	-	2.9	-	2.7	84.0	2.7	3.2
Bicycles on Road	0	1	0	1	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.4	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0



Turning Movement Data Plot

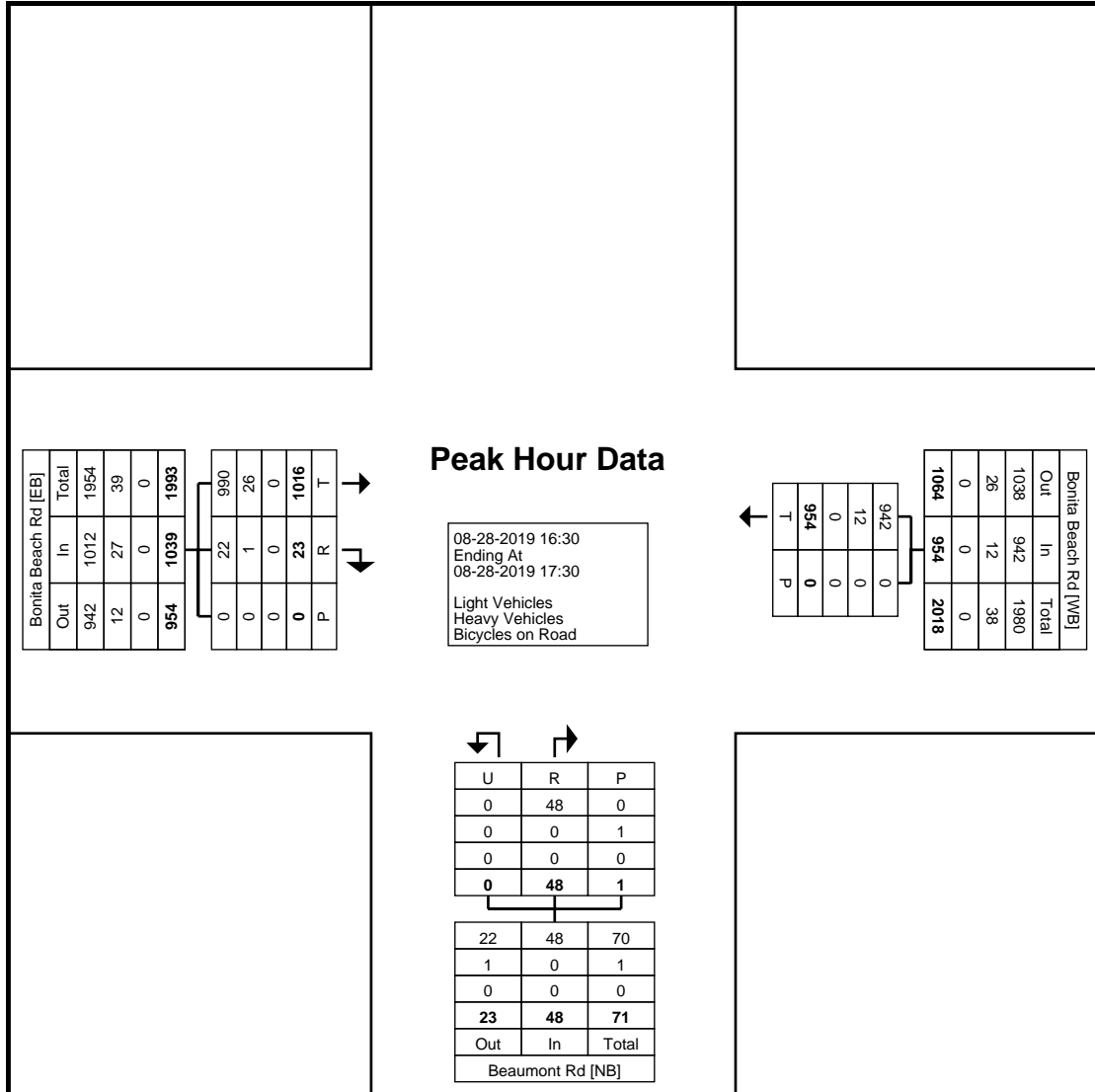
Bonita Beach Road & Beaumont Rd  
 Wednesday TMC

Florida Transportation Engineering, Inc.  
 (FTE)  
 8250 Pascal Dr  
 Punta Gorda, Florida, United States 33950  
 (800) 639-4851

Count Name: 1\_Bonita Beach Road & Beaumont Rd  
 Site Code: 1  
 Start Date: 08-28-2019  
 Page No: 3

### Turning Movement Peak Hour Data (16:30)

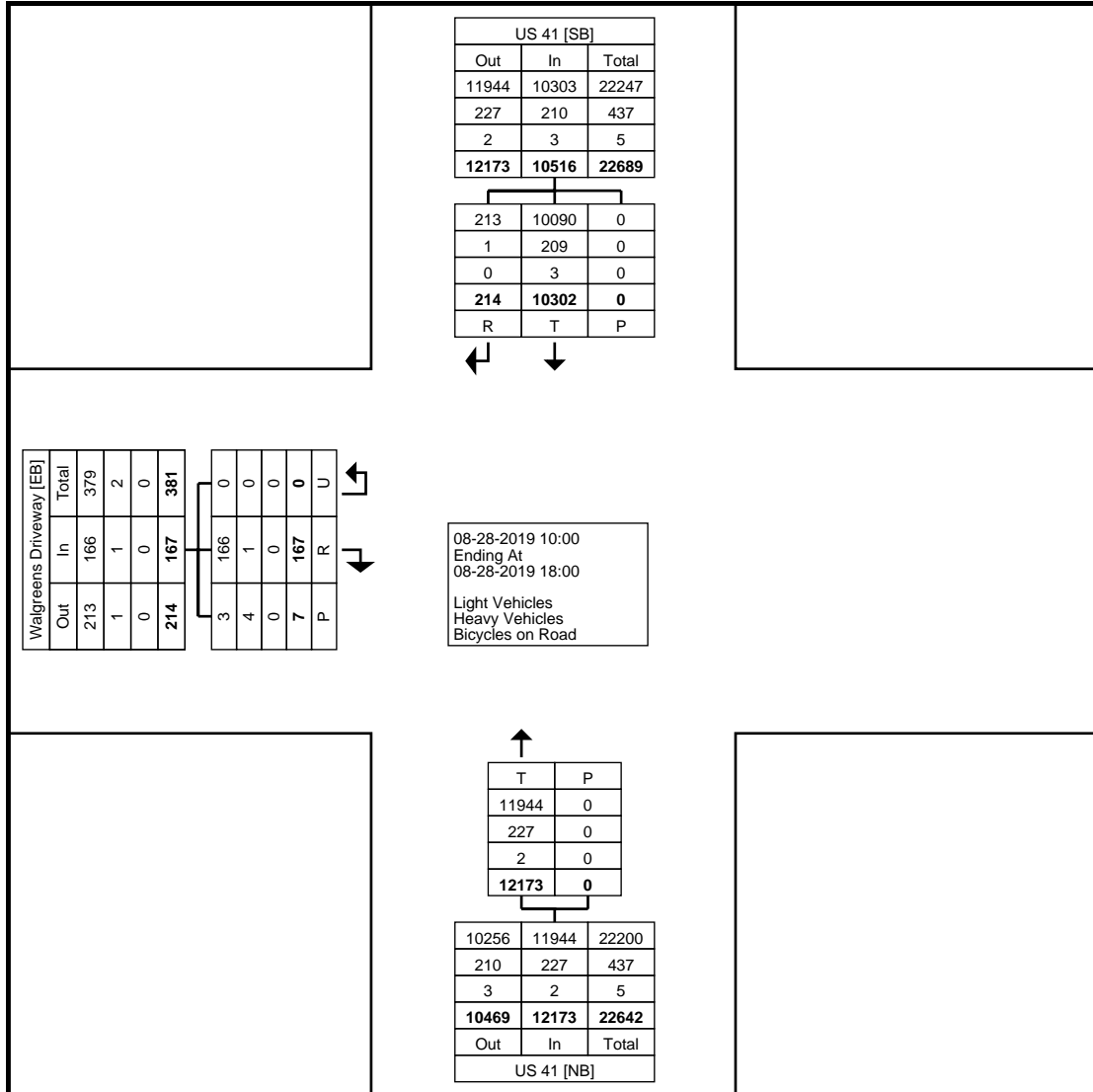
Start Time	Bonita Beach Rd Eastbound				Bonita Beach Rd Westbound			Beaumont Rd Northbound				Int. Total
	Thru	Right	Peds	App. Total	Thru	Peds	App. Total	U-Turn	Right	Peds	App. Total	
16:30	243	7	0	250	245	0	245	0	11	0	11	506
16:45	222	5	0	227	229	0	229	0	9	1	9	465
17:00	302	7	0	309	231	0	231	0	16	0	16	556
17:15	249	4	0	253	249	0	249	0	12	0	12	514
<b>Total</b>	<b>1016</b>	<b>23</b>	<b>0</b>	<b>1039</b>	<b>954</b>	<b>0</b>	<b>954</b>	<b>0</b>	<b>48</b>	<b>1</b>	<b>48</b>	<b>2041</b>
Approach %	97.8	2.2	-	-	100.0	-	-	0.0	100.0	-	-	-
Total %	49.8	1.1	-	50.9	46.7	-	46.7	0.0	2.4	-	2.4	-
PHF	0.841	0.821	-	0.841	0.958	-	0.958	0.000	0.750	-	0.750	0.918
Light Vehicles	990	22	0	1012	942	0	942	0	48	0	48	2002
% Light Vehicles	97.4	95.7	-	97.4	98.7	-	98.7	-	100.0	0.0	100.0	98.1
Heavy Vehicles	26	1	0	27	12	0	12	0	0	1	0	39
% Heavy Vehicles	2.6	4.3	-	2.6	1.3	-	1.3	-	0.0	100.0	0.0	1.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0



Turning Movement Peak Hour Data Plot (16:30)

### Turning Movement Data

Start Time	Walgreens Driveway Eastbound				US 41 Northbound			US 41 Southbound				Int. Total
	U-Turn	Right	Peds	App. Total	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	
10:00	0	2	1	2	286	0	286	348	6	0	354	642
10:15	0	4	0	4	290	0	290	314	14	0	328	622
10:30	0	7	0	7	310	0	310	317	7	0	324	641
10:45	0	4	0	4	291	0	291	363	5	0	368	663
Hourly Total	0	17	1	17	1177	0	1177	1342	32	0	1374	2568
11:00	0	3	0	3	294	0	294	314	5	0	319	616
11:15	0	7	0	7	338	0	338	324	4	0	328	673
11:30	0	8	0	8	338	0	338	389	8	0	397	743
11:45	0	6	0	6	341	0	341	352	5	0	357	704
Hourly Total	0	24	0	24	1311	0	1311	1379	22	0	1401	2736
12:00	0	4	0	4	380	0	380	337	2	0	339	723
12:15	0	3	0	3	339	0	339	319	8	0	327	669
12:30	0	6	0	6	344	0	344	426	9	0	435	785
12:45	0	6	0	6	343	0	343	343	9	0	352	701
Hourly Total	0	19	0	19	1406	0	1406	1425	28	0	1453	2878
13:00	0	6	0	6	314	0	314	335	5	0	340	660
13:15	0	6	0	6	420	0	420	336	6	0	342	768
13:30	0	7	0	7	349	0	349	307	9	0	316	672
13:45	0	4	0	4	369	0	369	335	6	0	341	714
Hourly Total	0	23	0	23	1452	0	1452	1313	26	0	1339	2814
14:00	0	13	0	13	381	0	381	303	11	0	314	708
14:15	0	5	0	5	358	0	358	332	3	0	335	698
14:30	0	6	0	6	372	0	372	298	7	0	305	683
14:45	0	4	1	4	381	0	381	310	2	0	312	697
Hourly Total	0	28	1	28	1492	0	1492	1243	23	0	1266	2786
15:00	0	3	0	3	389	0	389	256	7	0	263	655
15:15	0	3	0	3	391	0	391	304	5	0	309	703
15:30	0	5	0	5	412	0	412	309	8	0	317	734
15:45	0	7	0	7	430	0	430	306	12	0	318	755
Hourly Total	0	18	0	18	1622	0	1622	1175	32	0	1207	2847
16:00	0	14	2	14	463	0	463	298	6	0	304	781
16:15	0	5	0	5	478	0	478	298	6	0	304	787
16:30	0	6	1	6	435	0	435	272	6	0	278	719
16:45	0	3	0	3	463	0	463	282	4	0	286	752
Hourly Total	0	28	3	28	1839	0	1839	1150	22	0	1172	3039
17:00	0	1	0	1	521	0	521	329	7	0	336	858
17:15	0	1	0	1	493	0	493	352	7	0	359	853
17:30	0	5	1	5	506	0	506	301	10	0	311	822
17:45	0	3	1	3	354	0	354	293	5	0	298	655
Hourly Total	0	10	2	10	1874	0	1874	1275	29	0	1304	3188
Grand Total	0	167	7	167	12173	0	12173	10302	214	0	10516	22856
Approach %	0.0	100.0	-	-	100.0	-	-	98.0	2.0	-	-	-
Total %	0.0	0.7	-	0.7	53.3	-	53.3	45.1	0.9	-	46.0	-
Light Vehicles	0	166	3	166	11944	0	11944	10090	213	0	10303	22413
% Light Vehicles	-	99.4	42.9	99.4	98.1	-	98.1	97.9	99.5	-	98.0	98.1
Heavy Vehicles	0	1	4	1	227	0	227	209	1	0	210	438
% Heavy Vehicles	-	0.6	57.1	0.6	1.9	-	1.9	2.0	0.5	-	2.0	1.9
Bicycles on Road	0	0	0	0	2	0	2	3	0	0	3	5
% Bicycles on Road	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0



Turning Movement Data Plot



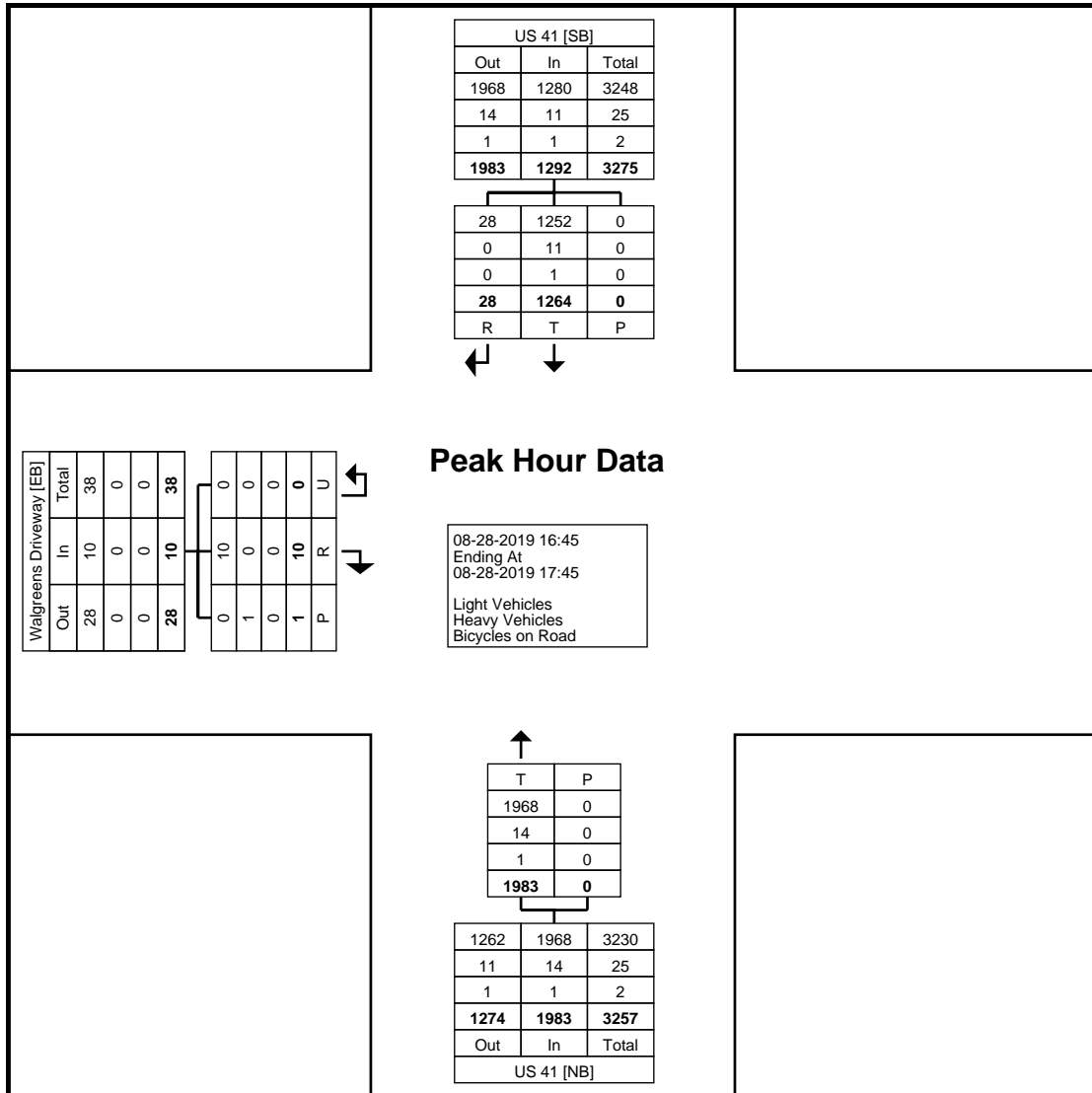
US 41 & Walgreens Driveway  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: 2\_US 41 &  
Walgreens Driveway  
Site Code: 2  
Start Date: 08-28-2019  
Page No: 3

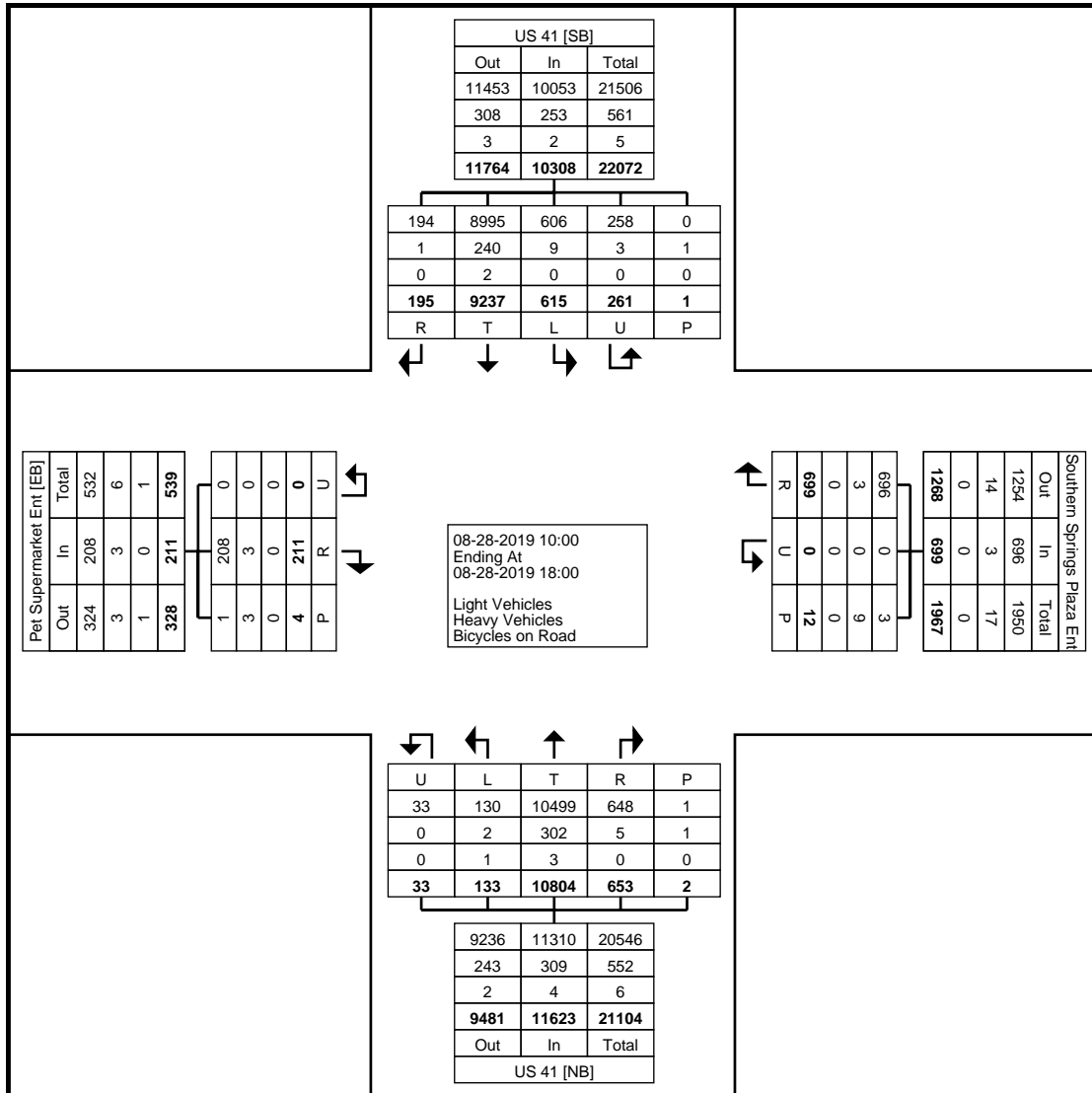
### Turning Movement Peak Hour Data (16:45)

Start Time	Walgreens Driveway Eastbound				US 41 Northbound			US 41 Southbound				Int. Total
	U-Turn	Right	Peds	App. Total	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	
16:45	0	3	0	3	463	0	463	282	4	0	286	752
17:00	0	1	0	1	521	0	521	329	7	0	336	858
17:15	0	1	0	1	493	0	493	352	7	0	359	853
17:30	0	5	1	5	506	0	506	301	10	0	311	822
Total	0	10	1	10	1983	0	1983	1264	28	0	1292	3285
Approach %	0.0	100.0	-	-	100.0	-	-	97.8	2.2	-	-	-
Total %	0.0	0.3	-	0.3	60.4	-	60.4	38.5	0.9	-	39.3	-
PHF	0.000	0.500	-	0.500	0.952	-	0.952	0.898	0.700	-	0.900	0.957
Light Vehicles	0	10	0	10	1968	0	1968	1252	28	0	1280	3258
% Light Vehicles	-	100.0	0.0	100.0	99.2	-	99.2	99.1	100.0	-	99.1	99.2
Heavy Vehicles	0	0	1	0	14	0	14	11	0	0	11	25
% Heavy Vehicles	-	0.0	100.0	0.0	0.7	-	0.7	0.9	0.0	-	0.9	0.8
Bicycles on Road	0	0	0	0	1	0	1	1	0	0	1	2
% Bicycles on Road	-	0.0	0.0	0.0	0.1	-	0.1	0.1	0.0	-	0.1	0.1



Turning Movement Peak Hour Data Plot (16:45)





Turning Movement Data Plot

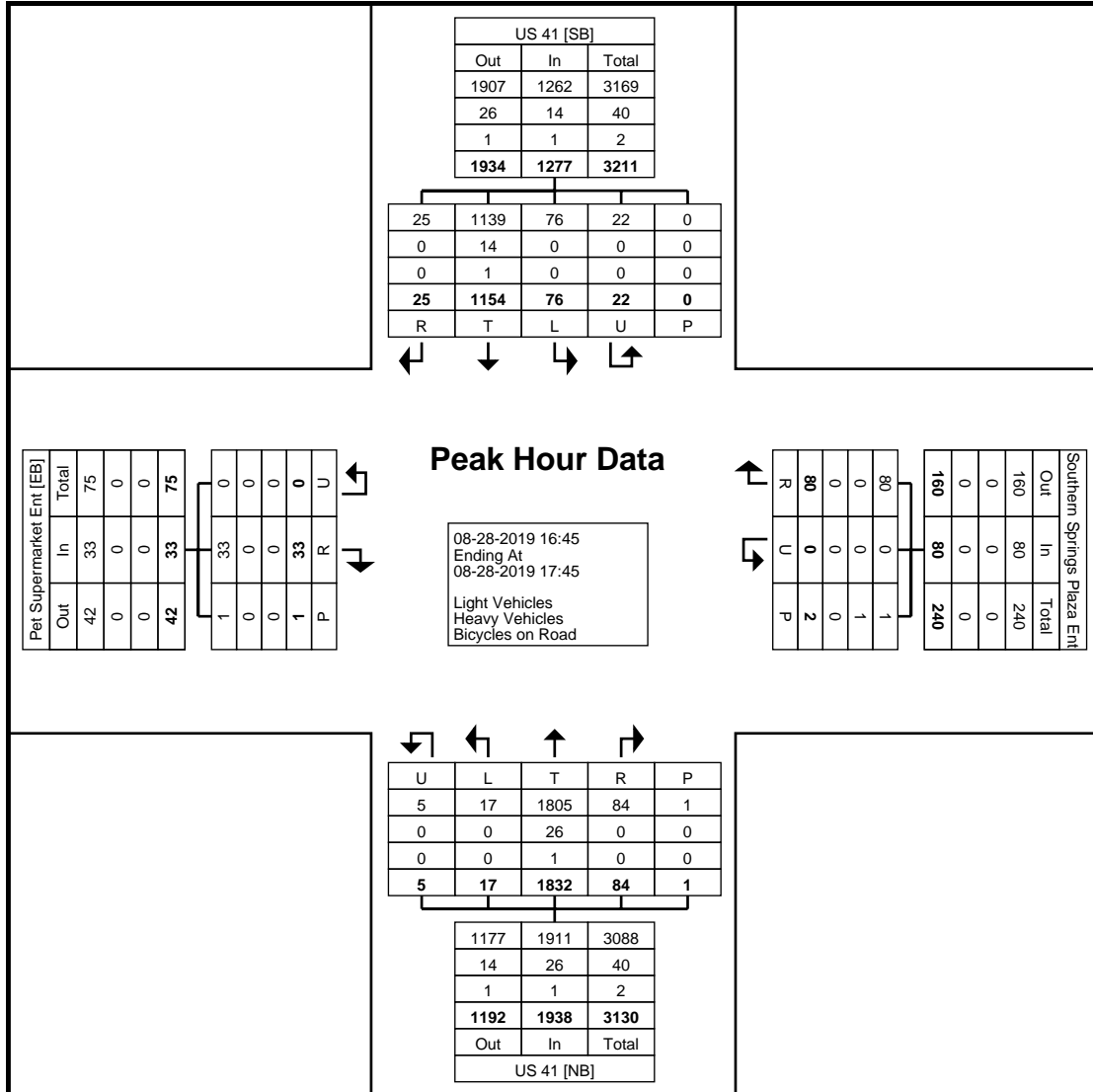
US 41 & Southern Springs Plaza  
Entrance  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: 3\_US 41 &  
Southern Springs Plaza  
Entrance  
Site Code: 3  
Start Date: 08-28-2019  
Page No: 3

### Turning Movement Peak Hour Data (16:45)

Start Time	Pet Supermarket Ent Eastbound				Southern Springs Plaza Ent Westbound				US 41 Northbound						US 41 Southbound						Int. Total
	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
	16:45	0	5	0	5	0	22	2	22	4	3	404	18	0	429	4	17	261	5	0	
17:00	0	10	0	10	0	16	0	16	1	4	493	22	0	520	6	25	284	7	0	322	868
17:15	0	10	0	10	0	24	0	24	0	5	459	22	0	486	7	16	336	6	0	365	885
17:30	0	8	1	8	0	18	0	18	0	5	476	22	1	503	5	18	273	7	0	303	832
Total	0	33	1	33	0	80	2	80	5	17	1832	84	1	1938	22	76	1154	25	0	1277	3328
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	0.3	0.9	94.5	4.3	-	-	1.7	6.0	90.4	2.0	-	-	-
Total %	0.0	1.0	-	1.0	0.0	2.4	-	2.4	0.2	0.5	55.0	2.5	-	58.2	0.7	2.3	34.7	0.8	-	38.4	-
PHF	0.000	0.825	-	0.825	0.000	0.833	-	0.833	0.313	0.850	0.929	0.955	-	0.932	0.786	0.760	0.859	0.893	-	0.875	0.940
Light Vehicles	0	33	1	33	0	80	1	80	5	17	1805	84	1	1911	22	76	1139	25	0	1262	3286
% Light Vehicles	-	100.0	100.0	100.0	-	100.0	50.0	100.0	100.0	100.0	98.5	100.0	100.0	98.6	100.0	100.0	98.7	100.0	-	98.8	98.7
Heavy Vehicles	0	0	0	0	0	0	1	0	0	0	26	0	0	26	0	0	14	0	0	14	40
% Heavy Vehicles	-	0.0	0.0	0.0	-	0.0	50.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	1.2	0.0	-	1.1	1.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	-	0.1	0.1

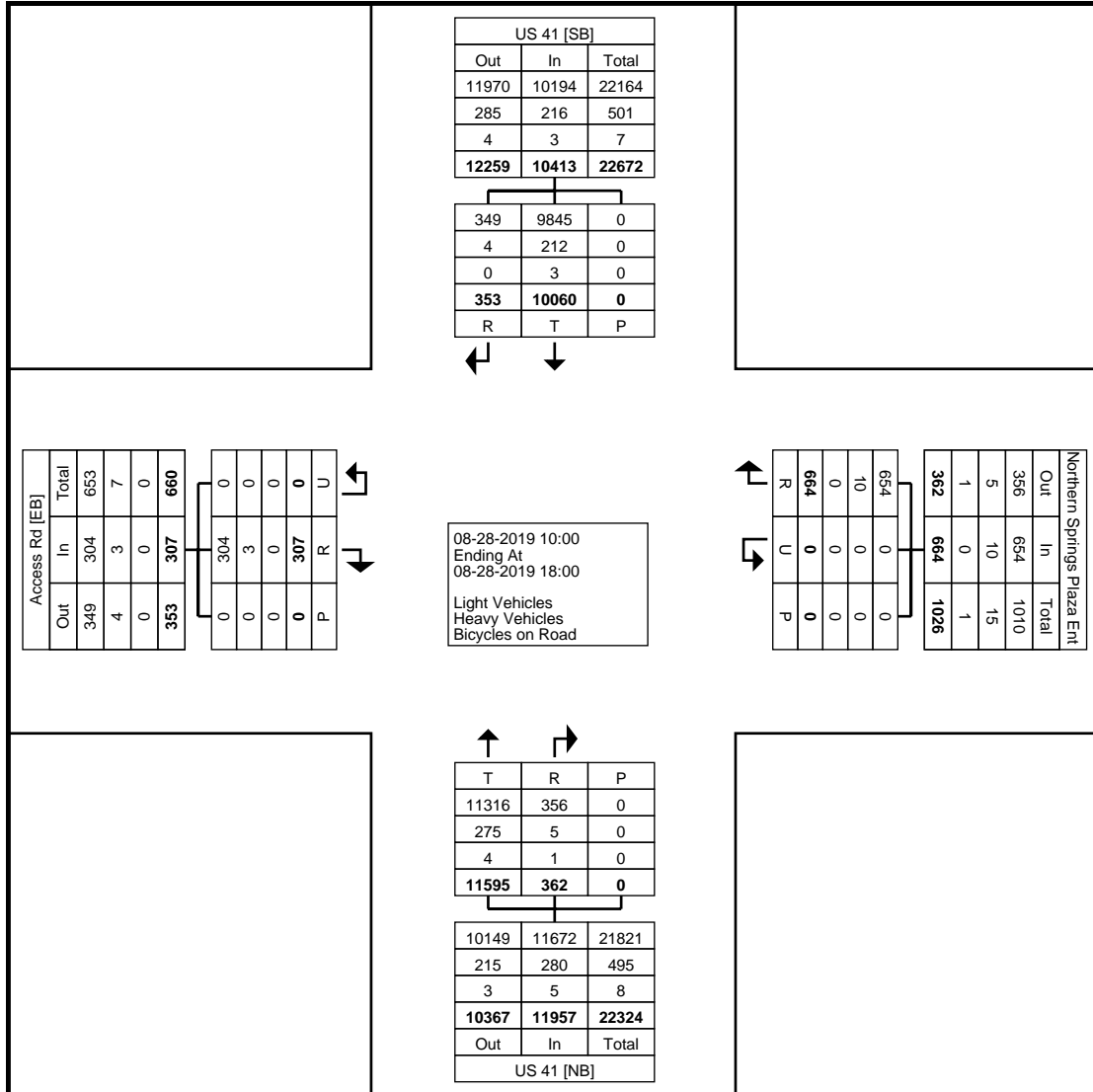


Turning Movement Peak Hour Data Plot (16:45)

### Turning Movement Data

Start Time	Access Rd Eastbound				Northern Springs Plaza Ent Westbound				US 41 Northbound				US 41 Southbound				Int. Total
	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
10:00	0	1	0	1	0	26	0	26	255	15	0	270	335	4	0	339	636
10:15	0	1	0	1	0	23	0	23	275	10	0	285	319	7	0	326	635
10:30	0	9	0	9	0	24	0	24	289	14	0	303	314	8	0	322	658
10:45	0	3	0	3	0	24	0	24	254	10	0	264	362	7	0	369	660
Hourly Total	0	14	0	14	0	97	0	97	1073	49	0	1122	1330	26	0	1356	2589
11:00	0	6	0	6	0	14	0	14	294	11	0	305	291	8	0	299	624
11:15	0	4	0	4	0	14	0	14	325	15	0	340	336	9	0	345	703
11:30	0	12	0	12	0	23	0	23	316	10	0	326	380	19	0	399	760
11:45	0	15	0	15	0	19	0	19	330	8	0	338	328	19	0	347	719
Hourly Total	0	37	0	37	0	70	0	70	1265	44	0	1309	1335	55	0	1390	2806
12:00	0	12	0	12	0	18	0	18	354	22	0	376	322	17	0	339	745
12:15	0	18	0	18	0	20	0	20	311	14	0	325	298	30	0	328	691
12:30	0	27	0	27	0	24	0	24	331	10	0	341	413	11	0	424	816
12:45	0	14	0	14	0	20	0	20	300	6	0	306	335	14	0	349	689
Hourly Total	0	71	0	71	0	82	0	82	1296	52	0	1348	1368	72	0	1440	2941
13:00	0	17	0	17	0	29	0	29	320	14	0	334	320	16	0	336	716
13:15	0	17	0	17	0	30	0	30	366	11	0	377	321	20	0	341	765
13:30	0	17	0	17	0	20	0	20	340	13	0	353	290	22	0	312	702
13:45	0	14	0	14	0	16	0	16	358	8	0	366	318	21	0	339	735
Hourly Total	0	65	0	65	0	95	0	95	1384	46	0	1430	1249	79	0	1328	2918
14:00	0	22	0	22	0	20	0	20	368	15	0	383	289	16	0	305	730
14:15	0	14	0	14	0	24	0	24	339	6	0	345	325	9	0	334	717
14:30	0	9	0	9	0	20	0	20	348	12	0	360	294	7	0	301	690
14:45	0	6	0	6	0	24	0	24	375	5	0	380	307	8	0	315	725
Hourly Total	0	51	0	51	0	88	0	88	1430	38	0	1468	1215	40	0	1255	2862
15:00	0	2	0	2	0	23	0	23	369	8	0	377	254	5	0	259	661
15:15	0	6	0	6	0	21	0	21	342	7	0	349	305	11	0	316	692
15:30	0	5	0	5	0	17	0	17	415	8	0	423	299	9	0	308	753
15:45	0	6	0	6	0	25	0	25	414	15	0	429	318	8	0	326	786
Hourly Total	0	19	0	19	0	86	0	86	1540	38	0	1578	1176	33	0	1209	2892
16:00	0	12	0	12	0	15	0	15	447	19	0	466	297	4	0	301	794
16:15	0	6	0	6	0	19	0	19	433	11	0	444	295	4	0	299	768
16:30	0	8	0	8	0	16	0	16	456	9	0	465	257	9	0	266	755
16:45	0	5	0	5	0	17	0	17	435	10	0	445	282	6	0	288	755
Hourly Total	0	31	0	31	0	67	0	67	1771	49	0	1820	1131	23	0	1154	3072
17:00	0	8	0	8	0	27	0	27	504	17	0	521	318	5	0	323	879
17:15	0	4	0	4	0	22	0	22	487	7	0	494	371	4	0	375	895
17:30	0	3	0	3	0	15	0	15	484	15	0	499	288	9	0	297	814
17:45	0	4	0	4	0	15	0	15	361	7	0	368	279	7	0	286	673
Hourly Total	0	19	0	19	0	79	0	79	1836	46	0	1882	1256	25	0	1281	3261
Grand Total	0	307	0	307	0	664	0	664	11595	362	0	11957	10060	353	0	10413	23341
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	97.0	3.0	-	-	96.6	3.4	-	-	-
Total %	0.0	1.3	-	1.3	0.0	2.8	-	2.8	49.7	1.6	-	51.2	43.1	1.5	-	44.6	-
Light Vehicles	0	304	0	304	0	654	0	654	11316	356	0	11672	9845	349	0	10194	22824
% Light Vehicles	-	99.0	-	99.0	-	98.5	-	98.5	97.6	98.3	-	97.6	97.9	98.9	-	97.9	97.8
Heavy Vehicles	0	3	0	3	0	10	0	10	275	5	0	280	212	4	0	216	509
% Heavy Vehicles	-	1.0	-	1.0	-	1.5	-	1.5	2.4	1.4	-	2.3	2.1	1.1	-	2.1	2.2
Bicycles on Road	0	0	0	0	0	0	0	0	4	1	0	5	3	0	0	3	8
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.3	-	0.0	0.0	0.0	-	0.0	0.0





Turning Movement Data Plot

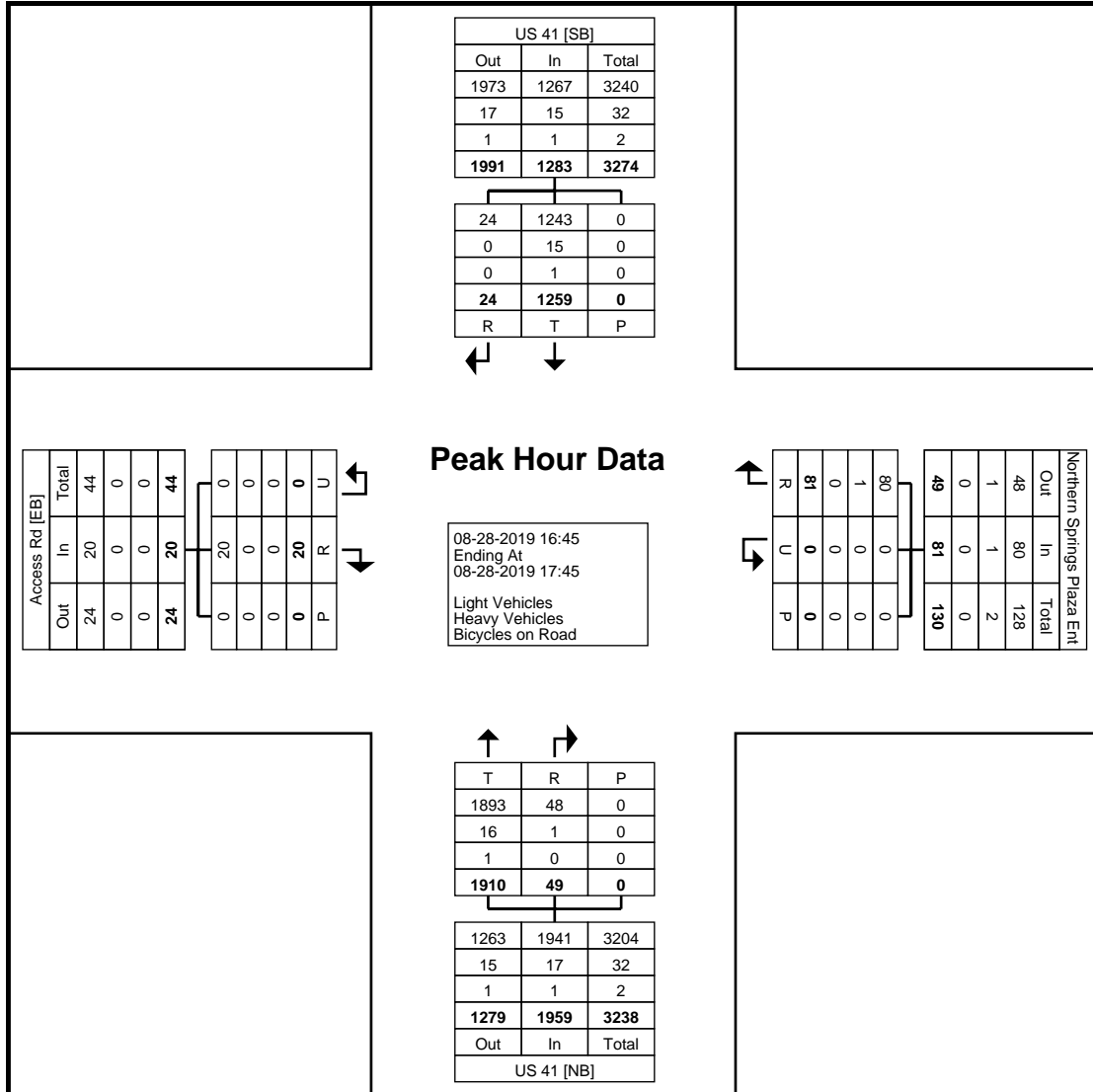
US 41 & Northern Springs Plaza  
Entrance/Access Rd  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: 4\_US 41 &  
Northern Springs Plaza  
Entrance/Access Rd  
Site Code: 4  
Start Date: 08-28-2019  
Page No: 3

### Turning Movement Peak Hour Data (16:45)

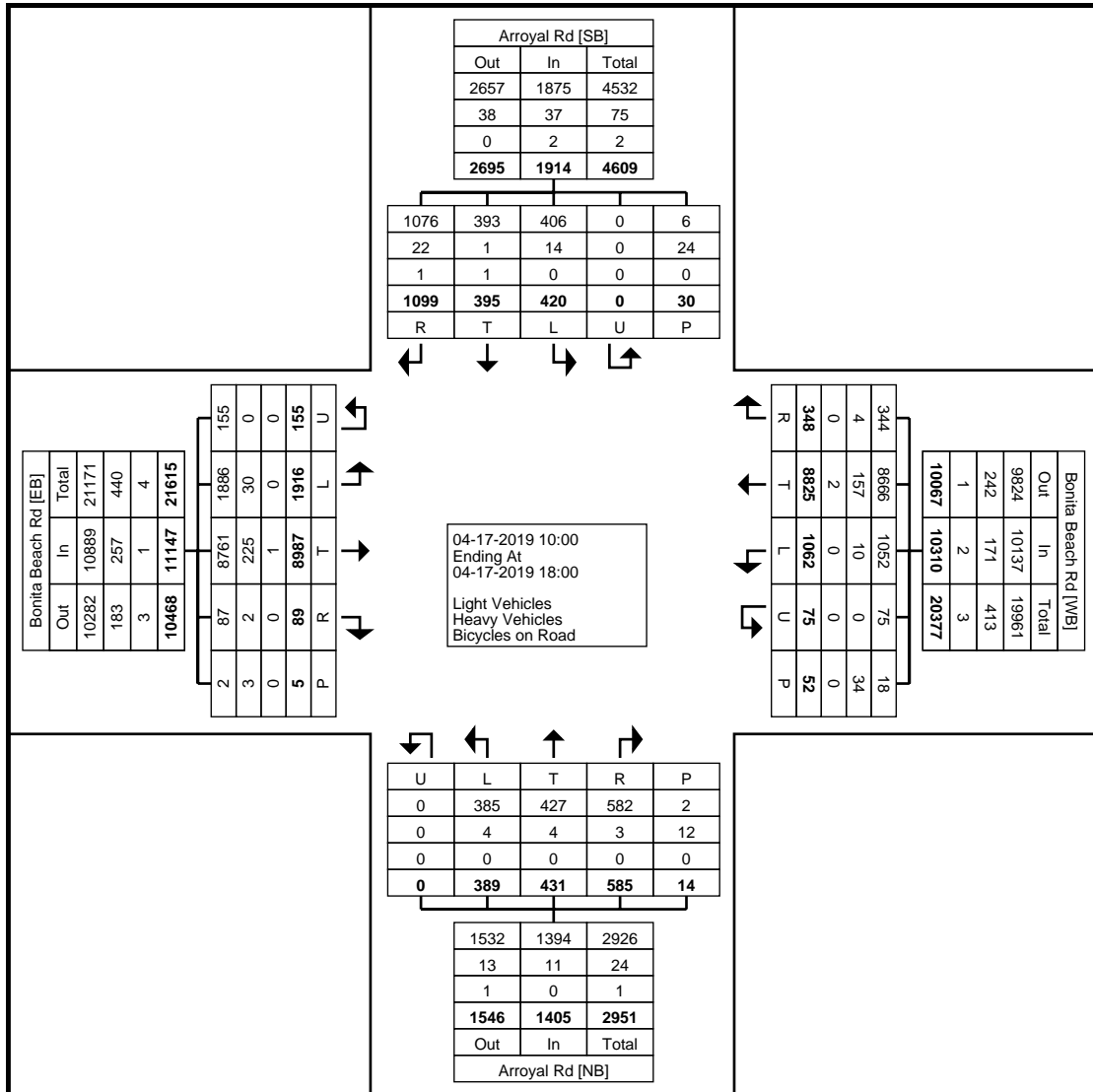
Start Time	Access Rd Eastbound				Northern Springs Plaza Ent Westbound				US 41 Northbound				US 41 Southbound				Int. Total
	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
16:45	0	5	0	5	0	17	0	17	435	10	0	445	282	6	0	288	755
17:00	0	8	0	8	0	27	0	27	504	17	0	521	318	5	0	323	879
17:15	0	4	0	4	0	22	0	22	487	7	0	494	371	4	0	375	895
17:30	0	3	0	3	0	15	0	15	484	15	0	499	288	9	0	297	814
Total	0	20	0	20	0	81	0	81	1910	49	0	1959	1259	24	0	1283	3343
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	97.5	2.5	-	-	98.1	1.9	-	-	-
Total %	0.0	0.6	-	0.6	0.0	2.4	-	2.4	57.1	1.5	-	58.6	37.7	0.7	-	38.4	-
PHF	0.000	0.625	-	0.625	0.000	0.750	-	0.750	0.947	0.721	-	0.940	0.848	0.667	-	0.855	0.934
Light Vehicles	0	20	0	20	0	80	0	80	1893	48	0	1941	1243	24	0	1267	3308
% Light Vehicles	-	100.0	-	100.0	-	98.8	-	98.8	99.1	98.0	-	99.1	98.7	100.0	-	98.8	99.0
Heavy Vehicles	0	0	0	0	0	1	0	1	16	1	0	17	15	0	0	15	33
% Heavy Vehicles	-	0.0	-	0.0	-	1.2	-	1.2	0.8	2.0	-	0.9	1.2	0.0	-	1.2	1.0
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.1	0.0	-	0.1	0.1



Turning Movement Peak Hour Data Plot (16:45)

### Turning Movement Data

Start Time	Bonita Beach Rd Eastbound						Bonita Beach Rd Westbound						Arroyal Rd Northbound						Arroyal Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
10:00	6	69	258	2	1	335	2	45	287	13	0	347	0	11	9	19	0	39	0	16	12	30	3	58	779
10:15	2	53	236	5	0	296	2	47	301	15	3	365	0	15	12	9	0	36	0	17	12	42	0	71	768
10:30	5	66	244	4	0	319	2	35	322	9	2	368	0	14	4	17	1	35	0	16	13	41	1	70	792
10:45	4	42	267	2	0	315	1	24	327	13	1	365	0	9	6	11	1	26	0	12	13	40	1	65	771
Hourly Total	17	230	1005	13	1	1265	7	151	1237	50	6	1445	0	49	31	56	2	136	0	61	50	153	5	264	3110
11:00	7	41	251	0	0	299	3	32	324	3	0	362	0	11	9	11	0	31	0	12	11	37	0	60	752
11:15	5	59	248	1	0	313	5	46	291	11	2	353	0	14	9	15	2	38	0	13	12	40	0	65	769
11:30	8	62	281	3	0	354	0	36	310	11	0	357	0	7	7	19	0	33	0	12	10	32	1	54	798
11:45	2	53	251	5	0	311	4	48	336	12	0	400	0	13	16	16	1	45	0	13	12	34	1	59	815
Hourly Total	22	215	1031	9	0	1277	12	162	1261	37	2	1472	0	45	41	61	3	147	0	50	45	143	2	238	3134
12:00	6	60	273	6	1	345	3	33	324	10	0	370	0	14	16	24	3	54	0	13	20	43	4	76	845
12:15	7	56	294	4	0	361	4	38	303	10	0	355	0	17	22	24	0	63	0	16	10	33	0	59	838
12:30	8	61	293	4	0	366	6	38	323	10	1	377	0	19	19	20	0	58	0	10	18	45	0	73	874
12:45	2	76	268	8	0	354	0	51	260	11	3	322	0	14	11	14	0	39	0	13	7	40	0	60	775
Hourly Total	23	253	1128	22	1	1426	13	160	1210	41	4	1424	0	64	68	82	3	214	0	52	55	161	4	268	3332
13:00	5	62	254	6	0	327	3	41	269	6	3	319	0	22	14	29	1	65	0	20	15	38	0	73	784
13:15	3	76	326	5	0	410	3	28	289	12	2	332	0	22	11	32	0	65	0	15	15	34	0	64	871
13:30	5	55	323	2	0	385	0	32	307	12	1	351	0	17	14	22	0	53	0	21	8	33	2	62	851
13:45	4	58	274	1	0	337	4	39	255	13	0	311	0	14	15	17	0	46	0	13	22	29	0	64	758
Hourly Total	17	251	1177	14	0	1459	10	140	1120	43	6	1313	0	75	54	100	1	229	0	69	60	134	2	263	3264
14:00	9	57	276	3	0	345	1	28	249	14	2	292	0	10	16	17	0	43	0	15	14	25	0	54	734
14:15	5	62	297	1	0	365	5	29	229	7	3	270	0	15	19	29	0	63	0	10	11	29	0	50	748
14:30	7	50	327	1	0	385	4	17	269	8	2	298	0	12	9	21	0	42	0	5	7	26	0	38	763
14:45	1	56	282	3	0	342	1	35	277	12	1	325	0	15	11	14	2	40	0	11	11	26	0	48	755
Hourly Total	22	225	1182	8	0	1437	11	109	1024	41	8	1185	0	52	55	81	2	188	0	41	43	106	0	190	3000
15:00	6	46	335	2	0	389	0	30	270	13	0	313	0	9	22	19	0	50	0	13	9	31	3	53	805
15:15	5	69	315	3	1	392	2	37	248	6	2	293	0	7	20	22	0	49	0	11	16	33	2	60	794
15:30	4	70	309	4	0	387	2	21	261	16	1	300	0	12	10	22	0	44	0	10	6	35	1	51	782
15:45	5	53	305	2	0	365	3	36	277	15	3	331	0	12	15	16	0	43	0	18	13	44	5	75	814
Hourly Total	20	238	1264	11	1	1533	7	124	1056	50	6	1237	0	40	67	79	0	186	0	52	44	143	11	239	3195
16:00	2	72	324	3	1	401	5	27	243	7	7	282	0	9	15	13	0	37	0	9	16	40	1	65	785
16:15	5	68	297	2	0	372	2	37	231	12	2	282	0	15	15	26	0	56	0	13	15	33	2	61	771
16:30	6	51	301	3	0	361	1	29	241	14	0	285	0	5	17	15	1	37	0	10	11	39	0	60	743
16:45	6	76	245	3	1	330	3	27	237	11	4	278	0	2	15	22	1	39	0	14	12	28	0	54	701
Hourly Total	19	267	1167	11	2	1464	11	120	952	44	13	1127	0	31	62	76	2	169	0	46	54	140	3	240	3000
17:00	3	53	289	0	0	345	2	18	266	10	0	296	0	6	16	13	0	35	0	9	9	37	1	55	731
17:15	4	57	244	0	0	305	0	30	228	16	3	274	0	10	17	13	1	40	0	24	17	32	2	73	692
17:30	2	72	281	0	0	355	2	22	249	8	2	281	0	7	10	6	0	23	0	8	10	22	0	40	699
17:45	6	55	219	1	0	281	0	26	222	8	2	256	0	10	10	18	0	38	0	8	8	28	0	44	619
Hourly Total	15	237	1033	1	0	1286	4	96	965	42	7	1107	0	33	53	50	1	136	0	49	44	119	3	212	2741
Grand Total	155	1916	8987	89	5	11147	75	1062	8825	348	52	10310	0	389	431	585	14	1405	0	420	395	1099	30	1914	24776
Approach %	1.4	17.2	80.6	0.8	-	-	0.7	10.3	85.6	3.4	-	-	0.0	27.7	30.7	41.6	-	-	0.0	21.9	20.6	57.4	-	-	-
Total %	0.6	7.7	36.3	0.4	-	45.0	0.3	4.3	35.6	1.4	-	41.6	0.0	1.6	1.7	2.4	-	5.7	0.0	1.7	1.6	4.4	-	7.7	-
Light Vehicles	155	1886	8761	87	2	10889	75	1052	8666	344	18	10137	0	385	427	582	2	1394	0	406	393	1076	6	1875	24295
% Light Vehicles	100.0	98.4	97.5	97.8	40.0	97.7	100.0	99.1	98.2	98.9	34.6	98.3	-	99.0	99.1	99.5	14.3	99.2	-	96.7	99.5	97.9	20.0	98.0	98.1
Heavy Vehicles	0	30	225	2	3	257	0	10	157	4	34	171	0	4	4	3	12	11	0	14	1	22	24	37	476
% Heavy Vehicles	0.0	1.6	2.5	2.2	60.0	2.3	0.0	0.9	1.8	1.1	65.4	1.7	-	1.0	0.9	0.5	85.7	0.8	-	3.3	0.3	2.0	80.0	1.9	1.9
Bicycles on Road	0	0	1	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	5
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.3	0.1	0.0	0.1	0.0



Turning Movement Data Plot

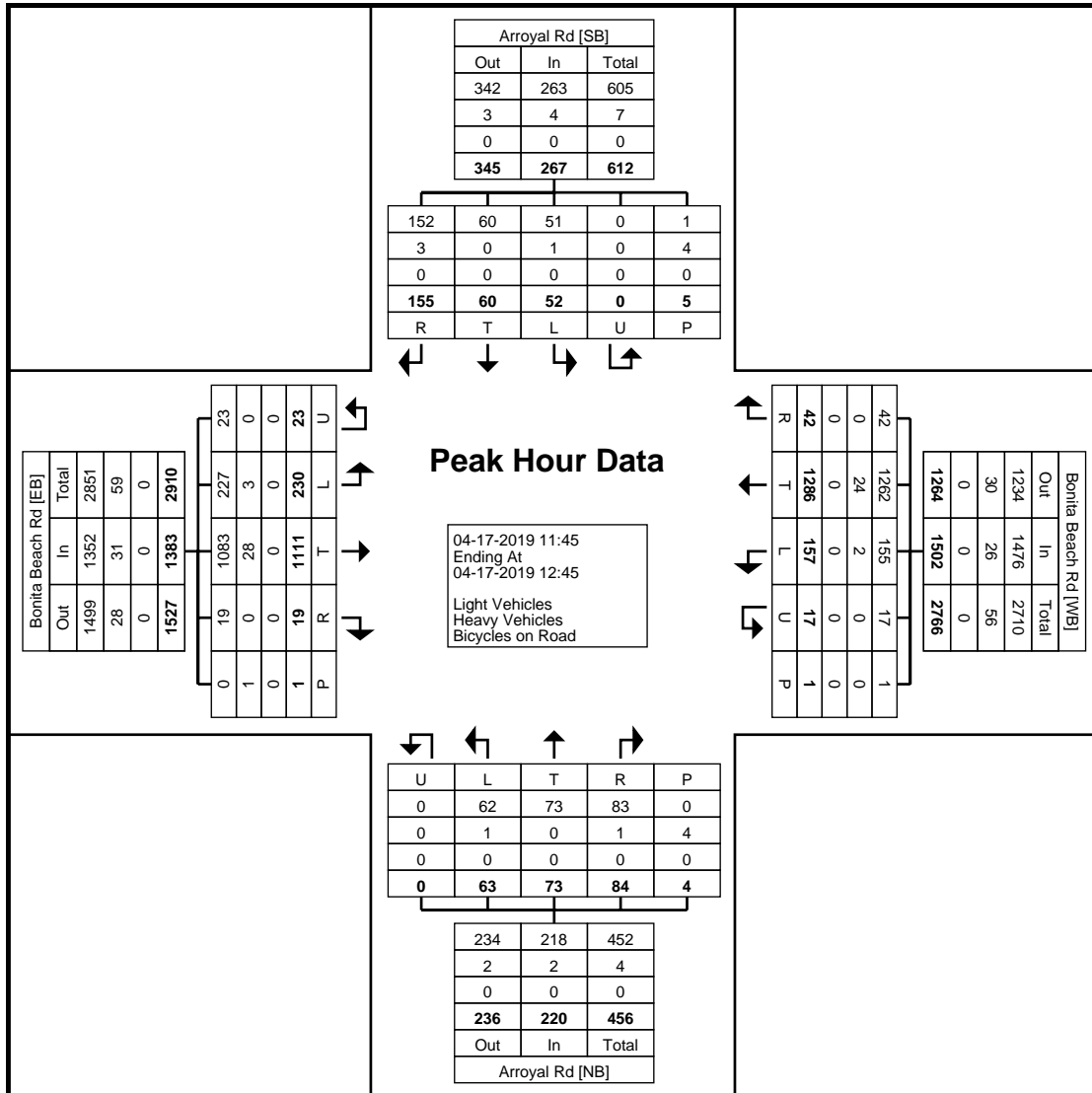
Bonita Beach Rd at Arroyal Rd  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-1\_Bonita Beach  
Rd at Arroyal Rd  
Site Code: 1  
Start Date: 04-17-2019  
Page No: 3

### Turning Movement Peak Hour Data (11:45)

Start Time	Bonita Beach Rd Eastbound						Bonita Beach Rd Westbound						Arroyal Rd Northbound						Arroyal Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:45	2	53	251	5	0	311	4	48	336	12	0	400	0	13	16	16	1	45	0	13	12	34	1	59	815
12:00	6	60	273	6	1	345	3	33	324	10	0	370	0	14	16	24	3	54	0	13	20	43	4	76	845
12:15	7	56	294	4	0	361	4	38	303	10	0	355	0	17	22	24	0	63	0	16	10	33	0	59	838
12:30	8	61	293	4	0	366	6	38	323	10	1	377	0	19	19	20	0	58	0	10	18	45	0	73	874
<b>Total</b>	<b>23</b>	<b>230</b>	<b>1111</b>	<b>19</b>	<b>1</b>	<b>1383</b>	<b>17</b>	<b>157</b>	<b>1286</b>	<b>42</b>	<b>1</b>	<b>1502</b>	<b>0</b>	<b>63</b>	<b>73</b>	<b>84</b>	<b>4</b>	<b>220</b>	<b>0</b>	<b>52</b>	<b>60</b>	<b>155</b>	<b>5</b>	<b>267</b>	<b>3372</b>
Approach %	1.7	16.6	80.3	1.4	-	-	1.1	10.5	85.6	2.8	-	-	0.0	28.6	33.2	38.2	-	-	0.0	19.5	22.5	58.1	-	-	-
Total %	0.7	6.8	32.9	0.6	-	41.0	0.5	4.7	38.1	1.2	-	44.5	0.0	1.9	2.2	2.5	-	6.5	0.0	1.5	1.8	4.6	-	7.9	-
PHF	0.719	0.943	0.945	0.792	-	0.945	0.708	0.818	0.957	0.875	-	0.939	0.000	0.829	0.830	0.875	-	0.873	0.000	0.813	0.750	0.861	-	0.878	0.965
Light Vehicles	23	227	1083	19	0	1352	17	155	1262	42	1	1476	0	62	73	83	0	218	0	51	60	152	1	263	3309
% Light Vehicles	100.0	98.7	97.5	100.0	0.0	97.8	100.0	98.7	98.1	100.0	100.0	98.3	-	98.4	100.0	98.8	0.0	99.1	-	98.1	100.0	98.1	20.0	98.5	98.1
Heavy Vehicles	0	3	28	0	1	31	0	2	24	0	0	26	0	1	0	1	4	2	0	1	0	3	4	4	63
% Heavy Vehicles	0.0	1.3	2.5	0.0	100.0	2.2	0.0	1.3	1.9	0.0	0.0	1.7	-	1.6	0.0	1.2	100.0	0.9	-	1.9	0.0	1.9	80.0	1.5	1.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0

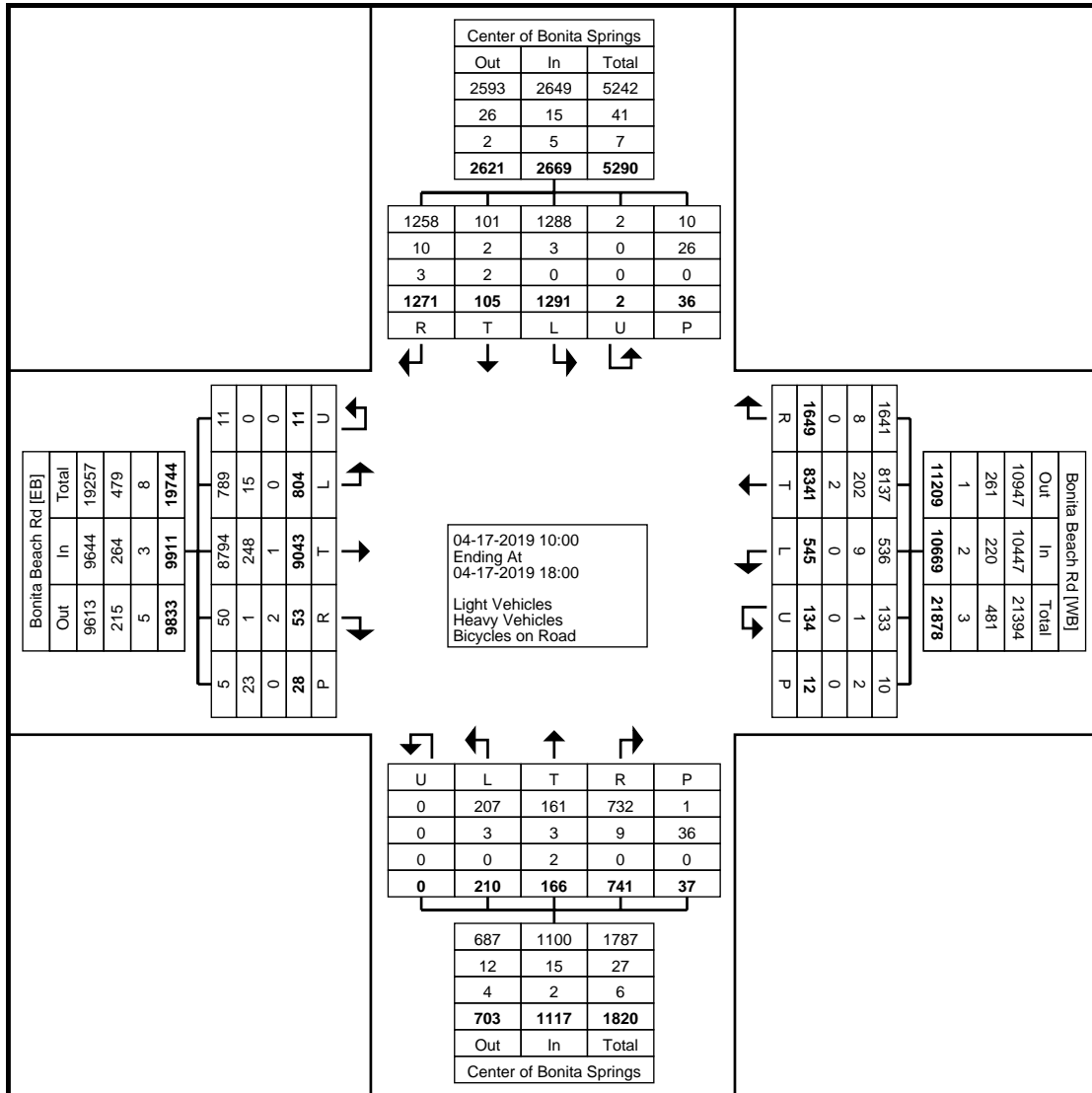


Turning Movement Peak Hour Data Plot (11:45)

### Turning Movement Data

Start Time	Bonita Beach Rd Eastbound						Bonita Beach Rd Westbound						Center of Bonita Springs Northbound						Center of Bonita Springs Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
10:00	0	22	242	0	1	264	1	15	257	92	8	365	0	2	1	20	2	23	0	37	5	35	2	77	729
10:15	0	26	269	2	0	297	2	13	312	49	0	376	0	3	4	17	0	24	0	28	3	28	1	59	756
10:30	2	21	240	2	0	265	7	9	344	37	0	397	0	5	3	11	5	19	0	26	2	30	2	58	739
10:45	0	33	261	1	0	295	2	12	303	51	0	368	0	4	3	20	1	27	0	35	5	45	0	85	775
Hourly Total	2	102	1012	5	1	1121	12	49	1216	229	8	1506	0	14	11	68	8	93	0	126	15	138	5	279	2999
11:00	1	19	267	3	3	290	9	18	298	47	0	372	0	4	5	15	2	24	0	43	3	33	0	79	765
11:15	1	30	272	1	0	304	3	23	318	50	0	394	0	1	2	25	0	28	0	48	5	46	1	99	825
11:30	0	34	275	0	0	309	5	17	273	51	0	346	0	5	4	17	0	26	0	34	2	47	4	83	764
11:45	0	27	241	2	2	270	4	23	325	50	0	402	0	5	8	16	2	29	0	40	4	48	0	92	793
Hourly Total	2	110	1055	6	5	1173	21	81	1214	198	0	1514	0	15	19	73	4	107	0	165	14	174	5	353	3147
12:00	1	31	240	2	2	274	4	26	258	70	0	358	0	9	9	27	3	45	0	43	7	44	1	94	771
12:15	2	17	268	1	1	288	4	29	284	65	0	382	0	7	8	31	1	46	0	44	8	50	1	102	818
12:30	0	24	269	5	2	298	4	17	307	54	0	382	0	15	7	31	1	53	0	49	7	46	0	102	835
12:45	0	26	275	2	0	303	9	15	275	55	1	354	0	6	4	29	0	39	0	40	7	45	0	92	788
Hourly Total	3	98	1052	10	5	1163	21	87	1124	244	1	1476	0	37	28	118	5	183	0	176	29	185	2	390	3212
13:00	0	23	289	2	3	314	8	15	269	42	0	334	0	14	7	26	4	47	0	45	5	37	0	87	782
13:15	0	29	315	0	2	344	7	19	228	73	0	327	0	11	9	23	0	43	0	50	2	32	0	84	798
13:30	0	36	270	3	1	309	3	27	264	68	0	362	0	7	4	32	2	43	0	59	4	43	0	106	820
13:45	1	21	259	2	1	283	6	18	214	65	0	303	0	7	5	24	1	36	0	51	1	38	3	90	712
Hourly Total	1	109	1133	7	7	1250	24	79	975	248	0	1326	0	39	25	105	7	169	0	205	12	150	3	367	3112
14:00	0	21	293	4	1	318	4	19	223	50	0	296	0	8	4	26	0	38	1	52	0	49	0	102	754
14:15	1	36	320	0	0	357	5	20	237	50	0	312	0	5	4	29	0	38	0	37	1	37	0	75	782
14:30	1	25	315	0	0	341	5	22	239	42	0	308	0	5	4	24	0	33	0	36	2	36	1	74	756
14:45	0	25	298	1	0	324	1	18	240	48	0	307	0	1	3	21	2	25	0	41	3	51	1	95	751
Hourly Total	2	107	1226	5	1	1340	15	79	939	190	0	1223	0	19	15	100	2	134	1	166	6	173	2	346	3043
15:00	0	23	304	0	0	327	5	20	277	36	0	338	0	13	8	25	1	46	0	36	1	36	2	73	784
15:15	0	27	322	7	1	356	6	12	266	51	0	335	0	3	5	21	0	29	1	39	2	39	1	81	801
15:30	0	18	289	1	0	308	0	12	234	39	0	285	0	4	7	29	0	40	0	37	4	38	2	79	712
15:45	0	37	315	3	0	355	2	13	238	49	2	302	0	8	3	17	1	28	0	50	4	30	5	84	769
Hourly Total	0	105	1230	11	1	1346	13	57	1015	175	2	1260	0	28	23	92	2	143	1	162	11	143	10	317	3066
16:00	0	17	291	3	1	311	1	11	238	42	0	292	0	11	7	20	0	38	0	30	2	32	1	64	705
16:15	0	19	325	0	1	344	3	18	245	48	0	314	0	4	2	16	3	22	0	39	4	34	1	77	757
16:30	0	20	308	0	0	328	6	12	225	43	1	286	0	13	8	18	0	39	0	39	1	32	0	72	725
16:45	1	23	296	2	2	322	4	17	210	46	0	277	0	7	3	20	0	30	0	41	1	42	1	84	713
Hourly Total	1	79	1220	5	4	1305	14	58	918	179	1	1169	0	35	20	74	3	129	0	149	8	140	3	297	2900
17:00	0	20	279	0	0	299	1	19	223	53	0	296	0	6	9	51	1	66	0	31	2	50	3	83	744
17:15	0	24	301	3	1	328	3	17	237	43	0	300	0	5	6	31	3	42	0	37	1	44	3	82	752
17:30	0	29	290	0	3	319	6	10	246	43	0	305	0	7	5	20	1	32	0	40	2	38	0	80	736
17:45	0	21	245	1	0	267	4	9	234	47	0	294	0	5	5	9	1	19	0	34	5	36	0	75	655
Hourly Total	0	94	1115	4	4	1213	14	55	940	186	0	1195	0	23	25	111	6	159	0	142	10	168	6	320	2887
Grand Total	11	804	9043	53	28	9911	134	545	8341	1649	12	10669	0	210	166	741	37	1117	2	1291	105	1271	36	2669	24366
Approach %	0.1	8.1	91.2	0.5	-	-	1.3	5.1	78.2	15.5	-	-	0.0	18.8	14.9	66.3	-	-	0.1	48.4	3.9	47.6	-	-	-
Total %	0.0	3.3	37.1	0.2	-	40.7	0.5	2.2	34.2	6.8	-	43.8	0.0	0.9	0.7	3.0	-	4.6	0.0	5.3	0.4	5.2	-	11.0	-
Light Vehicles	11	789	8794	50	5	9644	133	536	8137	1641	10	10447	0	207	161	732	1	1100	2	1288	101	1258	10	2649	23840
% Light Vehicles	100.0	98.1	97.2	94.3	17.9	97.3	99.3	98.3	97.6	99.5	83.3	97.9	-	98.6	97.0	98.8	2.7	98.5	100.0	99.8	96.2	99.0	27.8	99.3	97.8
Heavy Vehicles	0	15	248	1	23	264	1	9	202	8	2	220	0	3	3	9	36	15	0	3	2	10	26	15	514
% Heavy Vehicles	0.0	1.9	2.7	1.9	82.1	2.7	0.7	1.7	2.4	0.5	16.7	2.1	-	1.4	1.8	1.2	97.3	1.3	0.0	0.2	1.9	0.8	72.2	0.6	2.1
Bicycles on Road	0	0	1	2	0	3	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	3	0	5	12
% Bicycles on Road	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	1.2	0.0	0.0	0.2	0.0	0.0	1.9	0.2	0.0	0.2	0.0





Turning Movement Data Plot

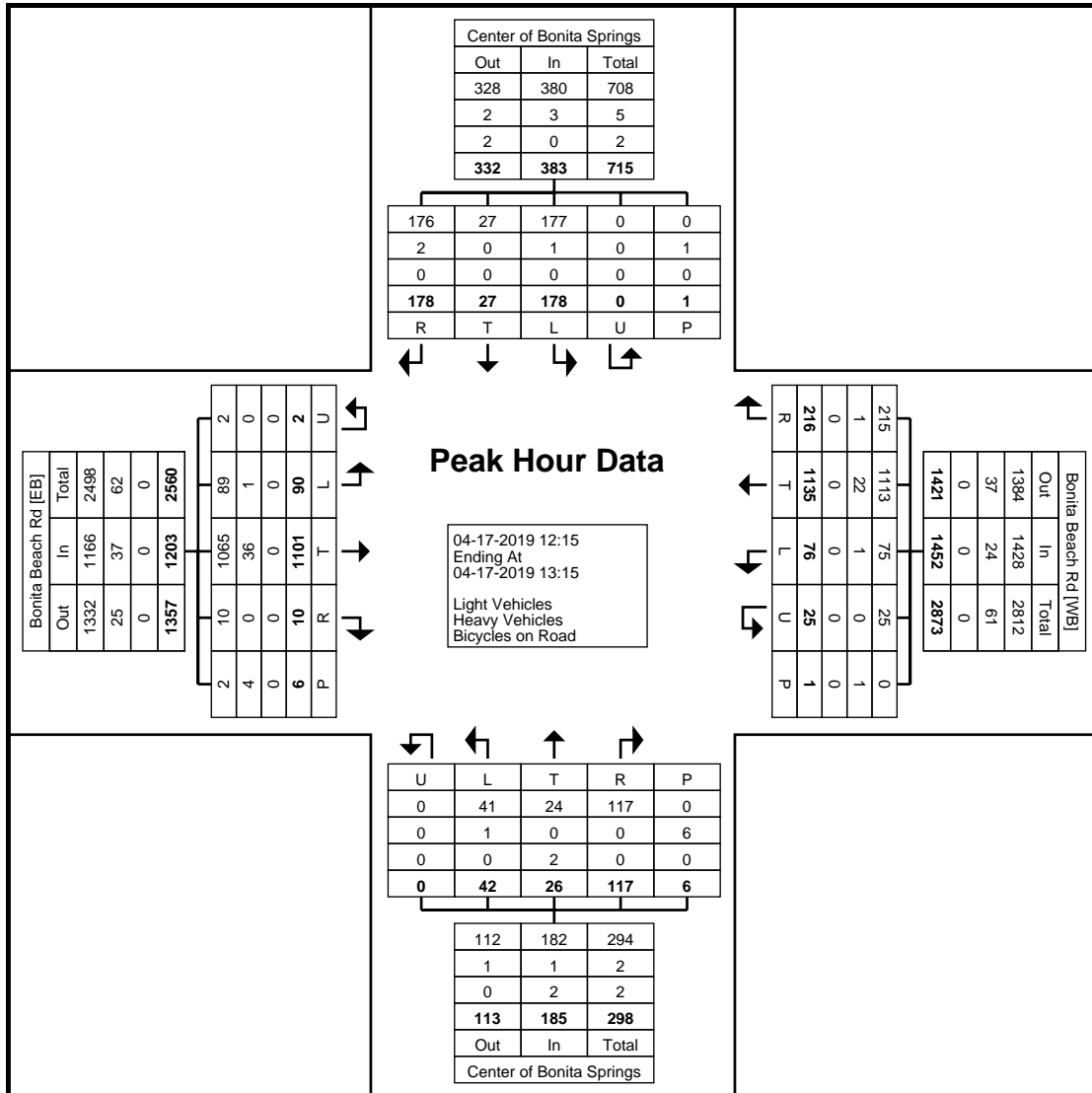
Bonita Beach Rd at Center of  
Bonita Springs  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-2\_Bonita Beach  
Rd at Center of Bonita Springs  
Site Code: 2  
Start Date: 04-17-2019  
Page No: 3

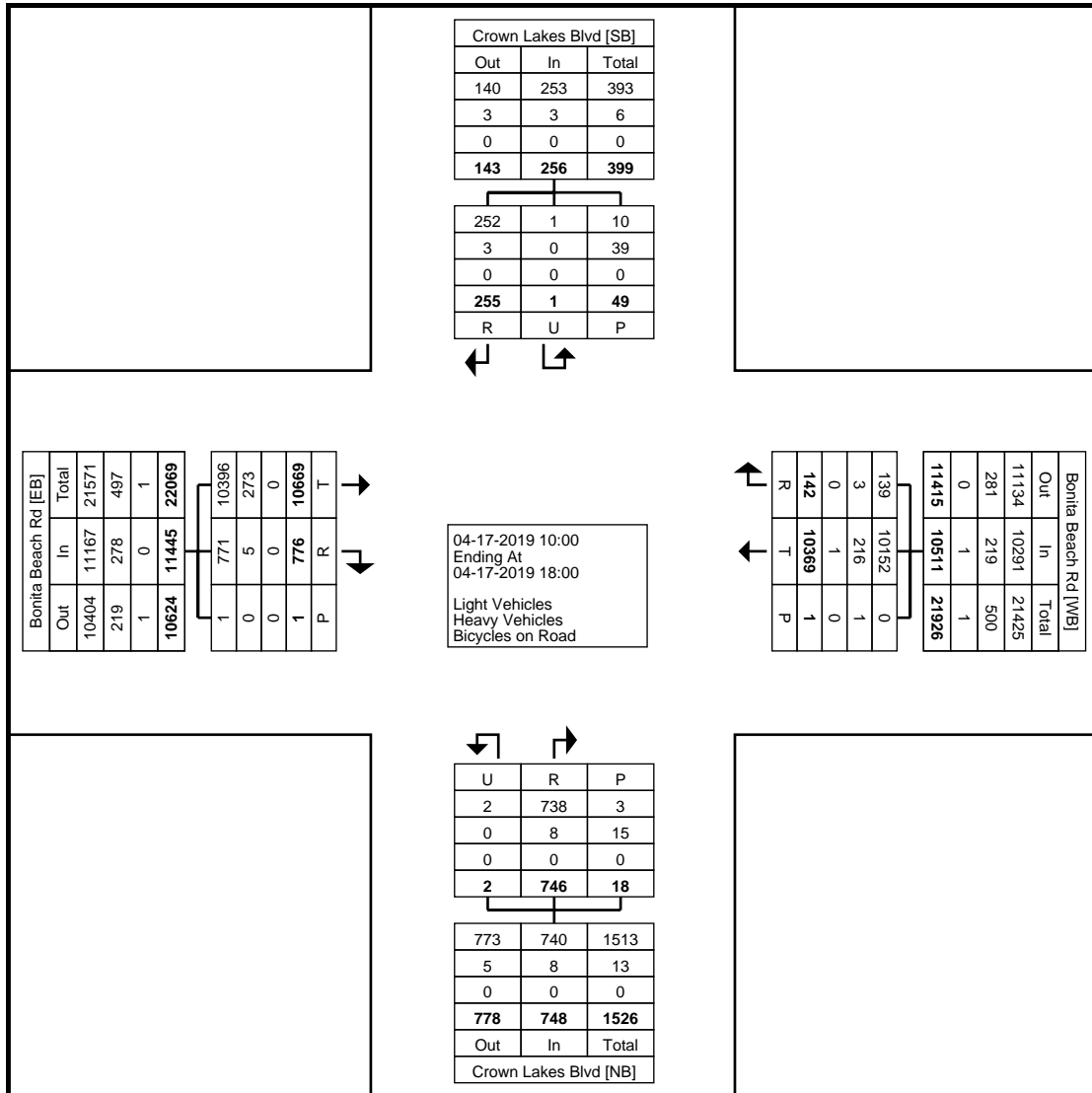
### Turning Movement Peak Hour Data (12:15)

Start Time	Bonita Beach Rd Eastbound						Bonita Beach Rd Westbound						Center of Bonita Springs Northbound						Center of Bonita Springs Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:15	2	17	268	1	1	288	4	29	284	65	0	382	0	7	8	31	1	46	0	44	8	50	1	102	818
12:30	0	24	269	5	2	298	4	17	307	54	0	382	0	15	7	31	1	53	0	49	7	46	0	102	835
12:45	0	26	275	2	0	303	9	15	275	55	1	354	0	6	4	29	0	39	0	40	7	45	0	92	788
13:00	0	23	289	2	3	314	8	15	269	42	0	334	0	14	7	26	4	47	0	45	5	37	0	87	782
<b>Total</b>	<b>2</b>	<b>90</b>	<b>1101</b>	<b>10</b>	<b>6</b>	<b>1203</b>	<b>25</b>	<b>76</b>	<b>1135</b>	<b>216</b>	<b>1</b>	<b>1452</b>	<b>0</b>	<b>42</b>	<b>26</b>	<b>117</b>	<b>6</b>	<b>185</b>	<b>0</b>	<b>178</b>	<b>27</b>	<b>178</b>	<b>1</b>	<b>383</b>	<b>3223</b>
Approach %	0.2	7.5	91.5	0.8	-	-	1.7	5.2	78.2	14.9	-	-	0.0	22.7	14.1	63.2	-	-	0.0	46.5	7.0	46.5	-	-	-
Total %	0.1	2.8	34.2	0.3	-	37.3	0.8	2.4	35.2	6.7	-	45.1	0.0	1.3	0.8	3.6	-	5.7	0.0	5.5	0.8	5.5	-	11.9	-
PHF	0.250	0.865	0.952	0.500	-	0.958	0.694	0.655	0.924	0.831	-	0.950	0.000	0.700	0.813	0.944	-	0.873	0.000	0.908	0.844	0.890	-	0.939	0.965
Light Vehicles	2	89	1065	10	2	1166	25	75	1113	215	0	1428	0	41	24	117	0	182	0	177	27	176	0	380	3156
% Light Vehicles	100.0	98.9	96.7	100.0	33.3	96.9	100.0	98.7	98.1	99.5	0.0	98.3	-	97.6	92.3	100.0	0.0	98.4	-	99.4	100.0	98.9	0.0	99.2	97.9
Heavy Vehicles	0	1	36	0	4	37	0	1	22	1	1	24	0	1	0	0	6	1	0	1	0	2	1	3	65
% Heavy Vehicles	0.0	1.1	3.3	0.0	66.7	3.1	0.0	1.3	1.9	0.5	100.0	1.7	-	2.4	0.0	0.0	100.0	0.5	-	0.6	0.0	1.1	100.0	0.8	2.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	7.7	0.0	0.0	1.1	-	0.0	0.0	0.0	0.0	0.0	0.1



Turning Movement Peak Hour Data Plot (12:15)





Turning Movement Data Plot

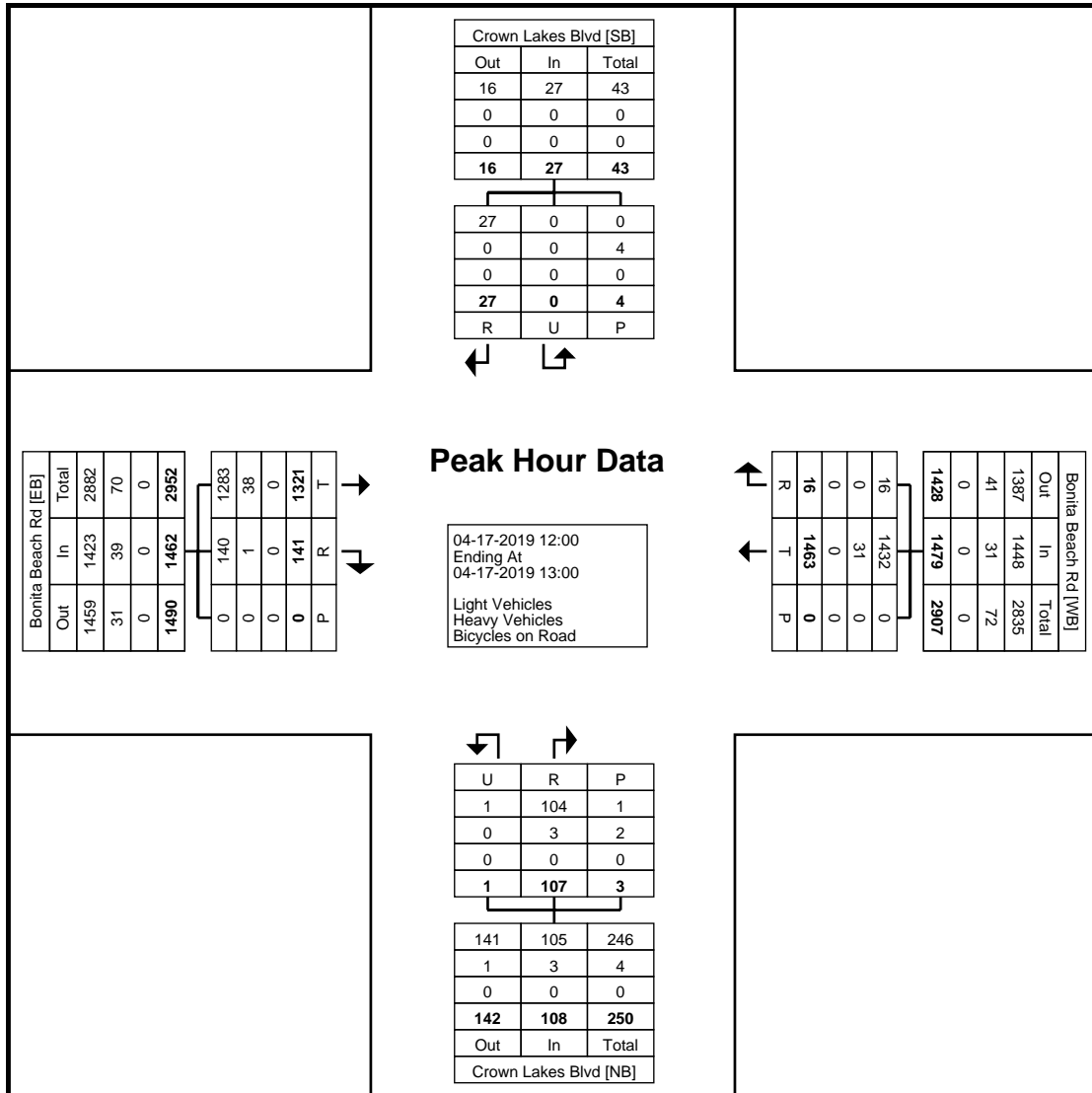
Bonita Beach Rd at Crown  
Lakes Blvd  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-3\_Bonita Beach  
Rd at Crown Lakes Blvd  
Site Code: 3  
Start Date: 04-17-2019  
Page No: 3

### Turning Movement Peak Hour Data (12:00)

Start Time	Bonita Beach Rd Eastbound				Bonita Beach Rd Westbound				Crown Lakes Blvd Northbound				Crown Lakes Blvd Southbound				Int. Total
	Thru	Right	Peds	App. Total	Thru	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	
12:00	318	30	0	348	387	7	0	394	0	23	2	23	0	10	3	10	775
12:15	342	40	0	382	367	3	0	370	0	25	1	25	0	5	0	5	782
12:30	318	39	0	357	386	3	0	389	1	35	0	36	0	4	0	4	786
12:45	343	32	0	375	323	3	0	326	0	24	0	24	0	8	1	8	733
Total	1321	141	0	1462	1463	16	0	1479	1	107	3	108	0	27	4	27	3076
Approach %	90.4	9.6	-	-	98.9	1.1	-	-	0.9	99.1	-	-	0.0	100.0	-	-	-
Total %	42.9	4.6	-	47.5	47.6	0.5	-	48.1	0.0	3.5	-	3.5	0.0	0.9	-	0.9	-
PHF	0.963	0.881	-	0.957	0.945	0.571	-	0.938	0.250	0.764	-	0.750	0.000	0.675	-	0.675	0.978
Light Vehicles	1283	140	0	1423	1432	16	0	1448	1	104	1	105	0	27	0	27	3003
% Light Vehicles	97.1	99.3	-	97.3	97.9	100.0	-	97.9	100.0	97.2	33.3	97.2	-	100.0	0.0	100.0	97.6
Heavy Vehicles	38	1	0	39	31	0	0	31	0	3	2	3	0	0	4	0	73
% Heavy Vehicles	2.9	0.7	-	2.7	2.1	0.0	-	2.1	0.0	2.8	66.7	2.8	-	0.0	100.0	0.0	2.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0



Turning Movement Peak Hour Data Plot (12:00)

Bonita Beach Rd at Spanish Wells Blvd  
Wednesday TMC

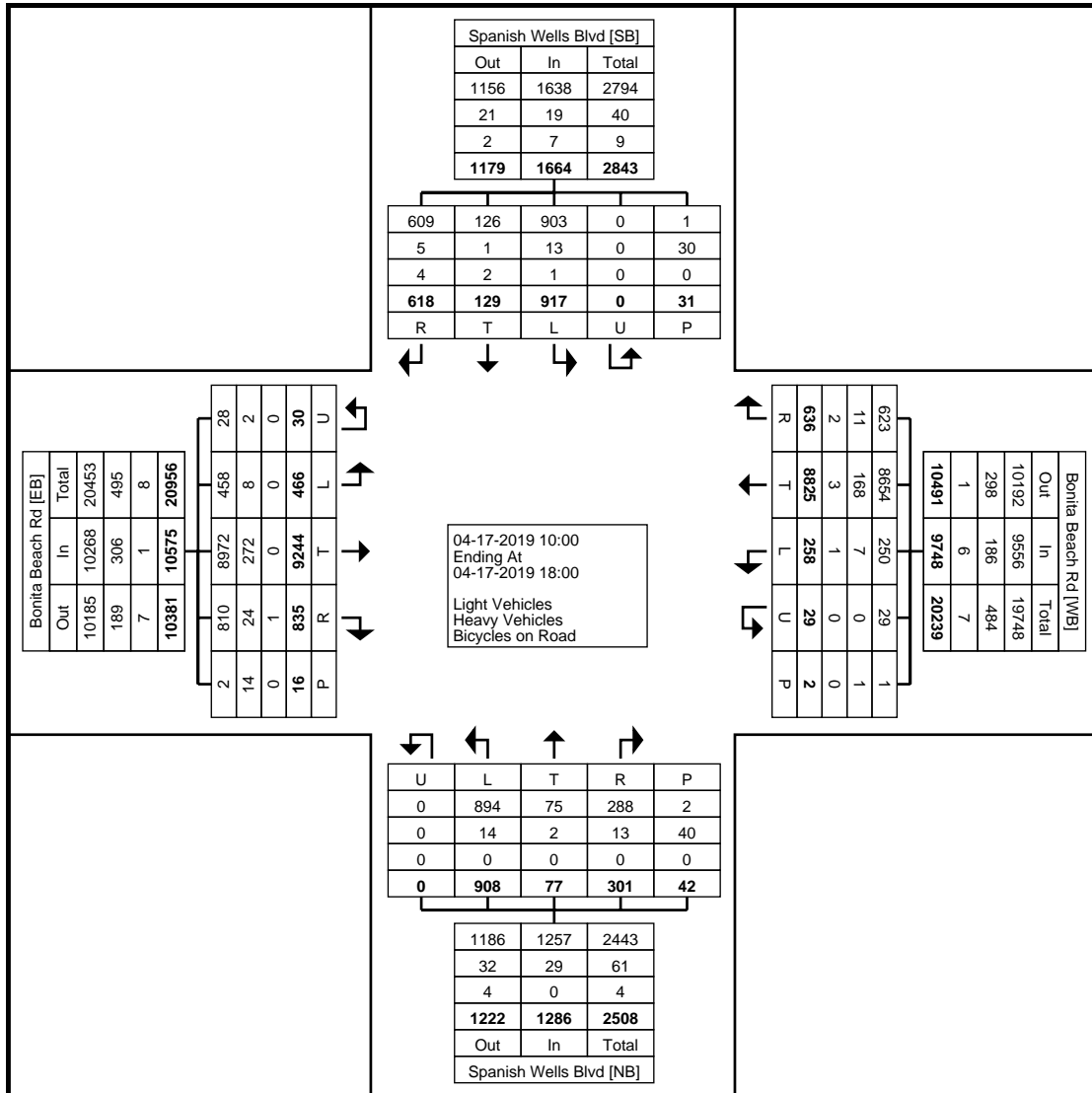
Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-4\_Bonita Beach Rd at Spanish Wells Blvd  
Site Code: 4  
Start Date: 04-17-2019  
Page No: 1

### Turning Movement Data

Start Time	Bonita Beach Rd Eastbound						Bonita Beach Rd Westbound						Spanish Wells Blvd Northbound						Spanish Wells Blvd Southbound						Int. Total	
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
10:00	1	22	253	29	2	305	1	5	275	25	0	306	0	22	3	11	3	36	0	24	2	29	1	55	702	
10:15	0	22	224	20	1	266	2	9	314	24	0	349	0	37	3	10	3	50	0	31	2	19	1	52	717	
10:30	0	24	260	20	0	304	2	8	315	21	0	346	0	29	2	11	1	42	0	28	5	17	2	50	742	
10:45	1	14	246	26	0	287	1	7	335	26	1	369	0	30	4	10	0	44	0	32	4	16	2	52	752	
Hourly Total	2	82	983	95	3	1162	6	29	1239	96	1	1370	0	118	12	42	7	172	0	115	13	81	6	209	2913	
11:00	1	15	241	26	3	283	0	13	305	33	1	351	0	26	1	7	0	34	0	36	4	18	1	58	726	
11:15	1	24	252	30	3	307	2	10	304	19	0	335	0	20	4	11	6	35	0	27	3	21	2	51	728	
11:30	0	20	273	34	0	327	0	12	303	15	0	330	0	31	4	11	2	46	0	30	5	11	2	46	749	
11:45	0	23	256	25	1	304	1	2	359	31	0	393	0	47	4	16	2	67	0	41	7	33	0	81	845	
Hourly Total	2	82	1022	115	7	1221	3	37	1271	98	1	1409	0	124	13	45	10	182	0	134	19	83	5	236	3048	
12:00	3	23	267	26	0	319	0	10	299	33	0	342	0	40	3	7	0	50	0	32	7	27	2	66	777	
12:15	0	21	305	31	0	357	0	17	301	28	0	346	0	23	3	7	0	33	0	26	8	34	0	68	804	
12:30	1	16	309	22	0	348	1	9	335	26	0	371	0	43	1	4	1	48	0	31	3	15	0	49	816	
12:45	2	19	286	29	1	336	0	8	281	20	0	309	0	19	1	4	1	24	0	27	4	24	0	55	724	
Hourly Total	6	79	1167	108	1	1360	1	44	1216	107	0	1368	0	125	8	22	2	155	0	116	22	100	2	238	3121	
13:00	1	11	243	27	0	282	0	6	278	22	0	306	0	35	4	15	1	54	0	29	5	25	0	59	701	
13:15	3	17	337	37	1	394	0	12	283	25	0	320	0	31	8	10	1	49	0	33	7	24	0	64	827	
13:30	1	19	296	31	0	347	1	5	292	18	0	316	0	36	2	13	1	51	0	30	4	20	2	54	768	
13:45	2	14	264	25	0	305	2	10	244	25	0	281	0	26	4	7	1	37	0	28	1	23	2	52	675	
Hourly Total	7	61	1140	120	1	1328	3	33	1097	90	0	1223	0	128	18	45	4	191	0	120	17	92	4	229	2971	
14:00	4	16	291	21	0	332	1	4	257	16	0	278	0	20	4	8	0	32	0	24	2	12	0	38	680	
14:15	2	17	294	22	0	335	0	2	223	24	0	249	0	21	3	11	2	35	0	19	5	14	0	38	657	
14:30	0	16	297	26	1	339	2	9	236	23	0	270	0	17	1	5	1	23	0	30	4	18	1	52	684	
14:45	0	16	295	27	0	338	0	13	283	19	0	315	0	35	1	11	1	47	0	29	1	23	0	53	753	
Hourly Total	6	65	1177	96	1	1344	3	28	999	82	0	1112	0	93	9	35	4	137	0	102	12	67	1	181	2774	
15:00	1	17	307	29	1	354	4	6	300	17	0	327	0	25	0	11	0	36	0	26	7	13	0	46	763	
15:15	0	7	343	21	0	371	1	10	277	11	0	299	0	29	0	9	2	38	0	30	3	13	0	46	754	
15:30	0	8	339	29	0	376	0	5	260	13	0	278	0	28	1	9	1	38	0	23	7	12	1	42	734	
15:45	3	10	345	23	0	381	1	11	258	22	0	292	0	35	1	9	0	45	0	37	2	17	5	56	774	
Hourly Total	4	42	1334	102	1	1482	6	32	1095	63	0	1196	0	117	2	38	3	157	0	116	19	55	6	190	3025	
16:00	1	11	316	24	1	352	0	5	236	17	0	258	0	14	4	8	2	26	0	32	4	23	2	59	695	
16:15	0	11	330	37	0	378	2	4	250	11	0	267	0	27	4	10	3	41	0	27	3	19	1	49	735	
16:30	0	6	292	32	0	330	1	6	234	13	0	254	0	32	1	16	1	49	0	30	3	16	0	49	682	
16:45	0	2	287	25	1	314	2	9	230	10	0	251	0	30	4	9	1	43	0	30	2	15	1	47	655	
Hourly Total	1	30	1225	118	2	1374	5	24	950	51	0	1030	0	103	13	43	7	159	0	119	12	73	4	204	2767	
17:00	1	9	334	19	0	363	1	7	243	18	0	269	0	33	1	11	1	45	0	38	5	29	1	72	749	
17:15	0	9	313	26	0	348	0	7	246	12	0	265	0	26	1	9	1	36	0	17	3	19	2	39	688	
17:30	1	3	295	23	0	322	0	6	224	9	0	239	0	19	0	3	2	22	0	26	1	10	0	37	620	
17:45	0	4	254	13	0	271	1	11	245	10	0	267	0	22	0	8	1	30	0	14	6	9	0	29	597	
Hourly Total	2	25	1196	81	0	1304	2	31	958	49	0	1040	0	100	2	31	5	133	0	95	15	67	3	177	2654	
Grand Total	30	466	9244	835	16	10575	29	258	8825	636	2	9748	0	908	77	301	42	1286	0	917	129	618	31	1664	23273	
Approach %	0.3	4.4	87.4	7.9	-	-	0.3	2.6	90.5	6.5	-	-	0.0	70.6	6.0	23.4	-	-	0.0	55.1	7.8	37.1	-	-	-	
Total %	0.1	2.0	39.7	3.6	-	45.4	0.1	1.1	37.9	2.7	-	41.9	0.0	3.9	0.3	1.3	-	5.5	0.0	3.9	0.6	2.7	-	7.1	-	
Light Vehicles	28	458	8972	810	2	10268	29	250	8654	623	1	9556	0	894	75	288	2	1257	0	903	126	609	1	1638	22719	
% Light Vehicles	93.3	98.3	97.1	97.0	12.5	97.1	100.0	96.9	98.1	98.0	50.0	98.0	-	98.5	97.4	95.7	4.8	97.7	-	98.5	97.7	98.5	3.2	98.4	97.6	
Heavy Vehicles	2	8	272	24	14	306	0	7	168	11	1	186	0	14	2	13	40	29	0	13	1	5	30	19	540	
% Heavy Vehicles	6.7	1.7	2.9	2.9	87.5	2.9	0.0	2.7	1.9	1.7	50.0	1.9	-	1.5	2.6	4.3	95.2	2.3	-	1.4	0.8	0.8	96.8	1.1	2.3	
Bicycles on Road	0	0	0	1	0	1	0	1	3	2	0	6	0	0	0	0	0	0	0	0	1	2	4	0	7	14
% Bicycles on Road	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.4	0.0	0.3	0.0	0.1	-	0.0	0.0	0.0	0.0	0.0	-	0.1	1.6	0.6	0.0	0.4	0.1	





Turning Movement Data Plot

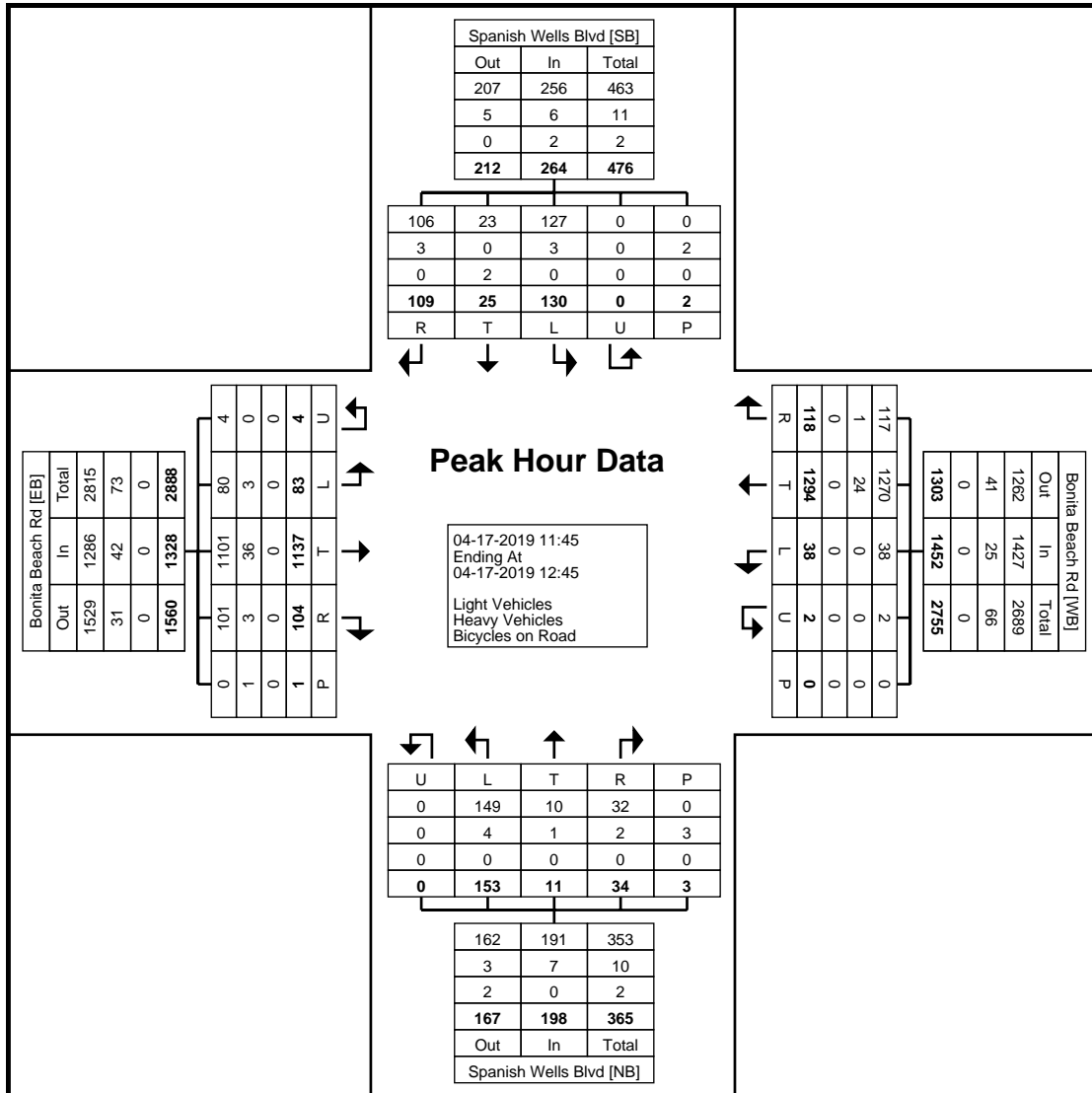
Bonita Beach Rd at Spanish Wells Blvd  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-4\_Bonita Beach Rd at Spanish Wells Blvd  
Site Code: 4  
Start Date: 04-17-2019  
Page No: 3

### Turning Movement Peak Hour Data (11:45)

Start Time	Bonita Beach Rd Eastbound						Bonita Beach Rd Westbound						Spanish Wells Blvd Northbound						Spanish Wells Blvd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:45	0	23	256	25	1	304	1	2	359	31	0	393	0	47	4	16	2	67	0	41	7	33	0	81	845
12:00	3	23	267	26	0	319	0	10	299	33	0	342	0	40	3	7	0	50	0	32	7	27	2	66	777
12:15	0	21	305	31	0	357	0	17	301	28	0	346	0	23	3	7	0	33	0	26	8	34	0	68	804
12:30	1	16	309	22	0	348	1	9	335	26	0	371	0	43	1	4	1	48	0	31	3	15	0	49	816
<b>Total</b>	<b>4</b>	<b>83</b>	<b>1137</b>	<b>104</b>	<b>1</b>	<b>1328</b>	<b>2</b>	<b>38</b>	<b>1294</b>	<b>118</b>	<b>0</b>	<b>1452</b>	<b>0</b>	<b>153</b>	<b>11</b>	<b>34</b>	<b>3</b>	<b>198</b>	<b>0</b>	<b>130</b>	<b>25</b>	<b>109</b>	<b>2</b>	<b>264</b>	<b>3242</b>
Approach %	0.3	6.3	85.6	7.8	-	-	0.1	2.6	89.1	8.1	-	-	0.0	77.3	5.6	17.2	-	-	0.0	49.2	9.5	41.3	-	-	-
Total %	0.1	2.6	35.1	3.2	-	41.0	0.1	1.2	39.9	3.6	-	44.8	0.0	4.7	0.3	1.0	-	6.1	0.0	4.0	0.8	3.4	-	8.1	-
PHF	0.333	0.902	0.920	0.839	-	0.930	0.500	0.559	0.901	0.894	-	0.924	0.000	0.814	0.688	0.531	-	0.739	0.000	0.793	0.781	0.801	-	0.815	0.959
Light Vehicles	4	80	1101	101	0	1286	2	38	1270	117	0	1427	0	149	10	32	0	191	0	127	23	106	0	256	3160
% Light Vehicles	100.0	96.4	96.8	97.1	0.0	96.8	100.0	100.0	98.1	99.2	-	98.3	-	97.4	90.9	94.1	0.0	96.5	-	97.7	92.0	97.2	0.0	97.0	97.5
Heavy Vehicles	0	3	36	3	1	42	0	0	24	1	0	25	0	4	1	2	3	7	0	3	0	3	2	6	80
% Heavy Vehicles	0.0	3.6	3.2	2.9	100.0	3.2	0.0	0.0	1.9	0.8	-	1.7	-	2.6	9.1	5.9	100.0	3.5	-	2.3	0.0	2.8	100.0	2.3	2.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	8.0	0.0	0.0	0.8	0.1



Turning Movement Peak Hour Data Plot (11:45)

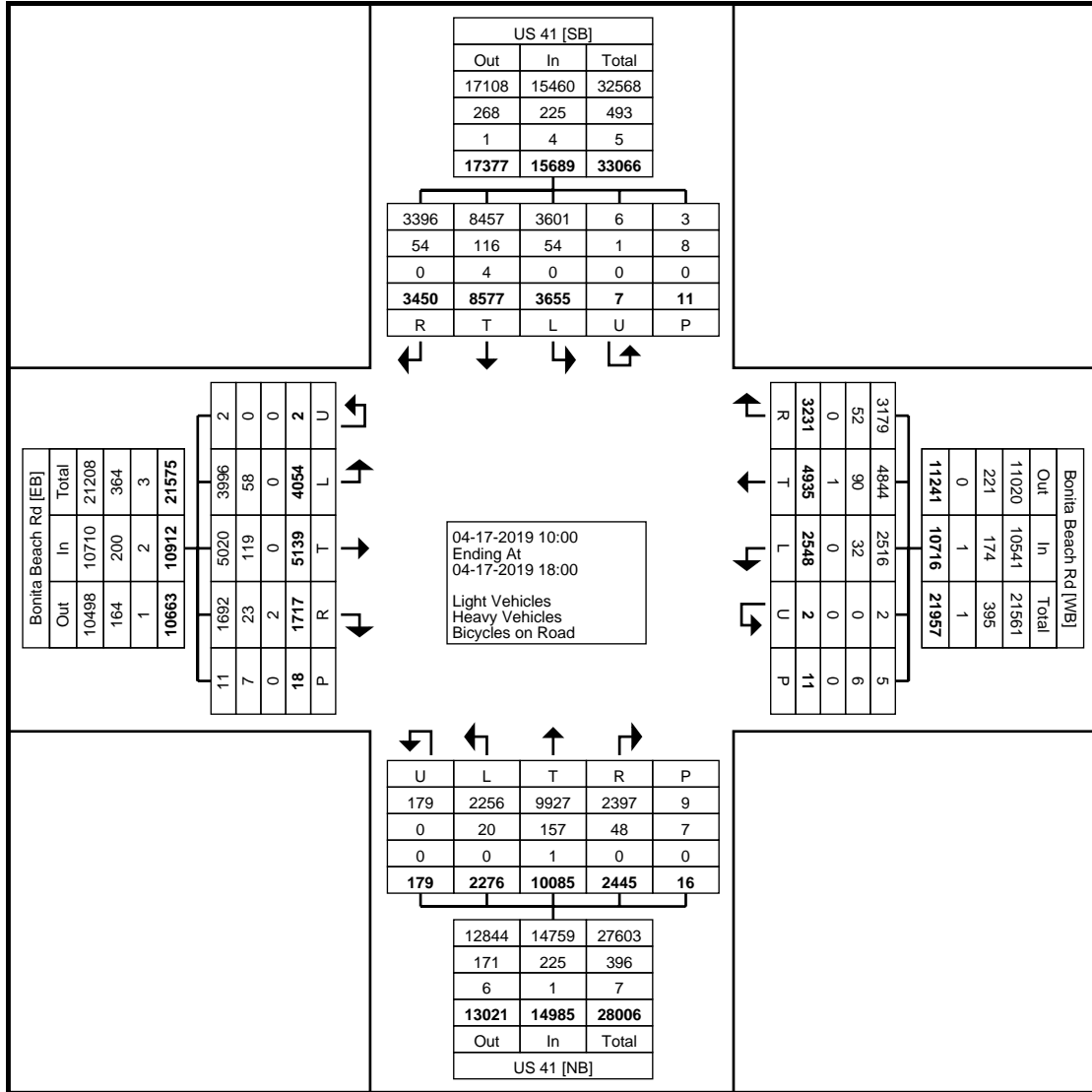
Bonita Beach Rd at US 41  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-5\_Bonita Beach  
Rd at US 41  
Site Code: 5  
Start Date: 04-17-2019  
Page No: 1

### Turning Movement Data

Start Time	Bonita Beach Rd Eastbound						Bonita Beach Rd Westbound						US 41 Northbound						US 41 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
10:00	0	100	145	43	0	288	0	86	176	100	2	362	5	80	216	58	0	359	0	119	230	114	0	463	1472
10:15	1	91	152	54	0	298	0	90	184	96	2	370	3	65	223	69	0	360	0	121	284	118	0	523	1551
10:30	0	103	133	42	0	278	0	91	190	99	1	380	6	75	245	71	0	397	0	112	267	147	0	526	1581
10:45	0	114	131	77	0	322	1	101	173	125	0	400	7	69	236	77	0	389	0	107	279	123	0	509	1620
Hourly Total	1	408	561	216	0	1186	1	368	723	420	5	1512	21	289	920	275	0	1505	0	459	1060	502	0	2021	6224
11:00	1	109	150	56	0	316	0	106	176	129	0	411	10	75	228	51	0	364	1	101	271	108	0	481	1572
11:15	0	125	151	54	1	330	0	85	170	97	1	352	10	73	234	81	0	398	1	130	291	146	0	568	1648
11:30	0	110	168	49	2	327	0	86	177	109	0	372	7	101	247	81	0	436	0	87	314	118	0	519	1654
11:45	0	99	138	50	0	287	0	102	192	105	0	399	6	83	294	79	0	462	1	110	324	100	0	535	1683
Hourly Total	1	443	607	209	3	1260	0	379	715	440	1	1534	33	332	1003	292	0	1660	3	428	1200	472	0	2103	6557
12:00	0	113	163	44	0	320	0	101	180	120	0	401	11	83	284	84	1	462	0	122	288	115	0	525	1708
12:15	0	99	149	94	0	342	1	103	187	95	0	386	6	91	291	77	0	465	1	132	326	125	0	584	1777
12:30	0	133	163	70	2	366	0	94	165	133	0	392	9	77	296	74	1	456	0	125	320	103	1	548	1762
12:45	0	124	171	65	0	360	0	85	149	104	0	338	6	93	300	73	0	472	0	136	282	118	0	536	1706
Hourly Total	0	469	646	273	2	1388	1	383	681	452	0	1517	32	344	1171	308	2	1855	1	515	1216	461	1	2193	6953
13:00	0	132	162	52	0	346	0	101	150	102	1	353	4	65	259	66	2	394	0	110	273	115	0	498	1591
13:15	0	151	179	86	0	416	0	89	134	98	0	321	5	79	315	77	0	476	0	101	267	119	0	487	1700
13:30	0	125	183	73	0	381	0	82	192	115	0	389	6	80	283	70	1	439	0	112	260	100	0	472	1681
13:45	0	113	162	53	0	328	0	74	139	89	0	302	8	71	305	86	2	470	0	85	239	83	1	407	1507
Hourly Total	0	521	686	264	0	1471	0	346	615	404	1	1365	23	295	1162	299	5	1779	0	408	1039	417	1	1864	6479
14:00	0	150	186	63	0	399	0	79	140	97	0	316	6	68	247	68	0	389	0	121	243	119	2	483	1587
14:15	0	129	165	60	3	354	0	65	129	97	1	291	6	71	316	76	1	469	0	130	266	91	0	487	1601
14:30	0	163	197	47	0	407	0	88	146	96	0	330	8	75	322	76	0	481	0	91	247	100	0	438	1656
14:45	0	114	135	45	2	294	0	57	119	107	0	283	8	62	327	70	3	467	0	121	229	109	2	459	1503
Hourly Total	0	556	683	215	5	1454	0	289	534	397	1	1220	28	276	1212	290	4	1806	0	463	985	419	4	1867	6347
15:00	0	154	190	48	0	392	0	81	181	87	0	349	5	58	301	89	0	453	0	109	229	92	0	430	1624
15:15	0	128	157	49	1	334	0	62	141	90	0	293	3	68	363	80	0	514	0	119	287	99	0	505	1646
15:30	0	156	189	38	2	383	0	88	144	89	0	321	0	57	337	85	1	479	0	116	198	112	1	426	1609
15:45	0	99	116	52	0	267	0	69	135	110	0	314	1	55	311	65	0	432	0	139	217	89	0	445	1458
Hourly Total	0	537	652	187	3	1376	0	300	601	376	0	1277	9	238	1312	319	1	1878	0	483	931	392	1	1806	6337
16:00	0	153	180	35	0	368	0	64	155	98	0	317	4	67	359	86	1	516	0	123	211	74	1	408	1609
16:15	0	125	167	46	0	338	0	58	131	92	1	281	4	72	436	85	0	597	0	93	290	120	1	503	1719
16:30	0	157	182	62	0	401	0	69	140	103	2	312	4	69	396	81	0	550	0	94	230	80	1	404	1667
16:45	0	107	142	50	1	299	0	42	122	93	0	257	4	51	426	70	0	551	0	117	273	94	0	484	1591
Hourly Total	0	542	671	193	1	1406	0	233	548	386	3	1167	16	259	1617	322	1	2214	0	427	1004	368	3	1799	6586
17:00	0	172	195	34	3	401	0	61	158	107	0	326	3	65	420	109	2	597	0	126	277	85	1	488	1812
17:15	0	127	155	44	1	326	0	71	116	84	0	271	2	49	469	76	1	596	0	142	326	104	0	572	1765
17:30	0	162	167	47	0	376	0	60	147	97	0	304	7	77	388	84	0	556	0	113	241	115	0	469	1705
17:45	0	117	116	35	0	268	0	58	97	68	0	223	5	52	411	71	0	539	3	91	298	115	0	507	1537
Hourly Total	0	578	633	160	4	1371	0	250	518	356	0	1124	17	243	1688	340	3	2288	3	472	1142	419	1	2036	6819
Grand Total	2	4054	5139	1717	18	10912	2	2548	4935	3231	11	10716	179	2276	10085	2445	16	14985	7	3655	8577	3450	11	15689	52302
Approach %	0.0	37.2	47.1	15.7	-	-	0.0	23.8	46.1	30.2	-	-	1.2	15.2	67.3	16.3	-	-	0.0	23.3	54.7	22.0	-	-	-
Total %	0.0	7.8	9.8	3.3	-	20.9	0.0	4.9	9.4	6.2	-	20.5	0.3	4.4	19.3	4.7	-	28.7	0.0	7.0	16.4	6.6	-	30.0	-
Light Vehicles	2	3996	5020	1692	11	10710	2	2516	4844	3179	5	10541	179	2256	9927	2397	9	14759	6	3601	8457	3396	3	15460	51470
% Light Vehicles	100.0	98.6	97.7	98.5	61.1	98.1	100.0	98.7	98.2	98.4	45.5	98.4	100.0	99.1	98.4	98.0	56.3	98.5	85.7	98.5	98.6	98.4	27.3	98.5	98.4
Heavy Vehicles	0	58	119	23	7	200	0	32	90	52	6	174	0	20	157	48	7	225	1	54	116	54	8	225	824
% Heavy Vehicles	0.0	1.4	2.3	1.3	38.9	1.8	0.0	1.3	1.8	1.6	54.5	1.6	0.0	0.9	1.6	2.0	43.8	1.5	14.3	1.5	1.4	1.6	72.7	1.4	1.6
Bicycles on Road	0	0	0	2	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0	4	0	0	4	8
% Bicycles on Road	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



Turning Movement Data Plot

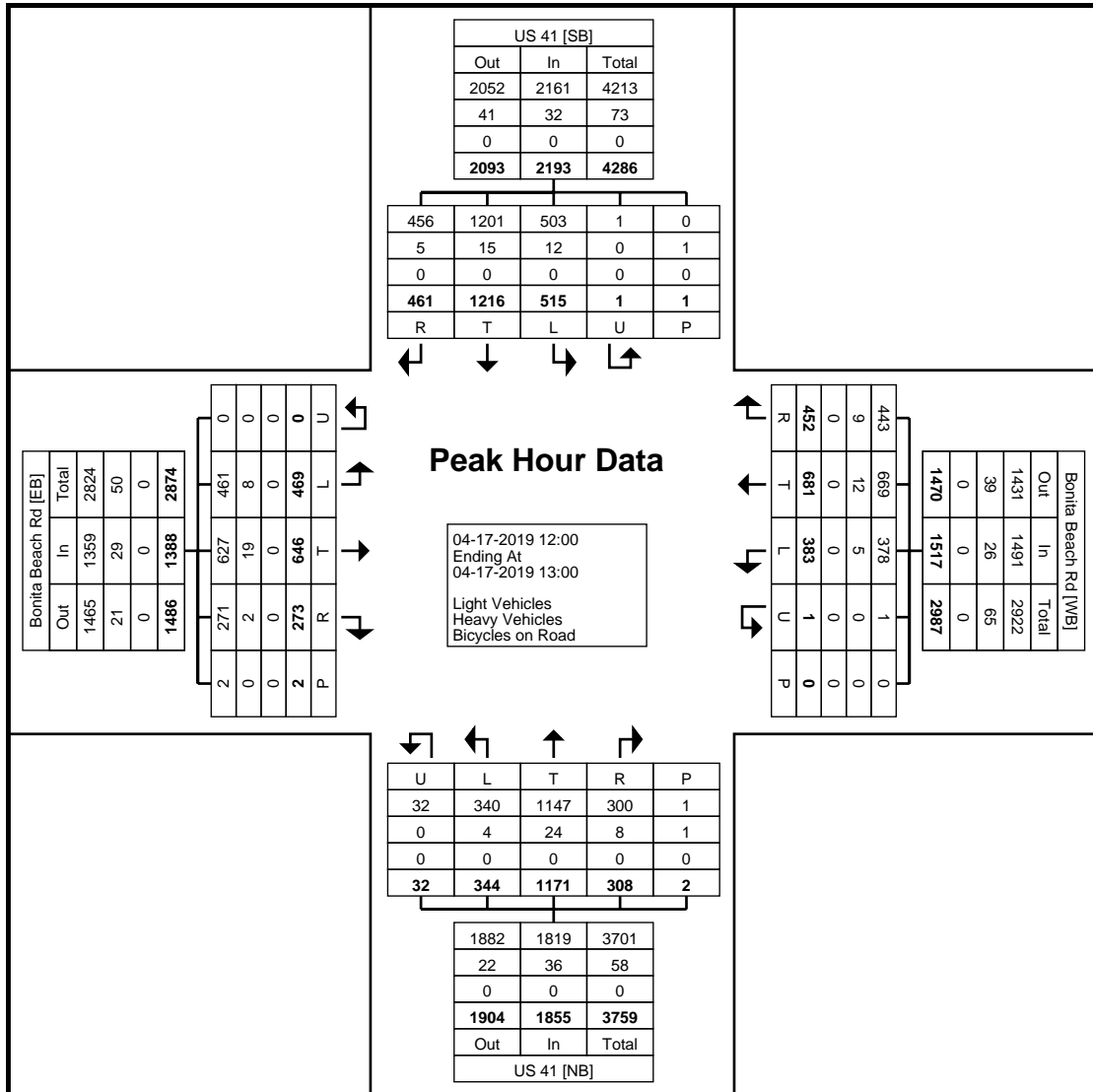
Bonita Beach Rd at US 41  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-5\_Bonita Beach  
Rd at US 41  
Site Code: 5  
Start Date: 04-17-2019  
Page No: 3

### Turning Movement Peak Hour Data (12:00)

Start Time	Bonita Beach Rd Eastbound						Bonita Beach Rd Westbound						US 41 Northbound						US 41 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00	0	113	163	44	0	320	0	101	180	120	0	401	11	83	284	84	1	462	0	122	288	115	0	525	1708
12:15	0	99	149	94	0	342	1	103	187	95	0	386	6	91	291	77	0	465	1	132	326	125	0	584	1777
12:30	0	133	163	70	2	366	0	94	165	133	0	392	9	77	296	74	1	456	0	125	320	103	1	548	1762
12:45	0	124	171	65	0	360	0	85	149	104	0	338	6	93	300	73	0	472	0	136	282	118	0	536	1706
<b>Total</b>	<b>0</b>	<b>469</b>	<b>646</b>	<b>273</b>	<b>2</b>	<b>1388</b>	<b>1</b>	<b>383</b>	<b>681</b>	<b>452</b>	<b>0</b>	<b>1517</b>	<b>32</b>	<b>344</b>	<b>1171</b>	<b>308</b>	<b>2</b>	<b>1855</b>	<b>1</b>	<b>515</b>	<b>1216</b>	<b>461</b>	<b>1</b>	<b>2193</b>	<b>6953</b>
Approach %	0.0	33.8	46.5	19.7	-	-	0.1	25.2	44.9	29.8	-	-	1.7	18.5	63.1	16.6	-	-	0.0	23.5	55.4	21.0	-	-	-
Total %	0.0	6.7	9.3	3.9	-	20.0	0.0	5.5	9.8	6.5	-	21.8	0.5	4.9	16.8	4.4	-	26.7	0.0	7.4	17.5	6.6	-	31.5	-
PHF	0.000	0.882	0.944	0.726	-	0.948	0.250	0.930	0.910	0.850	-	0.946	0.727	0.925	0.976	0.917	-	0.983	0.250	0.947	0.933	0.922	-	0.939	0.978
Light Vehicles	0	461	627	271	2	1359	1	378	669	443	0	1491	32	340	1147	300	1	1819	1	503	1201	456	0	2161	6830
% Light Vehicles	-	98.3	97.1	99.3	100.0	97.9	100.0	98.7	98.2	98.0	-	98.3	100.0	98.8	98.0	97.4	50.0	98.1	100.0	97.7	98.8	98.9	0.0	98.5	98.2
Heavy Vehicles	0	8	19	2	0	29	0	5	12	9	0	26	0	4	24	8	1	36	0	12	15	5	1	32	123
% Heavy Vehicles	-	1.7	2.9	0.7	0.0	2.1	0.0	1.3	1.8	2.0	-	1.7	0.0	1.2	2.0	2.6	50.0	1.9	0.0	2.3	1.2	1.1	100.0	1.5	1.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



Turning Movement Peak Hour Data Plot (12:00)







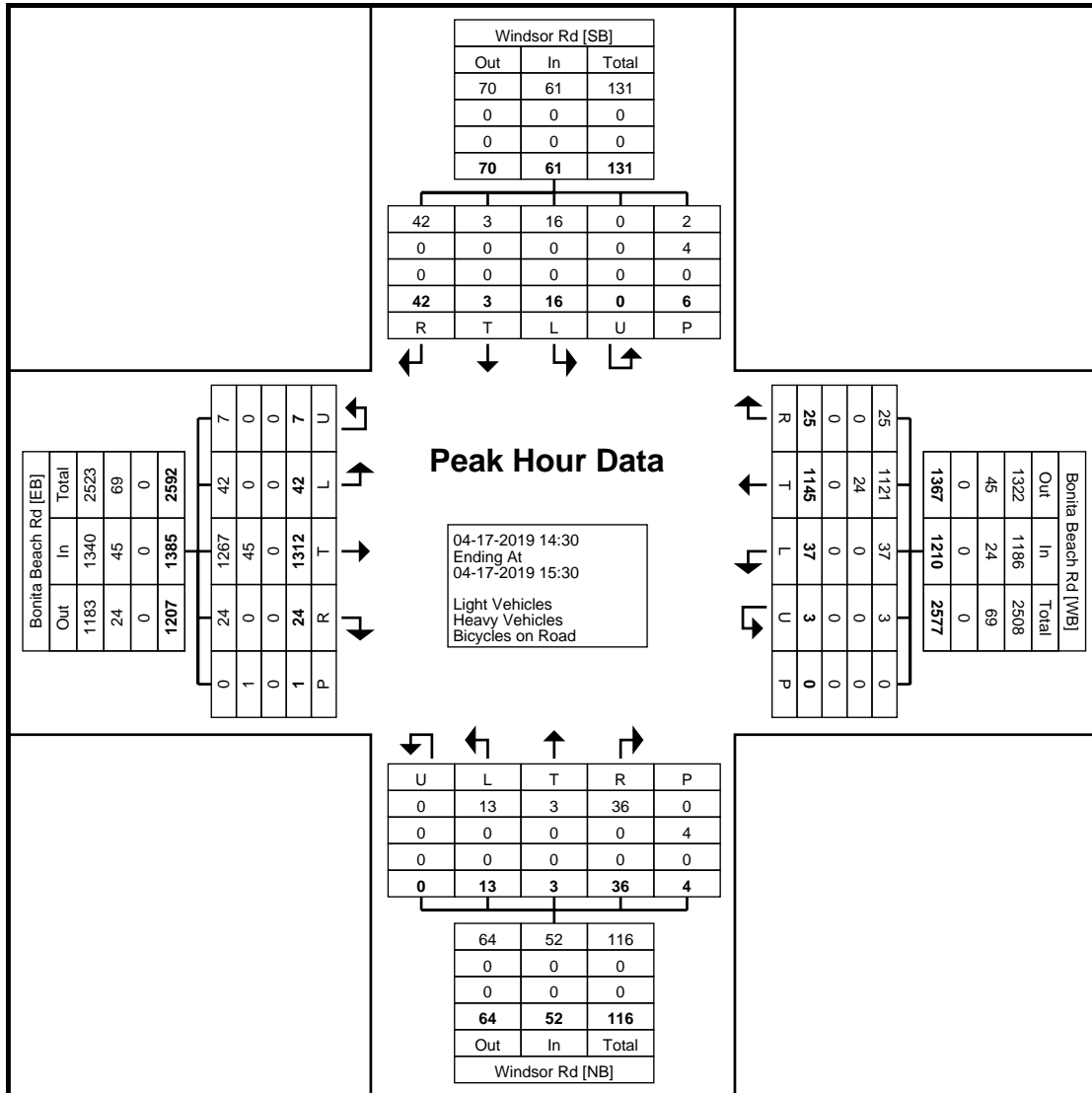
Bonita Beach Rd at Windsor Rd  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-6\_Bonita Beach  
Rd at Windsor Rd  
Site Code: 6  
Start Date: 04-17-2019  
Page No: 3

### Turning Movement Peak Hour Data (14:30)

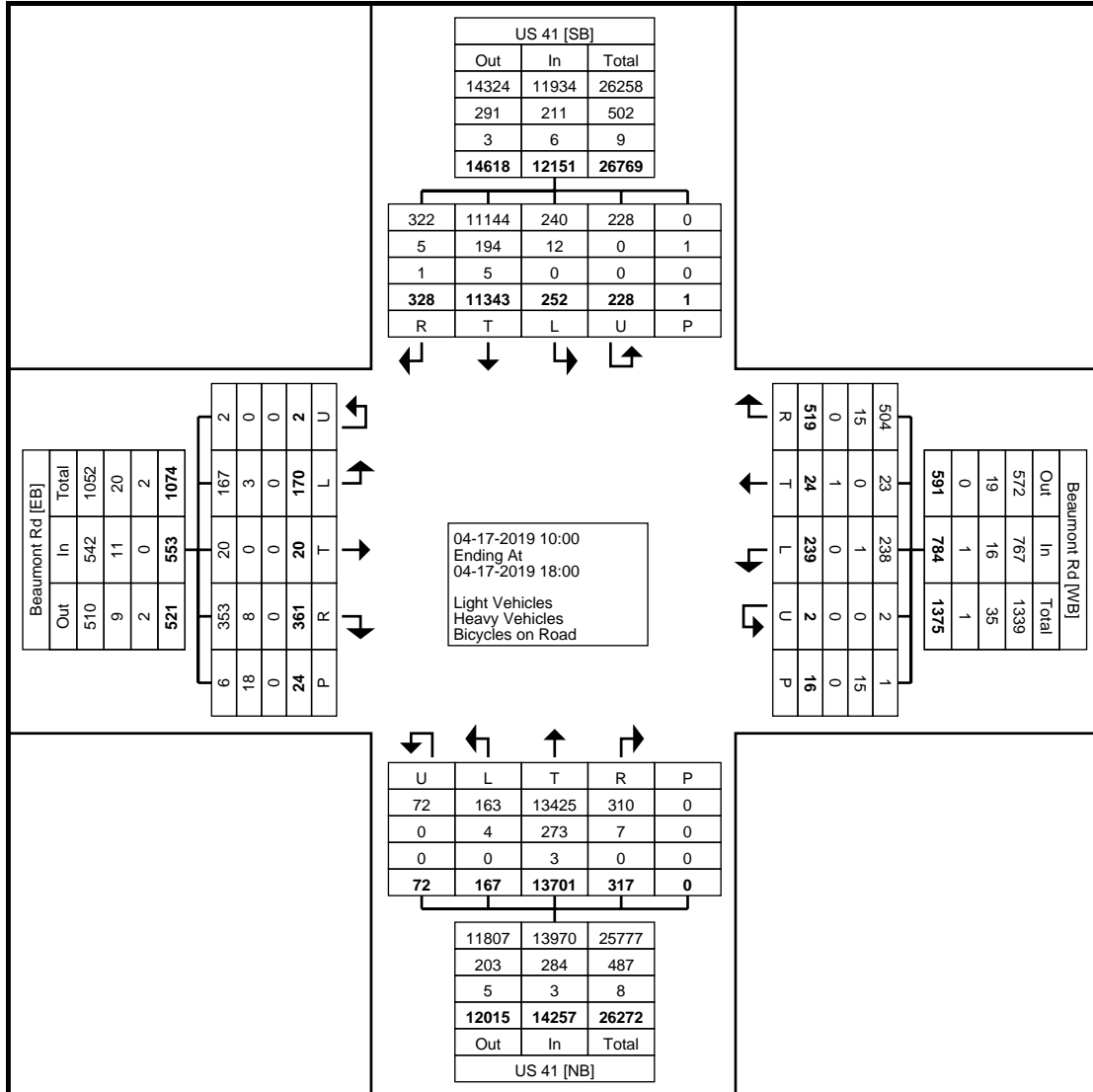
Start Time	Bonita Beach Rd Eastbound						Bonita Beach Rd Westbound						Windsor Rd Northbound						Windsor Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
14:30	1	6	336	8	0	351	1	12	277	2	0	292	0	5	0	14	0	19	0	4	1	10	3	15	677
14:45	3	7	300	5	1	315	0	4	284	8	0	296	0	2	0	8	2	10	0	5	0	14	2	19	640
15:00	1	12	359	7	0	379	2	10	298	5	0	315	0	3	1	7	1	11	0	5	0	10	0	15	720
15:15	2	17	317	4	0	340	0	11	286	10	0	307	0	3	2	7	1	12	0	2	2	8	1	12	671
<b>Total</b>	<b>7</b>	<b>42</b>	<b>1312</b>	<b>24</b>	<b>1</b>	<b>1385</b>	<b>3</b>	<b>37</b>	<b>1145</b>	<b>25</b>	<b>0</b>	<b>1210</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>36</b>	<b>4</b>	<b>52</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>42</b>	<b>6</b>	<b>61</b>	<b>2708</b>
Approach %	0.5	3.0	94.7	1.7	-	-	0.2	3.1	94.6	2.1	-	-	0.0	25.0	5.8	69.2	-	-	0.0	26.2	4.9	68.9	-	-	-
Total %	0.3	1.6	48.4	0.9	-	51.1	0.1	1.4	42.3	0.9	-	44.7	0.0	0.5	0.1	1.3	-	1.9	0.0	0.6	0.1	1.6	-	2.3	-
PHF	0.583	0.618	0.914	0.750	-	0.914	0.375	0.771	0.961	0.625	-	0.960	0.000	0.650	0.375	0.643	-	0.684	0.000	0.800	0.375	0.750	-	0.803	0.940
Light Vehicles	7	42	1267	24	0	1340	3	37	1121	25	0	1186	0	13	3	36	0	52	0	16	3	42	2	61	2639
% Light Vehicles	100.0	100.0	96.6	100.0	0.0	96.8	100.0	100.0	97.9	100.0	-	98.0	-	100.0	100.0	100.0	0.0	100.0	-	100.0	100.0	100.0	33.3	100.0	97.5
Heavy Vehicles	0	0	45	0	1	45	0	0	24	0	0	24	0	0	0	0	4	0	0	0	0	0	4	0	69
% Heavy Vehicles	0.0	0.0	3.4	0.0	100.0	3.2	0.0	0.0	2.1	0.0	-	2.0	-	0.0	0.0	0.0	100.0	0.0	-	0.0	0.0	0.0	66.7	0.0	2.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0



Turning Movement Peak Hour Data Plot (14:30)

### Turning Movement Data

Start Time	Beaumont Rd Eastbound						Beaumont Rd Westbound						US 41 Northbound						US 41 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
10:00	0	3	0	2	1	5	0	13	1	14	1	28	1	3	333	9	0	346	5	10	313	10	0	338	717
10:15	0	2	0	3	1	5	0	9	0	18	2	27	4	6	303	9	0	322	2	12	340	5	1	359	713
10:30	1	4	0	6	1	11	1	7	1	19	2	28	3	1	346	8	0	358	2	4	348	4	0	358	755
10:45	0	3	0	6	0	9	0	11	0	11	0	22	4	5	329	8	0	346	6	10	364	9	0	389	766
Hourly Total	1	12	0	17	3	30	1	40	2	62	5	105	12	15	1311	34	0	1372	15	36	1365	28	1	1444	2951
11:00	0	2	1	13	1	16	1	10	0	17	4	28	5	3	340	4	0	352	13	11	371	12	0	407	803
11:15	0	3	0	8	1	11	0	9	0	8	0	17	1	5	362	6	0	374	4	3	391	7	0	405	807
11:30	0	4	1	12	0	17	0	6	1	16	0	23	2	10	362	11	0	385	10	4	387	14	0	415	840
11:45	0	3	1	16	1	20	0	4	2	17	0	23	5	6	414	14	0	439	10	6	389	11	0	416	898
Hourly Total	0	12	3	49	3	64	1	29	3	58	4	91	13	24	1478	35	0	1550	37	24	1538	44	0	1643	3348
12:00	1	9	0	15	0	25	0	10	3	22	0	35	0	8	435	11	0	454	11	9	365	12	0	397	911
12:15	0	7	2	16	2	25	0	11	0	10	0	21	2	8	408	16	0	434	8	14	412	16	0	450	930
12:30	0	12	3	29	0	44	0	11	2	12	0	25	1	6	408	20	0	435	16	19	409	15	0	459	963
12:45	0	9	0	26	0	35	0	8	0	23	0	31	3	6	382	11	0	402	11	12	347	17	0	387	855
Hourly Total	1	37	5	86	2	129	0	40	5	67	0	112	6	28	1633	58	0	1725	46	54	1533	60	0	1693	3659
13:00	0	7	0	18	0	25	0	12	1	13	1	26	5	9	387	8	0	409	10	9	353	13	0	385	845
13:15	0	10	1	25	0	36	0	7	2	19	0	28	3	3	407	16	0	429	4	13	393	14	0	424	917
13:30	0	8	0	8	0	16	0	7	1	16	2	24	3	5	379	14	0	401	3	7	367	13	0	390	831
13:45	0	6	0	7	1	13	0	8	2	15	0	25	1	8	405	14	0	428	9	5	326	14	0	354	820
Hourly Total	0	31	1	58	1	90	0	34	6	63	3	103	12	25	1578	52	0	1667	26	34	1439	54	0	1553	3413
14:00	0	5	0	12	0	17	0	9	0	23	1	32	4	10	380	9	0	403	4	12	331	13	0	360	812
14:15	0	2	0	9	5	11	0	8	0	13	0	21	1	4	419	10	0	434	10	7	340	10	0	367	833
14:30	0	7	4	9	1	20	0	4	2	8	1	14	0	0	477	5	0	482	9	7	341	8	0	365	881
14:45	0	7	0	8	0	15	0	7	0	10	0	17	0	1	395	17	0	413	10	8	340	7	0	365	810
Hourly Total	0	21	4	38	6	63	0	28	2	54	2	84	5	15	1671	41	0	1732	33	34	1352	38	0	1457	3336
15:00	0	6	1	4	2	11	0	8	0	20	0	28	2	3	451	10	0	466	3	6	330	10	0	349	854
15:15	0	8	1	9	1	18	0	11	0	30	1	41	2	1	447	8	0	458	4	10	323	8	0	345	862
15:30	0	3	1	12	1	16	0	9	0	20	1	29	1	6	486	9	0	502	8	6	297	4	0	315	862
15:45	0	2	1	6	1	9	0	9	1	19	0	29	0	6	392	8	0	406	9	15	355	9	0	388	832
Hourly Total	0	19	4	31	5	54	0	37	1	89	2	127	5	16	1776	35	0	1832	24	37	1305	31	0	1397	3410
16:00	0	4	1	14	0	19	0	8	1	13	0	22	1	1	500	9	0	511	3	2	309	5	0	319	871
16:15	0	5	0	11	1	16	0	4	0	35	0	39	4	4	510	12	0	530	6	4	342	7	0	359	944
16:30	0	2	2	11	0	15	0	7	0	16	0	23	3	6	557	4	0	570	5	8	337	7	0	357	965
16:45	0	2	0	12	0	14	0	3	0	12	0	15	0	8	586	8	0	602	6	2	327	8	0	343	974
Hourly Total	0	13	3	48	1	64	0	22	1	76	0	99	8	19	2153	33	0	2213	20	16	1315	27	0	1378	3754
17:00	0	4	0	11	0	15	0	2	0	15	0	17	3	5	547	8	0	563	12	6	384	11	0	413	1008
17:15	0	5	0	10	0	15	0	3	3	14	0	20	3	6	533	4	0	546	8	3	394	9	0	414	995
17:30	0	6	0	5	1	11	0	2	0	12	0	14	2	6	524	14	0	546	4	4	385	8	0	401	972
17:45	0	10	0	8	2	18	0	2	1	9	0	12	3	8	497	3	0	511	3	4	333	18	0	358	899
Hourly Total	0	25	0	34	3	59	0	9	4	50	0	63	11	25	2101	29	0	2166	27	17	1496	46	0	1586	3874
Grand Total	2	170	20	361	24	553	2	239	24	519	16	784	72	167	13701	317	0	14257	228	252	11343	328	1	12151	27745
Approach %	0.4	30.7	3.6	65.3	-	-	0.3	30.5	3.1	66.2	-	-	0.5	1.2	96.1	2.2	-	-	1.9	2.1	93.4	2.7	-	-	-
Total %	0.0	0.6	0.1	1.3	-	2.0	0.0	0.9	0.1	1.9	-	2.8	0.3	0.6	49.4	1.1	-	51.4	0.8	0.9	40.9	1.2	-	43.8	-
Light Vehicles	2	167	20	353	6	542	2	238	23	504	1	767	72	163	13425	310	0	13970	228	240	11144	322	0	11934	27213
% Light Vehicles	100.0	98.2	100.0	97.8	25.0	98.0	100.0	99.6	95.8	97.1	6.3	97.8	100.0	97.6	98.0	97.8	-	98.0	100.0	95.2	98.2	98.2	0.0	98.2	98.1
Heavy Vehicles	0	3	0	8	18	11	0	1	0	15	15	16	0	4	273	7	0	284	0	12	194	5	1	211	522
% Heavy Vehicles	0.0	1.8	0.0	2.2	75.0	2.0	0.0	0.4	0.0	2.9	93.8	2.0	0.0	2.4	2.0	2.2	-	2.0	0.0	4.8	1.7	1.5	100.0	1.7	1.9
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	0	3	0	0	5	1	0	6	10
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0



Turning Movement Data Plot

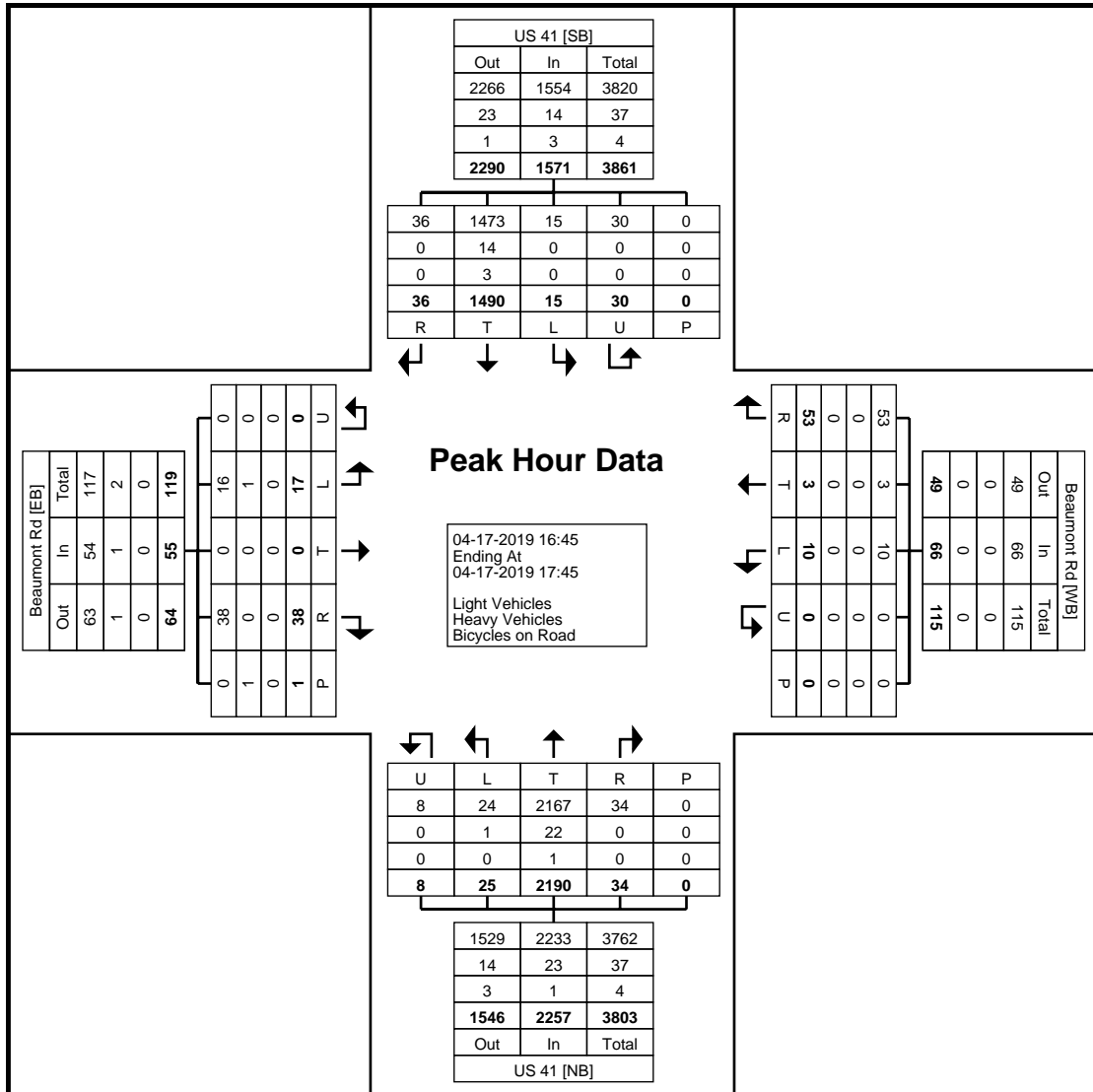
US 41 at Beaumont Rd  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-7\_US 41 at  
Beaumont Rd  
Site Code: 7  
Start Date: 04-17-2019  
Page No: 3

### Turning Movement Peak Hour Data (16:45)

Start Time	Beaumont Rd Eastbound						Beaumont Rd Westbound						US 41 Northbound						US 41 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	2	0	12	0	14	0	3	0	12	0	15	0	8	586	8	0	602	6	2	327	8	0	343	974
17:00	0	4	0	11	0	15	0	2	0	15	0	17	3	5	547	8	0	563	12	6	384	11	0	413	1008
17:15	0	5	0	10	0	15	0	3	3	14	0	20	3	6	533	4	0	546	8	3	394	9	0	414	995
17:30	0	6	0	5	1	11	0	2	0	12	0	14	2	6	524	14	0	546	4	4	385	8	0	401	972
<b>Total</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>55</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>53</b>	<b>0</b>	<b>66</b>	<b>8</b>	<b>25</b>	<b>2190</b>	<b>34</b>	<b>0</b>	<b>2257</b>	<b>30</b>	<b>15</b>	<b>1490</b>	<b>36</b>	<b>0</b>	<b>1571</b>	<b>3949</b>
Approach %	0.0	30.9	0.0	69.1	-	-	0.0	15.2	4.5	80.3	-	-	0.4	1.1	97.0	1.5	-	-	1.9	1.0	94.8	2.3	-	-	-
Total %	0.0	0.4	0.0	1.0	-	1.4	0.0	0.3	0.1	1.3	-	1.7	0.2	0.6	55.5	0.9	-	57.2	0.8	0.4	37.7	0.9	-	39.8	-
PHF	0.000	0.708	0.000	0.792	-	0.917	0.000	0.833	0.250	0.883	-	0.825	0.667	0.781	0.934	0.607	-	0.937	0.625	0.625	0.945	0.818	-	0.949	0.979
Light Vehicles	0	16	0	38	0	54	0	10	3	53	0	66	8	24	2167	34	0	2233	30	15	1473	36	0	1554	3907
% Light Vehicles	-	94.1	-	100.0	0.0	98.2	-	100.0	100.0	100.0	-	100.0	100.0	96.0	98.9	100.0	-	98.9	100.0	100.0	98.9	100.0	-	98.9	98.9
Heavy Vehicles	0	1	0	0	1	1	0	0	0	0	0	0	0	1	22	0	0	23	0	0	14	0	0	14	38
% Heavy Vehicles	-	5.9	-	0.0	100.0	1.8	-	0.0	0.0	0.0	-	0.0	0.0	4.0	1.0	0.0	-	1.0	0.0	0.0	0.9	0.0	-	0.9	1.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	0	3	4
% Bicycles on Road	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.2	0.1

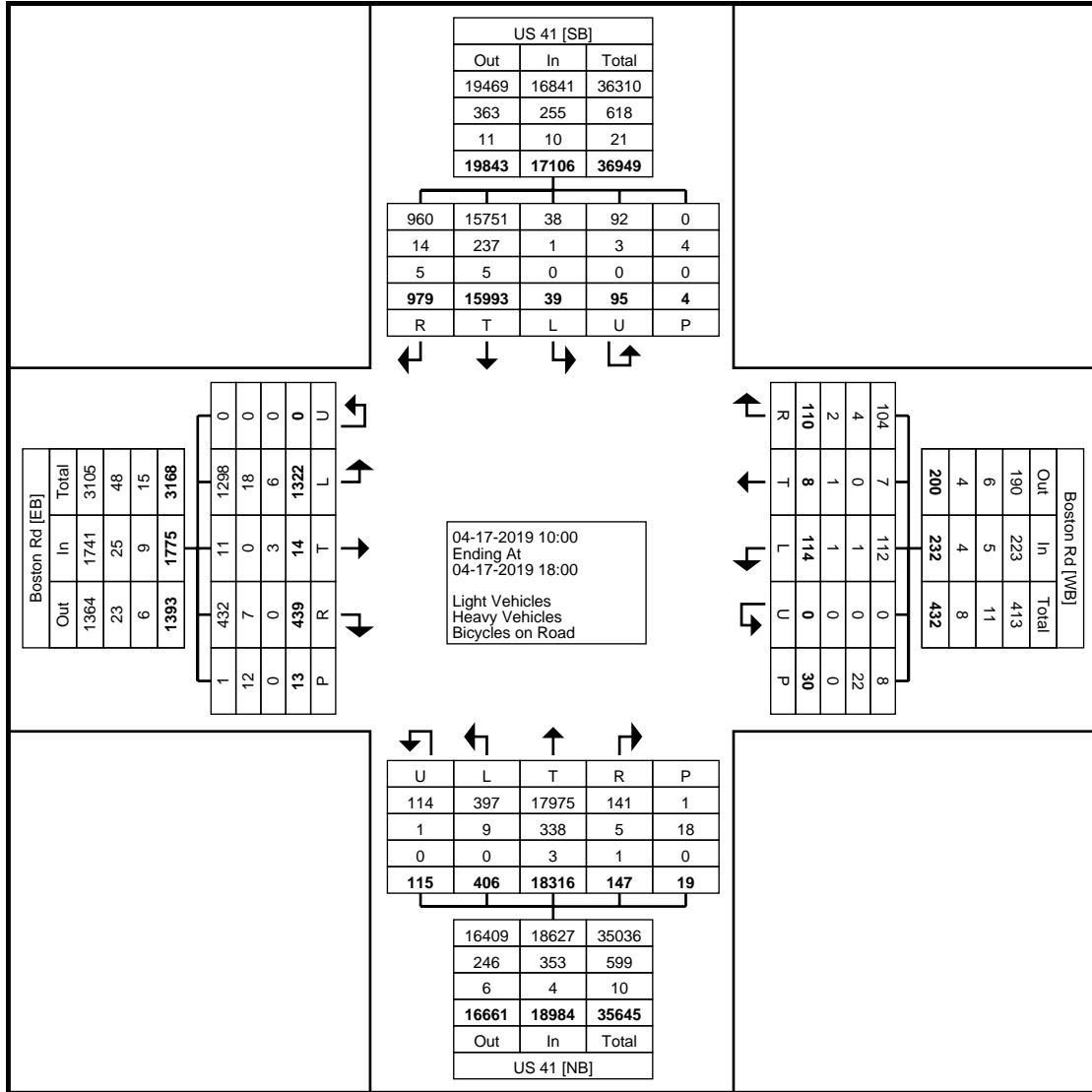


Turning Movement Peak Hour Data Plot (16:45)

### Turning Movement Data

Start Time	Boston Rd Eastbound						Boston Rd Westbound						US 41 Northbound						US 41 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
10:00	0	34	2	14	0	50	0	5	2	3	2	10	5	15	425	3	1	448	2	0	466	21	1	489	997
10:15	0	27	0	12	1	39	0	2	0	2	3	4	2	15	433	3	0	453	3	2	520	38	0	563	1059
10:30	0	31	0	22	1	53	0	5	0	4	1	9	3	8	459	5	1	475	0	1	494	35	0	530	1067
10:45	0	39	0	8	0	47	0	3	1	2	2	6	7	19	482	10	0	518	3	1	502	42	0	548	1119
Hourly Total	0	131	2	56	2	189	0	15	3	11	8	29	17	57	1799	21	2	1894	8	4	1982	136	1	2130	4242
11:00	0	28	0	16	0	44	0	7	1	4	0	12	5	18	512	2	0	537	3	1	509	34	0	547	1140
11:15	0	31	0	24	0	55	0	0	0	3	0	3	6	13	449	6	0	474	2	0	589	36	0	627	1159
11:30	0	29	0	16	0	45	0	3	1	5	1	9	5	16	474	4	0	499	3	4	535	30	0	572	1125
11:45	0	33	0	19	1	52	0	3	0	2	1	5	5	9	527	4	0	545	0	2	512	39	0	553	1155
Hourly Total	0	121	0	75	1	196	0	13	2	14	2	29	21	56	1962	16	0	2055	8	7	2145	139	0	2299	4579
12:00	0	41	0	12	0	53	0	3	0	4	1	7	3	13	522	6	1	544	1	4	568	37	0	610	1214
12:15	0	39	0	11	0	50	0	8	0	1	2	9	4	8	521	4	0	537	2	1	555	46	1	604	1200
12:30	0	48	0	19	0	67	0	7	1	5	0	13	7	19	558	9	1	593	4	0	554	30	0	588	1261
12:45	0	35	0	8	1	43	0	1	0	3	0	4	3	14	544	10	1	571	3	0	497	38	1	538	1156
Hourly Total	0	163	0	50	1	213	0	19	1	13	3	33	17	54	2145	29	3	2245	10	5	2174	151	2	2340	4831
13:00	0	34	4	15	0	53	0	3	0	3	0	6	1	16	521	3	0	541	4	1	504	34	0	543	1143
13:15	0	33	0	14	0	47	0	2	1	4	0	7	2	16	555	4	3	577	1	2	473	30	0	506	1137
13:30	0	58	0	7	1	65	0	5	0	4	0	9	5	17	531	8	0	561	0	0	460	15	0	475	1110
13:45	0	27	2	12	0	41	0	5	0	6	0	11	5	16	510	6	3	537	5	3	446	43	0	497	1086
Hourly Total	0	152	6	48	1	206	0	15	1	17	0	33	13	65	2117	21	6	2216	10	6	1883	122	0	2021	4476
14:00	0	38	1	17	0	56	0	7	0	3	0	10	4	12	556	3	0	575	1	3	429	28	0	461	1102
14:15	0	30	1	15	0	46	0	2	0	1	2	3	5	21	541	2	1	569	2	0	473	26	0	501	1119
14:30	0	56	0	16	0	72	0	2	1	3	0	6	6	16	631	7	0	660	3	0	440	36	0	479	1217
14:45	0	34	1	10	1	45	0	6	0	10	0	16	5	21	621	6	1	653	1	1	496	20	0	518	1232
Hourly Total	0	158	3	58	1	219	0	17	1	17	2	35	20	70	2349	18	2	2457	7	4	1838	110	0	1959	4670
15:00	0	38	0	19	1	57	0	4	0	4	3	8	3	9	563	6	0	581	1	1	490	34	0	526	1172
15:15	0	52	0	16	1	68	0	2	0	5	0	7	3	5	639	7	0	654	3	0	478	27	0	508	1237
15:30	0	63	1	12	2	76	0	3	0	6	2	9	2	8	638	7	1	655	2	1	457	34	1	494	1234
15:45	0	62	0	15	0	77	0	6	0	3	2	9	3	15	582	1	0	601	4	3	502	23	0	532	1219
Hourly Total	0	215	1	62	4	278	0	15	0	18	7	33	11	37	2422	21	1	2491	10	5	1927	118	1	2060	4862
16:00	0	75	0	10	0	85	0	4	0	5	1	9	2	8	648	3	0	661	1	1	486	32	0	520	1275
16:15	0	40	0	14	0	54	0	4	0	2	1	6	3	9	695	1	0	708	0	1	514	23	0	538	1306
16:30	0	56	0	12	0	68	0	3	0	3	1	6	3	12	670	3	2	688	1	3	452	30	0	486	1248
16:45	0	37	1	6	2	44	0	1	0	2	0	3	0	10	699	2	1	711	2	0	453	22	0	477	1235
Hourly Total	0	208	1	42	2	251	0	12	0	12	3	24	8	39	2712	9	3	2768	4	5	1905	107	0	2021	5064
17:00	0	61	0	12	0	73	0	6	0	2	0	8	2	9	749	5	0	765	17	0	578	27	0	622	1468
17:15	0	35	1	22	1	58	0	2	0	2	2	4	2	11	708	1	2	722	18	0	565	26	0	609	1393
17:30	0	63	0	13	0	76	0	0	0	1	1	1	4	2	693	2	0	701	2	3	534	18	0	557	1335
17:45	0	15	0	1	0	16	0	0	0	3	2	3	0	6	660	4	0	670	1	0	462	25	0	488	1177
Hourly Total	0	174	1	48	1	223	0	8	0	8	5	16	8	28	2810	12	2	2858	38	3	2139	96	0	2276	5373
Grand Total	0	1322	14	439	13	1775	0	114	8	110	30	232	115	406	18316	147	19	18984	95	39	15993	979	4	17106	38097
Approach %	0.0	74.5	0.8	24.7	-	-	0.0	49.1	3.4	47.4	-	-	0.6	2.1	96.5	0.8	-	-	0.6	0.2	93.5	5.7	-	-	-
Total %	0.0	3.5	0.0	1.2	-	4.7	0.0	0.3	0.0	0.3	-	0.6	0.3	1.1	48.1	0.4	-	49.8	0.2	0.1	42.0	2.6	-	44.9	-
Light Vehicles	0	1298	11	432	1	1741	0	112	7	104	8	223	114	397	17975	141	1	18627	92	38	15751	960	0	16841	37432
% Light Vehicles	-	98.2	78.6	98.4	7.7	98.1	-	98.2	87.5	94.5	26.7	96.1	99.1	97.8	98.1	95.9	5.3	98.1	96.8	97.4	98.5	98.1	0.0	98.5	98.3
Heavy Vehicles	0	18	0	7	12	25	0	1	0	4	22	5	1	9	338	5	18	353	3	1	237	14	4	255	638
% Heavy Vehicles	-	1.4	0.0	1.6	92.3	1.4	-	0.9	0.0	3.6	73.3	2.2	0.9	2.2	1.8	3.4	94.7	1.9	3.2	2.6	1.5	1.4	100.0	1.5	1.7
Bicycles on Road	0	6	3	0	0	9	0	1	1	2	0	4	0	0	3	1	0	4	0	0	5	5	0	10	27
% Bicycles on Road	-	0.5	21.4	0.0	0.0	0.5	-	0.9	12.5	1.8	0.0	1.7	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1	0.1





Turning Movement Data Plot

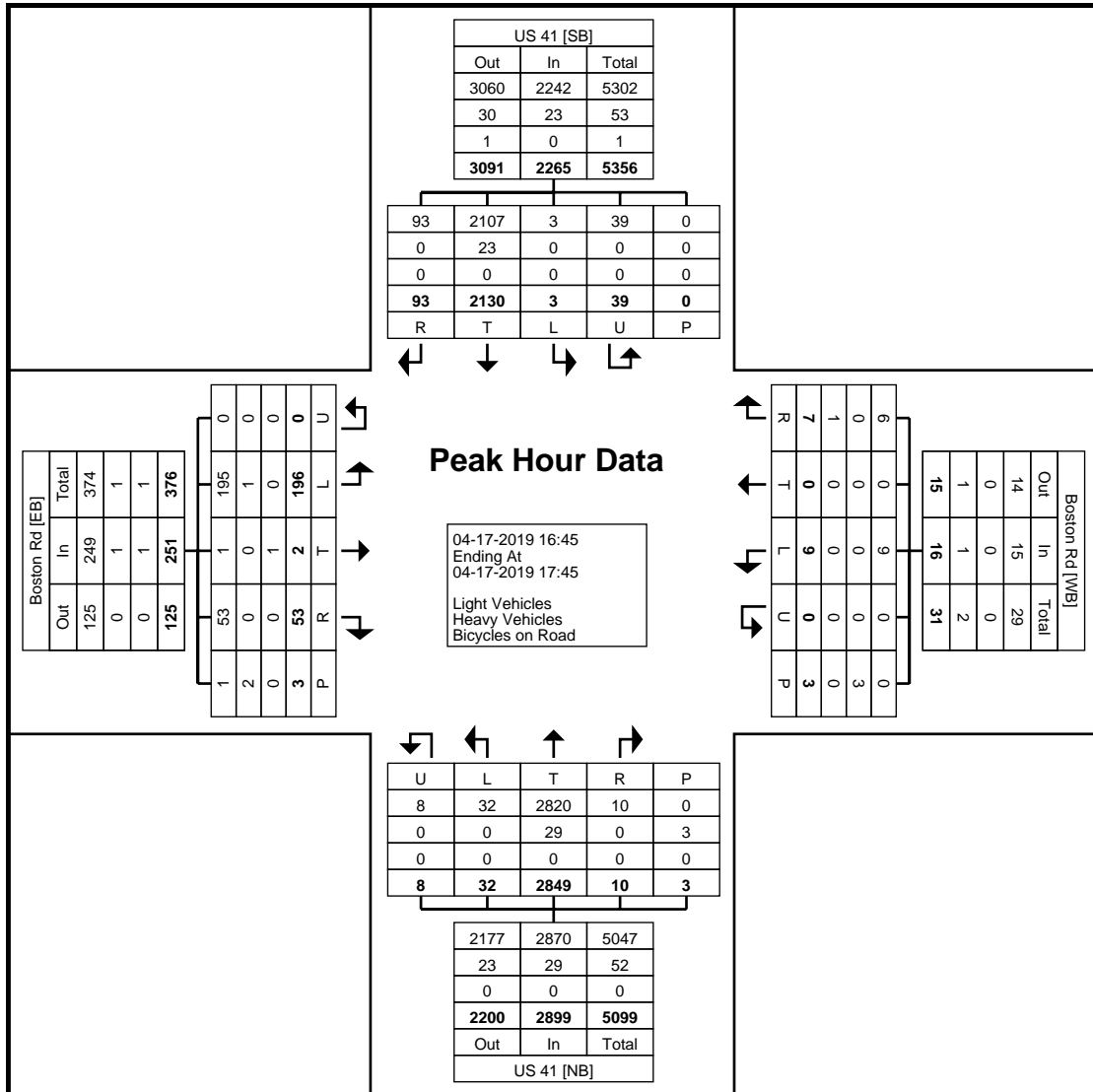
US 41 at Boston Rd  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-8\_US 41 at  
Boston Rd  
Site Code: 8  
Start Date: 04-17-2019  
Page No: 3

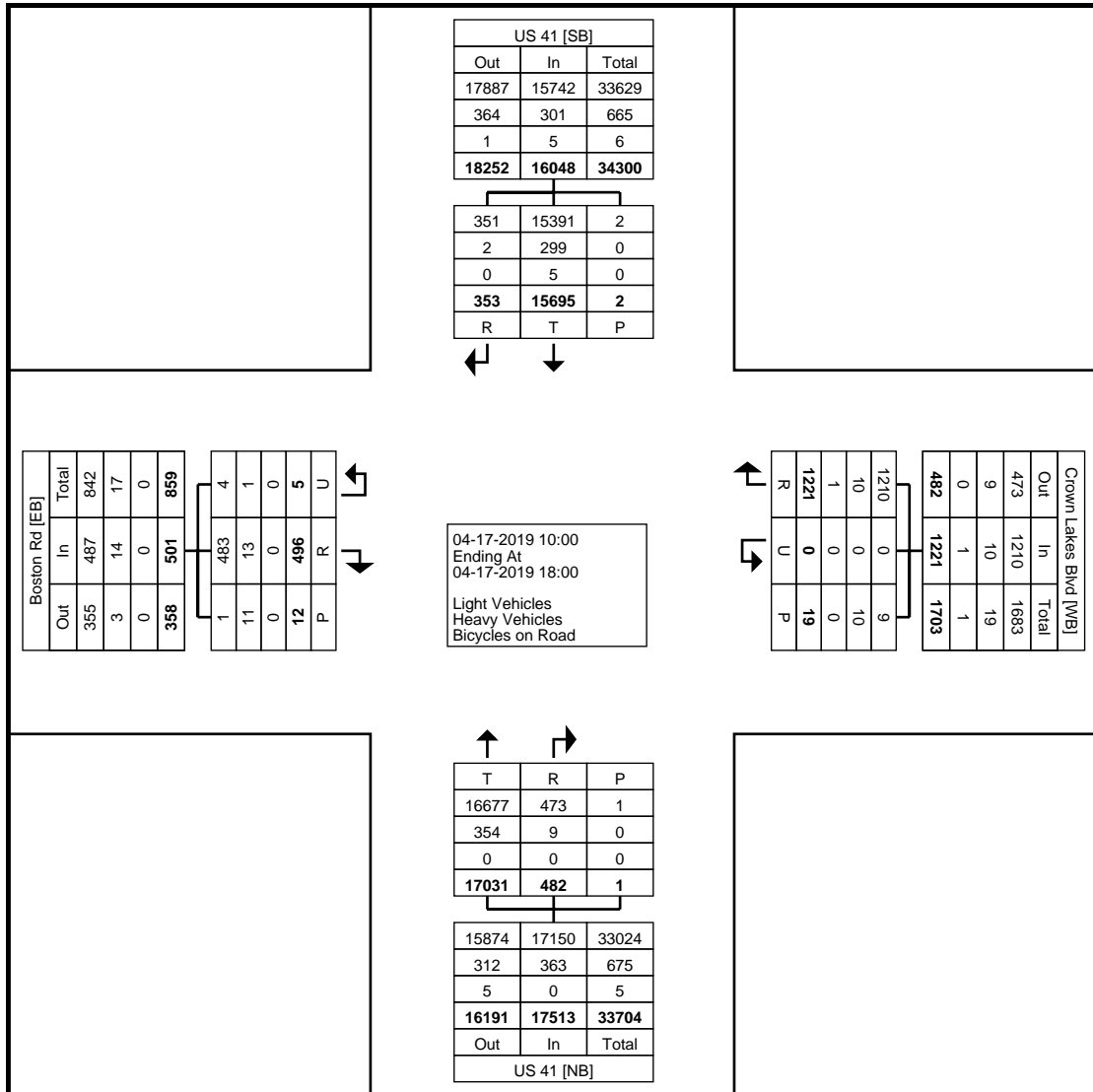
### Turning Movement Peak Hour Data (16:45)

Start Time	Boston Rd Eastbound						Boston Rd Westbound						US 41 Northbound						US 41 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	37	1	6	2	44	0	1	0	2	0	3	0	10	699	2	1	711	2	0	453	22	0	477	1235
17:00	0	61	0	12	0	73	0	6	0	2	0	8	2	9	749	5	0	765	17	0	578	27	0	622	1468
17:15	0	35	1	22	1	58	0	2	0	2	2	4	2	11	708	1	2	722	18	0	565	26	0	609	1393
17:30	0	63	0	13	0	76	0	0	0	1	1	1	4	2	693	2	0	701	2	3	534	18	0	557	1335
<b>Total</b>	<b>0</b>	<b>196</b>	<b>2</b>	<b>53</b>	<b>3</b>	<b>251</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>16</b>	<b>8</b>	<b>32</b>	<b>2849</b>	<b>10</b>	<b>3</b>	<b>2899</b>	<b>39</b>	<b>3</b>	<b>2130</b>	<b>93</b>	<b>0</b>	<b>2265</b>	<b>5431</b>
Approach %	0.0	78.1	0.8	21.1	-	-	0.0	56.3	0.0	43.8	-	-	0.3	1.1	98.3	0.3	-	-	1.7	0.1	94.0	4.1	-	-	-
Total %	0.0	3.6	0.0	1.0	-	4.6	0.0	0.2	0.0	0.1	-	0.3	0.1	0.6	52.5	0.2	-	53.4	0.7	0.1	39.2	1.7	-	41.7	-
PHF	0.000	0.778	0.500	0.602	-	0.826	0.000	0.375	0.000	0.875	-	0.500	0.500	0.727	0.951	0.500	-	0.947	0.542	0.250	0.921	0.861	-	0.910	0.925
Light Vehicles	0	195	1	53	1	249	0	9	0	6	0	15	8	32	2820	10	0	2870	39	3	2107	93	0	2242	5376
% Light Vehicles	-	99.5	50.0	100.0	33.3	99.2	-	100.0	-	85.7	0.0	93.8	100.0	100.0	99.0	100.0	0.0	99.0	100.0	100.0	98.9	100.0	-	99.0	99.0
Heavy Vehicles	0	1	0	0	2	1	0	0	0	0	3	0	0	0	29	0	3	29	0	0	23	0	0	23	53
% Heavy Vehicles	-	0.5	0.0	0.0	66.7	0.4	-	0.0	-	0.0	100.0	0.0	0.0	0.0	1.0	0.0	100.0	1.0	0.0	0.0	1.1	0.0	-	1.0	1.0
Bicycles on Road	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Road	-	0.0	50.0	0.0	0.0	0.4	-	0.0	-	14.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0



Turning Movement Peak Hour Data Plot (16:45)





Turning Movement Data Plot

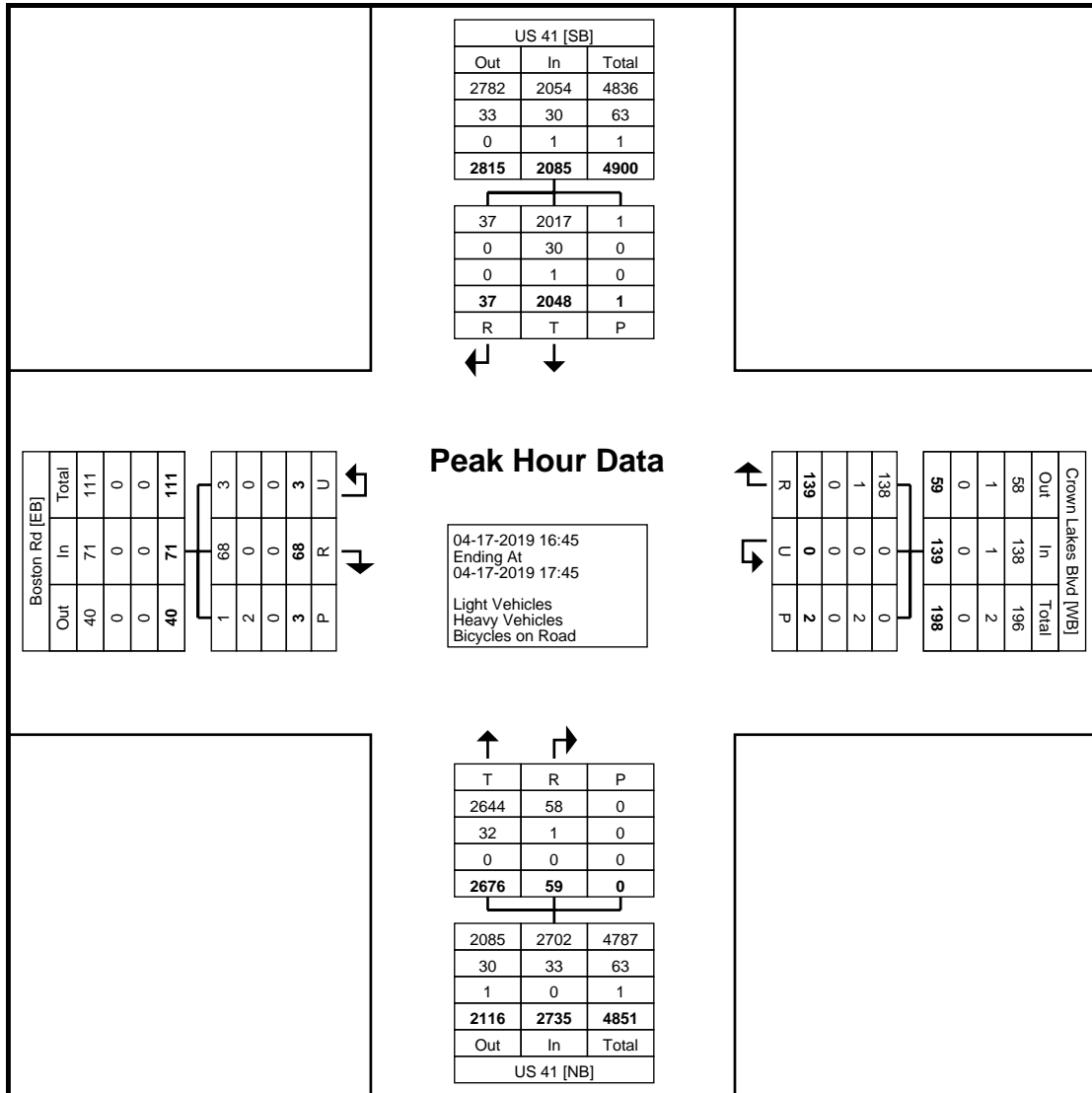
US 41 at Crown Lakes Blvd  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-9\_US 41 at  
Crown Lakes Blvd  
Site Code: 9  
Start Date: 04-17-2019  
Page No: 3

### Turning Movement Peak Hour Data (16:45)

Start Time	Boston Rd Eastbound				Crown Lakes Blvd Westbound				US 41 Northbound				US 41 Southbound				Int. Total
	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
16:45	0	16	1	16	0	46	0	46	574	15	0	589	423	11	0	434	1085
17:00	1	14	0	15	0	42	0	42	746	17	0	763	565	9	0	574	1394
17:15	1	22	2	23	0	30	1	30	644	16	0	660	543	8	1	551	1264
17:30	1	16	0	17	0	21	1	21	712	11	0	723	517	9	0	526	1287
<b>Total</b>	<b>3</b>	<b>68</b>	<b>3</b>	<b>71</b>	<b>0</b>	<b>139</b>	<b>2</b>	<b>139</b>	<b>2676</b>	<b>59</b>	<b>0</b>	<b>2735</b>	<b>2048</b>	<b>37</b>	<b>1</b>	<b>2085</b>	<b>5030</b>
Approach %	4.2	95.8	-	-	0.0	100.0	-	-	97.8	2.2	-	-	98.2	1.8	-	-	-
Total %	0.1	1.4	-	1.4	0.0	2.8	-	2.8	53.2	1.2	-	54.4	40.7	0.7	-	41.5	-
PHF	0.750	0.773	-	0.772	0.000	0.755	-	0.755	0.897	0.868	-	0.896	0.906	0.841	-	0.908	0.902
Light Vehicles	3	68	1	71	0	138	0	138	2644	58	0	2702	2017	37	1	2054	4965
% Light Vehicles	100.0	100.0	33.3	100.0	-	99.3	0.0	99.3	98.8	98.3	-	98.8	98.5	100.0	100.0	98.5	98.7
Heavy Vehicles	0	0	2	0	0	1	2	1	32	1	0	33	30	0	0	30	64
% Heavy Vehicles	0.0	0.0	66.7	0.0	-	0.7	100.0	0.7	1.2	1.7	-	1.2	1.5	0.0	0.0	1.4	1.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0



Turning Movement Peak Hour Data Plot (16:45)

### Turning Movement Data

Start Time	Lake Shore Dr Eastbound				Bonita Crossings Blvd Westbound				US 41 Northbound					US 41 Southbound					Int. Total		
	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
10:00	0	7	1	7	1	2	0	3	0	3	336	6	0	345	2	2	311	2	0	317	672
10:15	0	5	1	5	0	4	3	4	2	3	303	5	0	313	2	4	351	11	2	368	690
10:30	0	8	1	8	0	4	4	4	1	4	351	6	0	362	2	2	329	12	0	345	719
10:45	0	6	1	6	0	6	0	6	1	2	330	5	0	338	1	3	365	3	0	372	722
Hourly Total	0	26	4	26	1	16	7	17	4	12	1320	22	0	1358	7	11	1356	28	2	1402	2803
11:00	0	8	1	8	0	2	4	2	0	3	360	3	0	366	3	4	355	10	0	372	748
11:15	0	7	0	7	0	5	1	5	1	3	370	5	0	379	2	3	301	8	0	314	705
11:30	0	5	0	5	0	3	1	3	3	4	338	5	0	350	4	4	315	3	0	326	684
11:45	0	5	0	5	0	1	2	1	0	8	419	7	0	434	5	4	349	21	0	379	819
Hourly Total	0	25	1	25	0	11	8	11	4	18	1487	20	0	1529	14	15	1320	42	0	1391	2956
12:00	0	3	0	3	0	9	0	9	0	6	443	12	0	461	3	5	360	9	0	377	850
12:15	0	12	0	12	0	5	0	5	2	2	417	9	0	430	4	5	419	17	0	445	892
12:30	0	14	0	14	1	5	0	6	1	1	432	5	0	439	9	8	400	9	0	426	885
12:45	0	8	0	8	0	6	0	6	0	5	384	6	0	395	2	2	353	10	0	367	776
Hourly Total	0	37	0	37	1	25	0	26	3	14	1676	32	0	1725	18	20	1532	45	0	1615	3403
13:00	0	5	0	5	0	6	1	6	2	3	408	4	0	417	4	8	370	12	0	394	822
13:15	0	8	0	8	0	15	1	15	0	4	420	4	0	428	4	8	396	10	0	418	869
13:30	0	5	1	5	0	7	0	7	0	1	378	6	0	385	2	4	365	4	0	375	772
13:45	0	9	0	9	0	11	1	11	0	3	419	4	0	426	2	4	326	5	0	337	783
Hourly Total	0	27	1	27	0	39	3	39	2	11	1625	18	0	1656	12	24	1457	31	0	1524	3246
14:00	0	6	1	6	0	5	2	5	1	2	387	4	0	394	4	1	364	5	0	374	779
14:15	0	6	3	6	0	8	1	8	1	3	409	9	0	422	0	3	317	7	0	327	763
14:30	0	7	0	7	0	2	0	2	2	4	483	1	0	490	1	3	360	10	1	374	873
14:45	0	3	0	3	1	6	0	7	0	2	396	2	0	400	4	5	304	12	0	325	735
Hourly Total	0	22	4	22	1	21	3	22	4	11	1675	16	0	1706	9	12	1345	34	1	1400	3150
15:00	0	5	1	5	0	5	0	5	0	3	461	10	0	474	0	8	356	5	0	369	853
15:15	0	3	0	3	0	8	1	8	0	5	432	5	0	442	2	1	268	9	0	280	733
15:30	0	11	1	11	0	4	0	4	3	3	497	0	0	503	6	3	313	10	0	332	850
15:45	0	6	1	6	0	3	0	3	1	5	399	4	0	409	1	3	334	14	0	352	770
Hourly Total	0	25	3	25	0	20	1	20	4	16	1789	19	0	1828	9	15	1271	38	0	1333	3206
16:00	0	4	0	4	0	6	0	6	0	5	518	4	0	527	2	2	332	11	0	347	884
16:15	0	5	0	5	0	5	0	5	1	5	502	3	0	511	4	3	330	7	0	344	865
16:30	0	1	1	1	0	4	0	4	1	5	584	6	0	596	2	3	351	15	0	371	972
16:45	0	7	0	7	0	4	0	4	0	4	578	2	0	584	1	6	318	4	0	329	924
Hourly Total	0	17	1	17	0	19	0	19	2	19	2182	15	0	2218	9	14	1331	37	0	1391	3645
17:00	0	4	0	4	1	6	0	7	0	3	547	2	0	552	4	5	374	8	0	391	954
17:15	0	4	0	4	0	2	0	2	0	3	549	4	0	556	2	5	399	13	0	419	981
17:30	0	8	0	8	0	4	0	4	0	3	504	1	0	508	2	8	364	18	0	392	912
17:45	0	9	2	9	0	2	0	2	0	11	498	6	0	515	1	4	330	12	0	347	873
Hourly Total	0	25	2	25	1	14	0	15	0	20	2098	13	0	2131	9	22	1467	51	0	1549	3720
Grand Total	0	204	16	204	4	165	22	169	23	121	13852	155	0	14151	87	133	11079	306	3	11605	26129
Approach %	0.0	100.0	-	-	2.4	97.6	-	-	0.2	0.9	97.9	1.1	-	-	0.7	1.1	95.5	2.6	-	-	-
Total %	0.0	0.8	-	0.8	0.0	0.6	-	0.6	0.1	0.5	53.0	0.6	-	54.2	0.3	0.5	42.4	1.2	-	44.4	-
Light Vehicles	0	202	6	202	4	163	2	167	23	121	13627	154	0	13925	87	132	10904	302	0	11425	25719
% Light Vehicles	-	99.0	37.5	99.0	100.0	98.8	9.1	98.8	100.0	100.0	98.4	99.4	-	98.4	100.0	99.2	98.4	98.7	0.0	98.4	98.4
Heavy Vehicles	0	1	10	1	0	2	20	2	0	0	225	1	0	226	0	1	172	2	3	175	404
% Heavy Vehicles	-	0.5	62.5	0.5	0.0	1.2	90.9	1.2	0.0	0.0	1.6	0.6	-	1.6	0.0	0.8	1.6	0.7	100.0	1.5	1.5
Bicycles on Road	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	6
% Bicycles on Road	-	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0





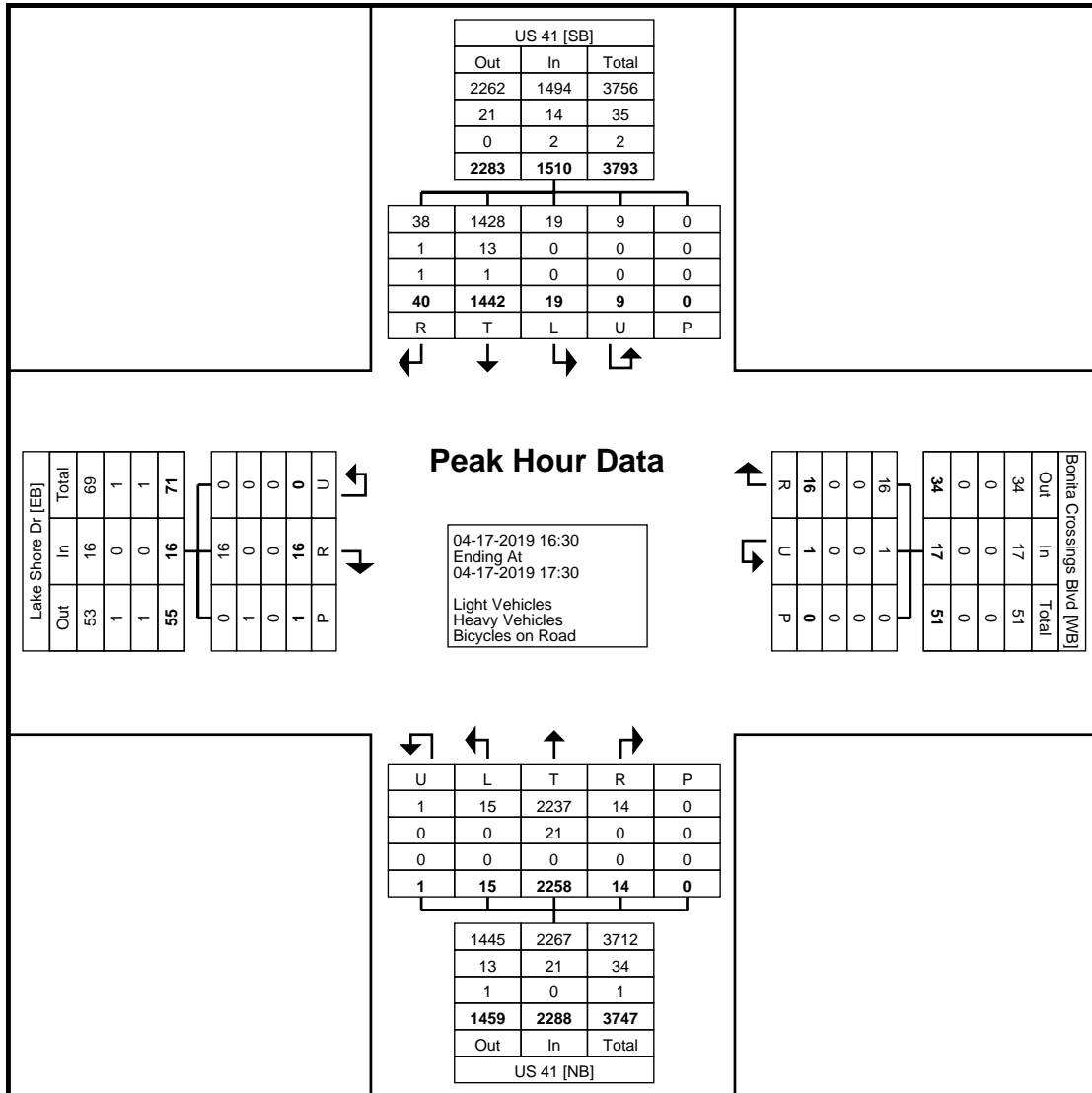
US 41 at Lake Shore Dr  
Wednesday TMC

Florida Transportation Engineering, Inc.  
(FTE)  
8250 Pascal Dr  
Punta Gorda, Florida, United States 33950  
(800) 639-4851

Count Name: T-10\_US 41 at  
Lake Shore Dr  
Site Code: 10  
Start Date: 04-17-2019  
Page No: 3

### Turning Movement Peak Hour Data (16:30)

Start Time	Lake Shore Dr Eastbound				Bonita Crossings Blvd Westbound				US 41 Northbound					US 41 Southbound					Int. Total		
	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
16:30	0	1	1	1	0	4	0	4	1	5	584	6	0	596	2	3	351	15	0	371	972
16:45	0	7	0	7	0	4	0	4	0	4	578	2	0	584	1	6	318	4	0	329	924
17:00	0	4	0	4	1	6	0	7	0	3	547	2	0	552	4	5	374	8	0	391	954
17:15	0	4	0	4	0	2	0	2	0	3	549	4	0	556	2	5	399	13	0	419	981
Total	0	16	1	16	1	16	0	17	1	15	2258	14	0	2288	9	19	1442	40	0	1510	3831
Approach %	0.0	100.0	-	-	5.9	94.1	-	-	0.0	0.7	98.7	0.6	-	-	0.6	1.3	95.5	2.6	-	-	-
Total %	0.0	0.4	-	0.4	0.0	0.4	-	0.4	0.0	0.4	58.9	0.4	-	59.7	0.2	0.5	37.6	1.0	-	39.4	-
PHF	0.000	0.571	-	0.571	0.250	0.667	-	0.607	0.250	0.750	0.967	0.583	-	0.960	0.563	0.792	0.904	0.667	-	0.901	0.976
Light Vehicles	0	16	0	16	1	16	0	17	1	15	2237	14	0	2267	9	19	1428	38	0	1494	3794
% Light Vehicles	-	100.0	0.0	100.0	100.0	100.0	-	100.0	100.0	100.0	99.1	100.0	-	99.1	100.0	100.0	99.0	95.0	-	98.9	99.0
Heavy Vehicles	0	0	1	0	0	0	0	0	0	0	21	0	0	21	0	0	13	1	0	14	35
% Heavy Vehicles	-	0.0	100.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.9	0.0	-	0.9	0.0	0.0	0.9	2.5	-	0.9	0.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
% Bicycles on Road	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.1	2.5	-	0.1	0.1



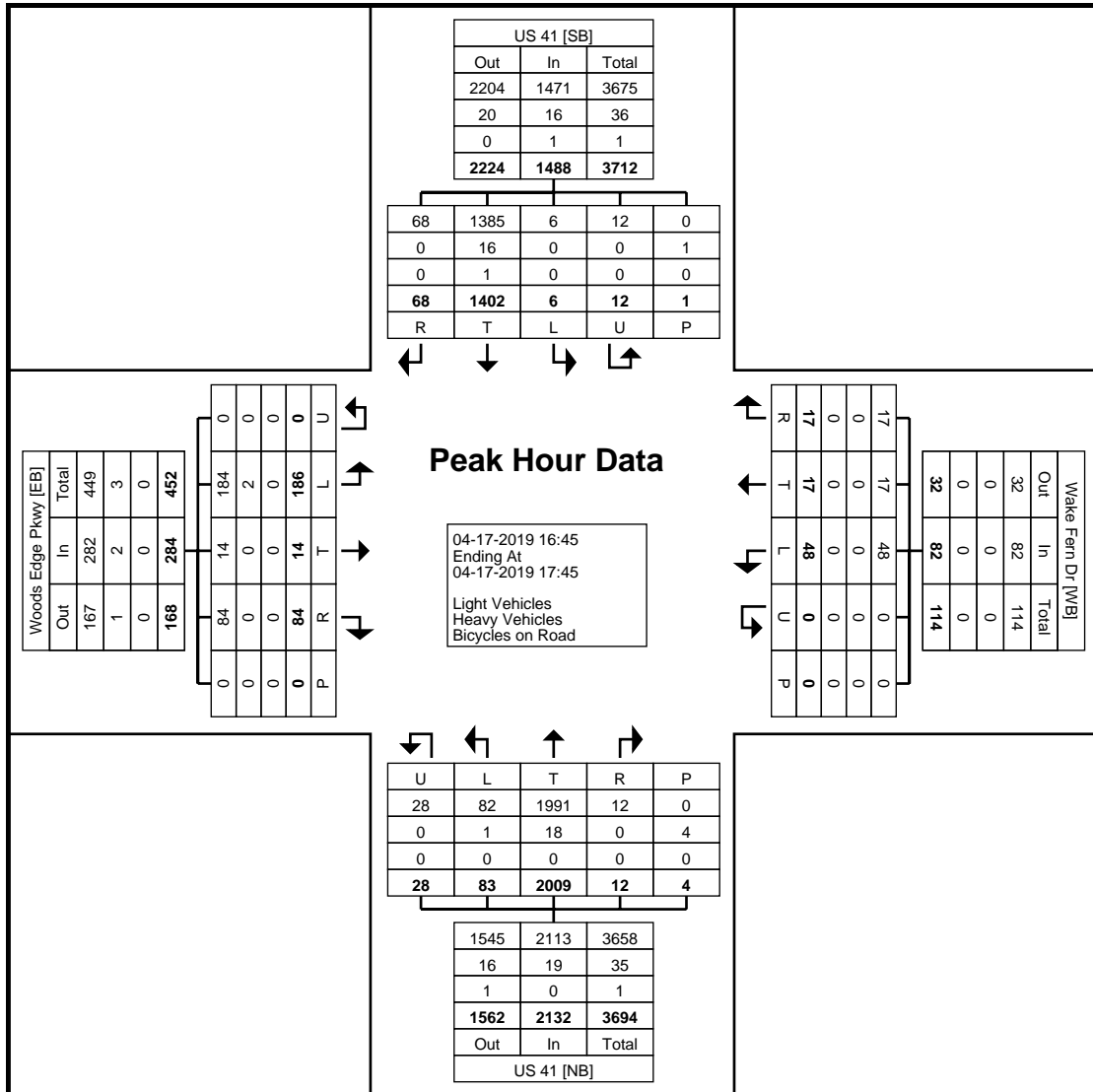
Turning Movement Peak Hour Data Plot (16:30)





### Turning Movement Peak Hour Data (16:45)

Start Time	Woods Edge Pkwy Eastbound						Wake Fern Dr Westbound						US 41 Northbound						US 41 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	40	1	21	0	62	0	18	4	5	0	27	8	31	497	4	3	540	5	0	329	16	1	350	979
17:00	0	55	6	23	0	84	0	11	6	5	0	22	5	13	534	0	0	552	3	0	351	16	0	370	1028
17:15	0	36	2	18	0	56	0	7	3	2	0	12	9	16	453	5	0	483	3	2	397	13	0	415	966
17:30	0	55	5	22	0	82	0	12	4	5	0	21	6	23	525	3	1	557	1	4	325	23	0	353	1013
<b>Total</b>	<b>0</b>	<b>186</b>	<b>14</b>	<b>84</b>	<b>0</b>	<b>284</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>82</b>	<b>28</b>	<b>83</b>	<b>2009</b>	<b>12</b>	<b>4</b>	<b>2132</b>	<b>12</b>	<b>6</b>	<b>1402</b>	<b>68</b>	<b>1</b>	<b>1488</b>	<b>3986</b>
Approach %	0.0	65.5	4.9	29.6	-	-	0.0	58.5	20.7	20.7	-	-	1.3	3.9	94.2	0.6	-	-	0.8	0.4	94.2	4.6	-	-	-
Total %	0.0	4.7	0.4	2.1	-	7.1	0.0	1.2	0.4	0.4	-	2.1	0.7	2.1	50.4	0.3	-	53.5	0.3	0.2	35.2	1.7	-	37.3	-
PHF	0.000	0.845	0.583	0.913	-	0.845	0.000	0.667	0.708	0.850	-	0.759	0.778	0.669	0.941	0.600	-	0.957	0.600	0.375	0.883	0.739	-	0.896	0.969
Light Vehicles	0	184	14	84	0	282	0	48	17	17	0	82	28	82	1991	12	0	2113	12	6	1385	68	0	1471	3948
% Light Vehicles	-	98.9	100.0	100.0	-	99.3	-	100.0	100.0	100.0	-	100.0	100.0	98.8	99.1	100.0	0.0	99.1	100.0	100.0	98.8	100.0	0.0	98.9	99.0
Heavy Vehicles	0	2	0	0	0	2	0	0	0	0	0	0	0	1	18	0	4	19	0	0	16	0	1	16	37
% Heavy Vehicles	-	1.1	0.0	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.0	1.2	0.9	0.0	100.0	0.9	0.0	0.0	1.1	0.0	100.0	1.1	0.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0



Turning Movement Peak Hour Data Plot (16:45)

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&WoodsEdge  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

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

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	8	334	15	2	359	23	7	0	2	32	26	310	1	0	337	28	3	7	12	50	778
10:15 AM	5	352	23	11	391	14	7	0	2	23	16	248	1	1	266	40	2	4	14	60	740
10:30 AM	4	397	36	4	441	12	6	2	2	22	14	324	1	2	341	46	4	5	14	69	873
10:45 AM	10	416	26	4	456	19	5	1	0	25	23	352	5	4	384	42	6	8	21	77	942
<b>Total</b>	<b>27</b>	<b>1499</b>	<b>100</b>	<b>21</b>	<b>1647</b>	<b>68</b>	<b>25</b>	<b>3</b>	<b>6</b>	<b>102</b>	<b>79</b>	<b>1234</b>	<b>8</b>	<b>7</b>	<b>1328</b>	<b>156</b>	<b>15</b>	<b>24</b>	<b>61</b>	<b>256</b>	<b>3333</b>
11:00 AM	6	348	21	5	380	17	3	2	5	27	29	373	3	3	408	49	4	4	17	74	889
11:15 AM	5	368	25	10	408	19	12	3	1	35	22	329	2	0	353	58	10	2	18	88	884
11:30 AM	14	435	33	7	489	14	8	6	5	33	19	410	6	3	438	46	3	5	12	66	1026
11:45 AM	11	345	20	19	395	23	10	0	2	35	21	403	6	4	434	55	3	10	17	85	949
<b>Total</b>	<b>36</b>	<b>1496</b>	<b>99</b>	<b>41</b>	<b>1672</b>	<b>73</b>	<b>33</b>	<b>11</b>	<b>13</b>	<b>130</b>	<b>91</b>	<b>1515</b>	<b>17</b>	<b>10</b>	<b>1633</b>	<b>208</b>	<b>20</b>	<b>21</b>	<b>64</b>	<b>313</b>	<b>3748</b>
12:00 PM	13	374	27	9	423	13	13	4	1	31	28	358	3	3	392	57	6	10	5	78	924
12:15 PM	10	361	17	10	398	18	9	1	3	31	25	378	2	0	405	48	3	8	8	67	901
12:30 PM	8	403	23	10	444	29	6	2	2	39	24	364	4	3	395	55	3	15	17	90	968
12:45 PM	18	351	16	10	395	14	4	3	7	28	23	377	7	4	411	51	5	4	9	69	903
<b>Total</b>	<b>49</b>	<b>1489</b>	<b>83</b>	<b>39</b>	<b>1660</b>	<b>74</b>	<b>32</b>	<b>10</b>	<b>13</b>	<b>129</b>	<b>100</b>	<b>1477</b>	<b>16</b>	<b>10</b>	<b>1603</b>	<b>211</b>	<b>17</b>	<b>37</b>	<b>39</b>	<b>304</b>	<b>3696</b>
01:00 PM	9	342	23	14	388	16	9	0	8	33	26	425	5	0	456	40	3	8	14	65	942
01:15 PM	6	359	17	11	393	18	10	5	1	34	25	360	4	4	393	47	2	4	16	69	889
01:30 PM	11	373	22	13	419	18	6	4	2	30	21	381	9	0	411	41	3	6	15	65	925
01:45 PM	7	351	26	13	397	18	10	1	1	30	26	399	4	4	433	39	1	7	17	64	924
<b>Total</b>	<b>33</b>	<b>1425</b>	<b>88</b>	<b>51</b>	<b>1597</b>	<b>70</b>	<b>35</b>	<b>10</b>	<b>12</b>	<b>127</b>	<b>98</b>	<b>1565</b>	<b>22</b>	<b>8</b>	<b>1693</b>	<b>167</b>	<b>9</b>	<b>25</b>	<b>62</b>	<b>263</b>	<b>3680</b>
02:00 PM	7	317	22	8	354	20	10	2	0	32	23	398	0	7	428	46	2	12	19	79	893
02:15 PM	7	320	24	9	360	15	9	9	1	34	15	439	2	3	459	58	1	5	13	77	930
02:30 PM	15	362	27	11	415	15	8	8	3	34	17	404	5	7	433	51	1	12	20	84	966
02:45 PM	4	319	19	10	352	20	4	2	3	29	28	436	5	5	474	56	1	4	10	71	926
<b>Total</b>	<b>33</b>	<b>1318</b>	<b>92</b>	<b>38</b>	<b>1481</b>	<b>70</b>	<b>31</b>	<b>21</b>	<b>7</b>	<b>129</b>	<b>83</b>	<b>1677</b>	<b>12</b>	<b>22</b>	<b>1794</b>	<b>211</b>	<b>5</b>	<b>33</b>	<b>62</b>	<b>311</b>	<b>3715</b>
03:00 PM	3	324	26	4	357	9	11	4	1	25	18	465	2	2	487	66	4	6	22	98	967
03:15 PM	9	309	21	13	352	19	3	4	3	29	20	439	4	3	466	57	6	9	12	84	931
03:30 PM	12	344	23	11	390	23	7	4	2	36	36	443	5	2	486	57	3	7	19	86	998
03:45 PM	6	328	19	9	362	21	4	6	1	32	30	437	8	2	477	67	5	8	10	90	961
<b>Total</b>	<b>30</b>	<b>1305</b>	<b>89</b>	<b>37</b>	<b>1461</b>	<b>72</b>	<b>25</b>	<b>18</b>	<b>7</b>	<b>122</b>	<b>104</b>	<b>1784</b>	<b>19</b>	<b>9</b>	<b>1916</b>	<b>247</b>	<b>18</b>	<b>30</b>	<b>63</b>	<b>358</b>	<b>3857</b>
04:00 PM	6	318	15	4	343	15	5	2	1	23	21	488	4	5	518	67	7	11	13	98	982
04:15 PM	6	322	19	9	356	17	10	3	2	32	35	512	8	1	556	60	4	4	17	85	1029
04:30 PM	4	307	15	9	335	22	5	1	1	29	12	477	3	4	496	55	6	2	22	85	945
04:45 PM	12	326	14	5	357	23	1	1	2	27	31	440	8	3	482	56	8	9	11	84	950
<b>Total</b>	<b>28</b>	<b>1273</b>	<b>63</b>	<b>27</b>	<b>1391</b>	<b>77</b>	<b>21</b>	<b>7</b>	<b>6</b>	<b>111</b>	<b>99</b>	<b>1917</b>	<b>23</b>	<b>13</b>	<b>2052</b>	<b>238</b>	<b>25</b>	<b>26</b>	<b>63</b>	<b>352</b>	<b>3906</b>



### Intersection Turning Movement Count

File Name : US41&WoodsEdge  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

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

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	5	328	12	5	350	21	3	2	0	26	23	518	1	7	549	60	5	11	16	92	1017
05:15 PM	10	368	18	6	402	20	2	0	1	23	21	521	9	6	557	47	9	9	10	75	1057
05:30 PM	6	294	16	2	318	12	2	0	1	15	17	492	3	1	513	59	5	9	15	88	934
05:45 PM	7	300	14	4	325	14	1	3	2	20	19	389	2	4	414	44	3	5	11	63	822
<b>Total</b>	<b>28</b>	<b>1290</b>	<b>60</b>	<b>17</b>	<b>1395</b>	<b>67</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>84</b>	<b>80</b>	<b>1920</b>	<b>15</b>	<b>18</b>	<b>2033</b>	<b>210</b>	<b>22</b>	<b>34</b>	<b>52</b>	<b>318</b>	<b>3830</b>
<b>Grand Total</b>	<b>264</b>	<b>11095</b>	<b>674</b>	<b>271</b>	<b>12304</b>	<b>571</b>	<b>210</b>	<b>85</b>	<b>68</b>	<b>934</b>	<b>734</b>	<b>13089</b>	<b>132</b>	<b>97</b>	<b>14052</b>	<b>1648</b>	<b>131</b>	<b>230</b>	<b>466</b>	<b>2475</b>	<b>29765</b>
Apprch %	2.1	90.2	5.5	2.2		61.1	22.5	9.1	7.3		5.2	93.1	0.9	0.7		66.6	5.3	9.3	18.8		
Total %	0.9	37.3	2.3	0.9	41.3	1.9	0.7	0.3	0.2	3.1	2.5	44	0.4	0.3	47.2	5.5	0.4	0.8	1.6	8.3	
Passenger Vehicles	104	10872	660	264	11900	565	206	84	66	921	533	12770	130	95	13528	1620	124	224	457	2425	28774
% Passenger Vehicles	39.4	98	97.9	97.4	96.7	98.9	98.1	98.8	97.1	98.6	72.6	97.6	98.5	97.9	96.3	98.3	94.7	97.4	98.1	98	96.7
Heavy Vehicles	2	223	14	7	246	6	4	1	2	13	19	319	2	2	342	27	7	6	9	49	650
% Heavy Vehicles	0.8	2	2.1	2.6	2	1.1	1.9	1.2	2.9	1.4	2.6	2.4	1.5	2.1	2.4	1.6	5.3	2.6	1.9	2	2.2
UTurns	158	0	0	0	158	0	0	0	0	0	182	0	0	0	182	1	0	0	0	1	341
% UTurns	59.8	0	0	0	1.3	0	0	0	0	0	24.8	0	0	0	1.3	0.1	0	0	0	0	1.1

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	<b>12</b>	<b>344</b>	<b>23</b>	<b>11</b>	<b>390</b>	<b>23</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>36</b>	<b>36</b>	<b>443</b>	<b>5</b>	<b>2</b>	<b>486</b>	<b>57</b>	<b>3</b>	<b>7</b>	<b>19</b>	<b>86</b>	<b>998</b>
03:45 PM	6	328	19	9	362	21	4	6	1	32	30	437	8	2	477	67	5	8	10	90	961
04:00 PM	6	318	15	4	343	15	5	2	1	23	21	488	4	5	518	67	7	11	13	98	982
04:15 PM	6	322	19	9	356	17	<b>10</b>	3	2	32	35	<b>512</b>	8	1	<b>556</b>	60	4	4	17	85	<b>1029</b>
Total Volume	30	1312	76	33	1451	76	26	15	6	123	122	1880	25	10	2037	251	19	30	59	359	3970
% App. Total	2.1	90.4	5.2	2.3		61.8	21.1	12.2	4.9		6	92.3	1.2	0.5		69.9	5.3	8.4	16.4		
PHF	.625	.953	.826	.750	.930	.826	.650	.625	.750	.854	.847	.918	.781	.500	.916	.937	.679	.682	.776	.916	.965
Passenger Vehicles	11	1288	75	33	1407	76	25	15	6	122	93	1838	25	10	1966	246	19	30	59	354	3849
% Passenger Vehicles	36.7	98.2	98.7	100	97.0	100	96.2	100	100	99.2	76.2	97.8	100	100	96.5	98.0	100	100	100	98.6	97.0
Heavy Vehicles	0	24	1	0	25	0	1	0	0	1	0	42	0	0	42	5	0	0	0	5	73
% Heavy Vehicles	0	1.8	1.3	0	1.7	0	3.8	0	0	0.8	0	2.2	0	0	2.1	2.0	0	0	0	1.4	1.8
UTurns	19	0	0	0	19	0	0	0	0	0	29	0	0	0	29	0	0	0	0	0	48
% UTurns	63.3	0	0	0	1.3	0	0	0	0	0	23.8	0	0	0	1.4	0	0	0	0	0	1.2

### Intersection Turning Movement Count

File Name : US41&WoodsEdge  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 3

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:45 AM					11:45 AM					04:45 PM					03:30 PM				
+0 mins.	10	416	26	4	456	23	10	0	2	35	<b>31</b>	440	8	3	482	57	3	7	<b>19</b>	86
+15 mins.	6	348	21	5	380	13	<b>13</b>	<b>4</b>	1	31	23	518	1	<b>7</b>	549	<b>67</b>	5	8	10	90
+30 mins.	5	368	25	<b>10</b>	408	18	9	1	<b>3</b>	31	21	<b>521</b>	<b>9</b>	6	<b>557</b>	67	<b>7</b>	<b>11</b>	13	<b>98</b>
+45 mins.	<b>14</b>	<b>435</b>	<b>33</b>	7	<b>489</b>	<b>29</b>	6	2	2	<b>39</b>	17	492	3	1	513	60	4	4	17	85
Total Volume	35	1567	105	26	1733	83	38	7	8	136	92	1971	21	17	2101	251	19	30	59	359
% App. Total	2	90.4	6.1	1.5		61	27.9	5.1	5.9		4.4	93.8	1	0.8		69.9	5.3	8.4	16.4	
PHF	.625	.901	.795	.650	.886	.716	.731	.438	.667	.872	.742	.946	.583	.607	.943	.937	.679	.682	.776	.916
Passenger Vehicles	12	1530	103	25	1670	82	37	7	7	133	69	1943	21	17	2050	246	19	30	59	354
% Passenger Vehicles	34.3	97.6	98.1	96.2	96.4	98.8	97.4	100	87.5	97.8	75	98.6	100	100	97.6	98	100	100	100	98.6
Heavy Vehicles	1	37	2	1	41	1	1	0	1	3	2	28	0	0	30	5	0	0	0	5
% Heavy Vehicles	2.9	2.4	1.9	3.8	2.4	1.2	2.6	0	12.5	2.2	2.2	1.4	0	0	1.4	2	0	0	0	1.4
UTurns	22	0	0	0	22	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0
% UTurns	62.9	0	0	0	1.3	0	0	0	0	0	22.8	0	0	0	1	0	0	0	0	0

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&WoodsEdge  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	3	328	15	2	348	23	7	0	2	32	18	304	1	0	323	27	2	7	12	48	751
10:15 AM	2	341	22	11	376	14	7	0	2	23	13	241	1	1	256	37	2	4	14	57	712
10:30 AM	2	387	35	4	428	12	6	2	2	22	9	311	1	2	323	46	3	5	13	67	840
10:45 AM	2	411	26	4	443	19	5	0	0	24	17	337	5	4	363	42	5	8	21	76	906
<b>Total</b>	<b>9</b>	<b>1467</b>	<b>98</b>	<b>21</b>	<b>1595</b>	<b>68</b>	<b>25</b>	<b>2</b>	<b>6</b>	<b>101</b>	<b>57</b>	<b>1193</b>	<b>8</b>	<b>7</b>	<b>1265</b>	<b>152</b>	<b>12</b>	<b>24</b>	<b>60</b>	<b>248</b>	<b>3209</b>
11:00 AM	3	343	20	5	371	16	2	2	4	24	13	364	3	3	383	49	4	4	17	74	852
11:15 AM	2	356	25	10	393	19	12	3	1	35	17	320	2	0	339	57	10	2	18	87	854
11:30 AM	5	420	32	6	463	14	8	6	5	33	11	393	5	3	412	45	3	5	12	65	973
11:45 AM	7	337	20	17	381	22	10	0	2	34	16	391	5	4	416	55	3	9	16	83	914
<b>Total</b>	<b>17</b>	<b>1456</b>	<b>97</b>	<b>38</b>	<b>1608</b>	<b>71</b>	<b>32</b>	<b>11</b>	<b>12</b>	<b>126</b>	<b>57</b>	<b>1468</b>	<b>15</b>	<b>10</b>	<b>1550</b>	<b>206</b>	<b>20</b>	<b>20</b>	<b>63</b>	<b>309</b>	<b>3593</b>
12:00 PM	6	368	27	8	409	13	12	4	0	29	18	348	3	3	372	56	5	10	5	76	886
12:15 PM	4	353	17	10	384	18	9	1	3	31	15	366	2	0	383	45	3	8	8	64	862
12:30 PM	2	390	23	9	424	29	6	2	2	39	22	355	4	3	384	54	3	15	16	88	935
12:45 PM	9	342	16	10	377	14	4	3	7	28	21	368	7	4	400	51	5	4	9	69	874
<b>Total</b>	<b>21</b>	<b>1453</b>	<b>83</b>	<b>37</b>	<b>1594</b>	<b>74</b>	<b>31</b>	<b>10</b>	<b>12</b>	<b>127</b>	<b>76</b>	<b>1437</b>	<b>16</b>	<b>10</b>	<b>1539</b>	<b>206</b>	<b>16</b>	<b>37</b>	<b>38</b>	<b>297</b>	<b>3557</b>
01:00 PM	4	335	23	14	376	16	9	0	8	33	20	421	5	0	446	40	2	7	13	62	917
01:15 PM	2	353	17	11	383	18	10	5	1	34	13	353	4	4	374	47	2	4	15	68	859
01:30 PM	4	368	22	13	407	17	6	4	2	29	13	373	9	0	395	41	3	6	15	65	896
01:45 PM	4	341	24	13	382	18	10	1	1	30	15	391	4	4	414	39	1	7	17	64	890
<b>Total</b>	<b>14</b>	<b>1397</b>	<b>86</b>	<b>51</b>	<b>1548</b>	<b>69</b>	<b>35</b>	<b>10</b>	<b>12</b>	<b>126</b>	<b>61</b>	<b>1538</b>	<b>22</b>	<b>8</b>	<b>1629</b>	<b>167</b>	<b>8</b>	<b>24</b>	<b>60</b>	<b>259</b>	<b>3562</b>
02:00 PM	2	307	22	8	339	20	10	2	0	32	13	387	0	6	406	46	2	11	17	76	853
02:15 PM	2	312	22	9	345	14	9	9	1	33	14	425	2	3	444	57	1	5	13	76	898
02:30 PM	6	354	27	10	397	15	8	8	3	34	14	394	5	6	419	48	1	10	20	79	929
02:45 PM	2	314	19	10	345	20	4	2	3	29	23	420	5	5	453	55	1	4	10	70	897
<b>Total</b>	<b>12</b>	<b>1287</b>	<b>90</b>	<b>37</b>	<b>1426</b>	<b>69</b>	<b>31</b>	<b>21</b>	<b>7</b>	<b>128</b>	<b>64</b>	<b>1626</b>	<b>12</b>	<b>20</b>	<b>1722</b>	<b>206</b>	<b>5</b>	<b>30</b>	<b>60</b>	<b>301</b>	<b>3577</b>
03:00 PM	2	317	26	4	349	9	11	4	1	25	13	454	2	2	471	65	4	6	21	96	941
03:15 PM	6	304	20	13	343	18	3	4	3	28	16	429	4	3	452	57	6	9	12	84	907
03:30 PM	5	339	22	11	377	23	6	4	2	35	26	432	5	2	465	57	3	7	19	86	963
03:45 PM	4	320	19	9	352	21	4	6	1	32	26	430	8	2	466	67	5	8	10	90	940
<b>Total</b>	<b>17</b>	<b>1280</b>	<b>87</b>	<b>37</b>	<b>1421</b>	<b>71</b>	<b>24</b>	<b>18</b>	<b>7</b>	<b>120</b>	<b>81</b>	<b>1745</b>	<b>19</b>	<b>9</b>	<b>1854</b>	<b>246</b>	<b>18</b>	<b>30</b>	<b>62</b>	<b>356</b>	<b>3751</b>
04:00 PM	1	314	15	4	334	15	5	2	1	23	13	479	4	5	501	64	7	11	13	95	953
04:15 PM	1	315	19	9	344	17	10	3	2	32	28	497	8	1	534	58	4	4	17	83	993
04:30 PM	1	303	14	9	327	22	4	1	1	28	11	465	3	4	483	54	4	2	22	82	920
04:45 PM	5	321	13	4	343	23	1	1	2	27	22	434	8	3	467	55	8	9	11	83	920
<b>Total</b>	<b>8</b>	<b>1253</b>	<b>61</b>	<b>26</b>	<b>1348</b>	<b>77</b>	<b>20</b>	<b>7</b>	<b>6</b>	<b>110</b>	<b>74</b>	<b>1875</b>	<b>23</b>	<b>13</b>	<b>1985</b>	<b>231</b>	<b>23</b>	<b>26</b>	<b>63</b>	<b>343</b>	<b>3786</b>

### Intersection Turning Movement Count

File Name : US41&WoodsEdge  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	1	324	12	5	342	20	3	2	0	25	20	509	1	7	537	60	5	11	16	92	996
05:15 PM	1	365	18	6	390	20	2	0	1	23	15	514	9	6	544	45	9	8	9	71	1028
05:30 PM	1	291	15	2	309	12	2	0	1	15	12	486	3	1	502	58	5	9	15	87	913
05:45 PM	3	299	13	4	319	14	1	3	2	20	16	379	2	4	401	43	3	5	11	62	802
<b>Total</b>	<b>6</b>	<b>1279</b>	<b>58</b>	<b>17</b>	<b>1360</b>	<b>66</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>83</b>	<b>63</b>	<b>1888</b>	<b>15</b>	<b>18</b>	<b>1984</b>	<b>206</b>	<b>22</b>	<b>33</b>	<b>51</b>	<b>312</b>	<b>3739</b>
<b>Grand Total</b>	<b>104</b>	<b>10872</b>	<b>660</b>	<b>264</b>	<b>11900</b>	<b>565</b>	<b>206</b>	<b>84</b>	<b>66</b>	<b>921</b>	<b>533</b>	<b>12770</b>	<b>130</b>	<b>95</b>	<b>13528</b>	<b>1620</b>	<b>124</b>	<b>224</b>	<b>457</b>	<b>2425</b>	<b>28774</b>
Apprch %	0.9	91.4	5.5	2.2		61.3	22.4	9.1	7.2		3.9	94.4	1	0.7		66.8	5.1	9.2	18.8		
Total %	0.4	37.8	2.3	0.9	41.4	2	0.7	0.3	0.2	3.2	1.9	44.4	0.5	0.3	47	5.6	0.4	0.8	1.6	8.4	

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	303	14	<b>9</b>	327	22	<b>4</b>	1	1	<b>28</b>	11	465	3	4	483	54	4	2	<b>22</b>	82	920
04:45 PM	<b>5</b>	321	13	4	343	<b>23</b>	1	1	<b>2</b>	27	<b>22</b>	434	8	3	467	55	8	9	11	83	920
05:00 PM	1	324	12	5	342	20	3	<b>2</b>	0	25	20	509	1	<b>7</b>	537	<b>60</b>	5	<b>11</b>	16	<b>92</b>	996
05:15 PM	1	<b>365</b>	<b>18</b>	6	<b>390</b>	20	2	0	1	23	15	<b>514</b>	<b>9</b>	6	<b>544</b>	45	<b>9</b>	8	9	71	<b>1028</b>
Total Volume	8	1313	57	24	1402	85	10	4	4	103	68	1922	21	20	2031	214	26	30	58	328	3864
% App. Total	0.6	93.7	4.1	1.7		82.5	9.7	3.9	3.9		3.3	94.6	1	1		65.2	7.9	9.1	17.7		
PHF	.400	.899	.792	.667	.899	.924	.625	.500	.500	.920	.773	.935	.583	.714	.933	.892	.722	.682	.659	.891	.940

Time	10:45 AM					12:30 PM					04:45 PM					03:00 PM				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
+0 mins.	2	411	26	4	443	<b>29</b>	6	2	2	<b>39</b>	<b>22</b>	434	8	3	467	65	4	6	<b>21</b>	<b>96</b>
+15 mins.	3	343	20	5	371	14	4	3	7	28	20	509	1	<b>7</b>	537	57	<b>6</b>	<b>9</b>	12	84
+30 mins.	2	356	25	<b>10</b>	393	16	9	0	<b>8</b>	33	15	<b>514</b>	<b>9</b>	6	<b>544</b>	57	3	7	19	86
+45 mins.	<b>5</b>	<b>420</b>	<b>32</b>	6	<b>463</b>	18	<b>10</b>	<b>5</b>	1	34	12	486	3	1	502	<b>67</b>	5	8	10	90
Total Volume	12	1530	103	25	1670	77	29	10	18	134	69	1943	21	17	2050	246	18	30	62	356
% App. Total	0.7	91.6	6.2	1.5		57.5	21.6	7.5	13.4		3.4	94.8	1	0.8		69.1	5.1	8.4	17.4	
PHF	.600	.911	.805	.625	.902	.664	.725	.500	.563	.859	.784	.945	.583	.607	.942	.918	.750	.833	.738	.927

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&WoodsEdge  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	0	6	0	0	6	0	0	0	0	0	2	6	0	0	8	1	1	0	0	2	16
10:15 AM	0	11	1	0	12	0	0	0	0	0	1	7	0	0	8	2	0	0	0	2	22
10:30 AM	0	10	1	0	11	0	0	0	0	0	0	13	0	0	13	0	1	0	1	2	26
10:45 AM	1	5	0	0	6	0	0	1	0	1	1	15	0	0	16	0	1	0	0	1	24
<b>Total</b>	<b>1</b>	<b>32</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>88</b>
11:00 AM	0	5	1	0	6	1	1	0	1	3	2	9	0	0	11	0	0	0	0	0	20
11:15 AM	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	22
11:30 AM	0	15	1	1	17	0	0	0	0	0	2	17	1	0	20	1	0	0	0	1	38
11:45 AM	0	8	0	2	10	1	0	0	0	1	0	12	1	0	13	0	0	1	1	2	26
<b>Total</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>3</b>	<b>45</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>47</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>106</b>
12:00 PM	0	6	0	1	7	0	1	0	1	2	1	10	0	0	11	1	1	0	0	2	22
12:15 PM	0	8	0	0	8	0	0	0	0	0	4	12	0	0	16	3	0	0	0	3	27
12:30 PM	0	13	0	1	14	0	0	0	0	0	0	9	0	0	9	1	0	0	1	2	25
12:45 PM	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18
<b>Total</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>92</b>
01:00 PM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	1	1	1	3	14
01:15 PM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	1	1	14
01:30 PM	0	5	0	0	5	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	14
01:45 PM	0	10	2	0	12	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	20
<b>Total</b>	<b>0</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>62</b>
02:00 PM	0	10	0	0	10	0	0	0	0	0	1	11	0	1	13	0	0	1	2	3	26
02:15 PM	1	8	2	0	11	1	0	0	0	1	0	14	0	0	14	1	0	0	0	1	27
02:30 PM	0	8	0	1	9	0	0	0	0	0	0	10	0	1	11	3	0	2	0	5	25
02:45 PM	0	5	0	0	5	0	0	0	0	0	0	16	0	0	16	1	0	0	0	1	22
<b>Total</b>	<b>1</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>10</b>	<b>100</b>
03:00 PM	0	7	0	0	7	0	0	0	0	0	2	11	0	0	13	1	0	0	1	2	22
03:15 PM	0	5	1	0	6	1	0	0	0	1	1	10	0	0	11	0	0	0	0	0	18
03:30 PM	0	5	1	0	6	0	1	0	0	1	0	11	0	0	11	0	0	0	0	0	18
03:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
<b>Total</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>73</b>
04:00 PM	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	3	0	0	0	3	16
04:15 PM	0	7	0	0	7	0	0	0	0	0	0	15	0	0	15	2	0	0	0	2	24
04:30 PM	0	4	1	0	5	0	1	0	0	1	0	12	0	0	12	1	2	0	0	3	21
04:45 PM	0	5	1	1	7	0	0	0	0	0	1	6	0	0	7	1	0	0	0	1	15
<b>Total</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>

### Intersection Turning Movement Count

File Name : US41&WoodsEdge  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	0	4	0	0	4	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	14
05:15 PM	0	3	0	0	3	0	0	0	0	0	1	7	0	0	8	2	0	1	1	4	15
05:30 PM	0	3	1	0	4	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	11
05:45 PM	0	1	1	0	2	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	13
<b>Total</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>53</b>
<b>Grand Total</b>	<b>2</b>	<b>223</b>	<b>14</b>	<b>7</b>	<b>246</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>19</b>	<b>319</b>	<b>2</b>	<b>2</b>	<b>342</b>	<b>27</b>	<b>7</b>	<b>6</b>	<b>9</b>	<b>49</b>	<b>650</b>
Apprch %	0.8	90.7	5.7	2.8		46.2	30.8	7.7	15.4		5.6	93.3	0.6	0.6		55.1	14.3	12.2	18.4		
Total %	0.3	34.3	2.2	1.1	37.8	0.9	0.6	0.2	0.3	2	2.9	49.1	0.3	0.3	52.6	4.2	1.1	0.9	1.4	7.5	

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	0	<b>15</b>	<b>1</b>	<b>1</b>	<b>17</b>	0	0	0	0	0	2	<b>17</b>	<b>1</b>	0	<b>20</b>	1	0	0	0	1	<b>38</b>
11:45 AM	0	8	0	2	10	1	0	0	0	1	0	12	1	0	13	0	0	1	1	2	26
12:00 PM	0	6	0	1	7	0	1	0	1	2	1	10	0	0	11	1	1	0	0	2	22
12:15 PM	0	8	0	0	8	0	0	0	0	0	4	12	0	0	16	3	0	0	0	3	27
<b>Total Volume</b>	0	37	1	4	42	1	1	0	1	3	7	51	2	0	60	5	1	1	1	8	113
% App. Total	0	88.1	2.4	9.5		33.3	33.3	0	33.3		11.7	85	3.3	0		62.5	12.5	12.5	12.5		
PHF	.000	.617	.250	.500	.618	.250	.250	.000	.250	.375	.438	.750	.500	.000	.750	.417	.250	.250	.250	.667	.743

Time	11:15 AM					10:15 AM					11:30 AM					02:00 PM				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
+0 mins.	0	12	0	0	12	0	0	0	0	0	2	<b>17</b>	<b>1</b>	0	<b>20</b>	0	0	1	2	3
+15 mins.	0	<b>15</b>	<b>1</b>	1	<b>17</b>	0	0	0	0	0	0	12	1	0	13	1	0	0	0	1
+30 mins.	0	8	0	2	10	0	0	1	0	1	1	10	0	0	11	3	0	2	0	5
+45 mins.	0	6	0	1	7	1	1	0	1	3	4	12	0	0	16	1	0	0	0	1
<b>Total Volume</b>	0	41	1	4	46	1	1	1	1	4	7	51	2	0	60	5	0	3	2	10
% App. Total	0	89.1	2.2	8.7		25	25	25	25		11.7	85	3.3	0		50	0	30	20	
PHF	.000	.683	.250	.500	.676	.250	.250	.250	.250	.333	.438	.750	.500	.000	.750	.417	.000	.375	.250	.500



Intersection Turning Movement Count

File Name : US41&WoodsEdge  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- UTurns

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
05:15 PM	9	0	0	0	9	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	14
05:30 PM	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	10
05:45 PM	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
Total	22	0	0	0	22	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	38
Grand Total	158	0	0	0	158	0	0	0	0	0	182	0	0	0	182	1	0	0	0	1	341
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	46.3	0	0	0	46.3	0	0	0	0	0	53.4	0	0	0	53.4	0.3	0	0	0	0.3	

Start Time	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:15 PM																					
01:15 PM	4	0	0	0	4	0	0	0	0	0	<b>12</b>	0	0	0	<b>12</b>	0	0	0	0	0	<b>16</b>
01:30 PM	7	0	0	0	7	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	15
01:45 PM	3	0	0	0	3	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	14
02:00 PM	5	0	0	0	5	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	14
Total Volume	19	0	0	0	19	0	0	0	0	0	40	0	0	0	40	0	0	0	0	0	59
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.679	.000	.000	.000	.679	.000	.000	.000	.000	.000	.833	.000	.000	.000	.833	.000	.000	.000	.000	.000	.922

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM					10:00 AM					01:15 PM					10:00 AM					
+0 mins.	7	0	0	0	7	0	0	0	0	0	<b>12</b>	0	0	0	<b>12</b>	0	0	0	0	0	0
+15 mins.	6	0	0	0	6	0	0	0	0	0	8	0	0	0	8	<b>1</b>	0	0	0	0	<b>1</b>
+30 mins.	6	0	0	0	6	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0
+45 mins.	9	0	0	0	9	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0
Total Volume	28	0	0	0	28	0	0	0	0	0	40	0	0	0	40	1	0	0	0	0	1
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0	0	
PHF	.778	.000	.000	.000	.778	.000	.000	.000	.000	.000	.833	.000	.000	.000	.833	.250	.000	.000	.000	.000	.250



# Intersection Pedestrian & Bicycle Count

Date: 4/5/22

Day: Tuesday

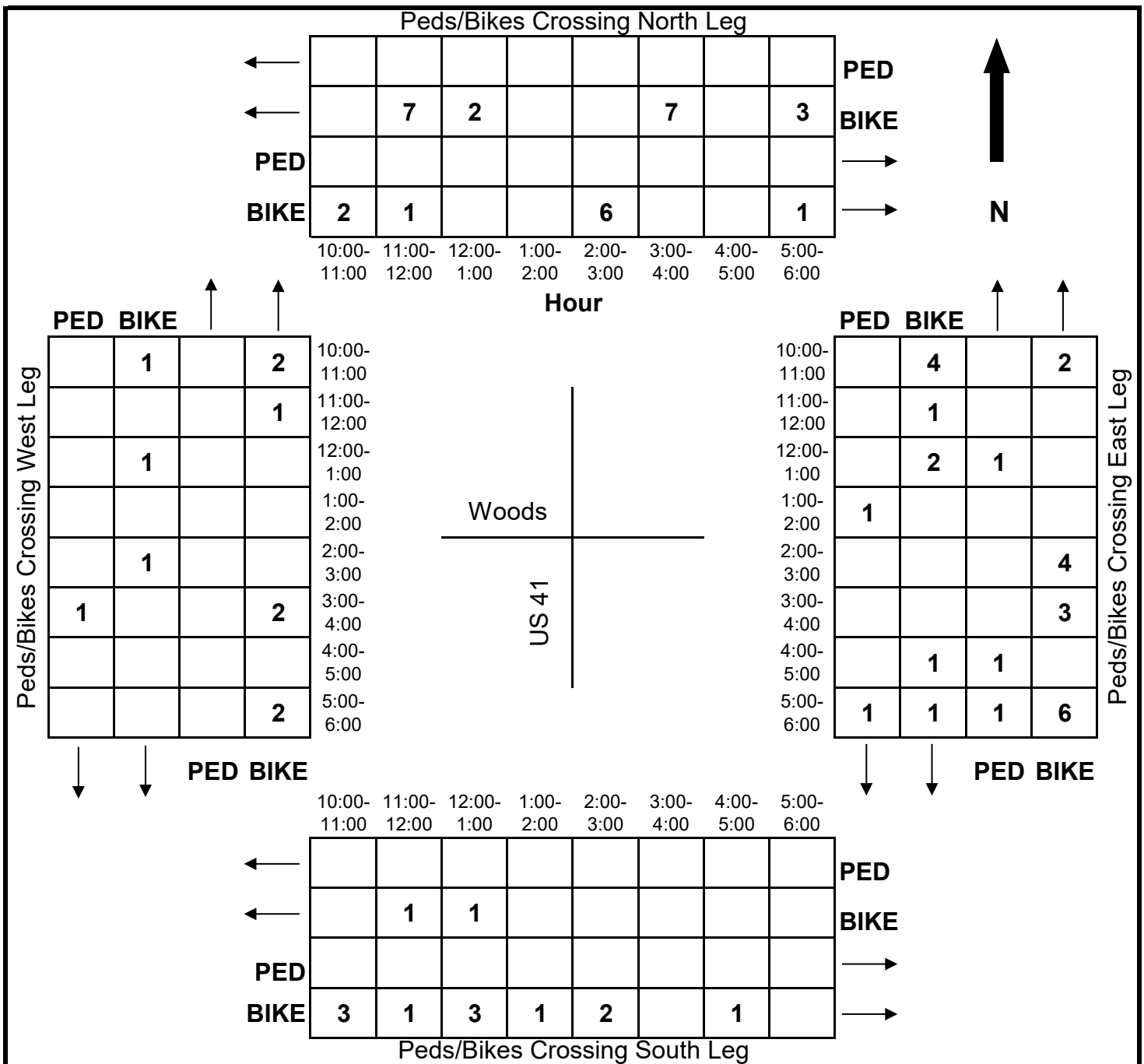
Count Times: 10am-6pm

Weather: Clear

Intersection: US 41 at Woods Edge Parkway/US 41 Service Road

Comments: \_\_\_\_\_  
\_\_\_\_\_

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



Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&LakeShore  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	7	339	11	357	0	0	3	3	5	290	8	303	0	0	12	12	675
10:15 AM	9	400	9	418	0	0	10	10	3	327	4	334	0	0	10	10	772
10:30 AM	6	433	7	446	0	0	6	6	4	374	1	379	1	0	10	11	842
10:45 AM	4	445	12	461	0	0	2	2	5	388	7	400	0	0	7	7	870
Total	26	1617	39	1682	0	0	21	21	17	1379	20	1416	1	0	39	40	3159
11:00 AM	8	365	6	379	0	0	6	6	4	414	12	430	0	0	10	10	825
11:15 AM	16	437	15	468	0	0	4	4	3	400	5	408	0	0	9	9	889
11:30 AM	11	453	15	479	2	0	8	10	7	457	9	473	0	0	13	13	975
11:45 AM	11	391	11	413	1	0	4	5	6	420	18	444	0	0	7	7	869
Total	46	1646	47	1739	3	0	22	25	20	1691	44	1755	0	0	39	39	3558
12:00 PM	19	423	16	458	0	0	5	5	4	418	8	430	0	0	8	8	901
12:15 PM	8	388	12	408	0	0	3	3	6	424	11	441	0	0	14	14	866
12:30 PM	16	441	13	470	0	0	11	11	3	421	4	428	0	0	15	15	924
12:45 PM	13	360	8	381	0	0	8	8	4	437	5	446	0	0	6	6	841
Total	56	1612	49	1717	0	0	27	27	17	1700	28	1745	0	0	43	43	3532
01:00 PM	16	372	13	401	0	0	6	6	6	438	17	461	0	0	15	15	883
01:15 PM	12	388	10	410	0	0	12	12	3	409	6	418	0	0	15	15	855
01:30 PM	14	395	17	426	3	0	19	22	4	422	10	436	0	0	6	6	890
01:45 PM	12	384	7	403	1	0	8	9	8	413	14	435	0	0	11	11	858
Total	54	1539	47	1640	4	0	45	49	21	1682	47	1750	0	0	47	47	3486
02:00 PM	14	357	7	378	0	0	12	12	8	449	5	462	0	0	12	12	864
02:15 PM	17	350	15	382	0	0	9	9	3	502	7	512	0	0	9	9	912
02:30 PM	12	405	12	429	1	0	12	13	6	468	12	486	0	0	8	8	936
02:45 PM	6	339	17	362	0	0	10	10	7	485	8	500	0	0	3	3	875
Total	49	1451	51	1551	1	0	43	44	24	1904	32	1960	0	0	32	32	3587
03:00 PM	9	340	14	363	0	0	14	14	8	532	9	549	0	0	7	7	933
03:15 PM	11	337	9	357	0	0	5	5	3	479	8	490	0	0	6	6	858
03:30 PM	9	378	15	402	0	0	10	10	3	505	6	514	0	0	8	8	934
03:45 PM	13	345	12	370	0	0	9	9	6	491	7	504	0	0	10	10	893
Total	42	1400	50	1492	0	0	38	38	20	2007	30	2057	0	0	31	31	3618
04:00 PM	15	355	13	383	0	0	7	7	6	539	7	552	0	0	4	4	946
04:15 PM	16	317	13	346	1	0	8	9	9	524	12	545	0	0	4	4	904
04:30 PM	17	337	16	370	0	0	8	8	8	520	23	551	0	0	8	8	937
04:45 PM	11	346	11	368	0	0	9	9	5	489	9	503	0	0	14	14	894
Total	59	1355	53	1467	1	0	32	33	28	2072	51	2151	0	0	30	30	3681

### Intersection Turning Movement Count

File Name : US41&LakeShore  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

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

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	10	381	11	402	0	0	7	7	4	556	13	573	0	0	7	7	989
05:15 PM	14	380	9	403	0	0	11	11	2	564	11	577	1	0	12	13	1004
05:30 PM	12	327	7	346	0	0	7	7	7	542	12	561	0	0	10	10	924
05:45 PM	11	311	9	331	0	0	5	5	8	433	13	454	0	0	6	6	796
<b>Total</b>	<b>47</b>	<b>1399</b>	<b>36</b>	<b>1482</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>21</b>	<b>2095</b>	<b>49</b>	<b>2165</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>36</b>	<b>3713</b>
Grand Total	379	12019	372	12770	9	0	258	267	168	14530	301	14999	2	0	296	298	28334
Apprch %	3	94.1	2.9		3.4	0	96.6		1.1	96.9	2		0.7	0	99.3		
Total %	1.3	42.4	1.3	45.1	0	0	0.9	0.9	0.6	51.3	1.1	52.9	0	0	1	1.1	
Passenger Vehicles	252	11782	367	12401	0	0	253	253	144	14185	297	14626	0	0	287	287	27567
% Passenger Vehicles	66.5	98	98.7	97.1	0	0	98.1	94.8	85.7	97.6	98.7	97.5	0	0	97	96.3	97.3
Heavy Vehicles	6	237	5	248	0	0	5	5	1	345	4	350	0	0	9	9	612
% Heavy Vehicles	1.6	2	1.3	1.9	0	0	1.9	1.9	0.6	2.4	1.3	2.3	0	0	3	3	2.2
UTurns	121	0	0	121	9	0	0	9	23	0	0	23	2	0	0	2	155
% UTurns	31.9	0	0	0.9	100	0	0	3.4	13.7	0	0	0.2	100	0	0	0.7	0.5

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	<b>17</b>	337	<b>16</b>	370	0	0	8	8	<b>8</b>	520	<b>23</b>	551	0	0	8	8	937
04:45 PM	11	346	11	368	0	0	9	9	5	489	9	503	0	0	<b>14</b>	<b>14</b>	894
05:00 PM	10	<b>381</b>	11	402	0	0	7	7	4	556	13	573	0	0	7	7	989
05:15 PM	14	380	9	<b>403</b>	0	0	<b>11</b>	<b>11</b>	2	<b>564</b>	11	<b>577</b>	1	0	12	13	<b>1004</b>
Total Volume	52	1444	47	1543	0	0	35	35	19	2129	56	2204	1	0	41	42	3824
% App. Total	3.4	93.6	3		0	0	100		0.9	96.6	2.5		2.4	0	97.6		
PHF	.765	.948	.734	.957	.000	.000	.795	.795	.594	.944	.609	.955	.250	.000	.732	.750	.952
Passenger Vehicles	41	1426	47	1514	0	0	34	34	18	2091	56	2165	0	0	39	39	3752
% Passenger Vehicles	78.8	98.8	100	98.1	0	0	97.1	97.1	94.7	98.2	100	98.2	0	0	95.1	92.9	98.1
Heavy Vehicles	1	18	0	19	0	0	1	1	0	38	0	38	0	0	2	2	60
% Heavy Vehicles	1.9	1.2	0	1.2	0	0	2.9	2.9	0	1.8	0	1.7	0	0	4.9	4.8	1.6
UTurns	10	0	0	10	0	0	0	0	1	0	0	1	1	0	0	1	12
% UTurns	19.2	0	0	0.6	0	0	0	0	5.3	0	0	0.0	100	0	0	2.4	0.3

Intersection Turning Movement Count

File Name : US41&LakeShore  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 3

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:15 AM				01:15 PM				04:45 PM				12:30 PM				
+0 mins.	16	437	15	468	0	0	12	12	5	489	9	503	0	0	15	15	
+15 mins.	11	453	15	479	3	0	19	22	4	556	13	573	0	0	6	6	
+30 mins.	11	391	11	413	1	0	8	9	2	564	11	577	0	0	15	15	
+45 mins.	19	423	16	458	0	0	12	12	7	542	12	561	0	0	15	15	
Total Volume	57	1704	57	1818	4	0	51	55	18	2151	45	2214	0	0	51	51	
% App. Total	3.1	93.7	3.1		7.3	0	92.7		0.8	97.2	2		0	0	100		
PHF	.750	.940	.891	.949	.333	.000	.671	.625	.643	.953	.865	.959	.000	.000	.850	.850	
Passenger Vehicles	32	1659	54	1745	0	0	49	49	17	2118	45	2180	0	0	48	48	
% Passenger Vehicles	56.1	97.4	94.7	96	0	0	96.1	89.1	94.4	98.5	100	98.5	0	0	94.1	94.1	
Heavy Vehicles	1	45	3	49	0	0	2	2	0	33	0	33	0	0	3	3	
% Heavy Vehicles	1.8	2.6	5.3	2.7	0	0	3.9	3.6	0	1.5	0	1.5	0	0	5.9	5.9	
UTurns	24	0	0	24	4	0	0	4	1	0	0	1	0	0	0	0	
% UTurns	42.1	0	0	1.3	100	0	0	7.3	5.6	0	0	0	0	0	0	0	

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&LakeShore  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	4	333	11	348	0	0	3	3	3	283	8	294	0	0	12	12	657
10:15 AM	4	388	9	401	0	0	10	10	1	319	3	323	0	0	9	9	743
10:30 AM	4	423	7	434	0	0	6	6	4	361	1	366	0	0	10	10	816
10:45 AM	1	439	12	452	0	0	2	2	5	372	7	384	0	0	7	7	845
<b>Total</b>	<b>13</b>	<b>1583</b>	<b>39</b>	<b>1635</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>13</b>	<b>1335</b>	<b>19</b>	<b>1367</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>3061</b>
11:00 AM	3	359	6	368	0	0	6	6	4	405	12	421	0	0	10	10	805
11:15 AM	8	423	13	444	0	0	4	4	2	389	5	396	0	0	9	9	853
11:30 AM	5	438	14	457	0	0	8	8	6	441	8	455	0	0	13	13	933
11:45 AM	8	380	11	399	0	0	4	4	6	407	18	431	0	0	7	7	841
<b>Total</b>	<b>24</b>	<b>1600</b>	<b>44</b>	<b>1668</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>18</b>	<b>1642</b>	<b>43</b>	<b>1703</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>3432</b>
12:00 PM	11	418	16	445	0	0	5	5	4	405	8	417	0	0	7	7	874
12:15 PM	7	379	12	398	0	0	3	3	6	409	11	426	0	0	13	13	840
12:30 PM	9	431	13	453	0	0	11	11	2	411	4	417	0	0	13	13	894
12:45 PM	5	351	8	364	0	0	8	8	3	429	5	437	0	0	6	6	815
<b>Total</b>	<b>32</b>	<b>1579</b>	<b>49</b>	<b>1660</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>15</b>	<b>1654</b>	<b>28</b>	<b>1697</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>3423</b>
01:00 PM	9	365	13	387	0	0	5	5	5	434	17	456	0	0	15	15	863
01:15 PM	6	383	10	399	0	0	12	12	2	402	6	410	0	0	14	14	835
01:30 PM	8	390	17	415	0	0	19	19	2	414	10	426	0	0	6	6	866
01:45 PM	9	372	7	388	0	0	8	8	7	405	14	426	0	0	11	11	833
<b>Total</b>	<b>32</b>	<b>1510</b>	<b>47</b>	<b>1589</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>16</b>	<b>1655</b>	<b>47</b>	<b>1718</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>	<b>3397</b>
02:00 PM	10	346	7	363	0	0	10	10	7	438	5	450	0	0	12	12	835
02:15 PM	10	340	14	364	0	0	9	9	2	488	6	496	0	0	9	9	878
02:30 PM	9	396	12	417	0	0	12	12	4	455	12	471	0	0	8	8	908
02:45 PM	6	335	16	357	0	0	10	10	6	470	8	484	0	0	2	2	853
<b>Total</b>	<b>35</b>	<b>1417</b>	<b>49</b>	<b>1501</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>41</b>	<b>19</b>	<b>1851</b>	<b>31</b>	<b>1901</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>3474</b>
03:00 PM	5	333	14	352	0	0	13	13	6	518	9	533	0	0	7	7	905
03:15 PM	10	331	9	350	0	0	5	5	3	471	8	482	0	0	6	6	843
03:30 PM	6	372	15	393	0	0	10	10	2	493	6	501	0	0	8	8	912
03:45 PM	9	337	12	358	0	0	9	9	4	484	6	494	0	0	10	10	871
<b>Total</b>	<b>30</b>	<b>1373</b>	<b>50</b>	<b>1453</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>37</b>	<b>15</b>	<b>1966</b>	<b>29</b>	<b>2010</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>3531</b>
04:00 PM	12	349	13	374	0	0	7	7	6	527	7	540	0	0	4	4	925
04:15 PM	14	312	13	339	0	0	8	8	9	507	12	528	0	0	4	4	879
04:30 PM	12	332	16	360	0	0	8	8	8	508	23	539	0	0	8	8	915
04:45 PM	9	339	11	359	0	0	8	8	4	481	9	494	0	0	14	14	875
<b>Total</b>	<b>47</b>	<b>1332</b>	<b>53</b>	<b>1432</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>27</b>	<b>2023</b>	<b>51</b>	<b>2101</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>3594</b>

Intersection Turning Movement Count

File Name : US41&LakeShore  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	8	377	11	396	0	0	7	7	4	547	13	564	0	0	7	7	974
05:15 PM	12	378	9	399	0	0	11	11	2	555	11	568	0	0	10	10	988
05:30 PM	11	324	7	342	0	0	7	7	7	535	12	554	0	0	10	10	913
05:45 PM	8	309	9	326	0	0	5	5	8	422	13	443	0	0	6	6	780
Total	39	1388	36	1463	0	0	30	30	21	2059	49	2129	0	0	33	33	3655
Grand Total	252	11782	367	12401	0	0	253	253	144	14185	297	14626	0	0	287	287	27567
Apprch %	2	95	3		0	0	100		1	97	2		0	0	100		
Total %	0.9	42.7	1.3	45	0	0	0.9	0.9	0.5	51.5	1.1	53.1	0	0	1	1	

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	12	332	16	360	0	0	8	8	8	508	23	539	0	0	8	8	915
04:45 PM	9	339	11	359	0	0	8	8	4	481	9	494	0	0	14	14	875
05:00 PM	8	377	11	396	0	0	7	7	4	547	13	564	0	0	7	7	974
05:15 PM	12	378	9	399	0	0	11	11	2	555	11	568	0	0	10	10	988
Total Volume	41	1426	47	1514	0	0	34	34	18	2091	56	2165	0	0	39	39	3752
% App. Total	2.7	94.2	3.1		0	0	100		0.8	96.6	2.6		0	0	100		
PHF	.854	.943	.734	.949	.000	.000	.773	.773	.563	.942	.609	.953	.000	.000	.696	.696	.949

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:15 AM				01:15 PM				04:45 PM				12:30 PM			
+0 mins.	8	423	13	444	0	0	12	12	4	481	9	494	0	0	13	13
+15 mins.	5	438	14	457	0	0	19	19	4	547	13	564	0	0	6	6
+30 mins.	8	380	11	399	0	0	8	8	2	555	11	568	0	0	15	15
+45 mins.	11	418	16	445	0	0	10	10	7	535	12	554	0	0	14	14
Total Volume	32	1659	54	1745	0	0	49	49	17	2118	45	2180	0	0	48	48
% App. Total	1.8	95.1	3.1		0	0	100		0.8	97.2	2.1		0	0	100	
PHF	.727	.947	.844	.955	.000	.000	.645	.645	.607	.954	.865	.960	.000	.000	.800	.800

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&LakeShore  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	6	0	6	0	0	0	0	0	7	0	7	0	0	0	0	13
10:15 AM	1	12	0	13	0	0	0	0	0	8	1	9	0	0	1	1	23
10:30 AM	0	10	0	10	0	0	0	0	0	13	0	13	0	0	0	0	23
10:45 AM	0	6	0	6	0	0	0	0	0	16	0	16	0	0	0	0	22
<b>Total</b>	<b>1</b>	<b>34</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>1</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>81</b>
11:00 AM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
11:15 AM	0	14	2	16	0	0	0	0	0	11	0	11	0	0	0	0	27
11:30 AM	0	15	1	16	0	0	0	0	0	16	1	17	0	0	0	0	33
11:45 AM	0	11	0	11	0	0	0	0	0	13	0	13	0	0	0	0	24
<b>Total</b>	<b>0</b>	<b>46</b>	<b>3</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>
12:00 PM	1	5	0	6	0	0	0	0	0	13	0	13	0	0	1	1	20
12:15 PM	0	9	0	9	0	0	0	0	0	15	0	15	0	0	1	1	25
12:30 PM	1	10	0	11	0	0	0	0	0	10	0	10	0	0	2	2	23
12:45 PM	0	9	0	9	0	0	0	0	1	8	0	9	0	0	0	0	18
<b>Total</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>86</b>
01:00 PM	0	7	0	7	0	0	1	1	0	4	0	4	0	0	0	0	12
01:15 PM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	1	1	13
01:30 PM	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
01:45 PM	0	12	0	12	0	0	0	0	0	8	0	8	0	0	0	0	20
<b>Total</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>58</b>
02:00 PM	0	11	0	11	0	0	2	2	0	11	0	11	0	0	0	0	24
02:15 PM	1	10	1	12	0	0	0	0	0	14	1	15	0	0	0	0	27
02:30 PM	0	9	0	9	0	0	0	0	0	13	0	13	0	0	0	0	22
02:45 PM	0	4	1	5	0	0	0	0	0	15	0	15	0	0	1	1	21
<b>Total</b>	<b>1</b>	<b>34</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>94</b>
03:00 PM	0	7	0	7	0	0	1	1	0	14	0	14	0	0	0	0	22
03:15 PM	1	6	0	7	0	0	0	0	0	8	0	8	0	0	0	0	15
03:30 PM	0	6	0	6	0	0	0	0	0	12	0	12	0	0	0	0	18
03:45 PM	0	8	0	8	0	0	0	0	0	7	1	8	0	0	0	0	16
<b>Total</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>
04:00 PM	0	6	0	6	0	0	0	0	0	12	0	12	0	0	0	0	18
04:15 PM	0	5	0	5	0	0	0	0	0	17	0	17	0	0	0	0	22
04:30 PM	1	5	0	6	0	0	0	0	0	12	0	12	0	0	0	0	18
04:45 PM	0	7	0	7	0	0	1	1	0	8	0	8	0	0	0	0	16
<b>Total</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>

Intersection Turning Movement Count

File Name : US41&LakeShore  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
05:15 PM	0	2	0	2	0	0	0	0	0	9	0	9	0	0	2	2	13
05:30 PM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
05:45 PM	0	2	0	2	0	0	0	0	0	11	0	11	0	0	0	0	13
Total	0	11	0	11	0	0	0	0	0	36	0	36	0	0	2	2	49
Grand Total	6	237	5	248	0	0	5	5	1	345	4	350	0	0	9	9	612
Apprch %	2.4	95.6	2		0	0	100		0.3	98.6	1.1		0	0	100		
Total %	1	38.7	0.8	40.5	0	0	0.8	0.8	0.2	56.4	0.7	57.2	0	0	1.5	1.5	

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	14	2	16	0	0	0	0	0	11	0	11	0	0	0	0	27
11:30 AM	0	15	1	16	0	0	0	0	0	16	1	17	0	0	0	0	33
11:45 AM	0	11	0	11	0	0	0	0	0	13	0	13	0	0	0	0	24
12:00 PM	1	5	0	6	0	0	0	0	0	13	0	13	0	0	1	1	20
Total Volume	1	45	3	49	0	0	0	0	0	53	1	54	0	0	1	1	104
% App. Total	2	91.8	6.1		0	0	0		0	98.1	1.9		0	0	100		
PHF	.250	.750	.375	.766	.000	.000	.000	.000	.000	.828	.250	.794	.000	.000	.250	.250	.788

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:00 AM				01:15 PM				11:30 AM				11:45 AM			
+0 mins.	0	6	0	6	0	0	0	0	0	16	1	17	0	0	0	0
+15 mins.	0	14	2	16	0	0	0	0	0	13	0	13	0	0	1	1
+30 mins.	0	15	1	16	0	0	0	0	0	13	0	13	0	0	1	1
+45 mins.	0	11	0	11	0	0	2	2	0	15	0	15	0	0	2	2
Total Volume	0	46	3	49	0	0	2	2	0	57	1	58	0	0	4	4
% App. Total	0	93.9	6.1		0	0	100		0	98.3	1.7		0	0	100	
PHF	.000	.767	.375	.766	.000	.000	.250	.250	.000	.891	.250	.853	.000	.000	.500	.500



### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&LakeShore  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- UTurns

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	3	0	0	3	0	0	0	0	2	0	0	2	0	0	0	0	5
10:15 AM	4	0	0	4	0	0	0	0	2	0	0	2	0	0	0	0	6
10:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
10:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>
11:00 AM	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
11:15 AM	8	0	0	8	0	0	0	0	1	0	0	1	0	0	0	0	9
11:30 AM	6	0	0	6	2	0	0	2	1	0	0	1	0	0	0	0	9
11:45 AM	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
12:00 PM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
12:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	6	0	0	6	0	0	0	0	1	0	0	1	0	0	0	0	7
12:45 PM	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
<b>Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
01:00 PM	7	0	0	7	0	0	0	0	1	0	0	1	0	0	0	0	8
01:15 PM	6	0	0	6	0	0	0	0	1	0	0	1	0	0	0	0	7
01:30 PM	6	0	0	6	3	0	0	3	2	0	0	2	0	0	0	0	11
01:45 PM	3	0	0	3	1	0	0	1	1	0	0	1	0	0	0	0	5
<b>Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
02:00 PM	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
02:15 PM	6	0	0	6	0	0	0	0	1	0	0	1	0	0	0	0	7
02:30 PM	3	0	0	3	1	0	0	1	2	0	0	2	0	0	0	0	6
02:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
<b>Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
03:00 PM	4	0	0	4	0	0	0	0	2	0	0	2	0	0	0	0	6
*** BREAK ***																	
03:30 PM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
03:45 PM	4	0	0	4	0	0	0	0	2	0	0	2	0	0	0	0	6
<b>Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
04:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
04:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
<b>Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>

Intersection Turning Movement Count

File Name : US41&LakeShore  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- UTurns

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	3
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	8	0	0	8	0	0	0	0	0	0	0	0	1	0	0	1	1	9
Grand Total	121	0	0	121	9	0	0	9	23	0	0	23	2	0	0	2	2	155
Apprch %	100	0	0		100	0	0		100	0	0		100	0	0			
Total %	78.1	0	0	78.1	5.8	0	0	5.8	14.8	0	0	14.8	1.3	0	0	1.3		

Start Time	US 41 Southbound				BONITA CROSSINGS BOULEVARD Westbound				US 41 Northbound				LAKE SHORE DRIVE Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 12:45 PM																		
12:45 PM	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00 PM	7	0	0	7	0	0	0	0	1	0	0	1	0	0	0	0	0	8
01:15 PM	6	0	0	6	0	0	0	0	1	0	0	1	0	0	0	0	0	7
01:30 PM	6	0	0	6	3	0	0	3	2	0	0	2	0	0	0	0	0	11
Total Volume	27	0	0	27	3	0	0	3	4	0	0	4	0	0	0	0	0	34
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0			
PHF	.844	.000	.000	.844	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.000	.773

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	12:30 PM				01:00 PM				02:15 PM				10:00 AM				
+0 mins.	6	0	0	6	0	0	0	0	1	0	0	1	0	0	0	0	0
+15 mins.	8	0	0	8	0	0	0	0	2	0	0	2	0	0	0	0	0
+30 mins.	7	0	0	7	3	0	0	3	1	0	0	1	1	0	0	0	1
+45 mins.	6	0	0	6	1	0	0	1	2	0	0	2	0	0	0	0	0
Total Volume	27	0	0	27	4	0	0	4	6	0	0	6	1	0	0	0	1
% App. Total	100	0	0		100	0	0		100	0	0		100	0	0		
PHF	.844	.000	.000	.844	.333	.000	.000	.333	.750	.000	.000	.750	.250	.000	.000	.250	

# Intersection Pedestrian & Bicycle Count

Date: 4/5/22

Day: Tuesday

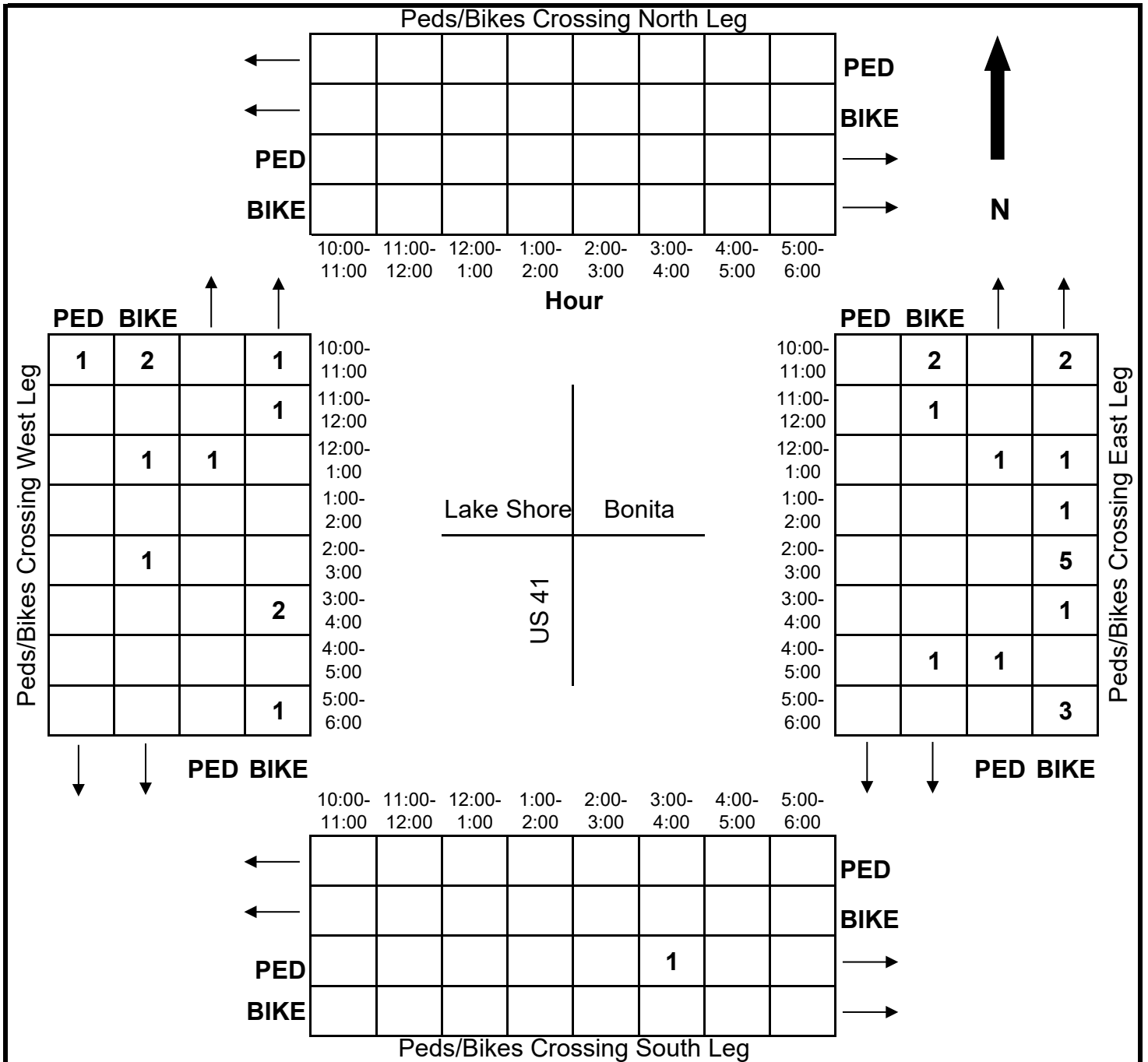
Count Times: 10am-6pm

Weather: Clear

Intersection: US 41 at Lake Shore Drive/Bonita Crossings Boulevard

Comments: \_\_\_\_\_  
\_\_\_\_\_

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



### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&Foley  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

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

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	19	334	9	362	11	0	18	29	1	280	10	291	1	0	5	6	688
10:15 AM	15	407	11	433	13	0	16	29	3	334	17	354	3	1	5	9	825
10:30 AM	9	420	11	440	12	0	23	35	1	369	14	384	4	0	7	11	870
10:45 AM	14	441	11	466	4	1	15	20	6	369	18	393	4	0	8	12	891
<b>Total</b>	<b>57</b>	<b>1602</b>	<b>42</b>	<b>1701</b>	<b>40</b>	<b>1</b>	<b>72</b>	<b>113</b>	<b>11</b>	<b>1352</b>	<b>59</b>	<b>1422</b>	<b>12</b>	<b>1</b>	<b>25</b>	<b>38</b>	<b>3274</b>
11:00 AM	17	355	14	386	17	0	28	45	10	437	12	459	5	0	10	15	905
11:15 AM	19	453	16	488	8	0	21	29	8	399	11	418	8	0	19	27	962
11:30 AM	17	440	6	463	10	1	15	26	8	434	20	462	5	0	20	25	976
11:45 AM	12	382	15	409	8	1	15	24	11	397	12	420	5	0	13	18	871
<b>Total</b>	<b>65</b>	<b>1630</b>	<b>51</b>	<b>1746</b>	<b>43</b>	<b>2</b>	<b>79</b>	<b>124</b>	<b>37</b>	<b>1667</b>	<b>55</b>	<b>1759</b>	<b>23</b>	<b>0</b>	<b>62</b>	<b>85</b>	<b>3714</b>
12:00 PM	19	427	10	456	13	0	27	40	12	397	19	428	6	0	15	21	945
12:15 PM	26	391	15	432	8	0	21	29	12	409	11	432	3	0	19	22	915
12:30 PM	19	428	9	456	9	0	24	33	11	413	17	441	6	0	29	35	965
12:45 PM	17	343	13	373	17	4	30	51	12	427	16	455	5	1	18	24	903
<b>Total</b>	<b>81</b>	<b>1589</b>	<b>47</b>	<b>1717</b>	<b>47</b>	<b>4</b>	<b>102</b>	<b>153</b>	<b>47</b>	<b>1646</b>	<b>63</b>	<b>1756</b>	<b>20</b>	<b>1</b>	<b>81</b>	<b>102</b>	<b>3728</b>
01:00 PM	24	382	18	424	18	4	28	50	7	418	11	436	3	3	20	26	936
01:15 PM	17	360	19	396	6	1	14	21	15	409	5	429	11	0	17	28	874
01:30 PM	20	433	17	470	5	0	29	34	7	426	8	441	2	0	15	17	962
01:45 PM	18	356	11	385	7	0	24	31	5	405	9	419	6	0	15	21	856
<b>Total</b>	<b>79</b>	<b>1531</b>	<b>65</b>	<b>1675</b>	<b>36</b>	<b>5</b>	<b>95</b>	<b>136</b>	<b>34</b>	<b>1658</b>	<b>33</b>	<b>1725</b>	<b>22</b>	<b>3</b>	<b>67</b>	<b>92</b>	<b>3628</b>
02:00 PM	16	368	8	392	10	0	23	33	9	448	12	469	1	2	13	16	910
02:15 PM	18	343	9	370	9	2	20	31	10	483	16	509	4	1	15	20	930
02:30 PM	11	422	8	441	7	1	16	24	6	471	12	489	2	0	7	9	963
02:45 PM	12	317	11	340	9	0	23	32	4	472	16	492	6	0	12	18	882
<b>Total</b>	<b>57</b>	<b>1450</b>	<b>36</b>	<b>1543</b>	<b>35</b>	<b>3</b>	<b>82</b>	<b>120</b>	<b>29</b>	<b>1874</b>	<b>56</b>	<b>1959</b>	<b>13</b>	<b>3</b>	<b>47</b>	<b>63</b>	<b>3685</b>
03:00 PM	18	354	10	382	11	1	23	35	13	525	12	550	4	0	13	17	984
03:15 PM	12	323	6	341	11	0	25	36	5	467	13	485	5	1	8	14	876
03:30 PM	15	402	7	424	3	1	18	22	8	500	13	521	8	0	11	19	986
03:45 PM	23	333	9	365	10	0	17	27	4	491	14	509	3	0	10	13	914
<b>Total</b>	<b>68</b>	<b>1412</b>	<b>32</b>	<b>1512</b>	<b>35</b>	<b>2</b>	<b>83</b>	<b>120</b>	<b>30</b>	<b>1983</b>	<b>52</b>	<b>2065</b>	<b>20</b>	<b>1</b>	<b>42</b>	<b>63</b>	<b>3760</b>
04:00 PM	17	369	8	394	9	2	22	33	7	518	7	532	3	1	12	16	975
04:15 PM	15	340	6	361	2	1	19	22	9	540	20	569	2	0	11	13	965
04:30 PM	12	369	5	386	8	2	26	36	5	494	12	511	4	0	8	12	945
04:45 PM	16	324	13	353	5	0	22	27	6	486	17	509	1	1	11	13	902
<b>Total</b>	<b>60</b>	<b>1402</b>	<b>32</b>	<b>1494</b>	<b>24</b>	<b>5</b>	<b>89</b>	<b>118</b>	<b>27</b>	<b>2038</b>	<b>56</b>	<b>2121</b>	<b>10</b>	<b>2</b>	<b>42</b>	<b>54</b>	<b>3787</b>

### Intersection Turning Movement Count

File Name : US41&Foley  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

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

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	19	382	5	406	6	1	35	42	5	534	10	549	6	0	13	19	1016
05:15 PM	12	360	6	378	14	0	23	37	4	572	13	589	4	1	7	12	1016
05:30 PM	14	340	4	358	8	0	10	18	8	516	10	534	6	0	6	12	922
05:45 PM	18	297	7	322	7	2	15	24	4	440	4	448	5	1	11	17	811
<b>Total</b>	<b>63</b>	<b>1379</b>	<b>22</b>	<b>1464</b>	<b>35</b>	<b>3</b>	<b>83</b>	<b>121</b>	<b>21</b>	<b>2062</b>	<b>37</b>	<b>2120</b>	<b>21</b>	<b>2</b>	<b>37</b>	<b>60</b>	<b>3765</b>
Grand Total	530	11995	327	12852	295	25	685	1005	236	14280	411	14927	141	13	403	557	29341
Apprch %	4.1	93.3	2.5		29.4	2.5	68.2		1.6	95.7	2.8		25.3	2.3	72.4		
Total %	1.8	40.9	1.1	43.8	1	0.1	2.3	3.4	0.8	48.7	1.4	50.9	0.5	0	1.4	1.9	
Passenger Vehicles	354	11760	316	12430	283	24	674	981	156	13940	403	14499	136	13	391	540	28450
% Passenger Vehicles	66.8	98	96.6	96.7	95.9	96	98.4	97.6	66.1	97.6	98.1	97.1	96.5	100	97	96.9	97
Heavy Vehicles	11	235	11	257	2	1	11	14	6	340	8	354	2	0	12	14	639
% Heavy Vehicles	2.1	2	3.4	2	0.7	4	1.6	1.4	2.5	2.4	1.9	2.4	1.4	0	3	2.5	2.2
UTurns	165	0	0	165	10	0	0	10	74	0	0	74	3	0	0	3	252
% UTurns	31.1	0	0	1.3	3.4	0	0	1	31.4	0	0	0.5	2.1	0	0	0.5	0.9

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	12	369	5	386	8	2	26	36	5	494	12	511	4	0	8	12	945
04:45 PM	16	324	13	353	5	0	22	27	6	486	17	509	1	1	11	13	902
05:00 PM	19	382	5	406	6	1	35	42	5	534	10	549	6	0	13	19	1016
05:15 PM	12	360	6	378	14	0	23	37	4	572	13	589	4	1	7	12	1016
<b>Total Volume</b>	<b>59</b>	<b>1435</b>	<b>29</b>	<b>1523</b>	<b>33</b>	<b>3</b>	<b>106</b>	<b>142</b>	<b>20</b>	<b>2086</b>	<b>52</b>	<b>2158</b>	<b>15</b>	<b>2</b>	<b>39</b>	<b>56</b>	<b>3879</b>
% App. Total	3.9	94.2	1.9		23.2	2.1	74.6		0.9	96.7	2.4		26.8	3.6	69.6		
PHF	.776	.939	.558	.938	.589	.375	.757	.845	.833	.912	.765	.916	.625	.500	.750	.737	.954
Passenger Vehicles	38	1419	27	1484	32	3	105	140	13	2048	51	2112	14	2	37	53	3789
% Passenger Vehicles	64.4	98.9	93.1	97.4	97.0	100	99.1	98.6	65.0	98.2	98.1	97.9	93.3	100	94.9	94.6	97.7
Heavy Vehicles	0	16	2	18	1	0	1	2	0	38	1	39	0	0	2	2	61
% Heavy Vehicles	0	1.1	6.9	1.2	3.0	0	0.9	1.4	0	1.8	1.9	1.8	0	0	5.1	3.6	1.6
UTurns	21	0	0	21	0	0	0	0	7	0	0	7	1	0	0	1	29
% UTurns	35.6	0	0	1.4	0	0	0	0	35.0	0	0	0.3	6.7	0	0	1.8	0.7

### Intersection Turning Movement Count

File Name : US41&Foley  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 3

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:15 AM				12:15 PM				04:45 PM				12:30 PM				
+0 mins.	19	453	16	488	8	0	21	29	6	486	17	509	6	0	29	35	
+15 mins.	17	440	6	463	9	0	24	33	5	534	10	549	5	1	18	24	
+30 mins.	12	382	15	409	17	4	30	51	4	572	13	589	3	3	20	26	
+45 mins.	19	427	10	456	18	4	28	50	8	516	10	534	11	0	17	28	
Total Volume	67	1702	47	1816	52	8	103	163	23	2108	50	2181	25	4	84	113	
% App. Total	3.7	93.7	2.6		31.9	4.9	63.2		1.1	96.7	2.3		22.1	3.5	74.3		
PHF	.882	.939	.734	.930	.722	.500	.858	.799	.719	.921	.735	.926	.568	.333	.724	.807	
Passenger Vehicles	43	1656	47	1746	51	7	103	161	15	2074	50	2139	23	4	81	108	
% Passenger Vehicles	64.2	97.3	100	96.1	98.1	87.5	100	98.8	65.2	98.4	100	98.1	92	100	96.4	95.6	
Heavy Vehicles	0	46	0	46	0	1	0	1	0	34	0	34	1	0	3	4	
% Heavy Vehicles	0	2.7	0	2.5	0	12.5	0	0.6	0	1.6	0	1.6	4	0	3.6	3.5	
UTurns	24	0	0	24	1	0	0	1	8	0	0	8	1	0	0	1	
% UTurns	35.8	0	0	1.3	1.9	0	0	0.6	34.8	0	0	0.4	4	0	0	0.9	

Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&Foley  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	13	328	8	349	11	0	18	29	1	273	10	284	1	0	5	6	668
10:15 AM	12	394	10	416	13	0	15	28	2	326	17	345	3	1	5	9	798
10:30 AM	8	410	11	429	11	0	23	34	1	356	14	371	4	0	7	11	845
10:45 AM	10	436	9	455	4	1	15	20	3	355	17	375	4	0	7	11	861
Total	43	1568	38	1649	39	1	71	111	7	1310	58	1375	12	1	24	37	3172
11:00 AM	11	350	13	374	17	0	27	44	7	428	12	447	5	0	9	14	879
11:15 AM	12	438	16	466	8	0	20	28	4	389	11	404	6	0	18	24	922
11:30 AM	11	425	6	442	9	1	15	25	3	419	20	442	5	0	19	24	933
11:45 AM	8	372	15	395	8	1	14	23	8	386	11	405	5	0	12	17	840
Total	42	1585	50	1677	42	2	76	120	22	1622	54	1698	21	0	58	79	3574
12:00 PM	12	421	10	443	13	0	24	37	9	384	19	412	6	0	15	21	913
12:15 PM	18	382	15	415	8	0	21	29	11	394	11	416	3	0	19	22	882
12:30 PM	14	418	9	441	8	0	24	32	8	403	17	428	6	0	28	34	935
12:45 PM	12	336	12	360	17	4	30	51	8	421	14	443	5	1	16	22	876
Total	56	1557	46	1659	46	4	99	149	36	1602	61	1699	20	1	78	99	3606
01:00 PM	14	375	17	406	18	3	28	49	6	413	11	430	2	3	20	25	910
01:15 PM	11	355	19	385	5	1	14	20	11	403	5	419	10	0	17	27	851
01:30 PM	12	428	17	457	5	0	29	34	3	419	7	429	2	0	15	17	937
01:45 PM	12	344	11	367	7	0	24	31	3	397	9	409	6	0	15	21	828
Total	49	1502	64	1615	35	4	95	134	23	1632	32	1687	20	3	67	90	3526
02:00 PM	11	357	8	376	9	0	23	32	7	435	12	454	1	2	13	16	878
02:15 PM	13	332	8	353	8	2	20	30	7	469	16	492	4	1	15	20	895
02:30 PM	8	413	7	428	7	1	16	24	3	458	12	473	2	0	7	9	934
02:45 PM	8	312	11	331	9	0	22	31	2	458	15	475	6	0	12	18	855
Total	40	1414	34	1488	33	3	81	117	19	1820	55	1894	13	3	47	63	3562
03:00 PM	11	347	10	368	10	1	22	33	8	507	12	527	4	0	13	17	945
03:15 PM	6	317	6	329	11	0	24	35	4	459	13	476	5	1	7	13	853
03:30 PM	12	396	7	415	3	1	18	22	5	488	13	506	8	0	11	19	962
03:45 PM	19	325	9	353	9	0	17	26	2	485	13	500	3	0	10	13	892
Total	48	1385	32	1465	33	2	81	116	19	1939	51	2009	20	1	41	62	3652
04:00 PM	11	363	8	382	8	2	22	32	4	506	7	517	3	1	12	16	947
04:15 PM	9	334	6	349	1	1	19	21	4	523	20	547	2	0	11	13	930
04:30 PM	8	364	5	377	7	2	25	34	4	483	11	498	3	0	8	11	920
04:45 PM	11	319	13	343	5	0	22	27	4	477	17	498	1	1	9	11	879
Total	39	1380	32	1451	21	5	88	114	16	1989	55	2060	9	2	40	51	3676

### Intersection Turning Movement Count

File Name : US41&Foley  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	11	378	4	393	6	1	35	42	2	525	10	537	6	0	13	19	991
05:15 PM	8	358	5	371	14	0	23	37	3	563	13	579	4	1	7	12	999
05:30 PM	9	337	4	350	7	0	10	17	6	509	10	525	6	0	6	12	904
05:45 PM	9	296	7	312	7	2	15	24	3	429	4	436	5	1	10	16	788
<b>Total</b>	<b>37</b>	<b>1369</b>	<b>20</b>	<b>1426</b>	<b>34</b>	<b>3</b>	<b>83</b>	<b>120</b>	<b>14</b>	<b>2026</b>	<b>37</b>	<b>2077</b>	<b>21</b>	<b>2</b>	<b>36</b>	<b>59</b>	<b>3682</b>
<b>Grand Total</b>	<b>354</b>	<b>11760</b>	<b>316</b>	<b>12430</b>	<b>283</b>	<b>24</b>	<b>674</b>	<b>981</b>	<b>156</b>	<b>13940</b>	<b>403</b>	<b>14499</b>	<b>136</b>	<b>13</b>	<b>391</b>	<b>540</b>	<b>28450</b>
Apprch %	2.8	94.6	2.5		28.8	2.4	68.7		1.1	96.1	2.8		25.2	2.4	72.4		
Total %	1.2	41.3	1.1	43.7	1	0.1	2.4	3.4	0.5	49	1.4	51	0.5	0	1.4	1.9	

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	8	364	5	377	7	2	25	34	4	483	11	498	3	0	8	11	920
04:45 PM	11	319	13	343	5	0	22	27	4	477	17	498	1	1	9	11	879
05:00 PM	11	378	4	393	6	1	35	42	2	525	10	537	6	0	13	19	991
05:15 PM	8	358	5	371	14	0	23	37	3	563	13	579	4	1	7	12	999
<b>Total Volume</b>	<b>38</b>	<b>1419</b>	<b>27</b>	<b>1484</b>	<b>32</b>	<b>3</b>	<b>105</b>	<b>140</b>	<b>13</b>	<b>2048</b>	<b>51</b>	<b>2112</b>	<b>14</b>	<b>2</b>	<b>37</b>	<b>53</b>	<b>3789</b>
% App. Total	2.6	95.6	1.8		22.9	2.1	75		0.6	97	2.4		26.4	3.8	69.8		
PHF	.864	.938	.519	.944	.571	.375	.750	.833	.813	.909	.750	.912	.583	.500	.712	.697	.948

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:15 AM				12:15 PM				04:45 PM				12:30 PM			
+0 mins.	12	438	16	466	8	0	21	29	4	477	17	498	6	0	28	34
+15 mins.	11	425	6	442	8	0	24	32	2	525	10	537	5	1	16	22
+30 mins.	8	372	15	395	17	4	30	51	3	563	13	579	2	3	20	25
+45 mins.	12	421	10	443	18	3	28	49	6	509	10	525	10	0	17	27
<b>Total Volume</b>	<b>43</b>	<b>1656</b>	<b>47</b>	<b>1746</b>	<b>51</b>	<b>7</b>	<b>103</b>	<b>161</b>	<b>15</b>	<b>2074</b>	<b>50</b>	<b>2139</b>	<b>23</b>	<b>4</b>	<b>81</b>	<b>108</b>
% App. Total	2.5	94.8	2.7		31.7	4.3	64		0.7	97	2.3		21.3	3.7	75	
PHF	.896	.945	.734	.937	.708	.438	.858	.789	.625	.921	.735	.924	.575	.333	.723	.794



### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&Foley  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	6	1	7	0	0	0	0	0	7	0	7	0	0	0	0	14
10:15 AM	1	13	1	15	0	0	1	1	0	8	0	8	0	0	0	0	24
10:30 AM	1	10	0	11	0	0	0	0	0	13	0	13	0	0	0	0	24
10:45 AM	0	5	2	7	0	0	0	0	2	14	1	17	0	0	1	1	25
<b>Total</b>	<b>2</b>	<b>34</b>	<b>4</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>42</b>	<b>1</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>87</b>
11:00 AM	1	5	1	7	0	0	1	1	0	9	0	9	0	0	1	1	18
11:15 AM	0	15	0	15	0	0	1	1	0	10	0	10	1	0	1	2	28
11:30 AM	0	15	0	15	1	0	0	1	2	15	0	17	0	0	1	1	34
11:45 AM	0	10	0	10	0	0	1	1	0	11	1	12	0	0	1	1	24
<b>Total</b>	<b>1</b>	<b>45</b>	<b>1</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>45</b>	<b>1</b>	<b>48</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>104</b>
12:00 PM	0	6	0	6	0	0	3	3	0	13	0	13	0	0	0	0	22
12:15 PM	0	9	0	9	0	0	0	0	0	15	0	15	0	0	0	0	24
12:30 PM	0	10	0	10	0	0	0	0	0	10	0	10	0	0	1	1	21
12:45 PM	0	7	1	8	0	0	0	0	1	6	2	9	0	0	2	2	19
<b>Total</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>44</b>	<b>2</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>86</b>
01:00 PM	1	7	1	9	0	1	0	1	0	5	0	5	0	0	0	0	15
01:15 PM	1	5	0	6	0	0	0	0	1	6	0	7	1	0	0	1	14
01:30 PM	1	5	0	6	0	0	0	0	0	7	1	8	0	0	0	0	14
01:45 PM	1	12	0	13	0	0	0	0	0	8	0	8	0	0	0	0	21
<b>Total</b>	<b>4</b>	<b>29</b>	<b>1</b>	<b>34</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>1</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>64</b>
02:00 PM	1	11	0	12	0	0	0	0	0	13	0	13	0	0	0	0	25
02:15 PM	0	11	1	12	0	0	0	0	0	14	0	14	0	0	0	0	26
02:30 PM	1	9	1	11	0	0	0	0	0	13	0	13	0	0	0	0	24
02:45 PM	0	5	0	5	0	0	1	1	0	14	1	15	0	0	0	0	21
<b>Total</b>	<b>2</b>	<b>36</b>	<b>2</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>1</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>
03:00 PM	0	7	0	7	0	0	1	1	0	18	0	18	0	0	0	0	26
03:15 PM	0	6	0	6	0	0	1	1	0	8	0	8	0	0	1	1	16
03:30 PM	0	6	0	6	0	0	0	0	0	12	0	12	0	0	0	0	18
03:45 PM	0	8	0	8	0	0	0	0	0	6	1	7	0	0	0	0	15
<b>Total</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>1</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>75</b>
04:00 PM	2	6	0	8	0	0	0	0	0	12	0	12	0	0	0	0	20
04:15 PM	0	6	0	6	0	0	0	0	0	17	0	17	0	0	0	0	23
04:30 PM	0	5	0	5	1	0	1	2	0	11	1	12	0	0	0	0	19
04:45 PM	0	5	0	5	0	0	0	0	0	9	0	9	0	0	2	2	16
<b>Total</b>	<b>2</b>	<b>22</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>78</b>

Intersection Turning Movement Count

File Name : US41&Foley  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	4	1	5	0	0	0	0	0	9	0	9	0	0	0	0	14
05:15 PM	0	2	1	3	0	0	0	0	0	9	0	9	0	0	0	0	12
05:30 PM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
05:45 PM	0	1	0	1	0	0	0	0	0	11	0	11	0	0	1	1	13
Total	0	10	2	12	0	0	0	0	0	36	0	36	0	0	1	1	49
Grand Total	11	235	11	257	2	1	11	14	6	340	8	354	2	0	12	14	639
Apprch %	4.3	91.4	4.3		14.3	7.1	78.6		1.7	96	2.3		14.3	0	85.7		
Total %	1.7	36.8	1.7	40.2	0.3	0.2	1.7	2.2	0.9	53.2	1.3	55.4	0.3	0	1.9	2.2	

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	15	0	15	0	0	1	1	0	10	0	10	1	0	1	2	28
11:30 AM	0	15	0	15	1	0	0	1	2	15	0	17	0	0	1	1	34
11:45 AM	0	10	0	10	0	0	1	1	0	11	1	12	0	0	1	1	24
12:00 PM	0	6	0	6	0	0	3	3	0	13	0	13	0	0	0	0	22
Total Volume	0	46	0	46	1	0	5	6	2	49	1	52	1	0	3	4	108
% App. Total	0	100	0		16.7	0	83.3		3.8	94.2	1.9		25	0	75		
PHF	.000	.767	.000	.767	.250	.000	.417	.500	.250	.817	.250	.765	.250	.000	.750	.500	.794

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	01:45 PM				11:15 AM				02:15 PM				10:45 AM			
+0 mins.	1	12	0	13	0	0	1	1	0	14	0	14	0	0	1	1
+15 mins.	1	11	0	12	1	0	0	1	0	13	0	13	0	0	1	1
+30 mins.	0	11	1	12	0	0	1	1	0	14	1	15	1	0	1	2
+45 mins.	1	9	1	11	0	0	3	3	0	18	0	18	0	0	1	1
Total Volume	3	43	2	48	1	0	5	6	0	59	1	60	1	0	4	5
% App. Total	6.2	89.6	4.2		16.7	0	83.3		0	98.3	1.7		20	0	80	
PHF	.750	.896	.500	.923	.250	.000	.417	.500	.000	.819	.250	.833	.250	.000	1.000	.625

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&Foley  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- UTurns

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10:15 AM	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
10:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
10:45 AM	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
<b>Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
11:00 AM	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	8
11:15 AM	7	0	0	7	0	0	0	0	4	0	0	4	1	0	0	1	12
11:30 AM	6	0	0	6	0	0	0	0	3	0	0	3	0	0	0	0	9
11:45 AM	4	0	0	4	0	0	0	0	3	0	0	3	0	0	0	0	7
<b>Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>36</b>
12:00 PM	7	0	0	7	0	0	0	0	3	0	0	3	0	0	0	0	10
12:15 PM	8	0	0	8	0	0	0	0	1	0	0	1	0	0	0	0	9
12:30 PM	5	0	0	5	1	0	0	1	3	0	0	3	0	0	0	0	9
12:45 PM	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	8
<b>Total</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
01:00 PM	9	0	0	9	0	0	0	0	1	0	0	1	1	0	0	1	11
01:15 PM	5	0	0	5	1	0	0	1	3	0	0	3	0	0	0	0	9
01:30 PM	7	0	0	7	0	0	0	0	4	0	0	4	0	0	0	0	11
01:45 PM	5	0	0	5	0	0	0	0	2	0	0	2	0	0	0	0	7
<b>Total</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>38</b>
02:00 PM	4	0	0	4	1	0	0	1	2	0	0	2	0	0	0	0	7
02:15 PM	5	0	0	5	1	0	0	1	3	0	0	3	0	0	0	0	9
02:30 PM	2	0	0	2	0	0	0	0	3	0	0	3	0	0	0	0	5
02:45 PM	4	0	0	4	0	0	0	0	2	0	0	2	0	0	0	0	6
<b>Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
03:00 PM	7	0	0	7	1	0	0	1	5	0	0	5	0	0	0	0	13
03:15 PM	6	0	0	6	0	0	0	0	1	0	0	1	0	0	0	0	7
03:30 PM	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	6
03:45 PM	4	0	0	4	1	0	0	1	2	0	0	2	0	0	0	0	7
<b>Total</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>
04:00 PM	4	0	0	4	1	0	0	1	3	0	0	3	0	0	0	0	8
04:15 PM	6	0	0	6	1	0	0	1	5	0	0	5	0	0	0	0	12
04:30 PM	4	0	0	4	0	0	0	0	1	0	0	1	1	0	0	1	6
04:45 PM	5	0	0	5	0	0	0	0	2	0	0	2	0	0	0	0	7
<b>Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>

### Intersection Turning Movement Count

File Name : US41&Foley  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- UTurns

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	8	0	0	8	0	0	0	0	3	0	0	3	0	0	0	0	11
05:15 PM	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
05:30 PM	5	0	0	5	1	0	0	1	2	0	0	2	0	0	0	0	8
05:45 PM	9	0	0	9	0	0	0	0	1	0	0	1	0	0	0	0	10
<b>Total</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>Grand Total</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>252</b>
Apprch %	100	0	0		100	0	0		100	0	0		100	0	0		
Total %	65.5	0	0	65.5	4	0	0	4	29.4	0	0	29.4	1.2	0	0	1.2	

Start Time	US 41 Southbound				SHANNA LANE Westbound				US 41 Northbound				FOLEY ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	8
01:00 PM	9	0	0	9	0	0	0	0	1	0	0	1	1	0	0	1	11
01:15 PM	5	0	0	5	1	0	0	1	3	0	0	3	0	0	0	0	9
01:30 PM	7	0	0	7	0	0	0	0	4	0	0	4	0	0	0	0	11
<b>Total Volume</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>
% App. Total	100	0	0		100	0	0		100	0	0		100	0	0		
PHF	.722	.000	.000	.722	.250	.000	.000	.250	.688	.000	.000	.688	.250	.000	.000	.250	.886

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	12:15 PM				03:30 PM				11:00 AM				10:30 AM			
+0 mins.	8	0	0	8	0	0	0	0	3	0	0	3	0	0	0	0
+15 mins.	5	0	0	5	1	0	0	1	4	0	0	4	0	0	0	0
+30 mins.	5	0	0	5	1	0	0	1	3	0	0	3	0	0	0	0
+45 mins.	9	0	0	9	1	0	0	1	3	0	0	3	1	0	0	1
<b>Total Volume</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
% App. Total	100	0	0		100	0	0		100	0	0		100	0	0	
PHF	.750	.000	.000	.750	.750	.000	.000	.750	.813	.000	.000	.813	.250	.000	.000	.250

# Intersection Pedestrian & Bicycle Count

Date: 4/5/22

Day: Tuesday

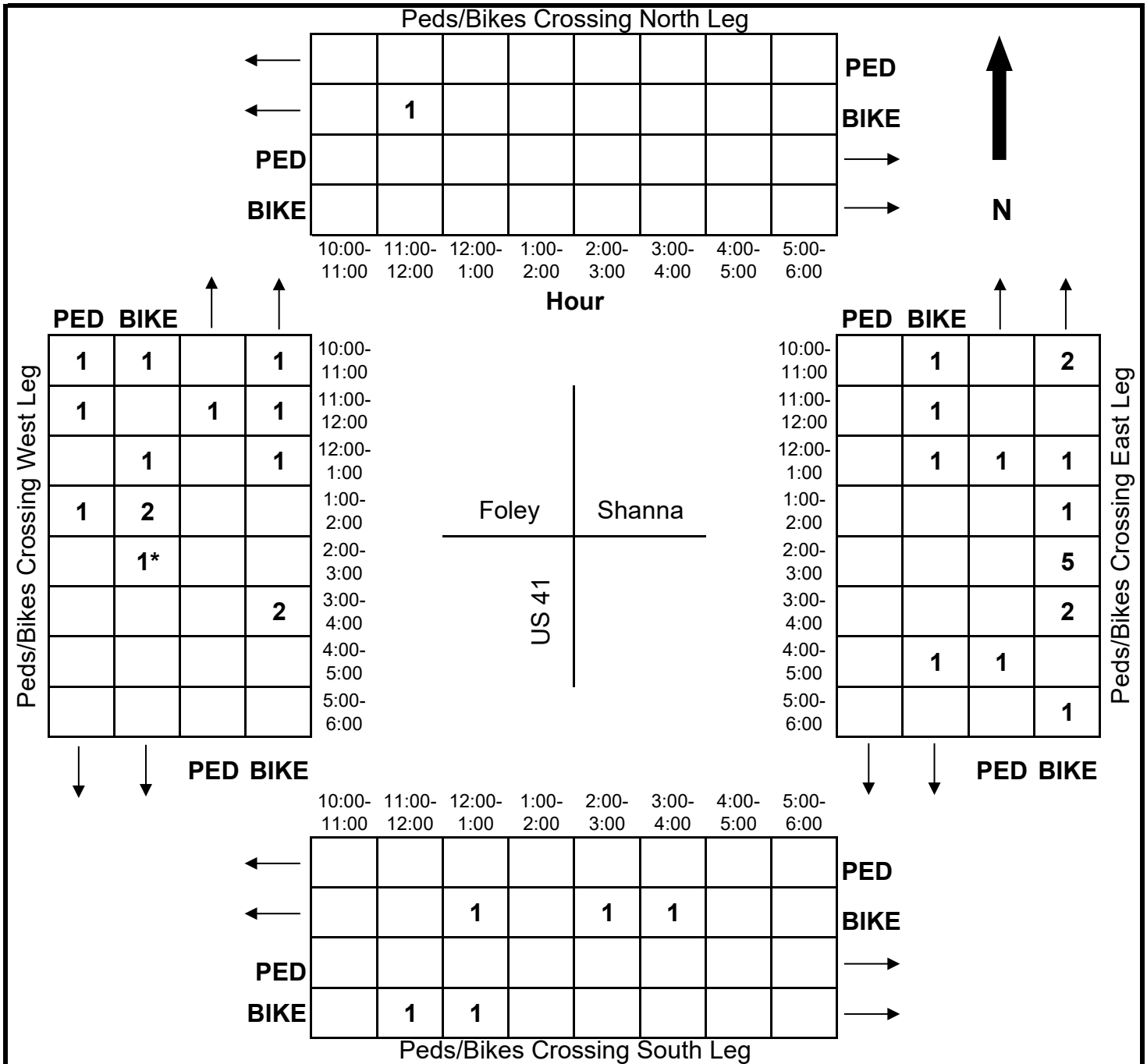
Count Times: 10am-6pm

Weather: Clear

Intersection: US 41 at Foley Road/Shanna Lane

Comments: \*Scooter

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



### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&SpringsPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	40	360	4	404	0	0	48	48	3	285	24	312	0	0	5	5	769
10:15 AM	34	424	3	461	0	0	28	28	4	303	17	324	0	0	3	3	816
10:30 AM	44	428	3	475	0	0	25	25	5	386	23	414	0	0	2	2	916
10:45 AM	38	445	9	492	0	0	40	40	4	356	27	387	0	0	8	8	927
Total	156	1657	19	1832	0	0	141	141	16	1330	91	1437	0	0	18	18	3428
11:00 AM	43	374	7	424	0	0	30	30	15	386	24	425	0	0	10	10	889
11:15 AM	40	462	7	509	0	0	27	27	8	405	28	441	0	0	14	14	991
11:30 AM	34	455	9	498	0	0	36	36	11	426	31	468	0	0	6	6	1008
11:45 AM	50	410	10	470	0	0	32	32	11	384	31	426	0	0	9	9	937
Total	167	1701	33	1901	0	0	125	125	45	1601	114	1760	0	0	39	39	3825
12:00 PM	46	438	13	497	0	0	33	33	16	392	32	440	0	0	15	15	985
12:15 PM	52	425	17	494	0	0	37	37	14	390	30	434	0	0	11	11	976
12:30 PM	56	443	11	510	0	0	37	37	7	406	33	446	0	0	9	9	1002
12:45 PM	48	353	7	408	0	0	35	35	16	423	24	463	0	0	12	12	918
Total	202	1659	48	1909	0	0	142	142	53	1611	119	1783	0	0	47	47	3881
01:00 PM	40	414	5	459	0	0	29	29	10	432	19	461	0	0	10	10	959
01:15 PM	36	384	7	427	0	0	30	30	12	378	21	411	0	0	13	13	881
01:30 PM	50	467	5	522	0	0	28	28	11	402	33	446	0	0	12	12	1008
01:45 PM	41	361	10	412	0	0	36	36	7	417	20	444	0	0	6	6	898
Total	167	1626	27	1820	0	0	123	123	40	1629	93	1762	0	0	41	41	3746
02:00 PM	26	376	9	411	0	0	28	28	6	449	23	478	0	0	5	5	922
02:15 PM	39	343	8	390	0	0	13	13	8	471	30	509	0	0	13	13	925
02:30 PM	30	431	4	465	0	0	31	31	9	460	27	496	0	0	12	12	1004
02:45 PM	31	329	6	366	0	0	19	19	6	464	26	496	0	0	5	5	886
Total	126	1479	27	1632	0	0	91	91	29	1844	106	1979	0	0	35	35	3737
03:00 PM	28	378	11	417	0	0	25	25	14	523	26	563	0	0	7	7	1012
03:15 PM	26	325	7	358	0	0	22	22	11	466	18	495	0	0	2	2	877
03:30 PM	25	403	6	434	0	0	25	25	8	479	18	505	0	0	6	6	970
03:45 PM	11	348	6	365	1	0	14	15	2	486	17	505	0	0	9	9	894
Total	90	1454	30	1574	1	0	86	87	35	1954	79	2068	0	0	24	24	3753
04:00 PM	23	392	7	422	0	0	27	27	7	552	12	571	0	0	11	11	1031
04:15 PM	20	340	11	371	1	0	18	19	9	479	26	514	0	0	12	12	916
04:30 PM	20	382	9	411	1	0	16	17	10	553	24	587	0	0	11	11	1026
04:45 PM	26	335	3	364	0	0	28	28	6	481	25	512	0	0	7	7	911
Total	89	1449	30	1568	2	0	89	91	32	2065	87	2184	0	0	41	41	3884

### Intersection Turning Movement Count

File Name : US41&SpringsPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

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

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	23	417	3	443	1	0	22	23	4	560	17	581	0	0	10	10	1057
05:15 PM	28	352	10	390	1	0	26	27	11	568	27	606	0	0	6	6	1029
05:30 PM	32	356	4	392	0	0	15	15	3	520	17	540	0	0	7	7	954
05:45 PM	26	308	5	339	0	0	34	34	6	449	19	474	0	0	7	7	854
<b>Total</b>	<b>109</b>	<b>1433</b>	<b>22</b>	<b>1564</b>	<b>2</b>	<b>0</b>	<b>97</b>	<b>99</b>	<b>24</b>	<b>2097</b>	<b>80</b>	<b>2201</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>3894</b>
<b>Grand Total</b>	<b>1106</b>	<b>12458</b>	<b>236</b>	<b>13800</b>	<b>5</b>	<b>0</b>	<b>894</b>	<b>899</b>	<b>274</b>	<b>14131</b>	<b>769</b>	<b>15174</b>	<b>0</b>	<b>0</b>	<b>275</b>	<b>275</b>	<b>30148</b>
Apprch %	8	90.3	1.7		0.6	0	99.4		1.8	93.1	5.1		0	0	100		
Total %	3.7	41.3	0.8	45.8	0	0	3	3	0.9	46.9	2.6	50.3	0	0	0.9	0.9	
Passenger Vehicles	704	12206	234	13144	0	0	884	884	180	13793	764	14737	0	0	271	271	29036
% Passenger Vehicles	63.7	98	99.2	95.2	0	0	98.9	98.3	65.7	97.6	99.3	97.1	0	0	98.5	98.5	96.3
Heavy Vehicles	5	252	2	259	0	0	10	10	3	338	5	346	0	0	4	4	619
% Heavy Vehicles	0.5	2	0.8	1.9	0	0	1.1	1.1	1.1	2.4	0.7	2.3	0	0	1.5	1.5	2.1
UTurns	397	0	0	397	5	0	0	5	91	0	0	91	0	0	0	0	493
% UTurns	35.9	0	0	2.9	100	0	0	0.6	33.2	0	0	0.6	0	0	0	0	1.6

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	20	382	9	411	<b>1</b>	0	16	17	10	553	24	587	0	0	<b>11</b>	<b>11</b>	1026
04:45 PM	26	335	3	364	0	0	<b>28</b>	<b>28</b>	6	481	25	512	0	0	7	7	911
05:00 PM	23	<b>417</b>	3	<b>443</b>	1	0	22	23	4	560	17	581	0	0	10	10	<b>1057</b>
05:15 PM	<b>28</b>	352	<b>10</b>	390	1	0	26	27	<b>11</b>	<b>568</b>	<b>27</b>	<b>606</b>	0	0	6	6	1029
Total Volume	97	1486	25	1608	3	0	92	95	31	2162	93	2286	0	0	34	34	4023
% App. Total	6	92.4	1.6		3.2	0	96.8		1.4	94.6	4.1		0	0	100		
PHF	.866	.891	.625	.907	.750	.000	.821	.848	.705	.952	.861	.943	.000	.000	.773	.773	.952
Passenger Vehicles	65	1468	25	1558	0	0	91	91	16	2125	93	2234	0	0	34	34	3917
% Passenger Vehicles	67.0	98.8	100	96.9	0	0	98.9	95.8	51.6	98.3	100	97.7	0	0	100	100	97.4
Heavy Vehicles	2	18	0	20	0	0	1	1	1	37	0	38	0	0	0	0	59
% Heavy Vehicles	2.1	1.2	0	1.2	0	0	1.1	1.1	3.2	1.7	0	1.7	0	0	0	0	1.5
UTurns	30	0	0	30	3	0	0	3	14	0	0	14	0	0	0	0	47
% UTurns	30.9	0	0	1.9	100	0	0	3.2	45.2	0	0	0.6	0	0	0	0	1.2

### Intersection Turning Movement Count

File Name : US41&SpringsPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 3

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:15 AM				12:00 PM				04:30 PM				12:00 PM				
+0 mins.	40	<b>462</b>	7	<b>509</b>	0	0	33	33	10	553	24	587	0	0	<b>15</b>	<b>15</b>	
+15 mins.	34	455	9	498	0	0	<b>37</b>	<b>37</b>	6	481	25	512	0	0	11	11	
+30 mins.	<b>50</b>	410	10	470	0	0	37	37	4	560	17	581	0	0	9	9	
+45 mins.	46	438	<b>13</b>	497	0	0	35	35	<b>11</b>	<b>568</b>	<b>27</b>	<b>606</b>	0	0	12	12	
Total Volume	170	1765	39	1974	0	0	142	142	31	2162	93	2286	0	0	47	47	
% App. Total	8.6	89.4	2		0	0	100		1.4	94.6	4.1		0	0	100		
PHF	.850	.955	.750	.970	.000	.000	.959	.959	.705	.952	.861	.943	.000	.000	.783	.783	
Passenger Vehicles	103	1721	39	1863	0	0	139	139	16	2125	93	2234	0	0	47	47	
% Passenger Vehicles	60.6	97.5	100	94.4	0	0	97.9	97.9	51.6	98.3	100	97.7	0	0	100	100	
Heavy Vehicles	1	44	0	45	0	0	3	3	1	37	0	38	0	0	0	0	
% Heavy Vehicles	0.6	2.5	0	2.3	0	0	2.1	2.1	3.2	1.7	0	1.7	0	0	0	0	
UTurns	66	0	0	66	0	0	0	0	14	0	0	14	0	0	0	0	
% UTurns	38.8	0	0	3.3	0	0	0	0	45.2	0	0	0.6	0	0	0	0	



### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&SpringsPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	33	353	4	390	0	0	48	48	2	278	24	304	0	0	5	5	747
10:15 AM	32	409	2	443	0	0	28	28	3	295	17	315	0	0	3	3	789
10:30 AM	27	417	3	447	0	0	23	23	3	372	23	398	0	0	2	2	870
10:45 AM	20	439	9	468	0	0	39	39	3	343	27	373	0	0	7	7	887
Total	112	1618	18	1748	0	0	138	138	11	1288	91	1390	0	0	17	17	3293
11:00 AM	26	368	7	401	0	0	30	30	12	377	24	413	0	0	9	9	853
11:15 AM	28	447	7	482	0	0	27	27	4	392	27	423	0	0	14	14	946
11:30 AM	22	441	9	472	0	0	36	36	8	411	31	450	0	0	6	6	964
11:45 AM	27	401	10	438	0	0	32	32	9	372	31	412	0	0	8	8	890
Total	103	1657	33	1793	0	0	125	125	33	1552	113	1698	0	0	37	37	3653
12:00 PM	26	432	13	471	0	0	32	32	13	376	32	421	0	0	15	15	939
12:15 PM	30	416	17	463	0	0	37	37	13	376	30	419	0	0	11	11	930
12:30 PM	34	433	10	477	0	0	37	37	4	396	33	433	0	0	9	9	956
12:45 PM	27	345	7	379	0	0	33	33	15	417	24	456	0	0	12	12	880
Total	117	1626	47	1790	0	0	139	139	45	1565	119	1729	0	0	47	47	3705
01:00 PM	26	404	5	435	0	0	29	29	9	427	19	455	0	0	10	10	929
01:15 PM	21	379	7	407	0	0	30	30	12	370	21	403	0	0	13	13	853
01:30 PM	31	460	5	496	0	0	27	27	4	398	32	434	0	0	12	12	969
01:45 PM	28	349	10	387	0	0	35	35	5	408	20	433	0	0	6	6	861
Total	106	1592	27	1725	0	0	121	121	30	1603	92	1725	0	0	41	41	3612
02:00 PM	16	364	9	389	0	0	28	28	4	436	23	463	0	0	5	5	885
02:15 PM	17	331	8	356	0	0	13	13	4	457	30	491	0	0	13	13	873
02:30 PM	16	421	4	441	0	0	31	31	6	447	27	480	0	0	11	11	963
02:45 PM	18	324	6	348	0	0	19	19	5	450	26	481	0	0	5	5	853
Total	67	1440	27	1534	0	0	91	91	19	1790	106	1915	0	0	34	34	3574
03:00 PM	22	371	11	404	0	0	25	25	3	507	26	536	0	0	7	7	972
03:15 PM	16	319	7	342	0	0	22	22	4	458	17	479	0	0	2	2	845
03:30 PM	17	396	6	419	0	0	25	25	3	469	17	489	0	0	6	6	939
03:45 PM	0	341	6	347	0	0	14	14	0	480	17	497	0	0	9	9	867
Total	55	1427	30	1512	0	0	86	86	10	1914	77	2001	0	0	24	24	3623
04:00 PM	18	382	7	407	0	0	26	26	4	540	12	556	0	0	11	11	1000
04:15 PM	18	336	11	365	0	0	18	18	7	463	26	496	0	0	12	12	891
04:30 PM	16	377	9	402	0	0	16	16	6	540	24	570	0	0	11	11	999
04:45 PM	18	330	3	351	0	0	28	28	2	473	25	500	0	0	7	7	886
Total	70	1425	30	1525	0	0	88	88	19	2016	87	2122	0	0	41	41	3776

### Intersection Turning Movement Count

File Name : US41&SpringsPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

#### Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	14	412	3	429	0	0	21	21	3	553	17	573	0	0	10	10	1033
05:15 PM	17	349	10	376	0	0	26	26	5	559	27	591	0	0	6	6	999
05:30 PM	26	353	4	383	0	0	15	15	1	511	17	529	0	0	7	7	934
05:45 PM	17	307	5	329	0	0	34	34	4	442	18	464	0	0	7	7	834
<b>Total</b>	<b>74</b>	<b>1421</b>	<b>22</b>	<b>1517</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>96</b>	<b>13</b>	<b>2065</b>	<b>79</b>	<b>2157</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>3800</b>
<b>Grand Total</b>	<b>704</b>	<b>12206</b>	<b>234</b>	<b>13144</b>	<b>0</b>	<b>0</b>	<b>884</b>	<b>884</b>	<b>180</b>	<b>13793</b>	<b>764</b>	<b>14737</b>	<b>0</b>	<b>0</b>	<b>271</b>	<b>271</b>	<b>29036</b>
Apprch %	5.4	92.9	1.8		0	0	100		1.2	93.6	5.2		0	0	100		
Total %	2.4	42	0.8	45.3	0	0	3	3	0.6	47.5	2.6	50.8	0	0	0.9	0.9	

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	16	377	9	402	0	0	16	16	<b>6</b>	540	24	570	0	0	<b>11</b>	<b>11</b>	999
04:45 PM	<b>18</b>	330	3	351	0	0	<b>28</b>	<b>28</b>	2	473	25	500	0	0	7	7	886
05:00 PM	14	<b>412</b>	3	<b>429</b>	0	0	21	21	3	553	17	573	0	0	10	10	<b>1033</b>
05:15 PM	17	349	<b>10</b>	376	0	0	26	26	5	<b>559</b>	<b>27</b>	<b>591</b>	0	0	6	6	999
Total Volume	65	1468	25	1558	0	0	91	91	16	2125	93	2234	0	0	34	34	3917
% App. Total	4.2	94.2	1.6		0	0	100		0.7	95.1	4.2		0	0	100		
PHF	.903	.891	.625	.908	.000	.000	.813	.813	.667	.950	.861	.945	.000	.000	.773	.773	.948

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM				12:00 PM				04:30 PM				12:00 PM			
+0 mins.	<b>28</b>	<b>447</b>	7	<b>482</b>	0	0	32	32	<b>6</b>	540	24	570	0	0	<b>15</b>	<b>15</b>
+15 mins.	22	441	9	472	0	0	<b>37</b>	<b>37</b>	2	473	25	500	0	0	11	11
+30 mins.	27	401	10	438	0	0	37	37	3	553	17	573	0	0	9	9
+45 mins.	26	432	<b>13</b>	471	0	0	33	33	5	<b>559</b>	<b>27</b>	<b>591</b>	0	0	12	12
Total Volume	103	1721	39	1863	0	0	139	139	16	2125	93	2234	0	0	47	47
% App. Total	5.5	92.4	2.1		0	0	100		0.7	95.1	4.2		0	0	100	
PHF	.920	.963	.750	.966	.000	.000	.939	.939	.667	.950	.861	.945	.000	.000	.783	.783

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&SpringsPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	14
10:15 AM	0	15	1	16	0	0	0	0	0	8	0	8	0	0	0	0	24
10:30 AM	0	11	0	11	0	0	2	2	0	14	0	14	0	0	0	0	27
10:45 AM	0	6	0	6	0	0	1	1	0	13	0	13	0	0	1	1	21
Total	0	39	1	40	0	0	3	3	0	42	0	42	0	0	1	1	86
11:00 AM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	1	1	16
11:15 AM	1	15	0	16	0	0	0	0	0	13	1	14	0	0	0	0	30
11:30 AM	0	14	0	14	0	0	0	0	0	15	0	15	0	0	0	0	29
11:45 AM	0	9	0	9	0	0	0	0	0	12	0	12	0	0	1	1	22
Total	1	44	0	45	0	0	0	0	0	49	1	50	0	0	2	2	97
12:00 PM	0	6	0	6	0	0	1	1	0	16	0	16	0	0	0	0	23
12:15 PM	0	9	0	9	0	0	0	0	0	14	0	14	0	0	0	0	23
12:30 PM	0	10	1	11	0	0	0	0	0	10	0	10	0	0	0	0	21
12:45 PM	0	8	0	8	0	0	2	2	0	6	0	6	0	0	0	0	16
Total	0	33	1	34	0	0	3	3	0	46	0	46	0	0	0	0	83
01:00 PM	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
01:15 PM	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
01:30 PM	0	7	0	7	0	0	1	1	1	4	1	6	0	0	0	0	14
01:45 PM	1	12	0	13	0	0	1	1	0	9	0	9	0	0	0	0	23
Total	1	34	0	35	0	0	2	2	1	26	1	28	0	0	0	0	65
02:00 PM	0	12	0	12	0	0	0	0	0	13	0	13	0	0	0	0	25
02:15 PM	0	12	0	12	0	0	0	0	0	14	0	14	0	0	0	0	26
02:30 PM	0	10	0	10	0	0	0	0	0	13	0	13	0	0	1	1	24
02:45 PM	0	5	0	5	0	0	0	0	0	14	0	14	0	0	0	0	19
Total	0	39	0	39	0	0	0	0	0	54	0	54	0	0	1	1	94
03:00 PM	0	7	0	7	0	0	0	0	1	16	0	17	0	0	0	0	24
03:15 PM	0	6	0	6	0	0	0	0	0	8	1	9	0	0	0	0	15
03:30 PM	0	7	0	7	0	0	0	0	0	10	1	11	0	0	0	0	18
03:45 PM	1	7	0	8	0	0	0	0	0	6	0	6	0	0	0	0	14
Total	1	27	0	28	0	0	0	0	1	40	2	43	0	0	0	0	71
04:00 PM	0	10	0	10	0	0	1	1	0	12	0	12	0	0	0	0	23
04:15 PM	0	4	0	4	0	0	0	0	0	16	0	16	0	0	0	0	20
04:30 PM	0	5	0	5	0	0	0	0	0	13	0	13	0	0	0	0	18
04:45 PM	1	5	0	6	0	0	0	0	1	8	0	9	0	0	0	0	15
Total	1	24	0	25	0	0	1	1	1	49	0	50	0	0	0	0	76

### Intersection Turning Movement Count

File Name : US41&SpringsPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	1	5	0	6	0	0	1	1	0	7	0	7	0	0	0	0	14
05:15 PM	0	3	0	3	0	0	0	0	0	9	0	9	0	0	0	0	12
05:30 PM	0	3	0	3	0	0	0	0	0	9	0	9	0	0	0	0	12
05:45 PM	0	1	0	1	0	0	0	0	0	7	1	8	0	0	0	0	9
<b>Total</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
<b>Grand Total</b>	<b>5</b>	<b>252</b>	<b>2</b>	<b>259</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>338</b>	<b>5</b>	<b>346</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>619</b>
Apprch %	1.9	97.3	0.8		0	0	100		0.9	97.7	1.4		0	0	100		
Total %	0.8	40.7	0.3	41.8	0	0	1.6	1.6	0.5	54.6	0.8	55.9	0	0	0.6	0.6	

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	<b>1</b>	<b>15</b>	0	<b>16</b>	0	0	0	0	0	13	<b>1</b>	14	0	0	0	0	<b>30</b>
11:30 AM	0	14	0	14	0	0	0	0	0	15	0	15	0	0	0	0	29
11:45 AM	0	9	0	9	0	0	0	0	0	12	0	12	0	0	<b>1</b>	<b>1</b>	22
12:00 PM	0	6	0	6	0	0	<b>1</b>	<b>1</b>	0	<b>16</b>	0	<b>16</b>	0	0	0	0	23
Total Volume	1	44	0	45	0	0	1	1	0	56	1	57	0	0	1	1	104
% App. Total	2.2	97.8	0		0	0	100		0	98.2	1.8		0	0	100		
PHF	.250	.733	.000	.703	.000	.000	.250	.250	.000	.875	.250	.891	.000	.000	.250	.250	.867

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM				10:00 AM				02:15 PM				10:15 AM			
+0 mins.	<b>1</b>	<b>12</b>	0	<b>13</b>	0	0	0	0	0	14	0	14	0	0	0	0
+15 mins.	0	12	0	12	0	0	0	0	0	13	0	13	0	0	0	0
+30 mins.	0	12	0	12	0	0	<b>2</b>	<b>2</b>	0	14	0	14	0	0	<b>1</b>	<b>1</b>
+45 mins.	0	10	0	10	0	0	1	1	<b>1</b>	<b>16</b>	0	<b>17</b>	0	0	1	1
Total Volume	1	46	0	47	0	0	3	3	1	57	0	58	0	0	2	2
% App. Total	2.1	97.9	0		0	0	100		1.7	98.3	0		0	0	100	
PHF	.250	.958	.000	.904	.000	.000	.375	.375	.250	.891	.000	.853	.000	.000	.500	.500

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&SpringsPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- UTurns

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	7	0	0	7	0	0	0	0	1	0	0	1	0	0	0	0	8
10:15 AM	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
10:30 AM	17	0	0	17	0	0	0	0	2	0	0	2	0	0	0	0	19
10:45 AM	18	0	0	18	0	0	0	0	1	0	0	1	0	0	0	0	19
<b>Total</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>
11:00 AM	17	0	0	17	0	0	0	0	3	0	0	3	0	0	0	0	20
11:15 AM	11	0	0	11	0	0	0	0	4	0	0	4	0	0	0	0	15
11:30 AM	12	0	0	12	0	0	0	0	3	0	0	3	0	0	0	0	15
11:45 AM	23	0	0	23	0	0	0	0	2	0	0	2	0	0	0	0	25
<b>Total</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>
12:00 PM	20	0	0	20	0	0	0	0	3	0	0	3	0	0	0	0	23
12:15 PM	22	0	0	22	0	0	0	0	1	0	0	1	0	0	0	0	23
12:30 PM	22	0	0	22	0	0	0	0	3	0	0	3	0	0	0	0	25
12:45 PM	21	0	0	21	0	0	0	0	1	0	0	1	0	0	0	0	22
<b>Total</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>
01:00 PM	14	0	0	14	0	0	0	0	1	0	0	1	0	0	0	0	15
01:15 PM	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
01:30 PM	19	0	0	19	0	0	0	0	6	0	0	6	0	0	0	0	25
01:45 PM	12	0	0	12	0	0	0	0	2	0	0	2	0	0	0	0	14
<b>Total</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>
02:00 PM	10	0	0	10	0	0	0	0	2	0	0	2	0	0	0	0	12
02:15 PM	22	0	0	22	0	0	0	0	4	0	0	4	0	0	0	0	26
02:30 PM	14	0	0	14	0	0	0	0	3	0	0	3	0	0	0	0	17
02:45 PM	13	0	0	13	0	0	0	0	1	0	0	1	0	0	0	0	14
<b>Total</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>
03:00 PM	6	0	0	6	0	0	0	0	10	0	0	10	0	0	0	0	16
03:15 PM	10	0	0	10	0	0	0	0	7	0	0	7	0	0	0	0	17
03:30 PM	8	0	0	8	0	0	0	0	5	0	0	5	0	0	0	0	13
03:45 PM	10	0	0	10	1	0	0	1	2	0	0	2	0	0	0	0	13
<b>Total</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>
04:00 PM	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	8
04:15 PM	2	0	0	2	1	0	0	1	2	0	0	2	0	0	0	0	5
04:30 PM	4	0	0	4	1	0	0	1	4	0	0	4	0	0	0	0	9
04:45 PM	7	0	0	7	0	0	0	0	3	0	0	3	0	0	0	0	10
<b>Total</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>

### Intersection Turning Movement Count

File Name : US41&SpringsPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- UTurns

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	8	0	0	8	1	0	0	1	1	0	0	1	0	0	0	0	10
05:15 PM	11	0	0	11	1	0	0	1	6	0	0	6	0	0	0	0	18
05:30 PM	6	0	0	6	0	0	0	0	2	0	0	2	0	0	0	0	8
05:45 PM	9	0	0	9	0	0	0	0	2	0	0	2	0	0	0	0	11
<b>Total</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
<b>Grand Total</b>	<b>397</b>	<b>0</b>	<b>0</b>	<b>397</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>493</b>
Apprch %	100	0	0		100	0	0		100	0	0		0	0	0		
Total %	80.5	0	0	80.5	1	0	0	1	18.5	0	0	18.5	0	0	0	0	

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	<b>23</b>	0	0	<b>23</b>	0	0	0	0	2	0	0	2	0	0	0	0	<b>25</b>
12:00 PM	20	0	0	20	0	0	0	0	<b>3</b>	0	0	<b>3</b>	0	0	0	0	23
12:15 PM	22	0	0	22	0	0	0	0	1	0	0	1	0	0	0	0	23
12:30 PM	22	0	0	22	0	0	0	0	3	0	0	3	0	0	0	0	25
Total Volume	87	0	0	87	0	0	0	0	9	0	0	9	0	0	0	0	96
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.946	.000	.000	.946	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.960

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM				03:45 PM				03:00 PM				10:00 AM			
+0 mins.	<b>23</b>	0	0	<b>23</b>	<b>1</b>	0	0	<b>1</b>	<b>10</b>	0	0	<b>10</b>	0	0	0	0
+15 mins.	20	0	0	20	0	0	0	0	7	0	0	7	0	0	0	0
+30 mins.	22	0	0	22	1	0	0	1	5	0	0	5	0	0	0	0
+45 mins.	22	0	0	22	1	0	0	1	2	0	0	2	0	0	0	0
Total Volume	87	0	0	87	3	0	0	3	24	0	0	24	0	0	0	0
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0	
PHF	.946	.000	.000	.946	.750	.000	.000	.750	.600	.000	.000	.600	.000	.000	.000	.000

# Intersection Pedestrian & Bicycle Count

Date: 4/5/22

Day: Tuesday

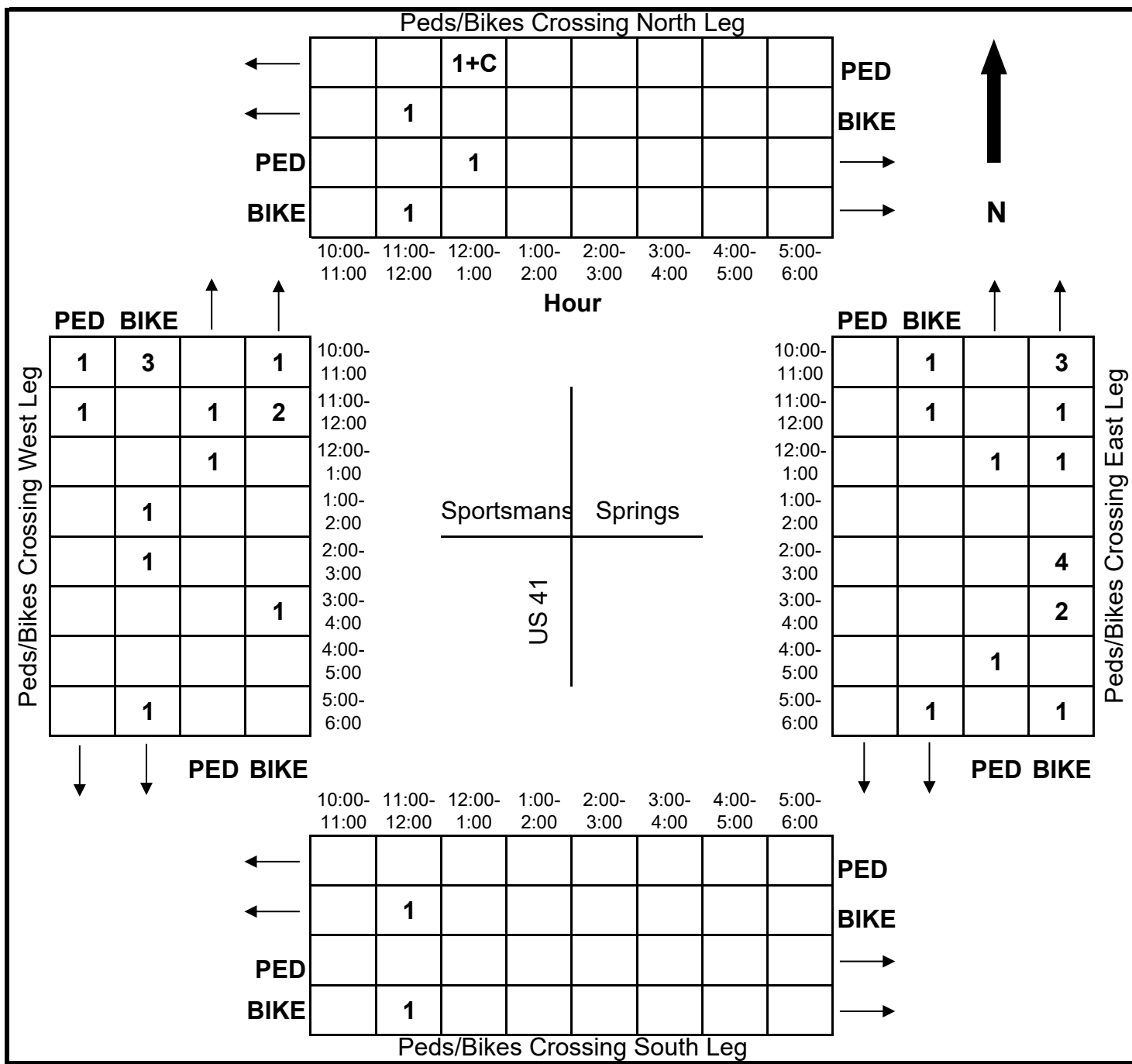
Count Times: 10am-6pm

Weather: Clear

Intersection: US 41 at Sportsmans/KFC Driveway/Springs Plaza

Comments: \_\_\_\_\_

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







# Intersection Turning Movement Count

File Name : US41&Beaumont

Site Code : 18025

Start Date : 4/5/2022

Page No : 2

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				BEAUMONT ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:30 AM

11:30 AM	0	0	42	42	0	0	<b>28</b>	<b>28</b>	0	0	17	17	0	0	16	16	103
11:45 AM	0	0	39	39	0	0	28	28	0	0	<b>23</b>	<b>23</b>	0	0	23	23	113
12:00 PM	0	0	37	37	0	0	22	22	0	0	19	19	0	0	<b>34</b>	<b>34</b>	112
12:15 PM	0	0	<b>45</b>	<b>45</b>	0	0	28	28	0	0	13	13	0	0	32	32	<b>118</b>
Total Volume	0	0	163	163	0	0	106	106	0	0	72	72	0	0	105	105	446
% App. Total	0	0	100	100	0	0	100	100	0	0	100	100	0	0	100	100	
PHF	.000	.000	.906	.906	.000	.000	.946	.946	.000	.000	.783	.783	.000	.000	.772	.772	.945
Passenger Vehicles	0	0	161	161	0	0	105	105	0	0	69	69	0	0	104	104	439
% Passenger Vehicles	0	0	98.8	98.8	0	0	99.1	99.1	0	0	95.8	95.8	0	0	99.0	99.0	98.4
Heavy Vehicles	0	0	2	2	0	0	1	1	0	0	3	3	0	0	1	1	7
% Heavy Vehicles	0	0	1.2	1.2	0	0	0.9	0.9	0	0	4.2	4.2	0	0	1.0	1.0	1.6
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:30 AM				01:00 PM				10:45 AM				12:00 PM			
+0 mins.	0	0	42	42	0	0	28	28	0	0	<b>24</b>	<b>24</b>	0	0	34	34
+15 mins.	0	0	39	39	0	0	<b>32</b>	<b>32</b>	0	0	20	20	0	0	32	32
+30 mins.	0	0	37	37	0	0	30	30	0	0	14	14	0	0	30	30
+45 mins.	0	0	<b>45</b>	<b>45</b>	0	0	29	29	0	0	17	17	0	0	<b>37</b>	<b>37</b>
Total Volume	0	0	163	163	0	0	119	119	0	0	75	75	0	0	133	133
% App. Total	0	0	100	100	0	0	100	100	0	0	100	100	0	0	100	100
PHF	.000	.000	.906	.906	.000	.000	.930	.930	.000	.000	.781	.781	.000	.000	.899	.899
Passenger Vehicles	0	0	161	161	0	0	118	118	0	0	73	73	0	0	132	132
% Passenger Vehicles	0	0	98.8	98.8	0	0	99.2	99.2	0	0	97.3	97.3	0	0	99.2	99.2
Heavy Vehicles	0	0	2	2	0	0	1	1	0	0	2	2	0	0	1	1
% Heavy Vehicles	0	0	1.2	1.2	0	0	0.8	0.8	0	0	2.7	2.7	0	0	0.8	0.8
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&Beaumont  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

### Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				BEAUMONT ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	0	5	5	0	0	27	27	0	0	17	17	0	0	3	3	52
10:15 AM	0	0	10	10	0	0	26	26	0	0	9	9	0	0	1	1	46
10:30 AM	0	0	17	17	0	0	29	29	0	0	12	12	0	0	4	4	62
10:45 AM	0	0	18	18	0	0	20	20	0	0	23	23	0	0	8	8	69
<b>Total</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>229</b>
11:00 AM	0	0	18	18	0	0	22	22	0	0	20	20	0	0	9	9	69
11:15 AM	0	0	16	16	0	0	31	31	0	0	14	14	0	0	24	24	85
11:30 AM	0	0	42	42	0	0	28	28	0	0	16	16	0	0	16	16	102
11:45 AM	0	0	39	39	0	0	27	27	0	0	22	22	0	0	23	23	111
<b>Total</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>72</b>	<b>367</b>
12:00 PM	0	0	36	36	0	0	22	22	0	0	18	18	0	0	33	33	109
12:15 PM	0	0	44	44	0	0	28	28	0	0	13	13	0	0	32	32	117
12:30 PM	0	0	34	34	0	0	25	25	0	0	11	11	0	0	30	30	100
12:45 PM	0	0	32	32	0	0	16	16	0	0	17	17	0	0	37	37	102
<b>Total</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>146</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>132</b>	<b>428</b>
01:00 PM	0	0	23	23	0	0	27	27	0	0	26	26	0	0	25	25	101
01:15 PM	0	0	32	32	0	0	32	32	0	0	19	19	0	0	27	27	110
01:30 PM	0	0	20	20	0	0	30	30	0	0	11	11	0	0	29	29	90
01:45 PM	0	0	16	16	0	0	29	29	0	0	11	11	0	0	13	13	69
<b>Total</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>118</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>94</b>	<b>370</b>
02:00 PM	0	0	9	9	0	0	22	22	0	0	14	14	0	0	22	22	67
02:15 PM	0	0	23	23	0	0	29	29	0	0	19	19	0	0	23	23	94
02:30 PM	0	0	22	22	0	0	16	16	0	0	14	14	0	0	12	12	64
02:45 PM	0	0	18	18	0	0	22	22	0	0	10	10	0	0	12	12	62
<b>Total</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>69</b>	<b>287</b>
03:00 PM	0	0	18	18	0	0	17	17	0	0	15	15	0	0	11	11	61
03:15 PM	0	0	23	23	0	0	15	15	0	0	12	12	0	0	18	18	68
03:30 PM	0	0	14	14	0	0	19	19	0	0	15	15	0	0	16	16	64
03:45 PM	0	0	13	13	0	0	21	21	0	0	14	14	0	0	9	9	57
<b>Total</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>54</b>	<b>250</b>
04:00 PM	0	0	13	13	0	0	18	18	0	0	19	19	0	0	13	13	63
04:15 PM	0	0	11	11	0	0	8	8	0	0	17	17	0	0	8	8	44
04:30 PM	0	0	13	13	0	0	19	19	0	0	11	11	0	0	10	10	53
04:45 PM	0	0	10	10	0	0	17	17	0	0	9	9	0	0	15	15	51
<b>Total</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>	<b>211</b>
05:00 PM	0	0	16	16	0	0	14	14	0	0	13	13	0	0	24	24	67
05:15 PM	0	0	24	24	0	0	18	18	0	0	18	18	0	0	6	6	66
05:30 PM	0	0	13	13	0	0	24	24	0	0	21	21	0	0	13	13	71
05:45 PM	0	0	16	16	0	0	13	13	0	0	12	12	0	0	11	11	52
<b>Total</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>54</b>	<b>256</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>658</b>	<b>658</b>	<b>0</b>	<b>0</b>	<b>711</b>	<b>711</b>	<b>0</b>	<b>0</b>	<b>492</b>	<b>492</b>	<b>0</b>	<b>0</b>	<b>537</b>	<b>537</b>	<b>2398</b>
<b>Apprch %</b>	<b>0</b>	<b>0</b>	<b>100</b>		<b>0</b>	<b>0</b>	<b>100</b>		<b>0</b>	<b>0</b>	<b>100</b>		<b>0</b>	<b>0</b>	<b>100</b>		
<b>Total %</b>	<b>0</b>	<b>0</b>	<b>27.4</b>	<b>27.4</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>29.6</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>20.5</b>	<b>0</b>	<b>0</b>	<b>22.4</b>	<b>22.4</b>	

# Intersection Turning Movement Count

File Name : US41&Beaumont

Site Code : 18025

Start Date : 4/5/2022

Page No : 2

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				BEAUMONT ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	42	42	0	0	<b>28</b>	<b>28</b>	0	0	16	16	0	0	16	16	102
11:45 AM	0	0	39	39	0	0	27	27	0	0	<b>22</b>	<b>22</b>	0	0	23	23	111
12:00 PM	0	0	36	36	0	0	22	22	0	0	18	18	0	0	<b>33</b>	<b>33</b>	109
12:15 PM	0	0	<b>44</b>	<b>44</b>	0	0	28	28	0	0	13	13	0	0	32	32	<b>117</b>
Total Volume	0	0	161	161	0	0	105	105	0	0	69	69	0	0	104	104	439
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.915	.915	.000	.000	.938	.938	.000	.000	.784	.784	.000	.000	.788	.788	.938

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:30 AM				01:00 PM				10:45 AM				12:00 PM			
+0 mins.	0	0	42	42	0	0	27	27	0	0	<b>23</b>	<b>23</b>	0	0	33	33
+15 mins.	0	0	39	39	0	0	<b>32</b>	<b>32</b>	0	0	20	20	0	0	32	32
+30 mins.	0	0	36	36	0	0	30	30	0	0	14	14	0	0	30	30
+45 mins.	0	0	<b>44</b>	<b>44</b>	0	0	29	29	0	0	16	16	0	0	<b>37</b>	<b>37</b>
Total Volume	0	0	161	161	0	0	118	118	0	0	73	73	0	0	132	132
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100	
PHF	.000	.000	.915	.915	.000	.000	.922	.922	.000	.000	.793	.793	.000	.000	.892	.892

## Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&Beaumont  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

### Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				BEAUMONT ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
10:45 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
Total	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
*** BREAK ***																	
11:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
Total	0	0	1	1	0	0	1	1	0	0	2	2	0	0	1	1	5
12:00 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	3
12:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	3	3	0	0	1	1	0	0	1	1	0	0	1	1	6
01:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	2	2	0	0	2	2	5
03:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
*** BREAK ***																	
Total	0	0	1	1	0	0	1	1	0	0	0	0	0	0	1	1	3
04:00 PM	0	0	0	0	0	0	2	2	0	0	1	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	3	3	0	0	2	2	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
Grand Total	0	0	5	5	0	0	10	10	0	0	9	9	0	0	5	5	29
Apprch %	0	0	100		0	0	100		0	0	100		0	0	100		
Total %	0	0	17.2	17.2	0	0	34.5	34.5	0	0	31	31	0	0	17.2	17.2	

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				BEAUMONT ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
12:00 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	3
Total Volume	0	0	2	2	0	0	1	1	0	0	3	3	0	0	2	2	8
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.500	.500	.000	.000	.250	.250	.000	.000	.750	.750	.000	.000	.500	.500	.667

# Intersection Turning Movement Count

File Name : US41&Beaumont

Site Code : 18025

Start Date : 4/5/2022

Page No : 2

Start Time	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				BEAUMONT ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM				03:30 PM				11:15 AM				11:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	1	1	0	0	2	2	0	0	1	1	0	0	0	0
+45 mins.	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1
Total Volume	0	0	3	3	0	0	3	3	0	0	3	3	0	0	2	2
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100	
PHF	.000	.000	.750	.750	.000	.000	.375	.375	.000	.000	.750	.750	.000	.000	.500	.500









# Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&AspenDental  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

### Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound				US 41 Northbound				ASPEN DENTAL Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	0	14	14	0	0	0	0	0	0	14	14	28
10:15 AM	0	0	10	10	0	0	0	0	0	0	8	8	18
10:30 AM	0	0	15	15	0	0	0	0	0	0	15	15	30
10:45 AM	0	0	17	17	0	0	0	0	0	0	10	10	27
Total	0	0	56	56	0	0	0	0	0	0	47	47	103
11:00 AM	0	0	15	15	0	0	0	0	0	0	9	9	24
11:15 AM	0	0	15	15	0	0	0	0	0	0	10	10	25
11:30 AM	0	0	12	12	0	0	0	0	0	0	10	10	22
11:45 AM	0	0	16	16	0	0	0	0	0	0	13	13	29
Total	0	0	58	58	0	0	0	0	0	0	42	42	100
12:00 PM	0	0	15	15	0	0	0	0	0	0	15	15	30
12:15 PM	0	0	12	12	0	0	0	0	0	0	11	11	23
12:30 PM	0	0	13	13	0	0	0	0	0	0	7	7	20
12:45 PM	0	0	12	12	0	0	0	0	0	0	7	7	19
Total	0	0	52	52	0	0	0	0	0	0	40	40	92
01:00 PM	0	0	14	14	0	0	0	0	0	0	13	13	27
01:15 PM	0	0	11	11	0	0	0	0	0	0	10	10	21
01:30 PM	0	0	13	13	0	0	0	0	0	0	11	11	24
01:45 PM	0	0	20	20	0	0	0	0	0	0	12	12	32
Total	0	0	58	58	0	0	0	0	0	0	46	46	104
02:00 PM	0	0	11	11	0	0	0	0	0	0	7	7	18
02:15 PM	0	0	10	10	0	0	0	0	0	0	14	14	24
02:30 PM	0	0	7	7	0	0	0	0	0	0	6	6	13
02:45 PM	0	0	13	13	0	0	0	0	0	0	9	9	22
Total	0	0	41	41	0	0	0	0	0	0	36	36	77
03:00 PM	0	0	11	11	0	0	0	0	0	0	11	11	22
03:15 PM	0	0	8	8	0	0	0	0	0	0	9	9	17
03:30 PM	0	0	7	7	0	0	0	0	0	0	9	9	16
03:45 PM	0	0	9	9	0	0	0	0	0	0	7	7	16
Total	0	0	35	35	0	0	0	0	0	0	36	36	71
04:00 PM	0	0	12	12	0	0	0	0	0	0	6	6	18
04:15 PM	0	0	15	15	0	0	0	0	0	0	5	5	20
04:30 PM	0	0	12	12	0	0	0	0	0	0	7	7	19
04:45 PM	0	0	10	10	0	0	0	0	0	0	7	7	17
Total	0	0	49	49	0	0	0	0	0	0	25	25	74
05:00 PM	0	0	16	16	0	0	0	0	0	0	13	13	29
05:15 PM	0	0	11	11	0	0	0	0	0	0	9	9	20
05:30 PM	0	0	12	12	0	0	0	0	0	0	10	10	22
05:45 PM	0	0	11	11	0	0	0	0	0	0	6	6	17
Total	0	0	50	50	0	0	0	0	0	0	38	38	88
Grand Total	0	0	399	399	0	0	0	0	0	0	310	310	709
Apprch %	0	0	100		0	0	0		0	0	100		
Total %	0	0	56.3	56.3	0	0	0		0	0	43.7	43.7	

# Intersection Turning Movement Count

File Name : US41&AspenDental

Site Code : 18025

Start Date : 4/5/2022

Page No : 2

Start Time	US 41 Southbound				US 41 Northbound				ASPEN DENTAL Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 10:30 AM														
10:30 AM	0	0	15	15	0	0	0	0	0	0	0	15	15	30
10:45 AM	0	0	17	17	0	0	0	0	0	0	0	10	10	27
11:00 AM	0	0	15	15	0	0	0	0	0	0	0	9	9	24
11:15 AM	0	0	15	15	0	0	0	0	0	0	0	10	10	25
Total Volume	0	0	62	62	0	0	0	0	0	0	0	44	44	106
% App. Total	0	0	100		0	0	0		0	0	0	100		
PHF	.000	.000	.912	.912	.000	.000	.000	.000	.000	.000	.000	.733	.733	.883

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:30 AM				10:00 AM				11:30 AM				
+0 mins.	0	0	15	15	0	0	0	0	0	0	0	10	10
+15 mins.	0	0	17	17	0	0	0	0	0	0	0	13	13
+30 mins.	0	0	15	15	0	0	0	0	0	0	0	15	15
+45 mins.	0	0	15	15	0	0	0	0	0	0	0	11	11
Total Volume	0	0	62	62	0	0	0	0	0	0	0	49	49
% App. Total	0	0	100		0	0	0		0	0	0	100	
PHF	.000	.000	.912	.912	.000	.000	.000	.000	.000	.000	.000	.817	.817

## Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&AspenDental  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

### Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound				US 41 Northbound				ASPEN DENTAL Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
*** BREAK ***														
10:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***														
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
*** BREAK ***														
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Total	0	0	1	1	0	0	0	0	0	0	0	2	2	3
*** BREAK ***														
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
*** BREAK ***														
Total	0	0	0	0	0	0	0	0	0	0	1	1	1	1
*** BREAK ***														
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
*** BREAK ***														
Total	0	0	1	1	0	0	0	0	0	0	1	1	1	2
*** BREAK ***														
Grand Total	0	0	3	3	0	0	0	0	0	0	4	4	4	7
Apprch %	0	0	100		0	0	0		0	0	100			
Total %	0	0	42.9	42.9	0	0	0		0	0	57.1	57.1		

Start Time	US 41 Southbound				US 41 Northbound				ASPEN DENTAL Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 10:30 AM														
10:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Total Volume	0	0	2	2	0	0	0	0	0	0	1	1	1	3
% App. Total	0	0	100		0	0	0		0	0	100			
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.250	.250	.250	.750

### Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

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

	10:15 AM				10:00 AM				11:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	0	0	0	0	0	1	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	0	0	0	0	1	1	1
Total Volume	0	0	2	2	0	0	0	0	0	0	2	2	2
% App. Total	0	0	100		0	0	0		0	0	100		
PHF	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.500	.500	.500

# Intersection Pedestrian & Bicycle Count

Date: 4/5/22

Day: Tuesday

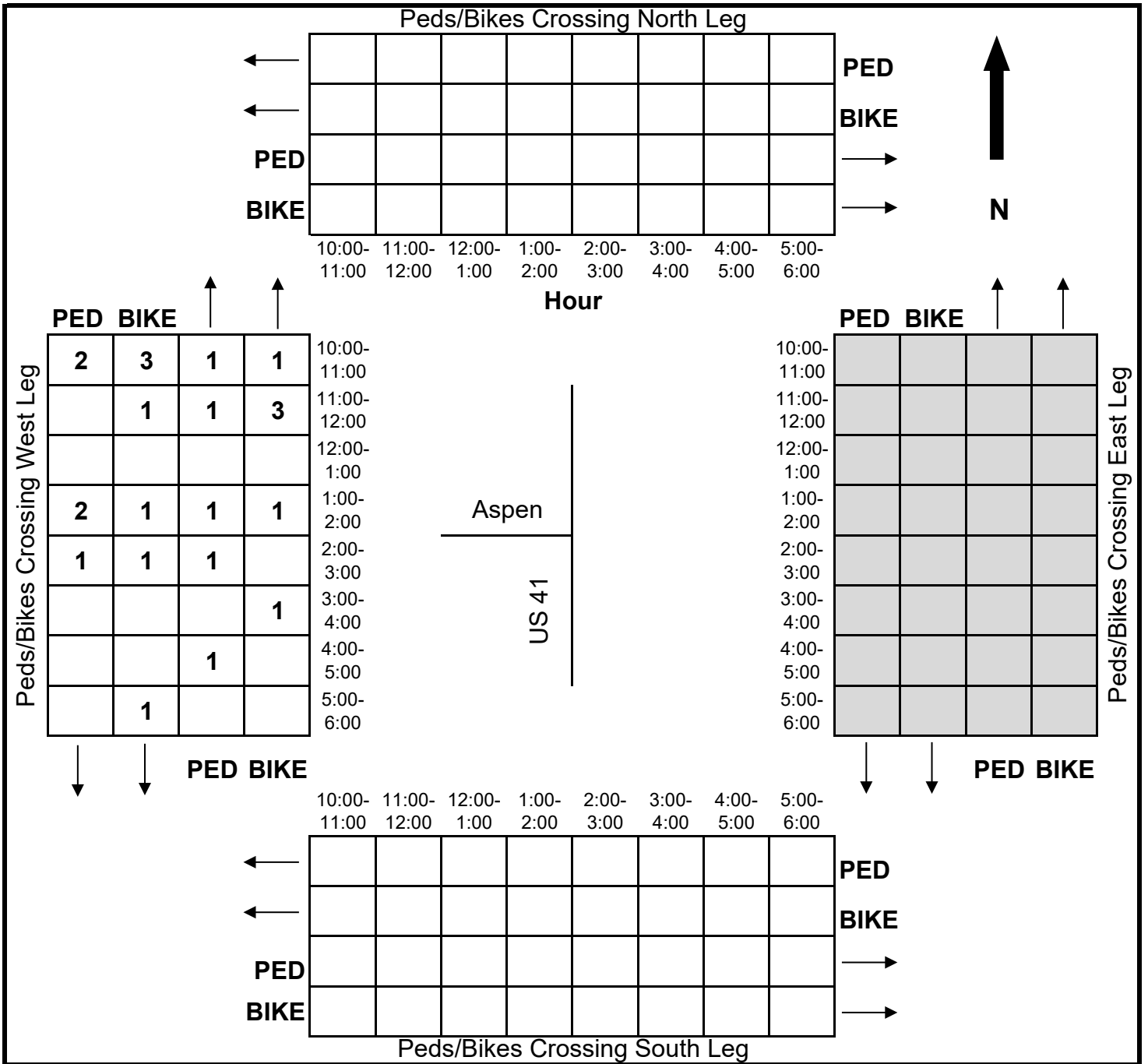
Count Times: 10am-6pm

Weather: Clear

Intersection: US 41 at Aspen Dental

Comments: \_\_\_\_\_  
 \_\_\_\_\_

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



### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&BonitaBeach  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

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

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
	10:00 AM	119	279	85	23	506	84	182	46	49	361	58	227	30	34	349	94	141	29	20	
10:15 AM	106	316	93	41	556	94	182	64	52	392	75	228	44	27	374	109	173	31	18	331	1653
10:30 AM	117	341	95	44	597	73	182	59	42	356	72	248	45	31	396	109	143	42	15	309	1658
10:45 AM	130	328	104	59	621	114	153	47	36	350	67	271	54	24	416	133	136	45	18	332	1719
<b>Total</b>	<b>472</b>	<b>1264</b>	<b>377</b>	<b>167</b>	<b>2280</b>	<b>365</b>	<b>699</b>	<b>216</b>	<b>179</b>	<b>1459</b>	<b>272</b>	<b>974</b>	<b>173</b>	<b>116</b>	<b>1535</b>	<b>445</b>	<b>593</b>	<b>147</b>	<b>71</b>	<b>1256</b>	<b>6530</b>
11:00 AM	112	272	85	32	501	100	198	55	52	405	72	262	49	33	416	113	159	42	29	343	1665
11:15 AM	130	349	95	66	640	95	194	74	53	416	77	301	54	29	461	120	138	37	24	319	1836
11:30 AM	129	337	84	44	594	103	177	49	58	387	95	291	70	23	479	132	160	42	26	360	1820
11:45 AM	133	302	78	67	580	97	176	60	50	383	108	254	63	29	454	144	163	34	36	377	1794
<b>Total</b>	<b>504</b>	<b>1260</b>	<b>342</b>	<b>209</b>	<b>2315</b>	<b>395</b>	<b>745</b>	<b>238</b>	<b>213</b>	<b>1591</b>	<b>352</b>	<b>1108</b>	<b>236</b>	<b>114</b>	<b>1810</b>	<b>509</b>	<b>620</b>	<b>155</b>	<b>115</b>	<b>1399</b>	<b>7115</b>
12:00 PM	137	317	71	69	594	94	184	68	49	395	73	284	52	24	433	130	193	31	39	393	1815
12:15 PM	143	319	91	54	607	104	170	69	36	379	97	269	45	27	438	126	174	20	43	363	1787
12:30 PM	112	354	56	62	584	79	172	63	43	357	89	319	51	29	488	127	166	39	40	372	1801
12:45 PM	120	258	54	50	482	72	156	39	55	322	61	336	55	27	479	126	200	44	23	393	1676
<b>Total</b>	<b>512</b>	<b>1248</b>	<b>272</b>	<b>235</b>	<b>2267</b>	<b>349</b>	<b>682</b>	<b>239</b>	<b>183</b>	<b>1453</b>	<b>320</b>	<b>1208</b>	<b>203</b>	<b>107</b>	<b>1838</b>	<b>509</b>	<b>733</b>	<b>134</b>	<b>145</b>	<b>1521</b>	<b>7079</b>
01:00 PM	126	272	83	31	512	95	151	51	76	373	98	321	54	36	509	122	158	29	37	346	1740
01:15 PM	106	260	67	46	479	95	165	52	45	357	79	289	37	34	439	155	189	30	33	407	1682
01:30 PM	143	330	92	42	607	71	135	44	54	304	84	308	55	30	477	112	151	37	20	320	1708
01:45 PM	132	275	71	29	507	86	149	53	64	352	83	320	44	39	486	172	172	30	30	404	1749
<b>Total</b>	<b>507</b>	<b>1137</b>	<b>313</b>	<b>148</b>	<b>2105</b>	<b>347</b>	<b>600</b>	<b>200</b>	<b>239</b>	<b>1386</b>	<b>344</b>	<b>1238</b>	<b>190</b>	<b>139</b>	<b>1911</b>	<b>561</b>	<b>670</b>	<b>126</b>	<b>120</b>	<b>1477</b>	<b>6879</b>
02:00 PM	134	299	66	55	554	47	140	43	59	289	74	370	43	54	541	126	153	24	29	332	1716
02:15 PM	129	225	47	50	451	90	174	54	53	371	49	319	31	57	456	190	212	41	27	470	1748
02:30 PM	145	335	68	43	591	77	128	58	57	320	74	403	38	32	547	149	164	20	29	362	1820
02:45 PM	128	229	43	78	478	86	187	47	62	382	72	292	43	43	450	191	207	28	28	454	1764
<b>Total</b>	<b>536</b>	<b>1088</b>	<b>224</b>	<b>226</b>	<b>2074</b>	<b>300</b>	<b>629</b>	<b>202</b>	<b>231</b>	<b>1362</b>	<b>269</b>	<b>1384</b>	<b>155</b>	<b>186</b>	<b>1994</b>	<b>656</b>	<b>736</b>	<b>113</b>	<b>113</b>	<b>1618</b>	<b>7048</b>
03:00 PM	119	279	52	31	481	80	122	63	45	310	65	407	53	39	564	141	158	27	29	355	1710
03:15 PM	111	228	41	66	446	79	183	64	59	385	75	346	36	42	499	193	225	22	23	463	1793
03:30 PM	140	316	50	53	559	67	131	63	47	308	54	413	45	38	550	149	156	27	29	361	1778
03:45 PM	117	221	47	54	439	94	164	48	63	369	62	338	44	47	491	196	208	36	29	469	1768
<b>Total</b>	<b>487</b>	<b>1044</b>	<b>190</b>	<b>204</b>	<b>1925</b>	<b>320</b>	<b>600</b>	<b>238</b>	<b>214</b>	<b>1372</b>	<b>256</b>	<b>1504</b>	<b>178</b>	<b>166</b>	<b>2104</b>	<b>679</b>	<b>747</b>	<b>112</b>	<b>110</b>	<b>1648</b>	<b>7049</b>
04:00 PM	146	302	37	48	533	77	127	48	48	300	52	432	48	40	572	141	166	22	24	353	1758
04:15 PM	125	236	51	44	456	84	147	68	29	328	39	347	47	36	469	187	206	46	25	464	1717
04:30 PM	145	320	68	32	565	76	117	52	56	301	52	496	43	31	622	134	163	9	32	338	1826
04:45 PM	132	275	59	50	516	66	141	61	54	322	62	376	39	43	520	185	191	15	35	426	1784
<b>Total</b>	<b>548</b>	<b>1133</b>	<b>215</b>	<b>174</b>	<b>2070</b>	<b>303</b>	<b>532</b>	<b>229</b>	<b>187</b>	<b>1251</b>	<b>205</b>	<b>1651</b>	<b>177</b>	<b>150</b>	<b>2183</b>	<b>647</b>	<b>726</b>	<b>92</b>	<b>116</b>	<b>1581</b>	<b>7085</b>

Intersection Turning Movement Count

File Name : US41&BonitaBeach  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	142	323	57	42	564	72	121	61	43	297	58	444	63	31	596	106	149	17	29	301	1758
05:15 PM	137	276	58	35	506	74	152	47	49	322	57	415	39	44	555	192	187	28	28	435	1818
05:30 PM	139	275	71	31	516	68	115	23	46	252	63	452	64	29	608	140	157	14	41	352	1728
05:45 PM	114	234	77	40	465	62	138	37	38	275	64	330	41	36	471	149	156	22	21	348	1559
Total	532	1108	263	148	2051	276	526	168	176	1146	242	1641	207	140	2230	587	649	81	119	1436	6863
Grand Total	4098	9282	2196	1511	17087	2655	5013	1730	1622	11020	2260	10708	1519	1118	15605	4593	5474	960	909	11936	55648
Apprch %	24	54.3	12.9	8.8		24.1	45.5	15.7	14.7		14.5	68.6	9.7	7.2		38.5	45.9	8	7.6		
Total %	7.4	16.7	3.9	2.7	30.7	4.8	9	3.1	2.9	19.8	4.1	19.2	2.7	2	28	8.3	9.8	1.7	1.6	21.4	
Passenger Vehicles	3830	9103	2149	1482	16564	2598	4924	1689	1571	10782	1970	10467	1472	1083	14992	4468	5347	944	901	11660	53998
% Passenger Vehicles	93.5	98.1	97.9	98.1	96.9	97.9	98.2	97.6	96.9	97.8	87.2	97.7	96.9	96.9	96.1	97.3	97.7	98.3	99.1	97.7	97
Heavy Vehicles	95	179	47	29	350	48	89	41	51	229	31	241	47	35	354	123	127	16	8	274	1207
% Heavy Vehicles	2.3	1.9	2.1	1.9	2	1.8	1.8	2.4	3.1	2.1	1.4	2.3	3.1	3.1	2.3	2.7	2.3	1.7	0.9	2.3	2.2
UTurns	173	0	0	0	173	9	0	0	0	9	259	0	0	0	259	2	0	0	0	2	443
% UTurns	4.2	0	0	0	1	0.3	0	0	0	0.1	11.5	0	0	0	1.7	0	0	0	0	0	0.8

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	130	<b>349</b>	<b>95</b>	66	<b>640</b>	95	<b>194</b>	<b>74</b>	53	<b>416</b>	77	<b>301</b>	54	<b>29</b>	461	120	138	37	24	319	<b>1836</b>
11:30 AM	129	337	84	44	594	<b>103</b>	177	49	<b>58</b>	387	95	291	<b>70</b>	23	<b>479</b>	132	160	<b>42</b>	26	360	1820
11:45 AM	133	302	78	67	580	97	176	60	50	383	<b>108</b>	254	63	29	454	<b>144</b>	163	34	36	377	1794
12:00 PM	<b>137</b>	317	71	<b>69</b>	594	94	184	68	49	395	73	284	52	24	433	130	<b>193</b>	31	<b>39</b>	<b>393</b>	1815
Total Volume	529	1305	328	246	2408	389	731	251	210	1581	353	1130	239	105	1827	526	654	144	125	1449	7265
% App. Total	22	54.2	13.6	10.2		24.6	46.2	15.9	13.3		19.3	61.9	13.1	5.7		36.3	45.1	9.9	8.6		
PHF	.965	.935	.863	.891	.941	.944	.942	.848	.905	.950	.817	.939	.854	.905	.954	.913	.847	.857	.801	.922	.989
Passenger Vehicles	482	1277	319	243	2321	381	718	247	208	1554	301	1095	226	101	1723	516	635	141	122	1414	7012
% Passenger Vehicles	91.1	97.9	97.3	98.8	96.4	97.9	98.2	98.4	99.0	98.3	85.3	96.9	94.6	96.2	94.3	98.1	97.1	97.9	97.6	97.6	96.5
Heavy Vehicles	17	28	9	3	57	7	13	4	2	26	5	35	13	4	57	10	19	3	3	35	175
% Heavy Vehicles	3.2	2.1	2.7	1.2	2.4	1.8	1.8	1.6	1.0	1.6	1.4	3.1	5.4	3.8	3.1	1.9	2.9	2.1	2.4	2.4	2.4
UTurns	30	0	0	0	30	1	0	0	0	1	47	0	0	0	47	0	0	0	0	0	78
% UTurns	5.7	0	0	0	1.2	0.3	0	0	0	0.1	13.3	0	0	0	2.6	0	0	0	0	0	1.1

Intersection Turning Movement Count

File Name : US41&BonitaBeach  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 3

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM					11:00 AM					04:30 PM					03:00 PM				
+0 mins.	130	<b>349</b>	<b>95</b>	66	<b>640</b>	100	<b>198</b>	55	52	405	52	<b>496</b>	43	31	<b>622</b>	141	158	27	<b>29</b>	355
+15 mins.	129	337	84	44	594	95	194	<b>74</b>	53	<b>416</b>	<b>62</b>	376	39	43	520	193	<b>225</b>	22	23	463
+30 mins.	133	302	78	67	580	<b>103</b>	177	49	<b>58</b>	387	58	444	<b>63</b>	31	596	149	156	27	29	361
+45 mins.	<b>137</b>	317	71	<b>69</b>	594	97	176	60	50	383	57	415	39	<b>44</b>	555	<b>196</b>	208	<b>36</b>	29	<b>469</b>
Total Volume	529	1305	328	246	2408	395	745	238	213	1591	229	1731	184	149	2293	679	747	112	110	1648
% App. Total	22	54.2	13.6	10.2		24.8	46.8	15	13.4		10	75.5	8	6.5		41.2	45.3	6.8	6.7	
PHF	.965	.935	.863	.891	.941	.959	.941	.804	.918	.956	.923	.872	.730	.847	.922	.866	.830	.778	.948	.878
Passenger Vehicles	482	1277	319	243	2321	388	735	233	211	1567	206	1706	178	146	2236	656	727	111	108	1602
% Passenger Vehicles	91.1	97.9	97.3	98.8	96.4	98.2	98.7	97.9	99.1	98.5	90	98.6	96.7	98	97.5	96.6	97.3	99.1	98.2	97.2
Heavy Vehicles	17	28	9	3	57	6	10	5	2	23	5	25	6	3	39	23	20	1	2	46
% Heavy Vehicles	3.2	2.1	2.7	1.2	2.4	1.5	1.3	2.1	0.9	1.4	2.2	1.4	3.3	2	1.7	3.4	2.7	0.9	1.8	2.8
UTurns	30	0	0	0	30	1	0	0	0	1	18	0	0	0	18	0	0	0	0	0
% UTurns	5.7	0	0	0	1.2	0.3	0	0	0	0.1	7.9	0	0	0	0.8	0	0	0	0	0

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&BonitaBeach  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	110	275	82	22	489	82	178	45	47	352	51	222	29	34	336	89	137	28	20	274	1451
10:15 AM	100	305	88	40	533	90	177	60	46	373	62	222	44	26	354	105	168	30	18	321	1581
10:30 AM	107	334	94	42	577	69	177	56	42	344	59	240	43	29	371	106	141	41	15	303	1595
10:45 AM	124	322	102	57	605	114	151	47	36	348	54	259	51	24	388	126	131	45	18	320	1661
<b>Total</b>	<b>441</b>	<b>1236</b>	<b>366</b>	<b>161</b>	<b>2204</b>	<b>355</b>	<b>683</b>	<b>208</b>	<b>171</b>	<b>1417</b>	<b>226</b>	<b>943</b>	<b>167</b>	<b>113</b>	<b>1449</b>	<b>426</b>	<b>577</b>	<b>144</b>	<b>71</b>	<b>1218</b>	<b>6288</b>
11:00 AM	107	266	85	30	488	100	195	53	51	399	63	257	47	33	400	112	155	41	29	337	1624
11:15 AM	117	338	91	65	611	93	194	72	52	411	66	294	49	29	438	114	136	36	23	309	1769
11:30 AM	120	330	84	44	578	100	172	48	58	378	84	279	70	22	455	130	154	42	24	350	1761
11:45 AM	124	297	76	65	562	95	174	60	50	379	94	248	59	27	428	142	157	32	36	367	1736
<b>Total</b>	<b>468</b>	<b>1231</b>	<b>336</b>	<b>204</b>	<b>2239</b>	<b>388</b>	<b>735</b>	<b>233</b>	<b>211</b>	<b>1567</b>	<b>307</b>	<b>1078</b>	<b>225</b>	<b>111</b>	<b>1721</b>	<b>498</b>	<b>602</b>	<b>151</b>	<b>112</b>	<b>1363</b>	<b>6890</b>
12:00 PM	121	312	68	69	570	93	178	67	48	386	57	274	48	23	402	130	188	31	39	388	1746
12:15 PM	131	313	85	54	583	101	166	68	36	371	79	261	44	25	409	124	168	20	41	353	1716
12:30 PM	108	343	54	59	564	79	166	62	42	349	80	310	50	29	469	121	162	39	40	362	1744
12:45 PM	108	254	53	50	465	69	153	38	54	314	54	329	54	27	464	123	192	42	23	380	1623
<b>Total</b>	<b>468</b>	<b>1222</b>	<b>260</b>	<b>232</b>	<b>2182</b>	<b>342</b>	<b>663</b>	<b>235</b>	<b>180</b>	<b>1420</b>	<b>270</b>	<b>1174</b>	<b>196</b>	<b>104</b>	<b>1744</b>	<b>498</b>	<b>710</b>	<b>132</b>	<b>143</b>	<b>1483</b>	<b>6829</b>
01:00 PM	117	265	82	31	495	94	150	50	70	364	89	315	54	35	493	118	157	28	37	340	1692
01:15 PM	101	256	67	43	467	94	161	52	43	350	66	285	36	33	420	150	187	30	33	400	1637
01:30 PM	135	324	92	42	593	71	130	44	53	298	71	304	54	30	459	108	146	37	20	311	1661
01:45 PM	122	268	68	29	487	81	148	52	64	345	71	314	43	38	466	170	171	29	30	400	1698
<b>Total</b>	<b>475</b>	<b>1113</b>	<b>309</b>	<b>145</b>	<b>2042</b>	<b>340</b>	<b>589</b>	<b>198</b>	<b>230</b>	<b>1357</b>	<b>297</b>	<b>1218</b>	<b>187</b>	<b>136</b>	<b>1838</b>	<b>546</b>	<b>661</b>	<b>124</b>	<b>120</b>	<b>1451</b>	<b>6688</b>
02:00 PM	124	290	64	53	531	47	139	43	56	285	68	361	41	53	523	121	145	24	28	318	1657
02:15 PM	122	219	45	47	433	86	170	54	49	359	46	309	31	54	440	187	206	39	27	459	1691
02:30 PM	140	327	66	43	576	75	123	57	53	308	63	394	35	31	523	143	160	20	29	352	1759
02:45 PM	120	225	43	78	466	84	180	47	61	372	64	286	42	39	431	189	205	28	28	450	1719
<b>Total</b>	<b>506</b>	<b>1061</b>	<b>218</b>	<b>221</b>	<b>2006</b>	<b>292</b>	<b>612</b>	<b>201</b>	<b>219</b>	<b>1324</b>	<b>241</b>	<b>1350</b>	<b>149</b>	<b>177</b>	<b>1917</b>	<b>640</b>	<b>716</b>	<b>111</b>	<b>112</b>	<b>1579</b>	<b>6826</b>
03:00 PM	111	274	51	29	465	80	120	62	43	305	57	393	52	36	538	138	153	26	28	345	1653
03:15 PM	95	223	41	64	423	77	180	62	58	377	64	340	36	42	482	183	220	22	23	448	1730
03:30 PM	134	312	50	52	548	64	131	62	45	302	45	404	45	38	532	142	152	27	29	350	1732
03:45 PM	110	215	47	54	426	93	160	48	60	361	58	332	44	46	480	193	202	36	28	459	1726
<b>Total</b>	<b>450</b>	<b>1024</b>	<b>189</b>	<b>199</b>	<b>1862</b>	<b>314</b>	<b>591</b>	<b>234</b>	<b>206</b>	<b>1345</b>	<b>224</b>	<b>1469</b>	<b>177</b>	<b>162</b>	<b>2032</b>	<b>656</b>	<b>727</b>	<b>111</b>	<b>108</b>	<b>1602</b>	<b>6841</b>
04:00 PM	136	296	37	47	516	75	125	46	47	293	47	424	46	37	554	139	162	21	24	346	1709
04:15 PM	119	232	49	43	443	83	146	61	29	319	37	337	45	33	452	185	203	46	25	459	1673
04:30 PM	136	318	67	32	553	74	116	51	55	296	46	486	41	30	603	131	163	9	32	335	1787
04:45 PM	126	270	58	50	504	65	141	60	53	319	56	370	39	42	507	175	188	15	35	413	1743
<b>Total</b>	<b>517</b>	<b>1116</b>	<b>211</b>	<b>172</b>	<b>2016</b>	<b>297</b>	<b>528</b>	<b>218</b>	<b>184</b>	<b>1227</b>	<b>186</b>	<b>1617</b>	<b>171</b>	<b>142</b>	<b>2116</b>	<b>630</b>	<b>716</b>	<b>91</b>	<b>116</b>	<b>1553</b>	<b>6912</b>



### Intersection Turning Movement Count

File Name : US41&BonitaBeach  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	131	316	56	42	545	72	120	60	42	294	51	441	61	31	584	104	148	17	29	298	1721
05:15 PM	132	276	56	35	499	71	151	45	46	313	53	409	37	43	542	188	183	28	28	427	1781
05:30 PM	129	274	71	31	505	68	115	23	46	252	61	443	64	29	597	135	153	13	41	342	1696
05:45 PM	113	234	77	40	464	59	137	34	36	266	54	325	38	35	452	147	154	22	21	344	1526
<b>Total</b>	<b>505</b>	<b>1100</b>	<b>260</b>	<b>148</b>	<b>2013</b>	<b>270</b>	<b>523</b>	<b>162</b>	<b>170</b>	<b>1125</b>	<b>219</b>	<b>1618</b>	<b>200</b>	<b>138</b>	<b>2175</b>	<b>574</b>	<b>638</b>	<b>80</b>	<b>119</b>	<b>1411</b>	<b>6724</b>
<b>Grand Total</b>	<b>3830</b>	<b>9103</b>	<b>2149</b>	<b>1482</b>	<b>16564</b>	<b>2598</b>	<b>4924</b>	<b>1689</b>	<b>1571</b>	<b>10782</b>	<b>1970</b>	<b>10467</b>	<b>1472</b>	<b>1083</b>	<b>14992</b>	<b>4468</b>	<b>5347</b>	<b>944</b>	<b>901</b>	<b>11660</b>	<b>53998</b>
Apprch %	23.1	55	13	8.9		24.1	45.7	15.7	14.6		13.1	69.8	9.8	7.2		38.3	45.9	8.1	7.7		
Total %	7.1	16.9	4	2.7	30.7	4.8	9.1	3.1	2.9	20	3.6	19.4	2.7	2	27.8	8.3	9.9	1.7	1.7	21.6	

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	<b>136</b>	<b>318</b>	<b>67</b>	32	<b>553</b>	<b>74</b>	116	51	<b>55</b>	296	46	<b>486</b>	41	30	<b>603</b>	131	163	9	32	335	<b>1787</b>
04:45 PM	126	270	58	<b>50</b>	504	65	141	<b>60</b>	53	<b>319</b>	<b>56</b>	370	39	42	507	175	<b>188</b>	15	<b>35</b>	413	1743
05:00 PM	131	316	56	42	545	72	120	60	42	294	51	441	<b>61</b>	31	584	104	148	17	29	298	1721
05:15 PM	132	276	56	35	499	71	<b>151</b>	45	46	313	53	409	37	<b>43</b>	542	<b>188</b>	183	<b>28</b>	28	<b>427</b>	1781
Total Volume	525	1180	237	159	2101	282	528	216	196	1222	206	1706	178	146	2236	598	682	69	124	1473	7032
% App. Total	25	56.2	11.3	7.6		23.1	43.2	17.7	16		9.2	76.3	8	6.5		40.6	46.3	4.7	8.4		
PHF	.965	.928	.884	.795	.950	.953	.874	.900	.891	.958	.920	.878	.730	.849	.927	.795	.907	.616	.886	.862	.984

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:15 AM					11:00 AM					04:30 PM					03:30 PM				
+0 mins.	117	<b>338</b>	<b>91</b>	65	<b>611</b>	<b>100</b>	<b>195</b>	53	51	399	46	<b>486</b>	41	30	<b>603</b>	142	152	27	<b>29</b>	350
+15 mins.	120	330	84	44	578	93	194	<b>72</b>	52	<b>411</b>	<b>56</b>	370	39	42	507	<b>193</b>	202	36	28	<b>459</b>
+30 mins.	<b>124</b>	297	76	65	562	100	172	48	<b>58</b>	378	51	441	<b>61</b>	31	584	139	162	21	24	346
+45 mins.	121	312	68	<b>69</b>	570	95	174	60	50	379	53	409	37	<b>43</b>	542	185	<b>203</b>	<b>46</b>	25	459
Total Volume	482	1277	319	243	2321	388	735	233	211	1567	206	1706	178	146	2236	659	719	130	106	1614
% App. Total	20.8	55	13.7	10.5		24.8	46.9	14.9	13.5		9.2	76.3	8	6.5		40.8	44.5	8.1	6.6	
PHF	.972	.945	.876	.880	.950	.970	.942	.809	.909	.953	.920	.878	.730	.849	.927	.854	.885	.707	.914	.879

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&BonitaBeach  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	5	4	3	1	13	2	4	1	2	9	0	5	1	0	6	5	4	1	0	10	38
10:15 AM	1	11	5	1	18	4	5	4	6	19	0	6	0	1	7	4	5	1	0	10	54
10:30 AM	3	7	1	2	13	4	5	3	0	12	3	8	2	2	15	3	2	1	0	6	46
10:45 AM	1	6	2	2	11	0	2	0	0	2	1	12	3	0	16	7	5	0	0	12	41
<b>Total</b>	<b>10</b>	<b>28</b>	<b>11</b>	<b>6</b>	<b>55</b>	<b>10</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>42</b>	<b>4</b>	<b>31</b>	<b>6</b>	<b>3</b>	<b>44</b>	<b>19</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>179</b>
11:00 AM	2	6	0	2	10	0	3	2	1	6	2	5	2	0	9	1	4	1	0	6	31
11:15 AM	0	11	4	1	16	1	0	2	1	4	1	7	5	0	13	6	2	1	1	10	43
11:30 AM	7	7	0	0	14	3	5	1	0	9	2	12	0	1	15	2	6	0	2	10	48
11:45 AM	2	5	2	2	11	2	2	0	0	4	1	6	4	2	13	2	6	2	0	10	38
<b>Total</b>	<b>11</b>	<b>29</b>	<b>6</b>	<b>5</b>	<b>51</b>	<b>6</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>23</b>	<b>6</b>	<b>30</b>	<b>11</b>	<b>3</b>	<b>50</b>	<b>11</b>	<b>18</b>	<b>4</b>	<b>3</b>	<b>36</b>	<b>160</b>
12:00 PM	8	5	3	0	16	1	6	1	1	9	1	10	4	1	16	0	5	0	0	5	46
12:15 PM	4	6	6	0	16	2	4	1	0	7	3	8	1	2	14	2	6	0	2	10	47
12:30 PM	0	11	2	3	16	0	6	1	1	8	0	9	1	0	10	6	4	0	0	10	44
12:45 PM	4	4	1	0	9	2	3	1	1	7	0	7	1	0	8	2	8	2	0	12	36
<b>Total</b>	<b>16</b>	<b>26</b>	<b>12</b>	<b>3</b>	<b>57</b>	<b>5</b>	<b>19</b>	<b>4</b>	<b>3</b>	<b>31</b>	<b>4</b>	<b>34</b>	<b>7</b>	<b>3</b>	<b>48</b>	<b>10</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>173</b>
01:00 PM	4	7	1	0	12	1	1	1	6	9	0	6	0	1	7	4	1	1	0	6	34
01:15 PM	1	4	0	3	8	1	4	0	2	7	0	4	1	1	6	4	2	0	0	6	27
01:30 PM	4	6	0	0	10	0	5	0	1	6	1	4	1	0	6	4	5	0	0	9	31
01:45 PM	5	7	3	0	15	4	1	1	0	6	3	6	1	1	11	2	1	1	0	4	36
<b>Total</b>	<b>14</b>	<b>24</b>	<b>4</b>	<b>3</b>	<b>45</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>9</b>	<b>28</b>	<b>4</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>30</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>128</b>
02:00 PM	4	9	2	2	17	0	1	0	3	4	1	9	2	1	13	5	8	0	1	14	48
02:15 PM	4	6	2	3	15	4	4	0	4	12	0	10	0	3	13	3	6	2	0	11	51
02:30 PM	1	8	2	0	11	2	5	1	4	12	1	9	3	1	14	6	4	0	0	10	47
02:45 PM	4	4	0	0	8	0	7	0	1	8	1	6	1	4	12	2	2	0	0	4	32
<b>Total</b>	<b>13</b>	<b>27</b>	<b>6</b>	<b>5</b>	<b>51</b>	<b>6</b>	<b>17</b>	<b>1</b>	<b>12</b>	<b>36</b>	<b>3</b>	<b>34</b>	<b>6</b>	<b>9</b>	<b>52</b>	<b>16</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>39</b>	<b>178</b>
03:00 PM	3	5	1	2	11	0	2	1	2	5	1	14	1	3	19	3	5	1	1	10	45
03:15 PM	5	5	0	2	12	1	3	2	1	7	1	6	0	0	7	10	5	0	0	15	41
03:30 PM	3	4	0	1	8	3	0	1	2	6	1	9	0	0	10	7	4	0	0	11	35
03:45 PM	3	6	0	0	9	1	4	0	3	8	1	6	0	1	8	3	6	0	1	10	35
<b>Total</b>	<b>14</b>	<b>20</b>	<b>1</b>	<b>5</b>	<b>40</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>26</b>	<b>4</b>	<b>35</b>	<b>1</b>	<b>4</b>	<b>44</b>	<b>23</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>46</b>	<b>156</b>
04:00 PM	2	6	0	1	9	2	2	2	1	7	0	8	2	3	13	2	4	1	0	7	36
04:15 PM	3	4	2	1	10	1	1	7	0	9	1	10	2	3	16	2	3	0	0	5	40
04:30 PM	3	2	1	0	6	2	1	1	1	5	2	10	2	1	15	3	0	0	0	3	29
04:45 PM	0	5	1	0	6	1	0	1	1	3	1	6	0	1	8	10	3	0	0	13	30
<b>Total</b>	<b>8</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>31</b>	<b>6</b>	<b>4</b>	<b>11</b>	<b>3</b>	<b>24</b>	<b>4</b>	<b>34</b>	<b>6</b>	<b>8</b>	<b>52</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>135</b>

### Intersection Turning Movement Count

File Name : US41&BonitaBeach  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

#### Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	3	7	1	0	11	0	1	1	1	3	1	3	2	0	6	2	1	0	0	3	23
05:15 PM	2	0	2	0	4	3	1	2	3	9	1	6	2	1	10	4	4	0	0	8	31
05:30 PM	4	1	0	0	5	0	0	0	0	0	0	9	0	0	9	5	4	1	0	10	24
05:45 PM	0	0	0	0	0	1	1	3	2	7	0	5	3	1	9	2	2	0	0	4	20
<b>Total</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>19</b>	<b>2</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>34</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>98</b>
<b>Grand Total</b>	<b>95</b>	<b>179</b>	<b>47</b>	<b>29</b>	<b>350</b>	<b>48</b>	<b>89</b>	<b>41</b>	<b>51</b>	<b>229</b>	<b>31</b>	<b>241</b>	<b>47</b>	<b>35</b>	<b>354</b>	<b>123</b>	<b>127</b>	<b>16</b>	<b>8</b>	<b>274</b>	<b>1207</b>
Apprch %	27.1	51.1	13.4	8.3		21	38.9	17.9	22.3		8.8	68.1	13.3	9.9		44.9	46.4	5.8	2.9		
Total %	7.9	14.8	3.9	2.4	29	4	7.4	3.4	4.2	19	2.6	20	3.9	2.9	29.3	10.2	10.5	1.3	0.7	22.7	

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:45 PM																					
01:45 PM	5	7	3	0	15	4	1	1	0	6	3	6	1	1	11	2	1	1	0	4	36
02:00 PM	4	9	2	2	17	0	1	0	3	4	1	9	2	1	13	5	8	0	1	14	48
02:15 PM	4	6	2	3	15	4	4	0	4	12	0	10	0	3	13	3	6	2	0	11	51
02:30 PM	1	8	2	0	11	2	5	1	4	12	1	9	3	1	14	6	4	0	0	10	47
<b>Total Volume</b>	<b>14</b>	<b>30</b>	<b>9</b>	<b>5</b>	<b>58</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>11</b>	<b>34</b>	<b>5</b>	<b>34</b>	<b>6</b>	<b>6</b>	<b>51</b>	<b>16</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>39</b>	<b>182</b>
% App. Total	24.1	51.7	15.5	8.6		29.4	32.4	5.9	32.4		9.8	66.7	11.8	11.8		41	48.7	7.7	2.6		
PHF	.700	.833	.750	.417	.853	.625	.550	.500	.688	.708	.417	.850	.500	.500	.911	.667	.594	.375	.250	.696	.892

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:45 AM					10:00 AM					11:30 AM					03:00 PM				
+0 mins.	2	5	2	2	11	2	4	1	2	9	2	12	0	1	15	3	5	1	1	10
+15 mins.	8	5	3	0	16	4	5	4	6	19	1	6	4	2	13	10	5	0	0	15
+30 mins.	4	6	6	0	16	4	5	3	0	12	1	10	4	1	16	7	4	0	0	11
+45 mins.	0	11	2	3	16	0	2	0	0	2	3	8	1	2	14	3	6	0	1	10
<b>Total Volume</b>	<b>14</b>	<b>27</b>	<b>13</b>	<b>5</b>	<b>59</b>	<b>10</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>42</b>	<b>7</b>	<b>36</b>	<b>9</b>	<b>6</b>	<b>58</b>	<b>23</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>46</b>
% App. Total	23.7	45.8	22	8.5		23.8	38.1	19	19		12.1	62.1	15.5	10.3		50	43.5	2.2	4.3	
PHF	.438	.614	.542	.417	.922	.625	.800	.500	.333	.553	.583	.750	.563	.750	.906	.575	.833	.250	.500	.767



### Intersection Turning Movement Count

File Name : US41&BonitaBeach  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- UTurns

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	8	0	0	0	8	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	14
05:15 PM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
05:30 PM	6	0	0	0	6	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8
05:45 PM	1	0	0	0	1	2	0	0	0	2	10	0	0	0	10	0	0	0	0	0	13
<b>Total</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>
<b>Grand Total</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>173</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>259</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>443</b>
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	39.1	0	0	0	39.1	2	0	0	0	2	58.5	0	0	0	58.5	0.5	0	0	0	0.5	

Start Time	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	7	0	0	0	7	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	20
12:00 PM	8	0	0	0	8	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	23
12:15 PM	8	0	0	0	8	1	0	0	0	1	15	0	0	0	15	0	0	0	0	0	24
12:30 PM	4	0	0	0	4	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	13
<b>Total Volume</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.844	.000	.000	.000	.844	.250	.000	.000	.000	.250	.867	.000	.000	.000	.867	.000	.000	.000	.000	.000	.833

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:15 AM					02:30 PM					11:30 AM					12:30 PM				
+0 mins.	13	0	0	0	13	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0
+15 mins.	2	0	0	0	2	2	0	0	0	2	13	0	0	0	13	1	0	0	0	1
+30 mins.	7	0	0	0	7	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0
+45 mins.	8	0	0	0	8	1	0	0	0	1	15	0	0	0	15	1	0	0	0	1
<b>Total Volume</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0	
PHF	.577	.000	.000	.000	.577	.375	.000	.000	.000	.375	.867	.000	.000	.000	.867	.500	.000	.000	.000	.500



Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&CrownLake  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	483	14	497	0	0	29	29	0	400	15	415	0	0	8	8	949
10:15 AM	0	599	14	613	0	0	42	42	0	433	17	450	0	0	10	10	1115
10:30 AM	0	597	18	615	0	0	44	44	0	456	15	471	0	0	16	16	1146
10:45 AM	0	577	9	586	0	0	53	53	0	472	11	483	0	0	18	18	1140
Total	0	2256	55	2311	0	0	168	168	0	1761	58	1819	0	0	52	52	4350
11:00 AM	0	520	10	530	0	0	38	38	0	470	12	482	0	0	18	18	1068
11:15 AM	0	624	17	641	0	0	33	33	0	530	18	548	0	0	27	27	1249
11:30 AM	0	578	10	588	0	0	40	40	0	520	10	530	0	0	20	20	1178
11:45 AM	0	580	17	597	0	0	42	42	0	494	19	513	0	0	18	18	1170
Total	0	2302	54	2356	0	0	153	153	0	2014	59	2073	0	0	83	83	4665
12:00 PM	0	559	15	574	0	0	41	41	0	518	19	537	0	0	22	22	1174
12:15 PM	0	610	19	629	0	0	55	55	0	496	19	515	0	0	20	20	1219
12:30 PM	0	558	7	565	0	0	42	42	0	549	18	567	1	0	22	23	1197
12:45 PM	0	487	13	500	0	0	50	50	0	490	12	502	0	0	17	17	1069
Total	0	2214	54	2268	0	0	188	188	0	2053	68	2121	1	0	81	82	4659
01:00 PM	0	487	9	496	0	0	43	43	0	549	12	561	0	0	22	22	1122
01:15 PM	0	482	12	494	0	0	39	39	0	494	14	508	0	0	15	15	1056
01:30 PM	0	671	10	681	0	0	55	55	0	530	16	546	0	0	16	16	1298
01:45 PM	0	505	14	519	0	0	46	46	0	607	7	614	0	0	14	14	1193
Total	0	2145	45	2190	0	0	183	183	0	2180	49	2229	0	0	67	67	4669
02:00 PM	0	540	9	549	0	0	41	41	0	593	14	607	1	0	14	15	1212
02:15 PM	0	495	12	507	0	0	50	50	0	610	12	622	0	0	15	15	1194
02:30 PM	0	541	15	556	0	0	47	47	0	664	7	671	1	0	26	27	1301
02:45 PM	0	517	13	530	0	0	54	54	0	581	13	594	0	0	15	15	1193
Total	0	2093	49	2142	0	0	192	192	0	2448	46	2494	2	0	70	72	4900
03:00 PM	0	451	13	464	0	0	52	52	0	665	14	679	0	0	14	14	1209
03:15 PM	0	472	9	481	0	0	52	52	0	661	15	676	0	0	19	19	1228
03:30 PM	0	510	11	521	0	0	56	56	0	664	18	682	0	0	26	26	1285
03:45 PM	0	471	18	489	0	0	60	60	0	638	12	650	0	0	20	20	1219
Total	0	1904	51	1955	0	0	220	220	0	2628	59	2687	0	0	79	79	4941
04:00 PM	0	503	11	514	0	0	59	59	0	657	25	682	0	0	20	20	1275
04:15 PM	0	489	7	496	0	0	49	49	0	643	11	654	0	0	22	22	1221
04:30 PM	0	503	20	523	0	0	41	41	0	734	19	753	2	0	17	19	1336
04:45 PM	0	476	7	483	0	0	39	39	0	671	12	683	0	0	15	15	1220
Total	0	1971	45	2016	0	0	188	188	0	2705	67	2772	2	0	74	76	5052

Intersection Turning Movement Count

File Name : US41&CrownLake  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	554	9	563	0	0	36	36	0	657	13	670	0	0	16	16	1285
05:15 PM	0	514	8	522	1	0	40	41	0	688	15	703	0	0	16	16	1282
05:30 PM	0	448	13	461	0	0	36	36	0	652	19	671	0	0	14	14	1182
05:45 PM	0	454	11	465	0	0	26	26	0	550	6	556	0	0	17	17	1064
Total	0	1970	41	2011	1	0	138	139	0	2547	53	2600	0	0	63	63	4813
Grand Total	0	16855	394	17249	1	0	1430	1431	0	18336	459	18795	5	0	569	574	38049
Apprch %	0	97.7	2.3		0.1	0	99.9		0	97.6	2.4		0.9	0	99.1		
Total %	0	44.3	1	45.3	0	0	3.8	3.8	0	48.2	1.2	49.4	0	0	1.5	1.5	
Passenger Vehicles	0	16493	391	16884	0	0	1412	1412	0	17877	451	18328	0	0	561	561	37185
% Passenger Vehicles	0	97.9	99.2	97.9	0	0	98.7	98.7	0	97.5	98.3	97.5	0	0	98.6	97.7	97.7
Heavy Vehicles	0	362	3	365	0	0	18	18	0	459	8	467	0	0	8	8	858
% Heavy Vehicles	0	2.1	0.8	2.1	0	0	1.3	1.3	0	2.5	1.7	2.5	0	0	1.4	1.4	2.3
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	5	0	0	5	6
% UTurns	0	0	0	0	100	0	0	0.1	0	0	0	0	100	0	0	0.9	0

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	503	<b>20</b>	523	0	0	<b>41</b>	<b>41</b>	0	<b>734</b>	<b>19</b>	<b>753</b>	<b>2</b>	0	<b>17</b>	<b>19</b>	<b>1336</b>
04:45 PM	0	476	7	483	0	0	39	39	0	671	12	683	0	0	15	15	1220
05:00 PM	0	<b>554</b>	9	<b>563</b>	0	0	36	36	0	657	13	670	0	0	16	16	1285
05:15 PM	0	514	8	522	1	0	40	41	0	688	15	703	0	0	16	16	1282
Total Volume	0	2047	44	2091	1	0	156	157	0	2750	59	2809	2	0	64	66	5123
% App. Total	0	97.9	2.1		0.6	0	99.4		0	97.9	2.1		3	0	97		
PHF	.000	.924	.550	.929	.250	.000	.951	.957	.000	.937	.776	.933	.250	.000	.941	.868	.959
Passenger Vehicles	0	2017	44	2061	0	0	156	156	0	2692	57	2749	0	0	64	64	5030
% Passenger Vehicles	0	98.5	100	98.6	0	0	100	99.4	0	97.9	96.6	97.9	0	0	100	97.0	98.2
Heavy Vehicles	0	30	0	30	0	0	0	0	0	58	2	60	0	0	0	0	90
% Heavy Vehicles	0	1.5	0	1.4	0	0	0	0	0	2.1	3.4	2.1	0	0	0	0	1.8
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
% UTurns	0	0	0	0	100	0	0	0.6	0	0	0	0	100	0	0	3.0	0.1





### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&CrownLake  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	471	14	485	0	0	29	29	0	386	15	401	0	0	8	8	923
10:15 AM	0	576	14	590	0	0	42	42	0	416	17	433	0	0	10	10	1075
10:30 AM	0	585	17	602	0	0	43	43	0	442	15	457	0	0	15	15	1117
10:45 AM	0	566	9	575	0	0	51	51	0	453	11	464	0	0	18	18	1108
Total	0	2198	54	2252	0	0	165	165	0	1697	58	1755	0	0	51	51	4223
11:00 AM	0	508	9	517	0	0	38	38	0	461	12	473	0	0	18	18	1046
11:15 AM	0	607	17	624	0	0	32	32	0	514	18	532	0	0	27	27	1215
11:30 AM	0	563	10	573	0	0	39	39	0	505	9	514	0	0	20	20	1146
11:45 AM	0	565	17	582	0	0	42	42	0	486	19	505	0	0	18	18	1147
Total	0	2243	53	2296	0	0	151	151	0	1966	58	2024	0	0	83	83	4554
12:00 PM	0	547	14	561	0	0	41	41	0	506	19	525	0	0	22	22	1149
12:15 PM	0	590	19	609	0	0	55	55	0	483	18	501	0	0	19	19	1184
12:30 PM	0	544	7	551	0	0	41	41	0	534	17	551	0	0	21	21	1164
12:45 PM	0	476	13	489	0	0	47	47	0	478	12	490	0	0	16	16	1042
Total	0	2157	53	2210	0	0	184	184	0	2001	66	2067	0	0	78	78	4539
01:00 PM	0	478	9	487	0	0	42	42	0	531	12	543	0	0	20	20	1092
01:15 PM	0	474	12	486	0	0	39	39	0	482	14	496	0	0	15	15	1036
01:30 PM	0	656	10	666	0	0	54	54	0	521	16	537	0	0	16	16	1273
01:45 PM	0	490	14	504	0	0	44	44	0	599	7	606	0	0	14	14	1168
Total	0	2098	45	2143	0	0	179	179	0	2133	49	2182	0	0	65	65	4569
02:00 PM	0	522	9	531	0	0	41	41	0	578	12	590	0	0	14	14	1176
02:15 PM	0	482	12	494	0	0	49	49	0	593	11	604	0	0	15	15	1162
02:30 PM	0	530	15	545	0	0	46	46	0	644	7	651	0	0	25	25	1267
02:45 PM	0	510	13	523	0	0	52	52	0	572	13	585	0	0	15	15	1175
Total	0	2044	49	2093	0	0	188	188	0	2387	43	2430	0	0	69	69	4780
03:00 PM	0	438	13	451	0	0	52	52	0	645	14	659	0	0	14	14	1176
03:15 PM	0	460	9	469	0	0	52	52	0	642	15	657	0	0	19	19	1197
03:30 PM	0	502	11	513	0	0	56	56	0	644	18	662	0	0	26	26	1257
03:45 PM	0	463	18	481	0	0	59	59	0	625	12	637	0	0	20	20	1197
Total	0	1863	51	1914	0	0	219	219	0	2556	59	2615	0	0	79	79	4827
04:00 PM	0	494	11	505	0	0	59	59	0	644	25	669	0	0	20	20	1253
04:15 PM	0	481	7	488	0	0	49	49	0	624	11	635	0	0	21	21	1193
04:30 PM	0	494	20	514	0	0	41	41	0	717	19	736	0	0	17	17	1308
04:45 PM	0	470	7	477	0	0	39	39	0	651	12	663	0	0	15	15	1194
Total	0	1939	45	1984	0	0	188	188	0	2636	67	2703	0	0	73	73	4948

### Intersection Turning Movement Count

File Name : US41&CrownLake  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	544	9	553	0	0	36	36	0	649	12	661	0	0	16	16	1266
05:15 PM	0	509	8	517	0	0	40	40	0	675	14	689	0	0	16	16	1262
05:30 PM	0	444	13	457	0	0	36	36	0	639	19	658	0	0	14	14	1165
05:45 PM	0	454	11	465	0	0	26	26	0	538	6	544	0	0	17	17	1052
<b>Total</b>	<b>0</b>	<b>1951</b>	<b>41</b>	<b>1992</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>138</b>	<b>0</b>	<b>2501</b>	<b>51</b>	<b>2552</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>63</b>	<b>4745</b>
<b>Grand Total</b>	<b>0</b>	<b>16493</b>	<b>391</b>	<b>16884</b>	<b>0</b>	<b>0</b>	<b>1412</b>	<b>1412</b>	<b>0</b>	<b>17877</b>	<b>451</b>	<b>18328</b>	<b>0</b>	<b>0</b>	<b>561</b>	<b>561</b>	<b>37185</b>
Apprch %	0	97.7	2.3		0	0	100		0	97.5	2.5		0	0	100		
Total %	0	44.4	1.1	45.4	0	0	3.8	3.8	0	48.1	1.2	49.3	0	0	1.5	1.5	

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	494	<b>20</b>	514	0	0	<b>41</b>	<b>41</b>	0	<b>717</b>	<b>19</b>	<b>736</b>	0	0	<b>17</b>	<b>17</b>	<b>1308</b>
04:45 PM	0	470	7	477	0	0	39	39	0	651	12	663	0	0	15	15	1194
05:00 PM	0	<b>544</b>	9	<b>553</b>	0	0	36	36	0	649	12	661	0	0	16	16	1266
05:15 PM	0	509	8	517	0	0	40	40	0	675	14	689	0	0	16	16	1262
Total Volume	0	2017	44	2061	0	0	156	156	0	2692	57	2749	0	0	64	64	5030
% App. Total	0	97.9	2.1		0	0	100		0	97.9	2.1		0	0	100		
PHF	.000	.927	.550	.932	.000	.000	.951	.951	.000	.939	.750	.934	.000	.000	.941	.941	.961

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:15 AM				03:15 PM				04:30 PM				11:15 AM			
+0 mins.	0	<b>607</b>	<b>17</b>	<b>624</b>	0	0	52	52	0	<b>717</b>	<b>19</b>	<b>736</b>	0	0	<b>27</b>	<b>27</b>
+15 mins.	0	563	10	573	0	0	56	56	0	651	12	663	0	0	20	20
+30 mins.	0	565	17	582	0	0	<b>59</b>	<b>59</b>	0	649	12	661	0	0	18	18
+45 mins.	0	547	14	561	0	0	59	59	0	675	14	689	0	0	22	22
Total Volume	0	2282	58	2340	0	0	226	226	0	2692	57	2749	0	0	87	87
% App. Total	0	97.5	2.5		0	0	100		0	97.9	2.1		0	0	100	
PHF	.000	.940	.853	.938	.000	.000	.958	.958	.000	.939	.750	.934	.000	.000	.806	.806

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&CrownLake  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	12	0	12	0	0	0	0	0	14	0	14	0	0	0	0	26
10:15 AM	0	23	0	23	0	0	0	0	0	17	0	17	0	0	0	0	40
10:30 AM	0	12	1	13	0	0	1	1	0	14	0	14	0	0	1	1	29
10:45 AM	0	11	0	11	0	0	2	2	0	19	0	19	0	0	0	0	32
Total	0	58	1	59	0	0	3	3	0	64	0	64	0	0	1	1	127
11:00 AM	0	12	1	13	0	0	0	0	0	9	0	9	0	0	0	0	22
11:15 AM	0	17	0	17	0	0	1	1	0	16	0	16	0	0	0	0	34
11:30 AM	0	15	0	15	0	0	1	1	0	15	1	16	0	0	0	0	32
11:45 AM	0	15	0	15	0	0	0	0	0	8	0	8	0	0	0	0	23
Total	0	59	1	60	0	0	2	2	0	48	1	49	0	0	0	0	111
12:00 PM	0	12	1	13	0	0	0	0	0	12	0	12	0	0	0	0	25
12:15 PM	0	20	0	20	0	0	0	0	0	13	1	14	0	0	1	1	35
12:30 PM	0	14	0	14	0	0	1	1	0	15	1	16	0	0	1	1	32
12:45 PM	0	11	0	11	0	0	3	3	0	12	0	12	0	0	1	1	27
Total	0	57	1	58	0	0	4	4	0	52	2	54	0	0	3	3	119
01:00 PM	0	9	0	9	0	0	1	1	0	18	0	18	0	0	2	2	30
01:15 PM	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0	20
01:30 PM	0	15	0	15	0	0	1	1	0	9	0	9	0	0	0	0	25
01:45 PM	0	15	0	15	0	0	2	2	0	8	0	8	0	0	0	0	25
Total	0	47	0	47	0	0	4	4	0	47	0	47	0	0	2	2	100
02:00 PM	0	18	0	18	0	0	0	0	0	15	2	17	0	0	0	0	35
02:15 PM	0	13	0	13	0	0	1	1	0	17	1	18	0	0	0	0	32
02:30 PM	0	11	0	11	0	0	1	1	0	20	0	20	0	0	1	1	33
02:45 PM	0	7	0	7	0	0	2	2	0	9	0	9	0	0	0	0	18
Total	0	49	0	49	0	0	4	4	0	61	3	64	0	0	1	1	118
03:00 PM	0	13	0	13	0	0	0	0	0	20	0	20	0	0	0	0	33
03:15 PM	0	12	0	12	0	0	0	0	0	19	0	19	0	0	0	0	31
03:30 PM	0	8	0	8	0	0	0	0	0	20	0	20	0	0	0	0	28
03:45 PM	0	8	0	8	0	0	1	1	0	13	0	13	0	0	0	0	22
Total	0	41	0	41	0	0	1	1	0	72	0	72	0	0	0	0	114
04:00 PM	0	9	0	9	0	0	0	0	0	13	0	13	0	0	0	0	22
04:15 PM	0	8	0	8	0	0	0	0	0	19	0	19	0	0	1	1	28
04:30 PM	0	9	0	9	0	0	0	0	0	17	0	17	0	0	0	0	26
04:45 PM	0	6	0	6	0	0	0	0	0	20	0	20	0	0	0	0	26
Total	0	32	0	32	0	0	0	0	0	69	0	69	0	0	1	1	102

Intersection Turning Movement Count

File Name : US41&CrownLake  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	10	0	10	0	0	0	0	0	8	1	9	0	0	0	0	19
05:15 PM	0	5	0	5	0	0	0	0	0	13	1	14	0	0	0	0	19
05:30 PM	0	4	0	4	0	0	0	0	0	13	0	13	0	0	0	0	17
05:45 PM	0	0	0	0	0	0	0	0	0	12	0	12	0	0	0	0	12
Total	0	19	0	19	0	0	0	0	0	46	2	48	0	0	0	0	67
Grand Total	0	362	3	365	0	0	18	18	0	459	8	467	0	0	8	8	858
Apprch %	0	99.2	0.8		0	0	100		0	98.3	1.7		0	0	100		
Total %	0	42.2	0.3	42.5	0	0	2.1	2.1	0	53.5	0.9	54.4	0	0	0.9	0.9	

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	0	12	0	12	0	0	0	0	0	14	0	14	0	0	0	0	26
10:15 AM	0	<b>23</b>	0	<b>23</b>	0	0	0	0	0	17	0	17	0	0	0	0	<b>40</b>
10:30 AM	0	12	<b>1</b>	13	0	0	<b>1</b>	<b>1</b>	0	14	0	14	0	0	<b>1</b>	<b>1</b>	29
10:45 AM	0	11	0	11	0	0	<b>2</b>	<b>2</b>	0	<b>19</b>	0	<b>19</b>	0	0	0	0	32
Total Volume	0	58	1	59	0	0	3	3	0	64	0	64	0	0	1	1	127
% App. Total	0	98.3	1.7		0	0	100		0	100	0		0	0	100		
PHF	.000	.630	.250	.641	.000	.000	.375	.375	.000	.842	.000	.842	.000	.000	.250	.250	.794

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:30 AM				12:15 PM				03:00 PM				12:15 PM			
+0 mins.	0	15	0	15	0	0	0	0	0	<b>20</b>	0	<b>20</b>	0	0	1	1
+15 mins.	0	15	0	15	0	0	1	1	0	19	0	19	0	0	1	1
+30 mins.	0	12	<b>1</b>	13	0	0	<b>3</b>	<b>3</b>	0	20	0	20	0	0	1	1
+45 mins.	0	<b>20</b>	0	<b>20</b>	0	0	1	1	0	13	0	13	0	0	<b>2</b>	<b>2</b>
Total Volume	0	62	1	63	0	0	5	5	0	72	0	72	0	0	5	5
% App. Total	0	98.4	1.6		0	0	100		0	100	0		0	0	100	
PHF	.000	.775	.250	.788	.000	.000	.417	.417	.000	.900	.000	.900	.000	.000	.625	.625

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&CrownLake  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- UTurns

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
*** BREAK ***																	
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	5	0	0	5	6
Apprch %	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	16.7	0	0	16.7	0	0	0	0	83.3	0	0	83.3	

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.375

### Intersection Turning Movement Count

File Name : US41&CrownLake  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Start Time	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	10:00 AM				04:30 PM				10:00 AM				01:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	2
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.500	.000	.000	.500	

# Intersection Pedestrian & Bicycle Count

Date: 4/5/22

Day: Tuesday

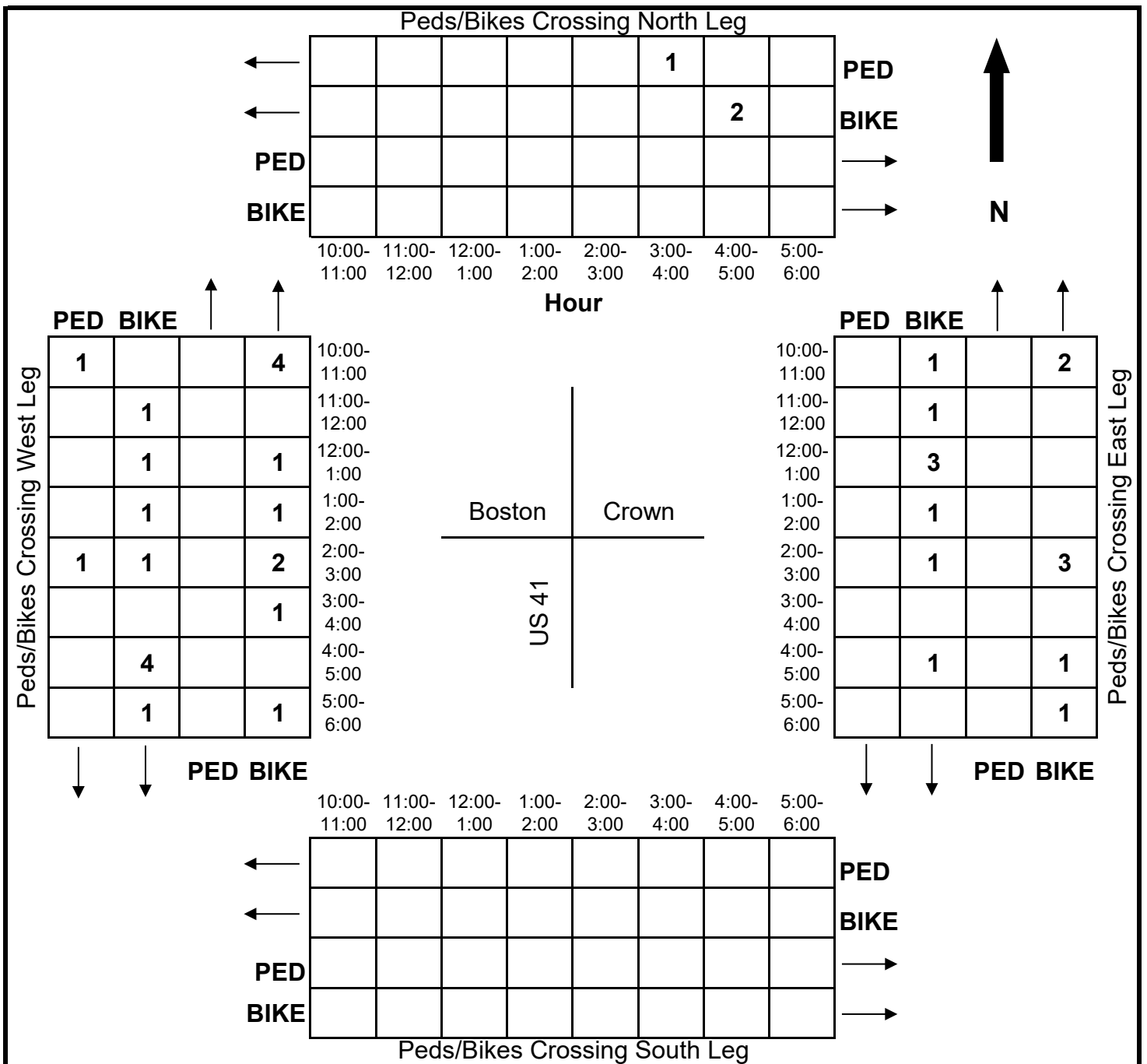
Count Times: 10am-6pm

Weather: Clear

Intersection: US 41 at Boston Road/Crown Lake Boulevard

Comments: \_\_\_\_\_  
\_\_\_\_\_

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





### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&Publix  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

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

Start Time	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
	10:00 AM	3	481	35	4	523	1	2	2	1	6	25	410	4	0	439	16	1	0	10	
10:15 AM	7	591	39	9	646	2	0	0	0	2	19	442	4	0	465	27	0	5	8	40	1153
10:30 AM	0	581	21	9	611	3	2	1	0	6	20	469	1	1	491	34	1	7	12	54	1162
10:45 AM	3	569	27	8	607	1	1	0	1	3	22	516	1	0	539	27	2	7	6	42	1191
<b>Total</b>	<b>13</b>	<b>2222</b>	<b>122</b>	<b>30</b>	<b>2387</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>17</b>	<b>86</b>	<b>1837</b>	<b>10</b>	<b>1</b>	<b>1934</b>	<b>104</b>	<b>4</b>	<b>19</b>	<b>36</b>	<b>163</b>	<b>4501</b>
11:00 AM	7	512	24	9	552	4	1	4	3	12	23	467	5	2	497	45	0	4	11	60	1121
11:15 AM	4	620	30	6	660	2	0	3	0	5	29	542	2	0	573	37	0	7	9	53	1291
11:30 AM	4	574	26	5	609	0	0	0	2	2	20	517	2	0	539	36	0	4	7	47	1197
11:45 AM	5	574	45	12	636	5	1	0	0	6	19	524	2	1	546	47	0	8	9	64	1252
<b>Total</b>	<b>20</b>	<b>2280</b>	<b>125</b>	<b>32</b>	<b>2457</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>25</b>	<b>91</b>	<b>2050</b>	<b>11</b>	<b>3</b>	<b>2155</b>	<b>165</b>	<b>0</b>	<b>23</b>	<b>36</b>	<b>224</b>	<b>4861</b>
12:00 PM	7	584	38	6	635	6	0	3	2	11	20	525	6	1	552	44	2	6	8	60	1258
12:15 PM	2	597	34	5	638	1	2	2	2	7	18	530	4	0	552	39	0	6	13	58	1255
12:30 PM	4	544	27	12	587	4	0	2	0	6	23	578	1	1	603	34	1	3	8	46	1242
12:45 PM	4	494	23	10	531	1	3	1	3	8	18	532	7	1	558	40	0	2	6	48	1145
<b>Total</b>	<b>17</b>	<b>2219</b>	<b>122</b>	<b>33</b>	<b>2391</b>	<b>12</b>	<b>5</b>	<b>8</b>	<b>7</b>	<b>32</b>	<b>79</b>	<b>2165</b>	<b>18</b>	<b>3</b>	<b>2265</b>	<b>157</b>	<b>3</b>	<b>17</b>	<b>35</b>	<b>212</b>	<b>4900</b>
01:00 PM	3	501	42	2	548	3	0	0	2	5	29	598	2	3	632	23	1	2	6	32	1217
01:15 PM	1	470	21	8	500	2	1	1	1	5	24	495	3	0	522	42	2	3	15	62	1089
01:30 PM	5	642	26	15	688	1	1	0	3	5	22	578	2	0	602	46	0	11	12	69	1364
01:45 PM	3	479	26	7	515	3	1	0	1	5	30	558	5	1	594	37	1	10	9	57	1171
<b>Total</b>	<b>12</b>	<b>2092</b>	<b>115</b>	<b>32</b>	<b>2251</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>20</b>	<b>105</b>	<b>2229</b>	<b>12</b>	<b>4</b>	<b>2350</b>	<b>148</b>	<b>4</b>	<b>26</b>	<b>42</b>	<b>220</b>	<b>4841</b>
02:00 PM	2	539	33	5	579	2	1	3	2	8	17	626	4	2	649	50	0	8	12	70	1306
02:15 PM	4	460	31	9	504	1	0	1	1	3	20	633	1	1	655	42	0	6	9	57	1219
02:30 PM	3	530	26	16	575	2	1	0	2	5	26	694	5	0	725	44	0	7	14	65	1370
02:45 PM	8	492	22	6	528	2	1	0	1	4	24	609	3	1	637	38	1	5	15	59	1228
<b>Total</b>	<b>17</b>	<b>2021</b>	<b>112</b>	<b>36</b>	<b>2186</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>20</b>	<b>87</b>	<b>2562</b>	<b>13</b>	<b>4</b>	<b>2666</b>	<b>174</b>	<b>1</b>	<b>26</b>	<b>50</b>	<b>251</b>	<b>5123</b>
03:00 PM	3	426	25	10	464	1	2	0	2	5	20	714	4	0	738	57	1	6	20	84	1291
03:15 PM	1	452	20	4	477	4	1	2	2	9	23	685	4	0	712	50	1	7	10	68	1266
03:30 PM	5	509	19	4	537	6	2	0	4	12	15	724	2	1	742	32	1	2	14	49	1340
03:45 PM	1	495	22	8	526	3	0	5	2	10	20	674	6	0	700	64	1	3	10	78	1314
<b>Total</b>	<b>10</b>	<b>1882</b>	<b>86</b>	<b>26</b>	<b>2004</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>10</b>	<b>36</b>	<b>78</b>	<b>2797</b>	<b>16</b>	<b>1</b>	<b>2892</b>	<b>203</b>	<b>4</b>	<b>18</b>	<b>54</b>	<b>279</b>	<b>5211</b>
04:00 PM	3	485	22	8	518	2	0	1	1	4	17	720	1	1	739	56	1	5	12	74	1335
04:15 PM	2	479	19	6	506	3	0	0	1	4	15	652	0	0	667	59	0	2	11	72	1249
04:30 PM	3	511	20	1	535	2	0	1	1	4	16	769	5	1	791	54	0	6	14	74	1404
04:45 PM	3	444	23	7	477	4	1	1	2	8	16	690	0	0	706	62	1	4	6	73	1264
<b>Total</b>	<b>11</b>	<b>1919</b>	<b>84</b>	<b>22</b>	<b>2036</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>20</b>	<b>64</b>	<b>2831</b>	<b>6</b>	<b>2</b>	<b>2903</b>	<b>231</b>	<b>2</b>	<b>17</b>	<b>43</b>	<b>293</b>	<b>5252</b>

Intersection Turning Movement Count

File Name : US41&Publix  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	1	540	8	9	558	4	0	0	1	5	11	689	2	1	703	64	0	3	9	76	1342
05:15 PM	7	484	24	3	518	1	1	0	0	2	19	697	4	0	720	47	0	2	8	57	1297
05:30 PM	7	444	14	0	465	4	0	2	1	7	9	725	3	0	737	37	0	2	9	48	1257
05:45 PM	5	441	16	5	467	3	0	0	2	5	12	554	2	0	568	32	0	6	2	40	1080
Total	20	1909	62	17	2008	12	1	2	4	19	51	2665	11	1	2728	180	0	13	28	221	4976
Grand Total	120	16544	828	228	17720	83	25	35	46	189	641	19136	97	19	19893	1362	18	159	324	1863	39665
Apprch %	0.7	93.4	4.7	1.3		43.9	13.2	18.5	24.3		3.2	96.2	0.5	0.1		73.1	1	8.5	17.4		
Total %	0.3	41.7	2.1	0.6	44.7	0.2	0.1	0.1	0.1	0.5	1.6	48.2	0.2	0	50.2	3.4	0	0.4	0.8	4.7	
Passenger Vehicles	44	16193	819	226	17282	81	24	34	45	184	499	18679	94	18	19290	1347	18	157	317	1839	38595
% Passenger Vehicles	36.7	97.9	98.9	99.1	97.5	97.6	96	97.1	97.8	97.4	77.8	97.6	96.9	94.7	97	98.9	100	98.7	97.8	98.7	97.3
Heavy Vehicles	0	351	9	2	362	2	1	1	1	5	9	457	3	1	470	15	0	2	7	24	861
% Heavy Vehicles	0	2.1	1.1	0.9	2	2.4	4	2.9	2.2	2.6	1.4	2.4	3.1	5.3	2.4	1.1	0	1.3	2.2	1.3	2.2
UTurns	76	0	0	0	76	0	0	0	0	0	133	0	0	0	133	0	0	0	0	0	209
% UTurns	63.3	0	0	0	0.4	0	0	0	0	0	20.7	0	0	0	0.7	0	0	0	0	0	0.5

Start Time	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	511	20	1	535	2	0	1	1	4	16	<b>769</b>	5	1	<b>791</b>	54	0	6	14	74	<b>1404</b>
04:45 PM	3	444	23	7	477	4	1	1	2	8	16	690	0	0	706	62	1	4	6	73	1264
05:00 PM	1	<b>540</b>	8	9	<b>558</b>	4	0	0	1	5	11	689	2	1	703	<b>64</b>	0	3	9	<b>76</b>	1342
05:15 PM	7	484	<b>24</b>	3	518	1	1	0	0	2	<b>19</b>	697	4	0	720	47	0	2	8	57	1297
Total Volume	14	1979	75	20	2088	11	2	2	4	19	62	2845	11	2	2920	227	1	15	37	280	5307
% App. Total	0.7	94.8	3.6	1		57.9	10.5	10.5	21.1		2.1	97.4	0.4	0.1		81.1	0.4	5.4	13.2		
PHF	.500	.916	.781	.556	.935	.688	.500	.500	.500	.594	.816	.925	.550	.500	.923	.887	.250	.625	.661	.921	.945
Passenger Vehicles	6	1951	74	20	2051	11	2	2	4	19	37	2788	11	2	2838	227	1	15	35	278	5186
% Passenger Vehicles	42.9	98.6	98.7	100	98.2	100	100	100	100	100	59.7	98.0	100	100	97.2	100	100	100	94.6	99.3	97.7
Heavy Vehicles	0	28	1	0	29	0	0	0	0	0	0	57	0	0	57	0	0	0	2	2	88
% Heavy Vehicles	0	1.4	1.3	0	1.4	0	0	0	0	0	0	2.0	0	0	2.0	0	0	0	5.4	0.7	1.7
UTurns	8	0	0	0	8	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0	33
% UTurns	57.1	0	0	0	0.4	0	0	0	0	0	40.3	0	0	0	0.9	0	0	0	0	0	0.6

### Intersection Turning Movement Count

File Name : US41&Publix  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 3

Start Time	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM					03:00 PM					04:30 PM					03:45 PM				
+0 mins.	4	<b>620</b>	30	6	<b>660</b>	1	<b>2</b>	0	2	5	16	<b>769</b>	5	1	<b>791</b>	64	1	3	10	<b>78</b>
+15 mins.	4	574	26	5	609	4	1	2	2	9	16	690	0	0	706	56	1	5	12	74
+30 mins.	5	574	<b>45</b>	<b>12</b>	636	<b>6</b>	2	0	<b>4</b>	<b>12</b>	11	689	2	1	703	59	0	2	11	72
+45 mins.	<b>7</b>	584	38	6	635	3	0	<b>5</b>	2	10	<b>19</b>	697	4	0	720	54	0	<b>6</b>	<b>14</b>	74
Total Volume	20	2352	139	29	2540	14	5	7	10	36	62	2845	11	2	2920	233	2	16	47	298
% App. Total	0.8	92.6	5.5	1.1		38.9	13.9	19.4	27.8		2.1	97.4	0.4	0.1		78.2	0.7	5.4	15.8	
PHF	.714	.948	.772	.604	.962	.583	.625	.350	.625	.750	.816	.925	.550	.500	.923	.910	.500	.667	.839	.955
Passenger Vehicles	9	2294	137	28	2468	14	4	7	9	34	37	2788	11	2	2838	233	2	16	47	298
% Passenger Vehicles	45	97.5	98.6	96.6	97.2	100	80	100	90	94.4	59.7	98	100	100	97.2	100	100	100	100	100
Heavy Vehicles	0	58	2	1	61	0	1	0	1	2	0	57	0	0	57	0	0	0	0	0
% Heavy Vehicles	0	2.5	1.4	3.4	2.4	0	20	0	10	5.6	0	2	0	0	2	0	0	0	0	0
UTurns	11	0	0	0	11	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0
% UTurns	55	0	0	0	0.4	0	0	0	0	0	40.3	0	0	0	0.9	0	0	0	0	0

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&Publix  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	2	468	35	4	509	1	2	2	1	6	20	397	4	0	421	15	1	0	10	26	962
10:15 AM	1	569	39	9	618	2	0	0	0	2	15	426	3	0	444	27	0	4	8	39	1103
10:30 AM	0	570	19	9	598	3	2	0	0	5	17	454	1	1	473	33	1	7	12	53	1129
10:45 AM	0	559	27	8	594	1	1	0	1	3	20	497	1	0	518	27	2	7	6	42	1157
<b>Total</b>	<b>3</b>	<b>2166</b>	<b>120</b>	<b>30</b>	<b>2319</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>16</b>	<b>72</b>	<b>1774</b>	<b>9</b>	<b>1</b>	<b>1856</b>	<b>102</b>	<b>4</b>	<b>18</b>	<b>36</b>	<b>160</b>	<b>4351</b>
11:00 AM	5	499	22	9	535	4	1	4	3	12	20	459	5	2	486	43	0	4	11	58	1091
11:15 AM	0	603	29	6	638	2	0	3	0	5	23	525	2	0	550	35	0	7	9	51	1244
11:30 AM	2	559	26	4	591	0	0	0	2	2	19	503	2	0	524	36	0	4	7	47	1164
11:45 AM	3	559	45	12	619	5	1	0	0	6	16	515	2	1	534	46	0	8	9	63	1222
<b>Total</b>	<b>10</b>	<b>2220</b>	<b>122</b>	<b>31</b>	<b>2383</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>25</b>	<b>78</b>	<b>2002</b>	<b>11</b>	<b>3</b>	<b>2094</b>	<b>160</b>	<b>0</b>	<b>23</b>	<b>36</b>	<b>219</b>	<b>4721</b>
12:00 PM	4	573	37	6	620	6	0	3	2	11	18	513	6	1	538	43	2	5	7	57	1226
12:15 PM	1	578	33	5	617	1	2	2	2	7	16	517	4	0	537	38	0	6	11	55	1216
12:30 PM	0	530	27	12	569	4	0	2	0	6	17	564	1	1	583	34	1	3	8	46	1204
12:45 PM	1	486	23	10	520	0	3	1	3	7	15	516	6	1	538	40	0	2	5	47	1112
<b>Total</b>	<b>6</b>	<b>2167</b>	<b>120</b>	<b>33</b>	<b>2326</b>	<b>11</b>	<b>5</b>	<b>8</b>	<b>7</b>	<b>31</b>	<b>66</b>	<b>2110</b>	<b>17</b>	<b>3</b>	<b>2196</b>	<b>155</b>	<b>3</b>	<b>16</b>	<b>31</b>	<b>205</b>	<b>4758</b>
01:00 PM	1	492	42	2	537	3	0	0	2	5	21	579	2	3	605	23	1	2	6	32	1179
01:15 PM	1	462	21	8	492	2	1	1	1	5	18	485	3	0	506	41	2	3	15	61	1064
01:30 PM	3	627	25	15	670	1	1	0	3	5	17	568	2	0	587	45	0	11	12	68	1330
01:45 PM	1	464	26	7	498	3	1	0	1	5	23	549	5	1	578	37	1	10	9	57	1138
<b>Total</b>	<b>6</b>	<b>2045</b>	<b>114</b>	<b>32</b>	<b>2197</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>20</b>	<b>79</b>	<b>2181</b>	<b>12</b>	<b>4</b>	<b>2276</b>	<b>146</b>	<b>4</b>	<b>26</b>	<b>42</b>	<b>218</b>	<b>4711</b>
02:00 PM	1	522	33	4	560	2	1	3	2	8	12	612	4	2	630	50	0	8	11	69	1267
02:15 PM	1	448	31	9	489	0	0	1	1	2	16	616	1	1	634	41	0	6	9	56	1181
02:30 PM	1	519	26	16	562	2	1	0	2	5	20	675	5	0	700	41	0	7	14	62	1329
02:45 PM	2	486	22	6	516	2	1	0	1	4	20	600	3	0	623	38	1	5	15	59	1202
<b>Total</b>	<b>5</b>	<b>1975</b>	<b>112</b>	<b>35</b>	<b>2127</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>6</b>	<b>19</b>	<b>68</b>	<b>2503</b>	<b>13</b>	<b>3</b>	<b>2587</b>	<b>170</b>	<b>1</b>	<b>26</b>	<b>49</b>	<b>246</b>	<b>4979</b>
03:00 PM	0	413	25	10	448	1	1	0	2	4	15	695	4	0	714	57	1	6	20	84	1250
03:15 PM	1	440	20	4	465	4	1	2	2	9	19	667	3	0	689	50	1	7	10	68	1231
03:30 PM	3	501	19	4	527	6	2	0	3	11	14	704	2	1	721	32	1	2	14	49	1308
03:45 PM	0	487	22	8	517	3	0	5	2	10	16	660	6	0	682	64	1	3	10	78	1287
<b>Total</b>	<b>4</b>	<b>1841</b>	<b>86</b>	<b>26</b>	<b>1957</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>34</b>	<b>64</b>	<b>2726</b>	<b>15</b>	<b>1</b>	<b>2806</b>	<b>203</b>	<b>4</b>	<b>18</b>	<b>54</b>	<b>279</b>	<b>5076</b>
04:00 PM	1	476	22	8	507	2	0	1	1	4	13	707	1	1	722	56	1	5	12	74	1307
04:15 PM	0	471	19	6	496	3	0	0	1	4	13	633	0	0	646	59	0	2	11	72	1218
04:30 PM	1	502	20	1	524	2	0	1	1	4	12	753	5	1	771	54	0	6	14	74	1373
04:45 PM	1	438	22	7	468	4	1	1	2	8	11	673	0	0	684	62	1	4	6	73	1233
<b>Total</b>	<b>3</b>	<b>1887</b>	<b>83</b>	<b>22</b>	<b>1995</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>20</b>	<b>49</b>	<b>2766</b>	<b>6</b>	<b>2</b>	<b>2823</b>	<b>231</b>	<b>2</b>	<b>17</b>	<b>43</b>	<b>293</b>	<b>5131</b>

Intersection Turning Movement Count

File Name : US41&Publix  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	0	531	8	9	548	4	0	0	1	5	6	678	2	1	687	64	0	3	8	75	1315
05:15 PM	4	480	24	3	511	1	1	0	0	2	8	684	4	0	696	47	0	2	7	56	1265
05:30 PM	1	440	14	0	455	4	0	2	1	7	3	713	3	0	719	37	0	2	9	48	1229
05:45 PM	2	441	16	5	464	3	0	0	2	5	6	542	2	0	550	32	0	6	2	40	1059
Total	7	1892	62	17	1978	12	1	2	4	19	23	2617	11	1	2652	180	0	13	26	219	4868
Grand Total	44	16193	819	226	17282	81	24	34	45	184	499	18679	94	18	19290	1347	18	157	317	1839	38595
Apprch %	0.3	93.7	4.7	1.3		44	13	18.5	24.5		2.6	96.8	0.5	0.1		73.2	1	8.5	17.2		
Total %	0.1	42	2.1	0.6	44.8	0.2	0.1	0.1	0.1	0.5	1.3	48.4	0.2	0	50	3.5	0	0.4	0.8	4.8	

Start Time	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	502	20	1	524	2	0	1	1	4	12	753	5	1	771	54	0	6	14	74	1373
04:45 PM	1	438	22	7	468	4	1	1	2	8	11	673	0	0	684	62	1	4	6	73	1233
05:00 PM	0	531	8	9	548	4	0	0	1	5	6	678	2	1	687	64	0	3	8	75	1315
05:15 PM	4	480	24	3	511	1	1	0	0	2	8	684	4	0	696	47	0	2	7	56	1265
Total Volume	6	1951	74	20	2051	11	2	2	4	19	37	2788	11	2	2838	227	1	15	35	278	5186
% App. Total	0.3	95.1	3.6	1		57.9	10.5	10.5	21.1		1.3	98.2	0.4	0.1		81.7	0.4	5.4	12.6		
PHF	.375	.919	.771	.556	.936	.688	.500	.500	.500	.594	.771	.926	.550	.500	.920	.887	.250	.625	.625	.927	.944

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:15 AM					03:00 PM					04:30 PM					03:45 PM				
+0 mins.	0	603	29	6	638	1	1	0	2	4	12	753	5	1	771	64	1	3	10	78
+15 mins.	2	559	26	4	591	4	1	2	2	9	11	673	0	0	684	56	1	5	12	74
+30 mins.	3	559	45	12	619	6	2	0	3	11	6	678	2	1	687	59	0	2	11	72
+45 mins.	4	573	37	6	620	3	0	5	2	10	8	684	4	0	696	54	0	6	14	74
Total Volume	9	2294	137	28	2468	14	4	7	9	34	37	2788	11	2	2838	233	2	16	47	298
% App. Total	0.4	92.9	5.6	1.1		41.2	11.8	20.6	26.5		1.3	98.2	0.4	0.1		78.2	0.7	5.4	15.8	
PHF	.563	.951	.761	.583	.967	.583	.500	.350	.750	.773	.771	.926	.550	.500	.920	.910	.500	.667	.839	.955

Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : US41&Publix  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	27
10:15 AM	0	22	0	0	22	0	0	0	0	0	1	16	1	0	18	0	0	1	0	1	41
10:30 AM	0	11	2	0	13	0	0	1	0	1	0	15	0	0	15	1	0	0	0	1	30
10:45 AM	0	10	0	0	10	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	30
Total	0	56	2	0	58	0	0	1	0	1	2	63	1	0	66	2	0	1	0	3	128
11:00 AM	0	13	2	0	15	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	25
11:15 AM	0	17	1	0	18	0	0	0	0	0	0	17	0	0	17	2	0	0	0	2	37
11:30 AM	0	15	0	1	16	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	30
11:45 AM	0	15	0	0	15	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	25
Total	0	60	3	1	64	0	0	0	0	0	0	48	0	0	48	5	0	0	0	5	117
12:00 PM	0	11	1	0	12	0	0	0	0	0	0	12	0	0	12	1	0	1	1	3	27
12:15 PM	0	19	1	0	20	0	0	0	0	0	0	13	0	0	13	1	0	0	2	3	36
12:30 PM	0	14	0	0	14	0	0	0	0	0	1	14	0	0	15	0	0	0	0	0	29
12:45 PM	0	8	0	0	8	1	0	0	0	1	0	16	1	0	17	0	0	0	1	1	27
Total	0	52	2	0	54	1	0	0	0	1	1	55	1	0	57	2	0	1	4	7	119
01:00 PM	0	9	0	0	9	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	28
01:15 PM	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	19
01:30 PM	0	15	1	0	16	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	27
01:45 PM	0	15	0	0	15	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	24
Total	0	47	1	0	48	0	0	0	0	0	0	48	0	0	48	2	0	0	0	2	98
02:00 PM	0	17	0	1	18	0	0	0	0	0	1	14	0	0	15	0	0	0	1	1	34
02:15 PM	0	12	0	0	12	1	0	0	0	1	1	17	0	0	18	1	0	0	0	1	32
02:30 PM	0	11	0	0	11	0	0	0	0	0	2	19	0	0	21	3	0	0	0	3	35
02:45 PM	0	6	0	0	6	0	0	0	0	0	0	9	0	1	10	0	0	0	0	0	16
Total	0	46	0	1	47	1	0	0	0	1	4	59	0	1	64	4	0	0	1	5	117
03:00 PM	0	13	0	0	13	0	1	0	0	1	1	19	0	0	20	0	0	0	0	0	34
03:15 PM	0	12	0	0	12	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	31
03:30 PM	0	8	0	0	8	0	0	0	1	1	0	20	0	0	20	0	0	0	0	0	29
03:45 PM	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	22
Total	0	41	0	0	41	0	1	0	1	2	1	71	1	0	73	0	0	0	0	0	116
04:00 PM	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	22
04:15 PM	0	8	0	0	8	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	27
04:30 PM	0	9	0	0	9	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	25
04:45 PM	0	6	1	0	7	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	24
Total	0	32	1	0	33	0	0	0	0	0	0	65	0	0	65	0	0	0	0	0	98

Intersection Turning Movement Count

File Name : US41&Publix  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	0	0	0	1	1	21
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	13	0	0	13	0	0	0	1	1	18
05:30 PM	0	4	0	0	4	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	17
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	12
Total	0	17	0	0	17	0	0	0	0	0	1	48	0	0	49	0	0	0	2	2	68
Grand Total	0	351	9	2	362	2	1	1	1	5	9	457	3	1	470	15	0	2	7	24	861
Apprch %	0	97	2.5	0.6		40	20	20	20		1.9	97.2	0.6	0.2		62.5	0	8.3	29.2		
Total %	0	40.8	1	0.2	42	0.2	0.1	0.1	0.1	0.6	1	53.1	0.3	0.1	54.6	1.7	0	0.2	0.8	2.8	

Start Time	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	27
10:15 AM	0	22	0	0	22	0	0	0	0	0	1	16	1	0	18	0	0	1	0	1	41
10:30 AM	0	11	2	0	13	0	0	1	0	1	0	15	0	0	15	1	0	0	0	1	30
10:45 AM	0	10	0	0	10	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	30
Total Volume	0	56	2	0	58	0	0	1	0	1	2	63	1	0	66	2	0	1	0	3	128
% App. Total	0	96.6	3.4	0		0	0	100	0		3	95.5	1.5	0		66.7	0	33.3	0		
PHF	.000	.636	.250	.000	.659	.000	.000	.250	.000	.250	.500	.829	.250	.000	.825	.500	.000	.250	.000	.750	.780

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:00 AM					02:15 PM					03:00 PM					11:30 AM					
+0 mins.	0	13	2	0	15	1	0	0	0	1	1	19	0	0	20	0	0	0	0	0	0
+15 mins.	0	17	1	0	18	0	0	0	0	0	0	18	1	0	19	1	0	0	0	1	1
+30 mins.	0	15	0	1	16	0	0	0	0	0	0	20	0	0	20	1	0	1	1	3	3
+45 mins.	0	15	0	0	15	0	1	0	0	1	0	14	0	0	14	1	0	0	2	3	3
Total Volume	0	60	3	1	64	1	1	0	0	2	1	71	1	0	73	3	0	1	3	7	7
% App. Total	0	93.8	4.7	1.6		50	50	0	0		1.4	97.3	1.4	0		42.9	0	14.3	42.9		
PHF	.000	.882	.375	.250	.889	.250	.250	.000	.000	.500	.250	.888	.250	.000	.913	.750	.000	.250	.375	.583	







# Intersection Pedestrian & Bicycle Count

Date: 4/5/22

Day: Tuesday

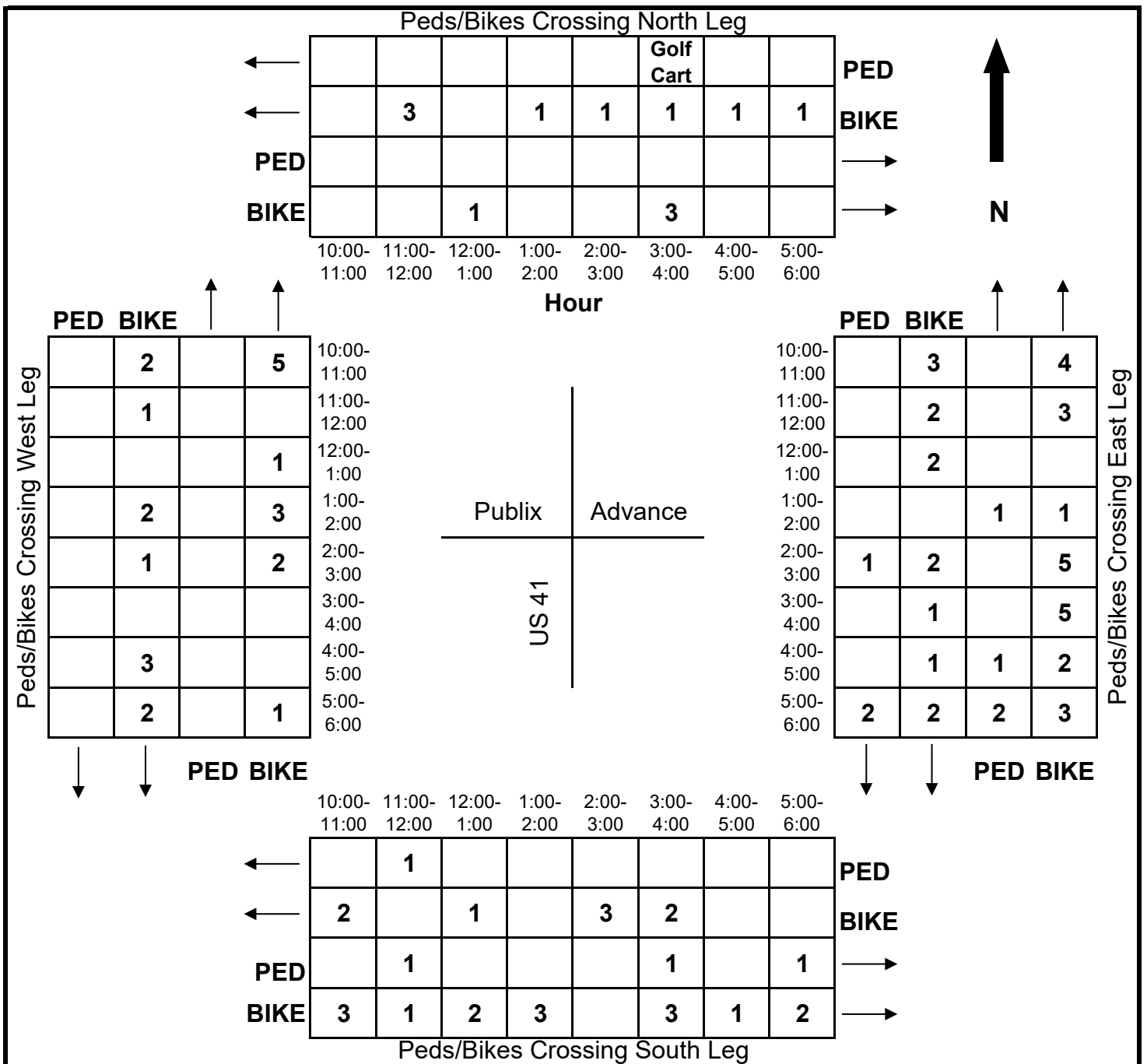
Count Times: 10am-6pm

Weather: Clear

Intersection: US 41 at Publix Plaza/Advance Auto Parts

Comments: \_\_\_\_\_  
\_\_\_\_\_

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



### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Vanderbilt  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	9	2	2	1	14	23	265	2	0	290	26	4	23	31	84	3	198	24	17	242	630
10:15 AM	11	4	2	2	19	36	276	0	0	312	35	6	31	23	95	0	232	33	14	279	705
10:30 AM	4	1	1	1	7	41	270	2	0	313	36	0	13	30	79	1	201	27	13	242	641
10:45 AM	5	0	1	2	8	39	280	2	0	321	44	0	28	30	102	1	222	38	11	272	703
<b>Total</b>	<b>29</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>48</b>	<b>139</b>	<b>1091</b>	<b>6</b>	<b>0</b>	<b>1236</b>	<b>141</b>	<b>10</b>	<b>95</b>	<b>114</b>	<b>360</b>	<b>5</b>	<b>853</b>	<b>122</b>	<b>55</b>	<b>1035</b>	<b>2679</b>
11:00 AM	7	3	0	1	11	38	292	1	1	332	42	4	39	21	106	1	216	23	19	259	708
11:15 AM	5	1	1	1	8	50	339	1	1	391	38	2	28	24	92	0	214	20	17	251	742
11:30 AM	4	2	0	0	6	42	291	2	0	335	45	2	26	32	105	0	218	32	12	262	708
11:45 AM	4	5	1	2	12	52	335	5	0	392	44	3	43	35	125	2	242	35	9	288	817
<b>Total</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>37</b>	<b>182</b>	<b>1257</b>	<b>9</b>	<b>2</b>	<b>1450</b>	<b>169</b>	<b>11</b>	<b>136</b>	<b>112</b>	<b>428</b>	<b>3</b>	<b>890</b>	<b>110</b>	<b>57</b>	<b>1060</b>	<b>2975</b>
12:00 PM	6	4	1	0	11	47	307	2	0	356	40	4	48	33	125	1	243	48	2	294	786
12:15 PM	1	1	1	2	5	60	301	1	0	362	43	1	34	25	103	2	206	38	3	249	719
12:30 PM	4	2	0	1	7	40	284	4	0	328	51	3	44	28	126	4	243	30	8	285	746
12:45 PM	6	1	1	1	9	48	217	1	0	266	36	5	36	13	90	3	268	38	9	318	683
<b>Total</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>32</b>	<b>195</b>	<b>1109</b>	<b>8</b>	<b>0</b>	<b>1312</b>	<b>170</b>	<b>13</b>	<b>162</b>	<b>99</b>	<b>444</b>	<b>10</b>	<b>960</b>	<b>154</b>	<b>22</b>	<b>1146</b>	<b>2934</b>
01:00 PM	7	1	0	2	10	69	261	0	1	331	46	4	35	14	99	3	240	35	15	293	733
01:15 PM	7	1	0	2	10	45	250	4	0	299	46	2	44	11	103	1	225	24	16	266	678
01:30 PM	6	0	1	1	8	49	243	4	1	297	44	3	36	15	98	0	219	24	11	254	657
01:45 PM	3	2	3	0	8	44	228	5	0	277	49	4	34	20	107	3	257	31	14	305	697
<b>Total</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>36</b>	<b>207</b>	<b>982</b>	<b>13</b>	<b>2</b>	<b>1204</b>	<b>185</b>	<b>13</b>	<b>149</b>	<b>60</b>	<b>407</b>	<b>7</b>	<b>941</b>	<b>114</b>	<b>56</b>	<b>1118</b>	<b>2765</b>
02:00 PM	9	2	0	0	11	30	241	5	0	276	35	3	17	15	70	1	291	36	15	343	700
02:15 PM	5	2	0	1	8	58	186	2	0	246	38	4	28	42	112	4	231	30	11	276	642
02:30 PM	5	5	0	3	13	43	222	4	0	269	29	2	28	37	96	1	317	55	9	382	760
02:45 PM	6	3	1	0	10	69	246	0	0	315	39	6	40	36	121	2	222	41	11	276	722
<b>Total</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>42</b>	<b>200</b>	<b>895</b>	<b>11</b>	<b>0</b>	<b>1106</b>	<b>141</b>	<b>15</b>	<b>113</b>	<b>130</b>	<b>399</b>	<b>8</b>	<b>1061</b>	<b>162</b>	<b>46</b>	<b>1277</b>	<b>2824</b>
03:00 PM	4	2	0	0	6	37	219	2	0	258	31	2	51	34	118	4	341	41	14	400	782
03:15 PM	5	6	0	0	11	47	196	3	1	247	54	4	47	15	120	3	275	36	15	329	707
03:30 PM	12	6	1	0	19	61	218	1	0	280	44	3	38	20	105	4	338	48	11	401	805
03:45 PM	7	1	0	3	11	50	194	3	0	247	52	5	43	15	115	1	283	38	26	348	721
<b>Total</b>	<b>28</b>	<b>15</b>	<b>1</b>	<b>3</b>	<b>47</b>	<b>195</b>	<b>827</b>	<b>9</b>	<b>1</b>	<b>1032</b>	<b>181</b>	<b>14</b>	<b>179</b>	<b>84</b>	<b>458</b>	<b>12</b>	<b>1237</b>	<b>163</b>	<b>66</b>	<b>1478</b>	<b>3015</b>
04:00 PM	5	7	0	0	12	48	189	3	1	241	43	3	42	14	102	1	332	50	14	397	752
04:15 PM	6	4	0	0	10	37	216	1	0	254	48	5	24	27	104	1	285	36	10	332	700
04:30 PM	3	6	0	2	11	39	195	0	1	235	46	5	32	17	100	1	292	42	13	348	694
04:45 PM	6	2	1	0	9	39	209	5	2	255	48	2	55	17	122	3	250	40	14	307	693
<b>Total</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>42</b>	<b>163</b>	<b>809</b>	<b>9</b>	<b>4</b>	<b>985</b>	<b>185</b>	<b>15</b>	<b>153</b>	<b>75</b>	<b>428</b>	<b>6</b>	<b>1159</b>	<b>168</b>	<b>51</b>	<b>1384</b>	<b>2839</b>

### Intersection Turning Movement Count

File Name : BonitaBeach&Vanderbilt  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	8	5	0	1	14	34	222	5	0	261	49	8	54	18	129	3	223	37	7	270	674
05:15 PM	10	5	0	1	16	39	202	2	0	243	48	4	31	20	103	7	251	28	13	299	661
05:30 PM	6	1	2	3	12	36	196	6	0	238	45	4	40	17	106	6	208	30	9	253	609
05:45 PM	9	4	0	3	16	34	200	2	0	236	42	8	32	9	91	2	221	31	4	258	601
<b>Total</b>	<b>33</b>	<b>15</b>	<b>2</b>	<b>8</b>	<b>58</b>	<b>143</b>	<b>820</b>	<b>15</b>	<b>0</b>	<b>978</b>	<b>184</b>	<b>24</b>	<b>157</b>	<b>64</b>	<b>429</b>	<b>18</b>	<b>903</b>	<b>126</b>	<b>33</b>	<b>1080</b>	<b>2545</b>
<b>Grand Total</b>	<b>195</b>	<b>91</b>	<b>20</b>	<b>36</b>	<b>342</b>	<b>1424</b>	<b>7790</b>	<b>80</b>	<b>9</b>	<b>9303</b>	<b>1356</b>	<b>115</b>	<b>1144</b>	<b>738</b>	<b>3353</b>	<b>69</b>	<b>8004</b>	<b>1119</b>	<b>386</b>	<b>9578</b>	<b>22576</b>
Apprch %	57	26.6	5.8	10.5		15.3	83.7	0.9	0.1		40.4	3.4	34.1	22		0.7	83.6	11.7	4		
Total %	0.9	0.4	0.1	0.2	1.5	6.3	34.5	0.4	0	41.2	6	0.5	5.1	3.3	14.9	0.3	35.5	5	1.7	42.4	
Passenger Vehicles	184	87	16	33	320	1370	7647	80	8	9105	1343	111	1118	722	3294	39	7842	1100	381	9362	22081
% Passenger Vehicles	94.4	95.6	80	91.7	93.6	96.2	98.2	100	88.9	97.9	99	96.5	97.7	97.8	98.2	56.5	98	98.3	98.7	97.7	97.8
Heavy Vehicles	9	4	4	3	20	17	143	0	1	161	13	4	26	16	59	6	162	19	5	192	432
% Heavy Vehicles	4.6	4.4	20	8.3	5.8	1.2	1.8	0	11.1	1.7	1	3.5	2.3	2.2	1.8	8.7	2	1.7	1.3	2	1.9
UTurns	2	0	0	0	2	37	0	0	0	37	0	0	0	0	0	24	0	0	0	24	63
% UTurns	1	0	0	0	0.6	2.6	0	0	0	0.4	0	0	0	0	0	34.8	0	0	0	0.3	0.3

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	4	5	1	2	12	52	335	5	0	392	44	3	43	35	125	2	242	35	9	288	817
12:00 PM	6	4	1	0	11	47	307	2	0	356	40	4	48	33	125	1	243	48	2	294	786
12:15 PM	1	1	1	2	5	60	301	1	0	362	43	1	34	25	103	2	206	38	3	249	719
12:30 PM	4	2	0	1	7	40	284	4	0	328	51	3	44	28	126	4	243	30	8	285	746
Total Volume	15	12	3	5	35	199	1227	12	0	1438	178	11	169	121	479	9	934	151	22	1116	3068
% App. Total	42.9	34.3	8.6	14.3		13.8	85.3	0.8	0		37.2	2.3	35.3	25.3		0.8	83.7	13.5	2		
PHF	.625	.600	.750	.625	.729	.829	.916	.600	.000	.917	.873	.688	.880	.864	.950	.563	.961	.786	.611	.949	.939
Passenger Vehicles	14	12	1	5	32	187	1194	12	0	1393	175	11	165	117	468	3	908	149	22	1082	2975
% Passenger Vehicles	93.3	100	33.3	100	91.4	94.0	97.3	100	0	96.9	98.3	100	97.6	96.7	97.7	33.3	97.2	98.7	100	97.0	97.0
Heavy Vehicles	1	0	2	0	3	5	33	0	0	38	3	0	4	4	11	2	26	2	0	30	82
% Heavy Vehicles	6.7	0	66.7	0	8.6	2.5	2.7	0	0	2.6	1.7	0	2.4	3.3	2.3	22.2	2.8	1.3	0	2.7	2.7
UTurns	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	4	0	0	0	4	11
% UTurns	0	0	0	0	0	3.5	0	0	0	0.5	0	0	0	0	0	44.4	0	0	0	0.4	0.4

### Intersection Turning Movement Count

File Name : BonitaBeach&Vanderbilt  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 3

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					11:15 AM					11:45 AM					03:00 PM				
+0 mins.	8	<b>5</b>	0	1	14	50	<b>339</b>	1	1	391	44	3	43	<b>35</b>	125	<b>4</b>	<b>341</b>	41	14	400
+15 mins.	<b>10</b>	5	0	1	<b>16</b>	42	291	2	0	335	40	<b>4</b>	<b>48</b>	33	125	3	275	36	15	329
+30 mins.	6	1	<b>2</b>	<b>3</b>	12	<b>52</b>	335	<b>5</b>	0	<b>392</b>	43	1	34	25	103	4	338	<b>48</b>	11	<b>401</b>
+45 mins.	9	4	0	3	16	47	307	2	0	356	<b>51</b>	3	44	28	<b>126</b>	1	283	38	<b>26</b>	348
Total Volume	33	15	2	8	58	191	1272	10	1	1474	178	11	169	121	479	12	1237	163	66	1478
% App. Total	56.9	25.9	3.4	13.8		13	86.3	0.7	0.1		37.2	2.3	35.3	25.3		0.8	83.7	11	4.5	
PHF	.825	.750	.250	.667	.906	.918	.938	.500	.250	.940	.873	.688	.880	.864	.950	.750	.907	.849	.635	.921
Passenger Vehicles	30	14	1	8	53	182	1247	10	1	1440	175	11	165	117	468	8	1213	159	64	1444
% Passenger Vehicles	90.9	93.3	50	100	91.4	95.3	98	100	100	97.7	98.3	100	97.6	96.7	97.7	66.7	98.1	97.5	97	97.7
Heavy Vehicles	2	1	1	0	4	2	25	0	0	27	3	0	4	4	11	0	24	4	2	30
% Heavy Vehicles	6.1	6.7	50	0	6.9	1	2	0	0	1.8	1.7	0	2.4	3.3	2.3	0	1.9	2.5	3	2
UTurns	1	0	0	0	1	7	0	0	0	7	0	0	0	0	0	4	0	0	0	4
% UTurns	3	0	0	0	1.7	3.7	0	0	0	0.5	0	0	0	0	0	33.3	0	0	0	0.3

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Vanderbilt  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	8	2	2	1	13	22	259	2	0	283	26	4	21	30	81	1	194	24	17	236	613
10:15 AM	11	4	2	2	19	34	267	0	0	301	34	6	30	23	93	0	226	33	13	272	685
10:30 AM	4	1	1	1	7	39	263	2	0	304	36	0	13	30	79	0	197	27	13	237	627
10:45 AM	5	0	1	1	7	39	276	2	0	317	43	0	27	28	98	1	219	36	11	267	689
<b>Total</b>	<b>28</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>46</b>	<b>134</b>	<b>1065</b>	<b>6</b>	<b>0</b>	<b>1205</b>	<b>139</b>	<b>10</b>	<b>91</b>	<b>111</b>	<b>351</b>	<b>2</b>	<b>836</b>	<b>120</b>	<b>54</b>	<b>1012</b>	<b>2614</b>
11:00 AM	7	3	0	1	11	37	289	1	1	328	42	4	39	20	105	0	212	23	19	254	698
11:15 AM	5	1	1	1	8	49	331	1	1	382	36	2	28	24	90	0	210	20	17	247	727
11:30 AM	4	2	0	0	6	41	288	2	0	331	44	2	25	32	103	0	210	32	12	254	694
11:45 AM	3	5	0	2	10	48	327	5	0	380	43	3	43	34	123	0	231	35	9	275	788
<b>Total</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>35</b>	<b>175</b>	<b>1235</b>	<b>9</b>	<b>2</b>	<b>1421</b>	<b>165</b>	<b>11</b>	<b>135</b>	<b>110</b>	<b>421</b>	<b>0</b>	<b>863</b>	<b>110</b>	<b>57</b>	<b>1030</b>	<b>2907</b>
12:00 PM	6	4	1	0	11	44	301	2	0	347	40	4	47	32	123	0	240	47	2	289	770
12:15 PM	1	1	0	2	4	57	290	1	0	348	42	1	32	23	98	1	201	37	3	242	692
12:30 PM	4	2	0	1	7	38	276	4	0	318	50	3	43	28	124	2	236	30	8	276	725
12:45 PM	6	1	1	1	9	46	215	1	0	262	36	5	35	13	89	2	263	37	9	311	671
<b>Total</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>31</b>	<b>185</b>	<b>1082</b>	<b>8</b>	<b>0</b>	<b>1275</b>	<b>168</b>	<b>13</b>	<b>157</b>	<b>96</b>	<b>434</b>	<b>5</b>	<b>940</b>	<b>151</b>	<b>22</b>	<b>1118</b>	<b>2858</b>
01:00 PM	7	1	0	1	9	63	259	0	1	323	45	4	34	13	96	0	236	35	14	285	713
01:15 PM	7	1	0	2	10	43	246	4	0	293	46	2	44	10	102	1	224	24	16	265	670
01:30 PM	6	0	1	0	7	49	240	4	0	293	43	3	36	15	97	0	213	23	11	247	644
01:45 PM	3	2	3	0	8	42	222	5	0	269	49	4	34	19	106	0	253	29	14	296	679
<b>Total</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>34</b>	<b>197</b>	<b>967</b>	<b>13</b>	<b>1</b>	<b>1178</b>	<b>183</b>	<b>13</b>	<b>148</b>	<b>57</b>	<b>401</b>	<b>1</b>	<b>926</b>	<b>111</b>	<b>55</b>	<b>1093</b>	<b>2706</b>
02:00 PM	8	2	0	0	10	28	236	5	0	269	34	3	15	15	67	1	284	36	15	336	682
02:15 PM	4	2	0	1	7	58	179	2	0	239	37	4	28	41	110	2	227	30	11	270	626
02:30 PM	5	4	0	3	12	41	217	4	0	262	29	2	27	37	95	1	308	53	9	371	740
02:45 PM	6	3	0	0	9	68	243	0	0	311	39	6	40	36	121	2	222	41	11	276	717
<b>Total</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>38</b>	<b>195</b>	<b>875</b>	<b>11</b>	<b>0</b>	<b>1081</b>	<b>139</b>	<b>15</b>	<b>110</b>	<b>129</b>	<b>393</b>	<b>6</b>	<b>1041</b>	<b>160</b>	<b>46</b>	<b>1253</b>	<b>2765</b>
03:00 PM	4	2	0	0	6	36	213	2	0	251	31	2	51	33	117	4	334	40	14	392	766
03:15 PM	4	6	0	0	10	44	192	3	1	240	54	3	45	13	115	2	267	35	14	318	683
03:30 PM	10	6	1	0	17	58	215	1	0	274	43	2	36	20	101	1	332	47	11	391	783
03:45 PM	7	0	0	3	10	48	191	3	0	242	52	5	41	15	113	1	280	37	25	343	708
<b>Total</b>	<b>25</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>43</b>	<b>186</b>	<b>811</b>	<b>9</b>	<b>1</b>	<b>1007</b>	<b>180</b>	<b>12</b>	<b>173</b>	<b>81</b>	<b>446</b>	<b>8</b>	<b>1213</b>	<b>159</b>	<b>64</b>	<b>1444</b>	<b>2940</b>
04:00 PM	5	7	0	0	12	48	185	3	1	237	43	2	41	14	100	0	325	50	14	389	738
04:15 PM	6	3	0	0	9	35	212	1	0	248	48	5	24	27	104	1	282	35	10	328	689
04:30 PM	2	6	0	2	10	39	193	0	1	233	46	5	32	17	100	1	282	39	13	335	678
04:45 PM	6	2	1	0	9	38	208	5	2	253	48	2	52	17	119	1	246	40	14	301	682
<b>Total</b>	<b>19</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>40</b>	<b>160</b>	<b>798</b>	<b>9</b>	<b>4</b>	<b>971</b>	<b>185</b>	<b>14</b>	<b>149</b>	<b>75</b>	<b>423</b>	<b>3</b>	<b>1135</b>	<b>164</b>	<b>51</b>	<b>1353</b>	<b>2787</b>

### Intersection Turning Movement Count

File Name : BonitaBeach&Vanderbilt  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	8	5	0	1	14	34	220	5	0	259	49	8	53	17	127	2	220	37	7	266	666
05:15 PM	10	4	0	1	15	36	200	2	0	238	48	3	31	20	102	6	245	28	12	291	646
05:30 PM	6	1	1	3	11	36	195	6	0	237	45	4	39	17	105	4	203	29	9	245	598
05:45 PM	6	4	0	3	13	32	199	2	0	233	42	8	32	9	91	2	220	31	4	257	594
<b>Total</b>	<b>30</b>	<b>14</b>	<b>1</b>	<b>8</b>	<b>53</b>	<b>138</b>	<b>814</b>	<b>15</b>	<b>0</b>	<b>967</b>	<b>184</b>	<b>23</b>	<b>155</b>	<b>63</b>	<b>425</b>	<b>14</b>	<b>888</b>	<b>125</b>	<b>32</b>	<b>1059</b>	<b>2504</b>
<b>Grand Total</b>	<b>184</b>	<b>87</b>	<b>16</b>	<b>33</b>	<b>320</b>	<b>1370</b>	<b>7647</b>	<b>80</b>	<b>8</b>	<b>9105</b>	<b>1343</b>	<b>111</b>	<b>1118</b>	<b>722</b>	<b>3294</b>	<b>39</b>	<b>7842</b>	<b>1100</b>	<b>381</b>	<b>9362</b>	<b>22081</b>
Apprch %	57.5	27.2	5	10.3		15	84	0.9	0.1		40.8	3.4	33.9	21.9		0.4	83.8	11.7	4.1		
Total %	0.8	0.4	0.1	0.1	1.4	6.2	34.6	0.4	0	41.2	6.1	0.5	5.1	3.3	14.9	0.2	35.5	5	1.7	42.4	

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	5	1	1	1	8	49	331	1	1	382	36	2	28	24	90	0	210	20	17	247	727
11:30 AM	4	2	0	0	6	41	288	2	0	331	44	2	25	32	103	0	210	32	12	254	694
11:45 AM	3	5	0	2	10	48	327	5	0	380	43	3	43	34	123	0	231	35	9	275	788
12:00 PM	6	4	1	0	11	44	301	2	0	347	40	4	47	32	123	0	240	47	2	289	770
Total Volume	18	12	2	3	35	182	1247	10	1	1440	163	11	143	122	439	0	891	134	40	1065	2979
% App. Total	51.4	34.3	5.7	8.6		12.6	86.6	0.7	0.1		37.1	2.5	32.6	27.8		0	83.7	12.6	3.8		
PHF	.750	.600	.500	.375	.795	.929	.942	.500	.250	.942	.926	.688	.761	.897	.892	.000	.928	.713	.588	.921	.945

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM					11:15 AM					11:45 AM					03:30 PM				
+0 mins.	8	5	0	1	14	49	331	1	1	382	43	3	43	34	123	1	332	47	11	391
+15 mins.	10	4	0	1	15	41	288	2	0	331	40	4	47	32	123	1	280	37	25	343
+30 mins.	6	1	1	3	11	48	327	5	0	380	42	1	32	23	98	0	325	50	14	389
+45 mins.	6	4	0	3	13	44	301	2	0	347	50	3	43	28	124	1	282	35	10	328
Total Volume	30	14	1	8	53	182	1247	10	1	1440	175	11	165	117	468	3	1219	169	60	1451
% App. Total	56.6	26.4	1.9	15.1		12.6	86.6	0.7	0.1		37.4	2.4	35.3	25		0.2	84	11.6	4.1	
PHF	.750	.700	.250	.667	.883	.929	.942	.500	.250	.942	.875	.688	.878	.860	.944	.750	.918	.845	.600	.928

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Vanderbilt  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	1	0	0	0	1	1	6	0	0	7	0	0	2	1	3	1	4	0	0	5	16
10:15 AM	0	0	0	0	0	1	9	0	0	10	1	0	1	0	2	0	6	0	1	7	19
10:30 AM	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	4	0	0	4	13
10:45 AM	0	0	0	1	1	0	4	0	0	4	1	0	1	2	4	0	3	2	0	5	14
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>62</b>
11:00 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	1	1	1	4	0	0	5	10
11:15 AM	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	0	4	0	0	4	14
11:30 AM	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	0	8	0	0	8	13
11:45 AM	1	0	1	0	2	2	8	0	0	10	1	0	0	1	2	0	11	0	0	11	25
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>62</b>
12:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	1	1	2	1	3	1	0	5	13
12:15 PM	0	0	1	0	1	1	11	0	0	12	1	0	2	2	5	0	5	1	0	6	24
12:30 PM	0	0	0	0	0	2	8	0	0	10	1	0	1	0	2	1	7	0	0	8	20
12:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	5	1	0	6	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>66</b>
01:00 PM	0	0	0	1	1	2	2	0	0	4	1	0	1	1	3	1	4	0	1	6	14
01:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	1	1	0	1	0	0	1	7
01:30 PM	0	0	0	1	1	0	3	0	1	4	1	0	0	0	1	0	6	1	0	7	13
01:45 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	1	1	1	4	2	0	7	15
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>21</b>	<b>49</b>
02:00 PM	1	0	0	0	1	1	5	0	0	6	1	0	2	0	3	0	7	0	0	7	17
02:15 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	1	2	0	4	0	0	4	13
02:30 PM	0	1	0	0	1	0	5	0	0	5	0	0	1	0	1	0	9	2	0	11	18
02:45 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>52</b>
03:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	1	1	0	7	1	0	8	15
03:15 PM	1	0	0	0	1	0	4	0	0	4	0	1	2	2	5	0	8	1	1	10	20
03:30 PM	2	0	0	0	2	1	3	0	0	4	1	1	2	0	4	0	6	1	0	7	17
03:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	2	0	2	0	3	1	1	5	11
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>30</b>	<b>63</b>
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	1	1	0	2	0	7	0	0	7	13
04:15 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	9
04:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	10	3	0	13	16
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	4	0	0	4	8
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>46</b>



### Intersection Turning Movement Count

File Name : BonitaBeach&Vanderbilt  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

#### Groups Printed- Heavy Vehicles

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	1	2	0	3	0	0	3	7
05:15 PM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	0	6	0	1	7	12
05:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0	5	1	0	6	9
05:45 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>32</b>
<b>Grand Total</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>20</b>	<b>17</b>	<b>143</b>	<b>0</b>	<b>1</b>	<b>161</b>	<b>13</b>	<b>4</b>	<b>26</b>	<b>16</b>	<b>59</b>	<b>6</b>	<b>162</b>	<b>19</b>	<b>5</b>	<b>192</b>	<b>432</b>
Apprch %	45	20	20	15		10.6	88.8	0	0.6		22	6.8	44.1	27.1		3.1	84.4	9.9	2.6		
Total %	2.1	0.9	0.9	0.7	4.6	3.9	33.1	0	0.2	37.3	3	0.9	6	3.7	13.7	1.4	37.5	4.4	1.2	44.4	

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	1	0	1	0	2	2	8	0	0	10	1	0	0	1	2	0	11	0	0	11	25
12:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	1	1	2	1	3	1	0	5	13
12:15 PM	0	0	1	0	1	1	11	0	0	12	1	0	2	2	5	0	5	1	0	6	24
12:30 PM	0	0	0	0	0	2	8	0	0	10	1	0	1	0	2	1	7	0	0	8	20
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>11</b>	<b>2</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>82</b>
% App. Total	33.3	0	66.7	0		13.2	86.8	0	0		27.3	0	36.4	36.4		6.7	86.7	6.7	0		
PHF	.250	.000	.500	.000	.375	.625	.750	.000	.000	.792	.750	.000	.500	.500	.550	.500	.591	.500	.000	.682	.820

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	02:45 PM					11:45 AM					03:15 PM					11:30 AM				
+0 mins.	0	0	1	0	1	2	8	0	0	10	0	1	2	2	5	0	8	0	0	8
+15 mins.	0	0	0	0	0	0	6	0	0	6	1	1	2	0	4	0	11	0	0	11
+30 mins.	1	0	0	0	1	1	11	0	0	12	0	0	2	0	2	1	3	1	0	5
+45 mins.	2	0	0	0	2	2	8	0	0	10	0	1	1	0	2	0	5	1	0	6
<b>Total Volume</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>30</b>
% App. Total	75	0	25	0		13.2	86.8	0	0		7.7	23.1	53.8	15.4		3.3	90	6.7	0	
PHF	.375	.000	.250	.000	.500	.625	.750	.000	.000	.792	.250	.750	.875	.250	.650	.250	.614	.500	.000	.682

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Vanderbilt  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- UTurns

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
10:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
*** BREAK ***																						
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3	
*** BREAK ***																						
11:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
11:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4	
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	6	
12:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
12:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
12:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3	
Total	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	10	
01:00 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	6	
01:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
*** BREAK ***																						
01:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3	
Total	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	4	0	0	0	4	10	
02:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
02:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	
02:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
02:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	7	
03:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
03:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4	
03:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	5	
03:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	4	0	0	0	4	12	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
*** BREAK ***																						
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3	
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	6	

### Intersection Turning Movement Count

File Name : BonitaBeach&Vanderbilt  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

#### Groups Printed- UTurns

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
05:45 PM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	3.2	0	0	0	3.2	58.7	0	0	0	58.7	0	0	0	0	0	38.1	0	0	0	0	38.1

Start Time	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1
01:00 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	0	0	0	0	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.625	.000	.000	.000	.000	.625

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	01:30 PM					11:30 AM					10:00 AM					04:45 PM					
+0 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	2
+15 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1
+30 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	0	1
+45 mins.	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0
PHF	.250	.000	.000	.000	.250	.667	.000	.000	.000	.667	.000	.000	.000	.000	.000	.750	.000	.000	.000	.000	.750



### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Rain 5:47-5:55pm  
 Comments:

File Name : BonitaBeach&Windsor  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 1

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

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	5	0	11	16	15	271	6	292	4	0	10	14	10	259	3	272	594
10:15 AM	1	0	14	15	20	342	10	372	2	0	10	12	7	279	5	291	690
10:30 AM	3	0	9	12	9	289	8	306	1	0	13	14	4	311	5	320	652
10:45 AM	2	0	10	12	3	322	3	328	2	0	17	19	11	324	9	344	703
<b>Total</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>55</b>	<b>47</b>	<b>1224</b>	<b>27</b>	<b>1298</b>	<b>9</b>	<b>0</b>	<b>50</b>	<b>59</b>	<b>32</b>	<b>1173</b>	<b>22</b>	<b>1227</b>	<b>2639</b>
11:00 AM	1	0	14	15	5	307	13	325	1	0	13	14	11	285	10	306	660
11:15 AM	6	0	13	19	12	320	8	340	2	2	7	11	10	344	4	358	728
11:30 AM	0	0	22	22	8	318	8	334	2	1	15	18	16	337	3	356	730
11:45 AM	4	0	17	21	7	329	7	343	1	0	17	18	14	307	10	331	713
<b>Total</b>	<b>11</b>	<b>0</b>	<b>66</b>	<b>77</b>	<b>32</b>	<b>1274</b>	<b>36</b>	<b>1342</b>	<b>6</b>	<b>3</b>	<b>52</b>	<b>61</b>	<b>51</b>	<b>1273</b>	<b>27</b>	<b>1351</b>	<b>2831</b>
12:00 PM	1	2	9	12	6	306	7	319	1	0	11	12	18	337	5	360	703
12:15 PM	1	0	15	16	7	319	5	331	2	0	14	16	14	349	11	374	737
12:30 PM	3	0	14	17	8	299	6	313	1	2	14	17	15	328	7	350	697
12:45 PM	3	0	10	13	11	288	4	303	4	0	22	26	9	316	12	337	679
<b>Total</b>	<b>8</b>	<b>2</b>	<b>48</b>	<b>58</b>	<b>32</b>	<b>1212</b>	<b>22</b>	<b>1266</b>	<b>8</b>	<b>2</b>	<b>61</b>	<b>71</b>	<b>56</b>	<b>1330</b>	<b>35</b>	<b>1421</b>	<b>2816</b>
01:00 PM	5	1	11	17	17	305	6	328	1	0	13	14	10	279	8	297	656
01:15 PM	2	0	20	22	11	315	5	331	0	0	9	9	14	342	9	365	727
01:30 PM	5	0	18	23	5	291	6	302	0	0	14	14	11	321	9	341	680
01:45 PM	2	1	6	9	20	303	8	331	3	1	20	24	14	360	8	382	746
<b>Total</b>	<b>14</b>	<b>2</b>	<b>55</b>	<b>71</b>	<b>53</b>	<b>1214</b>	<b>25</b>	<b>1292</b>	<b>4</b>	<b>1</b>	<b>56</b>	<b>61</b>	<b>49</b>	<b>1302</b>	<b>34</b>	<b>1385</b>	<b>2809</b>
02:00 PM	1	0	12	13	8	313	9	330	1	0	16	17	14	303	5	322	682
02:15 PM	2	0	18	20	12	283	4	299	1	0	9	10	18	399	5	422	751
02:30 PM	1	0	16	17	8	263	6	277	1	0	11	12	22	344	2	368	674
02:45 PM	1	1	16	18	10	306	3	319	3	1	13	17	16	341	6	363	717
<b>Total</b>	<b>5</b>	<b>1</b>	<b>62</b>	<b>68</b>	<b>38</b>	<b>1165</b>	<b>22</b>	<b>1225</b>	<b>6</b>	<b>1</b>	<b>49</b>	<b>56</b>	<b>70</b>	<b>1387</b>	<b>18</b>	<b>1475</b>	<b>2824</b>
03:00 PM	2	0	8	10	7	243	9	259	1	0	12	13	24	373	8	405	687
03:15 PM	4	0	17	21	13	288	10	311	2	0	10	12	10	341	0	351	695
03:30 PM	6	1	15	22	5	271	9	285	1	0	6	7	8	362	9	379	693
03:45 PM	6	0	12	18	11	246	2	259	0	0	22	22	13	353	8	374	673
<b>Total</b>	<b>18</b>	<b>1</b>	<b>52</b>	<b>71</b>	<b>36</b>	<b>1048</b>	<b>30</b>	<b>1114</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>54</b>	<b>55</b>	<b>1429</b>	<b>25</b>	<b>1509</b>	<b>2748</b>
04:00 PM	3	0	13	16	12	236	6	254	2	0	12	14	12	333	7	352	636
04:15 PM	5	0	12	17	12	286	6	304	1	1	9	11	9	344	9	362	694
04:30 PM	3	2	12	17	10	291	7	308	2	0	11	13	9	322	7	338	676
04:45 PM	6	1	10	17	5	287	3	295	2	0	18	20	22	281	2	305	637
<b>Total</b>	<b>17</b>	<b>3</b>	<b>47</b>	<b>67</b>	<b>39</b>	<b>1100</b>	<b>22</b>	<b>1161</b>	<b>7</b>	<b>1</b>	<b>50</b>	<b>58</b>	<b>52</b>	<b>1280</b>	<b>25</b>	<b>1357</b>	<b>2643</b>

Intersection Turning Movement Count

File Name : BonitaBeach&Windsor  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	6	0	14	20	8	259	4	271	2	2	15	19	15	298	2	315	625
05:15 PM	1	0	8	9	13	222	2	237	1	0	15	16	11	307	7	325	587
05:30 PM	5	2	6	13	10	268	7	285	0	1	13	14	11	264	5	280	592
05:45 PM	1	0	9	10	11	219	1	231	1	0	12	13	17	325	3	345	599
Total	13	2	37	52	42	968	14	1024	4	3	55	62	54	1194	17	1265	2403
Grand Total	97	11	411	519	319	9205	198	9722	48	11	423	482	419	10368	203	10990	21713
Apprch %	18.7	2.1	79.2		3.3	94.7	2		10	2.3	87.8		3.8	94.3	1.8		
Total %	0.4	0.1	1.9	2.4	1.5	42.4	0.9	44.8	0.2	0.1	1.9	2.2	1.9	47.8	0.9	50.6	
Passenger Vehicles	91	10	400	501	285	9022	185	9492	47	9	409	465	373	10089	199	10661	21119
% Passenger Vehicles	93.8	90.9	97.3	96.5	89.3	98	93.4	97.6	97.9	81.8	96.7	96.5	89	97.3	98	97	97.3
Heavy Vehicles	5	1	11	17	8	183	13	204	1	2	14	17	5	279	4	288	526
% Heavy Vehicles	5.2	9.1	2.7	3.3	2.5	2	6.6	2.1	2.1	18.2	3.3	3.5	1.2	2.7	2	2.6	2.4
UTurns	1	0	0	1	26	0	0	26	0	0	0	0	41	0	0	41	68
% UTurns	1	0	0	0.2	8.2	0	0	0.3	0	0	0	0	9.8	0	0	0.4	0.3

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	<b>22</b>	<b>22</b>	<b>8</b>	318	<b>8</b>	334	<b>2</b>	<b>1</b>	15	<b>18</b>	16	337	3	356	730
11:45 AM	<b>4</b>	0	17	21	7	<b>329</b>	7	<b>343</b>	1	0	<b>17</b>	18	14	307	10	331	713
12:00 PM	1	<b>2</b>	9	12	6	306	7	319	1	0	11	12	<b>18</b>	337	5	360	703
12:15 PM	1	0	15	16	7	319	5	331	2	0	14	16	14	<b>349</b>	<b>11</b>	<b>374</b>	<b>737</b>
Total Volume	6	2	63	71	28	1272	27	1327	6	1	57	64	62	1330	29	1421	2883
% App. Total	8.5	2.8	88.7		2.1	95.9	2		9.4	1.6	89.1		4.4	93.6	2		
PHF	.375	.250	.716	.807	.875	.967	.844	.967	.750	.250	.838	.889	.861	.953	.659	.950	.978
Passenger Vehicles	6	2	61	69	28	1249	26	1303	6	1	55	62	54	1289	28	1371	2805
% Passenger Vehicles	100	100	96.8	97.2	100	98.2	96.3	98.2	100	100	96.5	96.9	87.1	96.9	96.6	96.5	97.3
Heavy Vehicles	0	0	2	2	0	23	1	24	0	0	2	2	1	41	1	43	71
% Heavy Vehicles	0	0	3.2	2.8	0	1.8	3.7	1.8	0	0	3.5	3.1	1.6	3.1	3.4	3.0	2.5
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	11.3	0	0	0.5	0.2

### Intersection Turning Movement Count

File Name : BonitaBeach&Windsor  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 3

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:00 AM				11:00 AM				12:15 PM				02:15 PM				
+0 mins.	1	0	14	15	5	307	13	325	2	0	14	16	18	399	5	422	
+15 mins.	6	0	13	19	12	320	8	340	1	2	14	17	22	344	2	368	
+30 mins.	0	0	22	22	8	318	8	334	4	0	22	26	16	341	6	363	
+45 mins.	4	0	17	21	7	329	7	343	1	0	13	14	24	373	8	405	
Total Volume	11	0	66	77	32	1274	36	1342	8	2	63	73	80	1457	21	1558	
% App. Total	14.3	0	85.7		2.4	94.9	2.7		11	2.7	86.3		5.1	93.5	1.3		
PHF	.458	.000	.750	.875	.667	.968	.692	.978	.500	.250	.716	.702	.833	.913	.656	.923	
Passenger Vehicles	11	0	62	73	30	1248	32	1310	8	1	60	69	72	1413	21	1506	
% Passenger Vehicles	100	0	93.9	94.8	93.8	98	88.9	97.6	100	50	95.2	94.5	90	97	100	96.7	
Heavy Vehicles	0	0	4	4	1	26	4	31	0	1	3	4	3	44	0	47	
% Heavy Vehicles	0	0	6.1	5.2	3.1	2	11.1	2.3	0	50	4.8	5.5	3.8	3	0	3	
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	5	0	0	5	
% UTurns	0	0	0	0	3.1	0	0	0.1	0	0	0	0	6.2	0	0	0.3	

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Rain 5:47-5:55pm  
 Comments:

File Name : BonitaBeach&Windsor  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	4	0	11	15	12	261	4	277	4	0	9	13	10	248	3	261	566
10:15 AM	1	0	14	15	16	330	10	356	2	0	10	12	7	267	5	279	662
10:30 AM	3	0	8	11	9	285	8	302	1	0	13	14	3	299	5	307	634
10:45 AM	2	0	10	12	1	316	3	320	2	0	17	19	9	313	9	331	682
<b>Total</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>53</b>	<b>38</b>	<b>1192</b>	<b>25</b>	<b>1255</b>	<b>9</b>	<b>0</b>	<b>49</b>	<b>58</b>	<b>29</b>	<b>1127</b>	<b>22</b>	<b>1178</b>	<b>2544</b>
11:00 AM	1	0	13	14	3	301	10	314	1	0	12	13	10	280	10	300	641
11:15 AM	6	0	11	17	12	309	8	329	2	2	7	11	10	340	4	354	711
11:30 AM	0	0	22	22	8	315	7	330	2	1	15	18	16	325	2	343	713
11:45 AM	4	0	16	20	7	323	7	337	1	0	17	18	13	299	10	322	697
<b>Total</b>	<b>11</b>	<b>0</b>	<b>62</b>	<b>73</b>	<b>30</b>	<b>1248</b>	<b>32</b>	<b>1310</b>	<b>6</b>	<b>3</b>	<b>51</b>	<b>60</b>	<b>49</b>	<b>1244</b>	<b>26</b>	<b>1319</b>	<b>2762</b>
12:00 PM	1	2	8	11	6	298	7	311	1	0	10	11	16	324	5	345	678
12:15 PM	1	0	15	16	7	313	5	325	2	0	13	15	9	341	11	361	717
12:30 PM	3	0	14	17	6	294	5	305	1	1	14	16	13	318	6	337	675
12:45 PM	3	0	10	13	10	282	4	296	4	0	20	24	7	306	12	325	658
<b>Total</b>	<b>8</b>	<b>2</b>	<b>47</b>	<b>57</b>	<b>29</b>	<b>1187</b>	<b>21</b>	<b>1237</b>	<b>8</b>	<b>1</b>	<b>57</b>	<b>66</b>	<b>45</b>	<b>1289</b>	<b>34</b>	<b>1368</b>	<b>2728</b>
01:00 PM	5	1	11	17	15	294	6	315	1	0	13	14	8	270	8	286	632
01:15 PM	2	0	20	22	7	309	5	321	0	0	8	8	14	339	9	362	713
01:30 PM	5	0	16	21	4	285	6	295	0	0	13	13	11	314	9	334	663
01:45 PM	2	1	6	9	15	295	7	317	2	1	19	22	12	358	8	378	726
<b>Total</b>	<b>14</b>	<b>2</b>	<b>53</b>	<b>69</b>	<b>41</b>	<b>1183</b>	<b>24</b>	<b>1248</b>	<b>3</b>	<b>1</b>	<b>53</b>	<b>57</b>	<b>45</b>	<b>1281</b>	<b>34</b>	<b>1360</b>	<b>2734</b>
02:00 PM	1	0	12	13	7	309	8	324	1	0	16	17	12	295	4	311	665
02:15 PM	2	0	17	19	11	274	3	288	1	0	9	10	15	383	5	403	720
02:30 PM	1	0	15	16	8	259	6	273	1	0	11	12	21	335	2	358	659
02:45 PM	1	1	16	18	8	297	3	308	3	0	12	15	13	330	6	349	690
<b>Total</b>	<b>5</b>	<b>1</b>	<b>60</b>	<b>66</b>	<b>34</b>	<b>1139</b>	<b>20</b>	<b>1193</b>	<b>6</b>	<b>0</b>	<b>48</b>	<b>54</b>	<b>61</b>	<b>1343</b>	<b>17</b>	<b>1421</b>	<b>2734</b>
03:00 PM	2	0	8	10	6	236	8	250	1	0	12	13	23	365	8	396	669
03:15 PM	4	0	16	20	12	283	9	304	2	0	9	11	9	335	0	344	679
03:30 PM	4	1	15	20	5	268	8	281	1	0	4	5	6	352	8	366	672
03:45 PM	4	0	12	16	11	241	2	254	0	0	22	22	11	341	8	360	652
<b>Total</b>	<b>14</b>	<b>1</b>	<b>51</b>	<b>66</b>	<b>34</b>	<b>1028</b>	<b>27</b>	<b>1089</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>51</b>	<b>49</b>	<b>1393</b>	<b>24</b>	<b>1466</b>	<b>2672</b>
04:00 PM	3	0	13	16	12	232	6	250	2	0	12	14	9	323	7	339	619
04:15 PM	4	0	12	16	12	275	6	293	1	1	9	11	8	335	9	352	672
04:30 PM	3	2	12	17	10	290	7	307	2	0	11	13	9	306	7	322	659
04:45 PM	6	1	10	17	5	284	3	292	2	0	18	20	19	274	2	295	624
<b>Total</b>	<b>16</b>	<b>3</b>	<b>47</b>	<b>66</b>	<b>39</b>	<b>1081</b>	<b>22</b>	<b>1142</b>	<b>7</b>	<b>1</b>	<b>50</b>	<b>58</b>	<b>45</b>	<b>1238</b>	<b>25</b>	<b>1308</b>	<b>2574</b>



### Intersection Turning Movement Count

File Name : BonitaBeach&Windsor  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	6	0	14	20	7	257	4	268	2	2	15	19	15	292	2	309	616
05:15 PM	1	0	8	9	12	221	2	235	1	0	15	16	11	303	7	321	581
05:30 PM	5	1	6	12	10	267	7	284	0	1	13	14	10	257	5	272	582
05:45 PM	1	0	9	10	11	219	1	231	1	0	11	12	14	322	3	339	592
<b>Total</b>	<b>13</b>	<b>1</b>	<b>37</b>	<b>51</b>	<b>40</b>	<b>964</b>	<b>14</b>	<b>1018</b>	<b>4</b>	<b>3</b>	<b>54</b>	<b>61</b>	<b>50</b>	<b>1174</b>	<b>17</b>	<b>1241</b>	<b>2371</b>
<b>Grand Total</b>	<b>91</b>	<b>10</b>	<b>400</b>	<b>501</b>	<b>285</b>	<b>9022</b>	<b>185</b>	<b>9492</b>	<b>47</b>	<b>9</b>	<b>409</b>	<b>465</b>	<b>373</b>	<b>10089</b>	<b>199</b>	<b>10661</b>	<b>21119</b>
Apprch %	18.2	2	79.8		3	95	1.9		10.1	1.9	88		3.5	94.6	1.9		
Total %	0.4	0	1.9	2.4	1.3	42.7	0.9	44.9	0.2	0	1.9	2.2	1.8	47.8	0.9	50.5	

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	<b>22</b>	<b>22</b>	<b>8</b>	315	<b>7</b>	330	<b>2</b>	<b>1</b>	15	<b>18</b>	<b>16</b>	325	2	343	713
11:45 AM	<b>4</b>	0	16	20	7	<b>323</b>	7	<b>337</b>	1	0	<b>17</b>	18	13	299	10	322	697
12:00 PM	1	<b>2</b>	8	11	6	298	7	311	1	0	10	11	16	324	5	345	678
12:15 PM	1	0	15	16	7	313	5	325	2	0	13	15	9	<b>341</b>	<b>11</b>	<b>361</b>	<b>717</b>
Total Volume	6	2	61	69	28	1249	26	1303	6	1	55	62	54	1289	28	1371	2805
% App. Total	8.7	2.9	88.4		2.1	95.9	2		9.7	1.6	88.7		3.9	94	2		
PHF	.375	.250	.693	.784	.875	.967	.929	.967	.750	.250	.809	.861	.844	.945	.636	.949	.978

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				12:15 PM				02:15 PM			
+0 mins.	1	0	13	14	3	301	<b>10</b>	314	2	0	13	15	15	<b>383</b>	5	<b>403</b>
+15 mins.	<b>6</b>	0	11	17	<b>12</b>	309	8	329	1	<b>1</b>	14	16	21	335	2	358
+30 mins.	0	0	<b>22</b>	<b>22</b>	8	315	7	330	<b>4</b>	0	<b>20</b>	<b>24</b>	13	330	6	349
+45 mins.	4	0	16	20	7	<b>323</b>	7	<b>337</b>	1	0	13	14	<b>23</b>	365	<b>8</b>	396
Total Volume	11	0	62	73	30	1248	32	1310	8	1	60	69	72	1413	21	1506
% App. Total	15.1	0	84.9		2.3	95.3	2.4		11.6	1.4	87		4.8	93.8	1.4	
PHF	.458	.000	.705	.830	.625	.966	.800	.972	.500	.250	.750	.719	.783	.922	.656	.934

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Rain 5:47-5:55pm  
 Comments:

File Name : BonitaBeach&Windsor  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	1	0	0	1	1	10	2	13	0	0	1	1	0	11	0	11	26
10:15 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	12	0	12	24
10:30 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	12	0	12	17
10:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	11	0	11	17
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>2</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>46</b>	<b>84</b>
11:00 AM	0	0	1	1	1	6	3	10	0	0	1	1	0	5	0	5	17
11:15 AM	0	0	2	2	0	11	0	11	0	0	0	0	0	4	0	4	17
11:30 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	12	1	13	17
11:45 AM	0	0	1	1	0	6	0	6	0	0	0	0	0	8	0	8	15
<b>Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>26</b>	<b>4</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>30</b>	<b>66</b>
12:00 PM	0	0	1	1	0	8	0	8	0	0	1	1	0	13	0	13	23
12:15 PM	0	0	0	0	0	6	0	6	0	0	1	1	1	8	0	9	16
12:30 PM	0	0	0	0	1	5	1	7	0	1	0	1	0	10	1	11	19
12:45 PM	0	0	0	0	0	6	0	6	0	0	2	2	0	10	0	10	18
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>41</b>	<b>1</b>	<b>43</b>	<b>76</b>
01:00 PM	0	0	0	0	2	11	0	13	0	0	0	0	0	9	0	9	22
01:15 PM	0	0	0	0	2	6	0	8	0	0	1	1	0	3	0	3	12
01:30 PM	0	0	2	2	0	6	0	6	0	0	1	1	0	7	0	7	16
01:45 PM	0	0	0	0	1	8	1	10	1	0	1	2	1	2	0	3	15
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>31</b>	<b>1</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>22</b>	<b>65</b>
02:00 PM	0	0	0	0	0	4	1	5	0	0	0	0	0	8	1	9	14
02:15 PM	0	0	1	1	0	9	1	10	0	0	0	0	1	16	0	17	28
02:30 PM	0	0	1	1	0	4	0	4	0	0	0	0	1	9	0	10	15
02:45 PM	0	0	0	0	0	9	0	9	0	1	1	2	1	11	0	12	23
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>2</b>	<b>28</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>44</b>	<b>1</b>	<b>48</b>	<b>80</b>
03:00 PM	0	0	0	0	0	7	1	8	0	0	0	0	0	8	0	8	16
03:15 PM	0	0	1	1	0	5	1	6	0	0	1	1	0	6	0	6	14
03:30 PM	1	0	0	1	0	3	1	4	0	0	2	2	0	10	1	11	18
03:45 PM	2	0	0	2	0	5	0	5	0	0	0	0	0	12	0	12	19
<b>Total</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>37</b>	<b>67</b>
04:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	10	0	10	14
04:15 PM	1	0	0	1	0	11	0	11	0	0	0	0	0	9	0	9	21
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	16	0	16	17
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>42</b>	<b>62</b>

Intersection Turning Movement Count

File Name : BonitaBeach&Windsor  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	7	0	7	9
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	3	4
Total	0	1	0	1	0	4	0	4	0	0	1	1	0	20	0	20	26
Grand Total	5	1	11	17	8	183	13	204	1	2	14	17	5	279	4	288	526
Apprch %	29.4	5.9	64.7		3.9	89.7	6.4		5.9	11.8	82.4		1.7	96.9	1.4		
Total %	1	0.2	2.1	3.2	1.5	34.8	2.5	38.8	0.2	0.4	2.7	3.2	1	53	0.8	54.8	

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	1	0	0	1	1	10	2	13	0	0	1	1	0	11	0	11	26
10:15 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	12	0	12	24
10:30 AM	0	0	1	1	0	4	0	4	0	0	0	0	0	12	0	12	17
10:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	11	0	11	17
Total Volume	1	0	1	2	1	32	2	35	0	0	1	1	0	46	0	46	84
% App. Total	50	0	50		2.9	91.4	5.7		0	0	100		0	100	0		
PHF	.250	.000	.250	.500	.250	.667	.250	.673	.000	.000	.250	.250	.000	.958	.000	.958	.808

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	10:30 AM				01:00 PM				12:00 PM				02:00 PM			
+0 mins.	0	0	1	1	2	11	0	13	0	0	1	1	0	8	1	9
+15 mins.	0	0	0	0	2	6	0	8	0	0	1	1	1	16	0	17
+30 mins.	0	0	1	1	0	6	0	6	0	1	0	1	1	9	0	10
+45 mins.	0	0	2	2	1	8	1	10	0	0	2	2	1	11	0	12
Total Volume	0	0	4	4	5	31	1	37	0	1	4	5	3	44	1	48
% App. Total	0	0	100		13.5	83.8	2.7		0	20	80		6.2	91.7	2.1	
PHF	.000	.000	.500	.500	.625	.705	.250	.712	.000	.250	.500	.625	.750	.688	.250	.706

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Rain 5:47-5:55pm  
 Comments:

File Name : BonitaBeach&Windsor  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 1

Groups Printed- UTurns

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	8	0	0	8	0	0	0	0	3	0	0	3	11
11:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
12:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	2	0	0	2	0	0	0	0	10	0	0	10	12
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	7	0	0	7	0	0	0	0	3	0	0	3	10
02:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
02:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
*** BREAK ***																	
02:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	4	0	0	4	0	0	0	0	6	0	0	6	10
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
03:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
03:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	1	0	0	1	2	0	0	2	0	0	0	0	6	0	0	6	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1

### Intersection Turning Movement Count

File Name : BonitaBeach&Windsor  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 2

Groups Printed- UTurns

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>68</b>
Apprch %	100	0	0		100	0	0		0	0	0		100	0	0		
Total %	1.5	0	0	1.5	38.2	0	0	38.2	0	0	0	0	60.3	0	0	60.3	

Start Time	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
12:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>12</b>
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.625	.000	.000	.625	.750

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:45 PM				10:00 AM				10:00 AM				12:00 PM			
+0 mins.	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2
+15 mins.	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	4
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+45 mins.	1	0	0	1	2	0	0	2	0	0	0	0	2	0	0	2
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>
% App. Total	100	0	0		100	0	0		0	0	0		100	0	0	
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.625	.000	.000	.625



### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&PublixPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	32	1	7	18	58	14	284	30	11	339	4	2	5	5	16	29	220	1	0	250	663
10:15 AM	53	2	16	19	90	16	282	38	11	347	5	2	1	9	17	29	289	2	0	320	774
10:30 AM	41	6	12	21	80	25	340	34	8	407	3	4	3	10	20	40	233	1	0	274	781
10:45 AM	37	7	9	30	83	20	290	42	7	359	5	7	3	7	22	39	286	2	0	327	791
<b>Total</b>	<b>163</b>	<b>16</b>	<b>44</b>	<b>88</b>	<b>311</b>	<b>75</b>	<b>1196</b>	<b>144</b>	<b>37</b>	<b>1452</b>	<b>17</b>	<b>15</b>	<b>12</b>	<b>31</b>	<b>75</b>	<b>137</b>	<b>1028</b>	<b>6</b>	<b>0</b>	<b>1171</b>	<b>3009</b>
11:00 AM	40	2	12	38	92	15	295	51	7	368	5	3	6	11	25	33	277	1	0	311	796
11:15 AM	43	13	28	34	118	26	362	50	5	443	4	5	2	10	21	31	252	1	1	285	867
11:30 AM	52	1	21	30	104	29	308	46	3	386	6	4	11	9	30	38	277	0	1	316	836
11:45 AM	52	4	19	23	98	35	320	29	18	402	11	6	12	4	33	30	310	1	0	341	874
<b>Total</b>	<b>187</b>	<b>20</b>	<b>80</b>	<b>125</b>	<b>412</b>	<b>105</b>	<b>1285</b>	<b>176</b>	<b>33</b>	<b>1599</b>	<b>26</b>	<b>18</b>	<b>31</b>	<b>34</b>	<b>109</b>	<b>132</b>	<b>1116</b>	<b>3</b>	<b>2</b>	<b>1253</b>	<b>3373</b>
12:00 PM	54	2	21	29	106	24	323	41	9	397	9	9	8	14	40	29	322	2	0	353	896
12:15 PM	42	4	19	48	113	20	325	43	17	405	13	8	14	2	37	26	284	6	0	316	871
12:30 PM	46	7	13	23	89	24	286	38	18	366	20	5	12	18	55	27	271	6	0	304	814
12:45 PM	34	2	12	28	76	24	248	36	18	326	12	11	10	15	48	33	315	7	0	355	805
<b>Total</b>	<b>176</b>	<b>15</b>	<b>65</b>	<b>128</b>	<b>384</b>	<b>92</b>	<b>1182</b>	<b>158</b>	<b>62</b>	<b>1494</b>	<b>54</b>	<b>33</b>	<b>44</b>	<b>49</b>	<b>180</b>	<b>115</b>	<b>1192</b>	<b>21</b>	<b>0</b>	<b>1328</b>	<b>3386</b>
01:00 PM	49	9	8	30	96	27	295	34	25	381	8	12	5	12	37	20	303	2	0	325	839
01:15 PM	41	8	7	31	87	19	286	39	10	354	9	10	4	11	34	18	290	6	0	314	789
01:30 PM	53	2	11	23	89	26	283	36	11	356	5	4	0	13	22	25	281	4	0	310	777
01:45 PM	36	5	7	39	87	18	252	38	4	312	14	11	7	17	49	20	310	0	0	330	778
<b>Total</b>	<b>179</b>	<b>24</b>	<b>33</b>	<b>123</b>	<b>359</b>	<b>90</b>	<b>1116</b>	<b>147</b>	<b>50</b>	<b>1403</b>	<b>36</b>	<b>37</b>	<b>16</b>	<b>53</b>	<b>142</b>	<b>83</b>	<b>1184</b>	<b>12</b>	<b>0</b>	<b>1279</b>	<b>3183</b>
02:00 PM	51	5	14	18	88	25	273	35	16	349	4	4	4	12	24	26	319	0	0	345	806
02:15 PM	40	1	7	25	73	18	251	42	6	317	7	4	4	12	27	23	335	0	0	358	775
02:30 PM	53	0	9	24	86	19	247	39	7	312	5	7	7	14	33	22	341	0	0	363	794
02:45 PM	34	3	13	27	77	20	278	46	6	350	7	5	7	8	27	25	320	1	1	347	801
<b>Total</b>	<b>178</b>	<b>9</b>	<b>43</b>	<b>94</b>	<b>324</b>	<b>82</b>	<b>1049</b>	<b>162</b>	<b>35</b>	<b>1328</b>	<b>23</b>	<b>20</b>	<b>22</b>	<b>46</b>	<b>111</b>	<b>96</b>	<b>1315</b>	<b>1</b>	<b>1</b>	<b>1413</b>	<b>3176</b>
03:00 PM	50	5	10	26	91	22	212	26	13	273	10	4	12	11	37	21	324	3	0	348	749
03:15 PM	41	1	9	17	68	15	256	56	12	339	10	8	11	10	39	24	363	0	0	387	833
03:30 PM	49	2	10	30	91	15	243	30	6	294	11	3	6	12	32	23	356	0	0	379	796
03:45 PM	41	2	13	28	84	19	240	54	8	321	14	5	6	7	32	16	328	1	1	346	783
<b>Total</b>	<b>181</b>	<b>10</b>	<b>42</b>	<b>101</b>	<b>334</b>	<b>71</b>	<b>951</b>	<b>166</b>	<b>39</b>	<b>1227</b>	<b>45</b>	<b>20</b>	<b>35</b>	<b>40</b>	<b>140</b>	<b>84</b>	<b>1371</b>	<b>4</b>	<b>1</b>	<b>1460</b>	<b>3161</b>
04:00 PM	44	0	16	34	94	14	208	28	13	263	2	7	9	6	24	34	365	1	0	400	781
04:15 PM	31	2	8	28	69	16	244	32	6	298	9	8	15	12	44	21	328	2	0	351	762
04:30 PM	36	2	11	31	80	13	227	23	9	272	8	6	10	3	27	16	345	0	0	361	740
04:45 PM	23	3	7	37	70	11	245	37	6	299	8	4	12	7	31	25	314	1	0	340	740
<b>Total</b>	<b>134</b>	<b>7</b>	<b>42</b>	<b>130</b>	<b>313</b>	<b>54</b>	<b>924</b>	<b>120</b>	<b>34</b>	<b>1132</b>	<b>27</b>	<b>25</b>	<b>46</b>	<b>28</b>	<b>126</b>	<b>96</b>	<b>1352</b>	<b>4</b>	<b>0</b>	<b>1452</b>	<b>3023</b>

### Intersection Turning Movement Count

File Name : BonitaBeach&PublixPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	33	1	10	25	69	8	235	34	7	284	6	9	16	19	50	17	289	0	0	306	709
05:15 PM	29	3	5	27	64	23	241	33	7	304	8	7	7	17	39	19	307	2	0	328	735
05:30 PM	27	0	16	33	76	17	213	35	9	274	8	5	5	15	33	18	317	1	0	336	719
05:45 PM	33	1	10	26	70	15	242	42	4	303	5	4	4	11	24	15	258	2	0	275	672
<b>Total</b>	122	5	41	111	279	63	931	144	27	1165	27	25	32	62	146	69	1171	5	0	1245	2835
<b>Grand Total</b>	1320	106	390	900	2716	632	8634	1217	317	10800	255	193	238	343	1029	812	9729	56	4	10601	25146
Apprch %	48.6	3.9	14.4	33.1		5.9	79.9	11.3	2.9		24.8	18.8	23.1	33.3		7.7	91.8	0.5	0		
Total %	5.2	0.4	1.6	3.6	10.8	2.5	34.3	4.8	1.3	42.9	1	0.8	0.9	1.4	4.1	3.2	38.7	0.2	0	42.2	
Passenger Vehicles	1310	105	386	892	2693	482	8447	1210	314	10453	252	192	237	338	1019	783	9478	55	4	10320	24485
% Passenger Vehicles	99.2	99.1	99	99.1	99.2	76.3	97.8	99.4	99.1	96.8	98.8	99.5	99.6	98.5	99	96.4	97.4	98.2	100	97.3	97.4
Heavy Vehicles	8	1	4	8	21	3	187	7	3	200	3	1	1	5	10	9	251	1	0	261	492
% Heavy Vehicles	0.6	0.9	1	0.9	0.8	0.5	2.2	0.6	0.9	1.9	1.2	0.5	0.4	1.5	1	1.1	2.6	1.8	0	2.5	2
UTurns	2	0	0	0	2	147	0	0	0	147	0	0	0	0	0	20	0	0	0	20	169
% UTurns	0.2	0	0	0	0.1	23.3	0	0	0	1.4	0	0	0	0	0	2.5	0	0	0	0.2	0.7

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	52	1	21	30	104	29	308	46	3	386	6	4	11	9	30	38	277	0	1	316	836
11:45 AM	52	4	19	23	98	35	320	29	18	402	11	6	12	4	33	30	310	1	0	341	874
12:00 PM	54	2	21	29	106	24	323	41	9	397	9	9	8	14	40	29	322	2	0	353	896
12:15 PM	42	4	19	48	113	20	325	43	17	405	13	8	14	2	37	26	284	6	0	316	871
Total Volume	200	11	80	130	421	108	1276	159	47	1590	39	27	45	29	140	123	1193	9	1	1326	3477
% App. Total	47.5	2.6	19	30.9		6.8	80.3	10	3		27.9	19.3	32.1	20.7		9.3	90	0.7	0.1		
PHF	.926	.688	.952	.677	.931	.771	.982	.864	.653	.981	.750	.750	.804	.518	.875	.809	.926	.375	.250	.939	.970
Passenger Vehicles	198	11	80	128	417	77	1242	158	46	1523	39	27	45	29	140	116	1157	9	1	1283	3363
% Passenger Vehicles	99.0	100	100	98.5	99.0	71.3	97.3	99.4	97.9	95.8	100	100	100	100	100	94.3	97.0	100	100	96.8	96.7
Heavy Vehicles	1	0	0	2	3	0	34	1	1	36	0	0	0	0	0	2	36	0	0	38	77
% Heavy Vehicles	0.5	0	0	1.5	0.7	0	2.7	0.6	2.1	2.3	0	0	0	0	0	1.6	3.0	0	0	2.9	2.2
UTurns	1	0	0	0	1	31	0	0	0	31	0	0	0	0	0	5	0	0	0	5	37
% UTurns	0.5	0	0	0	0.2	28.7	0	0	0	1.9	0	0	0	0	0	4.1	0	0	0	0.4	1.1



### Intersection Turning Movement Count

File Name : BonitaBeach&PublixPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 3

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM					11:15 AM					12:00 PM					03:15 PM				
+0 mins.	43	<b>13</b>	<b>28</b>	<b>34</b>	<b>118</b>	26	<b>362</b>	<b>50</b>	5	<b>443</b>	9	9	8	14	40	24	363	0	0	387
+15 mins.	52	1	21	30	104	29	308	46	3	386	13	8	<b>14</b>	2	37	23	356	0	0	379
+30 mins.	52	4	19	23	98	<b>35</b>	320	29	<b>18</b>	402	<b>20</b>	5	12	<b>18</b>	<b>55</b>	16	328	<b>1</b>	<b>1</b>	346
+45 mins.	<b>54</b>	2	21	29	106	24	323	41	9	397	12	<b>11</b>	10	15	48	<b>34</b>	<b>365</b>	1	0	<b>400</b>
Total Volume	201	20	89	116	426	114	1313	166	35	1628	54	33	44	49	180	97	1412	2	1	1512
% App. Total	47.2	4.7	20.9	27.2		7	80.7	10.2	2.1		30	18.3	24.4	27.2		6.4	93.4	0.1	0.1	
PHF	.931	.385	.795	.853	.903	.814	.907	.830	.486	.919	.675	.750	.786	.681	.818	.713	.967	.500	.250	.945
Passenger Vehicles	199	20	88	115	422	83	1282	165	35	1565	53	33	44	47	177	94	1371	2	1	1468
% Passenger Vehicles	99	100	98.9	99.1	99.1	72.8	97.6	99.4	100	96.1	98.1	100	100	95.9	98.3	96.9	97.1	100	100	97.1
Heavy Vehicles	1	0	1	1	3	0	31	1	0	32	1	0	0	2	3	1	41	0	0	42
% Heavy Vehicles	0.5	0	1.1	0.9	0.7	0	2.4	0.6	0	2	1.9	0	0	4.1	1.7	1	2.9	0	0	2.8
UTurns	1	0	0	0	1	31	0	0	0	31	0	0	0	0	0	2	0	0	0	2
% UTurns	0.5	0	0	0	0.2	27.2	0	0	0	1.9	0	0	0	0	0	2.1	0	0	0	0.1

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&PublixPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Passenger Vehicles

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	32	1	7	18	58	12	277	30	11	330	4	2	5	5	16	29	214	1	0	244	648
10:15 AM	52	2	16	19	89	14	271	37	11	333	5	2	1	8	16	27	280	2	0	309	747
10:30 AM	41	5	12	21	79	20	327	34	8	389	3	4	2	10	19	38	227	1	0	266	753
10:45 AM	37	7	9	30	83	12	285	41	7	345	5	7	3	7	22	37	275	2	0	314	764
<b>Total</b>	<b>162</b>	<b>15</b>	<b>44</b>	<b>88</b>	<b>309</b>	<b>58</b>	<b>1160</b>	<b>142</b>	<b>37</b>	<b>1397</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>30</b>	<b>73</b>	<b>131</b>	<b>996</b>	<b>6</b>	<b>0</b>	<b>1133</b>	<b>2912</b>
11:00 AM	40	2	11	38	91	10	289	50	7	356	5	3	6	11	25	32	271	1	0	304	776
11:15 AM	43	13	27	33	116	19	353	50	5	427	4	5	2	10	21	31	245	1	1	278	842
11:30 AM	50	1	21	30	102	21	302	45	3	371	6	4	11	9	30	38	267	0	1	306	809
11:45 AM	52	4	19	23	98	26	312	29	18	385	11	6	12	4	33	27	300	1	0	328	844
<b>Total</b>	<b>185</b>	<b>20</b>	<b>78</b>	<b>124</b>	<b>407</b>	<b>76</b>	<b>1256</b>	<b>174</b>	<b>33</b>	<b>1539</b>	<b>26</b>	<b>18</b>	<b>31</b>	<b>34</b>	<b>109</b>	<b>128</b>	<b>1083</b>	<b>3</b>	<b>2</b>	<b>1216</b>	<b>3271</b>
12:00 PM	54	2	21	29	106	17	315	41	9	382	9	9	8	14	40	28	314	2	0	344	872
12:15 PM	42	4	19	46	111	13	313	43	16	385	13	8	14	2	37	23	276	6	0	305	838
12:30 PM	46	7	13	23	89	16	275	38	18	347	20	5	12	18	55	26	260	5	0	291	782
12:45 PM	34	2	12	28	76	17	245	36	18	316	11	11	10	13	45	32	305	7	0	344	781
<b>Total</b>	<b>176</b>	<b>15</b>	<b>65</b>	<b>126</b>	<b>382</b>	<b>63</b>	<b>1148</b>	<b>158</b>	<b>61</b>	<b>1430</b>	<b>53</b>	<b>33</b>	<b>44</b>	<b>47</b>	<b>177</b>	<b>109</b>	<b>1155</b>	<b>20</b>	<b>0</b>	<b>1284</b>	<b>3273</b>
01:00 PM	49	9	8	30	96	23	293	34	25	375	7	12	5	12	36	20	298	2	0	320	827
01:15 PM	40	8	7	30	85	13	277	39	9	338	9	10	4	11	34	16	288	6	0	310	767
01:30 PM	53	2	11	23	89	15	277	36	11	339	5	4	0	12	21	24	273	4	0	301	750
01:45 PM	36	5	7	39	87	16	245	38	4	303	14	11	7	17	49	20	305	0	0	325	764
<b>Total</b>	<b>178</b>	<b>24</b>	<b>33</b>	<b>122</b>	<b>357</b>	<b>67</b>	<b>1092</b>	<b>147</b>	<b>49</b>	<b>1355</b>	<b>35</b>	<b>37</b>	<b>16</b>	<b>52</b>	<b>140</b>	<b>80</b>	<b>1164</b>	<b>12</b>	<b>0</b>	<b>1256</b>	<b>3108</b>
02:00 PM	50	5	13	18	86	18	267	35	16	336	4	4	4	12	24	26	305	0	0	331	777
02:15 PM	40	1	7	25	73	16	243	42	6	307	6	4	4	12	26	20	328	0	0	348	754
02:30 PM	52	0	9	23	84	15	240	37	7	299	5	7	7	14	33	20	332	0	0	352	768
02:45 PM	33	3	13	27	76	15	272	45	6	338	7	5	7	8	27	25	318	1	1	345	786
<b>Total</b>	<b>175</b>	<b>9</b>	<b>42</b>	<b>93</b>	<b>319</b>	<b>64</b>	<b>1022</b>	<b>159</b>	<b>35</b>	<b>1280</b>	<b>22</b>	<b>20</b>	<b>22</b>	<b>46</b>	<b>110</b>	<b>91</b>	<b>1283</b>	<b>1</b>	<b>1</b>	<b>1376</b>	<b>3085</b>
03:00 PM	50	5	10	25	90	18	207	26	13	264	10	4	12	11	37	21	314	3	0	338	729
03:15 PM	41	1	9	17	68	11	251	56	11	329	10	8	11	9	38	23	349	0	0	372	807
03:30 PM	48	2	10	29	89	13	241	30	6	290	11	3	6	12	32	23	346	0	0	369	780
03:45 PM	41	2	13	28	84	16	236	54	8	314	14	5	6	7	32	16	317	1	1	335	765
<b>Total</b>	<b>180</b>	<b>10</b>	<b>42</b>	<b>99</b>	<b>331</b>	<b>58</b>	<b>935</b>	<b>166</b>	<b>38</b>	<b>1197</b>	<b>45</b>	<b>20</b>	<b>35</b>	<b>39</b>	<b>139</b>	<b>83</b>	<b>1326</b>	<b>4</b>	<b>1</b>	<b>1414</b>	<b>3081</b>
04:00 PM	44	0	16	34	94	11	205	28	13	257	2	7	9	6	24	32	359	1	0	392	767
04:15 PM	31	2	8	28	69	15	239	32	6	292	9	8	15	12	44	20	324	2	0	346	751
04:30 PM	36	2	11	31	80	10	222	23	9	264	8	6	10	3	27	16	342	0	0	358	729
04:45 PM	23	3	7	37	70	10	244	37	6	297	8	3	12	7	30	25	301	1	0	327	724
<b>Total</b>	<b>134</b>	<b>7</b>	<b>42</b>	<b>130</b>	<b>313</b>	<b>46</b>	<b>910</b>	<b>120</b>	<b>34</b>	<b>1110</b>	<b>27</b>	<b>24</b>	<b>46</b>	<b>28</b>	<b>125</b>	<b>93</b>	<b>1326</b>	<b>4</b>	<b>0</b>	<b>1423</b>	<b>2971</b>

### Intersection Turning Movement Count

File Name : BonitaBeach&PublixPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	32	1	10	25	68	8	233	34	7	282	6	9	16	19	50	16	284	0	0	300	700
05:15 PM	28	3	5	26	62	15	237	33	7	292	8	7	7	17	39	19	301	2	0	322	715
05:30 PM	27	0	15	33	75	14	213	35	9	271	8	5	5	15	33	18	305	1	0	324	703
05:45 PM	33	1	10	26	70	13	241	42	4	300	5	4	4	11	24	15	255	2	0	272	666
<b>Total</b>	<b>120</b>	<b>5</b>	<b>40</b>	<b>110</b>	<b>275</b>	<b>50</b>	<b>924</b>	<b>144</b>	<b>27</b>	<b>1145</b>	<b>27</b>	<b>25</b>	<b>32</b>	<b>62</b>	<b>146</b>	<b>68</b>	<b>1145</b>	<b>5</b>	<b>0</b>	<b>1218</b>	<b>2784</b>
<b>Grand Total</b>	<b>1310</b>	<b>105</b>	<b>386</b>	<b>892</b>	<b>2693</b>	<b>482</b>	<b>8447</b>	<b>1210</b>	<b>314</b>	<b>10453</b>	<b>252</b>	<b>192</b>	<b>237</b>	<b>338</b>	<b>1019</b>	<b>783</b>	<b>9478</b>	<b>55</b>	<b>4</b>	<b>10320</b>	<b>24485</b>
<b>Apprch %</b>	<b>48.6</b>	<b>3.9</b>	<b>14.3</b>	<b>33.1</b>		<b>4.6</b>	<b>80.8</b>	<b>11.6</b>	<b>3</b>		<b>24.7</b>	<b>18.8</b>	<b>23.3</b>	<b>33.2</b>		<b>7.6</b>	<b>91.8</b>	<b>0.5</b>	<b>0</b>		
<b>Total %</b>	<b>5.4</b>	<b>0.4</b>	<b>1.6</b>	<b>3.6</b>	<b>11</b>	<b>2</b>	<b>34.5</b>	<b>4.9</b>	<b>1.3</b>	<b>42.7</b>	<b>1</b>	<b>0.8</b>	<b>1</b>	<b>1.4</b>	<b>4.2</b>	<b>3.2</b>	<b>38.7</b>	<b>0.2</b>	<b>0</b>	<b>42.1</b>	

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	43	<b>13</b>	<b>27</b>	<b>33</b>	<b>116</b>	19	<b>353</b>	<b>50</b>	5	<b>427</b>	4	5	2	10	21	31	245	1	<b>1</b>	278	842
11:30 AM	50	1	21	30	102	21	302	45	3	371	6	4	11	9	30	<b>38</b>	267	0	1	306	809
11:45 AM	52	4	19	23	98	<b>26</b>	312	29	<b>18</b>	385	<b>11</b>	6	<b>12</b>	4	33	27	300	1	0	328	844
12:00 PM	<b>54</b>	2	21	29	106	17	315	41	9	382	9	<b>9</b>	8	<b>14</b>	<b>40</b>	28	<b>314</b>	<b>2</b>	0	<b>344</b>	<b>872</b>
<b>Total Volume</b>	199	20	88	115	422	83	1282	165	35	1565	30	24	33	37	124	124	1126	4	2	1256	3367
<b>% App. Total</b>	47.2	4.7	20.9	27.3		5.3	81.9	10.5	2.2		24.2	19.4	26.6	29.8		9.9	89.6	0.3	0.2		
<b>PHF</b>	<b>.921</b>	<b>.385</b>	<b>.815</b>	<b>.871</b>	<b>.909</b>	<b>.798</b>	<b>.908</b>	<b>.825</b>	<b>.486</b>	<b>.916</b>	<b>.682</b>	<b>.667</b>	<b>.688</b>	<b>.661</b>	<b>.775</b>	<b>.816</b>	<b>.896</b>	<b>.500</b>	<b>.500</b>	<b>.913</b>	<b>.965</b>

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM					11:15 AM					12:00 PM					03:15 PM				
+0 mins.	43	<b>13</b>	<b>27</b>	<b>33</b>	<b>116</b>	19	<b>353</b>	<b>50</b>	5	<b>427</b>	9	9	8	14	40	23	349	0	0	372
+15 mins.	50	1	21	30	102	21	302	45	3	371	13	8	<b>14</b>	2	37	23	346	0	0	369
+30 mins.	52	4	19	23	98	<b>26</b>	312	29	<b>18</b>	385	<b>20</b>	5	12	<b>18</b>	<b>55</b>	16	317	<b>1</b>	<b>1</b>	335
+45 mins.	<b>54</b>	2	21	29	106	17	315	41	9	382	11	<b>11</b>	10	13	45	<b>32</b>	<b>359</b>	1	0	<b>392</b>
<b>Total Volume</b>	199	20	88	115	422	83	1282	165	35	1565	53	33	44	47	177	94	1371	2	1	1468
<b>% App. Total</b>	47.2	4.7	20.9	27.3		5.3	81.9	10.5	2.2		29.9	18.6	24.9	26.6		6.4	93.4	0.1	0.1	
<b>PHF</b>	<b>.921</b>	<b>.385</b>	<b>.815</b>	<b>.871</b>	<b>.909</b>	<b>.798</b>	<b>.908</b>	<b>.825</b>	<b>.486</b>	<b>.916</b>	<b>.663</b>	<b>.750</b>	<b>.786</b>	<b>.653</b>	<b>.805</b>	<b>.734</b>	<b>.955</b>	<b>.500</b>	<b>.250</b>	<b>.936</b>

Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&PublixPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	14
10:15 AM	1	0	0	0	1	1	11	1	0	13	0	0	0	1	1	1	9	0	0	10	25
10:30 AM	0	1	0	0	1	0	13	0	0	13	0	0	1	0	1	1	6	0	0	7	22
10:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	11	0	0	11	17
Total	1	1	0	0	2	2	36	2	0	40	0	0	1	1	2	2	32	0	0	34	78
11:00 AM	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	0	6	0	0	6	14
11:15 AM	0	0	1	1	2	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	18
11:30 AM	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	0	10	0	0	10	18
11:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18
Total	1	0	2	1	4	0	29	2	0	31	0	0	0	0	0	0	33	0	0	33	68
12:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
12:15 PM	0	0	0	2	2	0	12	0	1	13	0	0	0	0	0	2	8	0	0	10	25
12:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	11	1	0	13	24
12:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	2	3	1	10	0	0	11	17
Total	0	0	0	2	2	0	34	0	1	35	1	0	0	2	3	4	37	1	0	42	82
01:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	8
01:15 PM	1	0	0	1	2	0	9	0	1	10	0	0	0	0	0	1	2	0	0	3	15
01:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	1	1	0	8	0	0	8	15
01:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
Total	1	0	0	1	2	0	24	0	1	25	1	0	0	1	2	1	20	0	0	21	50
02:00 PM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	22
02:15 PM	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	7	0	0	7	16
02:30 PM	1	0	0	1	2	0	7	2	0	9	0	0	0	0	0	1	9	0	0	10	21
02:45 PM	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	0	2	0	0	2	10
Total	3	0	1	1	5	0	27	3	0	30	1	0	0	0	1	1	32	0	0	33	69
03:00 PM	0	0	0	1	1	1	5	0	0	6	0	0	0	0	0	0	10	0	0	10	17
03:15 PM	0	0	0	0	0	0	5	0	1	6	0	0	0	1	1	0	14	0	0	14	21
03:30 PM	1	0	0	1	2	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	14
03:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	15
Total	1	0	0	2	3	1	16	0	1	18	0	0	0	1	1	0	45	0	0	45	67
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	10
04:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
04:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	13	0	0	13	15
Total	0	0	0	0	0	0	14	0	0	14	0	1	0	0	1	1	26	0	0	27	42

### Intersection Turning Movement Count

File Name : BonitaBeach&PublixPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	8
05:15 PM	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	11
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	13
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>36</b>
<b>Grand Total</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>8</b>	<b>21</b>	<b>3</b>	<b>187</b>	<b>7</b>	<b>3</b>	<b>200</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>10</b>	<b>9</b>	<b>251</b>	<b>1</b>	<b>0</b>	<b>261</b>	<b>492</b>
Apprch %	38.1	4.8	19	38.1		1.5	93.5	3.5	1.5		30	10	10	50		3.4	96.2	0.4	0		
Total %	1.6	0.2	0.8	1.6	4.3	0.6	38	1.4	0.6	40.7	0.6	0.2	0.2	1	2	1.8	51	0.2	0	53	

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18
12:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
12:15 PM	0	0	0	2	2	0	12	0	1	13	0	0	0	0	0	2	8	0	0	10	25
12:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	11	1	0	13	24
Total Volume	0	0	0	2	2	0	39	0	1	40	0	0	0	0	0	3	37	1	0	41	83
% App. Total	0	0	0	100		0	97.5	0	2.5		0	0	0	0		7.3	90.2	2.4	0		
PHF	.000	.000	.000	.250	.250	.000	.813	.000	.250	.769	.000	.000	.000	.000	.000	.375	.841	.250	.000	.788	.830

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM					10:00 AM					12:45 PM					03:00 PM				
+0 mins.	1	0	1	0	2	1	7	0	0	8	1	0	0	2	3	0	10	0	0	10
+15 mins.	0	0	0	0	0	1	11	1	0	13	1	0	0	0	1	0	14	0	0	14
+30 mins.	1	0	0	1	2	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10
+45 mins.	1	0	0	0	1	0	5	1	0	6	0	0	0	1	1	0	11	0	0	11
Total Volume	3	0	1	1	5	2	36	2	0	40	2	0	0	3	5	0	45	0	0	45
% App. Total	60	0	20	20		5	90	5	0		40	0	0	60		0	100	0	0	
PHF	.750	.000	.250	.250	.625	.500	.692	.500	.000	.769	.500	.000	.000	.375	.417	.000	.804	.000	.000	.804

Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&PublixPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- UTurns

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	0	1
10:45 AM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	4	0	0	0	0	4
11:00 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	1	0	0	0	1	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	3	0	0	0	0	3
Total	1	0	0	0	1	29	0	0	0	29	0	0	0	0	0	4	0	0	0	0	4
12:00 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	0	1
12:15 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	29	0	0	0	29	0	0	0	0	0	2	0	0	0	0	2
01:00 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	2	0	0	0	0	2
02:00 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	0	3
02:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	4	0	0	0	0	4
03:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	2	0	0	0	0	2

### Intersection Turning Movement Count

File Name : BonitaBeach&PublixPlaza  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- UTurns

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	1	0	0	0	1	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>15</b>
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>169</b>
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	1.2	0	0	0	1.2	87	0	0	0	87	0	0	0	0	0	11.8	0	0	0	11.8	

Start Time	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	1	0	0	0	1	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	9
11:45 AM	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	3	0	0	0	3	12
12:00 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	8
12:15 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	8
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>37</b>
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.861	.000	.000	.000	.861	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	.771

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:45 AM					11:15 AM					10:00 AM					10:15 AM				
+0 mins.	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1
+15 mins.	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	2	0	0	0	2
+45 mins.	1	0	0	0	1	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0	
PHF	.250	.000	.000	.000	.250	.861	.000	.000	.000	.861	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625

# Intersection Pedestrian & Bicycle Count

Date: 4/5/22

Day: Tuesday

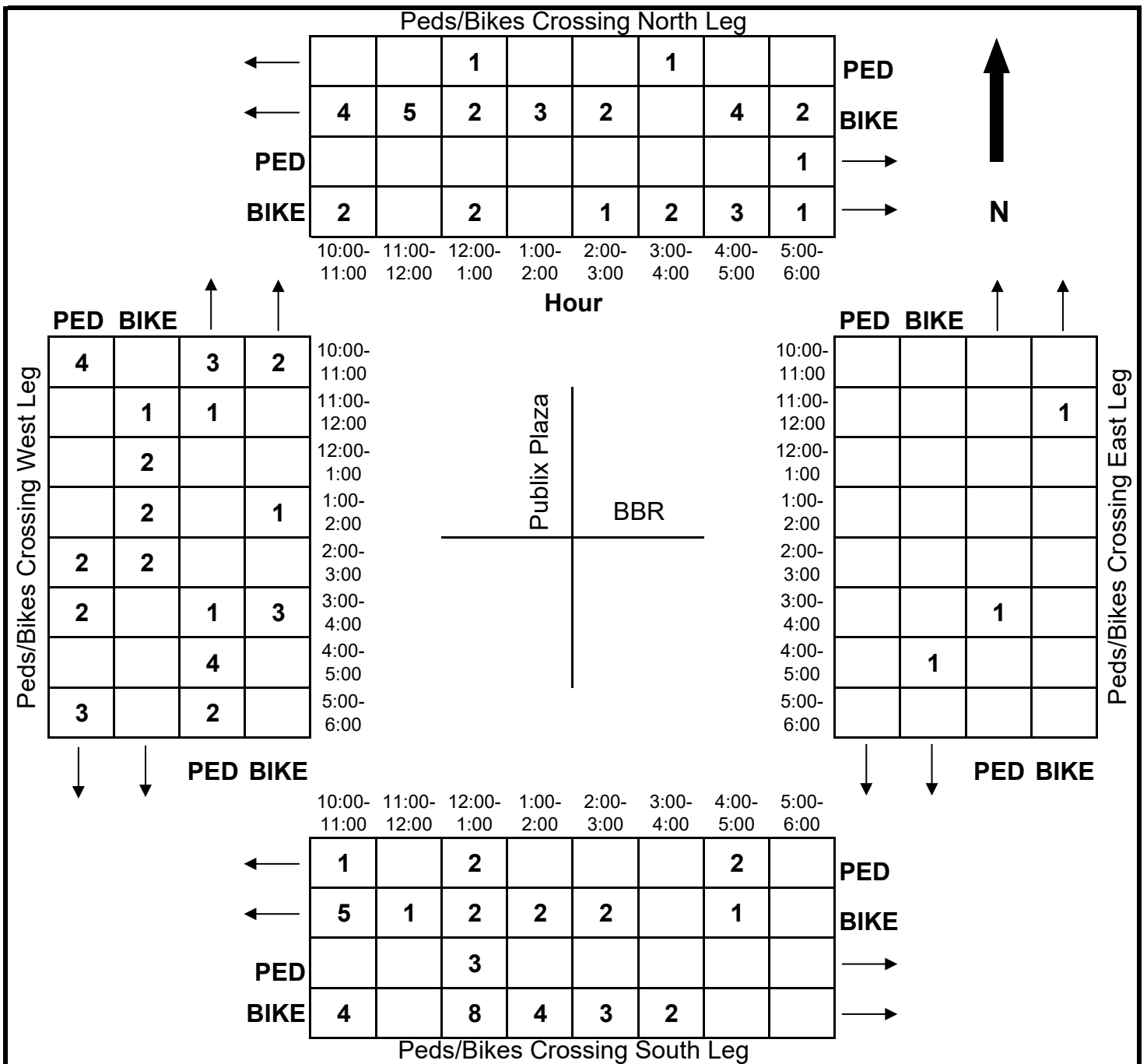
Count Times: 10am-6pm

Weather: Clear

Intersection: Bonita Beach Road at Publix Plaza

Comments: \_\_\_\_\_

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





# Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Beaumont  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

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

Start Time	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	0	0	0	0	0	9	9	0	0	15	15	24
10:15 AM	0	0	0	0	0	0	17	17	0	0	13	13	30
10:30 AM	0	0	0	0	0	0	19	19	0	0	11	11	30
10:45 AM	0	0	0	0	0	0	17	17	0	0	16	16	33
<b>Total</b>	0	0	0	0	0	0	62	62	0	0	55	55	117
11:00 AM	0	0	0	0	0	0	14	14	0	0	19	19	33
11:15 AM	0	0	0	0	0	0	22	22	0	0	21	21	43
11:30 AM	0	0	0	0	0	0	21	21	0	0	23	23	44
11:45 AM	0	0	0	0	0	0	20	20	0	0	25	25	45
<b>Total</b>	0	0	0	0	0	0	77	77	0	0	88	88	165
12:00 PM	0	0	0	0	0	0	18	18	0	0	24	24	42
12:15 PM	0	0	0	0	1	0	25	26	0	0	16	16	42
12:30 PM	0	0	0	0	0	0	34	34	0	0	15	15	49
12:45 PM	0	0	0	0	0	0	29	29	0	0	19	19	48
<b>Total</b>	0	0	0	0	1	0	106	107	0	0	74	74	181
01:00 PM	0	0	0	0	0	0	18	18	0	0	13	13	31
01:15 PM	0	0	0	0	0	0	28	28	0	0	20	20	48
01:30 PM	0	0	0	0	0	0	24	24	0	0	17	17	41
01:45 PM	0	0	0	0	0	0	14	14	0	0	18	18	32
<b>Total</b>	0	0	0	0	0	0	84	84	0	0	68	68	152
02:00 PM	0	0	0	0	0	0	26	26	0	0	21	21	47
02:15 PM	0	0	0	0	0	0	24	24	0	0	16	16	40
02:30 PM	0	0	0	0	0	0	22	22	0	0	8	8	30
02:45 PM	0	0	0	0	0	0	26	26	0	0	13	13	39
<b>Total</b>	0	0	0	0	0	0	98	98	0	0	58	58	156
03:00 PM	0	0	0	0	0	0	24	24	0	0	15	15	39
03:15 PM	0	0	0	0	0	0	22	22	0	0	19	19	41
03:30 PM	0	0	0	0	0	0	21	21	0	0	15	15	36
03:45 PM	0	0	0	0	0	0	16	16	0	0	9	9	25
<b>Total</b>	0	0	0	0	0	0	83	83	0	0	58	58	141
04:00 PM	0	0	0	0	0	0	18	18	0	0	10	10	28
04:15 PM	0	0	0	0	0	0	22	22	0	0	10	10	32
04:30 PM	0	0	0	0	0	0	19	19	0	0	11	11	30
04:45 PM	0	0	0	0	0	0	16	16	0	0	9	9	25
<b>Total</b>	0	0	0	0	0	0	75	75	0	0	40	40	115
05:00 PM	0	0	0	0	0	0	12	12	0	0	6	6	18
05:15 PM	0	0	0	0	0	0	18	18	0	0	9	9	27
05:30 PM	0	0	0	0	0	0	12	12	0	0	7	7	19
05:45 PM	0	0	0	0	0	0	15	15	0	0	10	10	25
<b>Total</b>	0	0	0	0	0	0	57	57	0	0	32	32	89
<b>Grand Total</b>	0	0	0	0	1	0	642	643	0	0	473	473	1116
Apprch %	0	0	0	0	0.2	0	99.8		0	0	100		
Total %	0	0	0	0	0.1	0	57.5	57.6	0	0	42.4	42.4	
Passenger Vehicles	0	0	0	0	0	0	632	632	0	0	460	460	1092
% Passenger Vehicles	0	0	0	0	0	0	98.4	98.3	0	0	97.3	97.3	97.8
Heavy Vehicles	0	0	0	0	0	0	10	10	0	0	13	13	23
% Heavy Vehicles	0	0	0	0	0	0	1.6	1.6	0	0	2.7	2.7	2.1
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	1
% UTurns	0	0	0	0	100	0	0	0.2	0	0	0	0	0.1



## Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Beaumont  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

### Groups Printed- Passenger Vehicles

Start Time	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	0	0	0	0	0	9	9	0	0	14	14	23
10:15 AM	0	0	0	0	0	0	17	17	0	0	12	12	29
10:30 AM	0	0	0	0	0	0	19	19	0	0	11	11	30
10:45 AM	0	0	0	0	0	0	17	17	0	0	16	16	33
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>53</b>	<b>115</b>
11:00 AM	0	0	0	0	0	0	14	14	0	0	18	18	32
11:15 AM	0	0	0	0	0	0	19	19	0	0	21	21	40
11:30 AM	0	0	0	0	0	0	21	21	0	0	22	22	43
11:45 AM	0	0	0	0	0	0	20	20	0	0	24	24	44
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>85</b>	<b>159</b>
12:00 PM	0	0	0	0	0	0	18	18	0	0	24	24	42
12:15 PM	0	0	0	0	0	0	25	25	0	0	16	16	41
12:30 PM	0	0	0	0	0	0	34	34	0	0	13	13	47
12:45 PM	0	0	0	0	0	0	29	29	0	0	18	18	47
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>106</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>71</b>	<b>177</b>
01:00 PM	0	0	0	0	0	0	17	17	0	0	13	13	30
01:15 PM	0	0	0	0	0	0	26	26	0	0	20	20	46
01:30 PM	0	0	0	0	0	0	24	24	0	0	16	16	40
01:45 PM	0	0	0	0	0	0	14	14	0	0	17	17	31
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>66</b>	<b>147</b>
02:00 PM	0	0	0	0	0	0	26	26	0	0	21	21	47
02:15 PM	0	0	0	0	0	0	21	21	0	0	16	16	37
02:30 PM	0	0	0	0	0	0	22	22	0	0	8	8	30
02:45 PM	0	0	0	0	0	0	26	26	0	0	13	13	39
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>58</b>	<b>153</b>
03:00 PM	0	0	0	0	0	0	24	24	0	0	15	15	39
03:15 PM	0	0	0	0	0	0	22	22	0	0	19	19	41
03:30 PM	0	0	0	0	0	0	21	21	0	0	15	15	36
03:45 PM	0	0	0	0	0	0	16	16	0	0	9	9	25
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>58</b>	<b>141</b>
04:00 PM	0	0	0	0	0	0	18	18	0	0	10	10	28
04:15 PM	0	0	0	0	0	0	22	22	0	0	9	9	31
04:30 PM	0	0	0	0	0	0	18	18	0	0	10	10	28
04:45 PM	0	0	0	0	0	0	16	16	0	0	9	9	25
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>112</b>
05:00 PM	0	0	0	0	0	0	12	12	0	0	6	6	18
05:15 PM	0	0	0	0	0	0	18	18	0	0	9	9	27
05:30 PM	0	0	0	0	0	0	12	12	0	0	7	7	19
05:45 PM	0	0	0	0	0	0	15	15	0	0	9	9	24
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>88</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>632</b>	<b>632</b>	<b>0</b>	<b>0</b>	<b>460</b>	<b>460</b>	<b>1092</b>
Apprch %	0	0	0	0	0	0	100	100	0	0	100	100	
Total %	0	0	0	0	0	0	57.9	57.9	0	0	42.1	42.1	

# Intersection Turning Movement Count

File Name : BonitaBeach&Beaumont

Site Code : 18025

Start Date : 4/5/2022

Page No : 2

Start Time	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	0	0	0	0	0	0	18	18	0	0	24	24	42
12:15 PM	0	0	0	0	0	0	25	25	0	0	16	16	41
12:30 PM	0	0	0	0	0	0	34	34	0	0	13	13	47
12:45 PM	0	0	0	0	0	0	29	29	0	0	18	18	47
Total Volume	0	0	0	0	0	0	106	106	0	0	71	71	177
% App. Total	0	0	0	0	0	0	100	100	0	0	100	100	
PHF	.000	.000	.000	.000	.000	.000	.779	.779	.000	.000	.740	.740	.941

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:00 AM				12:00 PM				11:15 AM			
+0 mins.	0	0	0	0	0	0	18	18	0	0	21	21
+15 mins.	0	0	0	0	0	0	25	25	0	0	22	22
+30 mins.	0	0	0	0	0	0	34	34	0	0	24	24
+45 mins.	0	0	0	0	0	0	29	29	0	0	24	24
Total Volume	0	0	0	0	0	0	106	106	0	0	91	91
% App. Total	0	0	0	0	0	0	100	100	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.779	.779	.000	.000	.948	.948

# Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Beaumont  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

### Groups Printed- Heavy Vehicles

Start Time	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	0	2	2	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
11:15 AM	0	0	0	0	0	0	3	3	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	3	3	0	0	3	3	6
*** BREAK ***													
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	3	3	3
01:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	2	2	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	3	3	0	0	2	2	5
*** BREAK ***													
02:15 PM	0	0	0	0	0	0	3	3	0	0	0	0	3
*** BREAK ***													
Total	0	0	0	0	0	0	3	3	0	0	0	0	3
*** BREAK ***													
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	1	1	2
*** BREAK ***													
Total	0	0	0	0	0	0	1	1	0	0	2	2	3
*** BREAK ***													
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	10	10	0	0	13	13	23
Apprch %	0	0	0	0	0	0	100		0	0	100		
Total %	0	0	0	0	0	0	43.5	43.5	0	0	56.5	56.5	

Start Time	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
11:15 AM	0	0	0	0	0	0	3	3	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	3	3	0	0	3	3	6
% App. Total	0	0	0	0	0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.750	.750	.500

# Intersection Turning Movement Count

File Name : BonitaBeach&Beaumont

Site Code : 18025

Start Date : 4/5/2022

Page No : 2

Start Time	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	10:00 AM				10:30 AM				11:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	1	1	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	1	1	
+45 mins.	0	0	0	0	0	0	3	3	0	0	0	1	1	
Total Volume	0	0	0	0	0	0	3	3	0	0	0	3	3	
% App. Total	0	0	0	0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.750	.750	

## Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Beaumont  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

### Groups Printed- UTurns

Start Time	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***													
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		100	0	0		0	0	0		
Total %	0	0	0		100	0	0	100	0	0	0		

Start Time	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	10:00 AM				11:30 AM				10:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000







# Intersection Turning Movement Count

File Name : BonitaBeach&Crown

Site Code : 18025

Start Date : 4/5/2022

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Start Time	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	0	7	7	0	0	2	2	0	0	<b>40</b>	<b>40</b>	0	0	33	33	82
02:15 PM	0	0	8	8	0	0	6	6	0	0	39	39	0	0	30	30	<b>83</b>
02:30 PM	0	0	5	5	0	0	6	6	0	0	26	26	0	0	<b>43</b>	<b>43</b>	80
02:45 PM	0	0	<b>13</b>	<b>13</b>	0	0	<b>12</b>	<b>12</b>	0	0	32	32	0	0	25	25	82
Total Volume	0	0	33	33	0	0	26	26	0	0	137	137	0	0	131	131	327
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.635	.635	.000	.000	.542	.542	.000	.000	.856	.856	.000	.000	.762	.762	.985
Passenger Vehicles	0	0	32	32	0	0	26	26	0	0	136	136	0	0	131	131	325
% Passenger Vehicles	0	0	97.0	97.0	0	0	100	100	0	0	99.3	99.3	0	0	100	100	99.4
Heavy Vehicles	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
% Heavy Vehicles	0	0	3.0	3.0	0	0	0	0	0	0	0.7	0.7	0	0	0	0	0.6
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:30 AM				02:45 PM				01:30 PM				11:45 AM			
+0 mins.	1	0	8	9	0	0	12	12	0	0	32	32	0	0	42	42
+15 mins.	0	0	8	8	0	0	8	8	0	0	34	34	0	0	36	36
+30 mins.	0	0	9	9	0	0	8	8	0	0	<b>40</b>	<b>40</b>	0	0	30	30
+45 mins.	1	0	<b>11</b>	<b>12</b>	0	0	<b>13</b>	<b>13</b>	0	0	39	39	0	0	<b>44</b>	<b>44</b>
Total Volume	2	0	36	38	0	0	41	41	0	0	145	145	0	0	152	152
% App. Total	5.3	0	94.7		0	0	100		0	0	100		0	0	100	
PHF	.500	.000	.818	.792	.000	.000	.788	.788	.000	.000	.906	.906	.000	.000	.864	.864
Passenger Vehicles	0	0	35	35	0	0	39	39	0	0	142	142	0	0	151	151
% Passenger Vehicles	0	0	97.2	92.1	0	0	95.1	95.1	0	0	97.9	97.9	0	0	99.3	99.3
Heavy Vehicles	0	0	1	1	0	0	2	2	0	0	3	3	0	0	1	1
% Heavy Vehicles	0	0	2.8	2.6	0	0	4.9	4.9	0	0	2.1	2.1	0	0	0.7	0.7
UTurns	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	100	0	0	5.3	0	0	0	0	0	0	0	0	0	0	0	0

# Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Crown  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

## Groups Printed- Passenger Vehicles

Start Time	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
10:00 AM	0	0	7	7	0	0	4	4	0	0	23	23	0	0	29	29	63
10:15 AM	0	0	9	9	0	0	7	7	0	0	26	26	0	0	29	29	71
10:30 AM	0	0	8	8	0	0	3	3	0	0	28	28	0	0	29	29	68
10:45 AM	0	0	8	8	0	0	1	1	0	0	24	24	0	0	40	40	73
Total	0	0	32	32	0	0	15	15	0	0	101	101	0	0	127	127	275
11:00 AM	0	0	8	8	0	0	1	1	0	0	34	34	0	0	36	36	79
11:15 AM	0	0	11	11	0	0	5	5	0	0	27	27	0	0	31	31	74
11:30 AM	0	0	5	5	0	0	2	2	0	0	29	29	0	0	26	26	62
11:45 AM	0	0	5	5	0	0	2	2	0	0	27	27	0	0	42	42	76
Total	0	0	29	29	0	0	10	10	0	0	117	117	0	0	135	135	291
12:00 PM	0	0	6	6	0	0	2	2	0	0	29	29	0	0	36	36	73
12:15 PM	0	0	5	5	0	0	7	7	0	0	30	30	0	0	30	30	72
12:30 PM	0	0	10	10	0	0	2	2	0	0	34	34	0	0	43	43	89
12:45 PM	0	0	5	5	0	0	4	4	0	0	43	43	0	0	29	29	81
Total	0	0	26	26	0	0	15	15	0	0	136	136	0	0	138	138	315
01:00 PM	0	0	6	6	0	0	3	3	0	0	29	29	0	0	32	32	70
01:15 PM	0	0	8	8	0	0	6	6	0	0	25	25	0	0	42	42	81
01:30 PM	0	0	8	8	0	0	5	5	0	0	31	31	0	0	33	33	77
01:45 PM	0	0	6	6	0	0	4	4	0	0	33	33	0	0	27	27	70
Total	0	0	28	28	0	0	18	18	0	0	118	118	0	0	134	134	298
02:00 PM	0	0	7	7	0	0	2	2	0	0	40	40	0	0	33	33	82
02:15 PM	0	0	8	8	0	0	6	6	0	0	38	38	0	0	30	30	82
02:30 PM	0	0	4	4	0	0	6	6	0	0	26	26	0	0	43	43	79
02:45 PM	0	0	13	13	0	0	12	12	0	0	32	32	0	0	25	25	82
Total	0	0	32	32	0	0	26	26	0	0	136	136	0	0	131	131	325
03:00 PM	0	0	5	5	0	0	8	8	0	0	27	27	0	0	36	36	76
03:15 PM	0	0	11	11	0	0	7	7	0	0	29	29	0	0	17	17	64
03:30 PM	0	0	9	9	0	0	12	12	0	0	17	17	0	0	30	30	68
03:45 PM	0	0	4	4	0	0	4	4	0	0	37	37	0	0	40	40	85
Total	0	0	29	29	0	0	31	31	0	0	110	110	0	0	123	123	293
04:00 PM	0	0	8	8	0	0	4	4	0	0	43	43	0	0	32	32	87
04:15 PM	0	0	10	10	0	0	3	3	0	0	32	32	0	0	20	20	65
04:30 PM	0	0	6	6	0	0	6	6	0	0	26	26	0	0	30	30	68
04:45 PM	0	0	10	10	0	0	3	3	0	0	27	27	0	0	18	18	58
Total	0	0	34	34	0	0	16	16	0	0	128	128	0	0	100	100	278
05:00 PM	0	0	10	10	0	0	7	7	0	0	30	30	0	0	21	21	68
05:15 PM	0	0	6	6	0	0	5	5	0	0	33	33	0	0	26	26	70
05:30 PM	0	0	5	5	0	0	3	3	0	0	31	31	0	0	26	26	65
05:45 PM	0	0	2	2	0	0	5	5	0	0	29	29	0	0	20	20	56
Total	0	0	23	23	0	0	20	20	0	0	123	123	0	0	93	93	259
Grand Total	0	0	233	233	0	0	151	151	0	0	969	969	0	0	981	981	2334
Apprch %	0	0	100		0	0	100		0	0	100		0	0	100		
Total %	0	0	10	10	0	0	6.5	6.5	0	0	41.5	41.5	0	0	42	42	

# Intersection Turning Movement Count

File Name : BonitaBeach&Crown

Site Code : 18025

Start Date : 4/5/2022

Page No : 2

Start Time	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	7	7	0	0	2	2	0	0	<b>40</b>	<b>40</b>	0	0	33	33	<b>82</b>
02:15 PM	0	0	8	8	0	0	6	6	0	0	38	38	0	0	30	30	82
02:30 PM	0	0	4	4	0	0	6	6	0	0	26	26	0	0	<b>43</b>	<b>43</b>	79
02:45 PM	0	0	<b>13</b>	<b>13</b>	0	0	<b>12</b>	<b>12</b>	0	0	32	32	0	0	25	25	82
Total Volume	0	0	32	32	0	0	26	26	0	0	136	136	0	0	131	131	325
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.615	.615	.000	.000	.542	.542	.000	.000	.850	.850	.000	.000	.762	.762	.991

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:45 PM				02:45 PM				01:30 PM				11:45 AM			
+0 mins.	0	0	<b>13</b>	<b>13</b>	0	0	<b>12</b>	<b>12</b>	0	0	31	31	0	0	42	42
+15 mins.	0	0	5	5	0	0	8	8	0	0	33	33	0	0	36	36
+30 mins.	0	0	11	11	0	0	7	7	0	0	<b>40</b>	<b>40</b>	0	0	30	30
+45 mins.	0	0	9	9	0	0	12	12	0	0	38	38	0	0	<b>43</b>	<b>43</b>
Total Volume	0	0	38	38	0	0	39	39	0	0	142	142	0	0	151	151
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100	
PHF	.000	.000	.731	.731	.000	.000	.813	.813	.000	.000	.888	.888	.000	.000	.878	.878

# Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Crown  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

### Groups Printed- Heavy Vehicles

Start Time	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
10:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
11:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	3
*** BREAK ***																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	3
*** BREAK ***																	
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	3
*** BREAK ***																	
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
02:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	2	2	0	0	0	0	0	0	1	1	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	3
*** BREAK ***																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	3	3	0	0	2	2	5
05:00 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
*** BREAK ***																	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	3
Grand Total	0	0	4	4	0	0	3	3	0	0	11	11	0	0	7	7	25
Apprch %	0	0	100		0	0	100		0	0	100		0	0	100		
Total %	0	0	16	16	0	0	12	12	0	0	44	44	0	0	28	28	

Start Time	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	3
Total Volume	0	0	1	1	0	0	1	1	0	0	3	3	0	0	1	1	6
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.375	.375	.000	.000	.250	.250	.500

## Intersection Turning Movement Count

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:15 AM				02:45 PM				01:30 PM				12:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1
Total Volume	0	0	1	1	0	0	2	2	0	0	3	3	0	0	2	2
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100	
PHF	.000	.000	.250	.250	.000	.000	.500	.500	.000	.000	.750	.750	.000	.000	.500	.500

## Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Crown  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

### Groups Printed- UTurns

Start Time	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK *** 10:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK *** Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK *** 11:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK *** Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK *** 01:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK *** Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK *** Grand Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	100	0	0		0	0	0		0	0	0		0	0	0		
Total %	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:30 AM																	
10:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	10:30 AM				10:00 AM				10:00 AM				10:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0	
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Intersection Pedestrian & Bicycle Count

Date: 4/5/22

Day: Tuesday

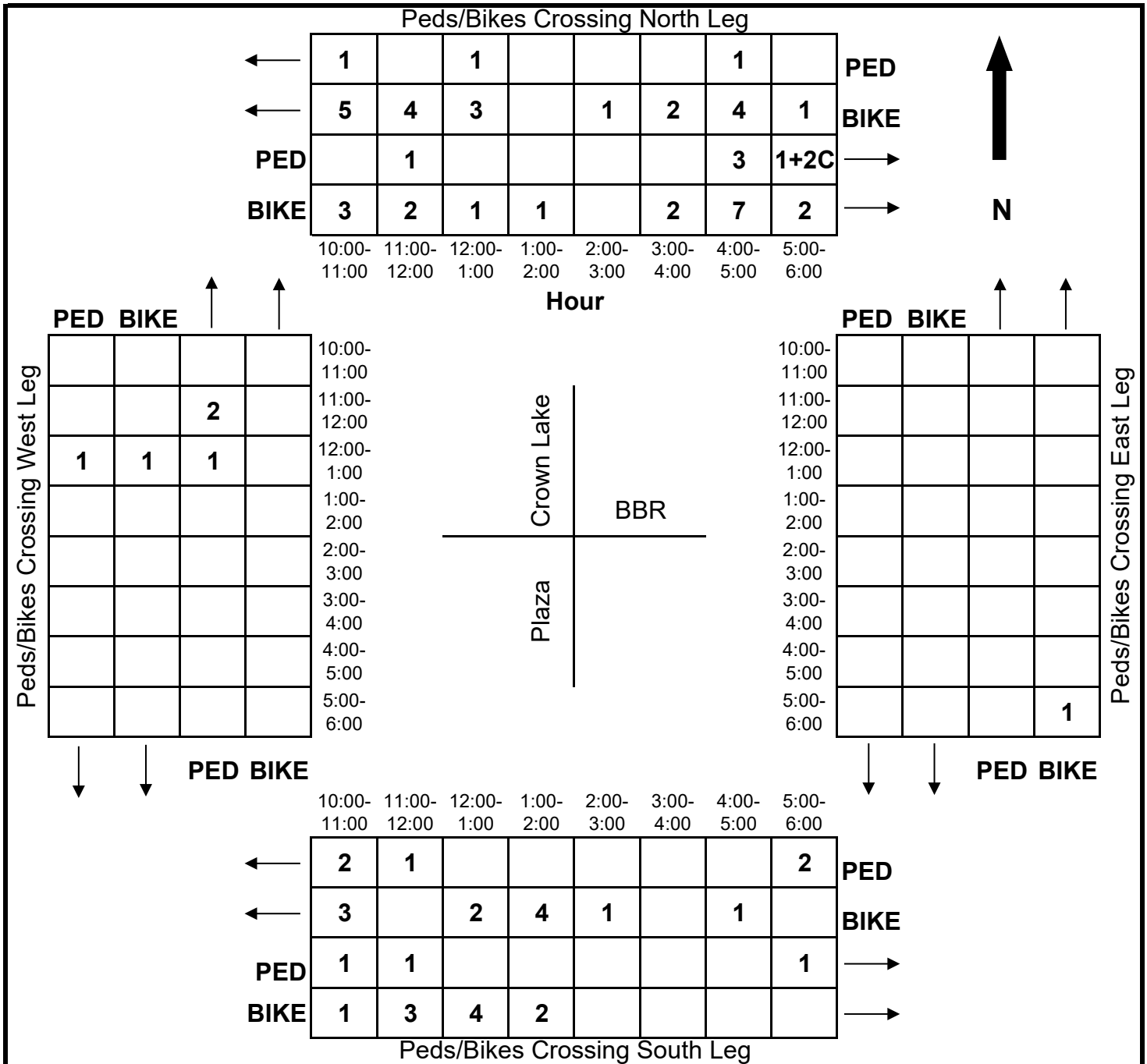
Count Times: 10am-6pm

Weather: Clear

Intersection: Bonita Beach Road at Crown Lake Blvd/Springs Plaza

Comments: \_\_\_\_\_  
\_\_\_\_\_

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





### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Arroyal  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	20	13	23	15	71	41	304	18	0	363	11	9	5	6	31	55	251	5	0	311	776
10:15 AM	12	14	22	16	64	53	292	6	1	352	15	16	11	5	47	67	266	5	0	338	801
10:30 AM	11	20	14	19	64	50	324	7	0	381	16	12	17	5	50	53	247	2	0	302	797
10:45 AM	13	11	19	20	63	55	299	4	0	358	11	9	11	10	41	62	285	2	0	349	811
<b>Total</b>	<b>56</b>	<b>58</b>	<b>78</b>	<b>70</b>	<b>262</b>	<b>199</b>	<b>1219</b>	<b>35</b>	<b>1</b>	<b>1454</b>	<b>53</b>	<b>46</b>	<b>44</b>	<b>26</b>	<b>169</b>	<b>237</b>	<b>1049</b>	<b>14</b>	<b>0</b>	<b>1300</b>	<b>3185</b>
11:00 AM	16	12	27	4	59	45	338	17	0	400	18	9	18	11	56	51	277	2	0	330	845
11:15 AM	12	15	18	17	62	53	341	9	1	404	9	8	10	13	40	60	278	1	0	339	845
11:30 AM	15	8	22	26	71	42	325	10	0	377	14	12	10	9	45	73	294	3	0	370	863
11:45 AM	11	15	22	19	67	44	323	8	0	375	12	9	12	13	46	67	317	3	0	387	875
<b>Total</b>	<b>54</b>	<b>50</b>	<b>89</b>	<b>66</b>	<b>259</b>	<b>184</b>	<b>1327</b>	<b>44</b>	<b>1</b>	<b>1556</b>	<b>53</b>	<b>38</b>	<b>50</b>	<b>46</b>	<b>187</b>	<b>251</b>	<b>1166</b>	<b>9</b>	<b>0</b>	<b>1426</b>	<b>3428</b>
12:00 PM	11	8	28	12	59	54	324	10	1	389	22	15	14	11	62	43	326	7	0	376	886
12:15 PM	10	18	15	24	67	46	297	10	0	353	13	7	20	13	53	71	316	2	0	389	862
12:30 PM	8	9	13	16	46	53	310	8	0	371	14	9	12	13	48	81	269	3	0	353	818
12:45 PM	10	16	21	16	63	45	273	13	0	331	14	7	16	6	43	60	318	4	1	383	820
<b>Total</b>	<b>39</b>	<b>51</b>	<b>77</b>	<b>68</b>	<b>235</b>	<b>198</b>	<b>1204</b>	<b>41</b>	<b>1</b>	<b>1444</b>	<b>63</b>	<b>38</b>	<b>62</b>	<b>43</b>	<b>206</b>	<b>255</b>	<b>1229</b>	<b>16</b>	<b>1</b>	<b>1501</b>	<b>3386</b>
01:00 PM	16	16	20	14	66	58	318	5	2	383	18	17	23	12	70	75	304	3	0	382	901
01:15 PM	13	12	4	23	52	44	296	11	0	351	15	8	19	7	49	68	289	3	0	360	812
01:30 PM	6	16	9	15	46	54	256	11	0	321	21	15	17	8	61	66	298	3	0	367	795
01:45 PM	15	15	17	20	67	46	284	12	0	342	16	17	16	6	55	71	287	6	0	364	828
<b>Total</b>	<b>50</b>	<b>59</b>	<b>50</b>	<b>72</b>	<b>231</b>	<b>202</b>	<b>1154</b>	<b>39</b>	<b>2</b>	<b>1397</b>	<b>70</b>	<b>57</b>	<b>75</b>	<b>33</b>	<b>235</b>	<b>280</b>	<b>1178</b>	<b>15</b>	<b>0</b>	<b>1473</b>	<b>3336</b>
02:00 PM	19	16	13	18	66	37	233	11	1	282	27	22	15	8	72	62	285	3	0	350	770
02:15 PM	9	12	13	14	48	38	318	9	0	365	11	18	6	3	38	59	371	3	0	433	884
02:30 PM	9	10	24	19	62	39	265	7	0	311	18	16	16	6	56	66	306	4	0	376	805
02:45 PM	18	11	18	13	60	39	299	9	1	348	18	13	13	3	47	66	340	3	0	409	864
<b>Total</b>	<b>55</b>	<b>49</b>	<b>68</b>	<b>64</b>	<b>236</b>	<b>153</b>	<b>1115</b>	<b>36</b>	<b>2</b>	<b>1306</b>	<b>74</b>	<b>69</b>	<b>50</b>	<b>20</b>	<b>213</b>	<b>253</b>	<b>1302</b>	<b>13</b>	<b>0</b>	<b>1568</b>	<b>3323</b>
03:00 PM	15	12	17	10	54	37	293	14	1	345	15	13	15	9	52	77	288	1	0	366	817
03:15 PM	9	11	10	15	45	38	281	14	1	334	20	16	9	5	50	76	320	4	1	401	830
03:30 PM	14	12	15	18	59	42	268	15	1	326	24	22	19	7	72	73	274	1	0	348	805
03:45 PM	9	11	7	20	47	35	304	13	1	353	21	14	11	6	52	74	339	1	0	414	866
<b>Total</b>	<b>47</b>	<b>46</b>	<b>49</b>	<b>63</b>	<b>205</b>	<b>152</b>	<b>1146</b>	<b>56</b>	<b>4</b>	<b>1358</b>	<b>80</b>	<b>65</b>	<b>54</b>	<b>27</b>	<b>226</b>	<b>300</b>	<b>1221</b>	<b>7</b>	<b>1</b>	<b>1529</b>	<b>3318</b>
04:00 PM	13	17	13	19	62	45	255	15	0	315	11	16	15	11	53	68	325	6	0	399	829
04:15 PM	5	3	7	23	38	31	256	4	0	291	15	21	15	1	52	93	330	4	0	427	808
04:30 PM	18	11	6	17	52	42	266	13	0	321	23	20	10	4	57	66	312	3	0	381	811
04:45 PM	7	7	7	32	53	27	226	9	2	264	12	10	13	3	38	79	326	0	0	405	760
<b>Total</b>	<b>43</b>	<b>38</b>	<b>33</b>	<b>91</b>	<b>205</b>	<b>145</b>	<b>1003</b>	<b>41</b>	<b>2</b>	<b>1191</b>	<b>61</b>	<b>67</b>	<b>53</b>	<b>19</b>	<b>200</b>	<b>306</b>	<b>1293</b>	<b>13</b>	<b>0</b>	<b>1612</b>	<b>3208</b>

### Intersection Turning Movement Count

File Name : BonitaBeach&Arroyal  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	15	11	13	19	58	33	256	7	2	298	20	21	12	7	60	81	313	1	0	395	811
05:15 PM	7	8	13	16	44	46	255	7	0	308	12	11	10	7	40	80	321	0	0	401	793
05:30 PM	8	7	14	16	45	36	210	12	1	259	13	14	12	14	53	67	311	2	0	380	737
05:45 PM	8	8	8	19	43	32	208	8	0	248	5	11	13	5	34	76	268	2	0	346	671
<b>Total</b>	<b>38</b>	<b>34</b>	<b>48</b>	<b>70</b>	<b>190</b>	<b>147</b>	<b>929</b>	<b>34</b>	<b>3</b>	<b>1113</b>	<b>50</b>	<b>57</b>	<b>47</b>	<b>33</b>	<b>187</b>	<b>304</b>	<b>1213</b>	<b>5</b>	<b>0</b>	<b>1522</b>	<b>3012</b>
<b>Grand Total</b>	<b>382</b>	<b>385</b>	<b>492</b>	<b>564</b>	<b>1823</b>	<b>1380</b>	<b>9097</b>	<b>326</b>	<b>16</b>	<b>10819</b>	<b>504</b>	<b>437</b>	<b>435</b>	<b>247</b>	<b>1623</b>	<b>2186</b>	<b>9651</b>	<b>92</b>	<b>2</b>	<b>11931</b>	<b>26196</b>
Apprch %	21	21.1	27	30.9		12.8	84.1	3	0.1		31.1	26.9	26.8	15.2		18.3	80.9	0.8	0		
Total %	1.5	1.5	1.9	2.2	7	5.3	34.7	1.2	0.1	41.3	1.9	1.7	1.7	0.9	6.2	8.3	36.8	0.4	0	45.5	
Passenger Vehicles	369	384	480	556	1789	1247	8898	320	16	10481	496	435	433	245	1609	1917	9387	88	2	11394	25273
% Passenger Vehicles	96.6	99.7	97.6	98.6	98.1	90.4	97.8	98.2	100	96.9	98.4	99.5	99.5	99.2	99.1	87.7	97.3	95.7	100	95.5	96.5
Heavy Vehicles	13	1	12	8	34	9	199	6	0	214	8	2	2	2	14	42	264	4	0	310	572
% Heavy Vehicles	3.4	0.3	2.4	1.4	1.9	0.7	2.2	1.8	0	2	1.6	0.5	0.5	0.8	0.9	1.9	2.7	4.3	0	2.6	2.2
UTurns	0	0	0	0	0	124	0	0	0	124	0	0	0	0	0	227	0	0	0	227	351
% UTurns	0	0	0	0	0	9	0	0	0	1.1	0	0	0	0	0	10.4	0	0	0	1.9	1.3

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	<b>15</b>	8	22	<b>26</b>	<b>71</b>	42	<b>325</b>	<b>10</b>	0	377	14	12	10	9	45	<b>73</b>	294	3	0	370	863
11:45 AM	11	15	22	19	67	44	323	8	0	375	12	9	12	<b>13</b>	46	67	317	3	0	387	875
12:00 PM	11	8	<b>28</b>	12	59	<b>54</b>	324	10	<b>1</b>	<b>389</b>	<b>22</b>	<b>15</b>	14	11	<b>62</b>	43	<b>326</b>	<b>7</b>	0	376	<b>886</b>
12:15 PM	10	<b>18</b>	15	24	67	46	297	10	0	353	13	7	<b>20</b>	13	53	71	316	2	0	<b>389</b>	862
Total Volume	47	49	87	81	264	186	1269	38	1	1494	61	43	56	46	206	254	1253	15	0	1522	3486
% App. Total	17.8	18.6	33	30.7		12.4	84.9	2.5	0.1		29.6	20.9	27.2	22.3		16.7	82.3	1	0		
PHF	.783	.681	.777	.779	.930	.861	.976	.950	.250	.960	.693	.717	.700	.885	.831	.870	.961	.536	.000	.978	.984
Passenger Vehicles	45	49	84	81	259	171	1241	36	1	1449	61	43	56	46	206	229	1198	15	0	1442	3356
% Passenger Vehicles	95.7	100	96.6	100	98.1	91.9	97.8	94.7	100	97.0	100	100	100	100	100	90.2	95.6	100	0	94.7	96.3
Heavy Vehicles	2	0	3	0	5	2	28	2	0	32	0	0	0	0	0	5	55	0	0	60	97
% Heavy Vehicles	4.3	0	3.4	0	1.9	1.1	2.2	5.3	0	2.1	0	0	0	0	0	2.0	4.4	0	0	3.9	2.8
UTurns	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	20	0	0	0	20	33
% UTurns	0	0	0	0	0	7.0	0	0	0	0.9	0	0	0	0	0	7.9	0	0	0	1.3	0.9

### Intersection Turning Movement Count

File Name : BonitaBeach&Arroyal  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 3

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:30 AM					11:00 AM					01:15 PM					03:45 PM				
+0 mins.	15	8	22	26	71	45	338	17	0	400	15	8	19	7	49	74	339	1	0	414
+15 mins.	11	15	22	19	67	53	341	9	1	404	21	15	17	8	61	68	325	6	0	399
+30 mins.	11	8	28	12	59	42	325	10	0	377	16	17	16	6	55	93	330	4	0	427
+45 mins.	10	18	15	24	67	44	323	8	0	375	27	22	15	8	72	66	312	3	0	381
Total Volume	47	49	87	81	264	184	1327	44	1	1556	79	62	67	29	237	301	1306	14	0	1621
% App. Total	17.8	18.6	33	30.7		11.8	85.3	2.8	0.1		33.3	26.2	28.3	12.2		18.6	80.6	0.9	0	
PHF	.783	.681	.777	.779	.930	.868	.973	.647	.250	.963	.731	.705	.882	.906	.823	.809	.963	.583	.000	.949
Passenger Vehicles	45	49	84	81	259	168	1304	43	1	1516	77	62	67	29	235	256	1273	14	0	1543
% Passenger Vehicles	95.7	100	96.6	100	98.1	91.3	98.3	97.7	100	97.4	97.5	100	100	100	99.2	85	97.5	100	0	95.2
Heavy Vehicles	2	0	3	0	5	2	23	1	0	26	2	0	0	0	2	7	33	0	0	40
% Heavy Vehicles	4.3	0	3.4	0	1.9	1.1	1.7	2.3	0	1.7	2.5	0	0	0	0.8	2.3	2.5	0	0	2.5
UTurns	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	38	0	0	0	38
% UTurns	0	0	0	0	0	7.6	0	0	0	0.9	0	0	0	0	0	12.6	0	0	0	2.3

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Arroyal  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	20	13	22	14	69	35	294	18	0	347	11	9	5	6	31	49	240	5	0	294	741
10:15 AM	11	14	22	15	62	50	276	6	1	333	15	15	10	5	45	60	261	4	0	325	765
10:30 AM	11	20	14	19	64	47	312	7	0	366	16	12	17	5	50	48	239	2	0	289	769
10:45 AM	13	11	19	20	63	47	297	4	0	348	10	9	11	10	40	57	277	2	0	336	787
<b>Total</b>	<b>55</b>	<b>58</b>	<b>77</b>	<b>68</b>	<b>258</b>	<b>179</b>	<b>1179</b>	<b>35</b>	<b>1</b>	<b>1394</b>	<b>52</b>	<b>45</b>	<b>43</b>	<b>26</b>	<b>166</b>	<b>214</b>	<b>1017</b>	<b>13</b>	<b>0</b>	<b>1244</b>	<b>3062</b>
11:00 AM	16	12	27	4	59	40	333	16	0	389	18	9	18	11	56	46	271	2	0	319	823
11:15 AM	12	15	18	17	62	51	337	9	1	398	9	8	10	13	40	53	272	1	0	326	826
11:30 AM	14	8	21	26	69	34	317	10	0	361	14	12	10	9	45	62	281	3	0	346	821
11:45 AM	10	15	21	19	65	43	317	8	0	368	12	9	12	13	46	61	302	3	0	366	845
<b>Total</b>	<b>52</b>	<b>50</b>	<b>87</b>	<b>66</b>	<b>255</b>	<b>168</b>	<b>1304</b>	<b>43</b>	<b>1</b>	<b>1516</b>	<b>53</b>	<b>38</b>	<b>50</b>	<b>46</b>	<b>187</b>	<b>222</b>	<b>1126</b>	<b>9</b>	<b>0</b>	<b>1357</b>	<b>3315</b>
12:00 PM	11	8	27	12	58	51	315	9	1	376	22	15	14	11	62	40	309	7	0	356	852
12:15 PM	10	18	15	24	67	43	292	9	0	344	13	7	20	13	53	66	306	2	0	374	838
12:30 PM	8	9	12	16	45	45	303	8	0	356	14	9	12	13	48	69	266	3	0	338	787
12:45 PM	10	16	19	16	61	40	270	13	0	323	14	7	16	5	42	50	306	4	1	361	787
<b>Total</b>	<b>39</b>	<b>51</b>	<b>73</b>	<b>68</b>	<b>231</b>	<b>179</b>	<b>1180</b>	<b>39</b>	<b>1</b>	<b>1399</b>	<b>63</b>	<b>38</b>	<b>62</b>	<b>42</b>	<b>205</b>	<b>225</b>	<b>1187</b>	<b>16</b>	<b>1</b>	<b>1429</b>	<b>3264</b>
01:00 PM	15	15	20	14	64	55	309	5	2	371	18	17	23	11	69	67	300	2	0	369	873
01:15 PM	13	12	4	23	52	42	289	11	0	342	15	8	19	7	49	61	283	3	0	347	790
01:30 PM	6	16	8	15	45	49	251	11	0	311	21	15	17	8	61	55	289	3	0	347	764
01:45 PM	15	15	17	18	65	42	281	12	0	335	15	17	16	6	54	63	280	6	0	349	803
<b>Total</b>	<b>49</b>	<b>58</b>	<b>49</b>	<b>70</b>	<b>226</b>	<b>188</b>	<b>1130</b>	<b>39</b>	<b>2</b>	<b>1359</b>	<b>69</b>	<b>57</b>	<b>75</b>	<b>32</b>	<b>233</b>	<b>246</b>	<b>1152</b>	<b>14</b>	<b>0</b>	<b>1412</b>	<b>3230</b>
02:00 PM	17	16	13	18	64	33	230	11	1	275	26	22	15	8	71	52	274	3	0	329	739
02:15 PM	9	12	12	12	45	32	309	9	0	350	11	18	6	3	38	49	356	3	0	408	841
02:30 PM	8	10	24	19	61	34	255	6	0	295	17	16	15	6	54	62	297	4	0	363	773
02:45 PM	17	11	17	13	58	35	293	9	1	338	18	13	13	3	47	59	331	3	0	393	836
<b>Total</b>	<b>51</b>	<b>49</b>	<b>66</b>	<b>62</b>	<b>228</b>	<b>134</b>	<b>1087</b>	<b>35</b>	<b>2</b>	<b>1258</b>	<b>72</b>	<b>69</b>	<b>49</b>	<b>20</b>	<b>210</b>	<b>222</b>	<b>1258</b>	<b>13</b>	<b>0</b>	<b>1493</b>	<b>3189</b>
03:00 PM	14	12	17	10	53	34	289	14	1	338	15	13	15	9	52	63	280	0	0	343	786
03:15 PM	8	11	10	15	44	37	273	13	1	324	19	16	9	5	49	67	311	4	1	383	800
03:30 PM	14	12	14	18	58	35	263	15	1	314	24	22	19	7	72	69	267	1	0	337	781
03:45 PM	8	11	6	20	45	30	298	12	1	341	21	14	11	6	52	67	331	1	0	399	837
<b>Total</b>	<b>44</b>	<b>46</b>	<b>47</b>	<b>63</b>	<b>200</b>	<b>136</b>	<b>1123</b>	<b>54</b>	<b>4</b>	<b>1317</b>	<b>79</b>	<b>65</b>	<b>54</b>	<b>27</b>	<b>225</b>	<b>266</b>	<b>1189</b>	<b>6</b>	<b>1</b>	<b>1462</b>	<b>3204</b>
04:00 PM	13	17	13	19	62	40	243	15	0	298	11	16	15	11	53	59	314	6	0	379	792
04:15 PM	5	3	7	23	38	27	250	4	0	281	15	21	15	1	52	80	322	4	0	406	777
04:30 PM	18	11	6	16	51	36	263	13	0	312	22	19	10	4	55	50	306	3	0	359	777
04:45 PM	7	7	7	32	53	23	225	9	2	259	12	10	13	3	38	68	323	0	0	391	741
<b>Total</b>	<b>43</b>	<b>38</b>	<b>33</b>	<b>90</b>	<b>204</b>	<b>126</b>	<b>981</b>	<b>41</b>	<b>2</b>	<b>1150</b>	<b>60</b>	<b>66</b>	<b>53</b>	<b>19</b>	<b>198</b>	<b>257</b>	<b>1265</b>	<b>13</b>	<b>0</b>	<b>1535</b>	<b>3087</b>

### Intersection Turning Movement Count

File Name : BonitaBeach&Arroyal  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	15	11	13	19	58	30	253	7	2	292	20	21	12	7	60	74	307	1	0	382	792
05:15 PM	6	8	13	16	43	43	248	7	0	298	11	11	10	7	39	72	313	0	0	385	765
05:30 PM	8	7	14	16	45	35	210	12	1	258	12	14	12	14	52	58	306	2	0	366	721
05:45 PM	7	8	8	18	41	29	203	8	0	240	5	11	13	5	34	61	267	1	0	329	644
<b>Total</b>	<b>36</b>	<b>34</b>	<b>48</b>	<b>69</b>	<b>187</b>	<b>137</b>	<b>914</b>	<b>34</b>	<b>3</b>	<b>1088</b>	<b>48</b>	<b>57</b>	<b>47</b>	<b>33</b>	<b>185</b>	<b>265</b>	<b>1193</b>	<b>4</b>	<b>0</b>	<b>1462</b>	<b>2922</b>
<b>Grand Total</b>	<b>369</b>	<b>384</b>	<b>480</b>	<b>556</b>	<b>1789</b>	<b>1247</b>	<b>8898</b>	<b>320</b>	<b>16</b>	<b>10481</b>	<b>496</b>	<b>435</b>	<b>433</b>	<b>245</b>	<b>1609</b>	<b>1917</b>	<b>9387</b>	<b>88</b>	<b>2</b>	<b>11394</b>	<b>25273</b>
Apprch %	20.6	21.5	26.8	31.1		11.9	84.9	3.1	0.2		30.8	27	26.9	15.2		16.8	82.4	0.8	0		
Total %	1.5	1.5	1.9	2.2	7.1	4.9	35.2	1.3	0.1	41.5	2	1.7	1.7	1	6.4	7.6	37.1	0.3	0	45.1	

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	<b>14</b>	8	21	<b>26</b>	<b>69</b>	34	<b>317</b>	<b>10</b>	0	361	14	12	10	9	45	62	281	3	0	346	821
11:45 AM	10	15	21	19	65	43	317	8	0	368	12	9	12	<b>13</b>	46	61	302	3	0	366	845
12:00 PM	11	8	<b>27</b>	12	58	<b>51</b>	315	9	<b>1</b>	<b>376</b>	<b>22</b>	<b>15</b>	14	11	<b>62</b>	40	<b>309</b>	<b>7</b>	0	356	<b>852</b>
12:15 PM	10	<b>18</b>	15	24	67	43	292	9	0	344	13	7	<b>20</b>	13	53	<b>66</b>	306	2	0	<b>374</b>	838
Total Volume	45	49	84	81	259	171	1241	36	1	1449	61	43	56	46	206	229	1198	15	0	1442	3356
% App. Total	17.4	18.9	32.4	31.3		11.8	85.6	2.5	0.1		29.6	20.9	27.2	22.3		15.9	83.1	1	0		
PHF	.804	.681	.778	.779	.938	.838	.979	.900	.250	.963	.693	.717	.700	.885	.831	.867	.969	.536	.000	.964	.985

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	11:30 AM					11:00 AM					01:15 PM					03:45 PM				
+0 mins.	<b>14</b>	8	21	<b>26</b>	<b>69</b>	40	333	<b>16</b>	0	389	15	8	<b>19</b>	7	49	67	<b>331</b>	1	0	399
+15 mins.	10	15	21	19	65	<b>51</b>	<b>337</b>	9	<b>1</b>	<b>398</b>	21	15	17	<b>8</b>	61	59	314	<b>6</b>	0	379
+30 mins.	11	8	<b>27</b>	12	58	34	317	10	0	361	15	17	16	6	54	<b>80</b>	322	4	0	<b>406</b>
+45 mins.	10	<b>18</b>	15	24	67	43	317	8	0	368	<b>26</b>	<b>22</b>	15	8	<b>71</b>	50	306	3	0	359
Total Volume	45	49	84	81	259	168	1304	43	1	1516	77	62	67	29	235	256	1273	14	0	1543
% App. Total	17.4	18.9	32.4	31.3		11.1	86	2.8	0.1		32.8	26.4	28.5	12.3		16.6	82.5	0.9	0	
PHF	.804	.681	.778	.779	.938	.824	.967	.672	.250	.952	.740	.705	.882	.906	.827	.800	.961	.583	.000	.950

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Arroyal  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

#### Groups Printed- Heavy Vehicles

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	0	0	1	1	2	0	10	0	0	10	0	0	0	0	0	1	11	0	0	12	24
10:15 AM	1	0	0	1	2	0	16	0	0	16	0	1	1	0	2	1	5	1	0	7	27
10:30 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	1	8	0	0	9	21
10:45 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	8	0	0	8	11
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>83</b>
11:00 AM	0	0	0	0	0	1	5	1	0	7	0	0	0	0	0	1	6	0	0	7	14
11:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	11
11:30 AM	1	0	1	0	2	1	8	0	0	9	0	0	0	0	0	1	13	0	0	14	25
11:45 AM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	15	0	0	15	23
<b>Total</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>73</b>
12:00 PM	0	0	1	0	1	0	9	1	0	10	0	0	0	0	0	1	17	0	0	18	29
12:15 PM	0	0	0	0	0	1	5	1	0	7	0	0	0	0	0	3	10	0	0	13	20
12:30 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	2	3	0	0	5	13
12:45 PM	0	0	2	0	2	1	3	0	0	4	0	0	0	1	1	2	12	0	0	14	21
<b>Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>83</b>
01:00 PM	1	1	0	0	2	0	9	0	0	9	0	0	0	1	1	0	4	1	0	5	17
01:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
01:30 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	9	0	0	10	16
01:45 PM	0	0	0	2	2	0	3	0	0	3	1	0	0	0	1	3	7	0	0	10	16
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>62</b>
02:00 PM	2	0	0	0	2	0	3	0	0	3	1	0	0	0	1	3	11	0	0	14	20
02:15 PM	0	0	1	2	3	1	9	0	0	10	0	0	0	0	0	1	15	0	0	16	29
02:30 PM	1	0	0	0	1	1	10	1	0	12	1	0	1	0	2	0	9	0	0	9	24
02:45 PM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	2	9	0	0	11	19
<b>Total</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>92</b>
03:00 PM	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	1	8	1	0	10	16
03:15 PM	1	0	0	0	1	0	8	1	0	9	1	0	0	0	1	1	9	0	0	10	21
03:30 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	7	0	0	8	14
03:45 PM	1	0	1	0	2	0	6	1	0	7	0	0	0	0	0	0	8	0	0	8	17
<b>Total</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>68</b>
04:00 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	1	11	0	0	12	24
04:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	4	8	0	0	12	18
04:30 PM	0	0	0	1	1	0	3	0	0	3	1	1	0	0	2	2	6	0	0	8	14
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>60</b>

### Intersection Turning Movement Count

File Name : BonitaBeach&Arroyal  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

#### Groups Printed- Heavy Vehicles

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	10
05:15 PM	1	0	0	0	1	1	7	0	0	8	1	0	0	0	1	1	8	0	0	9	19
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	5	0	0	8	9
05:45 PM	1	0	0	1	2	1	5	0	0	6	0	0	0	0	0	3	1	1	0	5	13
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>51</b>
<b>Grand Total</b>	<b>13</b>	<b>1</b>	<b>12</b>	<b>8</b>	<b>34</b>	<b>9</b>	<b>199</b>	<b>6</b>	<b>0</b>	<b>214</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>14</b>	<b>42</b>	<b>264</b>	<b>4</b>	<b>0</b>	<b>310</b>	<b>572</b>
Apprch %	38.2	2.9	35.3	23.5		4.2	93	2.8	0		57.1	14.3	14.3	14.3		13.5	85.2	1.3	0		
Total %	2.3	0.2	2.1	1.4	5.9	1.6	34.8	1	0	37.4	1.4	0.3	0.3	0.3	2.4	7.3	46.2	0.7	0	54.2	

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	1	0	1	0	2	1	8	0	0	9	0	0	0	0	0	1	13	0	0	14	25
11:45 AM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	15	0	0	15	23
12:00 PM	0	0	1	0	1	0	9	1	0	10	0	0	0	0	0	1	17	0	0	18	29
12:15 PM	0	0	0	0	0	1	5	1	0	7	0	0	0	0	0	3	10	0	0	13	20
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>97</b>
% App. Total	40	0	60	0		6.2	87.5	6.2	0		0	0	0	0		8.3	91.7	0	0		
PHF	.500	.000	.750	.000	.625	.500	.778	.500	.000	.800	.000	.000	.000	.000	.000	.417	.809	.000	.000	.833	.836

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	01:30 PM					10:00 AM					01:45 PM					11:30 AM				
+0 mins.	0	0	1	0	1	0	10	0	0	10	1	0	0	0	1	1	13	0	0	14
+15 mins.	0	0	0	2	2	0	16	0	0	16	1	0	0	0	1	0	15	0	0	15
+30 mins.	2	0	0	0	2	0	12	0	0	12	0	0	0	0	0	1	17	0	0	18
+45 mins.	0	0	1	2	3	0	2	0	0	2	1	0	1	0	2	3	10	0	0	13
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>60</b>
% App. Total	25	0	25	50		0	100	0	0		7.5	0	25	0		8.3	91.7	0	0	
PHF	.250	.000	.500	.500	.667	.000	.625	.000	.000	.625	.750	.000	.250	.000	.500	.417	.809	.000	.000	.833

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Clear  
 Comments:

File Name : BonitaBeach&Arroyal  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 1

Groups Printed- UTurns

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	11
10:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	9
10:30 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7
10:45 AM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	5	0	0	0	5	13
Total	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	20	0	0	0	20	40
11:00 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	8
11:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6	0	0	0	6	8
11:30 AM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	10	0	0	0	10	17
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	7
Total	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	26	0	0	0	26	40
12:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
12:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
12:30 PM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	10	0	0	0	10	18
12:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8	0	0	0	8	12
Total	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	22	0	0	0	22	39
01:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	8	0	0	0	8	11
01:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	9
01:30 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	10	0	0	0	10	15
01:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	9
Total	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	30	0	0	0	30	44
02:00 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	11
02:15 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9	0	0	0	9	14
02:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	8
02:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	9
Total	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	25	0	0	0	25	42
03:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	13	0	0	0	13	15
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8	0	0	0	8	9
03:30 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	10
03:45 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	12
Total	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	31	0	0	0	31	46
04:00 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8	0	0	0	8	13
04:15 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9	0	0	0	9	13
04:30 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	14	0	0	0	14	20
04:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	11	0	0	0	11	15
Total	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	42	0	0	0	42	61



### Intersection Turning Movement Count

File Name : BonitaBeach&Arroyal  
 Site Code : 18025  
 Start Date : 4/5/2022  
 Page No : 2

Groups Printed- UTurns

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	9
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	9
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	7
05:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	12	0	0	0	12	14
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>39</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	<b>351</b>
Apprch %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
Total %	0	0	0	0	0	35.3	0	0	0	35.3	0	0	0	0	0	64.7	0	0	0	64.7	

Start Time	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM 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	5	0	0	0	5	0	0	0	0	0	8	0	0	0	8	13
04:15 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9	0	0	0	9	13
04:30 PM	0	0	0	0	0	<b>6</b>	0	0	0	<b>6</b>	0	0	0	0	0	<b>14</b>	0	0	0	<b>14</b>	<b>20</b>
04:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	11	0	0	0	11	15
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>61</b>
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100	
PHF	.000	.000	.000	.000	.000	.792	.000	.000	.000	.792	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.763

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	10:00 AM					10:45 AM					10:00 AM					04:00 PM				
+0 mins.	0	0	0	0	0	<b>8</b>	0	0	0	<b>8</b>	0	0	0	0	0	8	0	0	0	8
+15 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9	0	0	0	9
+30 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	<b>14</b>	0	0	0	<b>14</b>
+45 mins.	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	11	0	0	0	11
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.656	.000	.000	.000	.656	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750



### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Rain started @ 5:47pm  
 Comments:

File Name : BonitaBeach&SunshinePlaza  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	21	3	7	9	40	10	269	19	11	309	30	3	3	10	46	19	211	12	7	249	644
10:15 AM	29	2	4	12	47	10	311	20	10	351	22	5	3	3	33	17	256	14	7	294	725
10:30 AM	25	4	6	16	51	7	287	17	15	326	28	4	7	8	47	20	254	13	7	294	718
10:45 AM	28	2	9	6	45	8	292	22	17	339	32	3	6	5	46	21	230	13	6	270	700
<b>Total</b>	<b>103</b>	<b>11</b>	<b>26</b>	<b>43</b>	<b>183</b>	<b>35</b>	<b>1159</b>	<b>78</b>	<b>53</b>	<b>1325</b>	<b>112</b>	<b>15</b>	<b>19</b>	<b>26</b>	<b>172</b>	<b>77</b>	<b>951</b>	<b>52</b>	<b>27</b>	<b>1107</b>	<b>2787</b>
11:00 AM	32	2	5	12	51	16	282	21	11	330	30	5	4	9	48	20	254	20	15	309	738
11:15 AM	24	7	5	9	45	13	310	27	14	364	29	2	4	5	40	17	240	14	15	286	735
11:30 AM	29	5	11	5	50	15	317	16	18	366	28	5	8	6	47	16	273	15	10	314	777
11:45 AM	43	9	22	6	80	17	329	22	10	378	26	7	9	8	50	18	287	10	18	333	841
<b>Total</b>	<b>128</b>	<b>23</b>	<b>43</b>	<b>32</b>	<b>226</b>	<b>61</b>	<b>1238</b>	<b>86</b>	<b>53</b>	<b>1438</b>	<b>113</b>	<b>19</b>	<b>25</b>	<b>28</b>	<b>185</b>	<b>71</b>	<b>1054</b>	<b>59</b>	<b>58</b>	<b>1242</b>	<b>3091</b>
12:00 PM	42	7	14	7	70	7	286	19	10	322	33	6	8	5	52	21	292	12	19	344	788
12:15 PM	33	5	9	8	55	12	324	17	12	365	30	3	6	13	52	26	269	17	8	320	792
12:30 PM	40	4	1	9	54	7	307	16	9	339	24	5	6	7	42	16	275	13	15	319	754
12:45 PM	32	10	7	8	57	17	281	18	12	328	25	6	12	3	46	24	286	18	10	338	769
<b>Total</b>	<b>147</b>	<b>26</b>	<b>31</b>	<b>32</b>	<b>236</b>	<b>43</b>	<b>1198</b>	<b>70</b>	<b>43</b>	<b>1354</b>	<b>112</b>	<b>20</b>	<b>32</b>	<b>28</b>	<b>192</b>	<b>87</b>	<b>1122</b>	<b>60</b>	<b>52</b>	<b>1321</b>	<b>3103</b>
01:00 PM	31	2	0	11	44	9	319	11	7	346	37	5	8	7	57	20	274	16	12	322	769
01:15 PM	21	6	4	19	50	13	290	13	10	326	29	3	10	9	51	22	302	19	16	359	786
01:30 PM	28	7	10	15	60	12	267	12	15	306	34	9	14	6	63	25	312	17	14	368	797
01:45 PM	24	2	9	15	50	7	349	10	12	378	25	4	5	9	43	18	303	11	9	341	812
<b>Total</b>	<b>104</b>	<b>17</b>	<b>23</b>	<b>60</b>	<b>204</b>	<b>41</b>	<b>1225</b>	<b>46</b>	<b>44</b>	<b>1356</b>	<b>125</b>	<b>21</b>	<b>37</b>	<b>31</b>	<b>214</b>	<b>85</b>	<b>1191</b>	<b>63</b>	<b>51</b>	<b>1390</b>	<b>3164</b>
02:00 PM	28	6	8	10	52	16	287	11	8	322	27	0	3	5	35	12	333	12	9	366	775
02:15 PM	28	3	4	15	50	13	263	16	6	298	18	0	2	7	27	16	292	18	17	343	718
02:30 PM	27	4	3	15	49	12	297	11	12	332	27	5	1	7	40	16	297	13	11	337	758
02:45 PM	34	7	3	15	59	10	285	12	8	315	23	4	3	4	34	9	296	18	13	336	744
<b>Total</b>	<b>117</b>	<b>20</b>	<b>18</b>	<b>55</b>	<b>210</b>	<b>51</b>	<b>1132</b>	<b>50</b>	<b>34</b>	<b>1267</b>	<b>95</b>	<b>9</b>	<b>9</b>	<b>23</b>	<b>136</b>	<b>53</b>	<b>1218</b>	<b>61</b>	<b>50</b>	<b>1382</b>	<b>2995</b>
03:00 PM	28	3	6	14	51	12	234	12	7	265	30	5	5	5	45	7	333	8	14	362	723
03:15 PM	27	4	3	17	51	11	294	14	10	329	14	4	1	7	26	11	312	19	8	350	756
03:30 PM	30	4	1	5	40	11	247	14	6	278	22	0	1	11	34	5	302	25	1	333	685
03:45 PM	32	4	3	12	51	14	278	11	8	311	28	2	2	11	43	13	313	20	12	358	763
<b>Total</b>	<b>117</b>	<b>15</b>	<b>13</b>	<b>48</b>	<b>193</b>	<b>48</b>	<b>1053</b>	<b>51</b>	<b>31</b>	<b>1183</b>	<b>94</b>	<b>11</b>	<b>9</b>	<b>34</b>	<b>148</b>	<b>36</b>	<b>1260</b>	<b>72</b>	<b>35</b>	<b>1403</b>	<b>2927</b>
04:00 PM	25	5	4	8	42	9	270	5	7	291	24	0	5	9	38	5	348	15	12	380	751
04:15 PM	26	2	0	12	40	9	228	9	6	252	28	1	1	5	35	9	355	19	8	391	718
04:30 PM	31	0	0	10	41	10	236	11	6	263	20	1	1	10	32	4	328	14	12	358	694
04:45 PM	28	3	2	5	38	7	211	12	5	235	26	2	2	11	41	7	358	16	5	386	700
<b>Total</b>	<b>110</b>	<b>10</b>	<b>6</b>	<b>35</b>	<b>161</b>	<b>35</b>	<b>945</b>	<b>37</b>	<b>24</b>	<b>1041</b>	<b>98</b>	<b>4</b>	<b>9</b>	<b>35</b>	<b>146</b>	<b>25</b>	<b>1389</b>	<b>64</b>	<b>37</b>	<b>1515</b>	<b>2863</b>

### Intersection Turning Movement Count

File Name : BonitaBeach&SunshinePlaza  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	35	6	4	17	62	9	274	9	8	300	23	1	1	11	36	4	346	24	6	380	778
05:15 PM	33	4	1	7	45	7	228	9	6	250	22	0	2	8	32	6	337	19	6	368	695
05:30 PM	19	1	1	5	26	9	215	9	1	234	23	0	2	8	33	3	272	17	3	295	588
05:45 PM	19	0	1	7	27	7	182	5	6	200	26	2	6	11	45	2	261	11	12	286	558
<b>Total</b>	<b>106</b>	<b>11</b>	<b>7</b>	<b>36</b>	<b>160</b>	<b>32</b>	<b>899</b>	<b>32</b>	<b>21</b>	<b>984</b>	<b>94</b>	<b>3</b>	<b>11</b>	<b>38</b>	<b>146</b>	<b>15</b>	<b>1216</b>	<b>71</b>	<b>27</b>	<b>1329</b>	<b>2619</b>
<b>Grand Total</b>	<b>932</b>	<b>133</b>	<b>167</b>	<b>341</b>	<b>1573</b>	<b>346</b>	<b>8849</b>	<b>450</b>	<b>303</b>	<b>9948</b>	<b>843</b>	<b>102</b>	<b>151</b>	<b>243</b>	<b>1339</b>	<b>449</b>	<b>9401</b>	<b>502</b>	<b>337</b>	<b>10689</b>	<b>23549</b>
Apprch %	59.2	8.5	10.6	21.7		3.5	89	4.5	3		63	7.6	11.3	18.1		4.2	88	4.7	3.2		
Total %	4	0.6	0.7	1.4	6.7	1.5	37.6	1.9	1.3	42.2	3.6	0.4	0.6	1	5.7	1.9	39.9	2.1	1.4	45.4	
Passenger Vehicles	919	128	163	338	1548	292	8649	443	299	9683	836	98	142	232	1308	409	9131	496	330	10366	22905
% Passenger Vehicles	98.6	96.2	97.6	99.1	98.4	84.4	97.7	98.4	98.7	97.3	99.2	96.1	94	95.5	97.7	91.1	97.1	98.8	97.9	97	97.3
Heavy Vehicles	12	5	4	3	24	6	200	7	4	217	7	4	9	11	31	9	270	6	7	292	564
% Heavy Vehicles	1.3	3.8	2.4	0.9	1.5	1.7	2.3	1.6	1.3	2.2	0.8	3.9	6	4.5	2.3	2	2.9	1.2	2.1	2.7	2.4
UTurns	1	0	0	0	1	48	0	0	0	48	0	0	0	0	0	31	0	0	0	31	80
% UTurns	0.1	0	0	0	0.1	13.9	0	0	0	0.5	0	0	0	0	0	6.9	0	0	0	0.3	0.3

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	29	5	11	5	50	15	317	16	<b>18</b>	366	28	5	8	6	47	16	273	15	10	314	777
11:45 AM	<b>43</b>	<b>9</b>	<b>22</b>	6	<b>80</b>	<b>17</b>	<b>329</b>	<b>22</b>	10	<b>378</b>	26	<b>7</b>	<b>9</b>	8	50	18	287	10	18	333	<b>841</b>
12:00 PM	42	7	14	7	70	7	286	19	10	322	<b>33</b>	6	8	5	<b>52</b>	21	<b>292</b>	12	<b>19</b>	<b>344</b>	788
12:15 PM	33	5	9	<b>8</b>	55	12	324	17	12	365	30	3	6	<b>13</b>	52	<b>26</b>	269	<b>17</b>	8	320	792
Total Volume	147	26	56	26	255	51	1256	74	50	1431	117	21	31	32	201	81	1121	54	55	1311	3198
% App. Total	57.6	10.2	22	10.2		3.6	87.8	5.2	3.5		58.2	10.4	15.4	15.9		6.2	85.5	4.1	4.2		
PHF	.855	.722	.636	.813	.797	.750	.954	.841	.694	.946	.886	.750	.861	.615	.966	.779	.960	.794	.724	.953	.951
Passenger Vehicles	144	25	54	26	249	47	1234	73	50	1404	117	20	31	32	200	75	1090	52	55	1272	3125
% Passenger Vehicles	98.0	96.2	96.4	100	97.6	92.2	98.2	98.6	100	98.1	100	95.2	100	100	99.5	92.6	97.2	96.3	100	97.0	97.7
Heavy Vehicles	2	1	2	0	5	1	22	1	0	24	0	1	0	0	1	2	31	2	0	35	65
% Heavy Vehicles	1.4	3.8	3.6	0	2.0	2.0	1.8	1.4	0	1.7	0	4.8	0	0	0.5	2.5	2.8	3.7	0	2.7	2.0
UTurns	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	8
% UTurns	0.7	0	0	0	0.4	5.9	0	0	0	0.2	0	0	0	0	0	4.9	0	0	0	0.3	0.3

### Intersection Turning Movement Count

File Name : BonitaBeach&SunshinePlaza  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 3

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM					11:00 AM					12:45 PM					04:00 PM				
+0 mins.	<b>43</b>	<b>9</b>	<b>22</b>	6	<b>80</b>	16	282	21	11	330	25	6	12	3	46	5	348	15	<b>12</b>	380
+15 mins.	42	7	14	7	70	13	310	<b>27</b>	14	364	<b>37</b>	5	8	7	57	<b>9</b>	355	<b>19</b>	8	<b>391</b>
+30 mins.	33	5	9	8	55	15	317	16	<b>18</b>	366	29	3	10	<b>9</b>	51	4	328	14	12	358
+45 mins.	40	4	1	<b>9</b>	54	<b>17</b>	<b>329</b>	22	10	<b>378</b>	34	<b>9</b>	<b>14</b>	6	<b>63</b>	7	<b>358</b>	16	5	386
Total Volume	158	25	46	30	259	61	1238	86	53	1438	125	23	44	25	217	25	1389	64	37	1515
% App. Total	61	9.7	17.8	11.6		4.2	86.1	6	3.7		57.6	10.6	20.3	11.5		1.7	91.7	4.2	2.4	
PHF	.919	.694	.523	.833	.809	.897	.941	.796	.736	.951	.845	.639	.786	.694	.861	.694	.970	.842	.771	.969
Passenger Vehicles	154	25	45	30	254	48	1208	86	53	1395	125	23	41	25	214	24	1351	64	36	1475
% Passenger Vehicles	97.5	100	97.8	100	98.1	78.7	97.6	100	100	97	100	100	93.2	100	98.6	96	97.3	100	97.3	97.4
Heavy Vehicles	3	0	1	0	4	2	30	0	0	32	0	0	3	3	3	0	38	0	1	39
% Heavy Vehicles	1.9	0	2.2	0	1.5	3.3	2.4	0	0	2.2	0	0	6.8	0	1.4	0	2.7	0	2.7	2.6
UTurns	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	1	0	0	0	1
% UTurns	0.6	0	0	0	0.4	18	0	0	0	0.8	0	0	0	0	0	4	0	0	0	0.1

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Rain started @ 5:47pm  
 Comments:

File Name : BonitaBeach&SunshinePlaza  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	21	2	7	9	39	7	255	19	11	292	28	3	3	10	44	17	202	12	7	238	613
10:15 AM	27	2	4	12	45	7	300	20	10	337	22	4	3	3	32	15	245	12	7	279	693
10:30 AM	25	4	6	16	51	6	279	17	15	317	28	4	6	8	46	20	247	13	6	286	700
10:45 AM	27	2	8	6	43	6	290	22	17	335	32	3	5	5	45	21	218	13	6	258	681
<b>Total</b>	<b>100</b>	<b>10</b>	<b>25</b>	<b>43</b>	<b>178</b>	<b>26</b>	<b>1124</b>	<b>78</b>	<b>53</b>	<b>1281</b>	<b>110</b>	<b>14</b>	<b>17</b>	<b>26</b>	<b>167</b>	<b>73</b>	<b>912</b>	<b>50</b>	<b>26</b>	<b>1061</b>	<b>2687</b>
11:00 AM	32	2	5	12	51	11	270	21	11	313	30	5	4	9	48	17	247	20	15	299	711
11:15 AM	24	7	5	9	45	9	301	27	14	351	29	2	3	4	38	16	237	14	14	281	715
11:30 AM	28	4	10	5	47	13	312	16	18	359	28	5	8	6	47	15	266	14	10	305	758
11:45 AM	42	9	21	6	78	15	325	22	10	372	26	6	9	8	49	17	282	10	18	327	826
<b>Total</b>	<b>126</b>	<b>22</b>	<b>41</b>	<b>32</b>	<b>221</b>	<b>48</b>	<b>1208</b>	<b>86</b>	<b>53</b>	<b>1395</b>	<b>113</b>	<b>18</b>	<b>24</b>	<b>27</b>	<b>182</b>	<b>65</b>	<b>1032</b>	<b>58</b>	<b>57</b>	<b>1212</b>	<b>3010</b>
12:00 PM	41	7	14	7	69	7	280	18	10	315	33	6	8	5	52	20	280	12	19	331	767
12:15 PM	33	5	9	8	55	12	317	17	12	358	30	3	6	13	52	23	262	16	8	309	774
12:30 PM	38	4	1	9	52	6	298	16	9	329	24	3	5	7	39	15	262	13	15	305	725
12:45 PM	32	9	7	8	56	14	275	18	12	319	25	6	11	3	45	22	280	18	10	330	750
<b>Total</b>	<b>144</b>	<b>25</b>	<b>31</b>	<b>32</b>	<b>232</b>	<b>39</b>	<b>1170</b>	<b>69</b>	<b>43</b>	<b>1321</b>	<b>112</b>	<b>18</b>	<b>30</b>	<b>28</b>	<b>188</b>	<b>80</b>	<b>1084</b>	<b>59</b>	<b>52</b>	<b>1275</b>	<b>3016</b>
01:00 PM	31	2	0	11	44	7	311	11	7	336	37	5	8	7	57	17	263	16	11	307	744
01:15 PM	21	5	4	19	49	12	280	13	9	314	29	3	10	9	51	20	293	18	16	347	761
01:30 PM	28	7	9	15	59	9	259	12	15	295	34	9	12	6	61	24	303	17	14	358	773
01:45 PM	24	2	9	15	50	6	343	10	12	371	25	4	4	9	42	17	298	11	9	335	798
<b>Total</b>	<b>104</b>	<b>16</b>	<b>22</b>	<b>60</b>	<b>202</b>	<b>34</b>	<b>1193</b>	<b>46</b>	<b>43</b>	<b>1316</b>	<b>125</b>	<b>21</b>	<b>34</b>	<b>31</b>	<b>211</b>	<b>78</b>	<b>1157</b>	<b>62</b>	<b>50</b>	<b>1347</b>	<b>3076</b>
02:00 PM	28	6	8	10	52	12	280	10	8	310	27	0	3	5	35	11	331	12	8	362	759
02:15 PM	28	3	4	14	49	13	253	15	6	287	18	0	2	6	26	15	278	17	16	326	688
02:30 PM	26	4	3	15	48	10	292	11	11	324	27	5	1	7	40	14	290	13	11	328	740
02:45 PM	33	7	3	15	58	8	278	12	8	306	21	4	3	4	32	8	286	18	13	325	721
<b>Total</b>	<b>115</b>	<b>20</b>	<b>18</b>	<b>54</b>	<b>207</b>	<b>43</b>	<b>1103</b>	<b>48</b>	<b>33</b>	<b>1227</b>	<b>93</b>	<b>9</b>	<b>9</b>	<b>22</b>	<b>133</b>	<b>48</b>	<b>1185</b>	<b>60</b>	<b>48</b>	<b>1341</b>	<b>2908</b>
03:00 PM	27	3	6	14	50	12	229	10	7	258	29	5	5	5	44	7	325	8	14	354	706
03:15 PM	26	4	3	17	50	10	287	14	10	321	14	4	1	5	24	10	304	19	8	341	736
03:30 PM	30	4	1	5	40	9	240	13	6	268	22	0	1	10	33	4	291	25	1	321	662
03:45 PM	32	4	3	12	51	11	270	11	6	298	28	2	2	10	42	8	301	20	12	341	732
<b>Total</b>	<b>115</b>	<b>15</b>	<b>13</b>	<b>48</b>	<b>191</b>	<b>42</b>	<b>1026</b>	<b>48</b>	<b>29</b>	<b>1145</b>	<b>93</b>	<b>11</b>	<b>9</b>	<b>30</b>	<b>143</b>	<b>29</b>	<b>1221</b>	<b>72</b>	<b>35</b>	<b>1357</b>	<b>2836</b>
04:00 PM	24	5	4	8	41	7	265	5	7	284	23	0	5	8	36	4	338	15	12	369	730
04:15 PM	26	2	0	12	40	8	224	8	6	246	28	1	0	4	33	9	350	19	8	386	705
04:30 PM	31	0	0	10	41	8	235	11	6	260	19	1	1	10	31	4	312	14	11	341	673
04:45 PM	28	3	2	5	38	7	210	12	5	234	26	2	2	10	40	7	351	16	5	379	691
<b>Total</b>	<b>109</b>	<b>10</b>	<b>6</b>	<b>35</b>	<b>160</b>	<b>30</b>	<b>934</b>	<b>36</b>	<b>24</b>	<b>1024</b>	<b>96</b>	<b>4</b>	<b>8</b>	<b>32</b>	<b>140</b>	<b>24</b>	<b>1351</b>	<b>64</b>	<b>36</b>	<b>1475</b>	<b>2799</b>

### Intersection Turning Movement Count

File Name : BonitaBeach&SunshinePlaza  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	35	5	4	17	61	8	272	9	8	297	23	1	1	11	36	4	338	24	5	371	765
05:15 PM	33	4	1	7	45	7	227	9	6	249	22	0	2	8	32	5	328	19	6	358	684
05:30 PM	19	1	1	4	25	8	211	9	1	229	23	0	2	8	33	2	267	17	3	289	576
05:45 PM	19	0	1	6	26	7	181	5	6	199	26	2	6	9	43	1	256	11	12	280	548
<b>Total</b>	<b>106</b>	<b>10</b>	<b>7</b>	<b>34</b>	<b>157</b>	<b>30</b>	<b>891</b>	<b>32</b>	<b>21</b>	<b>974</b>	<b>94</b>	<b>3</b>	<b>11</b>	<b>36</b>	<b>144</b>	<b>12</b>	<b>1189</b>	<b>71</b>	<b>26</b>	<b>1298</b>	<b>2573</b>
<b>Grand Total</b>	<b>919</b>	<b>128</b>	<b>163</b>	<b>338</b>	<b>1548</b>	<b>292</b>	<b>8649</b>	<b>443</b>	<b>299</b>	<b>9683</b>	<b>836</b>	<b>98</b>	<b>142</b>	<b>232</b>	<b>1308</b>	<b>409</b>	<b>9131</b>	<b>496</b>	<b>330</b>	<b>10366</b>	<b>22905</b>
Apprch %	59.4	8.3	10.5	21.8		3	89.3	4.6	3.1		63.9	7.5	10.9	17.7		3.9	88.1	4.8	3.2		
Total %	4	0.6	0.7	1.5	6.8	1.3	37.8	1.9	1.3	42.3	3.6	0.4	0.6	1	5.7	1.8	39.9	2.2	1.4	45.3	

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	28	4	10	5	47	13	312	16	<b>18</b>	359	28	5	8	6	47	15	266	14	10	305	758
11:45 AM	<b>42</b>	<b>9</b>	<b>21</b>	6	<b>78</b>	<b>15</b>	<b>325</b>	<b>22</b>	10	<b>372</b>	26	<b>6</b>	<b>9</b>	8	49	17	<b>282</b>	10	18	327	<b>826</b>
12:00 PM	41	7	14	7	69	7	280	18	10	315	<b>33</b>	6	8	5	<b>52</b>	20	280	12	<b>19</b>	<b>331</b>	767
12:15 PM	33	5	9	<b>8</b>	55	12	317	17	12	358	30	3	6	<b>13</b>	52	<b>23</b>	262	<b>16</b>	8	309	774
Total Volume	144	25	54	26	249	47	1234	73	50	1404	117	20	31	32	200	75	1090	52	55	1272	3125
% App. Total	57.8	10	21.7	10.4		3.3	87.9	5.2	3.6		58.5	10	15.5	16		5.9	85.7	4.1	4.3		
PHF	.857	.694	.643	.813	.798	.783	.949	.830	.694	.944	.886	.833	.861	.615	.962	.815	.966	.813	.724	.961	.946

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM					11:30 AM					12:45 PM					04:15 PM				
+0 mins.	<b>42</b>	<b>9</b>	<b>21</b>	6	<b>78</b>	13	312	16	<b>18</b>	359	25	6	11	3	45	<b>9</b>	350	19	8	<b>386</b>
+15 mins.	41	7	14	7	69	<b>15</b>	<b>325</b>	<b>22</b>	10	<b>372</b>	<b>37</b>	5	8	7	57	4	312	14	<b>11</b>	341
+30 mins.	33	5	9	8	55	7	280	18	10	315	29	3	10	<b>9</b>	51	7	<b>351</b>	16	5	379
+45 mins.	38	4	1	<b>9</b>	52	12	317	17	12	358	34	<b>9</b>	<b>12</b>	6	<b>61</b>	4	338	<b>24</b>	5	371
Total Volume	154	25	45	30	254	47	1234	73	50	1404	125	23	41	25	214	24	1351	73	29	1477
% App. Total	60.6	9.8	17.7	11.8		3.3	87.9	5.2	3.6		58.4	10.7	19.2	11.7		1.6	91.5	4.9	2	
PHF	.917	.694	.536	.833	.814	.783	.949	.830	.694	.944	.845	.639	.854	.694	.877	.667	.962	.760	.659	.957

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Rain started @ 5:47pm  
 Comments:

File Name : BonitaBeach&SunshinePlaza  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	0	1	0	0	1	0	14	0	0	14	2	0	0	0	2	1	9	0	0	10	27
10:15 AM	2	0	0	0	2	0	11	0	0	11	0	1	0	0	1	0	11	2	0	13	27
10:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	7	0	1	8	17
10:45 AM	1	0	1	0	2	0	2	0	0	2	0	0	1	0	1	0	12	0	0	12	17
<b>Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>39</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>88</b>
11:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	1	7	0	0	8	20
11:15 AM	0	0	0	0	0	1	9	0	0	10	0	0	1	1	2	0	3	0	1	4	16
11:30 AM	1	1	1	0	3	1	5	0	0	6	0	0	0	0	0	1	7	1	0	9	18
11:45 AM	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	0	5	0	0	5	11
<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>65</b>
12:00 PM	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	0	12	0	0	12	20
12:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	7	1	0	9	16
12:30 PM	2	0	0	0	2	0	9	0	0	9	0	2	1	0	3	0	13	0	0	13	27
12:45 PM	0	1	0	0	1	0	6	0	0	6	0	0	1	0	1	0	6	0	0	6	14
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>77</b>
01:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	11	0	1	13	21
01:15 PM	0	1	0	0	1	1	10	0	1	12	0	0	0	0	0	1	9	1	0	11	24
01:30 PM	0	0	1	0	1	0	8	0	0	8	0	0	2	0	2	0	9	0	0	9	20
01:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	5	0	0	5	12
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>34</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>77</b>
02:00 PM	0	0	0	0	0	1	7	1	0	9	0	0	0	0	0	0	2	0	1	3	12
02:15 PM	0	0	0	1	1	0	10	1	0	11	0	0	0	1	1	0	14	1	1	16	29
02:30 PM	1	0	0	0	1	1	5	0	1	7	0	0	0	0	0	0	7	0	0	7	15
02:45 PM	1	0	0	0	1	1	7	0	0	8	2	0	0	0	2	0	10	0	0	10	21
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>2</b>	<b>36</b>	<b>77</b>
03:00 PM	1	0	0	0	1	0	5	2	0	7	1	0	0	0	1	0	8	0	0	8	17
03:15 PM	1	0	0	0	1	0	7	0	0	7	0	0	0	2	2	0	8	0	0	8	18
03:30 PM	0	0	0	0	0	0	7	1	0	8	0	0	0	1	1	0	11	0	0	11	20
03:45 PM	0	0	0	0	0	0	8	0	2	10	0	0	0	1	1	1	12	0	0	13	24
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>79</b>
04:00 PM	1	0	0	0	1	0	5	0	0	5	1	0	0	1	2	0	10	0	0	10	18
04:15 PM	0	0	0	0	0	0	4	1	0	5	0	0	1	1	2	0	5	0	0	5	12
04:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	16	0	1	17	19
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	7	0	0	7	9
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>58</b>



### Intersection Turning Movement Count

File Name : BonitaBeach&SunshinePlaza  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	8	0	1	9	12
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	10
05:30 PM	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	11
05:45 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	2	2	1	5	0	0	6	10
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>43</b>
<b>Grand Total</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>24</b>	<b>6</b>	<b>200</b>	<b>7</b>	<b>4</b>	<b>217</b>	<b>7</b>	<b>4</b>	<b>9</b>	<b>11</b>	<b>31</b>	<b>9</b>	<b>270</b>	<b>6</b>	<b>7</b>	<b>292</b>	<b>564</b>
Apprch %	50	20.8	16.7	12.5		2.8	92.2	3.2	1.8		22.6	12.9	29	35.5		3.1	92.5	2.1	2.4		
Total %	2.1	0.9	0.7	0.5	4.3	1.1	35.5	1.2	0.7	38.5	1.2	0.7	1.6	2	5.5	1.6	47.9	1.1	1.2	51.8	

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	1	0	0	1	0	14	0	0	14	2	0	0	0	2	1	9	0	0	10	27
10:15 AM	2	0	0	0	2	0	11	0	0	11	0	1	0	0	1	0	11	2	0	13	27
10:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	7	0	1	8	17
10:45 AM	1	0	1	0	2	0	2	0	0	2	0	0	1	0	1	0	12	0	0	12	17
<b>Total Volume</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>39</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>88</b>
% App. Total	60	20	20	0		0	100	0	0		40	20	40	0		2.3	90.7	4.7	2.3		
PHF	.375	.250	.250	.000	.625	.000	.625	.000	.000	.625	.250	.250	.500	.000	.625	.250	.813	.250	.250	.827	.815

Time	10:00 AM					10:00 AM					02:45 PM					03:45 PM				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total
+0 mins.	0	1	0	0	1	0	14	0	0	14	2	0	0	0	2	1	12	0	0	13
+15 mins.	2	0	0	0	2	0	11	0	0	11	1	0	0	0	1	0	10	0	0	10
+30 mins.	0	0	0	0	0	0	8	0	0	8	0	0	0	2	2	0	5	0	0	5
+45 mins.	1	0	1	0	2	0	2	0	0	2	0	0	0	1	1	0	16	0	1	17
<b>Total Volume</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>1</b>	<b>45</b>
% App. Total	60	20	20	0		0	100	0	0		50	0	0	50		2.2	95.6	0	2.2	
PHF	.375	.250	.250	.000	.625	.000	.625	.000	.000	.625	.375	.000	.000	.375	.750	.250	.672	.000	.250	.662

### Intersection Turning Movement Count

City/County: Bonita Springs/Lee  
 Weather: Rain started @ 5:47pm  
 Comments:

File Name : BonitaBeach&SunshinePlaza  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 1

Groups Printed- UTurns

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
10:00 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
10:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
10:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>12</b>
11:00 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	7
11:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>16</b>
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>10</b>
01:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
01:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
01:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>11</b>
02:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
02:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>10</b>
*** BREAK ***																					
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
03:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
03:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>12</b>
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>

### Intersection Turning Movement Count

File Name : BonitaBeach&SunshinePlaza  
 Site Code : 18025  
 Start Date : 4/7/2022  
 Page No : 2

Groups Printed- UTurns

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total						
05:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																										
Total	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Grand Total	1	0	0	0	1	48	0	0	0	48	0	0	0	0	0	0	0	0	0	0	31	0	0	0	31	80
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		
Total %	1.2	0	0	0	1.2	60	0	0	0	60	0	0	0	0	0	0	0	0	0	0	38.8	0	0	0	38.8	

Start Time	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total					
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 11:00 AM																									
11:00 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	2	0	0	0	0	2	0	0	0	7
11:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4
Total Volume	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	4	0	0	0	0	4	0	0	0	16
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0	
PHF	.250	.000	.000	.000	.250	.550	.000	.000	.000	.550	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.500	.000	.000	.000	.571

Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM					10:15 AM					10:00 AM					12:15 PM									
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2
+45 mins.	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2
Total Volume	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	7	0	0	0	0	7	0	0	0	7
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0	
PHF	.250	.000	.000	.000	.250	.550	.000	.000	.000	.550	.000	.000	.000	.000	.000	.875	.000	.000	.000	.875	.875	.000	.000	.000	.875



## Appendix C. Roadway Segment Data

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 150822000000  
Station ID: 124102111100  
US-41 S/O BEAUMONT RD

Start Time	16-Apr-19 Tue	NB	SB	Combined Total	
12:00 AM		68	51	119	■
01:00		58	36	94	■
02:00		23	29	52	■
03:00		29	41	70	■
04:00		44	67	111	■
05:00		91	240	331	■
06:00		296	878	1174	■
07:00		742	1478	2220	■
08:00		986	1634	2620	■
09:00		1127	1459	2586	■
10:00		1260	1374	2634	■
11:00		1374	1413	2787	■
12:00 PM		1529	1507	3036	■
01:00		1484	1377	2861	■
02:00		1674	1367	3041	■
03:00		1805	1372	3177	■
04:00		1932	1275	3207	■
05:00		1886	1291	3177	■
06:00		1305	999	2304	■
07:00		883	627	1510	■
08:00		743	532	1275	■
09:00		590	416	1006	■
10:00		453	248	701	■
11:00		187	101	288	■
Total		20569	19812		
Percent		50.9%	49.1%		

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 150822000000  
Station ID: 124102111100  
US-41 S/O BEAUMONT RD

Start Time	17-Apr-19 Wed	NB	SB	Combined Total	
12:00 AM		57	56	113	■
01:00		49	28	77	■
02:00		25	25	50	■
03:00		22	43	65	■
04:00		41	58	99	■
05:00		95	251	346	■
06:00		317	855	1172	■
07:00		748	1479	2227	■
08:00		1016	1654	2670	■
09:00		1090	1464	2554	■
10:00		1255	1323	2578	■
11:00		1411	1494	2905	■
12:00 PM		1604	1544	3148	■
01:00		1527	1419	2946	■
02:00		1614	1319	2933	■
03:00		1659	1283	2942	■
04:00		1986	1297	3283	■
05:00		1952	1418	3370	■
06:00		1411	999	2410	■
07:00		1127	725	1852	■
08:00		847	540	1387	■
09:00		601	427	1028	■
10:00		421	269	690	■
11:00		172	113	285	■
Total		21047	20083		
Percent		51.2%	48.8%		

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 150822000000  
Station ID: 124102111100  
US-41 S/O BEAUMONT RD

Start Time	18-Apr-19 Thu	NB	SB	Combined Total	
12:00 AM		76	45	121	■
01:00		55	32	87	■
02:00		50	40	90	■
03:00		29	40	69	■
04:00		51	55	106	■
05:00		110	226	336	■
06:00		269	855	1124	■
07:00		781	1488	2269	■
08:00		965	1594	2559	■
09:00		1082	1445	2527	■
10:00		1255	1417	2672	■
11:00		1408	1551	2959	■
12:00 PM		1535	1454	2989	■
01:00		1606	1398	3004	■
02:00		1691	1414	3105	■
03:00		1786	1281	3067	■
04:00		1998	1252	3250	■
05:00		1965	1411	3376	■
06:00		1407	1041	2448	■
07:00		942	684	1626	■
08:00		920	666	1586	■
09:00		693	454	1147	■
10:00		466	325	791	■
11:00		210	127	337	■
Total		21350	20295		
Percent		51.3%	48.7%		
Grand Total		62966	60190		
Percentage		51.1%	48.9%		
ADT		ADT 41,052		AADT 41,052	





8250, Pascal Dr  
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15082200000  
Station ID: 124102111100  
US-41 S/O BEAUMONT RD

Start Time	16-Apr-19 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	389			19	351				
12:15		19	374			11	364				
12:30		21	377			15	395				
12:45		10	389	68	1529	6	397	51	1507	119	3036
01:00		15	339			7	336				
01:15		15	359			13	358				
01:30		10	402			9	356				
01:45		18	384	58	1484	7	327	36	1377	94	2861
02:00		5	410			7	359				
02:15		3	440			10	339				
02:30		8	403			7	328				
02:45		7	421	23	1674	5	341	29	1367	52	3041
03:00		6	438			8	361				
03:15		6	461			11	340				
03:30		9	477			10	377				
03:45		8	429	29	1805	12	294	41	1372	70	3177
04:00		6	505			20	321				
04:15		6	477			13	316				
04:30		10	424			13	322				
04:45		22	526	44	1932	21	316	67	1275	111	3207
05:00		20	472			24	329				
05:15		14	514			59	357				
05:30		25	449			74	322				
05:45		32	451	91	1886	83	283	240	1291	331	3177
06:00		48	397			121	251				
06:15		60	360			210	293				
06:30		68	295			260	234				
06:45		120	253	296	1305	287	221	878	999	1174	2304
07:00		143	265			292	198				
07:15		156	220			357	174				
07:30		206	220			419	131				
07:45		237	178	742	883	410	124	1478	627	2220	1510
08:00		226	187			448	140				
08:15		257	203			389	139				
08:30		260	178			369	144				
08:45		243	175	986	743	428	109	1634	532	2620	1275
09:00		270	170			367	108				
09:15		282	169			361	117				
09:30		275	130			368	106				
09:45		300	121	1127	590	363	85	1459	416	2586	1006
10:00		298	131			305	60				
10:15		320	151			326	58				
10:30		332	85			350	54				
10:45		310	86	1260	453	393	76	1374	248	2634	701
11:00		324	50			364	28				
11:15		347	58			339	28				
11:30		366	48			382	21				
11:45		337	31	1374	187	328	24	1413	101	2787	288
Total		6098	14471			8700	11112			14798	25583
Percent		29.6%	70.4%			43.9%	56.1%			36.6%	63.4%



8250, Pascal Dr  
 Punta Gorda, FL 33950  
**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 150822000000  
 Station ID: 124102111100  
 US-41 S/O BEAUMONT RD

Start Time	17-Apr-19 Wed	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		20	454			15	360				
12:15		15	380			24	402				
12:30		10	391			8	422				
12:45		12	379	57	1604	9	360	56	1544	113	3148
01:00		14	366			9	356				
01:15		9	410			10	394				
01:30		12	369			5	355				
01:45		14	382	49	1527	4	314	28	1419	77	2946
02:00		9	386			5	331				
02:15		5	392			5	331				
02:30		5	405			8	333				
02:45		6	431	25	1614	7	324	25	1319	50	2933
03:00		6	380			12	330				
03:15		7	460			6	311				
03:30		6	449			15	298				
03:45		3	370	22	1659	10	344	43	1283	65	2942
04:00		9	454			8	312				
04:15		7	510			8	337				
04:30		9	504			23	330				
04:45		16	518	41	1986	19	318	58	1297	99	3283
05:00		19	520			36	368				
05:15		20	513			43	375				
05:30		23	466			77	363				
05:45		33	453	95	1952	95	312	251	1418	346	3370
06:00		42	453			118	276				
06:15		71	420			182	260				
06:30		85	283			298	245				
06:45		119	255	317	1411	257	218	855	999	1172	2410
07:00		125	280			291	210				
07:15		156	310			382	185				
07:30		210	271			437	173				
07:45		257	266	748	1127	369	157	1479	725	2227	1852
08:00		237	218			454	157				
08:15		248	236			375	150				
08:30		267	217			456	111				
08:45		264	176	1016	847	369	122	1654	540	2670	1387
09:00		245	162			387	126				
09:15		286	157			376	119				
09:30		262	150			373	99				
09:45		297	132	1090	601	328	83	1464	427	2554	1028
10:00		305	124			294	82				
10:15		289	133			337	56				
10:30		331	93			335	71				
10:45		330	71	1255	421	357	60	1323	269	2578	690
11:00		296	47			368	37				
11:15		363	56			374	31				
11:30		353	41			372	20				
11:45		399	28	1411	172	380	25	1494	113	2905	285
Total		6126	14921			8730	11353			14856	26274
Percent		29.1%	70.9%			43.5%	56.5%			36.1%	63.9%



**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15333B000000  
Station ID: 128653311100  
BONITA BEACH RD W/O WINDSOR RD

Start Time	16-Apr-19 Tue	EB	WB	Combined Total	
12:00 AM		30	44	74	■
01:00		18	28	46	■
02:00		7	4	11	■
03:00		17	8	25	■
04:00		53	24	77	■
05:00		92	78	170	■
06:00		303	306	609	■
07:00		641	669	1310	■
08:00		791	927	1718	■
09:00		928	1094	2022	■
10:00		1058	1234	2292	■
11:00		1121	1326	2447	■
12:00 PM		1165	1288	2453	■
01:00		1249	1184	2433	■
02:00		1279	1135	2414	■
03:00		1320	1026	2346	■
04:00		1300	1020	2320	■
05:00		1119	1056	2175	■
06:00		871	978	1849	■
07:00		665	757	1422	■
08:00		915	554	1469	■
09:00		370	395	765	■
10:00		214	192	406	■
11:00		106	92	198	■
Total		15632	15419		
Percent		50.3%	49.7%		

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15333B000000  
Station ID: 128653311100  
BONITA BEACH RD W/O WINDSOR RD

Start Time	17-Apr-19 Wed	EB	WB	Combined Total	
12:00 AM		36	54	90	■
01:00		14	28	42	■
02:00		13	14	27	■
03:00		14	19	33	■
04:00		54	24	78	■
05:00		105	70	175	■
06:00		313	325	638	■
07:00		670	693	1363	■
08:00		836	919	1755	■
09:00		929	1134	2063	■
10:00		1053	1343	2396	■
11:00		1135	1307	2442	■
12:00 PM		1120	1281	2401	■
01:00		1205	1122	2327	■
02:00		1279	1097	2376	■
03:00		1333	1132	2465	■
04:00		1222	1019	2241	■
05:00		1187	1047	2234	■
06:00		904	998	1902	■
07:00		689	823	1512	■
08:00		930	533	1463	■
09:00		461	414	875	■
10:00		216	217	433	■
11:00		100	91	191	■
Total		15818	15704		
Percent		50.2%	49.8%		

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15333B000000  
Station ID: 128653311100  
BONITA BEACH RD W/O WINDSOR RD

Start Time	18-Apr-19 Thu	EB	WB	Combined Total	
12:00 AM		49	51	100	■
01:00		21	24	45	■
02:00		8	23	31	■
03:00		22	12	34	■
04:00		46	19	65	■
05:00		95	71	166	■
06:00		291	300	591	■
07:00		614	709	1323	■
08:00		821	901	1722	■
09:00		998	1134	2132	■
10:00		1078	1273	2351	■
11:00		1151	1377	2528	■
12:00 PM		1237	1333	2570	■
01:00		1150	1152	2302	■
02:00		1269	1141	2410	■
03:00		1402	1073	2475	■
04:00		1308	1052	2360	■
05:00		1076	1093	2169	■
06:00		913	992	1905	■
07:00		690	827	1517	■
08:00		916	618	1534	■
09:00		470	425	895	■
10:00		300	225	525	■
11:00		127	118	245	■
Total		16052	15943		
Percent		50.2%	49.8%		
Grand Total		47502	47066		
Percentage		50.2%	49.8%		
ADT		ADT 31,523		AADT 31,523	

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15333B000000

Station ID: 128653311100

BONITA BEACH RD W/O WINDSOR RD

Start Time	16-Apr-19 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	278			18	314				
12:15		10	296			10	322				
12:30		8	285			7	313				
12:45		5	306	30	1165	9	339	44	1288	74	2453
01:00		9	302			10	290				
01:15		4	299			8	293				
01:30		2	315			8	316				
01:45		3	333	18	1249	2	285	28	1184	46	2433
02:00		3	322			3	320				
02:15		2	327			1	264				
02:30		1	270			0	260				
02:45		1	360	7	1279	0	291	4	1135	11	2414
03:00		2	344			1	253				
03:15		5	330			1	272				
03:30		5	334			4	251				
03:45		5	312	17	1320	2	250	8	1026	25	2346
04:00		5	332			3	258				
04:15		8	320			4	253				
04:30		20	319			7	252				
04:45		20	329	53	1300	10	257	24	1020	77	2320
05:00		14	302			12	264				
05:15		14	285			25	259				
05:30		28	286			18	245				
05:45		36	246	92	1119	23	288	78	1056	170	2175
06:00		39	261			39	223				
06:15		60	230			65	267				
06:30		99	188			70	226				
06:45		105	192	303	871	132	262	306	978	609	1849
07:00		113	174			136	190				
07:15		136	160			158	231				
07:30		198	159			189	201				
07:45		194	172	641	665	186	135	669	757	1310	1422
08:00		185	301			205	163				
08:15		196	266			193	129				
08:30		196	190			245	144				
08:45		214	158	791	915	284	118	927	554	1718	1469
09:00		197	98			268	110				
09:15		226	108			248	110				
09:30		255	90			261	105				
09:45		250	74	928	370	317	70	1094	395	2022	765
10:00		274	55			302	70				
10:15		249	64			318	49				
10:30		260	48			304	32				
10:45		275	47	1058	214	310	41	1234	192	2292	406
11:00		281	38			319	40				
11:15		273	28			348	24				
11:30		291	22			306	14				
11:45		276	18	1121	106	353	14	1326	92	2447	198
Total		5059	10573			5742	9677			10801	20250
Percent		32.4%	67.6%			37.2%	62.8%			34.8%	65.2%

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15333B000000

Station ID: 128653311100

BONITA BEACH RD W/O WINDSOR RD

Start Time	17-Apr-19 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		14	257			18	307				
12:15		10	289			13	316				
12:30		6	300			10	350				
12:45		6	274	36	1120	13	308	54	1281	90	2401
01:00		2	308			10	297				
01:15		7	323			10	275				
01:30		2	304			2	287				
01:45		3	270	14	1205	6	263	28	1122	42	2327
02:00		1	312			4	268				
02:15		3	338			6	266				
02:30		4	331			3	260				
02:45		5	298	13	1279	1	303	14	1097	27	2376
03:00		4	356			5	291				
03:15		2	335			6	294				
03:30		2	318			5	266				
03:45		6	324	14	1333	3	281	19	1132	33	2465
04:00		10	290			6	249				
04:15		14	318			4	282				
04:30		10	308			4	230				
04:45		20	306	54	1222	10	258	24	1019	78	2241
05:00		17	315			11	254				
05:15		13	325			16	269				
05:30		31	295			16	245				
05:45		44	252	105	1187	27	279	70	1047	175	2234
06:00		41	240			43	249				
06:15		63	220			65	280				
06:30		96	228			94	242				
06:45		113	216	313	904	123	227	325	998	638	1902
07:00		127	167			134	227				
07:15		164	183			177	210				
07:30		178	181			174	201				
07:45		201	158	670	689	208	185	693	823	1363	1512
08:00		188	333			196	162				
08:15		190	282			216	131				
08:30		228	172			233	124				
08:45		230	143	836	930	274	116	919	533	1755	1463
09:00		234	174			253	112				
09:15		235	102			280	122				
09:30		223	90			286	100				
09:45		237	95	929	461	315	80	1134	414	2063	875
10:00		239	61			309	59				
10:15		286	58			322	61				
10:30		251	59			362	47				
10:45		277	38	1053	216	350	50	1343	217	2396	433
11:00		275	44			305	28				
11:15		293	29			338	26				
11:30		297	15			336	15				
11:45		270	12	1135	100	328	22	1307	91	2442	191
Total		5172	10646			5930	9774			11102	20420
Percent		32.7%	67.3%			37.8%	62.2%			35.2%	64.8%





8250, Pascal Dr  
 Punta Gorda, FL 33950  
**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15333B000000  
 Station ID: 128653311100  
 BONITA BEACH RD W/O WINDSOR RD

Start Time	18-Apr-19 Thu	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	304			14	331				
12:15		17	276			10	334				
12:30		10	319			17	326				
12:45		10	338	49	1237	10	342	51	1333	100	2570
01:00		8	269			7	280				
01:15		2	296			9	298				
01:30		4	279			3	319				
01:45		7	306	21	1150	5	255	24	1152	45	2302
02:00		1	317			5	303				
02:15		4	300			10	299				
02:30		0	325			5	271				
02:45		3	327	8	1269	3	268	23	1141	31	2410
03:00		2	363			2	256				
03:15		5	359			2	269				
03:30		6	316			5	269				
03:45		9	364	22	1402	3	279	12	1073	34	2475
04:00		9	345			2	277				
04:15		11	314			1	268				
04:30		11	342			5	252				
04:45		15	307	46	1308	11	255	19	1052	65	2360
05:00		19	276			14	243				
05:15		19	312			12	296				
05:30		24	258			19	276				
05:45		33	230	95	1076	26	278	71	1093	166	2169
06:00		46	233			40	268				
06:15		70	242			57	250				
06:30		72	222			89	228				
06:45		103	216	291	913	114	246	300	992	591	1905
07:00		116	186			135	239				
07:15		142	183			180	223				
07:30		179	184			164	180				
07:45		177	137	614	690	230	185	709	827	1323	1517
08:00		190	291			198	165				
08:15		201	270			239	162				
08:30		210	208			203	153				
08:45		220	147	821	916	261	138	901	618	1722	1534
09:00		251	151			276	114				
09:15		231	112			261	116				
09:30		256	94			286	102				
09:45		260	113	998	470	311	93	1134	425	2132	895
10:00		256	97			333	78				
10:15		255	81			295	59				
10:30		289	63			327	52				
10:45		278	59	1078	300	318	36	1273	225	2351	525
11:00		302	46			341	39				
11:15		275	36			347	31				
11:30		296	26			343	27				
11:45		278	19	1151	127	346	21	1377	118	2528	245
Total		5194	10858			5894	10049			11088	20907
Percent		32.4%	67.6%			37.0%	63.0%			34.7%	65.3%
Grand Total		15425	32077			17566	29500			32991	61577
Percent		32.5%	67.5%			37.3%	62.7%			34.9%	65.1%
ADT		ADT 31,523				AADT 31,523					

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15335B000000

Station ID: 128654311100

BONITA BEACH RD W/O WISCONSIN ST

Start Time	16-Apr-19 Tue	EB	WB	Combined Total	
12:00 AM		41	48	89	■
01:00		27	28	55	■
02:00		25	26	51	■
03:00		30	18	48	■
04:00		54	58	112	■
05:00		117	187	304	■
06:00		367	543	910	■
07:00		642	1071	1713	■
08:00		726	1383	2109	■
09:00		941	1204	2145	■
10:00		1008	1241	2249	■
11:00		1137	1276	2413	■
12:00 PM		1156	1223	2379	■
01:00		1254	1254	2508	■
02:00		1227	1130	2357	■
03:00		1321	1046	2367	■
04:00		1399	929	2328	■
05:00		1340	888	2228	■
06:00		867	744	1611	■
07:00		654	575	1229	■
08:00		717	369	1086	■
09:00		439	259	698	■
10:00		277	159	436	■
11:00		131	94	225	■
Total		15897	15753		
Percent		50.2%	49.8%		

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15335B000000

Station ID: 128654311100

BONITA BEACH RD W/O WISCONSIN ST

Start Time	17-Apr-19 Wed	EB	WB	Combined Total	
12:00 AM		58	54	112	■
01:00		28	43	71	■
02:00		26	24	50	■
03:00		16	22	38	■
04:00		60	55	115	■
05:00		114	191	305	■
06:00		369	527	896	■
07:00		625	1095	1720	■
08:00		703	1321	2024	■
09:00		925	1332	2257	■
10:00		1045	1246	2291	■
11:00		1127	1257	2384	■
12:00 PM		1226	1221	2447	■
01:00		1206	1139	2345	■
02:00		1233	1019	2252	■
03:00		1296	1061	2357	■
04:00		1279	934	2213	■
05:00		1298	903	2201	■
06:00		934	792	1726	■
07:00		725	509	1234	■
08:00		727	427	1154	■
09:00		513	272	785	■
10:00		270	149	419	■
11:00		113	109	222	■
Total		15916	15702		
Percent		50.3%	49.7%		

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15335B000000

Station ID: 128654311100

BONITA BEACH RD W/O WISCONSIN ST

Start Time	18-Apr-19 Thu	EB	WB	Combined Total	
12:00 AM		71	63	134	█
01:00		37	32	69	█
02:00		13	33	46	█
03:00		25	19	44	█
04:00		59	45	104	█
05:00		121	174	295	█
06:00		353	523	876	█
07:00		562	1146	1708	█
08:00		791	1380	2171	█
09:00		887	1288	2175	█
10:00		995	1240	2235	█
11:00		1209	1284	2493	█
12:00 PM		1187	1309	2496	█
01:00		1219	1140	2359	█
02:00		1291	1025	2316	█
03:00		1327	1007	2334	█
04:00		1272	942	2214	█
05:00		1316	872	2188	█
06:00		947	879	1826	█
07:00		711	577	1288	█
08:00		971	509	1480	█
09:00		482	287	769	█
10:00		340	178	518	█
11:00		169	130	299	█
Total		16355	16082		
Percent		50.4%	49.6%		
Grand Total		48168	47537		
Percentage		50.3%	49.7%		

ADT

ADT 31,902

AADT 31,902



8250, Pascal Dr  
 Punta Gorda, FL 33950  
**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15335B000000  
 Station ID: 128654311100  
 BONITA BEACH RD W/O WISCONSIN ST

Start Time	16-Apr-19 Tue	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	281			12	321				
12:15		10	288			12	297				
12:30		10	271			7	302				
12:45		4	316	41	1156	17	303	48	1223	89	2379
01:00		8	333			8	301				
01:15		6	321			7	295				
01:30		6	289			4	334				
01:45		7	311	27	1254	9	324	28	1254	55	2508
02:00		6	300			13	261				
02:15		6	300			4	272				
02:30		4	309			5	283				
02:45		9	318	25	1227	4	314	26	1130	51	2357
03:00		6	313			2	256				
03:15		7	320			3	263				
03:30		11	362			5	257				
03:45		6	326	30	1321	8	270	18	1046	48	2367
04:00		13	349			10	240				
04:15		7	366			10	225				
04:30		10	341			15	220				
04:45		24	343	54	1399	23	244	58	929	112	2328
05:00		19	399			31	231				
05:15		24	334			49	224				
05:30		27	297			48	219				
05:45		47	310	117	1340	59	214	187	888	304	2228
06:00		50	273			78	181				
06:15		72	213			94	210				
06:30		116	202			152	204				
06:45		129	179	367	867	219	149	543	744	910	1611
07:00		120	171			196	181				
07:15		147	163			267	150				
07:30		165	170			287	129				
07:45		210	150	642	654	321	115	1071	575	1713	1229
08:00		185	193			340	98				
08:15		193	181			357	100				
08:30		168	172			340	90				
08:45		180	171	726	717	346	81	1383	369	2109	1086
09:00		229	117			285	83				
09:15		234	128			297	73				
09:30		244	103			291	52				
09:45		234	91	941	439	331	51	1204	259	2145	698
10:00		224	95			314	47				
10:15		275	79			321	44				
10:30		249	53			267	32				
10:45		260	50	1008	277	339	36	1241	159	2249	436
11:00		278	49			293	31				
11:15		291	40			320	16				
11:30		287	28			332	23				
11:45		281	14	1137	131	331	24	1276	94	2413	225
Total		5115	10782			7083	8670			12198	19452
Percent		32.2%	67.8%			45.0%	55.0%			38.5%	61.5%

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15335B000000

Station ID: 128654311100

BONITA BEACH RD W/O WISCONSIN ST

Start Time	17-Apr-19 Wed	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		27	316			11	304				
12:15		12	309			15	320				
12:30		13	313			18	309				
12:45		6	288	58	1226	10	288	54	1221	112	2447
01:00		10	264			12	285				
01:15		5	336			15	290				
01:30		6	320			7	285				
01:45		7	286	28	1206	9	279	43	1139	71	2345
02:00		10	283			5	248				
02:15		4	317			9	229				
02:30		4	317			4	254				
02:45		8	316	26	1233	6	288	24	1019	50	2252
03:00		3	324			5	275				
03:15		5	340			5	263				
03:30		5	308			7	253				
03:45		3	324	16	1296	5	270	22	1061	38	2357
04:00		10	331			4	244				
04:15		14	335			8	237				
04:30		10	326			11	229				
04:45		26	287	60	1279	32	224	55	934	115	2213
05:00		15	390			29	226				
05:15		20	324			38	233				
05:30		30	319			54	213				
05:45		49	265	114	1298	70	231	191	903	305	2201
06:00		59	266			55	221				
06:15		82	263			129	203				
06:30		112	213			150	186				
06:45		116	192	369	934	193	182	527	792	896	1726
07:00		126	204			208	151				
07:15		157	171			257	130				
07:30		186	175			289	119				
07:45		156	175	625	725	341	109	1095	509	1720	1234
08:00		168	198			312	126				
08:15		160	193			330	97				
08:30		205	176			348	94				
08:45		170	160	703	727	331	110	1321	427	2024	1154
09:00		226	170			352	83				
09:15		241	126			320	73				
09:30		234	110			331	63				
09:45		224	107	925	513	329	53	1332	272	2257	785
10:00		229	85			283	43				
10:15		273	75			320	39				
10:30		249	64			329	35				
10:45		294	46	1045	270	314	32	1246	149	2291	419
11:00		268	41			328	30				
11:15		281	32			287	18				
11:30		299	23			307	32				
11:45		279	17	1127	113	335	29	1257	109	2384	222
Total		5096	10820			7167	8535			12263	19355
Percent		32.0%	68.0%			45.6%	54.4%			38.8%	61.2%

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15335B000000  
Station ID: 128654311100  
BONITA BEACH RD W/O WISCONSIN ST

Start Time	18-Apr-19 Thu	EB		Hour Totals		WB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		19	310			18	335				
12:15		20	291			12	304				
12:30		17	277			19	343				
12:45		15	309	71	1187	14	327	63	1309	134	2496
01:00		10	309			8	273				
01:15		12	301			7	255				
01:30		4	300			7	306				
01:45		11	309	37	1219	10	306	32	1140	69	2359
02:00		4	316			10	269				
02:15		5	330			14	257				
02:30		2	314			1	258				
02:45		2	331	13	1291	8	241	33	1025	46	2316
03:00		4	327			4	244				
03:15		7	355			6	241				
03:30		5	321			7	234				
03:45		9	324	25	1327	2	288	19	1007	44	2334
04:00		15	308			5	255				
04:15		12	313			5	240				
04:30		13	337			11	248				
04:45		19	314	59	1272	24	199	45	942	104	2214
05:00		18	406			38	223				
05:15		26	366			34	225				
05:30		32	317			41	226				
05:45		45	227	121	1316	61	198	174	872	295	2188
06:00		52	273			72	202				
06:15		96	255			117	231				
06:30		98	212			139	248				
06:45		107	207	353	947	195	198	523	879	876	1826
07:00		113	195			235	163				
07:15		137	166			261	140				
07:30		150	173			277	149				
07:45		162	177	562	711	373	125	1146	577	1708	1288
08:00		170	320			310	193				
08:15		165	223			361	100				
08:30		200	247			332	107				
08:45		256	181	791	971	377	109	1380	509	2171	1480
09:00		214	152			320	77				
09:15		193	115			312	83				
09:30		240	105			311	60				
09:45		240	110	887	482	345	67	1288	287	2175	769
10:00		242	109			293	40				
10:15		235	94			293	42				
10:30		283	68			324	45				
10:45		235	69	995	340	330	51	1240	178	2235	518
11:00		301	52			339	37				
11:15		280	49			331	33				
11:30		305	38			316	30				
11:45		323	30	1209	169	298	30	1284	130	2493	299
Total		5123	11232			7227	8855			12350	20087
Percent		31.3%	68.7%			44.9%	55.1%			38.1%	61.9%
Grand Total		15334	32834			21477	26060			36811	58894
Percent		31.8%	68.2%			45.2%	54.8%			38.5%	61.5%
ADT		ADT 31,902		AADT 31,902							









**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15364B000000

Station ID: 121202111100

Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/27/1																
9	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
06:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
07:00	0	24	15	0	2	0	0	0	0	0	0	0	0	0	0	41
08:00	1	14	8	0	6	0	0	0	0	0	0	0	0	0	0	29
09:00	0	17	5	0	1	0	0	0	0	0	0	0	0	0	0	23
10:00	1	17	5	0	3	0	0	0	0	0	0	0	0	0	0	26
11:00	0	13	7	1	4	0	1	0	0	0	0	0	0	0	0	26
12 PM	0	14	7	0	2	0	0	0	0	0	0	0	0	0	0	23
13:00	0	21	8	0	4	1	0	0	0	0	0	0	0	0	0	34
14:00	0	25	6	1	3	0	0	0	0	0	0	0	0	0	0	35
15:00	0	20	5	1	1	0	0	0	0	0	0	0	0	0	0	27
16:00	1	17	14	0	2	0	0	0	0	0	0	0	0	0	0	34
17:00	1	28	5	1	1	0	0	0	0	0	0	0	0	0	0	36
18:00	2	26	7	0	3	0	0	0	0	0	0	0	0	0	0	38
19:00	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
20:00	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
21:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
22:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	6	320	114	4	35	1	1	3	0	1	0	0	0	0	0	485
Percent	1.2%	66.0%	23.5%	0.8%	7.2%	0.2%	0.2%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	



**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15364B000000  
Station ID: 121202111100

Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/29/1																
9	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
06:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
07:00	0	25	18	0	1	0	0	0	0	0	0	0	0	0	0	44
08:00	0	25	6	0	2	0	0	0	0	0	0	0	0	0	0	33
09:00	0	21	12	0	1	0	0	0	0	0	0	0	0	0	0	34
10:00	0	20	4	0	1	0	0	0	1	0	0	0	0	0	0	26
11:00	0	16	6	0	2	0	0	0	0	0	0	0	0	0	0	24
12 PM	0	19	5	0	1	0	0	0	0	0	0	0	0	0	0	25
13:00	0	11	4	1	0	0	0	0	0	0	0	0	0	0	0	16
14:00	1	18	4	0	0	0	0	0	0	0	0	0	0	0	0	23
15:00	2	27	7	0	4	0	0	0	0	0	0	0	0	0	0	40
16:00	0	29	11	1	1	0	0	0	0	0	0	0	0	0	0	42
17:00	0	31	7	0	4	0	0	0	0	0	0	0	0	0	0	42
18:00	3	21	6	0	2	0	0	0	0	0	0	0	0	0	0	32
19:00	0	21	8	0	0	0	0	0	0	0	0	0	0	0	0	29
20:00	1	24	4	0	0	0	0	0	0	0	0	0	0	0	0	29
21:00	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	7	355	116	2	22	2	0	1	1	0	0	0	0	0	0	506
Percent	1.4%	70.2%	22.9%	0.4%	4.3%	0.4%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	26	996	334	11	86	4	2	8	1	1	0	0	0	0	0	1469
Percent	1.8%	67.8%	22.7%	0.7%	5.9%	0.3%	0.1%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

















**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15364B000000  
Station ID: 121202111100

Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	10
12:30	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
12:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
13:00	0	14	7	0	2	0	0	0	0	0	0	0	0	0	0	23
13:15	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
13:30	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
13:45	0	7	1	0	1	1	0	0	0	0	0	0	0	0	0	10
14:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	8
14:15	0	21	8	0	4	1	0	0	0	0	0	0	0	0	0	34
14:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
15:00	0	6	2	1	1	0	0	0	0	0	0	0	0	0	0	10
15:15	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
15:30	0	25	6	1	3	0	0	0	0	0	0	0	0	0	0	35
15:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
16:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
16:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	4	2	1	1	0	0	0	0	0	0	0	0	0	0	8
16:45	0	20	5	1	1	0	0	0	0	0	0	0	0	0	0	27
17:00	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
17:15	0	4	7	0	1	0	0	0	0	0	0	0	0	0	0	12
17:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
17:45	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
18:00	1	17	14	0	2	0	0	0	0	0	0	0	0	0	0	34
18:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
18:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
18:45	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	10
19:00	1	28	5	1	1	0	0	0	0	0	0	0	0	0	0	36
19:15	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
19:30	1	6	3	0	1	0	0	0	0	0	0	0	0	0	0	11
19:45	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
20:00	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10
20:15	2	26	7	0	3	0	0	0	0	0	0	0	0	0	0	38
20:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
20:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
21:15	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
21:30	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
21:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
22:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
24:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
24:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
25:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
25:30	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
25:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27:00	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	4	213	68	3	18	1	0	0	0	1	0	0	0	0	0	308
Percent	1.3%	69.2%	22.1%	1.0%	5.8%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	









**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15364B000000

Station ID: 121202111100

Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
12:45	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
13:00	0	19	5	0	1	0	0	0	0	0	0	0	0	0	0	25
13:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
13:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
13:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
14:15	0	11	4	1	0	0	0	0	0	0	0	0	0	0	0	16
14:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
15:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
15:15	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
15:30	1	18	4	0	0	0	0	0	0	0	0	0	0	0	0	23
15:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
16:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
16:15	2	9	0	0	1	0	0	0	0	0	0	0	0	0	0	12
16:30	0	6	1	0	3	0	0	0	0	0	0	0	0	0	0	10
16:45	2	27	7	0	4	0	0	0	0	0	0	0	0	0	0	40
17:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
17:15	0	9	2	1	1	0	0	0	0	0	0	0	0	0	0	13
17:30	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
17:45	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
18:00	0	29	11	1	1	0	0	0	0	0	0	0	0	0	0	42
18:15	0	11	3	0	1	0	0	0	0	0	0	0	0	0	0	15
18:30	0	10	1	0	2	0	0	0	0	0	0	0	0	0	0	13
18:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
19:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
19:15	0	31	7	0	4	0	0	0	0	0	0	0	0	0	0	42
19:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
19:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
20:00	1	6	0	0	1	0	0	0	0	0	0	0	0	0	0	8
20:15	2	3	2	0	1	0	0	0	0	0	0	0	0	0	0	8
20:30	3	21	6	0	2	0	0	0	0	0	0	0	0	0	0	32
20:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
21:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
21:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
21:45	0	21	8	0	0	0	0	0	0	0	0	0	0	0	0	29
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	1	24	4	0	0	0	0	0	0	0	0	0	0	0	0	29
23:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
24:15	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
24:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
25:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
25:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
25:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
26:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
26:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	7	224	61	2	14	0	0	0	0	0	0	0	0	0	0	308
Percent	2.3%	72.7%	19.8%	0.6%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	26	996	334	11	86	4	2	8	1	1	0	0	0	0	0	1469
Percent	1.8%	67.8%	22.7%	0.7%	5.9%	0.3%	0.1%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	





























8250, Pascal Dr  
 Punta Gorda, FL 33950  
**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 15349B000000  
 Station ID: 121201111100  
 Arroyal Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/27/1																
9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15	0	7	3	0	2	0	0	0	0	0	0	0	0	0	0	12
05:30	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
05:45	0	9	4	0	3	0	0	0	0	0	0	0	0	0	0	16
	0	32	15	0	5	0	0	0	0	0	0	0	0	0	0	52
06:00	0	12	7	1	0	0	0	0	0	0	0	0	0	0	0	20
06:15	1	22	9	1	0	0	0	0	0	0	0	0	0	0	0	33
06:30	0	19	7	0	2	0	0	0	0	0	0	0	0	0	0	28
06:45	0	21	9	1	1	1	0	0	0	0	0	0	0	0	0	33
	1	74	32	3	3	1	0	0	0	0	0	0	0	0	0	114
07:00	0	20	6	1	2	0	0	0	0	0	0	0	0	0	0	29
07:15	0	29	11	1	3	0	0	0	0	0	0	0	0	0	0	44
07:30	0	42	12	0	0	0	0	0	0	0	0	0	0	0	0	54
07:45	0	52	14	0	3	0	0	0	0	0	0	0	0	0	0	69
	0	143	43	2	8	0	0	0	0	0	0	0	0	0	0	196
08:00	0	42	7	1	3	0	0	0	0	0	0	0	0	0	0	53
08:15	0	46	12	1	0	0	0	0	0	0	0	0	0	0	0	59
08:30	2	37	12	1	0	1	0	0	0	0	0	0	0	0	0	53
08:45	1	42	8	0	0	2	0	0	0	0	0	0	0	0	0	53
	3	167	39	3	3	3	0	0	0	0	0	0	0	0	0	218
09:00	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
09:15	0	30	5	1	2	1	0	0	0	0	0	0	0	0	0	39
09:30	0	32	8	0	0	0	0	0	0	0	0	0	0	0	0	40
09:45	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
	0	118	25	1	4	1	0	0	0	0	0	0	0	0	0	149
10:00	0	31	7	1	1	1	0	0	0	0	0	0	0	0	0	41
10:15	0	26	8	0	3	0	0	0	0	0	0	0	0	0	0	37
10:30	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
10:45	0	27	4	0	2	0	0	0	0	0	0	0	0	0	0	33
	0	114	24	1	6	1	0	0	0	0	0	0	0	0	0	146
11:00	0	28	5	0	2	0	0	0	0	0	0	0	0	0	0	35
11:15	0	27	7	0	1	1	0	0	0	0	0	0	0	0	0	36
11:30	1	22	3	0	3	0	0	0	0	0	0	0	0	0	0	29
11:45	0	26	3	0	1	0	0	0	0	0	0	0	0	0	0	30
	1	103	18	0	7	1	0	0	0	0	0	0	0	0	0	130
Total	5	765	199	10	37	7	0	1	0	1	0	0	0	0	0	1025
Percent	0.5%	74.6%	19.4%	1.0%	3.6%	0.7%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	













FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0041 - SR 45/US41, N OF BONITA BEACH ROAD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	52500	C	N 26500		S 26000	9.00	53.20	2.10
2016	57500	C	N 28500		S 29000	9.00	56.20	2.10
2015	56500	C	N 28500		S 28000	9.00	54.50	2.10
2014	47000	C	N 23500		S 23500	9.00	54.60	2.80
2013	43000	C	N 21500		S 21500	9.00	59.70	3.10
2012	42500	C	N 21500		S 21000	9.00	54.30	2.40
2011	48500	C	N 24500		S 24000	9.00	55.00	2.40
2010	47000	C	N 23500		S 23500	10.32	57.60	2.20
2009	44000	C	N 21500		S 22500	10.24	54.47	2.60
2008	53500	C	N 26000		S 27500	10.37	58.94	2.20
2007	53000	F	N 26000		S 27000	10.16	54.76	4.90
2006	50000	C	N 24500		S 25500	10.23	54.38	5.00
2005	57500	S	N 28000		S 29500	10.30	54.10	8.40
2004	53500	F	N 26000		S 27500	9.90	54.30	4.10
2003	50500	C	N 24500		S 26000	9.80	55.60	4.10
2002	50000	C	N 24500		S 25500	10.20	57.20	4.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4226 - BONITA BEACH RD/CR 865, E OF OLD 41 RD/CR 887 LC 226

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	38000 S	E	W	9.00	55.20	6.30
2016	38000 F	E 19000	W 19000	9.00	58.80	6.30
2015	37000 C	E 18500	W 18500	9.00	57.80	6.30
2014	35500 C	E 17500	W 18000	9.00	57.70	5.00
2013	34000 S	E 17000	W 17000	9.00	57.10	7.00
2012	34000 F	E 17000	W 17000	9.00	56.50	7.00
2011	34000 C	E 17000	W 17000	9.00	55.90	7.00
2010	33000 S	E 16500	W 16500	12.13	57.28	5.40
2009	33000 F	E 16500	W 16500	11.80	57.01	5.40
2008	33000 C	E 16500	W 16500	11.72	57.80	5.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6007 - BONITA BEACH RD, 1000' E OF VANDERBILT DR, PTMS 2007, LCPR 07

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	25000 F	0	0	9.00	52.80	3.60
2016	25299 C	E 12584	W 12715	9.00	52.80	2.80
2015	25205 C	E 12590	W 12615	9.00	52.60	2.80
2014	24411 C	E 12181	W 12230	9.00	52.50	5.20
2013	23604 C	E 11811	W 11793	9.00	53.60	6.50
2012	23386 C	E 11696	W 11690	9.00	53.20	3.00
2011	24259 C	E 12143	W 12116	9.00	53.30	3.50
2010	23053 C	E 11519	W 11534	12.72	56.35	2.80
2009	25178 C	E 12611	W 12567	11.87	52.34	3.10
2008	23984 C	E 12175	W 11809	12.65	52.45	3.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6023 - US 41, 0.25 MI N OF COLLIER CO/L, PTMS 42, LCPR 23

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	37500 F	0	0	9.00	57.80	4.20
2016	36468 C	N 18979	S 17489	9.00	57.80	4.00
2015	34903 C	N 18097	S 16806	9.00	54.40	2.50
2014	34105 C	N 17713	S 16392	9.00	54.40	2.90
2013	32993 C	N 17065	S 15928	9.00	53.50	2.80
2012	32441 C	N 16710	S 15731	9.00	54.50	2.90
2011	33235 C	N 17049	S 16186	9.00	56.50	2.80
2010	33789 C	N 17367	S 16422	11.41	52.73	2.80
2009	33379 C	N 17079	S 16300	10.80	54.93	3.20
2008	34722 C	N 17731	S 16991	11.04	57.00	2.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 150591000000

Station ID: 121203111100

Windsor Road south of Bonita Beach Road

Start Time	27-Aug-19 Tue	NB	SB	Combined Total	
12:00 AM		4	1	5	█
01:00		0	0	0	
02:00		1	0	1	█
03:00		0	0	0	
04:00		2	1	3	█
05:00		6	2	8	█
06:00		22	8	30	██████████
07:00		43	34	77	████████████████████
08:00		49	34	83	████████████████████
09:00		48	54	102	████████████████████
10:00		49	55	104	████████████████████
11:00		50	53	103	████████████████████
12:00 PM		45	46	91	████████████████████
01:00		53	38	91	████████████████████
02:00		30	35	65	████████████████████
03:00		31	44	75	████████████████████
04:00		51	47	98	████████████████████
05:00		46	48	94	████████████████████
06:00		29	37	66	████████████████████
07:00		21	32	53	████████████████████
08:00		23	22	45	████████████████████
09:00		21	14	35	████████████████████
10:00		15	11	26	████████████████████
11:00		4	4	8	█
Total		643	620		
Percent		50.9%	49.1%		



**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 150591000000

Station ID: 121203111100

Windsor Road south of Bonita Beach Road

Start Time	28-Aug-19 Wed	NB	SB	Combined Total	
12:00 AM		3	2	5	■
01:00		1	1	2	■
02:00		0	0	0	
03:00		1	0	1	■
04:00		3	0	3	■
05:00		7	1	8	■
06:00		25	4	29	■
07:00		47	34	81	■
08:00		45	46	91	■
09:00		54	44	98	■
10:00		54	52	106	■
11:00		36	43	79	■
12:00 PM		71	64	135	■
01:00		46	43	89	■
02:00		43	49	92	■
03:00		33	40	73	■
04:00		45	54	99	■
05:00		47	53	100	■
06:00		44	38	82	■
07:00		32	39	71	■
08:00		19	37	56	■
09:00		12	18	30	■
10:00		20	16	36	■
11:00		11	9	20	■
Total		699	687		
Percent		50.4%	49.6%		
Grand Total		1342	1307		
Percentage		50.7%	49.3%		

ADT

ADT 1,324

AADT 1,324

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 150591000000  
Station ID: 121203111100  
Windsor Road south of Bonita Beach Road

Start Time	27-Aug-19 Tue	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	12			1	8				
12:15		2	10			0	20				
12:30		0	12			0	9				
12:45		0	11	4	45	0	9	1	46	5	91
01:00		0	14			0	7				
01:15		0	9			0	10				
01:30		0	16			0	10				
01:45		0	14	0	53	0	11	0	38	0	91
02:00		0	8			0	8				
02:15		0	9			0	9				
02:30		1	11			0	11				
02:45		0	2	1	30	0	7	0	35	1	65
03:00		0	6			0	13				
03:15		0	10			0	10				
03:30		0	7			0	9				
03:45		0	8	0	31	0	12	0	44	0	75
04:00		0	13			0	10				
04:15		0	10			0	14				
04:30		1	16			0	10				
04:45		1	12	2	51	1	13	1	47	3	98
05:00		1	10			0	10				
05:15		1	13			0	17				
05:30		0	14			0	10				
05:45		4	9	6	46	2	11	2	48	8	94
06:00		3	8			1	9				
06:15		5	7			0	16				
06:30		10	10			4	6				
06:45		4	4	22	29	3	6	8	37	30	66
07:00		6	6			3	12				
07:15		14	4			12	7				
07:30		11	5			10	8				
07:45		12	6	43	21	9	5	34	32	77	53
08:00		13	2			6	8				
08:15		13	9			7	9				
08:30		16	6			9	1				
08:45		7	6	49	23	12	4	34	22	83	45
09:00		12	6			16	5				
09:15		10	6			10	3				
09:30		12	3			17	3				
09:45		14	6	48	21	11	3	54	14	102	35
10:00		8	3			10	3				
10:15		14	4			14	4				
10:30		12	3			10	3				
10:45		15	5	49	15	21	1	55	11	104	26
11:00		14	3			15	3				
11:15		8	1			10	0				
11:30		19	0			15	1				
11:45		9	0	50	4	13	0	53	4	103	8
Total		274	369			242	378			516	747
Percent		42.6%	57.4%			39.0%	61.0%			40.9%	59.1%

**FTE**

8250, Pascal Dr  
Punta Gorda, FL 33950

**Ph# (941) 639 2818, Fax# (941) 639 4851**

Site Code: 150591000000  
Station ID: 121203111100  
Windsor Road south of Bonita Beach Road

Start Time	28-Aug-19 Wed	NB		Hour Totals		SB		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	9			2	12				
12:15		0	15			0	12				
12:30		0	26			0	22				
12:45		0	21	3	71	0	18	2	64	5	135
01:00		0	13			0	10				
01:15		0	10			0	11				
01:30		0	12			0	8				
01:45		1	11	1	46	1	14	1	43	2	89
02:00		0	11			0	11				
02:15		0	10			0	11				
02:30		0	11			0	12				
02:45		0	11	0	43	0	15	0	49	0	92
03:00		0	6			0	13				
03:15		0	10			0	7				
03:30		1	4			0	7				
03:45		0	13	1	33	0	13	0	40	1	73
04:00		0	8			0	12				
04:15		0	13			0	12				
04:30		3	10			0	15				
04:45		0	14	3	45	0	15	0	54	3	99
05:00		3	13			0	13				
05:15		1	10			0	15				
05:30		1	11			1	14				
05:45		2	13	7	47	0	11	1	53	8	100
06:00		4	11			0	11				
06:15		3	11			0	12				
06:30		8	13			2	8				
06:45		10	9	25	44	2	7	4	38	29	82
07:00		8	8			8	11				
07:15		17	7			10	8				
07:30		12	8			6	9				
07:45		10	9	47	32	10	11	34	39	81	71
08:00		10	2			9	13				
08:15		17	10			10	9				
08:30		8	5			14	9				
08:45		10	2	45	19	13	6	46	37	91	56
09:00		10	3			8	4				
09:15		11	1			14	4				
09:30		18	4			10	4				
09:45		15	4	54	12	12	6	44	18	98	30
10:00		12	6			7	5				
10:15		6	6			11	8				
10:30		17	3			19	1				
10:45		19	5	54	20	15	2	52	16	106	36
11:00		9	2			16	4				
11:15		10	4			10	0				
11:30		7	5			4	2				
11:45		10	0	36	11	13	3	43	9	79	20
Total		276	423			227	460			503	883
Percent		39.5%	60.5%			33.0%	67.0%			36.3%	63.7%
Grand Total		550	792			469	838			1019	1630
Percent		41.0%	59.0%			35.9%	64.1%			38.5%	61.5%
ADT		ADT 1,324		AADT 1,324							

# Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.331257
Stop Date: April 5, 2022	Stop Time: 24:00	-81.803094
City: Bonita Springs	County: Lee	
Location: Arroyal Rd north of Bonita Beach Rd		

## Northbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	0	0	1	9	11	20	49	54	80	82
30	3	4	1	0	0	5	13	21	43	66	86	78
45	4	2	0	2	0	7	14	25	50	67	68	80
00	1	3	0	0	4	12	18	30	64	71	75	80
<b>Hr Total</b>	<b>15</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>33</b>	<b>56</b>	<b>96</b>	<b>206</b>	<b>258</b>	<b>309</b>	<b>320</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	83	91	97	94	106	71	55	53	25	24	11
30	91	80	83	97	110	94	97	45	61	37	26	12
45	86	88	83	111	87	93	62	41	29	32	13	10
00	78	90	85	98	87	83	63	40	30	25	18	1
<b>Hr Total</b>	<b>328</b>	<b>341</b>	<b>342</b>	<b>403</b>	<b>378</b>	<b>376</b>	<b>293</b>	<b>181</b>	<b>173</b>	<b>119</b>	<b>81</b>	<b>34</b>

24 Hour Total:	4,363	AM Peak Volume:	324	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	413	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:30				

## Southbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	3	13	31	37	51	69	58
30	4	2	1	1	2	5	26	37	59	42	65	66
45	1	0	1	1	4	10	28	50	58	68	63	76
00	3	1	0	1	8	14	26	47	51	62	59	65
<b>Hr Total</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>15</b>	<b>32</b>	<b>93</b>	<b>165</b>	<b>205</b>	<b>223</b>	<b>256</b>	<b>265</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	53	57	48	55	50	33	29	24	19	16	2
30	70	54	53	49	45	46	41	31	20	33	3	6
45	46	54	60	49	52	45	46	20	17	12	5	2
00	80	64	67	51	57	42	32	32	26	17	7	1
<b>Hr Total</b>	<b>254</b>	<b>225</b>	<b>237</b>	<b>197</b>	<b>209</b>	<b>183</b>	<b>152</b>	<b>112</b>	<b>87</b>	<b>81</b>	<b>31</b>	<b>11</b>

24 Hour Total:	3,051	AM Peak Volume:	269	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:30	PM Peak Volume:	254	PM Peak Hour Factor:	0.79
PM Peak Hour begins:	12:00				

## Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	0	0	2	12	24	51	86	105	149	140
30	7	6	2	1	2	10	39	58	102	108	151	144
45	5	2	1	3	4	17	42	75	108	135	131	156
00	4	4	0	1	12	26	44	77	115	133	134	145
<b>Hr Total</b>	<b>24</b>	<b>17</b>	<b>3</b>	<b>5</b>	<b>20</b>	<b>65</b>	<b>149</b>	<b>261</b>	<b>411</b>	<b>481</b>	<b>565</b>	<b>585</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	131	136	148	145	149	156	104	84	77	44	40	13
30	161	134	136	146	155	140	138	76	81	70	29	18
45	132	142	143	160	139	138	108	61	46	44	18	12
00	158	154	152	149	144	125	95	72	56	42	25	2
<b>Hr Total</b>	<b>582</b>	<b>566</b>	<b>579</b>	<b>600</b>	<b>587</b>	<b>559</b>	<b>445</b>	<b>293</b>	<b>260</b>	<b>200</b>	<b>112</b>	<b>45</b>

24 Hour Total:	7,414	AM Peak Volume:	593	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:30	PM Peak Volume:	613	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:30				

# Volume Count Report

Start Date: April 6, 2022	Start Time: 00:00	GPS: 26.331257
Stop Date: April 6, 2022	Stop Time: 24:00	-81.803094
City: Bonita Springs	County: Lee	
Location: Arroyal Rd north of Bonita Beach Rd		

## Northbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	2	1	5	10	16	35	55	73	76
30	8	0	0	1	1	7	14	20	50	70	84	89
45	4	2	0	1	1	10	16	29	47	65	66	72
00	0	1	1	1	1	9	14	43	51	67	83	98
<b>Hr Total</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>31</b>	<b>54</b>	<b>108</b>	<b>183</b>	<b>257</b>	<b>306</b>	<b>335</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	88	98	92	104	96	71	62	42	36	26	8
30	87	82	76	72	100	91	58	35	37	37	20	10
45	85	86	101	90	96	92	65	62	47	22	14	10
00	76	64	87	74	85	83	68	57	41	21	17	3
<b>Hr Total</b>	<b>333</b>	<b>320</b>	<b>362</b>	<b>328</b>	<b>385</b>	<b>362</b>	<b>262</b>	<b>216</b>	<b>167</b>	<b>116</b>	<b>77</b>	<b>31</b>

24 Hour Total:	4,266	AM Peak Volume:	344	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:15	PM Peak Volume:	385	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:00				

## Southbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	0	2	20	31	61	50	47	83
30	3	2	1	1	4	5	21	41	42	60	75	64
45	4	0	0	0	1	9	32	55	59	51	69	49
00	2	2	1	2	6	12	23	54	56	53	67	73
<b>Hr Total</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>11</b>	<b>28</b>	<b>96</b>	<b>181</b>	<b>218</b>	<b>214</b>	<b>258</b>	<b>269</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	52	50	56	54	48	40	35	22	13	14	3
30	59	74	63	64	40	50	23	25	27	16	11	1
45	64	57	53	64	51	42	37	44	20	17	3	5
00	57	52	61	65	56	33	32	30	24	8	10	1
<b>Hr Total</b>	<b>242</b>	<b>235</b>	<b>227</b>	<b>249</b>	<b>201</b>	<b>173</b>	<b>132</b>	<b>134</b>	<b>93</b>	<b>54</b>	<b>38</b>	<b>10</b>

24 Hour Total:	3,085	AM Peak Volume:	294	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	10:15	PM Peak Volume:	249	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:00				

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	3	1	7	30	47	96	105	120	159
30	11	2	1	2	5	12	35	61	92	130	159	153
45	8	2	0	1	2	19	48	84	106	116	135	121
00	2	3	2	3	7	21	37	97	107	120	150	171
<b>Hr Total</b>	<b>27</b>	<b>10</b>	<b>5</b>	<b>9</b>	<b>15</b>	<b>59</b>	<b>150</b>	<b>289</b>	<b>401</b>	<b>471</b>	<b>564</b>	<b>604</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	140	148	148	158	144	111	97	64	49	40	11
30	146	156	139	136	140	141	81	60	64	53	31	11
45	149	143	154	154	147	134	102	106	67	39	17	15
00	133	116	148	139	141	116	100	87	65	29	27	4
<b>Hr Total</b>	<b>575</b>	<b>555</b>	<b>589</b>	<b>577</b>	<b>586</b>	<b>535</b>	<b>394</b>	<b>350</b>	<b>260</b>	<b>170</b>	<b>115</b>	<b>41</b>

24 Hour Total:	7,351	AM Peak Volume:	604	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:00	PM Peak Volume:	591	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	15:30				

# Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.331257
Stop Date: April 7, 2022	Stop Time: 24:00	-81.803094
City: Bonita Springs	County: Lee	
Location: Arroyal Rd north of Bonita Beach Rd		

## Northbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	5	2	1	8	8	15	39	58	71	71
30	2	6	1	0	0	2	10	22	39	77	74	58
45	6	1	1	1	1	7	11	36	56	59	78	90
00	4	1	3	0	4	8	16	42	54	81	73	84
<b>Hr Total</b>	<b>13</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>25</b>	<b>45</b>	<b>115</b>	<b>188</b>	<b>275</b>	<b>296</b>	<b>303</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	86	95	101	108	84	90	47	39	32	23	13
30	91	83	98	85	90	91	67	56	30	28	23	10
45	96	96	73	99	89	83	49	52	39	22	19	7
00	86	79	81	80	82	100	62	39	36	25	13	8
<b>Hr Total</b>	<b>369</b>	<b>344</b>	<b>347</b>	<b>365</b>	<b>369</b>	<b>358</b>	<b>268</b>	<b>194</b>	<b>144</b>	<b>107</b>	<b>78</b>	<b>38</b>

24 Hour Total:	4,269	AM Peak Volume:	361	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	377	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	15:30				

## Southbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	3	5	12	39	60	55	59	66
30	1	1	2	2	0	6	18	26	46	47	64	71
45	2	0	4	0	4	8	28	47	37	61	60	69
00	2	0	0	1	4	10	34	47	71	57	44	66
<b>Hr Total</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>11</b>	<b>29</b>	<b>92</b>	<b>159</b>	<b>214</b>	<b>220</b>	<b>227</b>	<b>272</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	55	68	59	58	43	25	35	23	14	4	7
30	60	81	59	38	43	57	31	36	19	10	11	5
45	66	60	56	57	45	61	25	25	25	5	5	3
00	82	50	68	46	41	37	40	31	16	9	4	1
<b>Hr Total</b>	<b>288</b>	<b>246</b>	<b>251</b>	<b>200</b>	<b>187</b>	<b>198</b>	<b>121</b>	<b>127</b>	<b>83</b>	<b>38</b>	<b>24</b>	<b>16</b>

24 Hour Total:	3,019	AM Peak Volume:	286	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:15	PM Peak Volume:	288	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	12:00				

## Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	5	2	4	13	20	54	99	113	130	137
30	3	7	3	2	0	8	28	48	85	124	138	129
45	8	1	5	1	5	15	39	83	93	120	138	159
00	6	1	3	1	8	18	50	89	125	138	117	150
<b>Hr Total</b>	<b>19</b>	<b>10</b>	<b>16</b>	<b>6</b>	<b>17</b>	<b>54</b>	<b>137</b>	<b>274</b>	<b>402</b>	<b>495</b>	<b>523</b>	<b>575</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	176	141	163	160	166	127	115	82	62	46	27	20
30	151	164	157	123	133	148	98	92	49	38	34	15
45	162	156	129	156	134	144	74	77	64	27	24	10
00	168	129	149	126	123	137	102	70	52	34	17	9
<b>Hr Total</b>	<b>657</b>	<b>590</b>	<b>598</b>	<b>565</b>	<b>556</b>	<b>556</b>	<b>389</b>	<b>321</b>	<b>227</b>	<b>145</b>	<b>102</b>	<b>54</b>

24 Hour Total:	7,288	AM Peak Volume:	636	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:30	PM Peak Volume:	657	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:00				

## Volume Count Report

### 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.331257
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80309
City:	Bonita Springs	County:	Lee		
Location	Arroyal Rd north of Bonita Beach Rd				

#### Northbound Volume

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	1	7	10	17	41	56	75	76
30	4	3	1	0	0	5	12	21	44	71	81	75
45	5	2	0	1	1	8	14	30	51	64	71	81
00	2	2	1	0	3	10	16	38	56	73	77	87
<b>Hr Total</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>30</b>	<b>52</b>	<b>106</b>	<b>192</b>	<b>263</b>	<b>304</b>	<b>319</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	86	95	97	102	95	77	55	45	31	24	11
30	90	82	86	85	100	92	74	45	43	34	23	11
45	89	90	86	100	91	89	59	52	38	25	15	9
00	80	78	84	84	85	89	64	45	36	24	16	4
<b>Hr Total</b>	<b>343</b>	<b>335</b>	<b>350</b>	<b>365</b>	<b>377</b>	<b>365</b>	<b>274</b>	<b>197</b>	<b>161</b>	<b>114</b>	<b>79</b>	<b>34</b>

24 Hour Total:	4,299				
AM Peak Hour begins:	11:30	AM Peak Volume:	342	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	15:30	PM Peak Volume:	386	PM Peak Hour Factor:	0.95

#### Southbound Volume

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	3	15	34	53	52	58	69
30	3	2	1	1	2	5	22	35	49	50	68	67
45	2	0	2	0	3	9	29	51	51	60	64	65
00	2	1	0	1	6	12	28	49	59	57	57	68
<b>Hr Total</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>12</b>	<b>30</b>	<b>94</b>	<b>168</b>	<b>212</b>	<b>219</b>	<b>247</b>	<b>269</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	53	58	54	56	47	33	33	23	15	11	4
30	63	70	58	50	43	51	32	31	22	20	8	4
45	59	57	56	57	49	49	36	30	21	11	4	3
00	73	55	65	54	51	37	35	31	22	11	7	1
<b>Hr Total</b>	<b>261</b>	<b>235</b>	<b>238</b>	<b>215</b>	<b>199</b>	<b>185</b>	<b>135</b>	<b>124</b>	<b>88</b>	<b>58</b>	<b>31</b>	<b>12</b>

24 Hour Total:	3,052				
AM Peak Hour begins:	11:00	AM Peak Volume:	269	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	261	PM Peak Hour Factor:	0.89

#### Total Volume for All Lanes

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	2	2	11	25	51	94	108	133	145
30	7	5	2	2	2	10	34	56	93	121	149	142
45	7	2	2	2	4	17	43	81	102	124	135	145
00	4	3	2	2	9	22	44	88	116	130	134	155
<b>Hr Total</b>	<b>23</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>17</b>	<b>59</b>	<b>145</b>	<b>275</b>	<b>405</b>	<b>482</b>	<b>551</b>	<b>588</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	139	153	151	158	142	110	88	68	46	36	15
30	153	151	144	135	143	143	106	76	65	54	31	15
45	148	147	142	157	140	139	95	81	59	37	20	12
00	153	133	150	138	136	126	99	76	58	35	23	5
<b>Hr Total</b>	<b>605</b>	<b>570</b>	<b>589</b>	<b>581</b>	<b>576</b>	<b>550</b>	<b>409</b>	<b>321</b>	<b>249</b>	<b>172</b>	<b>110</b>	<b>47</b>

24 Hour Total:	7,351				
AM Peak Hour begins:	11:30	AM Peak Volume:	605	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	605	PM Peak Hour Factor:	0.99

# Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.330297
Stop Date: April 5, 2022	Stop Time: 24:00	-81.807051
City: Bonita Springs	County: Lee	
Location: Beaumont Rd south of Bonita Beach Rd		

## Northbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	0	0	0	4	20	16	8	14
30	0	0	0	1	0	0	0	3	9	12	18	25
45	0	0	0	0	0	0	0	2	39	10	19	24
00	0	1	0	0	1	0	0	4	15	12	18	25
<b>Hr Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>50</b>	<b>63</b>	<b>88</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	19	28	27	18	14	17	18	9	13	10	3
30	30	27	27	20	22	16	22	14	14	22	5	3
45	41	25	24	22	21	12	10	17	11	18	4	0
00	26	14	23	17	17	15	12	9	10	8	7	2
<b>Hr Total</b>	<b>116</b>	<b>85</b>	<b>102</b>	<b>86</b>	<b>78</b>	<b>57</b>	<b>61</b>	<b>58</b>	<b>44</b>	<b>61</b>	<b>26</b>	<b>8</b>

24 Hour Total:	1,085	AM Peak Volume:	98	AM Peak Hour Factor:	0.82
AM Peak Hour begins:	11:30	PM Peak Volume:	116	PM Peak Hour Factor:	0.71
PM Peak Hour begins:	12:00				

## Southbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	0	0	0	0	3	7	8	13	20
30	0	0	0	1	0	0	3	3	9	8	17	25
45	0	0	0	0	1	0	4	7	8	9	11	22
00	1	1	0	0	0	0	2	23	16	10	17	29
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>36</b>	<b>40</b>	<b>35</b>	<b>58</b>	<b>96</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	13	21	18	12	9	11	11	8	11	3	2
30	19	23	16	16	10	8	10	11	11	5	2	2
45	23	20	9	18	17	8	7	7	10	8	4	0
00	22	18	15	10	9	11	14	6	9	2	1	0
<b>Hr Total</b>	<b>91</b>	<b>74</b>	<b>61</b>	<b>62</b>	<b>48</b>	<b>36</b>	<b>42</b>	<b>35</b>	<b>38</b>	<b>26</b>	<b>10</b>	<b>4</b>

24 Hour Total:	808	AM Peak Volume:	103	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:15	PM Peak Volume:	91	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	12:00				

## Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	2	0	0	0	0	7	27	24	21	34
30	0	0	0	2	0	0	3	6	18	20	35	50
45	0	0	0	0	1	0	4	9	47	19	30	46
00	1	2	0	0	1	0	2	27	31	22	35	54
<b>Hr Total</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>49</b>	<b>123</b>	<b>85</b>	<b>121</b>	<b>184</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	32	49	45	30	23	28	29	17	24	13	5
30	49	50	43	36	32	24	32	25	25	27	7	5
45	64	45	33	40	38	20	17	24	21	26	8	0
00	48	32	38	27	26	26	26	15	19	10	8	2
<b>Hr Total</b>	<b>207</b>	<b>159</b>	<b>163</b>	<b>148</b>	<b>126</b>	<b>93</b>	<b>103</b>	<b>93</b>	<b>82</b>	<b>87</b>	<b>36</b>	<b>12</b>

24 Hour Total:	1,893	AM Peak Volume:	196	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:15	PM Peak Volume:	207	PM Peak Hour Factor:	0.81
PM Peak Hour begins:	12:00				



# Volume Count Report

Start Date: April 6, 2022	Start Time: 00:00	GPS: 26.330297
Stop Date: April 6, 2022	Stop Time: 24:00	-81.807051
City: Bonita Springs	County: Lee	
Location: Beaumont Rd south of Bonita Beach Rd		

## Northbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	0	0	0	2	1	11	10	22
30	1	0	0	0	1	0	0	6	11	7	15	18
45	0	1	0	0	0	0	0	4	37	12	12	23
00	0	0	0	0	0	0	5	6	18	12	21	23
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>18</b>	<b>67</b>	<b>42</b>	<b>58</b>	<b>86</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	31	18	23	20	18	16	19	13	9	8	3
30	25	25	30	19	21	23	28	11	8	13	7	2
45	36	17	22	19	15	20	16	43	14	10	7	1
00	29	12	22	19	13	14	18	20	14	9	4	0
<b>Hr Total</b>	<b>104</b>	<b>85</b>	<b>92</b>	<b>80</b>	<b>69</b>	<b>75</b>	<b>78</b>	<b>93</b>	<b>49</b>	<b>41</b>	<b>26</b>	<b>6</b>

24 Hour Total:	1,080	AM Peak Volume:	86	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:00	PM Peak Volume:	121	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	12:15				

## Southbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	0	1	9	8	17	28
30	0	0	0	0	1	0	0	3	6	13	18	19
45	2	0	0	0	0	0	0	6	11	10	15	35
00	0	0	0	0	0	0	3	21	17	8	17	37
<b>Hr Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>43</b>	<b>39</b>	<b>67</b>	<b>119</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	33	14	10	17	14	8	13	9	8	1	4
30	26	22	30	18	12	9	9	13	5	7	3	2
45	37	16	14	16	13	9	12	12	10	7	4	1
00	22	21	13	15	15	13	7	4	5	3	2	0
<b>Hr Total</b>	<b>109</b>	<b>92</b>	<b>71</b>	<b>59</b>	<b>57</b>	<b>45</b>	<b>36</b>	<b>42</b>	<b>29</b>	<b>25</b>	<b>10</b>	<b>7</b>

24 Hour Total:	888	AM Peak Volume:	122	AM Peak Hour Factor:	0.82
AM Peak Hour begins:	11:30	PM Peak Volume:	118	PM Peak Hour Factor:	0.80
PM Peak Hour begins:	12:15				

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	2	0	0	0	3	10	19	27	50
30	1	0	0	0	2	0	0	9	17	20	33	37
45	2	1	0	0	0	0	0	10	48	22	27	58
00	0	0	0	0	0	0	8	27	35	20	38	60
<b>Hr Total</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>49</b>	<b>110</b>	<b>81</b>	<b>125</b>	<b>205</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	64	32	33	37	32	24	32	22	17	9	7
30	51	47	60	37	33	32	37	24	13	20	10	4
45	73	33	36	35	28	29	28	55	24	17	11	2
00	51	33	35	34	28	27	25	24	19	12	6	0
<b>Hr Total</b>	<b>213</b>	<b>177</b>	<b>163</b>	<b>139</b>	<b>126</b>	<b>120</b>	<b>114</b>	<b>135</b>	<b>78</b>	<b>66</b>	<b>36</b>	<b>13</b>

24 Hour Total:	1,968	AM Peak Volume:	207	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	11:30	PM Peak Volume:	239	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	12:15				

## Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.330297
Stop Date: April 7, 2022	Stop Time: 24:00	-81.807051
City: Bonita Springs	County: Lee	
Location: Beaumont Rd south of Bonita Beach Rd		

### Northbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	1	0	3	19	12	20	20
30	0	0	0	0	0	0	0	3	10	13	14	20
45	0	1	0	0	0	0	0	6	53	15	19	20
00	1	0	0	0	2	1	1	7	18	10	17	20
<b>Hr Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>100</b>	<b>50</b>	<b>70</b>	<b>80</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	23	21	31	27	12	21	17	14	10	7	5
30	18	27	31	17	17	19	18	18	11	8	4	1
45	34	25	27	25	15	19	29	16	14	8	4	8
00	30	17	22	18	19	16	13	10	8	8	6	3
<b>Hr Total</b>	<b>104</b>	<b>92</b>	<b>101</b>	<b>91</b>	<b>78</b>	<b>66</b>	<b>81</b>	<b>61</b>	<b>47</b>	<b>34</b>	<b>21</b>	<b>17</b>

24 Hour Total:	1,121	AM Peak Volume:	100	AM Peak Hour Factor:	0.47
AM Peak Hour begins:	8:00	PM Peak Volume:	114	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	12:30				

### Southbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	0	0	3	12	7	13	20
30	0	1	0	0	0	0	1	5	5	16	11	28
45	0	1	0	0	0	0	3	7	9	14	22	23
00	0	0	0	0	0	0	4	19	11	17	25	27
<b>Hr Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>34</b>	<b>37</b>	<b>54</b>	<b>71</b>	<b>98</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	24	20	13	13	12	14	4	10	4	3	2
30	39	18	34	8	18	13	8	8	3	4	4	3
45	29	25	23	14	13	5	9	9	6	4	2	3
00	16	14	18	19	12	10	10	6	6	5	4	0
<b>Hr Total</b>	<b>105</b>	<b>81</b>	<b>95</b>	<b>54</b>	<b>56</b>	<b>40</b>	<b>41</b>	<b>27</b>	<b>25</b>	<b>17</b>	<b>13</b>	<b>8</b>

24 Hour Total:	869	AM Peak Volume:	110	AM Peak Hour Factor:	0.71
AM Peak Hour begins:	11:30	PM Peak Volume:	108	PM Peak Hour Factor:	0.69
PM Peak Hour begins:	12:15				

### Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	2	1	0	6	31	19	33	40
30	0	1	0	0	0	0	1	8	15	29	25	48
45	0	2	0	0	0	0	3	13	62	29	41	43
00	1	0	0	0	2	1	5	26	29	27	42	47
<b>Hr Total</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>9</b>	<b>53</b>	<b>137</b>	<b>104</b>	<b>141</b>	<b>178</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	47	41	44	40	24	35	21	24	14	10	7
30	57	45	65	25	35	32	26	26	14	12	8	4
45	63	50	50	39	28	24	38	25	20	12	6	11
00	46	31	40	37	31	26	23	16	14	13	10	3
<b>Hr Total</b>	<b>209</b>	<b>173</b>	<b>196</b>	<b>145</b>	<b>134</b>	<b>106</b>	<b>122</b>	<b>88</b>	<b>72</b>	<b>51</b>	<b>34</b>	<b>25</b>

24 Hour Total:	1,990	AM Peak Volume:	190	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	11:30	PM Peak Volume:	213	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	12:15				

# Volume Count Report

## 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330297
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80705
City:	Bonita Springs	County:	Lee		
Location	Beaumont Rd south of Bonita Beach Rd				

### Northbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	3	13	13	13	19
30	0	0	0	0	0	0	0	4	10	11	16	21
45	0	1	0	0	0	0	0	4	43	12	17	22
00	0	0	0	0	1	0	2	6	17	11	19	23
<b>Hr Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>17</b>	<b>83</b>	<b>47</b>	<b>64</b>	<b>85</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	24	22	27	22	15	18	18	12	11	8	4
30	24	26	29	19	20	19	23	14	11	14	5	2
45	37	22	24	22	17	17	18	25	13	12	5	3
00	28	14	22	18	16	15	14	13	11	8	6	2
<b>Hr Total</b>	<b>108</b>	<b>87</b>	<b>98</b>	<b>86</b>	<b>75</b>	<b>66</b>	<b>73</b>	<b>71</b>	<b>47</b>	<b>45</b>	<b>24</b>	<b>10</b>

24 Hour Total:	1,095	AM Peak Volume:	88	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:30	PM Peak Volume:	116	PM Peak Hour Factor:	0.78
PM Peak Hour begins:	12:30				

### Southbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	2	9	8	14	23
30	0	0	0	0	0	0	1	4	7	12	15	24
45	1	0	0	0	0	0	2	7	9	11	16	27
00	0	0	0	0	0	0	3	21	15	12	20	31
<b>Hr Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>34</b>	<b>40</b>	<b>43</b>	<b>65</b>	<b>104</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	23	18	14	14	12	11	9	9	8	2	3
30	28	21	27	14	13	10	9	11	6	5	3	2
45	30	20	15	16	14	7	9	9	9	6	3	1
00	20	18	15	15	12	11	10	5	7	3	2	0
<b>Hr Total</b>	<b>102</b>	<b>82</b>	<b>76</b>	<b>58</b>	<b>54</b>	<b>40</b>	<b>40</b>	<b>35</b>	<b>31</b>	<b>23</b>	<b>11</b>	<b>6</b>

24 Hour Total:	855	AM Peak Volume:	110	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:30	PM Peak Volume:	102	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	12:00				

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	1	0	0	5	23	21	27	41
30	0	0	0	1	1	0	1	8	17	23	31	45
45	1	1	0	0	0	0	2	11	52	23	33	49
00	1	1	0	0	1	0	5	27	32	23	38	54
<b>Hr Total</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>50</b>	<b>123</b>	<b>90</b>	<b>129</b>	<b>189</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	48	41	41	36	26	29	27	21	18	11	6
30	52	47	56	33	33	29	32	25	17	20	8	4
45	67	43	40	38	31	24	28	35	22	18	8	4
00	48	32	38	33	28	26	25	18	17	12	8	2
<b>Hr Total</b>	<b>210</b>	<b>170</b>	<b>174</b>	<b>144</b>	<b>129</b>	<b>106</b>	<b>113</b>	<b>105</b>	<b>77</b>	<b>68</b>	<b>35</b>	<b>17</b>

24 Hour Total:	1,950	AM Peak Volume:	197	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:30	PM Peak Volume:	215	PM Peak Hour Factor:	0.81
PM Peak Hour begins:	12:15				

# Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.330787
Stop Date: April 5, 2022	Stop Time: 24:00	-81.792621
City: Bonita Springs	County: Lee	
Location: Bonita Beach Rd west of Wisconsin St		

## Eastbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	8	7	5	18	22	68	131	179	202	257	279
30	15	5	4	8	17	29	69	146	208	239	276	280
45	14	11	8	12	9	41	126	166	228	248	246	306
00	7	6	1	3	12	59	120	170	225	285	310	317
<b>Hr Total</b>	<b>55</b>	<b>30</b>	<b>20</b>	<b>28</b>	<b>56</b>	<b>151</b>	<b>383</b>	<b>613</b>	<b>840</b>	<b>974</b>	<b>1,089</b>	<b>1,182</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	325	329	324	353	388	351	296	230	236	150	111	52
30	316	304	334	308	354	372	255	205	236	169	64	35
45	319	287	362	316	369	336	244	167	190	128	71	33
00	285	309	344	338	360	273	218	222	151	109	67	21
<b>Hr Total</b>	<b>1,245</b>	<b>1,229</b>	<b>1,364</b>	<b>1,315</b>	<b>1,471</b>	<b>1,332</b>	<b>1,013</b>	<b>824</b>	<b>813</b>	<b>556</b>	<b>313</b>	<b>141</b>

24 Hour Total:	17,037	AM Peak Volume:	1,264	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:30	PM Peak Volume:	1,471	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:00				

## Westbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	11	9	6	8	33	94	180	365	340	345	369
30	16	11	5	12	7	31	100	249	330	362	314	376
45	9	6	8	14	16	53	172	304	348	343	356	327
00	9	10	9	11	26	87	180	376	372	350	343	379
<b>Hr Total</b>	<b>51</b>	<b>38</b>	<b>31</b>	<b>43</b>	<b>57</b>	<b>204</b>	<b>546</b>	<b>1,109</b>	<b>1,415</b>	<b>1,395</b>	<b>1,358</b>	<b>1,451</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	342	322	298	308	285	262	236	182	149	90	59	33
30	347	320	315	318	257	259	222	166	117	91	47	25
45	337	290	302	316	256	241	191	193	135	84	40	24
00	359	340	309	305	247	231	193	130	108	65	31	27
<b>Hr Total</b>	<b>1,385</b>	<b>1,272</b>	<b>1,224</b>	<b>1,247</b>	<b>1,045</b>	<b>993</b>	<b>842</b>	<b>671</b>	<b>509</b>	<b>330</b>	<b>177</b>	<b>109</b>

24 Hour Total:	17,502	AM Peak Volume:	1,451	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:00	PM Peak Volume:	1,385	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:00				

## Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	19	16	11	26	55	162	311	544	542	602	648
30	31	16	9	20	24	60	169	395	538	601	590	656
45	23	17	16	26	25	94	298	470	576	591	602	633
00	16	16	10	14	38	146	300	546	597	635	653	696
<b>Hr Total</b>	<b>106</b>	<b>68</b>	<b>51</b>	<b>71</b>	<b>113</b>	<b>355</b>	<b>929</b>	<b>1,722</b>	<b>2,255</b>	<b>2,369</b>	<b>2,447</b>	<b>2,633</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	667	651	622	661	673	613	532	412	385	240	170	85
30	663	624	649	626	611	631	477	371	353	260	111	60
45	656	577	664	632	625	577	435	360	325	212	111	57
00	644	649	653	643	607	504	411	352	259	174	98	48
<b>Hr Total</b>	<b>2,630</b>	<b>2,501</b>	<b>2,588</b>	<b>2,562</b>	<b>2,516</b>	<b>2,325</b>	<b>1,855</b>	<b>1,495</b>	<b>1,322</b>	<b>886</b>	<b>490</b>	<b>250</b>

24 Hour Total:	34,539	AM Peak Volume:	2,659	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:30	PM Peak Volume:	2,630	PM Peak Hour Factor:	0.99
PM Peak Hour begins:	12:00				

# Volume Count Report

Start Date: April 6, 2022	Start Time: 00:00	GPS: 26.330787
Stop Date: April 6, 2022	Stop Time: 24:00	-81.792621
City: Bonita Springs	County: Lee	
Location: Bonita Beach Rd west of Wisconsin St		

## Eastbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	10	4	6	10	18	58	159	211	241	281	324
30	9	7	5	3	11	30	84	175	169	249	249	304
45	16	7	7	9	14	34	123	176	228	246	306	314
00	8	9	3	11	23	47	133	190	192	248	285	323
<b>Hr Total</b>	<b>62</b>	<b>33</b>	<b>19</b>	<b>29</b>	<b>58</b>	<b>129</b>	<b>398</b>	<b>700</b>	<b>800</b>	<b>984</b>	<b>1,121</b>	<b>1,265</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	313	299	366	331	342	414	272	201	233	159	117	55
30	331	339	346	339	361	351	243	179	222	147	112	58
45	299	319	361	345	380	317	253	240	208	155	64	30
00	317	326	302	323	369	301	197	206	193	144	71	30
<b>Hr Total</b>	<b>1,260</b>	<b>1,283</b>	<b>1,375</b>	<b>1,338</b>	<b>1,452</b>	<b>1,383</b>	<b>965</b>	<b>826</b>	<b>856</b>	<b>605</b>	<b>364</b>	<b>173</b>

24 Hour Total:	17,478	AM Peak Volume:	1,281	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:30	PM Peak Volume:	1,524	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15				

## Westbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	21	11	8	7	37	83	194	381	358	318	364
30	18	9	5	4	7	33	122	229	367	365	364	351
45	10	9	9	6	18	58	144	278	387	314	368	331
00	15	8	8	6	29	88	176	379	433	352	354	346
<b>Hr Total</b>	<b>63</b>	<b>47</b>	<b>33</b>	<b>24</b>	<b>61</b>	<b>216</b>	<b>525</b>	<b>1,080</b>	<b>1,568</b>	<b>1,389</b>	<b>1,404</b>	<b>1,392</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	352	327	286	290	283	262	250	181	129	100	57	34
30	329	302	308	341	248	269	242	213	129	90	50	27
45	361	312	333	326	256	238	252	161	104	57	52	25
00	354	335	338	305	254	252	205	130	127	85	47	20
<b>Hr Total</b>	<b>1,396</b>	<b>1,276</b>	<b>1,265</b>	<b>1,262</b>	<b>1,041</b>	<b>1,021</b>	<b>949</b>	<b>685</b>	<b>489</b>	<b>332</b>	<b>206</b>	<b>106</b>

24 Hour Total:	17,830	AM Peak Volume:	1,568	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	8:00	PM Peak Volume:	1,396	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	12:00				

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	31	15	14	17	55	141	353	592	599	599	688
30	27	16	10	7	18	63	206	404	536	614	613	655
45	26	16	16	15	32	92	267	454	615	560	674	645
00	23	17	11	17	52	135	309	569	625	600	639	669
<b>Hr Total</b>	<b>125</b>	<b>80</b>	<b>52</b>	<b>53</b>	<b>119</b>	<b>345</b>	<b>923</b>	<b>1,780</b>	<b>2,368</b>	<b>2,373</b>	<b>2,525</b>	<b>2,657</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	665	626	652	621	625	676	522	382	362	259	174	89
30	660	641	654	680	609	620	485	392	351	237	162	85
45	660	631	694	671	636	555	505	401	312	212	116	55
00	671	661	640	628	623	553	402	336	320	229	118	50
<b>Hr Total</b>	<b>2,656</b>	<b>2,559</b>	<b>2,640</b>	<b>2,600</b>	<b>2,493</b>	<b>2,404</b>	<b>1,914</b>	<b>1,511</b>	<b>1,345</b>	<b>937</b>	<b>570</b>	<b>279</b>

24 Hour Total:	35,308	AM Peak Volume:	2,657	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:00	PM Peak Volume:	2,661	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	13:45				

## Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.330787
Stop Date: April 7, 2022	Stop Time: 24:00	-81.792621
City: Bonita Springs	County: Lee	
Location: Bonita Beach Rd west of Wisconsin St		

### Eastbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	12	5	1	14	17	69	145	162	255	266	281
30	11	5	6	6	12	30	80	147	213	227	259	301
45	9	9	10	11	12	24	119	169	245	268	287	279
00	7	5	5	9	12	66	135	172	210	248	253	338
<b>Hr Total</b>	<b>51</b>	<b>31</b>	<b>26</b>	<b>27</b>	<b>50</b>	<b>137</b>	<b>403</b>	<b>633</b>	<b>830</b>	<b>998</b>	<b>1,065</b>	<b>1,199</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	345	317	376	370	392	404	341	209	166	123	102	61
30	324	337	325	318	366	372	228	210	165	151	84	47
45	326	352	327	364	396	302	241	156	146	134	74	39
00	334	324	331	363	417	305	214	189	143	136	61	15
<b>Hr Total</b>	<b>1,329</b>	<b>1,330</b>	<b>1,359</b>	<b>1,415</b>	<b>1,571</b>	<b>1,383</b>	<b>1,024</b>	<b>764</b>	<b>620</b>	<b>544</b>	<b>321</b>	<b>162</b>

24 Hour Total:	17,272	AM Peak Volume:	1,286	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:30	PM Peak Volume:	1,589	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

### Westbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	13	15	6	6	24	89	189	401	369	361	367
30	15	13	8	3	8	33	103	222	354	344	313	348
45	14	9	14	7	25	52	166	332	370	345	332	358
00	9	13	7	10	27	72	198	370	369	334	325	366
<b>Hr Total</b>	<b>54</b>	<b>48</b>	<b>44</b>	<b>26</b>	<b>66</b>	<b>181</b>	<b>556</b>	<b>1,113</b>	<b>1,494</b>	<b>1,392</b>	<b>1,331</b>	<b>1,439</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	333	312	297	264	257	215	184	122	93	57	40
30	303	318	290	310	240	238	204	138	114	89	50	26
45	363	315	332	280	245	225	235	147	123	84	54	33
00	336	386	313	298	252	216	160	139	85	59	45	15
<b>Hr Total</b>	<b>1,370</b>	<b>1,352</b>	<b>1,247</b>	<b>1,185</b>	<b>1,001</b>	<b>936</b>	<b>814</b>	<b>608</b>	<b>444</b>	<b>325</b>	<b>206</b>	<b>114</b>

24 Hour Total:	17,346	AM Peak Volume:	1,495	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:45	PM Peak Volume:	1,370	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:00				

### Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	25	20	7	20	41	158	334	563	624	627	648
30	26	18	14	9	20	63	183	369	567	571	572	649
45	23	18	24	18	37	76	285	501	615	613	619	637
00	16	18	12	19	39	138	333	542	579	582	578	704
<b>Hr Total</b>	<b>105</b>	<b>79</b>	<b>70</b>	<b>53</b>	<b>116</b>	<b>318</b>	<b>959</b>	<b>1,746</b>	<b>2,324</b>	<b>2,390</b>	<b>2,396</b>	<b>2,638</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	713	650	688	667	656	661	556	393	288	216	159	101
30	627	655	615	628	606	610	432	348	279	240	134	73
45	689	667	659	644	641	527	476	303	269	218	128	72
00	670	710	644	661	669	521	374	328	228	195	106	30
<b>Hr Total</b>	<b>2,699</b>	<b>2,682</b>	<b>2,606</b>	<b>2,600</b>	<b>2,572</b>	<b>2,319</b>	<b>1,838</b>	<b>1,372</b>	<b>1,064</b>	<b>869</b>	<b>527</b>	<b>276</b>

24 Hour Total:	34,618	AM Peak Volume:	2,703	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:15	PM Peak Volume:	2,720	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	13:15				

## Volume Count Report 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330787
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.79262
City:	Bonita Springs	County:	Lee		
Location:	Bonita Beach Rd west of Wisconsin St				

### Eastbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	10	5	4	14	19	65	145	184	233	268	295
30	12	6	5	6	13	30	78	156	197	238	261	295
45	13	9	8	11	12	33	123	170	234	254	280	300
00	7	7	3	8	16	57	129	177	209	260	283	326
<b>Hr Total</b>	<b>56</b>	<b>31</b>	<b>22</b>	<b>28</b>	<b>55</b>	<b>139</b>	<b>395</b>	<b>649</b>	<b>823</b>	<b>985</b>	<b>1,092</b>	<b>1,215</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	328	315	355	351	374	390	303	213	212	144	110	56
30	324	327	335	322	360	365	242	198	208	156	87	47
45	315	319	350	342	382	318	246	188	181	139	70	34
00	312	320	326	341	382	293	210	206	162	130	66	22
<b>Hr Total</b>	<b>1,278</b>	<b>1,281</b>	<b>1,366</b>	<b>1,356</b>	<b>1,498</b>	<b>1,366</b>	<b>1,001</b>	<b>805</b>	<b>763</b>	<b>568</b>	<b>333</b>	<b>159</b>

24 Hour Total:	17,262		
AM Peak Hour begins:	11:30	AM Peak Volume:	1,277
PM Peak Hour begins:	16:30	PM Peak Volume:	1,518
		AM Peak Hour Factor:	0.97
		PM Peak Hour Factor:	0.97

### Westbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	15	12	7	7	31	89	188	382	356	341	367
30	16	11	6	6	7	32	108	233	350	357	330	358
45	11	8	10	9	20	54	161	305	368	334	352	339
00	11	10	8	9	27	82	185	375	391	345	341	364
<b>Hr Total</b>	<b>56</b>	<b>44</b>	<b>36</b>	<b>31</b>	<b>61</b>	<b>200</b>	<b>542</b>	<b>1,101</b>	<b>1,492</b>	<b>1,392</b>	<b>1,364</b>	<b>1,427</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	354	327	299	298	277	260	234	182	133	94	58	36
30	326	313	304	323	248	255	223	172	120	90	49	26
45	354	306	322	307	252	235	226	167	121	75	49	27
00	350	354	320	303	251	233	186	133	107	70	41	21
<b>Hr Total</b>	<b>1,384</b>	<b>1,300</b>	<b>1,245</b>	<b>1,231</b>	<b>1,029</b>	<b>983</b>	<b>868</b>	<b>655</b>	<b>481</b>	<b>329</b>	<b>196</b>	<b>110</b>

24 Hour Total:	17,559		
AM Peak Hour begins:	8:00	AM Peak Volume:	1,492
PM Peak Hour begins:	12:00	PM Peak Volume:	1,384
		AM Peak Hour Factor:	0.95
		PM Peak Hour Factor:	0.98

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	25	17	11	21	50	154	333	566	588	609	661
30	28	17	11	12	21	62	186	389	547	595	592	653
45	24	17	19	20	31	87	283	475	602	588	632	638
00	18	17	11	17	43	140	314	552	600	606	623	690
<b>Hr Total</b>	<b>112</b>	<b>76</b>	<b>58</b>	<b>59</b>	<b>116</b>	<b>339</b>	<b>937</b>	<b>1,749</b>	<b>2,316</b>	<b>2,377</b>	<b>2,456</b>	<b>2,643</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	682	642	654	650	651	650	537	396	345	238	168	92
30	650	640	639	645	609	620	465	370	328	246	136	73
45	668	625	672	649	634	553	472	355	302	214	118	61
00	662	673	646	644	633	526	396	339	269	199	107	43
<b>Hr Total</b>	<b>2,662</b>	<b>2,581</b>	<b>2,611</b>	<b>2,587</b>	<b>2,527</b>	<b>2,349</b>	<b>1,869</b>	<b>1,459</b>	<b>1,244</b>	<b>897</b>	<b>529</b>	<b>268</b>

24 Hour Total:	34,822		
AM Peak Hour begins:	11:15	AM Peak Volume:	2,663
PM Peak Hour begins:	12:00	PM Peak Volume:	2,662
		AM Peak Hour Factor:	0.97
		PM Peak Hour Factor:	0.98

## Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.330492
Stop Date: April 5, 2022	Stop Time: 24:00	-81.821960
City: Bonita Springs	County: Lee	
Location: Bonita Beach Rd west of Vanderbilt Dr		

### Eastbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	2	1	7	18	46	90	163	184	242	255
30	8	6	1	3	3	12	42	110	152	198	254	236
45	4	5	3	4	9	20	68	116	167	218	238	250
00	4	3	3	7	13	22	63	154	180	218	259	280
<b>Hr Total</b>	<b>28</b>	<b>21</b>	<b>9</b>	<b>15</b>	<b>32</b>	<b>72</b>	<b>219</b>	<b>470</b>	<b>662</b>	<b>818</b>	<b>993</b>	<b>1,021</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	283	274	315	367	358	259	245	177	312	113	52	31
30	250	247	273	318	312	282	234	155	272	112	69	24
45	266	258	343	367	326	258	195	150	186	93	53	7
00	279	282	287	340	298	245	221	238	127	80	43	18
<b>Hr Total</b>	<b>1,078</b>	<b>1,061</b>	<b>1,218</b>	<b>1,392</b>	<b>1,294</b>	<b>1,044</b>	<b>895</b>	<b>720</b>	<b>897</b>	<b>398</b>	<b>217</b>	<b>80</b>

24 Hour Total:	14,654	AM Peak Volume:	1,063	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	1,392	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	15:00				

### Westbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	9	8	3	6	6	47	94	187	215	281	309
30	7	3	5	2	4	15	67	127	200	266	282	352
45	5	3	3	4	7	12	99	139	226	281	304	309
00	3	4	6	6	12	30	88	149	220	294	307	349
<b>Hr Total</b>	<b>32</b>	<b>19</b>	<b>22</b>	<b>15</b>	<b>29</b>	<b>63</b>	<b>301</b>	<b>509</b>	<b>833</b>	<b>1,056</b>	<b>1,174</b>	<b>1,319</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	333	295	251	244	220	247	247	228	148	96	66	25
30	341	267	218	244	238	243	280	236	125	96	44	17
45	313	275	226	247	215	244	260	195	127	72	24	13
00	245	262	253	225	249	227	204	156	116	74	33	15
<b>Hr Total</b>	<b>1,232</b>	<b>1,099</b>	<b>948</b>	<b>960</b>	<b>922</b>	<b>961</b>	<b>991</b>	<b>815</b>	<b>516</b>	<b>338</b>	<b>167</b>	<b>70</b>

24 Hour Total:	14,391	AM Peak Volume:	1,343	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:15	PM Peak Volume:	1,232	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:00				

### Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	16	10	4	13	24	93	184	350	399	523	564
30	15	9	6	5	7	27	109	237	352	464	536	588
45	9	8	6	8	16	32	167	255	393	499	542	559
00	7	7	9	13	25	52	151	303	400	512	566	629
<b>Hr Total</b>	<b>60</b>	<b>40</b>	<b>31</b>	<b>30</b>	<b>61</b>	<b>135</b>	<b>520</b>	<b>979</b>	<b>1,495</b>	<b>1,874</b>	<b>2,167</b>	<b>2,340</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	616	569	566	611	578	506	492	405	460	209	118	56
30	591	514	491	562	550	525	514	391	397	208	113	41
45	579	533	569	614	541	502	455	345	313	165	77	20
00	524	544	540	565	547	472	425	394	243	154	76	33
<b>Hr Total</b>	<b>2,310</b>	<b>2,160</b>	<b>2,166</b>	<b>2,352</b>	<b>2,216</b>	<b>2,005</b>	<b>1,886</b>	<b>1,535</b>	<b>1,413</b>	<b>736</b>	<b>384</b>	<b>150</b>

24 Hour Total:	29,045	AM Peak Volume:	2,395	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:30	PM Peak Volume:	2,352	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:00				



## Volume Count Report

Start Date: April 6, 2022	Start Time: 00:00	GPS: 26.330492
Stop Date: April 6, 2022	Stop Time: 24:00	-81.821960
City: Bonita Springs	County: Lee	
Location: Bonita Beach Rd west of Vanderbilt Dr		

### Eastbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	5	4	2	10	38	94	163	177	269	253
30	9	4	1	2	8	11	37	107	144	195	247	241
45	10	5	2	4	8	18	67	136	191	206	242	304
00	6	4	1	3	10	25	62	149	182	232	242	289
<b>Hr Total</b>	<b>30</b>	<b>16</b>	<b>9</b>	<b>13</b>	<b>28</b>	<b>64</b>	<b>204</b>	<b>486</b>	<b>680</b>	<b>810</b>	<b>1,000</b>	<b>1,087</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	279	314	290	323	259	237	152	314	139	85	31
30	274	259	299	350	366	242	219	177	292	122	66	30
45	257	298	285	348	302	265	233	155	186	111	48	18
00	270	265	307	333	278	245	170	248	171	80	34	11
<b>Hr Total</b>	<b>1,077</b>	<b>1,101</b>	<b>1,205</b>	<b>1,321</b>	<b>1,269</b>	<b>1,011</b>	<b>859</b>	<b>732</b>	<b>963</b>	<b>452</b>	<b>233</b>	<b>90</b>

24 Hour Total:	14,740	AM Peak Volume:	1,143	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	1,370	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	15:30				

### Westbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	7	6	4	8	50	98	190	258	287	310
30	9	3	4	1	5	11	55	135	231	263	293	301
45	13	3	5	2	6	11	80	162	227	292	278	303
00	12	3	4	1	7	35	95	171	263	282	313	308
<b>Hr Total</b>	<b>43</b>	<b>14</b>	<b>20</b>	<b>10</b>	<b>22</b>	<b>65</b>	<b>280</b>	<b>566</b>	<b>911</b>	<b>1,095</b>	<b>1,171</b>	<b>1,222</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	262	242	242	232	219	232	237	130	112	56	23
30	272	249	242	248	244	253	245	227	128	105	51	19
45	257	259	241	253	264	246	270	198	132	80	41	14
00	266	273	249	263	257	258	201	147	141	58	28	17
<b>Hr Total</b>	<b>1,110</b>	<b>1,043</b>	<b>974</b>	<b>1,006</b>	<b>997</b>	<b>976</b>	<b>948</b>	<b>809</b>	<b>531</b>	<b>355</b>	<b>176</b>	<b>73</b>

24 Hour Total:	14,417	AM Peak Volume:	1,227	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	10:45	PM Peak Volume:	1,110	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	12:00				

### Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	8	12	10	6	18	88	192	353	435	556	563
30	18	7	5	3	13	22	92	242	375	458	540	542
45	23	8	7	6	14	29	147	298	418	498	520	607
00	18	7	5	4	17	60	157	320	445	514	555	597
<b>Hr Total</b>	<b>73</b>	<b>30</b>	<b>29</b>	<b>23</b>	<b>50</b>	<b>129</b>	<b>484</b>	<b>1,052</b>	<b>1,591</b>	<b>1,905</b>	<b>2,171</b>	<b>2,309</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	591	541	556	532	555	478	469	389	444	251	141	54
30	546	508	541	598	610	495	464	404	420	227	117	49
45	514	557	526	601	566	511	503	353	318	191	89	32
00	536	538	556	596	535	503	371	395	312	138	62	28
<b>Hr Total</b>	<b>2,187</b>	<b>2,144</b>	<b>2,179</b>	<b>2,327</b>	<b>2,266</b>	<b>1,987</b>	<b>1,807</b>	<b>1,541</b>	<b>1,494</b>	<b>807</b>	<b>409</b>	<b>163</b>

24 Hour Total:	29,157	AM Peak Volume:	2,341	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:30	PM Peak Volume:	2,362	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	15:30				

## Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.330492
Stop Date: April 7, 2022	Stop Time: 24:00	-81.821960
City: Bonita Springs	County: Lee	
Location: Bonita Beach Rd west of Vanderbilt Dr		

### Eastbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	8	2	8	13	44	99	136	169	208	240
30	10	5	2	8	5	10	44	121	149	182	252	285
45	4	2	3	5	7	19	77	144	162	197	258	270
00	8	5	4	11	12	23	79	136	196	229	271	254
<b>Hr Total</b>	<b>35</b>	<b>20</b>	<b>17</b>	<b>26</b>	<b>32</b>	<b>65</b>	<b>244</b>	<b>500</b>	<b>643</b>	<b>777</b>	<b>989</b>	<b>1,049</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	264	246	311	298	261	264	155	125	91	91	45	18
30	274	279	329	282	315	249	158	115	76	98	61	16
45	259	294	292	285	252	257	135	119	106	79	42	13
00	276	361	272	298	261	200	126	122	111	63	22	7
<b>Hr Total</b>	<b>1,073</b>	<b>1,180</b>	<b>1,204</b>	<b>1,163</b>	<b>1,089</b>	<b>970</b>	<b>574</b>	<b>481</b>	<b>384</b>	<b>331</b>	<b>170</b>	<b>54</b>

24 Hour Total:	13,070	AM Peak Volume:	1,073	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:15	PM Peak Volume:	1,295	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	13:30				

### Westbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	5	8	5	13	44	103	169	234	238	268
30	10	9	4	3	9	11	45	105	214	216	283	265
45	8	6	4	0	11	12	89	121	206	246	227	273
00	6	4	6	3	5	32	73	158	230	258	261	294
<b>Hr Total</b>	<b>32</b>	<b>26</b>	<b>19</b>	<b>14</b>	<b>30</b>	<b>68</b>	<b>251</b>	<b>487</b>	<b>819</b>	<b>954</b>	<b>1,009</b>	<b>1,100</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	296	243	260	213	210	231	210	178	156	92	57	28
30	265	243	228	242	250	206	213	162	119	71	54	16
45	233	241	235	237	260	224	204	181	122	84	38	14
00	263	238	235	228	253	188	180	148	126	60	30	11
<b>Hr Total</b>	<b>1,057</b>	<b>965</b>	<b>958</b>	<b>920</b>	<b>973</b>	<b>849</b>	<b>807</b>	<b>669</b>	<b>523</b>	<b>307</b>	<b>179</b>	<b>69</b>

24 Hour Total:	13,085	AM Peak Volume:	1,128	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:15	PM Peak Volume:	1,057	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	12:00				

### Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	15	13	10	13	26	88	202	305	403	446	508
30	20	14	6	11	14	21	89	226	363	398	535	550
45	12	8	7	5	18	31	166	265	368	443	485	543
00	14	9	10	14	17	55	152	294	426	487	532	548
<b>Hr Total</b>	<b>67</b>	<b>46</b>	<b>36</b>	<b>40</b>	<b>62</b>	<b>133</b>	<b>495</b>	<b>987</b>	<b>1,462</b>	<b>1,731</b>	<b>1,998</b>	<b>2,149</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	560	489	571	511	471	495	365	303	247	183	102	46
30	539	522	557	524	565	455	371	277	195	169	115	32
45	492	535	527	522	512	481	339	300	228	163	80	27
00	539	599	507	526	514	388	306	270	237	123	52	18
<b>Hr Total</b>	<b>2,130</b>	<b>2,145</b>	<b>2,162</b>	<b>2,083</b>	<b>2,062</b>	<b>1,819</b>	<b>1,381</b>	<b>1,150</b>	<b>907</b>	<b>638</b>	<b>349</b>	<b>123</b>

24 Hour Total:	26,155	AM Peak Volume:	2,201	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	11:15	PM Peak Volume:	2,262	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	13:30				

## Volume Count Report

### 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330492
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.82196
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Vanderbilt Dr				

#### Eastbound Volume

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	6	5	2	6	14	43	94	154	177	240	249
30	9	5	1	4	5	11	41	113	148	192	251	254
45	6	4	3	4	8	19	71	132	173	207	246	275
00	6	4	3	7	12	23	68	146	186	226	257	274
<b>Hr Total</b>	<b>31</b>	<b>19</b>	<b>12</b>	<b>18</b>	<b>31</b>	<b>67</b>	<b>222</b>	<b>485</b>	<b>662</b>	<b>802</b>	<b>994</b>	<b>1,052</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	274	266	313	318	314	261	212	151	239	114	61	27
30	266	262	300	317	331	258	204	149	213	111	65	23
45	261	283	307	333	293	260	188	141	159	94	48	13
00	275	303	289	324	279	230	172	203	136	74	33	12
<b>Hr Total</b>	<b>1,076</b>	<b>1,114</b>	<b>1,209</b>	<b>1,292</b>	<b>1,217</b>	<b>1,008</b>	<b>776</b>	<b>644</b>	<b>748</b>	<b>394</b>	<b>207</b>	<b>75</b>

24 Hour Total:	14,155		
AM Peak Hour begins:	11:30	AM Peak Volume:	1,089
		AM Peak Hour Factor:	0.99
PM Peak Hour begins:	15:30	PM Peak Volume:	1,302
		PM Peak Hour Factor:	0.98

#### Westbound Volume

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	7	6	5	9	47	98	182	236	269	296
30	9	5	4	2	6	12	56	122	215	248	286	306
45	9	4	4	2	8	12	89	141	220	273	270	295
00	7	4	5	3	8	32	85	159	238	278	294	317
<b>Hr Total</b>	<b>36</b>	<b>20</b>	<b>20</b>	<b>13</b>	<b>27</b>	<b>65</b>	<b>277</b>	<b>521</b>	<b>854</b>	<b>1,035</b>	<b>1,118</b>	<b>1,214</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	267	251	233	221	232	230	214	145	100	60	25
30	293	253	229	245	244	234	246	208	124	91	50	17
45	268	258	234	246	246	238	245	191	127	79	34	14
00	258	258	246	239	253	224	195	150	128	64	30	14
<b>Hr Total</b>	<b>1,133</b>	<b>1,036</b>	<b>960</b>	<b>962</b>	<b>964</b>	<b>929</b>	<b>915</b>	<b>764</b>	<b>523</b>	<b>333</b>	<b>174</b>	<b>71</b>

24 Hour Total:	13,964		
AM Peak Hour begins:	11:15	AM Peak Volume:	1,233
		AM Peak Hour Factor:	0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	1,133
		PM Peak Hour Factor:	0.90

#### Total Volume for All Lanes

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	13	12	8	11	23	90	193	336	412	508	545
30	18	10	6	6	11	23	97	235	363	440	537	560
45	15	8	7	6	16	31	160	273	393	480	516	570
00	13	8	8	10	20	56	153	306	424	504	551	591
<b>Hr Total</b>	<b>67</b>	<b>39</b>	<b>32</b>	<b>31</b>	<b>58</b>	<b>132</b>	<b>500</b>	<b>1,006</b>	<b>1,516</b>	<b>1,837</b>	<b>2,112</b>	<b>2,266</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	589	533	564	551	535	493	442	366	384	214	120	52
30	559	515	530	561	575	492	450	357	337	201	115	41
45	528	542	541	579	540	498	432	333	286	173	82	26
00	533	560	534	562	532	454	367	353	264	138	63	26
<b>Hr Total</b>	<b>2,209</b>	<b>2,150</b>	<b>2,169</b>	<b>2,254</b>	<b>2,181</b>	<b>1,937</b>	<b>1,691</b>	<b>1,409</b>	<b>1,271</b>	<b>727</b>	<b>381</b>	<b>145</b>

24 Hour Total:	28,119		
AM Peak Hour begins:	11:15	AM Peak Volume:	2,310
		AM Peak Hour Factor:	0.98
PM Peak Hour begins:	15:00	PM Peak Volume:	2,254
		PM Peak Hour Factor:	0.97

## Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.330572
Stop Date: April 5, 2022	Stop Time: 24:00	-81.812714
City: Bonita Springs	County: Lee	
Location: Bonita Beach Rd west of Windsor Rd		

### Eastbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	3	2	10	24	52	126	210	205	282	308
30	11	9	2	3	7	22	59	144	210	272	307	293
45	2	4	3	9	12	33	90	183	229	265	273	324
00	8	5	4	7	16	31	89	190	237	270	315	345
<b>Hr Total</b>	<b>31</b>	<b>26</b>	<b>12</b>	<b>21</b>	<b>45</b>	<b>110</b>	<b>290</b>	<b>643</b>	<b>886</b>	<b>1,012</b>	<b>1,177</b>	<b>1,270</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	370	319	341	453	493	384	290	194	296	139	62	38
30	293	312	375	477	447	390	263	170	293	122	71	24
45	323	303	409	432	425	327	238	150	188	104	77	15
00	354	330	347	472	432	279	245	237	139	106	46	20
<b>Hr Total</b>	<b>1,340</b>	<b>1,264</b>	<b>1,472</b>	<b>1,834</b>	<b>1,797</b>	<b>1,380</b>	<b>1,036</b>	<b>751</b>	<b>916</b>	<b>471</b>	<b>256</b>	<b>97</b>

24 Hour Total:	18,137	AM Peak Volume:	1,332	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:15	PM Peak Volume:	1,874	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	15:15				

### Westbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	12	7	4	6	7	56	132	278	256	316	348
30	9	4	5	3	4	15	81	184	264	323	318	413
45	6	6	3	3	7	18	113	200	280	327	362	366
00	7	3	6	8	11	42	111	215	286	366	346	389
<b>Hr Total</b>	<b>44</b>	<b>25</b>	<b>21</b>	<b>18</b>	<b>28</b>	<b>82</b>	<b>361</b>	<b>731</b>	<b>1,108</b>	<b>1,272</b>	<b>1,342</b>	<b>1,516</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	372	332	297	282	244	276	277	237	178	108	73	25
30	395	337	289	296	274	273	298	248	146	112	48	26
45	355	317	280	303	265	271	263	220	152	90	41	17
00	303	307	313	289	271	259	244	191	132	72	41	20
<b>Hr Total</b>	<b>1,425</b>	<b>1,293</b>	<b>1,179</b>	<b>1,170</b>	<b>1,054</b>	<b>1,079</b>	<b>1,082</b>	<b>896</b>	<b>608</b>	<b>382</b>	<b>203</b>	<b>88</b>

24 Hour Total:	17,007	AM Peak Volume:	1,540	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:15	PM Peak Volume:	1,425	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:00				

### Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	20	10	6	16	31	108	258	488	461	598	656
30	20	13	7	6	11	37	140	328	474	595	625	706
45	8	10	6	12	19	51	203	383	509	592	635	690
00	15	8	10	15	27	73	200	405	523	636	661	734
<b>Hr Total</b>	<b>75</b>	<b>51</b>	<b>33</b>	<b>39</b>	<b>73</b>	<b>192</b>	<b>651</b>	<b>1,374</b>	<b>1,994</b>	<b>2,284</b>	<b>2,519</b>	<b>2,786</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	742	651	638	735	737	660	567	431	474	247	135	63
30	688	649	664	773	721	663	561	418	439	234	119	50
45	678	620	689	735	690	598	501	370	340	194	118	32
00	657	637	660	761	703	538	489	428	271	178	87	40
<b>Hr Total</b>	<b>2,765</b>	<b>2,557</b>	<b>2,651</b>	<b>3,004</b>	<b>2,851</b>	<b>2,459</b>	<b>2,118</b>	<b>1,647</b>	<b>1,524</b>	<b>853</b>	<b>459</b>	<b>185</b>

24 Hour Total:	35,144	AM Peak Volume:	2,872	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:15	PM Peak Volume:	3,006	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	15:15				

## Volume Count Report

Start Date: April 6, 2022	Start Time: 00:00	GPS: 26.330572
Stop Date: April 6, 2022	Stop Time: 24:00	-81.812714
City: Bonita Springs	County: Lee	
Location: Bonita Beach Rd west of Windsor Rd		

### Eastbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	5	4	5	2	17	45	142	210	238	331	321
30	7	3	1	3	10	17	54	128	206	250	298	322
45	14	7	3	6	14	29	89	184	224	268	325	378
00	9	5	1	5	16	38	93	202	223	298	332	368
<b>Hr Total</b>	<b>42</b>	<b>20</b>	<b>9</b>	<b>19</b>	<b>42</b>	<b>101</b>	<b>281</b>	<b>656</b>	<b>863</b>	<b>1,054</b>	<b>1,286</b>	<b>1,389</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	327	323	386	408	431	316	263	186	311	165	108	39
30	372	343	403	494	486	315	235	207	295	138	76	32
45	287	371	361	465	389	276	259	192	257	122	43	17
00	368	358	443	463	440	293	216	245	194	97	51	17
<b>Hr Total</b>	<b>1,354</b>	<b>1,395</b>	<b>1,593</b>	<b>1,830</b>	<b>1,746</b>	<b>1,200</b>	<b>973</b>	<b>830</b>	<b>1,057</b>	<b>522</b>	<b>278</b>	<b>105</b>

24 Hour Total:	18,645	AM Peak Volume:	1,445	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:30	PM Peak Volume:	1,853	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	15:15				

### Westbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	8	5	4	10	61	129	295	321	341	386
30	12	5	4	1	7	17	70	215	280	312	368	380
45	15	5	6	2	6	13	89	218	313	342	359	369
00	15	4	5	2	10	44	136	244	318	328	373	365
<b>Hr Total</b>	<b>55</b>	<b>22</b>	<b>23</b>	<b>10</b>	<b>27</b>	<b>84</b>	<b>356</b>	<b>806</b>	<b>1,206</b>	<b>1,303</b>	<b>1,441</b>	<b>1,500</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	345	318	301	297	251	261	264	282	166	133	69	27
30	370	319	321	327	277	298	277	237	156	126	61	24
45	349	298	298	297	285	288	290	205	148	91	53	14
00	328	364	339	310	281	278	222	177	154	57	46	18
<b>Hr Total</b>	<b>1,392</b>	<b>1,299</b>	<b>1,259</b>	<b>1,231</b>	<b>1,094</b>	<b>1,125</b>	<b>1,053</b>	<b>901</b>	<b>624</b>	<b>407</b>	<b>229</b>	<b>83</b>

24 Hour Total:	17,530	AM Peak Volume:	1,508	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	10:45	PM Peak Volume:	1,392	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:00				

### Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	13	12	10	6	27	106	271	505	559	672	707
30	19	8	5	4	17	34	124	343	486	562	666	702
45	29	12	9	8	20	42	178	402	537	610	684	747
00	24	9	6	7	26	82	229	446	541	626	705	733
<b>Hr Total</b>	<b>97</b>	<b>42</b>	<b>32</b>	<b>29</b>	<b>69</b>	<b>185</b>	<b>637</b>	<b>1,462</b>	<b>2,069</b>	<b>2,357</b>	<b>2,727</b>	<b>2,889</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	672	641	687	705	682	577	527	468	477	298	177	66
30	742	662	724	821	763	613	512	444	451	264	137	56
45	636	669	659	762	674	564	549	397	405	213	96	31
00	696	722	782	773	721	571	438	422	348	154	97	35
<b>Hr Total</b>	<b>2,746</b>	<b>2,694</b>	<b>2,852</b>	<b>3,061</b>	<b>2,840</b>	<b>2,325</b>	<b>2,026</b>	<b>1,731</b>	<b>1,681</b>	<b>929</b>	<b>507</b>	<b>188</b>

24 Hour Total:	36,175	AM Peak Volume:	2,894	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:30	PM Peak Volume:	3,070	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	14:45				

## Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.330572
Stop Date: April 7, 2022	Stop Time: 24:00	-81.812714
City: Bonita Springs	County: Lee	
Location: Bonita Beach Rd west of Windsor Rd		

### Eastbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	16	4	4	10	13	56	137	182	231	275	300
30	10	8	3	6	8	17	66	172	210	244	287	354
45	5	3	5	8	9	26	97	153	214	240	318	358
00	10	5	5	14	17	37	105	191	232	284	362	320
<b>Hr Total</b>	<b>40</b>	<b>32</b>	<b>17</b>	<b>32</b>	<b>44</b>	<b>93</b>	<b>324</b>	<b>653</b>	<b>838</b>	<b>999</b>	<b>1,242</b>	<b>1,332</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	356	279	415	409	353	322	240	202	171	111	64	30
30	376	358	482	344	353	325	204	179	135	117	80	20
45	341	341	430	368	338	274	188	166	150	96	63	21
00	335	389	389	357	301	347	181	178	130	90	43	11
<b>Hr Total</b>	<b>1,408</b>	<b>1,367</b>	<b>1,716</b>	<b>1,478</b>	<b>1,345</b>	<b>1,268</b>	<b>813</b>	<b>725</b>	<b>586</b>	<b>414</b>	<b>250</b>	<b>82</b>

24 Hour Total:	17,098	AM Peak Volume:	1,410	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	1,716	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	13:45				

### Westbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	6	10	6	13	50	128	288	290	295	330
30	15	11	3	3	9	10	69	180	266	261	357	331
45	8	9	6	0	11	14	104	190	275	327	305	347
00	9	8	8	3	7	40	105	232	294	295	330	352
<b>Hr Total</b>	<b>43</b>	<b>38</b>	<b>23</b>	<b>16</b>	<b>33</b>	<b>77</b>	<b>328</b>	<b>730</b>	<b>1,123</b>	<b>1,173</b>	<b>1,287</b>	<b>1,360</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	325	322	311	250	249	261	238	223	191	90	70	28
30	346	333	322	310	292	247	252	195	144	85	64	22
45	308	290	279	297	297	273	204	179	150	100	49	20
00	312	337	324	259	302	231	200	165	114	76	37	11
<b>Hr Total</b>	<b>1,291</b>	<b>1,282</b>	<b>1,236</b>	<b>1,116</b>	<b>1,140</b>	<b>1,012</b>	<b>894</b>	<b>762</b>	<b>599</b>	<b>351</b>	<b>220</b>	<b>81</b>

24 Hour Total:	16,215	AM Peak Volume:	1,370	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:30	PM Peak Volume:	1,291	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:00				

### Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	26	10	14	16	26	106	265	470	521	570	630
30	25	19	6	9	17	27	135	352	476	505	644	685
45	13	12	11	8	20	40	201	343	489	567	623	705
00	19	13	13	17	24	77	210	423	526	579	692	672
<b>Hr Total</b>	<b>83</b>	<b>70</b>	<b>40</b>	<b>48</b>	<b>77</b>	<b>170</b>	<b>652</b>	<b>1,383</b>	<b>1,961</b>	<b>2,172</b>	<b>2,529</b>	<b>2,692</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	681	601	726	659	602	583	478	425	362	201	134	58
30	722	691	804	654	645	572	456	374	279	202	144	42
45	649	631	709	665	635	547	392	345	300	196	112	41
00	647	726	713	616	603	578	381	343	244	166	80	22
<b>Hr Total</b>	<b>2,699</b>	<b>2,649</b>	<b>2,952</b>	<b>2,594</b>	<b>2,485</b>	<b>2,280</b>	<b>1,707</b>	<b>1,487</b>	<b>1,185</b>	<b>765</b>	<b>470</b>	<b>163</b>

24 Hour Total:	33,313	AM Peak Volume:	2,780	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:30	PM Peak Volume:	2,965	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	13:45				

## Volume Count Report

### 3-Day Average

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.330572
Stop Date: April 7, 2022	Stop Time: 24:00	-81.81271
City: Bonita Springs	County: Lee	
Location: Bonita Beach Rd west of Windsor Rd		

#### Eastbound Volume

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	4	4	7	18	51	135	201	225	296	310
30	9	7	2	4	8	19	60	148	209	255	297	323
45	7	5	4	8	12	29	92	173	222	258	305	353
00	9	5	3	9	16	35	96	194	231	284	336	344
<b>Hr Total</b>	<b>38</b>	<b>26</b>	<b>13</b>	<b>24</b>	<b>44</b>	<b>101</b>	<b>298</b>	<b>651</b>	<b>862</b>	<b>1,022</b>	<b>1,235</b>	<b>1,330</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	351	307	381	423	426	341	264	194	259	138	78	36
30	347	338	420	438	429	343	234	185	241	126	76	25
45	317	338	400	422	384	292	228	169	198	107	61	18
00	352	359	393	431	391	306	214	220	154	98	47	16
<b>Hr Total</b>	<b>1,367</b>	<b>1,342</b>	<b>1,594</b>	<b>1,714</b>	<b>1,629</b>	<b>1,283</b>	<b>941</b>	<b>769</b>	<b>853</b>	<b>469</b>	<b>261</b>	<b>95</b>

24 Hour Total:	17,960		
AM Peak Hour begins:	11:30	AM Peak Volume: 1,396	AM Peak Hour Factor: 0.99
PM Peak Hour begins:	15:15	PM Peak Volume: 1,716	PM Peak Hour Factor: 0.98

#### Westbound Volume

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	10	7	6	5	10	56	130	287	289	317	355
30	12	7	4	2	7	14	73	193	270	299	348	375
45	10	7	5	2	8	15	102	203	289	332	342	361
00	10	5	6	4	9	42	117	230	299	330	350	369
<b>Hr Total</b>	<b>47</b>	<b>28</b>	<b>22</b>	<b>15</b>	<b>29</b>	<b>81</b>	<b>348</b>	<b>756</b>	<b>1,146</b>	<b>1,249</b>	<b>1,357</b>	<b>1,459</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	347	324	303	276	248	266	260	247	178	110	71	27
30	370	330	311	311	281	273	276	227	149	108	58	24
45	337	302	286	299	282	277	252	201	150	94	48	17
00	314	336	325	286	285	256	222	178	133	68	41	16
<b>Hr Total</b>	<b>1,369</b>	<b>1,291</b>	<b>1,225</b>	<b>1,172</b>	<b>1,096</b>	<b>1,072</b>	<b>1,010</b>	<b>853</b>	<b>610</b>	<b>380</b>	<b>217</b>	<b>84</b>

24 Hour Total:	16,917		
AM Peak Hour begins:	11:00	AM Peak Volume: 1,459	AM Peak Hour Factor: 0.97
PM Peak Hour begins:	12:00	PM Peak Volume: 1,369	PM Peak Hour Factor: 0.92

#### Total Volume for All Lanes

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	20	11	10	13	28	107	265	488	514	613	664
30	21	13	6	6	15	33	133	341	479	554	645	698
45	17	11	9	9	20	44	194	376	512	590	647	714
00	19	10	10	13	26	77	213	425	530	614	686	713
<b>Hr Total</b>	<b>85</b>	<b>54</b>	<b>35</b>	<b>39</b>	<b>73</b>	<b>182</b>	<b>647</b>	<b>1,406</b>	<b>2,008</b>	<b>2,271</b>	<b>2,592</b>	<b>2,789</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	698	631	684	700	674	607	524	441	438	249	149	62
30	717	667	731	749	710	616	510	412	390	233	133	49
45	654	640	686	721	666	570	481	371	348	201	109	35
00	667	695	718	717	676	562	436	398	288	166	88	32
<b>Hr Total</b>	<b>2,737</b>	<b>2,633</b>	<b>2,818</b>	<b>2,886</b>	<b>2,725</b>	<b>2,355</b>	<b>1,950</b>	<b>1,622</b>	<b>1,463</b>	<b>849</b>	<b>479</b>	<b>179</b>

24 Hour Total:	34,877		
AM Peak Hour begins:	11:30	AM Peak Volume: 2,843	AM Peak Hour Factor: 0.99
PM Peak Hour begins:	14:45	PM Peak Volume: 2,888	PM Peak Hour Factor: 0.96

# Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.321318
Stop Date: April 5, 2022	Stop Time: 24:00	-81.804186
City: Bonita Springs	County: Lee	
Location: Bonita Crossings Blvd north of US 41 Service Rd		

## Northbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	0	2	10	13	9	17
30	1	0	0	0	0	1	0	0	10	13	11	13
45	0	0	0	0	0	0	0	1	0	4	7	12
00	0	0	0	0	0	1	4	6	13	8	12	20
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>33</b>	<b>38</b>	<b>39</b>	<b>62</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	13	15	10	22	28	11	11	4	3	6	1
30	11	15	17	18	19	31	17	11	11	11	4	0
45	12	11	16	18	24	20	13	13	6	4	3	2
00	19	16	22	20	22	18	15	10	8	6	2	0
<b>Hr Total</b>	<b>57</b>	<b>55</b>	<b>70</b>	<b>66</b>	<b>87</b>	<b>97</b>	<b>56</b>	<b>45</b>	<b>29</b>	<b>24</b>	<b>15</b>	<b>3</b>

24 Hour Total:	795	AM Peak Volume:	62	AM Peak Hour Factor:	0.78
AM Peak Hour begins:	11:00	PM Peak Volume:	105	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:30				

## Southbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	0	2	1	10	21	24	28	24
30	0	0	0	0	1	0	4	12	18	22	18	23
45	0	0	1	0	0	2	9	18	20	35	21	24
00	0	0	0	0	3	6	6	19	24	20	24	29
<b>Hr Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>20</b>	<b>59</b>	<b>83</b>	<b>101</b>	<b>91</b>	<b>100</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	25	28	28	21	19	8	16	3	3	1	4
30	20	27	24	24	23	16	12	8	14	10	1	0
45	39	20	20	29	25	12	16	7	3	1	3	0
00	18	29	19	22	22	21	5	4	4	3	2	0
<b>Hr Total</b>	<b>99</b>	<b>101</b>	<b>91</b>	<b>103</b>	<b>91</b>	<b>68</b>	<b>41</b>	<b>35</b>	<b>24</b>	<b>17</b>	<b>7</b>	<b>4</b>

24 Hour Total:	1,153	AM Peak Volume:	105	AM Peak Hour Factor:	0.75
AM Peak Hour begins:	8:45	PM Peak Volume:	109	PM Peak Hour Factor:	0.70
PM Peak Hour begins:	12:30				

## Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	1	0	2	1	12	31	37	37	41
30	1	0	0	0	1	1	4	12	28	35	29	36
45	0	0	1	0	0	2	9	19	20	39	28	36
00	0	0	0	0	3	7	10	25	37	28	36	49
<b>Hr Total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>24</b>	<b>68</b>	<b>116</b>	<b>139</b>	<b>130</b>	<b>162</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	38	43	38	43	47	19	27	7	6	7	5
30	31	42	41	42	42	47	29	19	25	21	5	0
45	51	31	36	47	49	32	29	20	9	5	6	2
00	37	45	41	42	44	39	20	14	12	9	4	0
<b>Hr Total</b>	<b>156</b>	<b>156</b>	<b>161</b>	<b>169</b>	<b>178</b>	<b>165</b>	<b>97</b>	<b>80</b>	<b>53</b>	<b>41</b>	<b>22</b>	<b>7</b>

24 Hour Total:	1,948	AM Peak Volume:	162	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	11:00	PM Peak Volume:	187	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				



# Volume Count Report

Start Date: April 6, 2022	Start Time: 00:00	GPS: 26.321318
Stop Date: April 6, 2022	Stop Time: 24:00	-81.804186
City: Bonita Springs	County: Lee	
Location: Bonita Crossings Blvd north of US 41 Service Rd		

## Northbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	1	0	0	0	2	3	15	9	13
30	1	0	0	1	0	0	0	4	6	8	14	8
45	1	1	0	0	0	0	1	2	6	10	15	13
00	0	0	0	0	0	0	3	3	11	10	10	10
<b>Hr Total</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>26</b>	<b>43</b>	<b>48</b>	<b>44</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	16	22	10	13	20	15	19	10	9	5	3
30	15	15	12	21	19	32	21	13	12	8	2	0
45	19	22	17	12	14	12	8	14	8	7	3	2
00	18	18	13	17	23	19	15	9	12	9	2	1
<b>Hr Total</b>	<b>66</b>	<b>71</b>	<b>64</b>	<b>60</b>	<b>69</b>	<b>83</b>	<b>59</b>	<b>55</b>	<b>42</b>	<b>33</b>	<b>12</b>	<b>6</b>

24 Hour Total:	805	AM Peak Volume:	52	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	10:15	PM Peak Volume:	89	PM Peak Hour Factor:	0.70
PM Peak Hour begins:	16:30				

## Southbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	6	11	18	20	20	23
30	0	0	0	0	0	0	7	18	16	19	29	29
45	0	0	0	0	0	2	7	22	23	26	37	23
00	0	0	2	0	2	4	2	17	27	20	21	15
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>22</b>	<b>68</b>	<b>84</b>	<b>85</b>	<b>107</b>	<b>90</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	24	20	23	27	16	19	10	10	2	1	0
30	29	33	31	19	21	19	18	10	4	5	1	1
45	25	20	39	30	32	22	14	8	9	3	4	1
00	24	24	20	22	23	15	14	10	8	6	0	0
<b>Hr Total</b>	<b>98</b>	<b>101</b>	<b>110</b>	<b>94</b>	<b>103</b>	<b>72</b>	<b>65</b>	<b>38</b>	<b>31</b>	<b>16</b>	<b>6</b>	<b>2</b>

24 Hour Total:	1,203	AM Peak Volume:	110	AM Peak Hour Factor:	0.74
AM Peak Hour begins:	10:15	PM Peak Volume:	114	PM Peak Hour Factor:	0.73
PM Peak Hour begins:	13:45				

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	2	0	0	6	13	21	35	29	36
30	1	0	0	1	0	0	7	22	22	27	43	37
45	1	1	0	0	0	2	8	24	29	36	52	36
00	0	0	2	0	2	4	5	20	38	30	31	25
<b>Hr Total</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>26</b>	<b>79</b>	<b>110</b>	<b>128</b>	<b>155</b>	<b>134</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	40	42	33	40	36	34	29	20	11	6	3
30	44	48	43	40	40	51	39	23	16	13	3	1
45	44	42	56	42	46	34	22	22	17	10	7	3
00	42	42	33	39	46	34	29	19	20	15	2	1
<b>Hr Total</b>	<b>164</b>	<b>172</b>	<b>174</b>	<b>154</b>	<b>172</b>	<b>155</b>	<b>124</b>	<b>93</b>	<b>73</b>	<b>49</b>	<b>18</b>	<b>8</b>

24 Hour Total:	2,008	AM Peak Volume:	162	AM Peak Hour Factor:	0.78
AM Peak Hour begins:	10:15	PM Peak Volume:	183	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	13:45				

# Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.321318
Stop Date: April 7, 2022	Stop Time: 24:00	-81.804186
City: Bonita Springs	County: Lee	
Location: Bonita Crossings Blvd north of US 41 Service Rd		

## Northbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	0	0	0	0	8	8	8	11
30	0	0	0	0	0	0	0	3	8	9	8	15
45	0	1	0	0	0	0	0	2	7	7	10	12
00	2	0	0	0	0	1	5	5	10	8	5	18
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>10</b>	<b>33</b>	<b>32</b>	<b>31</b>	<b>56</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	14	16	13	11	24	13	7	12	5	6	3
30	13	16	17	14	28	26	20	8	9	8	2	1
45	16	19	11	16	14	13	15	12	7	5	1	1
00	20	20	11	17	21	21	14	14	6	8	6	0
<b>Hr Total</b>	<b>67</b>	<b>69</b>	<b>55</b>	<b>60</b>	<b>74</b>	<b>84</b>	<b>62</b>	<b>41</b>	<b>34</b>	<b>26</b>	<b>15</b>	<b>5</b>

24 Hour Total:	765	AM Peak Volume:	63	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:15	PM Peak Volume:	87	PM Peak Hour Factor:	0.78
PM Peak Hour begins:	16:15				

## Southbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	2	11	20	18	20	22
30	0	0	0	2	0	0	6	20	12	26	22	28
45	1	1	0	0	0	0	10	20	16	23	29	22
00	0	0	1	0	2	4	6	19	19	18	23	22
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>24</b>	<b>70</b>	<b>67</b>	<b>85</b>	<b>94</b>	<b>94</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	33	21	25	10	22	11	11	6	4	5	1
30	25	22	18	35	29	24	22	11	6	5	1	1
45	21	31	29	23	21	15	7	8	3	7	1	0
00	24	32	14	17	17	25	9	16	8	2	1	0
<b>Hr Total</b>	<b>92</b>	<b>118</b>	<b>82</b>	<b>100</b>	<b>77</b>	<b>86</b>	<b>49</b>	<b>46</b>	<b>23</b>	<b>18</b>	<b>8</b>	<b>2</b>

24 Hour Total:	1,147	AM Peak Volume:	102	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	10:30	PM Peak Volume:	118	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	13:00				

## Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	0	2	11	28	26	28	33
30	0	0	0	2	0	0	6	23	20	35	30	43
45	1	2	0	0	0	0	10	22	23	30	39	34
00	2	0	1	0	2	5	11	24	29	26	28	40
<b>Hr Total</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>29</b>	<b>80</b>	<b>100</b>	<b>117</b>	<b>125</b>	<b>150</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	47	37	38	21	46	24	18	18	9	11	4
30	38	38	35	49	57	50	42	19	15	13	3	2
45	37	50	40	39	35	28	22	20	10	12	2	1
00	44	52	25	34	38	46	23	30	14	10	7	0
<b>Hr Total</b>	<b>159</b>	<b>187</b>	<b>137</b>	<b>160</b>	<b>151</b>	<b>170</b>	<b>111</b>	<b>87</b>	<b>57</b>	<b>44</b>	<b>23</b>	<b>7</b>

24 Hour Total:	1,912	AM Peak Volume:	157	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:15	PM Peak Volume:	187	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	13:00				

## Volume Count Report 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.321318
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80419
City:	Bonita Springs	County:	Lee		
Location	Bonita Crossings Blvd north of US 41 Service Rd				

### Northbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	0	0	0	1	7	12	9	14
30	1	0	0	0	0	0	0	2	8	10	11	12
45	0	1	0	0	0	0	0	2	4	7	11	12
00	1	0	0	0	0	1	4	5	11	9	9	16
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>31</b>	<b>38</b>	<b>39</b>	<b>54</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	14	18	11	15	24	13	12	9	6	6	2
30	13	15	15	18	22	30	19	11	11	9	3	0
45	16	17	15	15	17	15	12	13	7	5	2	2
00	19	18	15	18	22	19	15	11	9	8	3	0
<b>Hr Total</b>	<b>63</b>	<b>65</b>	<b>63</b>	<b>62</b>	<b>77</b>	<b>88</b>	<b>59</b>	<b>47</b>	<b>35</b>	<b>28</b>	<b>14</b>	<b>5</b>

24 Hour Total:	788	AM Peak Volume:	57	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	93	PM Peak Hour Factor:	0.78
PM Peak Hour begins:	16:30				

### Southbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	1	3	11	20	21	23	23
30	0	0	0	1	0	0	6	17	15	22	23	27
45	0	0	0	0	0	1	9	20	20	28	29	23
00	0	0	1	0	2	5	5	18	23	19	23	22
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>22</b>	<b>66</b>	<b>78</b>	<b>90</b>	<b>97</b>	<b>95</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	27	23	25	19	19	13	12	6	3	2	2
30	25	27	24	26	24	20	17	10	8	7	1	1
45	28	24	29	27	26	16	12	8	5	4	3	0
00	22	28	18	20	21	20	9	10	7	4	1	0
<b>Hr Total</b>	<b>96</b>	<b>107</b>	<b>94</b>	<b>99</b>	<b>90</b>	<b>75</b>	<b>52</b>	<b>40</b>	<b>26</b>	<b>17</b>	<b>7</b>	<b>3</b>

24 Hour Total:	1,168	AM Peak Volume:	101	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	10:30	PM Peak Volume:	107	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	13:00				

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	0	1	3	12	27	33	31	37
30	1	0	0	1	0	0	6	19	23	32	34	39
45	1	1	0	0	0	1	9	22	24	35	40	35
00	1	0	1	0	2	5	9	23	35	28	32	38
<b>Hr Total</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>26</b>	<b>76</b>	<b>109</b>	<b>128</b>	<b>137</b>	<b>149</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	42	41	36	35	43	26	25	15	9	8	4
30	38	43	40	44	46	49	37	20	19	16	4	1
45	44	41	44	43	43	31	24	21	12	9	5	2
00	41	46	33	38	43	40	24	21	15	11	4	0
<b>Hr Total</b>	<b>160</b>	<b>172</b>	<b>157</b>	<b>161</b>	<b>167</b>	<b>163</b>	<b>111</b>	<b>87</b>	<b>61</b>	<b>45</b>	<b>21</b>	<b>7</b>

24 Hour Total:	1,956	AM Peak Volume:	149	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:15	PM Peak Volume:	178	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30				

# Volume Count Report

Start Date: April 5, 2022  
 Stop Date: April 5, 2022  
 City: Bonita Springs  
 Location: Foley Rd west of US 41

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.324140  
 -81.805843

## Eastbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	0	0	1	0	2	0	8	3	6	16
30	1	1	0	0	0	0	0	2	10	8	9	26
45	0	0	3	0	1	0	2	3	27	4	11	26
00	1	0	0	0	0	0	5	4	5	10	11	16
<b>Hr Total</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>50</b>	<b>25</b>	<b>37</b>	<b>84</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	24	17	18	18	19	10	9	10	6	6	7
30	22	29	20	14	13	12	6	2	11	15	6	1
45	40	17	12	19	12	13	14	7	6	9	9	1
00	25	19	16	13	12	16	10	5	6	13	7	2
<b>Hr Total</b>	<b>108</b>	<b>89</b>	<b>65</b>	<b>64</b>	<b>55</b>	<b>60</b>	<b>40</b>	<b>23</b>	<b>33</b>	<b>43</b>	<b>28</b>	<b>11</b>

24 Hour Total: 847  
 AM Peak Hour begins: 11:15 AM Peak Volume: 89 AM Peak Hour Factor: 0.86  
 PM Peak Hour begins: 12:30 PM Peak Volume: 118 PM Peak Hour Factor: 0.74

## Westbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	3	0	0	1	4	12	13	14	19
30	4	0	0	0	0	1	3	7	14	16	13	20
45	0	1	0	0	0	0	6	8	13	14	13	15
00	0	3	1	0	0	0	11	21	16	17	18	23
<b>Hr Total</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>40</b>	<b>55</b>	<b>60</b>	<b>58</b>	<b>77</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	27	14	17	14	7	8	11	5	8	6	4
30	27	33	20	12	13	12	12	5	10	10	13	1
45	16	20	12	12	12	10	12	6	6	9	7	0
00	27	14	14	13	18	12	12	10	9	8	3	3
<b>Hr Total</b>	<b>91</b>	<b>94</b>	<b>60</b>	<b>54</b>	<b>57</b>	<b>41</b>	<b>44</b>	<b>32</b>	<b>30</b>	<b>35</b>	<b>29</b>	<b>8</b>

24 Hour Total: 900  
 AM Peak Hour begins: 11:30 AM Peak Volume: 86 AM Peak Hour Factor: 0.80  
 PM Peak Hour begins: 12:45 PM Peak Volume: 107 PM Peak Hour Factor: 0.81

## Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	0	3	1	0	3	4	20	16	20	35
30	5	1	0	0	0	1	3	9	24	24	22	46
45	0	1	3	0	1	0	8	11	40	18	24	41
00	1	3	1	0	0	0	16	25	21	27	29	39
<b>Hr Total</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>49</b>	<b>105</b>	<b>85</b>	<b>95</b>	<b>161</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	51	31	35	32	26	18	20	15	14	12	11
30	49	62	40	26	26	24	18	7	21	25	19	2
45	56	37	24	31	24	23	26	13	12	18	16	1
00	52	33	30	26	30	28	22	15	15	21	10	5
<b>Hr Total</b>	<b>199</b>	<b>183</b>	<b>125</b>	<b>118</b>	<b>112</b>	<b>101</b>	<b>84</b>	<b>55</b>	<b>63</b>	<b>78</b>	<b>57</b>	<b>19</b>

24 Hour Total: 1,747  
 AM Peak Hour begins: 11:30 AM Peak Volume: 171 AM Peak Hour Factor: 0.87  
 PM Peak Hour begins: 12:30 PM Peak Volume: 221 PM Peak Hour Factor: 0.89

# Volume Count Report

Start Date: April 6, 2022  
 Stop Date: April 6, 2022  
 City: Bonita Springs  
 Location: Foley Rd west of US 41

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.324140  
 -81.805843

## Eastbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	2	0	0	1	8	10	9	21
30	2	0	0	1	0	1	1	2	6	5	6	17
45	0	2	0	0	0	0	3	1	25	8	12	16
00	1	0	0	0	0	1	3	1	5	8	21	21
<b>Hr Total</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>44</b>	<b>31</b>	<b>48</b>	<b>75</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	15	15	15	19	21	15	5	14	6	8	6
30	23	29	18	10	10	12	26	6	12	8	8	2
45	44	24	16	16	11	10	12	30	8	6	5	1
00	35	15	10	15	20	14	9	12	11	9	3	2
<b>Hr Total</b>	<b>129</b>	<b>83</b>	<b>59</b>	<b>56</b>	<b>60</b>	<b>57</b>	<b>62</b>	<b>53</b>	<b>45</b>	<b>29</b>	<b>24</b>	<b>11</b>

24 Hour Total: 889  
 AM Peak Hour begins: 11:30 AM Peak Volume: 87 AM Peak Hour Factor: 0.81  
 PM Peak Hour begins: 12:00 PM Peak Volume: 129 PM Peak Hour Factor: 0.73

## Westbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	1	0	2	17	10	15	19
30	2	1	1	0	0	0	1	4	11	17	10	19
45	1	0	0	1	0	0	1	11	12	19	18	23
00	2	0	0	0	1	0	2	20	8	11	15	23
<b>Hr Total</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>37</b>	<b>48</b>	<b>57</b>	<b>58</b>	<b>84</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	19	20	16	10	16	31	6	13	4	4	4
30	23	23	26	15	10	19	24	17	10	8	7	2
45	20	10	9	14	12	14	15	18	8	6	7	3
00	21	16	14	12	22	12	8	7	7	7	4	0
<b>Hr Total</b>	<b>92</b>	<b>68</b>	<b>69</b>	<b>57</b>	<b>54</b>	<b>61</b>	<b>78</b>	<b>48</b>	<b>38</b>	<b>25</b>	<b>22</b>	<b>9</b>

24 Hour Total: 920  
 AM Peak Hour begins: 11:30 AM Peak Volume: 97 AM Peak Hour Factor: 0.87  
 PM Peak Hour begins: 12:00 PM Peak Volume: 92 PM Peak Hour Factor: 0.82

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	2	1	0	3	25	20	24	40
30	4	1	1	1	0	1	2	6	17	22	16	36
45	1	2	0	1	0	0	4	12	37	27	30	39
00	3	0	0	0	1	1	5	21	13	19	36	44
<b>Hr Total</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>42</b>	<b>92</b>	<b>88</b>	<b>106</b>	<b>159</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	34	35	31	29	37	46	11	27	10	12	10
30	46	52	44	25	20	31	50	23	22	16	15	4
45	64	34	25	30	23	24	27	48	16	12	12	4
00	56	31	24	27	42	26	17	19	18	16	7	2
<b>Hr Total</b>	<b>221</b>	<b>151</b>	<b>128</b>	<b>113</b>	<b>114</b>	<b>118</b>	<b>140</b>	<b>101</b>	<b>83</b>	<b>54</b>	<b>46</b>	<b>20</b>

24 Hour Total: 1,809  
 AM Peak Hour begins: 11:30 AM Peak Volume: 184 AM Peak Hour Factor: 0.84  
 PM Peak Hour begins: 12:00 PM Peak Volume: 221 PM Peak Hour Factor: 0.86

# Volume Count Report

Start Date: April 7, 2022  
 Stop Date: April 7, 2022  
 City: Bonita Springs  
 Location: Foley Rd west of US 41

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.324140  
 -81.805843

## Eastbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	0	0	3	7	4	10	14
30	2	0	1	0	1	0	1	1	10	9	12	15
45	0	1	0	1	0	1	3	3	29	3	4	7
00	0	0	0	0	1	0	2	4	5	10	14	27
<b>Hr Total</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>11</b>	<b>51</b>	<b>26</b>	<b>40</b>	<b>63</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	16	16	15	11	16	18	6	8	10	11	3
30	24	23	13	11	21	13	24	10	9	10	5	3
45	40	19	22	15	14	10	23	7	7	8	12	0
00	27	17	12	19	17	14	9	8	7	9	8	0
<b>Hr Total</b>	<b>111</b>	<b>75</b>	<b>63</b>	<b>60</b>	<b>63</b>	<b>53</b>	<b>74</b>	<b>31</b>	<b>31</b>	<b>37</b>	<b>36</b>	<b>6</b>

24 Hour Total: 848  
 AM Peak Hour begins: 11:30 AM Peak Volume: 78 AM Peak Hour Factor: 0.72  
 PM Peak Hour begins: 12:00 PM Peak Volume: 111 PM Peak Hour Factor: 0.69

## Westbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	0	2	12	10	10	21
30	1	0	0	0	0	0	3	8	11	11	18	16
45	1	0	1	1	0	2	7	10	13	5	8	19
00	1	0	0	0	0	0	13	18	12	10	16	29
<b>Hr Total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>38</b>	<b>48</b>	<b>36</b>	<b>52</b>	<b>85</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	15	14	24	10	18	13	7	7	7	8	1
30	24	21	19	11	9	23	12	6	15	6	6	5
45	19	19	20	10	8	11	4	9	3	7	12	1
00	25	12	19	10	10	13	4	8	12	14	6	1
<b>Hr Total</b>	<b>93</b>	<b>67</b>	<b>72</b>	<b>55</b>	<b>37</b>	<b>65</b>	<b>33</b>	<b>30</b>	<b>37</b>	<b>34</b>	<b>32</b>	<b>8</b>

24 Hour Total: 855  
 AM Peak Hour begins: 11:30 AM Peak Volume: 97 AM Peak Hour Factor: 0.84  
 PM Peak Hour begins: 12:00 PM Peak Volume: 93 PM Peak Hour Factor: 0.93

## Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	0	1	0	0	5	19	14	20	35
30	3	0	1	0	1	0	4	9	21	20	30	31
45	1	1	1	2	0	3	10	13	42	8	12	26
00	1	0	0	0	1	0	15	22	17	20	30	56
<b>Hr Total</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>29</b>	<b>49</b>	<b>99</b>	<b>62</b>	<b>92</b>	<b>148</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	31	30	39	21	34	31	13	15	17	19	4
30	48	44	32	22	30	36	36	16	24	16	11	8
45	59	38	42	25	22	21	27	16	10	15	24	1
00	52	29	31	29	27	27	13	16	19	23	14	1
<b>Hr Total</b>	<b>204</b>	<b>142</b>	<b>135</b>	<b>115</b>	<b>100</b>	<b>118</b>	<b>107</b>	<b>61</b>	<b>68</b>	<b>71</b>	<b>68</b>	<b>14</b>

24 Hour Total: 1,703  
 AM Peak Hour begins: 11:30 AM Peak Volume: 175 AM Peak Hour Factor: 0.78  
 PM Peak Hour begins: 12:00 PM Peak Volume: 204 PM Peak Hour Factor: 0.86

# Volume Count Report

## 3-Day Average

Start Date: April 5, 2022  
 Stop Date: April 7, 2022  
 City: Bonita Springs  
 Location: Foley Rd west of US 41

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.324140  
 -81.80584

### Eastbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	1	0	1	1	8	6	8	17
30	2	0	0	0	0	0	1	2	9	7	9	19
45	0	1	1	0	0	0	3	2	27	5	9	16
00	1	0	0	0	0	0	3	3	5	9	15	21
<b>Hr Total</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>7</b>	<b>8</b>	<b>48</b>	<b>27</b>	<b>42</b>	<b>74</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	18	16	16	16	19	14	7	11	7	8	5
30	23	27	17	12	15	12	19	6	11	11	6	2
45	41	20	17	17	12	11	16	15	7	8	9	1
00	29	17	13	16	16	15	9	8	8	10	6	1
<b>Hr Total</b>	<b>116</b>	<b>82</b>	<b>62</b>	<b>60</b>	<b>59</b>	<b>57</b>	<b>59</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>29</b>	<b>9</b>

24 Hour Total: 861  
 AM Peak Hour begins: 11:30 AM Peak Volume: 83 AM Peak Hour Factor: 0.91  
 PM Peak Hour begins: 12:00 PM Peak Volume: 116 PM Peak Hour Factor: 0.70

### Westbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	0	0	3	14	11	13	20
30	2	0	0	0	0	0	2	6	12	15	14	18
45	1	0	0	1	0	1	5	10	13	13	13	19
00	1	1	0	0	0	0	9	20	12	13	16	25
<b>Hr Total</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>38</b>	<b>50</b>	<b>51</b>	<b>56</b>	<b>82</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	20	16	19	11	14	17	8	8	6	6	3
30	25	26	22	13	11	18	16	9	12	8	9	3
45	18	16	14	12	11	12	10	11	6	7	9	1
00	24	14	16	12	17	12	8	8	9	10	4	1
<b>Hr Total</b>	<b>92</b>	<b>76</b>	<b>67</b>	<b>55</b>	<b>49</b>	<b>56</b>	<b>52</b>	<b>37</b>	<b>35</b>	<b>31</b>	<b>28</b>	<b>8</b>

24 Hour Total: 892  
 AM Peak Hour begins: 11:30 AM Peak Volume: 93 AM Peak Hour Factor: 0.93  
 PM Peak Hour begins: 12:00 PM Peak Volume: 92 PM Peak Hour Factor: 0.93

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	1	1	0	1	4	21	17	21	37
30	4	1	1	0	0	1	3	8	21	22	23	38
45	1	1	1	1	0	1	7	12	40	18	22	35
00	2	1	0	0	1	0	12	23	17	22	32	46
<b>Hr Total</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>23</b>	<b>47</b>	<b>99</b>	<b>78</b>	<b>98</b>	<b>156</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	39	32	35	27	32	32	15	19	14	14	8
30	48	53	39	24	25	30	35	15	22	19	15	5
45	60	36	30	29	23	23	27	26	13	15	17	2
00	53	31	28	27	33	27	17	17	17	20	10	3
<b>Hr Total</b>	<b>208</b>	<b>159</b>	<b>129</b>	<b>115</b>	<b>109</b>	<b>112</b>	<b>110</b>	<b>72</b>	<b>71</b>	<b>68</b>	<b>57</b>	<b>18</b>

24 Hour Total: 1,753  
 AM Peak Hour begins: 11:30 AM Peak Volume: 177 AM Peak Hour Factor: 0.93  
 PM Peak Hour begins: 12:00 PM Peak Volume: 208 PM Peak Hour Factor: 0.87

## Volume Count Report

Start Date: April 5, 2022  
 Stop Date: April 5, 2022  
 City: Bonita Springs  
 Location: Publix/Chase DW west of US 41

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.334159  
 -81.806768

### Eastbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	2	0	3	6	6	18	38	24	60
30	1	0	0	2	1	1	3	14	19	31	48	55
45	2	1	1	0	0	2	6	13	18	34	50	56
00	0	0	1	0	1	8	10	16	22	41	44	56
<b>Hr Total</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>14</b>	<b>25</b>	<b>49</b>	<b>77</b>	<b>144</b>	<b>166</b>	<b>227</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	35	63	71	76	64	28	20	16	13	7	3
30	57	60	56	65	70	57	30	18	13	12	3	3
45	45	62	61	49	76	48	31	21	26	12	3	1
00	49	47	55	75	66	34	25	25	14	8	5	1
<b>Hr Total</b>	<b>212</b>	<b>204</b>	<b>235</b>	<b>260</b>	<b>288</b>	<b>203</b>	<b>114</b>	<b>84</b>	<b>69</b>	<b>45</b>	<b>18</b>	<b>8</b>

24 Hour Total: 2,457  
 AM Peak Hour begins: 11:30 AM Peak Volume: 230 AM Peak Hour Factor: 0.94  
 PM Peak Hour begins: 15:45 PM Peak Volume: 297 PM Peak Hour Factor: 0.98

### Westbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	1	1	4	2	23	28	44	62	55
30	1	0	2	1	4	5	1	15	29	34	61	58
45	0	0	1	1	0	2	4	25	32	44	51	58
00	0	0	2	1	3	7	11	30	36	42	56	78
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>8</b>	<b>18</b>	<b>18</b>	<b>93</b>	<b>125</b>	<b>164</b>	<b>230</b>	<b>249</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	69	51	51	44	24	13	20	15	8	2	0
30	56	53	59	44	41	34	27	28	16	2	2	2
45	57	57	66	41	29	20	22	18	19	8	1	1
00	46	55	49	43	43	28	23	10	11	5	0	0
<b>Hr Total</b>	<b>218</b>	<b>234</b>	<b>225</b>	<b>179</b>	<b>157</b>	<b>106</b>	<b>85</b>	<b>76</b>	<b>61</b>	<b>23</b>	<b>5</b>	<b>3</b>

24 Hour Total: 2,289  
 AM Peak Hour begins: 11:15 AM Peak Volume: 253 AM Peak Hour Factor: 0.81  
 PM Peak Hour begins: 13:00 PM Peak Volume: 234 PM Peak Hour Factor: 0.85

### Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	3	3	1	7	8	29	46	82	86	115
30	2	0	2	3	5	6	4	29	48	65	109	113
45	2	1	2	1	0	4	10	38	50	78	101	114
00	0	0	3	1	4	15	21	46	58	83	100	134
<b>Hr Total</b>	<b>6</b>	<b>1</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>32</b>	<b>43</b>	<b>142</b>	<b>202</b>	<b>308</b>	<b>396</b>	<b>476</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	104	114	122	120	88	41	40	31	21	9	3
30	113	113	115	109	111	91	57	46	29	14	5	5
45	102	119	127	90	105	68	53	39	45	20	4	2
00	95	102	104	118	109	62	48	35	25	13	5	1
<b>Hr Total</b>	<b>430</b>	<b>438</b>	<b>460</b>	<b>439</b>	<b>445</b>	<b>309</b>	<b>199</b>	<b>160</b>	<b>130</b>	<b>68</b>	<b>23</b>	<b>11</b>

24 Hour Total: 4,746  
 AM Peak Hour begins: 11:15 AM Peak Volume: 481 AM Peak Hour Factor: 0.90  
 PM Peak Hour begins: 14:15 PM Peak Volume: 468 PM Peak Hour Factor: 0.92



## Volume Count Report

Start Date: April 6, 2022  
 Stop Date: April 6, 2022  
 City: Bonita Springs  
 Location: Publix/Chase DW west of US 41

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.334159  
 -81.806768

### Eastbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	2	5	1	10	23	31	44	53
30	0	1	1	2	1	2	6	16	18	34	42	48
45	1	0	0	1	0	1	5	19	18	36	56	66
00	0	0	2	4	1	7	7	18	31	35	53	50
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>15</b>	<b>19</b>	<b>63</b>	<b>90</b>	<b>136</b>	<b>195</b>	<b>217</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	56	62	55	60	51	26	27	10	9	13	1
30	47	60	66	69	65	50	24	25	20	13	4	1
45	55	45	58	66	59	36	25	26	15	9	5	3
00	54	62	67	59	63	30	20	27	17	9	4	3
<b>Hr Total</b>	<b>216</b>	<b>223</b>	<b>253</b>	<b>249</b>	<b>247</b>	<b>167</b>	<b>95</b>	<b>105</b>	<b>62</b>	<b>40</b>	<b>26</b>	<b>8</b>

24 Hour Total: 2,443  
 AM Peak Hour begins: 11:15 AM Peak Volume: 224 AM Peak Hour Factor: 0.85  
 PM Peak Hour begins: 14:45 PM Peak Volume: 257 PM Peak Hour Factor: 0.93

### Westbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	6	7	18	27	55	47	54
30	0	0	1	1	0	2	6	8	22	39	58	52
45	1	0	1	0	2	2	7	20	36	41	57	62
00	0	1	0	0	5	3	10	24	37	40	56	63
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>13</b>	<b>30</b>	<b>70</b>	<b>122</b>	<b>175</b>	<b>218</b>	<b>231</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	72	42	43	35	40	26	21	11	6	5	2
30	57	52	59	47	34	27	26	18	7	7	3	1
45	42	50	51	39	31	19	23	17	14	5	3	0
00	75	69	48	47	31	21	26	15	10	3	1	1
<b>Hr Total</b>	<b>233</b>	<b>243</b>	<b>200</b>	<b>176</b>	<b>131</b>	<b>107</b>	<b>101</b>	<b>71</b>	<b>42</b>	<b>21</b>	<b>12</b>	<b>4</b>

24 Hour Total: 2,214  
 AM Peak Hour begins: 11:30 AM Peak Volume: 241 AM Peak Hour Factor: 0.96  
 PM Peak Hour begins: 12:45 PM Peak Volume: 249 PM Peak Hour Factor: 0.83

### Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	0	3	11	8	28	50	86	91	107
30	0	1	2	3	1	4	12	24	40	73	100	100
45	2	0	1	1	2	3	12	39	54	77	113	128
00	0	1	2	4	6	10	17	42	68	75	109	113
<b>Hr Total</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>8</b>	<b>12</b>	<b>28</b>	<b>49</b>	<b>133</b>	<b>212</b>	<b>311</b>	<b>413</b>	<b>448</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	128	104	98	95	91	52	48	21	15	18	3
30	104	112	125	116	99	77	50	43	27	20	7	2
45	97	95	109	105	90	55	48	43	29	14	8	3
00	129	131	115	106	94	51	46	42	27	12	5	4
<b>Hr Total</b>	<b>449</b>	<b>466</b>	<b>453</b>	<b>425</b>	<b>378</b>	<b>274</b>	<b>196</b>	<b>176</b>	<b>104</b>	<b>61</b>	<b>38</b>	<b>12</b>

24 Hour Total: 4,657  
 AM Peak Hour begins: 11:30 AM Peak Volume: 464 AM Peak Hour Factor: 0.91  
 PM Peak Hour begins: 13:45 PM Peak Volume: 469 PM Peak Hour Factor: 0.90

## Volume Count Report

Start Date: April 7, 2022  
 Stop Date: April 7, 2022  
 City: Bonita Springs  
 Location: Publix/Chase DW west of US 41

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.334159  
 -81.806768

### Eastbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	2	1	5	10	21	27	33	40
30	1	0	0	1	2	6	2	14	15	31	40	34
45	0	0	2	4	3	3	5	13	24	42	54	67
00	1	2	0	0	1	2	6	21	22	25	43	49
<b>Hr Total</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>12</b>	<b>18</b>	<b>58</b>	<b>82</b>	<b>125</b>	<b>170</b>	<b>190</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	49	58	59	50	50	38	28	9	10	10	0
30	44	59	85	58	59	54	25	17	15	8	6	2
45	55	54	60	49	53	37	20	13	17	10	3	5
00	44	53	58	36	48	36	27	25	3	10	0	1
<b>Hr Total</b>	<b>202</b>	<b>215</b>	<b>261</b>	<b>202</b>	<b>210</b>	<b>177</b>	<b>110</b>	<b>83</b>	<b>44</b>	<b>38</b>	<b>19</b>	<b>8</b>

24 Hour Total: 2,245  
 AM Peak Hour begins: 11:30 AM Peak Volume: 219 AM Peak Hour Factor: 0.82  
 PM Peak Hour begins: 14:15 PM Peak Volume: 262 PM Peak Hour Factor: 0.77

### Westbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	1	0	3	18	26	32	49	54
30	1	0	0	1	1	2	6	12	27	41	68	57
45	0	0	1	4	4	1	4	21	32	38	48	74
00	0	1	0	0	4	3	12	28	34	38	41	65
<b>Hr Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>10</b>	<b>6</b>	<b>25</b>	<b>79</b>	<b>119</b>	<b>149</b>	<b>206</b>	<b>250</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	58	68	43	56	33	30	22	13	4	5	0
30	51	60	46	48	38	24	17	16	10	7	1	1
45	59	56	43	37	36	28	16	18	4	4	1	0
00	59	43	45	43	33	20	22	22	3	3	1	0
<b>Hr Total</b>	<b>237</b>	<b>217</b>	<b>202</b>	<b>171</b>	<b>163</b>	<b>105</b>	<b>85</b>	<b>78</b>	<b>30</b>	<b>18</b>	<b>8</b>	<b>1</b>

24 Hour Total: 2,169  
 AM Peak Hour begins: 11:15 AM Peak Volume: 264 AM Peak Hour Factor: 0.89  
 PM Peak Hour begins: 12:00 PM Peak Volume: 237 PM Peak Hour Factor: 0.87

### Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	2	3	1	8	28	47	59	82	94
30	2	0	0	2	3	8	8	26	42	72	108	91
45	0	0	3	8	7	4	9	34	56	80	102	141
00	1	3	0	0	5	5	18	49	56	63	84	114
<b>Hr Total</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>12</b>	<b>18</b>	<b>18</b>	<b>43</b>	<b>137</b>	<b>201</b>	<b>274</b>	<b>376</b>	<b>440</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	107	126	102	106	83	68	50	22	14	15	0
30	95	119	131	106	97	78	42	33	25	15	7	3
45	114	110	103	86	89	65	36	31	21	14	4	5
00	103	96	103	79	81	56	49	47	6	13	1	1
<b>Hr Total</b>	<b>439</b>	<b>432</b>	<b>463</b>	<b>373</b>	<b>373</b>	<b>282</b>	<b>195</b>	<b>161</b>	<b>74</b>	<b>56</b>	<b>27</b>	<b>9</b>

24 Hour Total: 4,414  
 AM Peak Hour begins: 11:30 AM Peak Volume: 477 AM Peak Hour Factor: 0.85  
 PM Peak Hour begins: 13:30 PM Peak Volume: 463 PM Peak Hour Factor: 0.88

# Volume Count Report

## 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.334159
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80677
City:	Bonita Springs	County:	Lee		
Location	Publix/Chase DW west of US 41				

### Eastbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	3	4	9	21	32	34	51
30	1	0	0	2	1	3	4	15	17	32	43	46
45	1	0	1	2	1	2	5	15	20	37	53	63
00	0	1	1	1	1	6	8	18	25	34	47	52
<b>Hr Total</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>14</b>	<b>21</b>	<b>57</b>	<b>83</b>	<b>135</b>	<b>177</b>	<b>211</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	47	61	62	62	55	31	25	12	11	10	1
30	49	60	69	64	65	54	26	20	16	11	4	2
45	52	54	60	55	63	40	25	20	19	10	4	3
00	49	54	60	57	59	33	24	26	11	9	3	2
<b>Hr Total</b>	<b>210</b>	<b>214</b>	<b>250</b>	<b>237</b>	<b>248</b>	<b>182</b>	<b>106</b>	<b>91</b>	<b>58</b>	<b>41</b>	<b>21</b>	<b>8</b>

24 Hour Total:	2,382				
AM Peak Hour begins:	11:30	AM Peak Volume:	224	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	14:15	PM Peak Volume:	250	PM Peak Hour Factor:	0.91

### Westbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	1	3	4	20	27	44	53	54
30	1	0	1	1	2	3	4	12	26	38	62	56
45	0	0	1	2	2	2	5	22	33	41	52	65
00	0	1	1	0	4	4	11	27	36	40	51	69
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>9</b>	<b>12</b>	<b>24</b>	<b>81</b>	<b>122</b>	<b>163</b>	<b>218</b>	<b>243</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	66	54	46	45	32	23	21	13	6	4	1
30	55	55	55	46	38	28	23	21	11	5	2	1
45	53	54	53	39	32	22	20	18	12	6	2	0
00	60	56	47	44	36	23	24	16	8	4	1	0
<b>Hr Total</b>	<b>229</b>	<b>231</b>	<b>209</b>	<b>175</b>	<b>150</b>	<b>106</b>	<b>90</b>	<b>75</b>	<b>44</b>	<b>21</b>	<b>8</b>	<b>3</b>

24 Hour Total:	2,224				
AM Peak Hour begins:	11:15	AM Peak Volume:	251	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:45	PM Peak Volume:	236	PM Peak Hour Factor:	0.89

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	2	2	6	8	28	48	76	86	105
30	1	0	1	3	3	6	8	26	43	70	106	101
45	1	0	2	3	3	4	10	37	53	78	105	128
00	0	1	2	2	5	10	19	46	61	74	98	120
<b>Hr Total</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>9</b>	<b>13</b>	<b>26</b>	<b>45</b>	<b>137</b>	<b>205</b>	<b>298</b>	<b>395</b>	<b>455</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	113	115	107	107	87	54	46	25	17	14	2
30	104	115	124	110	102	82	50	41	27	16	6	3
45	104	108	113	94	95	63	46	38	32	16	5	3
00	109	110	107	101	95	56	48	41	19	13	4	2
<b>Hr Total</b>	<b>439</b>	<b>445</b>	<b>459</b>	<b>412</b>	<b>399</b>	<b>288</b>	<b>197</b>	<b>166</b>	<b>103</b>	<b>62</b>	<b>29</b>	<b>11</b>

24 Hour Total:	4,606				
AM Peak Hour begins:	11:30	AM Peak Volume:	474	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	13:45	PM Peak Volume:	461	PM Peak Hour Factor:	0.93

## Volume Count Report

Start Date: April 5, 2022  
 Stop Date: April 5, 2022  
 City: Bonita Springs  
 Location: Shanna Ln east of US 41

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.324164  
 -81.804855

### Eastbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	0	2	0	8	15	21	23	21
30	0	1	0	0	0	0	0	9	19	15	27	21
45	0	0	0	0	0	0	2	14	26	24	24	29
00	0	0	0	0	0	1	7	20	28	35	27	21
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>51</b>	<b>88</b>	<b>95</b>	<b>101</b>	<b>92</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	29	26	24	21	21	13	9	3	4	0	0
30	28	20	30	20	32	23	20	7	5	0	2	0
45	32	21	21	25	20	20	17	5	3	1	0	0
00	30	22	25	35	28	14	9	3	3	4	2	0
<b>Hr Total</b>	<b>121</b>	<b>92</b>	<b>102</b>	<b>104</b>	<b>101</b>	<b>78</b>	<b>59</b>	<b>24</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>

24 Hour Total: 1,150  
 AM Peak Hour begins: 9:30  
 PM Peak Hour begins: 12:00  
 AM Peak Volume: 109  
 PM Peak Volume: 121  
 AM Peak Hour Factor: 0.78  
 PM Peak Hour Factor: 0.95

### Westbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	2	6	9	11	15	28	44
30	0	3	0	0	1	4	6	15	14	22	28	29
45	1	0	0	0	0	2	9	9	16	25	35	27
00	1	0	0	0	2	7	15	14	19	24	20	24
<b>Hr Total</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>36</b>	<b>47</b>	<b>60</b>	<b>86</b>	<b>111</b>	<b>124</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	46	34	37	33	40	18	24	5	17	8	2
30	30	22	31	36	21	37	16	17	10	39	3	1
45	35	35	23	21	36	18	16	13	10	6	3	1
00	48	31	33	29	27	24	16	9	9	7	3	0
<b>Hr Total</b>	<b>154</b>	<b>134</b>	<b>121</b>	<b>123</b>	<b>117</b>	<b>119</b>	<b>66</b>	<b>63</b>	<b>34</b>	<b>69</b>	<b>17</b>	<b>4</b>

24 Hour Total: 1,511  
 AM Peak Hour begins: 10:30  
 PM Peak Hour begins: 12:15  
 AM Peak Volume: 128  
 PM Peak Volume: 159  
 AM Peak Hour Factor: 0.73  
 PM Peak Hour Factor: 0.83

### Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	2	1	0	4	6	17	26	36	51	65
30	0	4	0	0	1	4	6	24	33	37	55	50
45	1	0	0	0	0	2	11	23	42	49	59	56
00	1	0	0	0	2	8	22	34	47	59	47	45
<b>Hr Total</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>18</b>	<b>45</b>	<b>98</b>	<b>148</b>	<b>181</b>	<b>212</b>	<b>216</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	75	60	61	54	61	31	33	8	21	8	2
30	58	42	61	56	53	60	36	24	15	39	5	1
45	67	56	44	46	56	38	33	18	13	7	3	1
00	78	53	58	64	55	38	25	12	12	11	5	0
<b>Hr Total</b>	<b>275</b>	<b>226</b>	<b>223</b>	<b>227</b>	<b>218</b>	<b>197</b>	<b>125</b>	<b>87</b>	<b>48</b>	<b>78</b>	<b>21</b>	<b>4</b>

24 Hour Total: 2,661  
 AM Peak Hour begins: 11:30  
 PM Peak Hour begins: 12:15  
 AM Peak Volume: 231  
 PM Peak Volume: 278  
 AM Peak Hour Factor: 0.80  
 PM Peak Hour Factor: 0.89

# Volume Count Report

Start Date: April 6, 2022  
 Stop Date: April 6, 2022  
 City: Bonita Springs  
 Location: Shanna Ln east of US 41

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.324164  
 -81.804855

## Eastbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	3	17	29	20	30
30	0	0	0	0	1	0	0	5	17	25	26	17
45	0	0	0	0	0	1	4	7	36	18	20	25
00	0	0	0	0	1	1	4	12	22	27	23	23
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>27</b>	<b>92</b>	<b>99</b>	<b>89</b>	<b>95</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	32	19	19	19	19	10	4	4	2	4	1
30	42	25	26	27	24	22	16	22	8	1	4	0
45	31	25	22	13	19	24	12	24	5	0	0	0
00	20	36	25	16	23	10	9	5	4	2	0	0
<b>Hr Total</b>	<b>131</b>	<b>118</b>	<b>92</b>	<b>75</b>	<b>85</b>	<b>75</b>	<b>47</b>	<b>55</b>	<b>21</b>	<b>5</b>	<b>8</b>	<b>1</b>

24 Hour Total: 1,129  
 AM Peak Hour begins: 11:30 AM Peak Volume: 128 AM Peak Hour Factor: 0.76  
 PM Peak Hour begins: 12:00 PM Peak Volume: 131 PM Peak Hour Factor: 0.78

## Westbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	5	12	19	14	36	43
30	1	0	0	0	1	1	6	11	21	25	33	34
45	0	0	0	0	0	3	9	16	14	19	29	34
00	1	0	0	1	2	4	8	12	10	27	19	36
<b>Hr Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>28</b>	<b>51</b>	<b>64</b>	<b>85</b>	<b>117</b>	<b>147</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	40	33	36	30	27	20	24	17	15	6	3
30	29	26	32	29	28	20	17	16	6	13	6	0
45	42	41	30	33	31	17	20	18	7	4	6	1
00	24	34	30	26	24	18	18	21	15	4	3	0
<b>Hr Total</b>	<b>129</b>	<b>141</b>	<b>125</b>	<b>124</b>	<b>113</b>	<b>82</b>	<b>75</b>	<b>79</b>	<b>45</b>	<b>36</b>	<b>21</b>	<b>4</b>

24 Hour Total: 1,482  
 AM Peak Hour begins: 11:00 AM Peak Volume: 147 AM Peak Hour Factor: 0.85  
 PM Peak Hour begins: 13:00 PM Peak Volume: 141 PM Peak Hour Factor: 0.86

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	7	15	36	43	56	73
30	1	0	0	0	2	1	6	16	38	50	59	51
45	0	0	0	0	0	4	13	23	50	37	49	59
00	1	0	0	1	3	5	12	24	32	54	42	59
<b>Hr Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>11</b>	<b>38</b>	<b>78</b>	<b>156</b>	<b>184</b>	<b>206</b>	<b>242</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	72	52	55	49	46	30	28	21	17	10	4
30	71	51	58	56	52	42	33	38	14	14	10	0
45	73	66	52	46	50	41	32	42	12	4	6	1
00	44	70	55	42	47	28	27	26	19	6	3	0
<b>Hr Total</b>	<b>260</b>	<b>259</b>	<b>217</b>	<b>199</b>	<b>198</b>	<b>157</b>	<b>122</b>	<b>134</b>	<b>66</b>	<b>41</b>	<b>29</b>	<b>5</b>

24 Hour Total: 2,611  
 AM Peak Hour begins: 11:30 AM Peak Volume: 261 AM Peak Hour Factor: 0.91  
 PM Peak Hour begins: 12:00 PM Peak Volume: 260 PM Peak Hour Factor: 0.89

# Volume Count Report

Start Date: April 7, 2022  
 Stop Date: April 7, 2022  
 City: Bonita Springs  
 Location: Shanna Ln east of US 41

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.324164  
 -81.804855

## Eastbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	6	22	27	26	30
30	0	0	0	2	0	0	0	5	16	20	22	27
45	0	0	0	0	1	0	2	5	17	30	24	27
00	0	1	0	0	2	1	5	18	29	20	33	21
<b>Hr Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>34</b>	<b>84</b>	<b>97</b>	<b>105</b>	<b>105</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	23	21	19	14	21	19	6	5	4	0	1
30	26	30	16	16	26	25	12	8	5	1	0	0
45	34	23	22	21	16	20	18	7	5	5	0	0
00	32	31	23	20	27	20	15	4	3	1	0	0
<b>Hr Total</b>	<b>114</b>	<b>107</b>	<b>82</b>	<b>76</b>	<b>83</b>	<b>86</b>	<b>64</b>	<b>25</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>1</b>

24 Hour Total: 1,108  
 AM Peak Hour begins: 10:45 AM Peak Volume: 117 AM Peak Hour Factor: 0.89  
 PM Peak Hour begins: 12:30 PM Peak Volume: 119 PM Peak Hour Factor: 0.88

## Westbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	0	6	9	19	18	25	29
30	1	1	0	0	0	5	4	15	18	25	29	25
45	1	0	0	0	0	4	14	24	13	28	25	37
00	1	0	0	1	1	6	12	15	16	23	30	39
<b>Hr Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>36</b>	<b>63</b>	<b>66</b>	<b>94</b>	<b>109</b>	<b>130</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	37	38	27	26	31	16	21	12	8	7	7
30	30	34	35	28	23	27	18	19	13	32	7	5
45	40	25	23	27	42	21	18	18	18	15	11	7
00	28	41	27	39	19	17	17	9	10	6	4	3
<b>Hr Total</b>	<b>132</b>	<b>137</b>	<b>123</b>	<b>121</b>	<b>110</b>	<b>96</b>	<b>69</b>	<b>67</b>	<b>53</b>	<b>61</b>	<b>29</b>	<b>22</b>

24 Hour Total: 1,541  
 AM Peak Hour begins: 11:30 AM Peak Volume: 140 AM Peak Hour Factor: 0.90  
 PM Peak Hour begins: 12:30 PM Peak Volume: 139 PM Peak Hour Factor: 0.87

## Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	1	7	15	41	45	51	59
30	1	1	0	2	0	5	4	20	34	45	51	52
45	1	0	0	0	1	4	16	29	30	58	49	64
00	1	1	0	1	3	7	17	33	45	43	63	60
<b>Hr Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>17</b>	<b>44</b>	<b>97</b>	<b>150</b>	<b>191</b>	<b>214</b>	<b>235</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	60	59	46	40	52	35	27	17	12	7	8
30	56	64	51	44	49	52	30	27	18	33	7	5
45	74	48	45	48	58	41	36	25	23	20	11	7
00	60	72	50	59	46	37	32	13	13	7	4	3
<b>Hr Total</b>	<b>246</b>	<b>244</b>	<b>205</b>	<b>197</b>	<b>193</b>	<b>182</b>	<b>133</b>	<b>92</b>	<b>71</b>	<b>72</b>	<b>29</b>	<b>23</b>

24 Hour Total: 2,649  
 AM Peak Hour begins: 10:45 AM Peak Volume: 238 AM Peak Hour Factor: 0.93  
 PM Peak Hour begins: 12:30 PM Peak Volume: 258 PM Peak Hour Factor: 0.87

## Volume Count Report

### 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.324164
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80486
City:	Bonita Springs	County:	Lee		
Location	Shanna Ln east of US 41				

#### Eastbound Volume

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	6	18	26	23	27
30	0	0	0	1	0	0	0	6	17	20	25	22
45	0	0	0	0	0	0	3	9	26	24	23	27
00	0	0	0	0	1	1	5	17	26	27	28	22
<b>Hr Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>37</b>	<b>88</b>	<b>97</b>	<b>98</b>	<b>97</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	28	22	21	18	20	14	6	4	3	1	1
30	32	25	24	21	27	23	16	12	6	1	2	0
45	32	23	22	20	18	21	16	12	4	2	0	0
00	27	30	24	24	26	15	11	4	3	2	1	0
<b>Hr Total</b>	<b>122</b>	<b>106</b>	<b>92</b>	<b>85</b>	<b>90</b>	<b>80</b>	<b>57</b>	<b>35</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>1</b>

24 Hour Total:	1,129	AM Peak Volume:	111	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	11:30	PM Peak Volume:	122	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:00				

#### Westbound Volume

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	1	6	10	16	16	30	39
30	1	1	0	0	1	3	5	14	18	24	30	29
45	1	0	0	0	0	3	11	16	14	24	30	33
00	1	0	0	1	2	6	12	14	15	25	23	33
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>33</b>	<b>54</b>	<b>63</b>	<b>88</b>	<b>112</b>	<b>134</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	41	35	33	30	33	18	23	11	13	7	4
30	30	27	33	31	24	28	17	17	10	28	5	2
45	39	34	25	27	36	19	18	16	12	8	7	3
00	33	35	30	31	23	20	17	13	11	6	3	1
<b>Hr Total</b>	<b>138</b>	<b>137</b>	<b>123</b>	<b>123</b>	<b>113</b>	<b>99</b>	<b>70</b>	<b>70</b>	<b>44</b>	<b>55</b>	<b>22</b>	<b>10</b>

24 Hour Total:	1,511	AM Peak Volume:	134	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	11:00	PM Peak Volume:	143	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	12:15				

#### Total Volume for All Lanes

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	2	7	16	34	41	53	66
30	1	2	0	1	1	3	5	20	35	44	55	51
45	1	0	0	0	0	3	13	25	41	48	52	60
00	1	0	0	1	3	7	17	30	41	52	51	55
<b>Hr Total</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>42</b>	<b>91</b>	<b>151</b>	<b>185</b>	<b>211</b>	<b>231</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	69	57	54	48	53	32	29	15	17	8	5
30	62	52	57	52	51	51	33	30	16	29	7	2
45	71	57	47	47	55	40	34	28	16	10	7	3
00	61	65	54	55	49	34	28	17	15	8	4	1
<b>Hr Total</b>	<b>260</b>	<b>243</b>	<b>215</b>	<b>208</b>	<b>203</b>	<b>179</b>	<b>127</b>	<b>104</b>	<b>62</b>	<b>64</b>	<b>26</b>	<b>11</b>

24 Hour Total:	2,640	AM Peak Volume:	243	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:30	PM Peak Volume:	263	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:15				

# Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.330494
Stop Date: April 5, 2022	Stop Time: 24:00	-81.803063
City: Bonita Springs	County: Lee	
Location: Springs Plaza DW south of Bonita Beach Rd		

## Northbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	0	0	4	17	34	29	57
30	2	0	2	0	0	0	1	6	13	28	50	45
45	0	0	0	0	0	0	6	10	20	39	49	49
00	0	0	1	0	0	2	3	11	20	42	45	53
<b>Hr Total</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>31</b>	<b>70</b>	<b>143</b>	<b>173</b>	<b>204</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	71	75	60	56	62	36	25	17	14	6	2
30	58	50	39	48	46	44	41	23	23	12	4	2
45	54	60	54	71	57	54	39	28	18	4	7	2
00	46	52	45	51	35	37	23	23	10	8	3	0
<b>Hr Total</b>	<b>219</b>	<b>233</b>	<b>213</b>	<b>230</b>	<b>194</b>	<b>197</b>	<b>139</b>	<b>99</b>	<b>68</b>	<b>38</b>	<b>20</b>	<b>6</b>

24 Hour Total:	2,298	AM Peak Volume:	221	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:30	PM Peak Volume:	237	PM Peak Hour Factor:	0.79
PM Peak Hour begins:	13:15				

## Southbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	6	13	20	50	62	64	63
30	2	0	1	0	0	3	17	29	57	65	80	89
45	1	1	1	0	0	8	23	36	53	64	81	49
00	2	0	1	1	5	11	23	42	75	65	65	68
<b>Hr Total</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>28</b>	<b>76</b>	<b>127</b>	<b>235</b>	<b>256</b>	<b>290</b>	<b>269</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	92	61	54	70	44	31	37	19	13	7	3
30	80	64	51	60	41	69	35	35	20	8	3	2
45	68	71	56	55	55	52	44	33	21	13	6	1
00	72	73	54	47	35	44	32	25	15	7	4	1
<b>Hr Total</b>	<b>296</b>	<b>300</b>	<b>222</b>	<b>216</b>	<b>201</b>	<b>209</b>	<b>142</b>	<b>130</b>	<b>75</b>	<b>41</b>	<b>20</b>	<b>7</b>

24 Hour Total:	3,159	AM Peak Volume:	298	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	10:30	PM Peak Volume:	312	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	12:15				

## Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	1	1	6	13	24	67	96	93	120
30	4	0	3	0	0	3	18	35	70	93	130	134
45	1	1	1	0	0	8	29	46	73	103	130	98
00	2	0	2	1	5	13	26	53	95	107	110	121
<b>Hr Total</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>6</b>	<b>30</b>	<b>86</b>	<b>158</b>	<b>305</b>	<b>399</b>	<b>463</b>	<b>473</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	163	136	114	126	106	67	62	36	27	13	5
30	138	114	90	108	87	113	76	58	43	20	7	4
45	122	131	110	126	112	106	83	61	39	17	13	3
00	118	125	99	98	70	81	55	48	25	15	7	1
<b>Hr Total</b>	<b>515</b>	<b>533</b>	<b>435</b>	<b>446</b>	<b>395</b>	<b>406</b>	<b>281</b>	<b>229</b>	<b>143</b>	<b>79</b>	<b>40</b>	<b>13</b>

24 Hour Total:	5,457	AM Peak Volume:	494	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	10:30	PM Peak Volume:	541	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	12:15				



# Volume Count Report

Start Date: April 6, 2022	Start Time: 00:00	GPS: 26.330494
Stop Date: April 6, 2022	Stop Time: 24:00	-81.803063
City: Bonita Springs	County: Lee	
Location: Springs Plaza DW south of Bonita Beach Rd		

## Northbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	0	0	8	11	30	46	49
30	0	0	0	0	0	0	2	7	17	35	56	47
45	0	0	0	0	0	1	3	11	19	57	40	50
00	2	0	0	0	0	1	1	7	22	49	61	60
<b>Hr Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>33</b>	<b>69</b>	<b>171</b>	<b>203</b>	<b>206</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	58	69	52	66	52	40	25	19	12	3	8
30	65	62	42	43	47	39	38	25	13	13	5	2
45	51	62	58	58	51	39	33	25	8	2	2	1
00	64	43	55	50	48	36	21	30	16	8	4	1
<b>Hr Total</b>	<b>243</b>	<b>225</b>	<b>224</b>	<b>203</b>	<b>212</b>	<b>166</b>	<b>132</b>	<b>105</b>	<b>56</b>	<b>35</b>	<b>14</b>	<b>12</b>

24 Hour Total:	2,321	AM Peak Volume:	238	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:30	PM Peak Volume:	246	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:45				

## Southbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	1	1	0	8	10	32	50	63	59	77
30	0	2	0	0	2	4	14	21	44	49	85	50
45	3	0	0	0	1	10	17	29	56	61	58	67
00	2	0	2	0	5	10	21	48	71	85	48	72
<b>Hr Total</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>32</b>	<b>62</b>	<b>130</b>	<b>221</b>	<b>258</b>	<b>250</b>	<b>266</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	76	55	57	62	63	29	21	24	14	13	7
30	74	65	45	64	39	34	39	37	24	13	6	1
45	70	70	66	62	42	49	34	59	11	10	6	2
00	73	44	59	53	45	38	33	26	20	15	7	2
<b>Hr Total</b>	<b>291</b>	<b>255</b>	<b>225</b>	<b>236</b>	<b>188</b>	<b>184</b>	<b>135</b>	<b>143</b>	<b>79</b>	<b>52</b>	<b>32</b>	<b>12</b>

24 Hour Total:	3,077	AM Peak Volume:	290	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	9:30	PM Peak Volume:	293	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:15				

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	1	0	8	10	40	61	93	105	126
30	0	2	0	0	2	4	16	28	61	84	141	97
45	3	0	0	0	1	11	20	40	75	118	98	117
00	4	0	2	0	5	11	22	55	93	134	109	132
<b>Hr Total</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>34</b>	<b>68</b>	<b>163</b>	<b>290</b>	<b>429</b>	<b>453</b>	<b>472</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	134	124	109	128	115	69	46	43	26	16	15
30	139	127	87	107	86	73	77	62	37	26	11	3
45	121	132	124	120	93	88	67	84	19	12	8	3
00	137	87	114	103	93	74	54	56	36	23	11	3
<b>Hr Total</b>	<b>534</b>	<b>480</b>	<b>449</b>	<b>439</b>	<b>400</b>	<b>350</b>	<b>267</b>	<b>248</b>	<b>135</b>	<b>87</b>	<b>46</b>	<b>24</b>

24 Hour Total:	5,398	AM Peak Volume:	525	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	534	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:00				

## Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.330494
Stop Date: April 7, 2022	Stop Time: 24:00	-81.803063
City: Bonita Springs	County: Lee	
Location: Springs Plaza DW south of Bonita Beach Rd		

### Northbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	0	2	8	13	24	38	45
30	0	0	0	0	0	3	1	2	19	48	48	51
45	0	0	1	1	0	0	2	9	21	32	52	52
00	0	0	0	0	1	0	2	15	22	37	46	63
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>34</b>	<b>75</b>	<b>141</b>	<b>184</b>	<b>211</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	51	71	68	49	51	45	16	13	11	5	1
30	62	58	59	55	52	53	41	35	17	9	10	0
45	47	78	54	47	40	35	41	24	5	7	11	3
00	37	45	53	47	40	40	31	20	10	6	0	2
<b>Hr Total</b>	<b>205</b>	<b>232</b>	<b>237</b>	<b>217</b>	<b>181</b>	<b>179</b>	<b>158</b>	<b>95</b>	<b>45</b>	<b>33</b>	<b>26</b>	<b>6</b>

24 Hour Total:	2,274	AM Peak Volume:	236	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	253	PM Peak Hour Factor:	0.81
PM Peak Hour begins:	13:30				

### Southbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	7	12	22	48	81	77	58
30	2	2	1	0	1	4	13	17	45	55	61	79
45	1	0	0	4	2	8	17	30	54	61	67	60
00	1	1	0	6	4	10	25	52	64	55	60	72
<b>Hr Total</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>7</b>	<b>29</b>	<b>67</b>	<b>121</b>	<b>211</b>	<b>252</b>	<b>265</b>	<b>269</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	73	84	52	44	65	50	33	23	17	9	7
30	74	65	60	42	43	56	43	33	16	15	10	0
45	74	75	66	46	45	51	42	33	12	5	7	8
00	58	66	56	47	38	40	31	39	18	10	4	1
<b>Hr Total</b>	<b>283</b>	<b>279</b>	<b>266</b>	<b>187</b>	<b>170</b>	<b>212</b>	<b>166</b>	<b>138</b>	<b>69</b>	<b>47</b>	<b>30</b>	<b>16</b>

24 Hour Total:	3,104	AM Peak Volume:	288	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:15	PM Peak Volume:	290	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	13:15				

### Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	0	0	7	14	30	61	105	115	103
30	2	2	1	0	1	7	14	19	64	103	109	130
45	1	0	1	5	2	8	19	39	75	93	119	112
00	1	1	0	6	5	10	27	67	86	92	106	135
<b>Hr Total</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>11</b>	<b>8</b>	<b>32</b>	<b>74</b>	<b>155</b>	<b>286</b>	<b>393</b>	<b>449</b>	<b>480</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	124	155	120	93	116	95	49	36	28	14	8
30	136	123	119	97	95	109	84	68	33	24	20	0
45	121	153	120	93	85	86	83	57	17	12	18	11
00	95	111	109	94	78	80	62	59	28	16	4	3
<b>Hr Total</b>	<b>488</b>	<b>511</b>	<b>503</b>	<b>404</b>	<b>351</b>	<b>391</b>	<b>324</b>	<b>233</b>	<b>114</b>	<b>80</b>	<b>56</b>	<b>22</b>

24 Hour Total:	5,378	AM Peak Volume:	519	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:30	PM Peak Volume:	542	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	13:15				

## Volume Count Report 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330494
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80306
City:	Bonita Springs	County:	Lee		
Location	Springs Plaza DW south of Bonita Beach Rd				

### Northbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	1	7	14	29	38	50
30	1	0	1	0	0	1	1	5	16	37	51	48
45	0	0	0	0	0	0	4	10	20	43	47	50
00	1	0	0	0	0	1	2	11	21	43	51	59
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>33</b>	<b>71</b>	<b>152</b>	<b>187</b>	<b>207</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	60	72	60	57	55	40	22	16	12	5	4
30	62	57	47	49	48	45	40	28	18	11	6	1
45	51	67	55	59	49	43	38	26	10	4	7	2
00	49	47	51	49	41	38	25	24	12	7	2	1
<b>Hr Total</b>	<b>222</b>	<b>230</b>	<b>225</b>	<b>217</b>	<b>196</b>	<b>181</b>	<b>143</b>	<b>100</b>	<b>56</b>	<b>35</b>	<b>20</b>	<b>8</b>

24 Hour Total:	2,298				
AM Peak Hour begins:	11:30	AM Peak Volume:	232	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	13:15	PM Peak Volume:	242	PM Peak Hour Factor:	0.84

### Southbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	0	7	12	25	49	69	67	66
30	1	1	1	0	1	4	15	22	49	56	75	73
45	2	0	0	1	1	9	19	32	54	62	69	59
00	2	0	1	2	5	10	23	47	70	68	58	71
<b>Hr Total</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>30</b>	<b>68</b>	<b>126</b>	<b>222</b>	<b>255</b>	<b>268</b>	<b>268</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	80	67	54	59	57	37	30	22	15	10	6
30	76	65	52	55	41	53	39	35	20	12	6	1
45	71	72	63	54	47	51	40	42	15	9	6	4
00	68	61	56	49	39	41	32	30	18	11	5	1
<b>Hr Total</b>	<b>290</b>	<b>278</b>	<b>238</b>	<b>213</b>	<b>186</b>	<b>202</b>	<b>148</b>	<b>137</b>	<b>74</b>	<b>47</b>	<b>27</b>	<b>12</b>

24 Hour Total:	3,113				
AM Peak Hour begins:	11:30	AM Peak Volume:	281	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:15	PM Peak Volume:	295	PM Peak Hour Factor:	0.92

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	1	1	0	7	12	31	63	98	104	116
30	2	1	1	0	1	5	16	27	65	93	127	120
45	2	0	1	2	1	9	23	42	74	105	116	109
00	2	0	1	2	5	11	25	58	91	111	108	129
<b>Hr Total</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>32</b>	<b>76</b>	<b>159</b>	<b>294</b>	<b>407</b>	<b>455</b>	<b>475</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	140	138	114	116	112	77	52	38	27	14	9
30	138	121	99	104	89	98	79	63	38	23	13	2
45	121	139	118	113	97	93	78	67	25	14	13	6
00	117	108	107	98	80	78	57	54	30	18	7	2
<b>Hr Total</b>	<b>512</b>	<b>508</b>	<b>462</b>	<b>430</b>	<b>382</b>	<b>382</b>	<b>291</b>	<b>237</b>	<b>131</b>	<b>82</b>	<b>47</b>	<b>20</b>

24 Hour Total:	5,411				
AM Peak Hour begins:	11:30	AM Peak Volume:	513	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:45	PM Peak Volume:	517	PM Peak Hour Factor:	0.92

## Volume Count Report

Start Date: April 5, 2022  
 Stop Date: April 5, 2022  
 City: Bonita Springs  
 Location: US 41 at Imperial River

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.340080  
 -81.806809

### Northbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	14	16	8	4	33	77	209	338	339	410	482
30	23	15	10	10	14	34	120	260	354	418	458	557
45	19	13	9	11	18	45	127	322	422	409	472	564
00	15	10	3	13	19	69	174	337	411	417	534	527
<b>Hr Total</b>	<b>97</b>	<b>52</b>	<b>38</b>	<b>42</b>	<b>55</b>	<b>181</b>	<b>498</b>	<b>1,128</b>	<b>1,525</b>	<b>1,583</b>	<b>1,874</b>	<b>2,130</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	555	607	631	706	742	688	578	375	373	282	144	110
30	545	502	650	712	680	692	458	321	323	285	144	61
45	581	598	711	713	763	686	483	327	325	210	139	44
00	541	571	616	674	768	556	372	330	254	172	114	40
<b>Hr Total</b>	<b>2,222</b>	<b>2,278</b>	<b>2,608</b>	<b>2,805</b>	<b>2,953</b>	<b>2,622</b>	<b>1,891</b>	<b>1,353</b>	<b>1,275</b>	<b>949</b>	<b>541</b>	<b>255</b>

24 Hour Total: 30,955  
 AM Peak Hour begins: 11:15 AM Peak Volume: 2,203 AM Peak Hour Factor: 0.98  
 PM Peak Hour begins: 16:00 PM Peak Volume: 2,953 PM Peak Hour Factor: 0.96

### Southbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	14	9	5	17	53	170	438	621	554	481	537
30	13	8	10	7	21	85	254	541	635	633	614	623
45	10	7	7	19	26	110	344	607	650	633	568	571
00	14	12	12	15	41	138	397	646	658	562	579	626
<b>Hr Total</b>	<b>66</b>	<b>41</b>	<b>38</b>	<b>46</b>	<b>105</b>	<b>386</b>	<b>1,165</b>	<b>2,232</b>	<b>2,564</b>	<b>2,382</b>	<b>2,242</b>	<b>2,357</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	574	475	545	416	468	526	431	332	231	172	93	40
30	579	499	488	449	468	475	430	301	207	181	81	38
45	560	617	533	486	495	430	375	249	184	137	55	27
00	518	488	490	486	445	427	347	249	176	119	52	18
<b>Hr Total</b>	<b>2,231</b>	<b>2,079</b>	<b>2,056</b>	<b>1,837</b>	<b>1,876</b>	<b>1,858</b>	<b>1,583</b>	<b>1,131</b>	<b>798</b>	<b>609</b>	<b>281</b>	<b>123</b>

24 Hour Total: 30,086  
 AM Peak Hour begins: 8:00 AM Peak Volume: 2,564 AM Peak Hour Factor: 0.97  
 PM Peak Hour begins: 12:00 PM Peak Volume: 2,231 PM Peak Hour Factor: 0.96

### Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	28	25	13	21	86	247	647	959	893	891	1,019
30	36	23	20	17	35	119	374	801	989	1,051	1,072	1,180
45	29	20	16	30	44	155	471	929	1,072	1,042	1,040	1,135
00	29	22	15	28	60	207	571	983	1,069	979	1,113	1,153
<b>Hr Total</b>	<b>163</b>	<b>93</b>	<b>76</b>	<b>88</b>	<b>160</b>	<b>567</b>	<b>1,663</b>	<b>3,360</b>	<b>4,089</b>	<b>3,965</b>	<b>4,116</b>	<b>4,487</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,129	1,082	1,176	1,122	1,210	1,214	1,009	707	604	454	237	150
30	1,124	1,001	1,138	1,161	1,148	1,167	888	622	530	466	225	99
45	1,141	1,215	1,244	1,199	1,258	1,116	858	576	509	347	194	71
00	1,059	1,059	1,106	1,160	1,213	983	719	579	430	291	166	58
<b>Hr Total</b>	<b>4,453</b>	<b>4,357</b>	<b>4,664</b>	<b>4,642</b>	<b>4,829</b>	<b>4,480</b>	<b>3,474</b>	<b>2,484</b>	<b>2,073</b>	<b>1,558</b>	<b>822</b>	<b>378</b>

24 Hour Total: 61,041  
 AM Peak Hour begins: 11:15 AM Peak Volume: 4,597 AM Peak Hour Factor: 0.97  
 PM Peak Hour begins: 16:30 PM Peak Volume: 4,852 PM Peak Hour Factor: 0.96

## Volume Count Report

Start Date: April 6, 2022  
 Stop Date: April 6, 2022  
 City: Bonita Springs  
 Location: US 41 at Imperial River

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.340080  
 -81.806809

### Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	13	19	7	5	27	76	186	372	380	456	533
30	32	11	6	9	10	48	119	278	358	383	428	503
45	22	17	8	7	10	50	144	303	427	407	501	557
00	19	17	9	11	19	65	168	329	398	443	490	515
<b>Hr Total</b>	<b>114</b>	<b>58</b>	<b>42</b>	<b>34</b>	<b>44</b>	<b>190</b>	<b>507</b>	<b>1,096</b>	<b>1,555</b>	<b>1,613</b>	<b>1,875</b>	<b>2,108</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	585	623	647	699	740	739	576	358	356	282	166	95
30	588	566	583	661	632	662	476	377	355	250	158	78
45	594	612	681	754	778	668	483	365	332	216	126	54
00	592	530	649	668	730	574	433	327	341	199	113	62
<b>Hr Total</b>	<b>2,359</b>	<b>2,331</b>	<b>2,560</b>	<b>2,782</b>	<b>2,880</b>	<b>2,643</b>	<b>1,968</b>	<b>1,427</b>	<b>1,384</b>	<b>947</b>	<b>563</b>	<b>289</b>

24 Hour Total: 31,369  
 AM Peak Hour begins: 11:30 AM Peak Volume: 2,245 AM Peak Hour Factor: 0.95  
 PM Peak Hour begins: 16:30 PM Peak Volume: 2,909 PM Peak Hour Factor: 0.93

### Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	9	12	7	18	46	156	393	587	635	505	566
30	20	6	11	7	22	65	261	604	651	599	557	566
45	15	8	10	16	35	99	340	605	663	585	566	585
00	6	13	8	16	49	145	446	678	613	623	522	607
<b>Hr Total</b>	<b>71</b>	<b>36</b>	<b>41</b>	<b>46</b>	<b>124</b>	<b>355</b>	<b>1,203</b>	<b>2,280</b>	<b>2,514</b>	<b>2,442</b>	<b>2,150</b>	<b>2,324</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	519	591	497	497	468	538	466	329	233	177	107	46
30	568	471	452	437	413	490	457	305	220	167	96	26
45	542	539	534	461	459	516	361	293	196	163	67	25
00	511	545	485	462	420	453	339	229	190	141	59	18
<b>Hr Total</b>	<b>2,140</b>	<b>2,146</b>	<b>1,968</b>	<b>1,857</b>	<b>1,760</b>	<b>1,997</b>	<b>1,623</b>	<b>1,156</b>	<b>839</b>	<b>648</b>	<b>329</b>	<b>115</b>

24 Hour Total: 30,164  
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,579 AM Peak Hour Factor: 0.95  
 PM Peak Hour begins: 12:15 PM Peak Volume: 2,212 PM Peak Hour Factor: 0.94

### Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	71	22	31	14	23	73	232	579	959	1,015	961	1,099
30	52	17	17	16	32	113	380	882	1,009	982	985	1,069
45	37	25	18	23	45	149	484	908	1,090	992	1,067	1,142
00	25	30	17	27	68	210	614	1,007	1,011	1,066	1,012	1,122
<b>Hr Total</b>	<b>185</b>	<b>94</b>	<b>83</b>	<b>80</b>	<b>168</b>	<b>545</b>	<b>1,710</b>	<b>3,376</b>	<b>4,069</b>	<b>4,055</b>	<b>4,025</b>	<b>4,432</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,104	1,214	1,144	1,196	1,208	1,277	1,042	687	589	459	273	141
30	1,156	1,037	1,035	1,098	1,045	1,152	933	682	575	417	254	104
45	1,136	1,151	1,215	1,215	1,237	1,184	844	658	528	379	193	79
00	1,103	1,075	1,134	1,130	1,150	1,027	772	556	531	340	172	80
<b>Hr Total</b>	<b>4,499</b>	<b>4,477</b>	<b>4,528</b>	<b>4,639</b>	<b>4,640</b>	<b>4,640</b>	<b>3,591</b>	<b>2,583</b>	<b>2,223</b>	<b>1,595</b>	<b>892</b>	<b>404</b>

24 Hour Total: 61,533  
 AM Peak Hour begins: 11:30 AM Peak Volume: 4,524 AM Peak Hour Factor: 0.98  
 PM Peak Hour begins: 16:30 PM Peak Volume: 4,816 PM Peak Hour Factor: 0.94

## Volume Count Report

Start Date: April 7, 2022  
 Stop Date: April 7, 2022  
 City: Bonita Springs  
 Location: US 41 at Imperial River

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.340080  
 -81.806809

### Northbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	25	14	7	11	30	76	207	349	376	435	521
30	29	15	17	12	8	41	118	269	359	401	471	516
45	20	15	14	18	24	39	140	313	428	427	478	559
00	14	19	9	11	22	76	163	359	423	466	553	553
<b>Hr Total</b>	<b>98</b>	<b>74</b>	<b>54</b>	<b>48</b>	<b>65</b>	<b>186</b>	<b>497</b>	<b>1,148</b>	<b>1,559</b>	<b>1,670</b>	<b>1,937</b>	<b>2,149</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	559	608	588	730	713	786	627	372	365	217	137	67
30	598	592	580	651	723	729	500	337	284	246	157	72
45	601	677	731	732	733	700	518	310	291	182	118	54
00	549	527	622	605	787	540	393	263	217	174	98	41
<b>Hr Total</b>	<b>2,307</b>	<b>2,404</b>	<b>2,521</b>	<b>2,718</b>	<b>2,956</b>	<b>2,755</b>	<b>2,038</b>	<b>1,282</b>	<b>1,157</b>	<b>819</b>	<b>510</b>	<b>234</b>

24 Hour Total: 31,186  
 AM Peak Hour begins: 11:30 AM Peak Volume: 2,269 AM Peak Hour Factor: 0.95  
 PM Peak Hour begins: 16:30 PM Peak Volume: 3,035 PM Peak Hour Factor: 0.96

### Southbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	12	14	15	20	50	170	399	615	590	484	537
30	20	9	11	8	25	71	264	588	611	525	589	569
45	12	11	6	14	28	121	363	628	633	578	509	557
00	7	12	12	12	41	141	416	643	580	536	503	605
<b>Hr Total</b>	<b>65</b>	<b>44</b>	<b>43</b>	<b>49</b>	<b>114</b>	<b>383</b>	<b>1,213</b>	<b>2,258</b>	<b>2,439</b>	<b>2,229</b>	<b>2,085</b>	<b>2,268</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	541	554	546	476	500	511	427	296	181	162	93	49
30	544	555	466	451	448	476	369	253	172	138	72	44
45	585	509	479	504	493	420	298	229	200	166	68	20
00	489	478	495	437	428	414	319	264	150	141	59	26
<b>Hr Total</b>	<b>2,159</b>	<b>2,096</b>	<b>1,986</b>	<b>1,868</b>	<b>1,869</b>	<b>1,821</b>	<b>1,413</b>	<b>1,042</b>	<b>703</b>	<b>607</b>	<b>292</b>	<b>139</b>

24 Hour Total: 29,185  
 AM Peak Hour begins: 7:45 AM Peak Volume: 2,502 AM Peak Hour Factor: 0.97  
 PM Peak Hour begins: 12:30 PM Peak Volume: 2,183 PM Peak Hour Factor: 0.93

### Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	37	28	22	31	80	246	606	964	966	919	1,058
30	49	24	28	20	33	112	382	857	970	926	1,060	1,085
45	32	26	20	32	52	160	503	941	1,061	1,005	987	1,116
00	21	31	21	23	63	217	579	1,002	1,003	1,002	1,056	1,158
<b>Hr Total</b>	<b>163</b>	<b>118</b>	<b>97</b>	<b>97</b>	<b>179</b>	<b>569</b>	<b>1,710</b>	<b>3,406</b>	<b>3,998</b>	<b>3,899</b>	<b>4,022</b>	<b>4,417</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,100	1,162	1,134	1,206	1,213	1,297	1,054	668	546	379	230	116
30	1,142	1,147	1,046	1,102	1,171	1,205	869	590	456	384	229	116
45	1,186	1,186	1,210	1,236	1,226	1,120	816	539	491	348	186	74
00	1,038	1,005	1,117	1,042	1,215	954	712	527	367	315	157	67
<b>Hr Total</b>	<b>4,466</b>	<b>4,500</b>	<b>4,507</b>	<b>4,586</b>	<b>4,825</b>	<b>4,576</b>	<b>3,451</b>	<b>2,324</b>	<b>1,860</b>	<b>1,426</b>	<b>802</b>	<b>373</b>

24 Hour Total: 60,371  
 AM Peak Hour begins: 11:30 AM Peak Volume: 4,516 AM Peak Hour Factor: 0.97  
 PM Peak Hour begins: 16:30 PM Peak Volume: 4,943 PM Peak Hour Factor: 0.95

## Volume Count Report 3-Day Average

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.340080
Stop Date: April 7, 2022	Stop Time: 24:00	-81.80681
City: Bonita Springs	County: Lee	
Location: US 41 at Imperial River		

### Northbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	17	16	7	7	30	76	201	353	365	434	512
30	28	14	11	10	11	41	119	269	357	401	452	525
45	20	15	10	12	17	45	137	313	426	414	484	560
00	16	15	7	12	20	70	168	342	411	442	526	532
<b>Hr Total</b>	<b>103</b>	<b>61</b>	<b>45</b>	<b>41</b>	<b>55</b>	<b>186</b>	<b>501</b>	<b>1,124</b>	<b>1,546</b>	<b>1,622</b>	<b>1,895</b>	<b>2,129</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	566	613	622	712	732	738	594	368	365	260	149	91
30	577	553	604	675	678	694	478	345	321	260	153	70
45	592	629	708	733	758	685	495	334	316	203	128	51
00	561	543	629	649	762	557	399	307	271	182	108	48
<b>Hr Total</b>	<b>2,296</b>	<b>2,338</b>	<b>2,563</b>	<b>2,768</b>	<b>2,930</b>	<b>2,673</b>	<b>1,966</b>	<b>1,354</b>	<b>1,272</b>	<b>905</b>	<b>538</b>	<b>259</b>

24 Hour Total:	31,170				
AM Peak Hour begins:	11:30	AM Peak Volume:	2,235	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	2,952	PM Peak Hour Factor:	0.97

### Southbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	12	12	9	18	50	165	410	608	593	490	547
30	18	8	11	7	23	74	260	578	632	586	587	586
45	12	9	8	16	30	110	349	613	649	599	548	571
00	9	12	11	14	44	141	420	656	617	574	535	613
<b>Hr Total</b>	<b>67</b>	<b>40</b>	<b>41</b>	<b>47</b>	<b>114</b>	<b>375</b>	<b>1,194</b>	<b>2,257</b>	<b>2,506</b>	<b>2,351</b>	<b>2,159</b>	<b>2,316</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	545	540	529	463	479	525	441	319	215	170	98	45
30	564	508	469	446	443	480	419	286	200	162	83	36
45	562	555	515	484	482	455	345	257	193	155	63	24
00	506	504	490	462	431	431	335	247	172	134	57	21
<b>Hr Total</b>	<b>2,177</b>	<b>2,107</b>	<b>2,003</b>	<b>1,854</b>	<b>1,835</b>	<b>1,892</b>	<b>1,540</b>	<b>1,110</b>	<b>780</b>	<b>621</b>	<b>301</b>	<b>126</b>

24 Hour Total:	29,812				
AM Peak Hour begins:	7:45	AM Peak Volume:	2,544	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	2,177	PM Peak Hour Factor:	0.97

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	29	28	16	25	80	242	611	961	958	924	1,059
30	46	21	22	18	33	115	379	847	989	986	1,039	1,111
45	33	24	18	28	47	155	486	926	1,074	1,013	1,031	1,131
00	25	28	18	26	64	211	588	997	1,028	1,016	1,060	1,144
<b>Hr Total</b>	<b>170</b>	<b>102</b>	<b>85</b>	<b>88</b>	<b>169</b>	<b>560</b>	<b>1,694</b>	<b>3,381</b>	<b>4,052</b>	<b>3,973</b>	<b>4,054</b>	<b>4,445</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,111	1,153	1,151	1,175	1,210	1,263	1,035	687	580	431	247	136
30	1,141	1,062	1,073	1,120	1,121	1,175	897	631	520	422	236	106
45	1,154	1,184	1,223	1,217	1,240	1,140	839	591	509	358	191	75
00	1,067	1,046	1,119	1,111	1,193	988	734	554	443	315	165	68
<b>Hr Total</b>	<b>4,473</b>	<b>4,445</b>	<b>4,566</b>	<b>4,622</b>	<b>4,765</b>	<b>4,565</b>	<b>3,505</b>	<b>2,464</b>	<b>2,052</b>	<b>1,526</b>	<b>839</b>	<b>385</b>

24 Hour Total:	60,982				
AM Peak Hour begins:	11:30	AM Peak Volume:	4,527	AM Peak Hour Factor:	0.99
PM Peak Hour begins:	16:30	PM Peak Volume:	4,870	PM Peak Hour Factor:	0.96

# Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.320861
Stop Date: April 5, 2022	Stop Time: 24:00	-81.804369
City: Bonita Springs	County: Lee	
Location: US 41 Service Rd south of Bonita Crossings Blvd		

## Northbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	4	8	4	10
30	0	0	0	0	0	0	0	0	6	2	6	10
45	0	0	0	0	0	0	0	0	0	5	5	9
00	0	0	0	0	0	1	2	4	11	4	8	12
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>21</b>	<b>19</b>	<b>23</b>	<b>41</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	4	7	11	12	20	6	3	0	0	2	0
30	7	9	13	11	10	25	9	5	4	5	0	0
45	7	10	7	15	13	9	7	3	2	1	2	0
00	15	11	14	12	16	12	3	1	1	1	0	0
<b>Hr Total</b>	<b>41</b>	<b>34</b>	<b>41</b>	<b>49</b>	<b>51</b>	<b>66</b>	<b>25</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>

24 Hour Total:	448	AM Peak Volume:	43	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:15	PM Peak Volume:	74	PM Peak Hour Factor:	0.74
PM Peak Hour begins:	16:30				

## Southbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	2	0	8	17	22	28	25
30	0	0	0	0	0	0	2	11	15	23	20	24
45	0	0	1	0	0	1	8	17	17	34	19	25
00	0	0	0	0	3	5	5	18	24	22	23	33
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>15</b>	<b>54</b>	<b>73</b>	<b>101</b>	<b>90</b>	<b>107</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	21	26	23	17	20	13	13	4	4	1	2
30	23	24	25	27	22	18	10	9	8	9	3	0
45	32	19	20	31	24	11	12	5	5	1	2	0
00	17	30	22	21	25	21	9	2	3	3	1	0
<b>Hr Total</b>	<b>95</b>	<b>94</b>	<b>93</b>	<b>102</b>	<b>88</b>	<b>70</b>	<b>44</b>	<b>29</b>	<b>20</b>	<b>17</b>	<b>7</b>	<b>2</b>

24 Hour Total:	1,115	AM Peak Volume:	107	AM Peak Hour Factor:	0.79
AM Peak Hour begins:	9:15	PM Peak Volume:	103	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	14:45				

## Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	2	0	8	21	30	32	35
30	0	0	0	0	0	0	2	11	21	25	26	34
45	0	0	1	0	0	1	8	17	17	39	24	34
00	0	0	0	0	3	6	7	22	35	26	31	45
<b>Hr Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>17</b>	<b>58</b>	<b>94</b>	<b>120</b>	<b>113</b>	<b>148</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	25	33	34	29	40	19	16	4	4	3	2
30	30	33	38	38	32	43	19	14	12	14	3	0
45	39	29	27	46	37	20	19	8	7	2	4	0
00	32	41	36	33	41	33	12	3	4	4	1	0
<b>Hr Total</b>	<b>136</b>	<b>128</b>	<b>134</b>	<b>151</b>	<b>139</b>	<b>136</b>	<b>69</b>	<b>41</b>	<b>27</b>	<b>24</b>	<b>11</b>	<b>2</b>

24 Hour Total:	1,563	AM Peak Volume:	148	AM Peak Hour Factor:	0.82
AM Peak Hour begins:	11:00	PM Peak Volume:	161	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				



# Volume Count Report

Start Date: April 6, 2022	Start Time: 00:00	GPS: 26.320861
Stop Date: April 6, 2022	Stop Time: 24:00	-81.804369
City: Bonita Springs	County: Lee	
Location: US 41 Service Rd south of Bonita Crossings Blvd		

## Northbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	1	2	14	4	11
30	0	0	0	0	0	0	0	0	6	8	9	7
45	0	0	0	0	0	0	1	2	2	6	11	11
00	0	0	0	0	0	0	2	3	5	3	6	9
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>15</b>	<b>31</b>	<b>30</b>	<b>38</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	13	12	8	12	16	6	7	5	1	0	0
30	10	9	9	11	13	22	9	3	4	2	1	0
45	8	13	15	9	9	8	2	5	1	1	1	0
00	10	9	12	11	16	10	6	6	4	3	0	0
<b>Hr Total</b>	<b>37</b>	<b>44</b>	<b>48</b>	<b>39</b>	<b>50</b>	<b>56</b>	<b>23</b>	<b>21</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>

24 Hour Total:	464	AM Peak Volume:	39	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	63	PM Peak Hour Factor:	0.72
PM Peak Hour begins:	16:30				

## Southbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	10	12	18	23	23
30	0	0	0	0	0	0	6	16	19	16	33	25
45	0	0	0	0	0	2	4	21	23	29	35	23
00	0	0	2	0	2	2	0	15	21	17	22	21
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>12</b>	<b>62</b>	<b>75</b>	<b>80</b>	<b>113</b>	<b>92</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	26	20	24	25	17	18	7	9	5	0	0
30	27	35	28	19	22	19	11	9	2	3	1	0
45	27	20	35	31	31	23	11	7	8	2	1	0
00	25	24	24	22	23	16	8	8	4	1	0	0
<b>Hr Total</b>	<b>99</b>	<b>105</b>	<b>107</b>	<b>96</b>	<b>101</b>	<b>75</b>	<b>48</b>	<b>31</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>0</b>

24 Hour Total:	1,140	AM Peak Volume:	113	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	10:00	PM Peak Volume:	113	PM Peak Hour Factor:	0.81
PM Peak Hour begins:	12:30				

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	11	14	32	27	34
30	0	0	0	0	0	0	6	16	25	24	42	32
45	0	0	0	0	0	2	5	23	25	35	46	34
00	0	0	2	0	2	2	2	18	26	20	28	30
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>68</b>	<b>90</b>	<b>111</b>	<b>143</b>	<b>130</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	39	32	32	37	33	24	14	14	6	0	0
30	37	44	37	30	35	41	20	12	6	5	2	0
45	35	33	50	40	40	31	13	12	9	3	2	0
00	35	33	36	33	39	26	14	14	8	4	0	0
<b>Hr Total</b>	<b>136</b>	<b>149</b>	<b>155</b>	<b>135</b>	<b>151</b>	<b>131</b>	<b>71</b>	<b>52</b>	<b>37</b>	<b>18</b>	<b>4</b>	<b>0</b>

24 Hour Total:	1,604	AM Peak Volume:	150	AM Peak Hour Factor:	0.82
AM Peak Hour begins:	10:15	PM Peak Volume:	155	PM Peak Hour Factor:	0.78
PM Peak Hour begins:	14:00				

## Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.320861
Stop Date: April 7, 2022	Stop Time: 24:00	-81.804369
City: Bonita Springs	County: Lee	
Location: US 41 Service Rd south of Bonita Crossings Blvd		

### Northbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	4	4	4
30	0	0	0	0	0	0	0	0	5	8	7	11
45	0	0	0	0	0	0	0	2	1	4	8	9
00	0	0	0	0	0	1	3	2	7	6	7	9
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>13</b>	<b>22</b>	<b>26</b>	<b>33</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	15	13	9	9	21	4	0	2	0	0	0
30	10	14	11	12	17	16	13	1	0	1	1	0
45	11	13	6	9	11	6	9	3	1	0	1	1
00	14	11	14	12	11	17	6	3	2	2	0	0
<b>Hr Total</b>	<b>45</b>	<b>53</b>	<b>44</b>	<b>42</b>	<b>48</b>	<b>60</b>	<b>32</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>

24 Hour Total:	444	AM Peak Volume:	39	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:15	PM Peak Volume:	60	PM Peak Hour Factor:	0.71
PM Peak Hour begins:	16:15				

### Southbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	1	8	14	20	20	26
30	0	0	0	2	0	0	2	17	11	25	24	28
45	0	0	0	0	0	0	8	18	20	22	31	23
00	0	0	1	0	2	2	5	18	16	19	20	26
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>16</b>	<b>61</b>	<b>61</b>	<b>86</b>	<b>95</b>	<b>103</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	31	26	23	11	21	12	6	6	1	4	0
30	23	17	21	34	26	25	28	11	1	2	0	0
45	26	30	29	28	20	18	7	5	4	5	1	0
00	23	34	15	18	21	24	6	11	3	1	0	0
<b>Hr Total</b>	<b>94</b>	<b>112</b>	<b>91</b>	<b>103</b>	<b>78</b>	<b>88</b>	<b>53</b>	<b>33</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>

24 Hour Total:	1,110	AM Peak Volume:	105	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	10:30	PM Peak Volume:	112	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	13:00				

### Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	1	8	14	24	24	30
30	0	0	0	2	0	0	2	17	16	33	31	39
45	0	0	0	0	0	0	8	20	21	26	39	32
00	0	0	1	0	2	3	8	20	23	25	27	35
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>19</b>	<b>65</b>	<b>74</b>	<b>108</b>	<b>121</b>	<b>136</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	46	39	32	20	42	16	6	8	1	4	0
30	33	31	32	46	43	41	41	12	1	3	1	0
45	37	43	35	37	31	24	16	8	5	5	2	1
00	37	45	29	30	32	41	12	14	5	3	0	0
<b>Hr Total</b>	<b>139</b>	<b>165</b>	<b>135</b>	<b>145</b>	<b>126</b>	<b>148</b>	<b>85</b>	<b>40</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>1</b>

24 Hour Total:	1,554	AM Peak Volume:	138	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:15	PM Peak Volume:	165	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	13:00				

## Volume Count Report 3-Day Average

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.320861
Stop Date: April 7, 2022	Stop Time: 24:00	-81.80437
City: Bonita Springs	County: Lee	
Location: US 41 Service Rd south of Bonita Crossings Blvd		

### Northbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	2	9	4	8
30	0	0	0	0	0	0	0	0	6	6	7	9
45	0	0	0	0	0	0	0	1	1	5	8	10
00	0	0	0	0	0	1	2	3	8	4	7	10
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>16</b>	<b>24</b>	<b>26</b>	<b>37</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	11	11	9	11	19	5	3	2	0	1	0
30	9	11	11	11	13	21	10	3	3	3	1	0
45	9	12	9	11	11	8	6	4	1	1	1	0
00	13	10	13	12	14	13	5	3	2	2	0	0
<b>Hr Total</b>	<b>41</b>	<b>44</b>	<b>44</b>	<b>43</b>	<b>50</b>	<b>61</b>	<b>27</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>

24 Hour Total:	452				
AM Peak Hour begins:	11:15	AM Peak Volume:	39	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	65	PM Peak Hour Factor:	0.78

### Southbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	1	9	14	20	24	25
30	0	0	0	1	0	0	3	15	15	21	26	26
45	0	0	0	0	0	1	7	19	20	28	28	24
00	0	0	1	0	2	3	3	17	20	19	22	27
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>59</b>	<b>70</b>	<b>89</b>	<b>99</b>	<b>101</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	26	24	23	18	19	14	9	6	3	2	1
30	24	25	25	27	23	21	16	10	4	5	1	0
45	28	23	28	30	25	17	10	6	6	3	1	0
00	22	29	20	20	23	20	8	7	3	2	0	0
<b>Hr Total</b>	<b>96</b>	<b>104</b>	<b>97</b>	<b>100</b>	<b>89</b>	<b>78</b>	<b>48</b>	<b>31</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>1</b>

24 Hour Total:	1,122				
AM Peak Hour begins:	11:00	AM Peak Volume:	101	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	13:45	PM Peak Volume:	106	PM Peak Hour Factor:	0.90

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	1	9	16	29	28	33
30	0	0	0	1	0	0	3	15	21	27	33	35
45	0	0	0	0	0	1	7	20	21	33	36	33
00	0	0	1	0	2	4	6	20	28	24	29	37
<b>Hr Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>17</b>	<b>64</b>	<b>86</b>	<b>113</b>	<b>126</b>	<b>138</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	37	35	33	29	38	20	12	9	4	2	1
30	33	36	36	38	37	42	27	13	6	7	2	0
45	37	35	37	41	36	25	16	9	7	3	3	0
00	35	40	34	32	37	33	13	10	6	4	0	0
<b>Hr Total</b>	<b>137</b>	<b>147</b>	<b>141</b>	<b>144</b>	<b>139</b>	<b>138</b>	<b>75</b>	<b>44</b>	<b>28</b>	<b>18</b>	<b>7</b>	<b>1</b>

24 Hour Total:	1,574				
AM Peak Hour begins:	11:00	AM Peak Volume:	138	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	153	PM Peak Hour Factor:	0.92

## Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.323092
Stop Date: April 5, 2022	Stop Time: 24:00	-81.805408
City: Bonita Springs	County: Lee	
Location: US 41 south of Foley Rd/Shanna Ln		

### Northbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	11	12	6	4	27	71	157	233	273	287	401
30	18	11	9	8	7	35	89	187	257	274	314	403
45	20	15	5	7	16	28	89	191	275	287	385	445
00	11	5	2	11	18	36	128	268	283	323	372	413
<b>Hr Total</b>	<b>85</b>	<b>42</b>	<b>28</b>	<b>32</b>	<b>45</b>	<b>126</b>	<b>377</b>	<b>803</b>	<b>1,048</b>	<b>1,157</b>	<b>1,358</b>	<b>1,662</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	412	412	455	519	536	519	416	289	217	190	116	74
30	413	395	473	462	548	569	415	286	236	211	119	48
45	422	407	468	495	497	511	367	267	217	162	116	38
00	428	411	465	474	481	426	301	227	200	125	99	31
<b>Hr Total</b>	<b>1,675</b>	<b>1,625</b>	<b>1,861</b>	<b>1,950</b>	<b>2,062</b>	<b>2,025</b>	<b>1,499</b>	<b>1,069</b>	<b>870</b>	<b>688</b>	<b>450</b>	<b>191</b>

24 Hour Total:	22,728	AM Peak Volume:	1,683	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:30	PM Peak Volume:	2,080	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45				

### Southbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	9	10	7	8	35	156	331	500	363	321	366
30	20	9	8	9	15	58	204	440	483	418	404	454
45	10	6	9	12	23	83	325	510	509	431	409	472
00	16	7	9	14	37	123	331	472	452	389	442	401
<b>Hr Total</b>	<b>67</b>	<b>31</b>	<b>36</b>	<b>42</b>	<b>83</b>	<b>299</b>	<b>1,016</b>	<b>1,753</b>	<b>1,944</b>	<b>1,601</b>	<b>1,576</b>	<b>1,693</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	437	393	355	358	373	371	319	227	156	125	61	31
30	398	391	375	338	364	382	293	191	145	130	58	21
45	454	416	405	387	364	335	259	175	134	110	47	20
00	381	393	347	354	350	307	277	155	124	97	37	18
<b>Hr Total</b>	<b>1,670</b>	<b>1,593</b>	<b>1,482</b>	<b>1,437</b>	<b>1,451</b>	<b>1,395</b>	<b>1,148</b>	<b>748</b>	<b>559</b>	<b>462</b>	<b>203</b>	<b>90</b>

24 Hour Total:	22,379	AM Peak Volume:	1,965	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:30	PM Peak Volume:	1,670	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:00				

### Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	20	22	13	12	62	227	488	733	636	608	767
30	38	20	17	17	22	93	293	627	740	692	718	857
45	30	21	14	19	39	111	414	701	784	718	794	917
00	27	12	11	25	55	159	459	740	735	712	814	814
<b>Hr Total</b>	<b>152</b>	<b>73</b>	<b>64</b>	<b>74</b>	<b>128</b>	<b>425</b>	<b>1,393</b>	<b>2,556</b>	<b>2,992</b>	<b>2,758</b>	<b>2,934</b>	<b>3,355</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	849	805	810	877	909	890	735	516	373	315	177	105
30	811	786	848	800	912	951	708	477	381	341	177	69
45	876	823	873	882	861	846	626	442	351	272	163	58
00	809	804	812	828	831	733	578	382	324	222	136	49
<b>Hr Total</b>	<b>3,345</b>	<b>3,218</b>	<b>3,343</b>	<b>3,387</b>	<b>3,513</b>	<b>3,420</b>	<b>2,647</b>	<b>1,817</b>	<b>1,429</b>	<b>1,150</b>	<b>653</b>	<b>281</b>

24 Hour Total:	45,107	AM Peak Volume:	3,437	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:15	PM Peak Volume:	3,533	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

# Volume Count Report

Start Date: April 6, 2022	Start Time: 00:00	GPS: 26.323092
Stop Date: April 6, 2022	Stop Time: 24:00	-81.805408
City: Bonita Springs	County: Lee	
Location: US 41 south of Foley Rd/Shanna Ln		

## Northbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	2	10	11	7	30	63	148	232	309	315	398
30	25	11	6	3	9	36	82	204	253	299	321	391
45	14	16	10	6	12	39	99	192	328	265	363	390
00	14	15	5	7	17	35	113	240	266	375	370	386
<b>Hr Total</b>	<b>82</b>	<b>44</b>	<b>31</b>	<b>27</b>	<b>45</b>	<b>140</b>	<b>357</b>	<b>784</b>	<b>1,079</b>	<b>1,248</b>	<b>1,369</b>	<b>1,565</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	446	426	415	484	501	541	404	320	232	197	128	80
30	419	444	445	509	546	569	406	289	236	197	136	68
45	438	413	460	481	514	512	345	288	223	157	107	47
00	431	423	445	474	560	476	314	248	227	142	91	38
<b>Hr Total</b>	<b>1,734</b>	<b>1,706</b>	<b>1,765</b>	<b>1,948</b>	<b>2,121</b>	<b>2,098</b>	<b>1,469</b>	<b>1,145</b>	<b>918</b>	<b>693</b>	<b>462</b>	<b>233</b>

24 Hour Total:	23,063	AM Peak Volume:	1,641	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:30	PM Peak Volume:	2,184	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30				

## Southbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	9	6	8	10	37	152	333	447	405	376	408
30	17	3	12	5	22	46	208	447	462	425	387	414
45	15	11	2	15	25	79	320	531	475	383	390	422
00	9	10	6	10	36	118	339	493	458	423	405	408
<b>Hr Total</b>	<b>56</b>	<b>33</b>	<b>26</b>	<b>38</b>	<b>93</b>	<b>280</b>	<b>1,019</b>	<b>1,804</b>	<b>1,842</b>	<b>1,636</b>	<b>1,558</b>	<b>1,652</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	402	403	347	308	373	352	344	196	179	105	81	55
30	401	391	397	332	295	397	297	199	164	124	69	21
45	406	421	410	338	313	349	260	211	146	113	53	22
00	395	413	362	388	372	322	258	190	154	113	40	17
<b>Hr Total</b>	<b>1,604</b>	<b>1,628</b>	<b>1,516</b>	<b>1,366</b>	<b>1,353</b>	<b>1,420</b>	<b>1,159</b>	<b>796</b>	<b>643</b>	<b>455</b>	<b>243</b>	<b>115</b>

24 Hour Total:	22,335	AM Peak Volume:	1,933	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	1,628	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	13:00				

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	11	16	19	17	67	215	481	679	714	691	806
30	42	14	18	8	31	82	290	651	715	724	708	805
45	29	27	12	21	37	118	419	723	803	648	753	812
00	23	25	11	17	53	153	452	733	724	798	775	794
<b>Hr Total</b>	<b>138</b>	<b>77</b>	<b>57</b>	<b>65</b>	<b>138</b>	<b>420</b>	<b>1,376</b>	<b>2,588</b>	<b>2,921</b>	<b>2,884</b>	<b>2,927</b>	<b>3,217</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	848	829	762	792	874	893	748	516	411	302	209	135
30	820	835	842	841	841	966	703	488	400	321	205	89
45	844	834	870	819	827	861	605	499	369	270	160	69
00	826	836	807	862	932	798	572	438	381	255	131	55
<b>Hr Total</b>	<b>3,338</b>	<b>3,334</b>	<b>3,281</b>	<b>3,314</b>	<b>3,474</b>	<b>3,518</b>	<b>2,628</b>	<b>1,941</b>	<b>1,561</b>	<b>1,148</b>	<b>705</b>	<b>348</b>

24 Hour Total:	45,398	AM Peak Volume:	3,274	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:30	PM Peak Volume:	3,652	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

## Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.323092
Stop Date: April 7, 2022	Stop Time: 24:00	-81.805408
City: Bonita Springs	County: Lee	
Location: US 41 south of Foley Rd/Shanna Ln		

### Northbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	17	6	6	7	21	60	155	236	273	333	402
30	22	8	13	10	9	28	79	177	258	251	344	388
45	26	12	11	15	20	26	84	208	305	340	343	398
00	17	20	1	3	22	48	123	239	278	333	390	420
<b>Hr Total</b>	<b>96</b>	<b>57</b>	<b>31</b>	<b>34</b>	<b>58</b>	<b>123</b>	<b>346</b>	<b>779</b>	<b>1,077</b>	<b>1,197</b>	<b>1,410</b>	<b>1,608</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	437	432	401	491	485	528	478	285	282	165	125	67
30	425	460	414	507	485	543	436	297	257	200	125	66
45	436	422	443	480	466	492	409	247	203	130	92	45
00	440	416	449	485	480	475	293	243	175	125	86	31
<b>Hr Total</b>	<b>1,738</b>	<b>1,730</b>	<b>1,707</b>	<b>1,963</b>	<b>1,916</b>	<b>2,038</b>	<b>1,616</b>	<b>1,072</b>	<b>917</b>	<b>620</b>	<b>428</b>	<b>209</b>

24 Hour Total:	22,770	AM Peak Volume:	1,680	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:30	PM Peak Volume:	2,043	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

### Southbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	10	9	8	16	30	146	354	464	428	362	419
30	30	7	11	3	18	57	220	441	442	408	392	400
45	10	10	5	5	19	87	324	495	465	364	393	434
00	7	10	5	9	33	114	312	521	417	423	366	434
<b>Hr Total</b>	<b>72</b>	<b>37</b>	<b>30</b>	<b>25</b>	<b>86</b>	<b>288</b>	<b>1,002</b>	<b>1,811</b>	<b>1,788</b>	<b>1,623</b>	<b>1,513</b>	<b>1,687</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	400	387	400	359	333	380	332	227	170	116	57	44
30	435	439	414	341	313	367	271	182	157	121	72	42
45	444	390	353	364	353	354	243	167	149	122	59	17
00	438	400	394	371	336	344	243	176	99	95	54	19
<b>Hr Total</b>	<b>1,717</b>	<b>1,616</b>	<b>1,561</b>	<b>1,435</b>	<b>1,335</b>	<b>1,445</b>	<b>1,089</b>	<b>752</b>	<b>575</b>	<b>454</b>	<b>242</b>	<b>122</b>

24 Hour Total:	22,305	AM Peak Volume:	1,922	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	1,717	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	12:00				

### Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	27	15	14	23	51	206	509	700	701	695	821
30	52	15	24	13	27	85	299	618	700	659	736	788
45	36	22	16	20	39	113	408	703	770	704	736	832
00	24	30	6	12	55	162	435	760	695	756	756	854
<b>Hr Total</b>	<b>168</b>	<b>94</b>	<b>61</b>	<b>59</b>	<b>144</b>	<b>411</b>	<b>1,348</b>	<b>2,590</b>	<b>2,865</b>	<b>2,820</b>	<b>2,923</b>	<b>3,295</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	837	819	801	850	818	908	810	512	452	281	182	111
30	860	899	828	848	798	910	707	479	414	321	197	108
45	880	812	796	844	819	846	652	414	352	252	151	62
00	878	816	843	856	816	819	536	419	274	220	140	50
<b>Hr Total</b>	<b>3,455</b>	<b>3,346</b>	<b>3,268</b>	<b>3,398</b>	<b>3,251</b>	<b>3,483</b>	<b>2,705</b>	<b>1,824</b>	<b>1,492</b>	<b>1,074</b>	<b>670</b>	<b>331</b>

24 Hour Total:	45,075	AM Peak Volume:	3,383	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	11:30	PM Peak Volume:	3,483	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00				

## Volume Count Report

### 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.323092
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80541
City:	Bonita Springs	County:	Lee		
Location	US 41 south of Foley Rd/Shanna Ln				

#### Northbound Volume

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	10	9	8	6	26	65	153	234	285	312	400
30	22	10	9	7	8	33	83	189	256	275	326	394
45	20	14	9	9	16	31	91	197	303	297	364	411
00	14	13	3	7	19	40	121	249	276	344	377	406
<b>Hr Total</b>	<b>88</b>	<b>48</b>	<b>30</b>	<b>31</b>	<b>49</b>	<b>130</b>	<b>360</b>	<b>789</b>	<b>1,068</b>	<b>1,201</b>	<b>1,379</b>	<b>1,612</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	432	423	424	498	507	529	433	298	244	184	123	74
30	419	433	444	493	526	560	419	291	243	203	127	61
45	432	414	457	485	492	505	374	267	214	150	105	43
00	433	417	453	478	507	459	303	239	201	131	92	33
<b>Hr Total</b>	<b>1,716</b>	<b>1,687</b>	<b>1,778</b>	<b>1,954</b>	<b>2,033</b>	<b>2,054</b>	<b>1,528</b>	<b>1,095</b>	<b>902</b>	<b>667</b>	<b>447</b>	<b>211</b>

24 Hour Total:	22,854		
AM Peak Hour begins:	11:30	AM Peak Volume:	1,668
PM Peak Hour begins:	16:45	PM Peak Volume:	2,102
		AM Peak Hour Factor:	0.97
		PM Peak Hour Factor:	0.94

#### Southbound Volume

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	9	8	8	11	34	151	339	470	399	353	398
30	22	6	10	6	18	54	211	443	462	417	394	423
45	12	9	5	11	22	83	323	512	483	393	397	443
00	11	9	7	11	35	118	327	495	442	412	404	414
<b>Hr Total</b>	<b>65</b>	<b>34</b>	<b>31</b>	<b>35</b>	<b>87</b>	<b>289</b>	<b>1,012</b>	<b>1,789</b>	<b>1,858</b>	<b>1,620</b>	<b>1,549</b>	<b>1,677</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	413	394	367	342	360	368	332	217	168	115	66	43
30	411	407	395	337	324	382	287	191	155	125	66	28
45	435	409	389	363	343	346	254	184	143	115	53	20
00	405	402	368	371	353	324	259	174	126	102	44	18
<b>Hr Total</b>	<b>1,664</b>	<b>1,612</b>	<b>1,520</b>	<b>1,413</b>	<b>1,380</b>	<b>1,420</b>	<b>1,132</b>	<b>765</b>	<b>592</b>	<b>457</b>	<b>229</b>	<b>109</b>

24 Hour Total:	22,340		
AM Peak Hour begins:	7:30	AM Peak Volume:	1,940
PM Peak Hour begins:	12:00	PM Peak Volume:	1,664
		AM Peak Hour Factor:	0.95
		PM Peak Hour Factor:	0.96

#### Total Volume for All Lanes

##### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	19	18	15	17	60	216	493	704	684	665	798
30	44	16	20	13	27	87	294	632	718	692	721	817
45	32	23	14	20	38	114	414	709	786	690	761	854
00	25	22	9	18	54	158	449	744	718	755	782	821
<b>Hr Total</b>	<b>153</b>	<b>81</b>	<b>61</b>	<b>66</b>	<b>137</b>	<b>419</b>	<b>1,372</b>	<b>2,578</b>	<b>2,926</b>	<b>2,821</b>	<b>2,928</b>	<b>3,289</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	845	818	791	840	867	897	764	515	412	299	189	117
30	830	840	839	830	850	942	706	481	398	328	193	89
45	867	823	846	848	836	851	628	452	357	265	158	63
00	838	819	821	849	860	783	562	413	326	232	136	51
<b>Hr Total</b>	<b>3,379</b>	<b>3,299</b>	<b>3,297</b>	<b>3,366</b>	<b>3,413</b>	<b>3,474</b>	<b>2,660</b>	<b>1,861</b>	<b>1,494</b>	<b>1,124</b>	<b>676</b>	<b>320</b>

24 Hour Total:	45,193		
AM Peak Hour begins:	11:30	AM Peak Volume:	3,349
PM Peak Hour begins:	16:45	PM Peak Volume:	3,550
		AM Peak Hour Factor:	0.98
		PM Peak Hour Factor:	0.94

## Volume Count Report

Start Date: April 5, 2022  
 Stop Date: April 5, 2022  
 City: Bonita Springs  
 Location: Vanderbilt Dr south of 8th St

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.322878  
 -81.819115

### Northbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	3	0	2	3	9	15	50	78	88	106
30	2	4	1	0	3	3	11	25	58	98	87	102
45	0	0	0	1	5	6	12	31	72	62	78	121
00	0	1	1	0	3	12	13	41	75	84	103	115
<b>Hr Total</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>13</b>	<b>24</b>	<b>45</b>	<b>112</b>	<b>255</b>	<b>322</b>	<b>356</b>	<b>444</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	89	76	123	108	113	88	83	41	36	13	7
30	90	95	106	106	111	112	74	66	49	18	8	6
45	127	89	97	118	93	108	75	56	37	19	7	2
00	93	120	99	109	127	85	81	49	34	19	9	4
<b>Hr Total</b>	<b>419</b>	<b>393</b>	<b>378</b>	<b>456</b>	<b>439</b>	<b>418</b>	<b>318</b>	<b>254</b>	<b>161</b>	<b>92</b>	<b>37</b>	<b>19</b>

24 Hour Total: 4,971  
 AM Peak Hour begins: 11:15 AM Peak Volume: 447 AM Peak Hour Factor: 0.92  
 PM Peak Hour begins: 16:45 PM Peak Volume: 460 PM Peak Hour Factor: 0.91

### Southbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	0	0	3	15	44	95	79	90	87
30	4	0	0	2	1	3	16	48	98	77	91	91
45	3	0	0	0	2	5	27	66	86	82	80	102
00	0	0	0	1	2	13	26	68	82	105	97	96
<b>Hr Total</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>24</b>	<b>84</b>	<b>226</b>	<b>361</b>	<b>343</b>	<b>358</b>	<b>376</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	98	95	106	126	105	59	58	63	27	21	6
30	99	84	105	101	104	95	54	49	62	37	16	4
45	101	85	116	131	125	92	51	52	48	28	9	4
00	112	86	95	119	95	68	71	55	39	14	5	2
<b>Hr Total</b>	<b>404</b>	<b>353</b>	<b>411</b>	<b>457</b>	<b>450</b>	<b>360</b>	<b>235</b>	<b>214</b>	<b>212</b>	<b>106</b>	<b>51</b>	<b>16</b>

24 Hour Total: 5,061  
 AM Peak Hour begins: 11:30 AM Peak Volume: 389 AM Peak Hour Factor: 0.95  
 PM Peak Hour begins: 15:30 PM Peak Volume: 480 PM Peak Hour Factor: 0.92

### Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	4	0	2	6	24	59	145	157	178	193
30	6	4	1	2	4	6	27	73	156	175	178	193
45	3	0	0	1	7	11	39	97	158	144	158	223
00	0	1	1	1	5	25	39	109	157	189	200	211
<b>Hr Total</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>18</b>	<b>48</b>	<b>129</b>	<b>338</b>	<b>616</b>	<b>665</b>	<b>714</b>	<b>820</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	201	187	171	229	234	218	147	141	104	63	34	13
30	189	179	211	207	215	207	128	115	111	55	24	10
45	228	174	213	249	218	200	126	108	85	47	16	6
00	205	206	194	228	222	153	152	104	73	33	14	6
<b>Hr Total</b>	<b>823</b>	<b>746</b>	<b>789</b>	<b>913</b>	<b>889</b>	<b>778</b>	<b>553</b>	<b>468</b>	<b>373</b>	<b>198</b>	<b>88</b>	<b>35</b>

24 Hour Total: 10,032  
 AM Peak Hour begins: 11:15 AM Peak Volume: 828 AM Peak Hour Factor: 0.93  
 PM Peak Hour begins: 15:30 PM Peak Volume: 926 PM Peak Hour Factor: 0.93



# Volume Count Report

Start Date: April 6, 2022  
 Stop Date: April 6, 2022  
 City: Bonita Springs  
 Location: Vanderbilt Dr south of 8th St

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.322878  
 -81.819115

## Northbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	1	7	23	46	88	87	109
30	1	1	0	2	0	1	8	19	79	75	99	94
45	7	0	0	0	5	8	10	28	60	90	91	95
00	1	2	1	0	3	11	10	57	66	94	106	114
<b>Hr Total</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>21</b>	<b>35</b>	<b>127</b>	<b>251</b>	<b>347</b>	<b>383</b>	<b>412</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	90	87	97	129	100	76	64	45	37	23	10
30	82	100	107	99	131	111	68	52	47	20	11	5
45	83	108	82	114	138	115	81	70	38	22	10	3
00	110	105	103	104	109	101	67	69	46	21	5	4
<b>Hr Total</b>	<b>389</b>	<b>403</b>	<b>379</b>	<b>414</b>	<b>507</b>	<b>427</b>	<b>292</b>	<b>255</b>	<b>176</b>	<b>100</b>	<b>49</b>	<b>22</b>

24 Hour Total: 5,015  
 AM Peak Hour begins: 11:15 AM Peak Volume: 417 AM Peak Hour Factor: 0.91  
 PM Peak Hour begins: 16:00 PM Peak Volume: 507 PM Peak Hour Factor: 0.92

## Southbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	2	17	47	89	72	83	96
30	3	2	0	0	1	6	14	49	100	91	88	89
45	3	1	0	0	2	7	39	70	109	81	86	106
00	0	1	0	1	4	13	41	72	83	109	96	113
<b>Hr Total</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>28</b>	<b>111</b>	<b>238</b>	<b>381</b>	<b>353</b>	<b>353</b>	<b>404</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	107	104	121	103	101	80	60	54	44	22	10
30	106	103	112	100	111	106	65	50	58	29	16	4
45	119	101	102	126	112	96	57	41	40	38	15	3
00	112	99	99	84	89	71	55	62	48	19	8	4
<b>Hr Total</b>	<b>445</b>	<b>410</b>	<b>417</b>	<b>431</b>	<b>415</b>	<b>374</b>	<b>257</b>	<b>213</b>	<b>200</b>	<b>130</b>	<b>61</b>	<b>21</b>

24 Hour Total: 5,264  
 AM Peak Hour begins: 11:30 AM Peak Volume: 433 AM Peak Hour Factor: 0.96  
 PM Peak Hour begins: 14:45 PM Peak Volume: 446 PM Peak Hour Factor: 0.88

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	0	0	0	3	24	70	135	160	170	205
30	4	3	0	2	1	7	22	68	179	166	187	183
45	10	1	0	0	7	15	49	98	169	171	177	201
00	1	3	1	1	7	24	51	129	149	203	202	227
<b>Hr Total</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>49</b>	<b>146</b>	<b>365</b>	<b>632</b>	<b>700</b>	<b>736</b>	<b>816</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	197	191	218	232	201	156	124	99	81	45	20
30	188	203	219	199	242	217	133	102	105	49	27	9
45	202	209	184	240	250	211	138	111	78	60	25	6
00	222	204	202	188	198	172	122	131	94	40	13	8
<b>Hr Total</b>	<b>834</b>	<b>813</b>	<b>796</b>	<b>845</b>	<b>922</b>	<b>801</b>	<b>549</b>	<b>468</b>	<b>376</b>	<b>230</b>	<b>110</b>	<b>43</b>

24 Hour Total: 10,279  
 AM Peak Hour begins: 11:30 AM Peak Volume: 838 AM Peak Hour Factor: 0.92  
 PM Peak Hour begins: 16:00 PM Peak Volume: 922 PM Peak Hour Factor: 0.92

## Volume Count Report

Start Date: April 7, 2022  
 Stop Date: April 7, 2022  
 City: Bonita Springs  
 Location: Vanderbilt Dr south of 8th St

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.322878  
 -81.819115

### Northbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	0	0	1	0	3	9	38	59	69	78	94
30	1	1	1	0	2	0	9	30	63	59	85	97
45	1	0	0	1	3	2	9	29	84	77	87	83
00	0	1	3	0	5	11	14	48	70	71	93	109
<b>Hr Total</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>16</b>	<b>41</b>	<b>145</b>	<b>276</b>	<b>276</b>	<b>343</b>	<b>383</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	69	106	100	107	111	97	98	105	67	37	8
30	104	102	85	103	131	110	94	91	74	40	23	4
45	87	95	93	96	106	94	134	103	64	40	20	7
00	111	90	82	125	118	92	107	89	61	26	8	6
<b>Hr Total</b>	<b>400</b>	<b>356</b>	<b>366</b>	<b>424</b>	<b>462</b>	<b>407</b>	<b>432</b>	<b>381</b>	<b>304</b>	<b>173</b>	<b>88</b>	<b>25</b>

24 Hour Total: 5,324  
 AM Peak Hour begins: 11:30 AM Peak Volume: 394 AM Peak Hour Factor: 0.90  
 PM Peak Hour begins: 15:45 PM Peak Volume: 469 PM Peak Hour Factor: 0.90

### Southbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	3	12	43	117	76	79	97
30	1	0	0	1	1	4	20	59	100	65	95	103
45	0	1	0	1	2	5	41	80	84	80	121	88
00	1	1	1	0	3	6	35	103	83	82	97	105
<b>Hr Total</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>18</b>	<b>108</b>	<b>285</b>	<b>384</b>	<b>303</b>	<b>392</b>	<b>393</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	73	104	104	100	99	57	0	0	0	0	0
30	108	111	112	87	99	88	38	0	0	0	0	0
45	112	105	105	99	111	102	1	0	0	0	0	0
00	110	115	92	90	98	80	0	0	0	0	0	0
<b>Hr Total</b>	<b>422</b>	<b>404</b>	<b>413</b>	<b>380</b>	<b>408</b>	<b>369</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

24 Hour Total: 4,392  
 AM Peak Hour begins: 10:30 AM Peak Volume: 418 AM Peak Hour Factor: 0.86  
 PM Peak Hour begins: 13:30 PM Peak Volume: 436 PM Peak Hour Factor: 0.95

### Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	0	1	0	6	21	81	176	145	157	191
30	2	1	1	1	3	4	29	89	163	124	180	200
45	1	1	0	2	5	7	50	109	168	157	208	171
00	1	2	4	0	8	17	49	151	153	153	190	214
<b>Hr Total</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>16</b>	<b>34</b>	<b>149</b>	<b>430</b>	<b>660</b>	<b>579</b>	<b>735</b>	<b>776</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	142	210	204	207	210	154	98	105	67	37	8
30	212	213	197	190	230	198	132	91	74	40	23	4
45	199	200	198	195	217	196	135	103	64	40	20	7
00	221	205	174	215	216	172	107	89	61	26	8	6
<b>Hr Total</b>	<b>822</b>	<b>760</b>	<b>779</b>	<b>804</b>	<b>870</b>	<b>776</b>	<b>528</b>	<b>381</b>	<b>304</b>	<b>173</b>	<b>88</b>	<b>25</b>

24 Hour Total: 9,716  
 AM Peak Hour begins: 10:30 AM Peak Volume: 789 AM Peak Hour Factor: 0.95  
 PM Peak Hour begins: 16:15 PM Peak Volume: 873 PM Peak Hour Factor: 0.95

# Volume Count Report

## 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.322878
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.81912
City:	Bonita Springs	County:	Lee		
Location:	Vanderbilt Dr south of 8th St				

### Northbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	1	0	1	2	8	25	52	78	84	103
30	1	2	1	1	2	1	9	25	67	77	90	98
45	3	0	0	1	4	5	10	29	72	76	85	100
00	0	1	2	0	4	11	12	49	70	83	101	113
<b>Hr Total</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>10</b>	<b>20</b>	<b>40</b>	<b>128</b>	<b>261</b>	<b>315</b>	<b>361</b>	<b>413</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	83	90	107	115	108	87	82	64	47	24	8
30	92	99	99	103	124	111	79	70	57	26	14	5
45	99	97	91	109	112	106	97	76	46	27	12	4
00	105	105	95	113	118	93	85	69	47	22	7	5
<b>Hr Total</b>	<b>403</b>	<b>384</b>	<b>374</b>	<b>431</b>	<b>469</b>	<b>417</b>	<b>347</b>	<b>297</b>	<b>214</b>	<b>122</b>	<b>58</b>	<b>22</b>

24 Hour Total:	5,103				
AM Peak Hour begins:	11:15	AM Peak Volume:	417	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:00	PM Peak Volume:	469	PM Peak Hour Factor:	0.94

### Southbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	3	15	45	100	76	84	93
30	3	1	0	1	1	4	17	52	99	78	91	94
45	2	1	0	0	2	6	36	72	93	81	96	99
00	0	1	0	1	3	11	34	81	83	99	97	105
<b>Hr Total</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>23</b>	<b>101</b>	<b>250</b>	<b>375</b>	<b>333</b>	<b>368</b>	<b>391</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	93	101	110	110	102	65	39	39	24	14	5
30	104	99	110	96	105	96	52	33	40	22	11	3
45	111	97	108	119	116	97	36	31	29	22	8	2
00	111	100	95	98	94	73	42	39	29	11	4	2
<b>Hr Total</b>	<b>424</b>	<b>389</b>	<b>414</b>	<b>423</b>	<b>424</b>	<b>368</b>	<b>196</b>	<b>142</b>	<b>137</b>	<b>79</b>	<b>37</b>	<b>12</b>

24 Hour Total:	4,906				
AM Peak Hour begins:	11:30	AM Peak Volume:	405	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	15:30	PM Peak Volume:	431	PM Peak Hour Factor:	0.91

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	0	1	5	23	70	152	154	168	196
30	4	3	1	2	3	6	26	77	166	155	182	192
45	5	1	0	1	6	11	46	101	165	157	181	198
00	1	2	2	1	7	22	46	130	153	182	197	217
<b>Hr Total</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>16</b>	<b>44</b>	<b>141</b>	<b>378</b>	<b>636</b>	<b>648</b>	<b>728</b>	<b>804</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	204	175	191	217	224	210	152	121	103	70	39	14
30	196	198	209	199	229	207	131	103	97	48	25	8
45	210	194	198	228	228	202	133	107	76	49	20	6
00	216	205	190	210	212	166	127	108	76	33	12	7
<b>Hr Total</b>	<b>826</b>	<b>773</b>	<b>788</b>	<b>854</b>	<b>894</b>	<b>785</b>	<b>543</b>	<b>439</b>	<b>351</b>	<b>200</b>	<b>95</b>	<b>34</b>

24 Hour Total:	10,009				
AM Peak Hour begins:	11:30	AM Peak Volume:	816	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:00	PM Peak Volume:	894	PM Peak Hour Factor:	0.98

## Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.329135
Stop Date: April 5, 2022	Stop Time: 24:00	-81.819134
City: Bonita Springs	County: Lee	
Location: Vanderbilt Dr south of Bonita Beach Rd		

### Northbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	3	0	3	7	11	23	72	68	82	107
30	5	3	1	0	3	3	16	33	74	94	104	99
45	0	0	0	1	5	11	15	44	76	68	85	111
00	0	1	1	0	4	10	20	49	78	90	106	127
<b>Hr Total</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>15</b>	<b>31</b>	<b>62</b>	<b>149</b>	<b>300</b>	<b>320</b>	<b>377</b>	<b>444</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	102	81	138	108	130	90	81	55	44	16	11
30	98	107	105	111	100	105	86	69	50	34	12	5
45	130	102	109	116	99	112	73	52	43	24	14	2
00	91	108	112	111	136	88	69	50	42	28	5	5
<b>Hr Total</b>	<b>446</b>	<b>419</b>	<b>407</b>	<b>476</b>	<b>443</b>	<b>435</b>	<b>318</b>	<b>252</b>	<b>190</b>	<b>130</b>	<b>47</b>	<b>23</b>

24 Hour Total:	5,302	AM Peak Volume:	464	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:15	PM Peak Volume:	483	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:45				

### Southbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	0	6	18	41	110	69	75	83
30	2	0	1	0	0	5	11	40	88	82	86	87
45	3	0	0	0	1	5	19	69	79	87	89	89
00	1	0	0	1	2	12	21	77	78	89	87	98
<b>Hr Total</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>28</b>	<b>69</b>	<b>227</b>	<b>355</b>	<b>327</b>	<b>337</b>	<b>357</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	116	75	100	121	86	49	61	64	36	20	4
30	99	80	102	99	88	85	58	49	59	32	15	6
45	83	84	114	123	104	79	45	59	51	26	7	3
00	96	88	110	110	96	70	75	54	44	16	3	3
<b>Hr Total</b>	<b>377</b>	<b>368</b>	<b>401</b>	<b>432</b>	<b>409</b>	<b>320</b>	<b>227</b>	<b>223</b>	<b>218</b>	<b>110</b>	<b>45</b>	<b>16</b>

24 Hour Total:	4,861	AM Peak Volume:	385	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:30	PM Peak Volume:	453	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:15				

### Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	4	0	3	13	29	64	182	137	157	190
30	7	3	2	0	3	8	27	73	162	176	190	186
45	3	0	0	1	6	16	34	113	155	155	174	200
00	1	1	1	1	6	22	41	126	156	179	193	225
<b>Hr Total</b>	<b>16</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>18</b>	<b>59</b>	<b>131</b>	<b>376</b>	<b>655</b>	<b>647</b>	<b>714</b>	<b>801</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	226	218	156	238	229	216	139	142	119	80	36	15
30	197	187	207	210	188	190	144	118	109	66	27	11
45	213	186	223	239	203	191	118	111	94	50	21	5
00	187	196	222	221	232	158	144	104	86	44	8	8
<b>Hr Total</b>	<b>823</b>	<b>787</b>	<b>808</b>	<b>908</b>	<b>852</b>	<b>755</b>	<b>545</b>	<b>475</b>	<b>408</b>	<b>240</b>	<b>92</b>	<b>39</b>

24 Hour Total:	10,163	AM Peak Volume:	848	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	909	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:45				

# Volume Count Report

Start Date: April 6, 2022	Start Time: 00:00	GPS: 26.329135
Stop Date: April 6, 2022	Stop Time: 24:00	-81.819134
City: Bonita Springs	County: Lee	
Location: Vanderbilt Dr south of Bonita Beach Rd		

## Northbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	1	7	31	70	86	99	99
30	2	1	0	2	2	2	8	27	93	83	100	99
45	5	0	0	0	5	9	18	40	71	101	100	97
00	2	1	0	0	8	14	24	70	77	100	102	120
<b>Hr Total</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>26</b>	<b>57</b>	<b>168</b>	<b>311</b>	<b>370</b>	<b>401</b>	<b>415</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	88	101	117	126	111	75	66	50	43	30	10
30	104	96	107	103	129	131	68	65	66	28	13	4
45	83	116	101	121	133	108	70	74	55	26	9	3
00	112	100	102	107	111	101	71	58	49	25	9	6
<b>Hr Total</b>	<b>419</b>	<b>400</b>	<b>411</b>	<b>448</b>	<b>499</b>	<b>451</b>	<b>284</b>	<b>263</b>	<b>220</b>	<b>122</b>	<b>61</b>	<b>23</b>

24 Hour Total:	5,379	AM Peak Volume:	441	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:30	PM Peak Volume:	499	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:00				

## Southbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	0	2	12	37	111	72	70	84
30	3	2	0	0	0	6	8	57	90	86	87	85
45	2	1	0	0	3	6	29	82	104	69	73	93
00	1	0	0	1	5	18	37	73	88	105	87	106
<b>Hr Total</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>32</b>	<b>86</b>	<b>249</b>	<b>393</b>	<b>332</b>	<b>317</b>	<b>368</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	108	106	115	93	104	75	52	69	45	12	7
30	107	95	112	96	97	87	60	47	61	32	14	5
45	109	95	105	104	92	96	59	53	25	40	18	4
00	100	99	105	88	82	66	55	61	44	23	10	1
<b>Hr Total</b>	<b>436</b>	<b>397</b>	<b>428</b>	<b>403</b>	<b>364</b>	<b>353</b>	<b>249</b>	<b>213</b>	<b>199</b>	<b>140</b>	<b>54</b>	<b>17</b>

24 Hour Total:	5,052	AM Peak Volume:	426	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	437	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:15				

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	1	0	3	19	68	181	158	169	183
30	5	3	0	2	2	8	16	84	183	169	187	184
45	7	1	0	0	8	15	47	122	175	170	173	190
00	3	1	0	1	13	32	61	143	165	205	189	226
<b>Hr Total</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>23</b>	<b>58</b>	<b>143</b>	<b>417</b>	<b>704</b>	<b>702</b>	<b>718</b>	<b>783</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	240	196	207	232	219	215	150	118	119	88	42	17
30	211	191	219	199	226	218	128	112	127	60	27	9
45	192	211	206	225	225	204	129	127	80	66	27	7
00	212	199	207	195	193	167	126	119	93	48	19	7
<b>Hr Total</b>	<b>855</b>	<b>797</b>	<b>839</b>	<b>851</b>	<b>863</b>	<b>804</b>	<b>533</b>	<b>476</b>	<b>419</b>	<b>262</b>	<b>115</b>	<b>40</b>

24 Hour Total:	10,431	AM Peak Volume:	867	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:30	PM Peak Volume:	865	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:30				

## Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.329135
Stop Date: April 7, 2022	Stop Time: 24:00	-81.819134
City: Bonita Springs	County: Lee	
Location: Vanderbilt Dr south of Bonita Beach Rd		

### Northbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	1	0	5	13	44	84	74	92	105
30	2	1	1	0	6	5	12	35	80	70	86	101
45	0	1	0	1	2	5	13	40	85	75	100	79
00	0	2	2	0	6	10	17	53	77	90	105	118
<b>Hr Total</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>14</b>	<b>25</b>	<b>55</b>	<b>172</b>	<b>326</b>	<b>309</b>	<b>383</b>	<b>403</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	71	113	124	118	117	92	48	63	33	17	9
30	120	108	104	112	137	115	68	47	39	21	13	1
45	104	100	106	102	107	98	83	63	47	25	7	4
00	117	94	95	117	117	101	64	49	47	12	12	2
<b>Hr Total</b>	<b>463</b>	<b>373</b>	<b>418</b>	<b>455</b>	<b>479</b>	<b>431</b>	<b>307</b>	<b>207</b>	<b>196</b>	<b>91</b>	<b>49</b>	<b>16</b>

24 Hour Total:	5,188	AM Peak Volume:	439	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:30	PM Peak Volume:	479	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	15:45				

### Southbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	0	1	4	14	37	121	71	80	96
30	2	1	0	1	1	4	19	61	92	74	93	92
45	0	1	1	0	1	5	31	89	74	75	124	77
00	2	2	0	0	4	7	24	101	88	87	86	103
<b>Hr Total</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>20</b>	<b>88</b>	<b>288</b>	<b>375</b>	<b>307</b>	<b>383</b>	<b>368</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	102	108	101	93	91	65	67	52	27	15	1
30	107	108	104	76	84	78	59	54	44	24	10	4
45	106	112	106	97	102	103	53	53	18	17	11	3
00	102	134	86	79	80	69	52	41	29	14	4	2
<b>Hr Total</b>	<b>408</b>	<b>456</b>	<b>404</b>	<b>353</b>	<b>359</b>	<b>341</b>	<b>229</b>	<b>215</b>	<b>143</b>	<b>82</b>	<b>40</b>	<b>10</b>

24 Hour Total:	4,889	AM Peak Volume:	403	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:30	PM Peak Volume:	462	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	13:15				

### Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	0	1	1	9	27	81	205	145	172	201
30	4	2	1	1	7	9	31	96	172	144	179	193
45	0	2	1	1	3	10	44	129	159	150	224	156
00	2	4	2	0	10	17	41	154	165	177	191	221
<b>Hr Total</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>21</b>	<b>45</b>	<b>143</b>	<b>460</b>	<b>701</b>	<b>616</b>	<b>766</b>	<b>771</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	215	173	221	225	211	208	157	115	115	60	32	10
30	227	216	208	188	221	193	127	101	83	45	23	5
45	210	212	212	199	209	201	136	116	65	42	18	7
00	219	228	181	196	197	170	116	90	76	26	16	4
<b>Hr Total</b>	<b>871</b>	<b>829</b>	<b>822</b>	<b>808</b>	<b>838</b>	<b>772</b>	<b>536</b>	<b>422</b>	<b>339</b>	<b>173</b>	<b>89</b>	<b>26</b>

24 Hour Total:	10,077	AM Peak Volume:	819	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:30	PM Peak Volume:	877	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	13:15				

## Volume Count Report 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.329135
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.81913
City:	Bonita Springs	County:	Lee		
Location	Vanderbilt Dr south of Bonita Beach Rd				

### Northbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	1	4	10	33	75	76	91	104
30	3	2	1	1	4	3	12	32	82	82	97	100
45	2	0	0	1	4	8	15	41	77	81	95	96
00	1	1	1	0	6	11	20	57	77	93	104	122
<b>Hr Total</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>15</b>	<b>27</b>	<b>58</b>	<b>163</b>	<b>312</b>	<b>333</b>	<b>387</b>	<b>421</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	87	98	126	117	119	86	65	56	40	21	10
30	107	104	105	109	122	117	74	60	52	28	13	3
45	106	106	105	113	113	106	75	63	48	25	10	3
00	107	101	103	112	121	97	68	52	46	22	9	4
<b>Hr Total</b>	<b>443</b>	<b>397</b>	<b>412</b>	<b>460</b>	<b>474</b>	<b>439</b>	<b>303</b>	<b>241</b>	<b>202</b>	<b>114</b>	<b>52</b>	<b>21</b>

24 Hour Total:	5,290				
AM Peak Hour begins:	11:30	AM Peak Volume:	448	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:15	PM Peak Volume:	476	PM Peak Hour Factor:	0.97

### Southbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	0	4	15	38	114	71	75	88
30	2	1	0	0	0	5	13	53	90	81	89	88
45	2	1	0	0	2	5	26	80	86	77	95	86
00	1	1	0	1	4	12	27	84	85	94	87	102
<b>Hr Total</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>27</b>	<b>81</b>	<b>255</b>	<b>374</b>	<b>322</b>	<b>346</b>	<b>364</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	109	96	105	102	94	63	60	62	36	16	4
30	104	94	106	90	90	83	59	50	55	29	13	5
45	99	97	108	108	99	93	52	55	31	28	12	3
00	99	107	100	92	86	68	61	52	39	18	6	2
<b>Hr Total</b>	<b>407</b>	<b>407</b>	<b>411</b>	<b>396</b>	<b>377</b>	<b>338</b>	<b>235</b>	<b>217</b>	<b>187</b>	<b>111</b>	<b>46</b>	<b>14</b>

24 Hour Total:	4,934				
AM Peak Hour begins:	11:30	AM Peak Volume:	397	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:15	PM Peak Volume:	420	PM Peak Hour Factor:	0.97

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	1	8	25	71	189	147	166	191
30	5	3	1	1	4	8	25	84	172	163	185	188
45	3	1	0	1	6	14	42	121	163	158	190	182
00	2	2	1	1	10	24	48	141	162	187	191	224
<b>Hr Total</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>21</b>	<b>54</b>	<b>139</b>	<b>418</b>	<b>687</b>	<b>655</b>	<b>733</b>	<b>785</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	227	196	195	232	220	213	149	125	118	76	37	14
30	212	198	211	199	212	200	133	110	106	57	26	8
45	205	203	214	221	212	199	128	118	80	53	22	6
00	206	208	203	204	207	165	129	104	85	39	14	6
<b>Hr Total</b>	<b>850</b>	<b>804</b>	<b>823</b>	<b>856</b>	<b>851</b>	<b>777</b>	<b>538</b>	<b>458</b>	<b>389</b>	<b>225</b>	<b>99</b>	<b>35</b>

24 Hour Total:	10,224				
AM Peak Hour begins:	11:30	AM Peak Volume:	845	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	14:15	PM Peak Volume:	860	PM Peak Hour Factor:	0.93

# Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.330981
Stop Date: April 5, 2022	Stop Time: 24:00	-81.811043
City: Bonita Springs	County: Lee	
Location: Windsor Rd north of Bonita Beach Rd		

## Northbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	0	2	8	5	10	18	16
30	1	0	0	0	0	5	1	4	9	21	16	20
45	1	0	0	1	0	2	2	3	10	13	14	27
00	1	0	1	0	2	0	2	3	6	11	24	17
<b>Hr Total</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>18</b>	<b>30</b>	<b>55</b>	<b>72</b>	<b>80</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	22	20	32	30	38	18	8	8	5	2	0
30	18	18	16	31	32	29	20	6	7	4	5	1
45	13	21	19	37	26	22	9	6	6	6	5	0
00	22	16	20	21	28	16	6	2	7	3	3	0
<b>Hr Total</b>	<b>76</b>	<b>77</b>	<b>75</b>	<b>121</b>	<b>116</b>	<b>105</b>	<b>53</b>	<b>22</b>	<b>28</b>	<b>18</b>	<b>15</b>	<b>1</b>

24 Hour Total:	987	AM Peak Volume:	87	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	10:45	PM Peak Volume:	124	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:15				

## Southbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	2	4	6	4	4	12	21
30	0	0	0	0	5	5	1	5	9	9	15	18
45	0	0	1	0	1	5	4	6	4	11	16	18
00	0	0	0	0	0	4	5	7	8	10	22	21
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>16</b>	<b>14</b>	<b>24</b>	<b>25</b>	<b>34</b>	<b>65</b>	<b>78</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	21	11	26	13	11	12	6	5	5	2	0
30	31	17	14	21	13	15	16	8	6	2	1	2
45	21	16	16	27	19	17	15	19	5	1	2	0
00	21	15	16	12	8	12	12	5	3	1	0	0
<b>Hr Total</b>	<b>93</b>	<b>69</b>	<b>57</b>	<b>86</b>	<b>53</b>	<b>55</b>	<b>55</b>	<b>38</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>2</b>

24 Hour Total:	806	AM Peak Volume:	90	AM Peak Hour Factor:	0.73
AM Peak Hour begins:	11:30	PM Peak Volume:	94	PM Peak Hour Factor:	0.76
PM Peak Hour begins:	12:15				

## Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	0	0	0	2	6	14	9	14	30	37
30	1	0	0	0	5	10	2	9	18	30	31	38
45	1	0	1	1	1	7	6	9	14	24	30	45
00	1	0	1	0	2	4	7	10	14	21	46	38
<b>Hr Total</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>23</b>	<b>21</b>	<b>42</b>	<b>55</b>	<b>89</b>	<b>137</b>	<b>158</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	43	31	58	43	49	30	14	13	10	4	0
30	49	35	30	52	45	44	36	14	13	6	6	3
45	34	37	35	64	45	39	24	25	11	7	7	0
00	43	31	36	33	36	28	18	7	10	4	3	0
<b>Hr Total</b>	<b>169</b>	<b>146</b>	<b>132</b>	<b>207</b>	<b>169</b>	<b>160</b>	<b>108</b>	<b>60</b>	<b>47</b>	<b>27</b>	<b>20</b>	<b>3</b>

24 Hour Total:	1,793	AM Peak Volume:	175	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:30	PM Peak Volume:	210	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	14:45				



# Volume Count Report

Start Date: April 6, 2022  
 Stop Date: April 6, 2022  
 City: Bonita Springs  
 Location: Windsor Rd north of Bonita Beach Rd

Start Time: 00:00  
 Stop Time: 24:00  
 County: Lee

GPS: 26.330981  
 -81.811043

## Northbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	5	3	8	12	21
30	1	0	0	0	0	0	1	6	6	17	24	22
45	0	1	0	0	0	3	0	3	9	13	15	19
00	0	0	3	0	0	1	4	7	16	20	14	25
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>21</b>	<b>34</b>	<b>58</b>	<b>65</b>	<b>87</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	17	20	21	27	25	15	6	10	5	3	2
30	18	18	30	23	29	16	11	8	12	5	2	3
45	9	18	20	33	24	12	15	7	9	4	1	1
00	15	21	24	16	32	19	9	12	6	6	1	0
<b>Hr Total</b>	<b>62</b>	<b>74</b>	<b>94</b>	<b>93</b>	<b>112</b>	<b>72</b>	<b>50</b>	<b>33</b>	<b>37</b>	<b>20</b>	<b>7</b>	<b>6</b>

24 Hour Total: 939  
 AM Peak Hour begins: 11:00 AM Peak Volume: 87 AM Peak Hour Factor: 0.87  
 PM Peak Hour begins: 16:00 PM Peak Volume: 112 PM Peak Hour Factor: 0.88

## Southbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	4	9	8	10	13	15
30	0	0	0	0	1	1	1	7	7	10	20	16
45	0	0	0	0	0	3	4	6	8	14	16	19
00	2	0	1	2	0	6	5	6	9	17	18	21
<b>Hr Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>14</b>	<b>28</b>	<b>32</b>	<b>51</b>	<b>67</b>	<b>71</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	28	19	18	13	15	7	14	8	6	4	0
30	22	11	19	18	15	15	11	12	7	2	2	2
45	15	18	13	12	18	9	9	12	6	3	1	0
00	17	14	19	21	12	11	17	5	5	4	1	1
<b>Hr Total</b>	<b>79</b>	<b>71</b>	<b>70</b>	<b>69</b>	<b>58</b>	<b>50</b>	<b>44</b>	<b>43</b>	<b>26</b>	<b>15</b>	<b>8</b>	<b>3</b>

24 Hour Total: 816  
 AM Peak Hour begins: 11:30 AM Peak Volume: 87 AM Peak Hour Factor: 0.87  
 PM Peak Hour begins: 12:15 PM Peak Volume: 82 PM Peak Hour Factor: 0.73

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	4	14	11	18	25	36
30	1	0	0	0	1	1	2	13	13	27	44	38
45	0	1	0	0	0	6	4	9	17	27	31	38
00	2	0	4	2	0	7	9	13	25	37	32	46
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>19</b>	<b>49</b>	<b>66</b>	<b>109</b>	<b>132</b>	<b>158</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	45	39	39	40	40	22	20	18	11	7	2
30	40	29	49	41	44	31	22	20	19	7	4	5
45	24	36	33	45	42	21	24	19	15	7	2	1
00	32	35	43	37	44	30	26	17	11	10	2	1
<b>Hr Total</b>	<b>141</b>	<b>145</b>	<b>164</b>	<b>162</b>	<b>170</b>	<b>122</b>	<b>94</b>	<b>76</b>	<b>63</b>	<b>35</b>	<b>15</b>	<b>9</b>

24 Hour Total: 1,755  
 AM Peak Hour begins: 11:30 AM Peak Volume: 169 AM Peak Hour Factor: 0.92  
 PM Peak Hour begins: 16:00 PM Peak Volume: 170 PM Peak Hour Factor: 0.97

# Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.330981
Stop Date: April 7, 2022	Stop Time: 24:00	-81.811043
City: Bonita Springs	County: Lee	
Location: Windsor Rd north of Bonita Beach Rd		

## Northbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	0	0	1	8	2	11	18	26
30	2	1	0	0	2	1	2	3	8	6	18	21
45	0	1	0	0	0	0	4	4	9	8	13	23
00	1	0	1	0	1	1	4	11	5	19	13	20
<b>Hr Total</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>26</b>	<b>24</b>	<b>44</b>	<b>62</b>	<b>90</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	15	21	34	17	21	9	17	14	6	3	0
30	15	21	20	19	14	14	13	17	7	0	1	0
45	19	16	31	16	16	18	19	9	4	3	2	2
00	12	23	20	13	21	15	14	7	5	5	5	1
<b>Hr Total</b>	<b>67</b>	<b>75</b>	<b>92</b>	<b>82</b>	<b>68</b>	<b>68</b>	<b>55</b>	<b>50</b>	<b>30</b>	<b>14</b>	<b>11</b>	<b>3</b>

24 Hour Total:	887	AM Peak Volume:	90	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	11:00	PM Peak Volume:	105	PM Peak Hour Factor:	0.77
PM Peak Hour begins:	14:15				

## Southbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	12	4	7	16	16
30	0	1	0	0	0	3	2	5	6	8	14	19
45	0	0	0	0	2	3	2	9	8	11	13	21
00	0	1	1	0	5	4	5	9	13	4	12	22
<b>Hr Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>10</b>	<b>35</b>	<b>31</b>	<b>30</b>	<b>55</b>	<b>78</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	18	13	10	17	16	16	12	7	1	0	0
30	17	22	21	21	17	9	16	5	8	3	2	0
45	18	22	15	21	18	13	14	9	10	4	0	1
00	14	11	18	23	18	10	12	7	2	4	0	1
<b>Hr Total</b>	<b>62</b>	<b>73</b>	<b>67</b>	<b>75</b>	<b>70</b>	<b>48</b>	<b>58</b>	<b>33</b>	<b>27</b>	<b>12</b>	<b>2</b>	<b>2</b>

24 Hour Total:	789	AM Peak Volume:	78	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:00	PM Peak Volume:	82	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	15:15				

## Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	0	1	2	20	6	18	34	42
30	2	2	0	0	2	4	4	8	14	14	32	40
45	0	1	0	0	2	3	6	13	17	19	26	44
00	1	1	2	0	6	5	9	20	18	23	25	42
<b>Hr Total</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>13</b>	<b>21</b>	<b>61</b>	<b>55</b>	<b>74</b>	<b>117</b>	<b>168</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	33	34	44	34	37	25	29	21	7	3	0
30	32	43	41	40	31	23	29	22	15	3	3	0
45	37	38	46	37	34	31	33	18	14	7	2	3
00	26	34	38	36	39	25	26	14	7	9	5	2
<b>Hr Total</b>	<b>129</b>	<b>148</b>	<b>159</b>	<b>157</b>	<b>138</b>	<b>116</b>	<b>113</b>	<b>83</b>	<b>57</b>	<b>26</b>	<b>13</b>	<b>5</b>

24 Hour Total:	1,676	AM Peak Volume:	168	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:00	PM Peak Volume:	169	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	14:15				

# Volume Count Report

## 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330981
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.81104
City:	Bonita Springs	County:	Lee		
Location	Windsor Rd north of Bonita Beach Rd				

### Northbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	1	7	3	10	16	21
30	1	0	0	0	1	2	1	4	8	15	19	21
45	0	1	0	0	0	2	2	3	9	11	14	23
00	1	0	2	0	1	1	3	7	9	17	17	21
<b>Hr Total</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>22</b>	<b>29</b>	<b>52</b>	<b>66</b>	<b>86</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	18	20	29	25	28	14	10	11	5	3	1
30	17	19	22	24	25	20	15	10	9	3	3	1
45	14	18	23	29	22	17	14	7	6	4	3	1
00	16	20	21	17	27	17	10	7	6	5	3	0
<b>Hr Total</b>	<b>68</b>	<b>75</b>	<b>87</b>	<b>99</b>	<b>99</b>	<b>82</b>	<b>53</b>	<b>35</b>	<b>32</b>	<b>17</b>	<b>11</b>	<b>3</b>

24 Hour Total:	938				
AM Peak Hour begins:	11:15	AM Peak Volume:	86	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	14:45	PM Peak Volume:	103	PM Peak Hour Factor:	0.89

### Southbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	3	9	5	7	14	17
30	0	0	0	0	2	3	1	6	7	9	16	18
45	0	0	0	0	1	4	3	7	7	12	15	19
00	1	0	1	1	2	5	5	7	10	10	17	21
<b>Hr Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>13</b>	<b>13</b>	<b>29</b>	<b>29</b>	<b>38</b>	<b>62</b>	<b>76</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	22	14	18	14	14	12	11	7	4	2	0
30	23	17	18	20	15	13	14	8	7	2	2	1
45	18	19	15	20	18	13	13	13	7	3	1	0
00	17	13	18	19	13	11	14	6	3	3	0	1
<b>Hr Total</b>	<b>78</b>	<b>71</b>	<b>65</b>	<b>77</b>	<b>60</b>	<b>51</b>	<b>52</b>	<b>38</b>	<b>24</b>	<b>12</b>	<b>5</b>	<b>2</b>

24 Hour Total:	804				
AM Peak Hour begins:	11:30	AM Peak Volume:	83	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	12:15	PM Peak Volume:	81	PM Peak Hour Factor:	0.87

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	1	4	16	9	17	30	38
30	1	1	0	0	3	5	3	10	15	24	36	39
45	0	1	0	0	1	5	5	10	16	23	29	42
00	1	0	2	1	3	5	8	14	19	27	34	42
<b>Hr Total</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>17</b>	<b>20</b>	<b>51</b>	<b>59</b>	<b>91</b>	<b>129</b>	<b>161</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	40	35	47	39	42	26	21	17	9	5	1
30	40	36	40	44	40	33	29	19	16	5	4	3
45	32	37	38	49	40	30	27	21	13	7	4	1
00	34	33	39	35	40	28	23	13	9	8	3	1
<b>Hr Total</b>	<b>146</b>	<b>146</b>	<b>152</b>	<b>175</b>	<b>159</b>	<b>133</b>	<b>105</b>	<b>73</b>	<b>56</b>	<b>29</b>	<b>16</b>	<b>6</b>

24 Hour Total:	1,741				
AM Peak Hour begins:	11:30	AM Peak Volume:	165	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	14:45	PM Peak Volume:	179	PM Peak Hour Factor:	0.92

# Volume Count Report

Start Date: April 5, 2022	Start Time: 00:00	GPS: 26.330013
Stop Date: April 5, 2022	Stop Time: 24:00	-81.811101
City: Bonita Springs	County: Lee	
Location: Windsor Rd south of Bonita Beach Rd		

## Northbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	1	5	4	16	10	12	17
30	0	0	0	1	0	2	5	12	16	15	14	17
45	1	0	0	0	1	2	6	11	17	21	9	14
00	0	0	0	0	0	3	3	11	13	15	13	17
<b>Hr Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>38</b>	<b>62</b>	<b>61</b>	<b>48</b>	<b>65</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	12	14	15	13	27	12	13	3	9	4	4
30	23	20	21	11	10	11	14	5	7	3	4	2
45	23	11	14	12	13	11	7	5	6	13	7	3
00	23	12	14	21	19	14	12	3	8	5	5	2
<b>Hr Total</b>	<b>84</b>	<b>55</b>	<b>63</b>	<b>59</b>	<b>55</b>	<b>63</b>	<b>45</b>	<b>26</b>	<b>24</b>	<b>30</b>	<b>20</b>	<b>11</b>

24 Hour Total:	842	AM Peak Volume:	69	AM Peak Hour Factor:	0.75
AM Peak Hour begins:	11:30	PM Peak Volume:	84	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:00				

## Southbound Volume

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	2	9	24	15	18
30	2	0	0	0	0	0	2	6	22	12	13	14
45	0	0	0	0	0	1	0	3	16	18	15	16
00	1	0	0	0	0	2	1	11	14	11	15	21
<b>Hr Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>22</b>	<b>61</b>	<b>65</b>	<b>58</b>	<b>69</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	24	11	11	11	10	10	12	8	11	4	0
30	29	23	19	17	19	19	13	6	10	5	2	5
45	21	21	15	11	11	20	12	11	12	9	1	1
00	18	25	13	16	16	21	14	9	4	6	6	0
<b>Hr Total</b>	<b>84</b>	<b>93</b>	<b>58</b>	<b>55</b>	<b>57</b>	<b>70</b>	<b>49</b>	<b>38</b>	<b>34</b>	<b>31</b>	<b>13</b>	<b>6</b>

24 Hour Total:	872	AM Peak Volume:	82	AM Peak Hour Factor:	0.71
AM Peak Hour begins:	11:30	PM Peak Volume:	93	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	13:00				

## Total Volume for All Lanes

**Tuesday, April 5, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	1	5	6	25	34	27	35
30	2	0	0	1	0	2	7	18	38	27	27	31
45	1	0	0	0	1	3	6	14	33	39	24	30
00	1	0	0	0	0	5	4	22	27	26	28	38
<b>Hr Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>22</b>	<b>60</b>	<b>123</b>	<b>126</b>	<b>106</b>	<b>134</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	36	25	26	24	37	22	25	11	20	8	4
30	52	43	40	28	29	30	27	11	17	8	6	7
45	44	32	29	23	24	31	19	16	18	22	8	4
00	41	37	27	37	35	35	26	12	12	11	11	2
<b>Hr Total</b>	<b>168</b>	<b>148</b>	<b>121</b>	<b>114</b>	<b>112</b>	<b>133</b>	<b>94</b>	<b>64</b>	<b>58</b>	<b>61</b>	<b>33</b>	<b>17</b>

24 Hour Total:	1,714	AM Peak Volume:	151	AM Peak Hour Factor:	0.73
AM Peak Hour begins:	11:30	PM Peak Volume:	173	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	12:15				

# Volume Count Report

Start Date: April 6, 2022	Start Time: 00:00	GPS: 26.330013
Stop Date: April 6, 2022	Stop Time: 24:00	-81.811101
City: Bonita Springs	County: Lee	
Location: Windsor Rd south of Bonita Beach Rd		

## Northbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	0	0	1	0	0	4	6	21	16	12	12
30	0	0	0	0	0	1	5	10	12	13	14	18
45	6	1	0	0	0	0	4	12	18	11	27	15
00	1	0	0	1	2	1	3	12	11	19	12	17
<b>Hr Total</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>16</b>	<b>40</b>	<b>62</b>	<b>59</b>	<b>65</b>	<b>62</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	15	15	12	14	20	11	6	10	8	4	10
30	21	17	14	12	12	10	10	7	14	8	12	10
45	16	15	21	11	19	10	12	7	8	12	4	5
00	13	21	18	12	7	10	14	11	11	9	8	7
<b>Hr Total</b>	<b>61</b>	<b>68</b>	<b>68</b>	<b>47</b>	<b>52</b>	<b>50</b>	<b>47</b>	<b>31</b>	<b>43</b>	<b>37</b>	<b>28</b>	<b>32</b>

24 Hour Total:	889	AM Peak Volume:	72	AM Peak Hour Factor:	0.67
AM Peak Hour begins:	9:45	PM Peak Volume:	71	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	13:45				

## Southbound Volume

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	0	5	10	27	10	22
30	0	0	0	0	0	1	0	2	13	25	27	15
45	1	1	0	0	0	1	1	8	13	13	22	21
00	1	0	0	0	0	1	2	12	23	20	20	24
<b>Hr Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>27</b>	<b>59</b>	<b>85</b>	<b>79</b>	<b>82</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	16	16	18	12	10	12	19	16	8	8	3
30	17	22	6	14	8	13	8	23	13	14	8	3
45	20	18	14	9	14	16	23	8	17	8	4	2
00	14	16	17	15	9	9	17	16	9	7	6	0
<b>Hr Total</b>	<b>73</b>	<b>72</b>	<b>53</b>	<b>56</b>	<b>43</b>	<b>48</b>	<b>60</b>	<b>66</b>	<b>55</b>	<b>37</b>	<b>26</b>	<b>8</b>

24 Hour Total:	941	AM Peak Volume:	91	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	10:15	PM Peak Volume:	82	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	18:30				

## Total Volume for All Lanes

**Wednesday, April 6, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	0	1	0	0	4	11	31	43	22	34
30	0	0	0	0	0	2	5	12	25	38	41	33
45	7	2	0	0	0	1	5	20	31	24	49	36
00	2	0	0	1	2	2	5	24	34	39	32	41
<b>Hr Total</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>19</b>	<b>67</b>	<b>121</b>	<b>144</b>	<b>144</b>	<b>144</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	31	31	30	26	30	23	25	26	16	12	13
30	38	39	20	26	20	23	18	30	27	22	20	13
45	36	33	35	20	33	26	35	15	25	20	8	7
00	27	37	35	27	16	19	31	27	20	16	14	7
<b>Hr Total</b>	<b>134</b>	<b>140</b>	<b>121</b>	<b>103</b>	<b>95</b>	<b>98</b>	<b>107</b>	<b>97</b>	<b>98</b>	<b>74</b>	<b>54</b>	<b>40</b>

24 Hour Total:	1,830	AM Peak Volume:	156	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	10:15	PM Peak Volume:	140	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	13:00				

# Volume Count Report

Start Date: April 7, 2022	Start Time: 00:00	GPS: 26.330013
Stop Date: April 7, 2022	Stop Time: 24:00	-81.811101
City: Bonita Springs	County: Lee	
Location: Windsor Rd south of Bonita Beach Rd		

## Northbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	0	0	0	1	4	8	11	14	17	15
30	6	0	0	0	0	0	4	3	13	7	11	12
45	1	2	0	0	0	0	4	13	16	10	15	17
00	0	0	0	1	2	4	7	13	13	14	20	18
<b>Hr Total</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>19</b>	<b>37</b>	<b>53</b>	<b>45</b>	<b>63</b>	<b>62</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	17	15	13	17	19	11	16	5	8	6	4
30	17	8	9	13	11	16	13	8	7	13	7	4
45	18	15	13	8	13	14	11	4	13	10	9	0
00	25	23	18	19	21	14	13	9	5	5	10	5
<b>Hr Total</b>	<b>74</b>	<b>63</b>	<b>55</b>	<b>53</b>	<b>62</b>	<b>63</b>	<b>48</b>	<b>37</b>	<b>30</b>	<b>36</b>	<b>32</b>	<b>13</b>

24 Hour Total:	870	AM Peak Volume:	66	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:30	PM Peak Volume:	77	PM Peak Hour Factor:	0.77
PM Peak Hour begins:	12:15				

## Southbound Volume

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	2	9	22	18	16
30	0	0	0	0	0	0	0	5	10	14	19	15
45	1	1	0	0	0	1	1	9	15	12	19	10
00	1	0	0	0	0	1	0	11	15	13	13	21
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>49</b>	<b>61</b>	<b>69</b>	<b>62</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	27	12	17	17	9	13	5	6	13	4	3
30	23	22	16	13	22	18	17	7	18	5	4	1
45	18	14	10	15	18	16	10	9	13	9	4	2
00	27	24	20	18	8	13	9	14	8	4	1	0
<b>Hr Total</b>	<b>80</b>	<b>87</b>	<b>58</b>	<b>63</b>	<b>65</b>	<b>56</b>	<b>49</b>	<b>35</b>	<b>45</b>	<b>31</b>	<b>13</b>	<b>6</b>

24 Hour Total:	863	AM Peak Volume:	69	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	9:45	PM Peak Volume:	95	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	12:15				

## Total Volume for All Lanes

**Thursday, April 7, 2022**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	1	0	0	0	1	4	10	20	36	35	31
30	6	0	0	0	0	0	4	8	23	21	30	27
45	2	3	0	0	0	1	5	22	31	22	34	27
00	1	0	0	1	2	5	7	24	28	27	33	39
<b>Hr Total</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>20</b>	<b>64</b>	<b>102</b>	<b>106</b>	<b>132</b>	<b>124</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	44	27	30	34	28	24	21	11	21	10	7
30	40	30	25	26	33	34	30	15	25	18	11	5
45	36	29	23	23	31	30	21	13	26	19	13	2
00	52	47	38	37	29	27	22	23	13	9	11	5
<b>Hr Total</b>	<b>154</b>	<b>150</b>	<b>113</b>	<b>116</b>	<b>127</b>	<b>119</b>	<b>97</b>	<b>72</b>	<b>75</b>	<b>67</b>	<b>45</b>	<b>19</b>

24 Hour Total:	1,733	AM Peak Volume:	132	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	10:00	PM Peak Volume:	172	PM Peak Hour Factor:	0.83
PM Peak Hour begins:	12:15				

# Volume Count Report

## 3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330013
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.81110
City:	Bonita Springs	County:	Lee		
Location	Windsor Rd south of Bonita Beach Rd				

### Northbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	0	0	0	0	1	4	6	16	13	14	15
30	2	0	0	0	0	1	5	8	14	12	13	16
45	3	1	0	0	0	1	5	12	17	14	17	15
00	0	0	0	1	1	3	4	12	12	16	15	17
<b>Hr Total</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>18</b>	<b>38</b>	<b>59</b>	<b>55</b>	<b>59</b>	<b>63</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	15	15	13	15	22	11	12	6	8	5	6
30	20	15	15	12	11	12	12	7	9	8	8	5
45	19	14	16	10	15	12	10	5	9	12	7	3
00	20	19	17	17	16	13	13	8	8	6	8	5
<b>Hr Total</b>	<b>73</b>	<b>62</b>	<b>62</b>	<b>53</b>	<b>56</b>	<b>59</b>	<b>47</b>	<b>31</b>	<b>32</b>	<b>34</b>	<b>27</b>	<b>19</b>

24 Hour Total:	867				
AM Peak Hour begins:	11:30	AM Peak Volume:	66	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	12:15	PM Peak Volume:	74	PM Peak Hour Factor:	0.91

### Southbound Volume

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	3	9	24	14	19
30	1	0	0	0	0	0	1	4	15	17	20	15
45	1	1	0	0	0	1	1	7	15	14	19	16
00	1	0	0	0	0	1	1	11	17	15	16	22
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>25</b>	<b>56</b>	<b>70</b>	<b>69</b>	<b>71</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	22	13	15	13	10	12	12	10	11	5	2
30	23	22	14	15	16	17	13	12	14	8	5	3
45	20	18	13	12	14	17	15	9	14	9	3	2
00	20	22	17	16	11	14	13	13	7	6	4	0
<b>Hr Total</b>	<b>79</b>	<b>84</b>	<b>56</b>	<b>58</b>	<b>55</b>	<b>58</b>	<b>53</b>	<b>46</b>	<b>45</b>	<b>33</b>	<b>17</b>	<b>7</b>

24 Hour Total:	892				
AM Peak Hour begins:	11:30	AM Peak Volume:	77	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	12:15	PM Peak Volume:	85	PM Peak Hour Factor:	0.92

### Total Volume for All Lanes

#### 3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	0	0	0	1	4	9	25	38	28	33
30	3	0	0	0	0	1	5	13	29	29	33	30
45	3	2	0	0	0	2	5	19	32	28	36	31
00	1	0	0	1	1	4	5	23	30	31	31	39
<b>Hr Total</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>20</b>	<b>64</b>	<b>115</b>	<b>125</b>	<b>127</b>	<b>134</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	37	28	29	28	32	23	24	16	19	10	8
30	43	37	28	27	27	29	25	19	23	16	12	8
45	39	31	29	22	29	29	25	15	23	20	10	4
00	40	40	33	34	27	27	26	21	15	12	12	5
<b>Hr Total</b>	<b>152</b>	<b>146</b>	<b>118</b>	<b>111</b>	<b>111</b>	<b>117</b>	<b>99</b>	<b>78</b>	<b>77</b>	<b>67</b>	<b>44</b>	<b>25</b>

24 Hour Total:	1,759				
AM Peak Hour begins:	11:30	AM Peak Volume:	144	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	12:15	PM Peak Volume:	159	PM Peak Hour Factor:	0.92

## *Appendix D. Seasonal Factors*



2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1200 LEE COUNTYWIDE

MOCF: 0.91

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.99	1.09
2	01/07/2018 - 01/13/2018	0.98	1.08
3	01/14/2018 - 01/20/2018	0.98	1.08
4	01/21/2018 - 01/27/2018	0.96	1.05
* 5	01/28/2018 - 02/03/2018	0.94	1.03
* 6	02/04/2018 - 02/10/2018	0.92	1.01
* 7	02/11/2018 - 02/17/2018	0.90	0.99
* 8	02/18/2018 - 02/24/2018	0.90	0.99
* 9	02/25/2018 - 03/03/2018	0.89	0.98
*10	03/04/2018 - 03/10/2018	0.88	0.97
*11	03/11/2018 - 03/17/2018	0.88	0.97
*12	03/18/2018 - 03/24/2018	0.89	0.98
*13	03/25/2018 - 03/31/2018	0.90	0.99
*14	04/01/2018 - 04/07/2018	0.91	1.00
*15	04/08/2018 - 04/14/2018	0.92	1.01
*16	04/15/2018 - 04/21/2018	0.93	1.02
*17	04/22/2018 - 04/28/2018	0.95	1.04
18	04/29/2018 - 05/05/2018	0.97	1.07
19	05/06/2018 - 05/12/2018	0.99	1.09
20	05/13/2018 - 05/19/2018	1.01	1.11
21	05/20/2018 - 05/26/2018	1.02	1.12
22	05/27/2018 - 06/02/2018	1.03	1.13
23	06/03/2018 - 06/09/2018	1.03	1.13
24	06/10/2018 - 06/16/2018	1.04	1.14
25	06/17/2018 - 06/23/2018	1.04	1.14
26	06/24/2018 - 06/30/2018	1.05	1.15
27	07/01/2018 - 07/07/2018	1.05	1.15
28	07/08/2018 - 07/14/2018	1.06	1.16
29	07/15/2018 - 07/21/2018	1.06	1.16
30	07/22/2018 - 07/28/2018	1.06	1.16
31	07/29/2018 - 08/04/2018	1.06	1.16
32	08/05/2018 - 08/11/2018	1.06	1.16
33	08/12/2018 - 08/18/2018	1.07	1.18
34	08/19/2018 - 08/25/2018	1.08	1.19
35	08/26/2018 - 09/01/2018	1.09	1.20
36	09/02/2018 - 09/08/2018	1.11	1.22
37	09/09/2018 - 09/15/2018	1.12	1.23
38	09/16/2018 - 09/22/2018	1.10	1.21
39	09/23/2018 - 09/29/2018	1.08	1.19
40	09/30/2018 - 10/06/2018	1.07	1.18
41	10/07/2018 - 10/13/2018	1.05	1.15
42	10/14/2018 - 10/20/2018	1.03	1.13
43	10/21/2018 - 10/27/2018	1.02	1.12
44	10/28/2018 - 11/03/2018	1.01	1.11
45	11/04/2018 - 11/10/2018	1.00	1.10
46	11/11/2018 - 11/17/2018	0.99	1.09
47	11/18/2018 - 11/24/2018	0.99	1.09
48	11/25/2018 - 12/01/2018	0.99	1.09
49	12/02/2018 - 12/08/2018	0.99	1.09
50	12/09/2018 - 12/15/2018	0.99	1.09
51	12/16/2018 - 12/22/2018	0.99	1.09
52	12/23/2018 - 12/29/2018	0.98	1.08
53	12/30/2018 - 12/31/2018	0.98	1.08

\* PEAK SEASON

26-FEB-2019 18:31:28

830UPD

1\_1200\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

CATEGORY: 1201 US41

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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830UPD

1\_1201\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1202 SR 865 & 867 TO BEACHES

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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830UPD

1\_1202\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1203 SR80, 31 & 78 E OF I-75

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.95	1.01
2	01/07/2018 - 01/13/2018	0.99	1.05
3	01/14/2018 - 01/20/2018	1.04	1.11
4	01/21/2018 - 01/27/2018	1.01	1.07
* 5	01/28/2018 - 02/03/2018	0.99	1.05
* 6	02/04/2018 - 02/10/2018	0.96	1.02
* 7	02/11/2018 - 02/17/2018	0.94	1.00
* 8	02/18/2018 - 02/24/2018	0.93	0.99
* 9	02/25/2018 - 03/03/2018	0.92	0.98
*10	03/04/2018 - 03/10/2018	0.91	0.97
*11	03/11/2018 - 03/17/2018	0.90	0.96
*12	03/18/2018 - 03/24/2018	0.91	0.97
*13	03/25/2018 - 03/31/2018	0.92	0.98
*14	04/01/2018 - 04/07/2018	0.94	1.00
*15	04/08/2018 - 04/14/2018	0.95	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.03
*17	04/22/2018 - 04/28/2018	0.98	1.04
18	04/29/2018 - 05/05/2018	1.00	1.06
19	05/06/2018 - 05/12/2018	1.02	1.09
20	05/13/2018 - 05/19/2018	1.04	1.11
21	05/20/2018 - 05/26/2018	1.04	1.11
22	05/27/2018 - 06/02/2018	1.05	1.12
23	06/03/2018 - 06/09/2018	1.05	1.12
24	06/10/2018 - 06/16/2018	1.05	1.12
25	06/17/2018 - 06/23/2018	1.06	1.13
26	06/24/2018 - 06/30/2018	1.06	1.13
27	07/01/2018 - 07/07/2018	1.07	1.14
28	07/08/2018 - 07/14/2018	1.07	1.14
29	07/15/2018 - 07/21/2018	1.08	1.15
30	07/22/2018 - 07/28/2018	1.07	1.14
31	07/29/2018 - 08/04/2018	1.06	1.13
32	08/05/2018 - 08/11/2018	1.05	1.12
33	08/12/2018 - 08/18/2018	1.04	1.11
34	08/19/2018 - 08/25/2018	1.04	1.11
35	08/26/2018 - 09/01/2018	1.04	1.11
36	09/02/2018 - 09/08/2018	1.04	1.11
37	09/09/2018 - 09/15/2018	1.04	1.11
38	09/16/2018 - 09/22/2018	1.02	1.09
39	09/23/2018 - 09/29/2018	1.01	1.07
40	09/30/2018 - 10/06/2018	1.00	1.06
41	10/07/2018 - 10/13/2018	0.99	1.05
42	10/14/2018 - 10/20/2018	0.98	1.04
43	10/21/2018 - 10/27/2018	0.97	1.03
44	10/28/2018 - 11/03/2018	0.97	1.03
45	11/04/2018 - 11/10/2018	0.96	1.02
46	11/11/2018 - 11/17/2018	0.95	1.01
47	11/18/2018 - 11/24/2018	0.95	1.01
48	11/25/2018 - 12/01/2018	0.95	1.01
49	12/02/2018 - 12/08/2018	0.95	1.01
50	12/09/2018 - 12/15/2018	0.95	1.01
51	12/16/2018 - 12/22/2018	0.98	1.04
52	12/23/2018 - 12/29/2018	1.01	1.07
53	12/30/2018 - 12/31/2018	1.04	1.11

\* PEAK SEASON

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830UPD

1\_1203\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1204 SR 78 WEST OF I-75

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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830UPD

1\_1204\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1205 SR 739/865

MOCF: 0.87

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.98	1.13
2	01/07/2018 - 01/13/2018	0.96	1.10
3	01/14/2018 - 01/20/2018	0.94	1.08
* 4	01/21/2018 - 01/27/2018	0.92	1.06
* 5	01/28/2018 - 02/03/2018	0.89	1.02
* 6	02/04/2018 - 02/10/2018	0.87	1.00
* 7	02/11/2018 - 02/17/2018	0.84	0.97
* 8	02/18/2018 - 02/24/2018	0.84	0.97
* 9	02/25/2018 - 03/03/2018	0.84	0.97
*10	03/04/2018 - 03/10/2018	0.84	0.97
*11	03/11/2018 - 03/17/2018	0.84	0.97
*12	03/18/2018 - 03/24/2018	0.86	0.99
*13	03/25/2018 - 03/31/2018	0.87	1.00
*14	04/01/2018 - 04/07/2018	0.89	1.02
*15	04/08/2018 - 04/14/2018	0.90	1.03
*16	04/15/2018 - 04/21/2018	0.92	1.06
17	04/22/2018 - 04/28/2018	0.95	1.09
18	04/29/2018 - 05/05/2018	0.99	1.14
19	05/06/2018 - 05/12/2018	1.02	1.17
20	05/13/2018 - 05/19/2018	1.05	1.21
21	05/20/2018 - 05/26/2018	1.06	1.22
22	05/27/2018 - 06/02/2018	1.07	1.23
23	06/03/2018 - 06/09/2018	1.08	1.24
24	06/10/2018 - 06/16/2018	1.09	1.25
25	06/17/2018 - 06/23/2018	1.10	1.26
26	06/24/2018 - 06/30/2018	1.11	1.28
27	07/01/2018 - 07/07/2018	1.12	1.29
28	07/08/2018 - 07/14/2018	1.13	1.30
29	07/15/2018 - 07/21/2018	1.14	1.31
30	07/22/2018 - 07/28/2018	1.14	1.31
31	07/29/2018 - 08/04/2018	1.14	1.31
32	08/05/2018 - 08/11/2018	1.14	1.31
33	08/12/2018 - 08/18/2018	1.14	1.31
34	08/19/2018 - 08/25/2018	1.15	1.32
35	08/26/2018 - 09/01/2018	1.15	1.32
36	09/02/2018 - 09/08/2018	1.16	1.33
37	09/09/2018 - 09/15/2018	1.16	1.33
38	09/16/2018 - 09/22/2018	1.14	1.31
39	09/23/2018 - 09/29/2018	1.12	1.29
40	09/30/2018 - 10/06/2018	1.10	1.26
41	10/07/2018 - 10/13/2018	1.08	1.24
42	10/14/2018 - 10/20/2018	1.06	1.22
43	10/21/2018 - 10/27/2018	1.05	1.21
44	10/28/2018 - 11/03/2018	1.03	1.18
45	11/04/2018 - 11/10/2018	1.02	1.17
46	11/11/2018 - 11/17/2018	1.00	1.15
47	11/18/2018 - 11/24/2018	1.00	1.15
48	11/25/2018 - 12/01/2018	0.99	1.14
49	12/02/2018 - 12/08/2018	0.99	1.14
50	12/09/2018 - 12/15/2018	0.98	1.13
51	12/16/2018 - 12/22/2018	0.97	1.11
52	12/23/2018 - 12/29/2018	0.95	1.09
53	12/30/2018 - 12/31/2018	0.94	1.08

\* PEAK SEASON

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1\_1205\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1206 SR884, 80 & 82 W OF I-75

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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830UPD

1\_1206\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1207 SR 876/ DANIELS RD

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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1\_1207\_PKSEASON.TXT



2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1208 SR 82, E OF I-75

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.99	1.08
2	01/07/2018 - 01/13/2018	0.98	1.07
3	01/14/2018 - 01/20/2018	0.97	1.05
4	01/21/2018 - 01/27/2018	0.96	1.04
* 5	01/28/2018 - 02/03/2018	0.95	1.03
* 6	02/04/2018 - 02/10/2018	0.93	1.01
* 7	02/11/2018 - 02/17/2018	0.92	1.00
* 8	02/18/2018 - 02/24/2018	0.92	1.00
* 9	02/25/2018 - 03/03/2018	0.92	1.00
*10	03/04/2018 - 03/10/2018	0.91	0.99
*11	03/11/2018 - 03/17/2018	0.91	0.99
*12	03/18/2018 - 03/24/2018	0.91	0.99
*13	03/25/2018 - 03/31/2018	0.91	0.99
*14	04/01/2018 - 04/07/2018	0.91	0.99
*15	04/08/2018 - 04/14/2018	0.91	0.99
*16	04/15/2018 - 04/21/2018	0.91	0.99
*17	04/22/2018 - 04/28/2018	0.93	1.01
18	04/29/2018 - 05/05/2018	0.96	1.04
19	05/06/2018 - 05/12/2018	0.98	1.07
20	05/13/2018 - 05/19/2018	1.00	1.09
21	05/20/2018 - 05/26/2018	1.03	1.12
22	05/27/2018 - 06/02/2018	1.05	1.14
23	06/03/2018 - 06/09/2018	1.08	1.17
24	06/10/2018 - 06/16/2018	1.10	1.20
25	06/17/2018 - 06/23/2018	1.11	1.21
26	06/24/2018 - 06/30/2018	1.12	1.22
27	07/01/2018 - 07/07/2018	1.13	1.23
28	07/08/2018 - 07/14/2018	1.14	1.24
29	07/15/2018 - 07/21/2018	1.15	1.25
30	07/22/2018 - 07/28/2018	1.12	1.22
31	07/29/2018 - 08/04/2018	1.10	1.20
32	08/05/2018 - 08/11/2018	1.07	1.16
33	08/12/2018 - 08/18/2018	1.04	1.13
34	08/19/2018 - 08/25/2018	1.05	1.14
35	08/26/2018 - 09/01/2018	1.05	1.14
36	09/02/2018 - 09/08/2018	1.06	1.15
37	09/09/2018 - 09/15/2018	1.06	1.15
38	09/16/2018 - 09/22/2018	1.06	1.15
39	09/23/2018 - 09/29/2018	1.05	1.14
40	09/30/2018 - 10/06/2018	1.05	1.14
41	10/07/2018 - 10/13/2018	1.04	1.13
42	10/14/2018 - 10/20/2018	1.04	1.13
43	10/21/2018 - 10/27/2018	1.03	1.12
44	10/28/2018 - 11/03/2018	1.02	1.11
45	11/04/2018 - 11/10/2018	1.01	1.10
46	11/11/2018 - 11/17/2018	1.00	1.09
47	11/18/2018 - 11/24/2018	1.00	1.09
48	11/25/2018 - 12/01/2018	1.00	1.09
49	12/02/2018 - 12/08/2018	0.99	1.08
50	12/09/2018 - 12/15/2018	0.99	1.08
51	12/16/2018 - 12/22/2018	0.98	1.07
52	12/23/2018 - 12/29/2018	0.98	1.07
53	12/30/2018 - 12/31/2018	0.97	1.05

\* PEAK SEASON

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830UPD

1\_1208\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1241 WEST FORT MYERS

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.04	1.11
2	01/07/2018 - 01/13/2018	1.03	1.10
3	01/14/2018 - 01/20/2018	1.01	1.07
4	01/21/2018 - 01/27/2018	0.99	1.05
* 5	01/28/2018 - 02/03/2018	0.96	1.02
* 6	02/04/2018 - 02/10/2018	0.94	1.00
* 7	02/11/2018 - 02/17/2018	0.91	0.97
* 8	02/18/2018 - 02/24/2018	0.91	0.97
* 9	02/25/2018 - 03/03/2018	0.91	0.97
*10	03/04/2018 - 03/10/2018	0.91	0.97
*11	03/11/2018 - 03/17/2018	0.91	0.97
*12	03/18/2018 - 03/24/2018	0.92	0.98
*13	03/25/2018 - 03/31/2018	0.93	0.99
*14	04/01/2018 - 04/07/2018	0.95	1.01
*15	04/08/2018 - 04/14/2018	0.96	1.02
*16	04/15/2018 - 04/21/2018	0.97	1.03
*17	04/22/2018 - 04/28/2018	0.99	1.05
18	04/29/2018 - 05/05/2018	1.00	1.06
19	05/06/2018 - 05/12/2018	1.02	1.09
20	05/13/2018 - 05/19/2018	1.03	1.10
21	05/20/2018 - 05/26/2018	1.03	1.10
22	05/27/2018 - 06/02/2018	1.03	1.10
23	06/03/2018 - 06/09/2018	1.02	1.09
24	06/10/2018 - 06/16/2018	1.02	1.09
25	06/17/2018 - 06/23/2018	1.03	1.10
26	06/24/2018 - 06/30/2018	1.03	1.10
27	07/01/2018 - 07/07/2018	1.04	1.11
28	07/08/2018 - 07/14/2018	1.04	1.11
29	07/15/2018 - 07/21/2018	1.05	1.12
30	07/22/2018 - 07/28/2018	1.05	1.12
31	07/29/2018 - 08/04/2018	1.04	1.11
32	08/05/2018 - 08/11/2018	1.04	1.11
33	08/12/2018 - 08/18/2018	1.03	1.10
34	08/19/2018 - 08/25/2018	1.03	1.10
35	08/26/2018 - 09/01/2018	1.04	1.11
36	09/02/2018 - 09/08/2018	1.04	1.11
37	09/09/2018 - 09/15/2018	1.04	1.11
38	09/16/2018 - 09/22/2018	1.03	1.10
39	09/23/2018 - 09/29/2018	1.03	1.10
40	09/30/2018 - 10/06/2018	1.02	1.09
41	10/07/2018 - 10/13/2018	1.02	1.09
42	10/14/2018 - 10/20/2018	1.01	1.07
43	10/21/2018 - 10/27/2018	1.02	1.09
44	10/28/2018 - 11/03/2018	1.03	1.10
45	11/04/2018 - 11/10/2018	1.03	1.10
46	11/11/2018 - 11/17/2018	1.04	1.11
47	11/18/2018 - 11/24/2018	1.04	1.11
48	11/25/2018 - 12/01/2018	1.04	1.11
49	12/02/2018 - 12/08/2018	1.04	1.11
50	12/09/2018 - 12/15/2018	1.04	1.11
51	12/16/2018 - 12/22/2018	1.03	1.10
52	12/23/2018 - 12/29/2018	1.02	1.09
53	12/30/2018 - 12/31/2018	1.01	1.07

\* PEAK SEASON

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1\_1241\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1242 CAPE CORAL

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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1\_1242\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1243 NORTH FORT MYERS

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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1\_1243\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1244 CYPRESS LAKES, IONA

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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1\_1244\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1245 E FT MYERS, E OF US41/W O

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1246 GATEWAY

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1247 LEHIGH ACRES

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1248 S OF ALICO ROAD

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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1\_1248\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1249 PINE ISLAND, MATLACHA

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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1\_1249\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1250 FT MYERS BCH, BONITA BCH

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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1\_1250\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1251 SANIBEL ISLAND

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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1\_1251\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

CATEGORY: 1252 BONITA SPRINGS AREA

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

26-FEB-2019 18:31:28

830UPD

1\_1252\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1253 CR 765/BURNT STORE ROAD

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.00	1.05
2	01/07/2018 - 01/13/2018	1.00	1.05
3	01/14/2018 - 01/20/2018	0.99	1.04
4	01/21/2018 - 01/27/2018	0.98	1.03
* 5	01/28/2018 - 02/03/2018	0.97	1.02
* 6	02/04/2018 - 02/10/2018	0.95	1.00
* 7	02/11/2018 - 02/17/2018	0.94	0.99
* 8	02/18/2018 - 02/24/2018	0.94	0.99
* 9	02/25/2018 - 03/03/2018	0.94	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.98
*12	03/18/2018 - 03/24/2018	0.94	0.99
*13	03/25/2018 - 03/31/2018	0.95	1.00
*14	04/01/2018 - 04/07/2018	0.95	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.02
*17	04/22/2018 - 04/28/2018	0.98	1.03
18	04/29/2018 - 05/05/2018	1.00	1.05
19	05/06/2018 - 05/12/2018	1.01	1.06
20	05/13/2018 - 05/19/2018	1.02	1.07
21	05/20/2018 - 05/26/2018	1.03	1.08
22	05/27/2018 - 06/02/2018	1.03	1.08
23	06/03/2018 - 06/09/2018	1.04	1.09
24	06/10/2018 - 06/16/2018	1.04	1.09
25	06/17/2018 - 06/23/2018	1.05	1.11
26	06/24/2018 - 06/30/2018	1.05	1.11
27	07/01/2018 - 07/07/2018	1.06	1.12
28	07/08/2018 - 07/14/2018	1.06	1.12
29	07/15/2018 - 07/21/2018	1.07	1.13
30	07/22/2018 - 07/28/2018	1.06	1.12
31	07/29/2018 - 08/04/2018	1.05	1.11
32	08/05/2018 - 08/11/2018	1.04	1.09
33	08/12/2018 - 08/18/2018	1.03	1.08
34	08/19/2018 - 08/25/2018	1.04	1.09
35	08/26/2018 - 09/01/2018	1.04	1.09
36	09/02/2018 - 09/08/2018	1.05	1.11
37	09/09/2018 - 09/15/2018	1.05	1.11
38	09/16/2018 - 09/22/2018	1.04	1.09
39	09/23/2018 - 09/29/2018	1.03	1.08
40	09/30/2018 - 10/06/2018	1.02	1.07
41	10/07/2018 - 10/13/2018	1.01	1.06
42	10/14/2018 - 10/20/2018	1.00	1.05
43	10/21/2018 - 10/27/2018	1.00	1.05
44	10/28/2018 - 11/03/2018	1.00	1.05
45	11/04/2018 - 11/10/2018	1.00	1.05
46	11/11/2018 - 11/17/2018	1.00	1.05
47	11/18/2018 - 11/24/2018	1.00	1.05
48	11/25/2018 - 12/01/2018	1.00	1.05
49	12/02/2018 - 12/08/2018	1.00	1.05
50	12/09/2018 - 12/15/2018	1.00	1.05
51	12/16/2018 - 12/22/2018	1.00	1.05
52	12/23/2018 - 12/29/2018	0.99	1.04
53	12/30/2018 - 12/31/2018	0.99	1.04

\* PEAK SEASON

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830UPD

1\_1253\_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT  
 CATEGORY: 1275 LEE I75

MOCF: 0.91

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.99	1.09
2	01/07/2018 - 01/13/2018	0.98	1.08
3	01/14/2018 - 01/20/2018	0.96	1.05
* 4	01/21/2018 - 01/27/2018	0.94	1.03
* 5	01/28/2018 - 02/03/2018	0.93	1.02
* 6	02/04/2018 - 02/10/2018	0.91	1.00
* 7	02/11/2018 - 02/17/2018	0.89	0.98
* 8	02/18/2018 - 02/24/2018	0.89	0.98
* 9	02/25/2018 - 03/03/2018	0.88	0.97
*10	03/04/2018 - 03/10/2018	0.88	0.97
*11	03/11/2018 - 03/17/2018	0.87	0.96
*12	03/18/2018 - 03/24/2018	0.89	0.98
*13	03/25/2018 - 03/31/2018	0.91	1.00
*14	04/01/2018 - 04/07/2018	0.92	1.01
*15	04/08/2018 - 04/14/2018	0.94	1.03
*16	04/15/2018 - 04/21/2018	0.96	1.05
17	04/22/2018 - 04/28/2018	0.99	1.09
18	04/29/2018 - 05/05/2018	1.01	1.11
19	05/06/2018 - 05/12/2018	1.04	1.14
20	05/13/2018 - 05/19/2018	1.06	1.16
21	05/20/2018 - 05/26/2018	1.06	1.16
22	05/27/2018 - 06/02/2018	1.07	1.18
23	06/03/2018 - 06/09/2018	1.07	1.18
24	06/10/2018 - 06/16/2018	1.07	1.18
25	06/17/2018 - 06/23/2018	1.08	1.19
26	06/24/2018 - 06/30/2018	1.08	1.19
27	07/01/2018 - 07/07/2018	1.09	1.20
28	07/08/2018 - 07/14/2018	1.09	1.20
29	07/15/2018 - 07/21/2018	1.10	1.21
30	07/22/2018 - 07/28/2018	1.10	1.21
31	07/29/2018 - 08/04/2018	1.09	1.20
32	08/05/2018 - 08/11/2018	1.09	1.20
33	08/12/2018 - 08/18/2018	1.08	1.19
34	08/19/2018 - 08/25/2018	1.09	1.20
35	08/26/2018 - 09/01/2018	1.10	1.21
36	09/02/2018 - 09/08/2018	1.10	1.21
37	09/09/2018 - 09/15/2018	1.11	1.22
38	09/16/2018 - 09/22/2018	1.10	1.21
39	09/23/2018 - 09/29/2018	1.08	1.19
40	09/30/2018 - 10/06/2018	1.07	1.18
41	10/07/2018 - 10/13/2018	1.05	1.15
42	10/14/2018 - 10/20/2018	1.04	1.14
43	10/21/2018 - 10/27/2018	1.03	1.13
44	10/28/2018 - 11/03/2018	1.01	1.11
45	11/04/2018 - 11/10/2018	1.00	1.10
46	11/11/2018 - 11/17/2018	0.98	1.08
47	11/18/2018 - 11/24/2018	0.98	1.08
48	11/25/2018 - 12/01/2018	0.99	1.09
49	12/02/2018 - 12/08/2018	0.99	1.09
50	12/09/2018 - 12/15/2018	0.99	1.09
51	12/16/2018 - 12/22/2018	0.98	1.08
52	12/23/2018 - 12/29/2018	0.97	1.07
53	12/30/2018 - 12/31/2018	0.96	1.05

\* PEAK SEASON

26-FEB-2019 18:31:28

830UPD

1\_1275\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1200 LEE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.92 PSCF
1	01/01/2022 - 01/01/2022	1.02	1.11
2	01/02/2022 - 01/08/2022	1.00	1.09
3	01/09/2022 - 01/15/2022	0.99	1.08
4	01/16/2022 - 01/22/2022	0.97	1.05
* 5	01/23/2022 - 01/29/2022	0.95	1.03
* 6	01/30/2022 - 02/05/2022	0.94	1.02
* 7	02/06/2022 - 02/12/2022	0.92	1.00
* 8	02/13/2022 - 02/19/2022	0.90	0.98
* 9	02/20/2022 - 02/26/2022	0.90	0.98
*10	02/27/2022 - 03/05/2022	0.90	0.98
*11	03/06/2022 - 03/12/2022	0.90	0.98
*12	03/13/2022 - 03/19/2022	0.90	0.98
*13	03/20/2022 - 03/26/2022	0.91	0.99
*14	03/27/2022 - 04/02/2022	0.92	1.00
*15	04/03/2022 - 04/09/2022	0.93	1.01
*16	04/10/2022 - 04/16/2022	0.94	1.02
*17	04/17/2022 - 04/23/2022	0.95	1.03
18	04/24/2022 - 04/30/2022	0.96	1.04
19	05/01/2022 - 05/07/2022	0.98	1.07
20	05/08/2022 - 05/14/2022	0.99	1.08
21	05/15/2022 - 05/21/2022	1.00	1.09
22	05/22/2022 - 05/28/2022	1.02	1.11
23	05/29/2022 - 06/04/2022	1.03	1.12
24	06/05/2022 - 06/11/2022	1.05	1.14
25	06/12/2022 - 06/18/2022	1.06	1.15
26	06/19/2022 - 06/25/2022	1.06	1.15
27	06/26/2022 - 07/02/2022	1.06	1.15
28	07/03/2022 - 07/09/2022	1.06	1.15
29	07/10/2022 - 07/16/2022	1.06	1.15
30	07/17/2022 - 07/23/2022	1.06	1.15
31	07/24/2022 - 07/30/2022	1.06	1.15
32	07/31/2022 - 08/06/2022	1.06	1.15
33	08/07/2022 - 08/13/2022	1.07	1.16
34	08/14/2022 - 08/20/2022	1.07	1.16
35	08/21/2022 - 08/27/2022	1.09	1.18
36	08/28/2022 - 09/03/2022	1.11	1.21
37	09/04/2022 - 09/10/2022	1.13	1.23
38	09/11/2022 - 09/17/2022	1.15	1.25
39	09/18/2022 - 09/24/2022	1.12	1.22
40	09/25/2022 - 10/01/2022	1.09	1.18
41	10/02/2022 - 10/08/2022	1.07	1.16
42	10/09/2022 - 10/15/2022	1.04	1.13
43	10/16/2022 - 10/22/2022	1.03	1.12
44	10/23/2022 - 10/29/2022	1.03	1.12
45	10/30/2022 - 11/05/2022	1.02	1.11
46	11/06/2022 - 11/12/2022	1.02	1.11
47	11/13/2022 - 11/19/2022	1.01	1.10
48	11/20/2022 - 11/26/2022	1.01	1.10
49	11/27/2022 - 12/03/2022	1.01	1.10
50	12/04/2022 - 12/10/2022	1.01	1.10
51	12/11/2022 - 12/17/2022	1.02	1.11
52	12/18/2022 - 12/24/2022	1.00	1.09
53	12/25/2022 - 12/31/2022	0.99	1.08

\* PEAK SEASON



2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1201 US41

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

\* PEAK SEASON

23-FEB-2023 09:11:18

830UPD

1\_1201\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1202 SR 865 & 867 TO BEACHES

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

\* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1203 SR80, 31 & 78 E OF I-75

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	1.00	1.05
3	01/09/2022 - 01/15/2022	1.02	1.07
4	01/16/2022 - 01/22/2022	1.00	1.05
* 5	01/23/2022 - 01/29/2022	0.98	1.03
* 6	01/30/2022 - 02/05/2022	0.96	1.01
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.92	0.97
* 9	02/20/2022 - 02/26/2022	0.92	0.97
*10	02/27/2022 - 03/05/2022	0.92	0.97
*11	03/06/2022 - 03/12/2022	0.92	0.97
*12	03/13/2022 - 03/19/2022	0.92	0.97
*13	03/20/2022 - 03/26/2022	0.93	0.98
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.98	1.03
*17	04/17/2022 - 04/23/2022	0.99	1.04
18	04/24/2022 - 04/30/2022	1.01	1.06
19	05/01/2022 - 05/07/2022	1.03	1.08
20	05/08/2022 - 05/14/2022	1.04	1.09
21	05/15/2022 - 05/21/2022	1.06	1.12
22	05/22/2022 - 05/28/2022	1.08	1.14
23	05/29/2022 - 06/04/2022	1.09	1.15
24	06/05/2022 - 06/11/2022	1.11	1.17
25	06/12/2022 - 06/18/2022	1.12	1.18
26	06/19/2022 - 06/25/2022	1.12	1.18
27	06/26/2022 - 07/02/2022	1.12	1.18
28	07/03/2022 - 07/09/2022	1.11	1.17
29	07/10/2022 - 07/16/2022	1.11	1.17
30	07/17/2022 - 07/23/2022	1.10	1.16
31	07/24/2022 - 07/30/2022	1.09	1.15
32	07/31/2022 - 08/06/2022	1.08	1.14
33	08/07/2022 - 08/13/2022	1.07	1.13
34	08/14/2022 - 08/20/2022	1.06	1.12
35	08/21/2022 - 08/27/2022	1.07	1.13
36	08/28/2022 - 09/03/2022	1.09	1.15
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.11	1.17
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.08	1.14
41	10/02/2022 - 10/08/2022	1.06	1.12
42	10/09/2022 - 10/15/2022	1.04	1.09
43	10/16/2022 - 10/22/2022	1.03	1.08
44	10/23/2022 - 10/29/2022	1.02	1.07
45	10/30/2022 - 11/05/2022	1.01	1.06
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	0.99	1.04
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	1.00	1.05
53	12/25/2022 - 12/31/2022	1.02	1.07

\* PEAK SEASON

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1\_1203\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1204 SR 78 WEST OF I-75

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

\* PEAK SEASON

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830UPD

1\_1204\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1205 SR 739/865

WEEK	DATES	SF	MOCF: 0.90 PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.96	1.07
* 4	01/16/2022 - 01/22/2022	0.94	1.04
* 5	01/23/2022 - 01/29/2022	0.93	1.03
* 6	01/30/2022 - 02/05/2022	0.91	1.01
* 7	02/06/2022 - 02/12/2022	0.90	1.00
* 8	02/13/2022 - 02/19/2022	0.88	0.98
* 9	02/20/2022 - 02/26/2022	0.88	0.98
*10	02/27/2022 - 03/05/2022	0.88	0.98
*11	03/06/2022 - 03/12/2022	0.87	0.97
*12	03/13/2022 - 03/19/2022	0.87	0.97
*13	03/20/2022 - 03/26/2022	0.89	0.99
*14	03/27/2022 - 04/02/2022	0.90	1.00
*15	04/03/2022 - 04/09/2022	0.92	1.02
*16	04/10/2022 - 04/16/2022	0.93	1.03
17	04/17/2022 - 04/23/2022	0.95	1.06
18	04/24/2022 - 04/30/2022	0.97	1.08
19	05/01/2022 - 05/07/2022	0.98	1.09
20	05/08/2022 - 05/14/2022	1.00	1.11
21	05/15/2022 - 05/21/2022	1.02	1.13
22	05/22/2022 - 05/28/2022	1.04	1.16
23	05/29/2022 - 06/04/2022	1.06	1.18
24	06/05/2022 - 06/11/2022	1.07	1.19
25	06/12/2022 - 06/18/2022	1.09	1.21
26	06/19/2022 - 06/25/2022	1.09	1.21
27	06/26/2022 - 07/02/2022	1.10	1.22
28	07/03/2022 - 07/09/2022	1.10	1.22
29	07/10/2022 - 07/16/2022	1.10	1.22
30	07/17/2022 - 07/23/2022	1.10	1.22
31	07/24/2022 - 07/30/2022	1.10	1.22
32	07/31/2022 - 08/06/2022	1.10	1.22
33	08/07/2022 - 08/13/2022	1.10	1.22
34	08/14/2022 - 08/20/2022	1.10	1.22
35	08/21/2022 - 08/27/2022	1.11	1.23
36	08/28/2022 - 09/03/2022	1.13	1.26
37	09/04/2022 - 09/10/2022	1.14	1.27
38	09/11/2022 - 09/17/2022	1.15	1.28
39	09/18/2022 - 09/24/2022	1.12	1.24
40	09/25/2022 - 10/01/2022	1.08	1.20
41	10/02/2022 - 10/08/2022	1.05	1.17
42	10/09/2022 - 10/15/2022	1.01	1.12
43	10/16/2022 - 10/22/2022	1.01	1.12
44	10/23/2022 - 10/29/2022	1.00	1.11
45	10/30/2022 - 11/05/2022	1.00	1.11
46	11/06/2022 - 11/12/2022	0.99	1.10
47	11/13/2022 - 11/19/2022	0.99	1.10
48	11/20/2022 - 11/26/2022	0.98	1.09
49	11/27/2022 - 12/03/2022	0.98	1.09
50	12/04/2022 - 12/10/2022	0.97	1.08
51	12/11/2022 - 12/17/2022	0.97	1.08
52	12/18/2022 - 12/24/2022	0.96	1.07
53	12/25/2022 - 12/31/2022	0.96	1.07

\* PEAK SEASON

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830UPD

1\_1205\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1206 SR884, 80 & 82 W OF I-75

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

\* PEAK SEASON

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830UPD

1\_1206\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1207 SR 876/ DANIELS RD

WEEK	DATES	SF	MOCF: 0.92 PSCF
1	01/01/2022 - 01/01/2022	0.95	1.03
2	01/02/2022 - 01/08/2022	0.97	1.05
3	01/09/2022 - 01/15/2022	0.99	1.08
4	01/16/2022 - 01/22/2022	0.97	1.05
* 5	01/23/2022 - 01/29/2022	0.95	1.03
* 6	01/30/2022 - 02/05/2022	0.94	1.02
* 7	02/06/2022 - 02/12/2022	0.92	1.00
* 8	02/13/2022 - 02/19/2022	0.90	0.98
* 9	02/20/2022 - 02/26/2022	0.90	0.98
*10	02/27/2022 - 03/05/2022	0.90	0.98
*11	03/06/2022 - 03/12/2022	0.90	0.98
*12	03/13/2022 - 03/19/2022	0.90	0.98
*13	03/20/2022 - 03/26/2022	0.91	0.99
*14	03/27/2022 - 04/02/2022	0.93	1.01
*15	04/03/2022 - 04/09/2022	0.94	1.02
*16	04/10/2022 - 04/16/2022	0.95	1.03
*17	04/17/2022 - 04/23/2022	0.97	1.05
18	04/24/2022 - 04/30/2022	0.99	1.08
19	05/01/2022 - 05/07/2022	1.00	1.09
20	05/08/2022 - 05/14/2022	1.02	1.11
21	05/15/2022 - 05/21/2022	1.04	1.13
22	05/22/2022 - 05/28/2022	1.06	1.15
23	05/29/2022 - 06/04/2022	1.08	1.17
24	06/05/2022 - 06/11/2022	1.09	1.18
25	06/12/2022 - 06/18/2022	1.11	1.21
26	06/19/2022 - 06/25/2022	1.11	1.21
27	06/26/2022 - 07/02/2022	1.11	1.21
28	07/03/2022 - 07/09/2022	1.10	1.20
29	07/10/2022 - 07/16/2022	1.10	1.20
30	07/17/2022 - 07/23/2022	1.10	1.20
31	07/24/2022 - 07/30/2022	1.09	1.18
32	07/31/2022 - 08/06/2022	1.09	1.18
33	08/07/2022 - 08/13/2022	1.08	1.17
34	08/14/2022 - 08/20/2022	1.08	1.17
35	08/21/2022 - 08/27/2022	1.10	1.20
36	08/28/2022 - 09/03/2022	1.13	1.23
37	09/04/2022 - 09/10/2022	1.15	1.25
38	09/11/2022 - 09/17/2022	1.17	1.27
39	09/18/2022 - 09/24/2022	1.12	1.22
40	09/25/2022 - 10/01/2022	1.07	1.16
41	10/02/2022 - 10/08/2022	1.02	1.11
42	10/09/2022 - 10/15/2022	0.97	1.05
43	10/16/2022 - 10/22/2022	0.97	1.05
44	10/23/2022 - 10/29/2022	0.96	1.04
45	10/30/2022 - 11/05/2022	0.96	1.04
46	11/06/2022 - 11/12/2022	0.95	1.03
47	11/13/2022 - 11/19/2022	0.95	1.03
48	11/20/2022 - 11/26/2022	0.95	1.03
49	11/27/2022 - 12/03/2022	0.95	1.03
50	12/04/2022 - 12/10/2022	0.95	1.03
51	12/11/2022 - 12/17/2022	0.95	1.03
52	12/18/2022 - 12/24/2022	0.97	1.05
53	12/25/2022 - 12/31/2022	0.99	1.08

\* PEAK SEASON

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1\_1207\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1208 SR 82, E OF I-75

WEEK	DATES	SF	MOCF: 0.96 PSCF
* 1	01/01/2022 - 01/01/2022	0.92	0.96
* 2	01/02/2022 - 01/08/2022	0.93	0.97
* 3	01/09/2022 - 01/15/2022	0.93	0.97
* 4	01/16/2022 - 01/22/2022	0.94	0.98
* 5	01/23/2022 - 01/29/2022	0.95	0.99
* 6	01/30/2022 - 02/05/2022	0.96	1.00
* 7	02/06/2022 - 02/12/2022	0.96	1.00
* 8	02/13/2022 - 02/19/2022	0.97	1.01
* 9	02/20/2022 - 02/26/2022	0.98	1.02
*10	02/27/2022 - 03/05/2022	0.98	1.02
*11	03/06/2022 - 03/12/2022	0.99	1.03
*12	03/13/2022 - 03/19/2022	1.00	1.04
*13	03/20/2022 - 03/26/2022	1.01	1.05
14	03/27/2022 - 04/02/2022	1.01	1.05
15	04/03/2022 - 04/09/2022	1.02	1.06
16	04/10/2022 - 04/16/2022	1.03	1.07
17	04/17/2022 - 04/23/2022	1.03	1.07
18	04/24/2022 - 04/30/2022	1.04	1.08
19	05/01/2022 - 05/07/2022	1.05	1.09
20	05/08/2022 - 05/14/2022	1.05	1.09
21	05/15/2022 - 05/21/2022	1.06	1.10
22	05/22/2022 - 05/28/2022	1.07	1.11
23	05/29/2022 - 06/04/2022	1.08	1.13
24	06/05/2022 - 06/11/2022	1.08	1.13
25	06/12/2022 - 06/18/2022	1.09	1.14
26	06/19/2022 - 06/25/2022	1.08	1.13
27	06/26/2022 - 07/02/2022	1.08	1.13
28	07/03/2022 - 07/09/2022	1.07	1.11
29	07/10/2022 - 07/16/2022	1.06	1.10
30	07/17/2022 - 07/23/2022	1.05	1.09
31	07/24/2022 - 07/30/2022	1.04	1.08
32	07/31/2022 - 08/06/2022	1.02	1.06
33	08/07/2022 - 08/13/2022	1.01	1.05
34	08/14/2022 - 08/20/2022	1.00	1.04
35	08/21/2022 - 08/27/2022	1.02	1.06
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.06	1.10
38	09/11/2022 - 09/17/2022	1.08	1.13
39	09/18/2022 - 09/24/2022	1.06	1.10
40	09/25/2022 - 10/01/2022	1.03	1.07
41	10/02/2022 - 10/08/2022	1.01	1.05
42	10/09/2022 - 10/15/2022	0.98	1.02
43	10/16/2022 - 10/22/2022	0.97	1.01
44	10/23/2022 - 10/29/2022	0.96	1.00
45	10/30/2022 - 11/05/2022	0.96	1.00
46	11/06/2022 - 11/12/2022	0.95	0.99
47	11/13/2022 - 11/19/2022	0.94	0.98
48	11/20/2022 - 11/26/2022	0.94	0.98
49	11/27/2022 - 12/03/2022	0.93	0.97
50	12/04/2022 - 12/10/2022	0.93	0.97
51	12/11/2022 - 12/17/2022	0.92	0.96
52	12/18/2022 - 12/24/2022	0.00	0.00
53	12/25/2022 - 12/31/2022	0.00	0.00

\* PEAK SEASON

23-FEB-2023 09:11:18

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2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1241 WEST FORT MYERS

WEEK	DATES	SF	MOCF: 0.93 PSCF
1	01/01/2022 - 01/01/2022	0.97	1.04
2	01/02/2022 - 01/08/2022	0.99	1.06
3	01/09/2022 - 01/15/2022	1.01	1.09
4	01/16/2022 - 01/22/2022	0.99	1.06
* 5	01/23/2022 - 01/29/2022	0.97	1.04
* 6	01/30/2022 - 02/05/2022	0.95	1.02
* 7	02/06/2022 - 02/12/2022	0.94	1.01
* 8	02/13/2022 - 02/19/2022	0.92	0.99
* 9	02/20/2022 - 02/26/2022	0.91	0.98
*10	02/27/2022 - 03/05/2022	0.91	0.98
*11	03/06/2022 - 03/12/2022	0.90	0.97
*12	03/13/2022 - 03/19/2022	0.89	0.96
*13	03/20/2022 - 03/26/2022	0.91	0.98
*14	03/27/2022 - 04/02/2022	0.93	1.00
*15	04/03/2022 - 04/09/2022	0.95	1.02
*16	04/10/2022 - 04/16/2022	0.97	1.04
*17	04/17/2022 - 04/23/2022	0.98	1.05
18	04/24/2022 - 04/30/2022	0.99	1.06
19	05/01/2022 - 05/07/2022	1.00	1.08
20	05/08/2022 - 05/14/2022	1.01	1.09
21	05/15/2022 - 05/21/2022	1.03	1.11
22	05/22/2022 - 05/28/2022	1.04	1.12
23	05/29/2022 - 06/04/2022	1.05	1.13
24	06/05/2022 - 06/11/2022	1.07	1.15
25	06/12/2022 - 06/18/2022	1.08	1.16
26	06/19/2022 - 06/25/2022	1.08	1.16
27	06/26/2022 - 07/02/2022	1.09	1.17
28	07/03/2022 - 07/09/2022	1.09	1.17
29	07/10/2022 - 07/16/2022	1.09	1.17
30	07/17/2022 - 07/23/2022	1.08	1.16
31	07/24/2022 - 07/30/2022	1.08	1.16
32	07/31/2022 - 08/06/2022	1.07	1.15
33	08/07/2022 - 08/13/2022	1.06	1.14
34	08/14/2022 - 08/20/2022	1.06	1.14
35	08/21/2022 - 08/27/2022	1.07	1.15
36	08/28/2022 - 09/03/2022	1.09	1.17
37	09/04/2022 - 09/10/2022	1.10	1.18
38	09/11/2022 - 09/17/2022	1.12	1.20
39	09/18/2022 - 09/24/2022	1.08	1.16
40	09/25/2022 - 10/01/2022	1.03	1.11
41	10/02/2022 - 10/08/2022	0.99	1.06
42	10/09/2022 - 10/15/2022	0.95	1.02
43	10/16/2022 - 10/22/2022	0.96	1.03
44	10/23/2022 - 10/29/2022	0.97	1.04
45	10/30/2022 - 11/05/2022	0.98	1.05
46	11/06/2022 - 11/12/2022	0.99	1.06
47	11/13/2022 - 11/19/2022	1.00	1.08
48	11/20/2022 - 11/26/2022	0.99	1.06
49	11/27/2022 - 12/03/2022	0.98	1.05
50	12/04/2022 - 12/10/2022	0.98	1.05
51	12/11/2022 - 12/17/2022	0.97	1.04
52	12/18/2022 - 12/24/2022	0.99	1.06
53	12/25/2022 - 12/31/2022	1.01	1.09

\* PEAK SEASON

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2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1242 CAPE CORAL

WEEK	DATES	SF	MOCF: 2.00 PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

\* PEAK SEASON

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2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1243 NORTH FORT MYERS

WEEK	DATES	SF	MOCF: 0.90 PSCF
1	01/01/2022 - 01/01/2022	1.00	1.11
2	01/02/2022 - 01/08/2022	0.98	1.09
3	01/09/2022 - 01/15/2022	0.96	1.07
* 4	01/16/2022 - 01/22/2022	0.94	1.04
* 5	01/23/2022 - 01/29/2022	0.92	1.02
* 6	01/30/2022 - 02/05/2022	0.91	1.01
* 7	02/06/2022 - 02/12/2022	0.89	0.99
* 8	02/13/2022 - 02/19/2022	0.87	0.97
* 9	02/20/2022 - 02/26/2022	0.87	0.97
*10	02/27/2022 - 03/05/2022	0.87	0.97
*11	03/06/2022 - 03/12/2022	0.87	0.97
*12	03/13/2022 - 03/19/2022	0.87	0.97
*13	03/20/2022 - 03/26/2022	0.89	0.99
*14	03/27/2022 - 04/02/2022	0.91	1.01
*15	04/03/2022 - 04/09/2022	0.92	1.02
*16	04/10/2022 - 04/16/2022	0.94	1.04
17	04/17/2022 - 04/23/2022	0.96	1.07
18	04/24/2022 - 04/30/2022	0.99	1.10
19	05/01/2022 - 05/07/2022	1.01	1.12
20	05/08/2022 - 05/14/2022	1.04	1.16
21	05/15/2022 - 05/21/2022	1.06	1.18
22	05/22/2022 - 05/28/2022	1.08	1.20
23	05/29/2022 - 06/04/2022	1.09	1.21
24	06/05/2022 - 06/11/2022	1.11	1.23
25	06/12/2022 - 06/18/2022	1.12	1.24
26	06/19/2022 - 06/25/2022	1.12	1.24
27	06/26/2022 - 07/02/2022	1.12	1.24
28	07/03/2022 - 07/09/2022	1.11	1.23
29	07/10/2022 - 07/16/2022	1.11	1.23
30	07/17/2022 - 07/23/2022	1.10	1.22
31	07/24/2022 - 07/30/2022	1.09	1.21
32	07/31/2022 - 08/06/2022	1.08	1.20
33	08/07/2022 - 08/13/2022	1.07	1.19
34	08/14/2022 - 08/20/2022	1.06	1.18
35	08/21/2022 - 08/27/2022	1.07	1.19
36	08/28/2022 - 09/03/2022	1.09	1.21
37	09/04/2022 - 09/10/2022	1.10	1.22
38	09/11/2022 - 09/17/2022	1.11	1.23
39	09/18/2022 - 09/24/2022	1.09	1.21
40	09/25/2022 - 10/01/2022	1.08	1.20
41	10/02/2022 - 10/08/2022	1.06	1.18
42	10/09/2022 - 10/15/2022	1.04	1.16
43	10/16/2022 - 10/22/2022	1.03	1.14
44	10/23/2022 - 10/29/2022	1.01	1.12
45	10/30/2022 - 11/05/2022	1.00	1.11
46	11/06/2022 - 11/12/2022	0.98	1.09
47	11/13/2022 - 11/19/2022	0.97	1.08
48	11/20/2022 - 11/26/2022	0.98	1.09
49	11/27/2022 - 12/03/2022	0.99	1.10
50	12/04/2022 - 12/10/2022	0.99	1.10
51	12/11/2022 - 12/17/2022	1.00	1.11
52	12/18/2022 - 12/24/2022	0.98	1.09
53	12/25/2022 - 12/31/2022	0.96	1.07

\* PEAK SEASON

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830UPD

1\_1243\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1244 CYPRESS LAKES, IONA

WEEK	DATES	SF	MOCF: 2.00 PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

\* PEAK SEASON

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1\_1244\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1245 E FT MYERS, E OF US41/W O

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

\* PEAK SEASON

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2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1246 GATEWAY

WEEK	DATES	SF	MOCF: 2.00 PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

\* PEAK SEASON

23-FEB-2023 09:11:18

830UPD

1\_1246\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1247 LEHIGH ACRES

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

\* PEAK SEASON

23-FEB-2023 09:11:18

830UPD

1\_1247\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1248 S OF ALICO ROAD

WEEK	DATES	SF	MOCF: 2.00 PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

\* PEAK SEASON

23-FEB-2023 09:11:18

830UPD

1\_1248\_PKSEASON.TXT



2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1249 PINE ISLAND, MATLACHA

WEEK	DATES	SF	MOCF: 2.00 PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

\* PEAK SEASON

23-FEB-2023 09:11:19

830UPD

1\_1249\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1250 FT MYERS BCH, BONITA BCH

WEEK	DATES	SF	MOCF: 2.00 PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

\* PEAK SEASON

23-FEB-2023 09:11:19

830UPD

1\_1250\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1251 SANIBEL ISLAND

WEEK	DATES	SF	MOCF: 2.00 PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

\* PEAK SEASON

23-FEB-2023 09:11:19

830UPD

1\_1251\_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1252 BONITA SPRINGS AREA

WEEK	DATES	SF	MOCF: 0.92 PSCF
1	01/01/2022 - 01/01/2022	0.96	1.04
2	01/02/2022 - 01/08/2022	0.97	1.05
3	01/09/2022 - 01/15/2022	0.98	1.07
4	01/16/2022 - 01/22/2022	0.96	1.04
* 5	01/23/2022 - 01/29/2022	0.95	1.03
* 6	01/30/2022 - 02/05/2022	0.93	1.01
* 7	02/06/2022 - 02/12/2022	0.92	1.00
* 8	02/13/2022 - 02/19/2022	0.90	0.98
* 9	02/20/2022 - 02/26/2022	0.90	0.98
*10	02/27/2022 - 03/05/2022	0.90	0.98
*11	03/06/2022 - 03/12/2022	0.89	0.97
*12	03/13/2022 - 03/19/2022	0.89	0.97
*13	03/20/2022 - 03/26/2022	0.90	0.98
*14	03/27/2022 - 04/02/2022	0.92	1.00
*15	04/03/2022 - 04/09/2022	0.93	1.01
*16	04/10/2022 - 04/16/2022	0.94	1.02
*17	04/17/2022 - 04/23/2022	0.96	1.04
18	04/24/2022 - 04/30/2022	0.98	1.07
19	05/01/2022 - 05/07/2022	0.99	1.08
20	05/08/2022 - 05/14/2022	1.01	1.10
21	05/15/2022 - 05/21/2022	1.03	1.12
22	05/22/2022 - 05/28/2022	1.05	1.14
23	05/29/2022 - 06/04/2022	1.08	1.17
24	06/05/2022 - 06/11/2022	1.10	1.20
25	06/12/2022 - 06/18/2022	1.12	1.22
26	06/19/2022 - 06/25/2022	1.12	1.22
27	06/26/2022 - 07/02/2022	1.12	1.22
28	07/03/2022 - 07/09/2022	1.11	1.21
29	07/10/2022 - 07/16/2022	1.11	1.21
30	07/17/2022 - 07/23/2022	1.11	1.21
31	07/24/2022 - 07/30/2022	1.10	1.20
32	07/31/2022 - 08/06/2022	1.10	1.20
33	08/07/2022 - 08/13/2022	1.09	1.18
34	08/14/2022 - 08/20/2022	1.09	1.18
35	08/21/2022 - 08/27/2022	1.11	1.21
36	08/28/2022 - 09/03/2022	1.14	1.24
37	09/04/2022 - 09/10/2022	1.16	1.26
38	09/11/2022 - 09/17/2022	1.18	1.28
39	09/18/2022 - 09/24/2022	1.13	1.23
40	09/25/2022 - 10/01/2022	1.08	1.17
41	10/02/2022 - 10/08/2022	1.02	1.11
42	10/09/2022 - 10/15/2022	0.97	1.05
43	10/16/2022 - 10/22/2022	0.97	1.05
44	10/23/2022 - 10/29/2022	0.97	1.05
45	10/30/2022 - 11/05/2022	0.96	1.04
46	11/06/2022 - 11/12/2022	0.96	1.04
47	11/13/2022 - 11/19/2022	0.96	1.04
48	11/20/2022 - 11/26/2022	0.96	1.04
49	11/27/2022 - 12/03/2022	0.96	1.04
50	12/04/2022 - 12/10/2022	0.96	1.04
51	12/11/2022 - 12/17/2022	0.96	1.04
52	12/18/2022 - 12/24/2022	0.97	1.05
53	12/25/2022 - 12/31/2022	0.98	1.07

\* PEAK SEASON

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2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1253 CR 765/BURNT STORE ROAD

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.94	1.01
2	01/02/2022 - 01/08/2022	0.96	1.03
3	01/09/2022 - 01/15/2022	0.98	1.05
* 4	01/16/2022 - 01/22/2022	0.97	1.04
* 5	01/23/2022 - 01/29/2022	0.96	1.03
* 6	01/30/2022 - 02/05/2022	0.94	1.01
* 7	02/06/2022 - 02/12/2022	0.93	1.00
* 8	02/13/2022 - 02/19/2022	0.92	0.99
* 9	02/20/2022 - 02/26/2022	0.92	0.99
*10	02/27/2022 - 03/05/2022	0.91	0.98
*11	03/06/2022 - 03/12/2022	0.91	0.98
*12	03/13/2022 - 03/19/2022	0.90	0.97
*13	03/20/2022 - 03/26/2022	0.92	0.99
*14	03/27/2022 - 04/02/2022	0.93	1.00
*15	04/03/2022 - 04/09/2022	0.95	1.02
*16	04/10/2022 - 04/16/2022	0.96	1.03
17	04/17/2022 - 04/23/2022	0.98	1.05
18	04/24/2022 - 04/30/2022	1.00	1.08
19	05/01/2022 - 05/07/2022	1.01	1.09
20	05/08/2022 - 05/14/2022	1.03	1.11
21	05/15/2022 - 05/21/2022	1.05	1.13
22	05/22/2022 - 05/28/2022	1.06	1.14
23	05/29/2022 - 06/04/2022	1.08	1.16
24	06/05/2022 - 06/11/2022	1.09	1.17
25	06/12/2022 - 06/18/2022	1.10	1.18
26	06/19/2022 - 06/25/2022	1.10	1.18
27	06/26/2022 - 07/02/2022	1.10	1.18
28	07/03/2022 - 07/09/2022	1.10	1.18
29	07/10/2022 - 07/16/2022	1.10	1.18
30	07/17/2022 - 07/23/2022	1.10	1.18
31	07/24/2022 - 07/30/2022	1.10	1.18
32	07/31/2022 - 08/06/2022	1.09	1.17
33	08/07/2022 - 08/13/2022	1.09	1.17
34	08/14/2022 - 08/20/2022	1.09	1.17
35	08/21/2022 - 08/27/2022	1.11	1.19
36	08/28/2022 - 09/03/2022	1.13	1.22
37	09/04/2022 - 09/10/2022	1.15	1.24
38	09/11/2022 - 09/17/2022	1.17	1.26
39	09/18/2022 - 09/24/2022	1.11	1.19
40	09/25/2022 - 10/01/2022	1.04	1.12
41	10/02/2022 - 10/08/2022	0.98	1.05
42	10/09/2022 - 10/15/2022	0.91	0.98
43	10/16/2022 - 10/22/2022	0.92	0.99
44	10/23/2022 - 10/29/2022	0.92	0.99
45	10/30/2022 - 11/05/2022	0.93	1.00
46	11/06/2022 - 11/12/2022	0.93	1.00
47	11/13/2022 - 11/19/2022	0.94	1.01
48	11/20/2022 - 11/26/2022	0.94	1.01
49	11/27/2022 - 12/03/2022	0.94	1.01
50	12/04/2022 - 12/10/2022	0.94	1.01
51	12/11/2022 - 12/17/2022	0.94	1.01
52	12/18/2022 - 12/24/2022	0.96	1.03
53	12/25/2022 - 12/31/2022	0.98	1.05

\* PEAK SEASON

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2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1275 LEE I75

WEEK	DATES	SF	MOCF: 0.92 PSCF
1	01/01/2022 - 01/01/2022	0.98	1.07
2	01/02/2022 - 01/08/2022	0.97	1.05
3	01/09/2022 - 01/15/2022	0.97	1.05
4	01/16/2022 - 01/22/2022	0.95	1.03
* 5	01/23/2022 - 01/29/2022	0.94	1.02
* 6	01/30/2022 - 02/05/2022	0.92	1.00
* 7	02/06/2022 - 02/12/2022	0.91	0.99
* 8	02/13/2022 - 02/19/2022	0.89	0.97
* 9	02/20/2022 - 02/26/2022	0.90	0.98
*10	02/27/2022 - 03/05/2022	0.90	0.98
*11	03/06/2022 - 03/12/2022	0.91	0.99
*12	03/13/2022 - 03/19/2022	0.92	1.00
*13	03/20/2022 - 03/26/2022	0.92	1.00
*14	03/27/2022 - 04/02/2022	0.92	1.00
*15	04/03/2022 - 04/09/2022	0.93	1.01
*16	04/10/2022 - 04/16/2022	0.93	1.01
*17	04/17/2022 - 04/23/2022	0.95	1.03
18	04/24/2022 - 04/30/2022	0.96	1.04
19	05/01/2022 - 05/07/2022	0.98	1.07
20	05/08/2022 - 05/14/2022	1.00	1.09
21	05/15/2022 - 05/21/2022	1.02	1.11
22	05/22/2022 - 05/28/2022	1.03	1.12
23	05/29/2022 - 06/04/2022	1.05	1.14
24	06/05/2022 - 06/11/2022	1.07	1.16
25	06/12/2022 - 06/18/2022	1.09	1.18
26	06/19/2022 - 06/25/2022	1.09	1.18
27	06/26/2022 - 07/02/2022	1.09	1.18
28	07/03/2022 - 07/09/2022	1.09	1.18
29	07/10/2022 - 07/16/2022	1.09	1.18
30	07/17/2022 - 07/23/2022	1.09	1.18
31	07/24/2022 - 07/30/2022	1.08	1.17
32	07/31/2022 - 08/06/2022	1.08	1.17
33	08/07/2022 - 08/13/2022	1.07	1.16
34	08/14/2022 - 08/20/2022	1.07	1.16
35	08/21/2022 - 08/27/2022	1.11	1.21
36	08/28/2022 - 09/03/2022	1.14	1.24
37	09/04/2022 - 09/10/2022	1.18	1.28
38	09/11/2022 - 09/17/2022	1.21	1.32
39	09/18/2022 - 09/24/2022	1.16	1.26
40	09/25/2022 - 10/01/2022	1.10	1.20
41	10/02/2022 - 10/08/2022	1.05	1.14
42	10/09/2022 - 10/15/2022	0.99	1.08
43	10/16/2022 - 10/22/2022	0.99	1.08
44	10/23/2022 - 10/29/2022	0.99	1.08
45	10/30/2022 - 11/05/2022	0.98	1.07
46	11/06/2022 - 11/12/2022	0.98	1.07
47	11/13/2022 - 11/19/2022	0.98	1.07
48	11/20/2022 - 11/26/2022	0.98	1.07
49	11/27/2022 - 12/03/2022	0.98	1.07
50	12/04/2022 - 12/10/2022	0.98	1.07
51	12/11/2022 - 12/17/2022	0.98	1.07
52	12/18/2022 - 12/24/2022	0.97	1.05
53	12/25/2022 - 12/31/2022	0.97	1.05

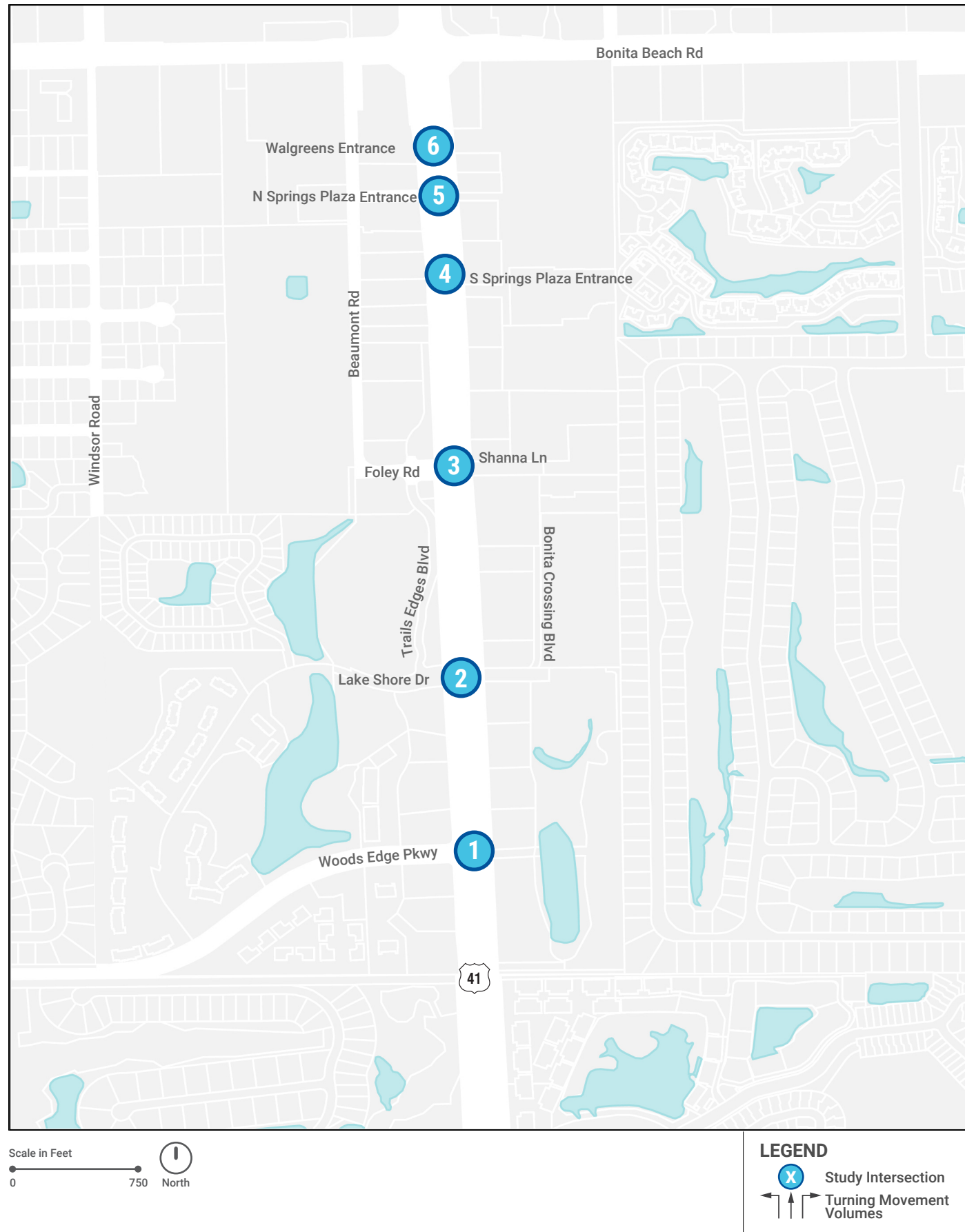
\* PEAK SEASON

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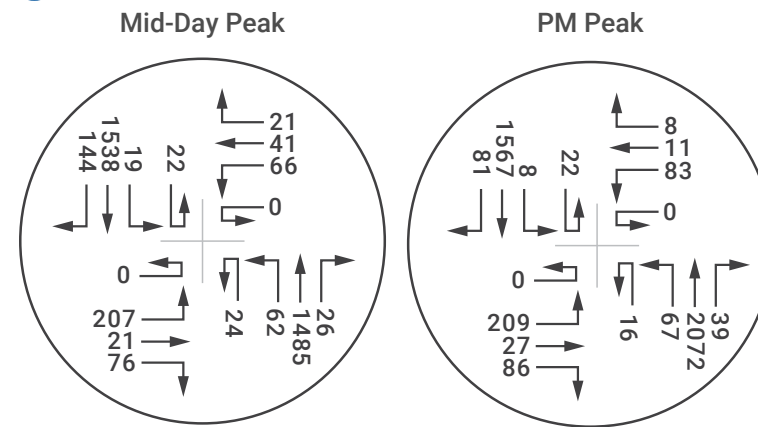
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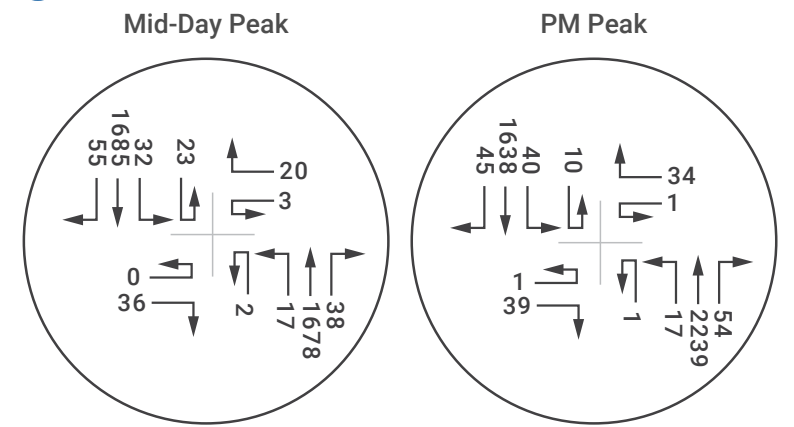
*Appendix E. Existing Turning Movement Volumes (2022)*



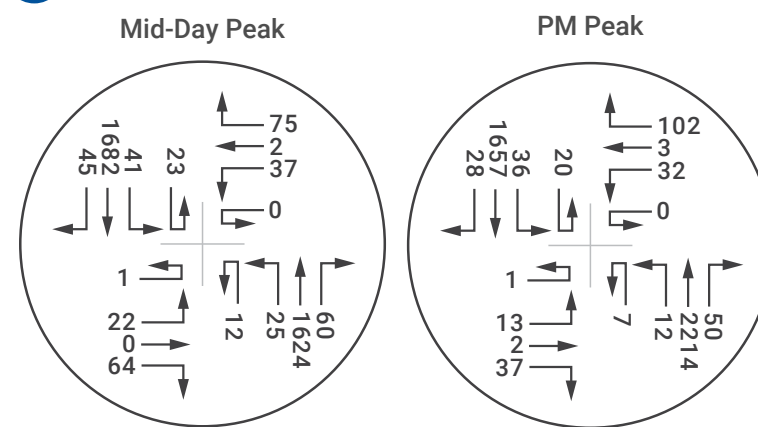
**1 US 41 & Woods Edge Pkwy**



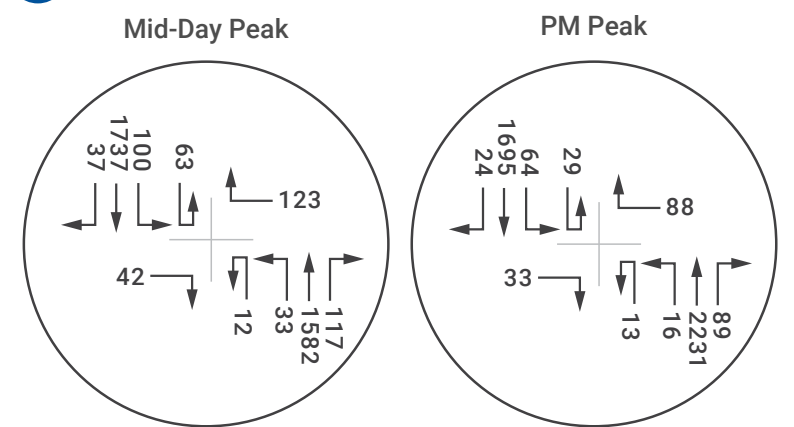
**2 US 41 & Lake Shore Dr**



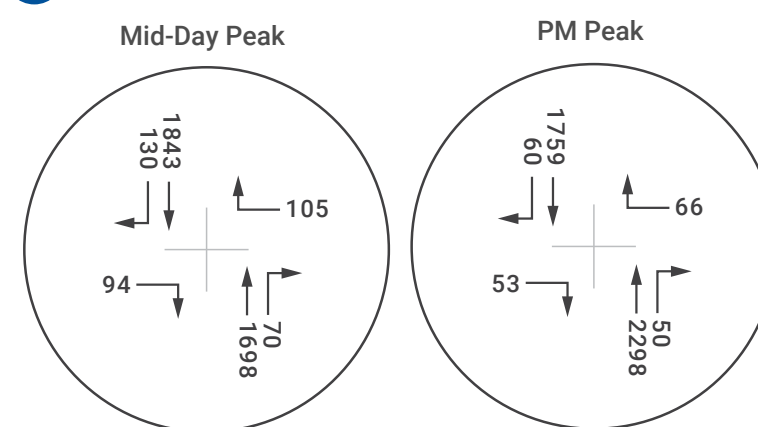
**3 US 41 & Foley Rd/Shanna Ln**



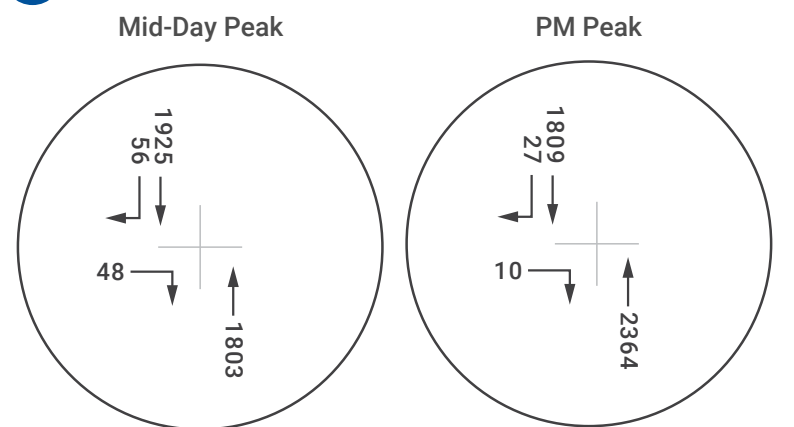
**4 US 41 & S Springs Plaza Entrance**



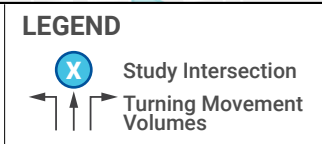
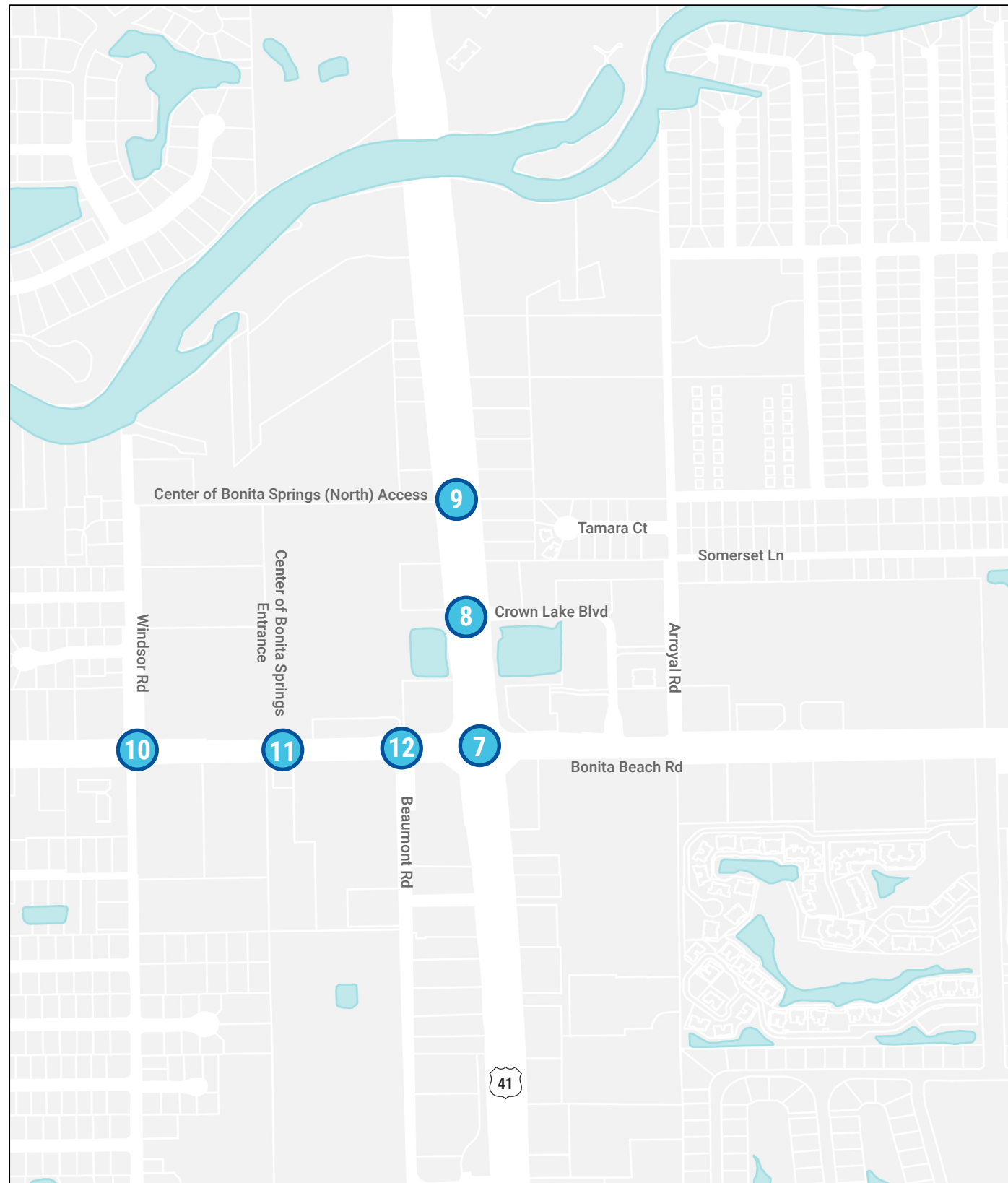
**5 US 41 & N Springs Plaza Entrance**



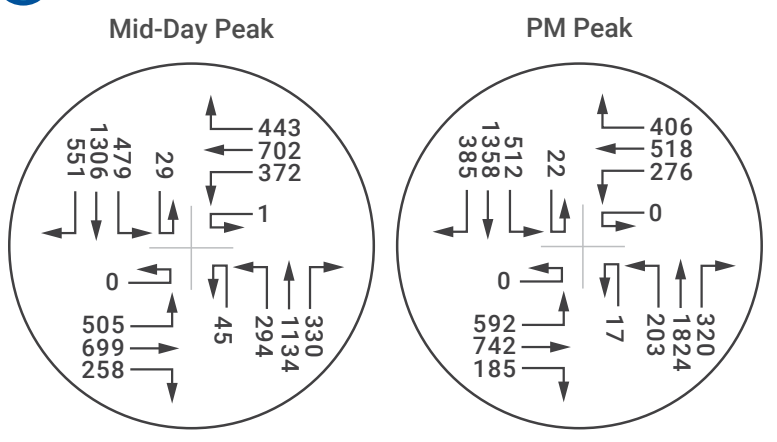
**6 US 41 & Walgreens Entrance**



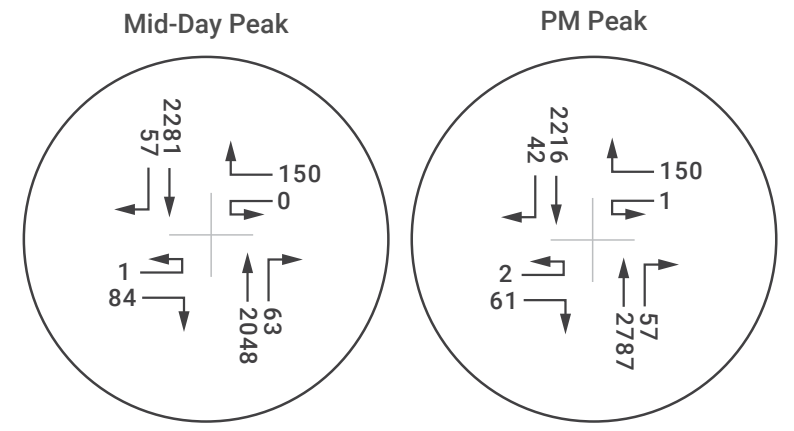




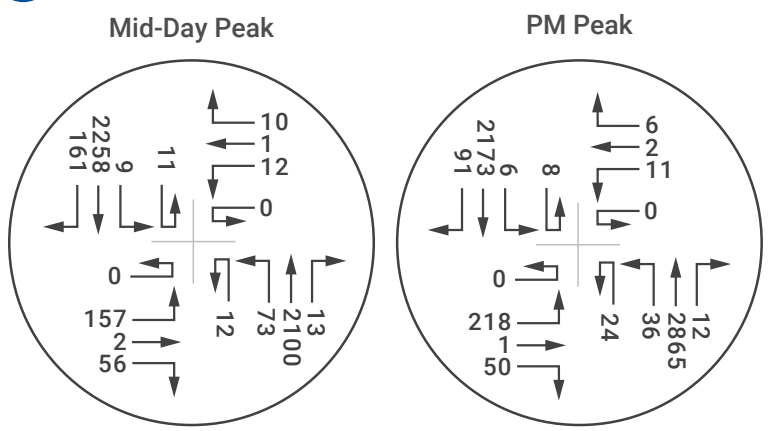
**7 US 41 & Bonita Beach Rd**



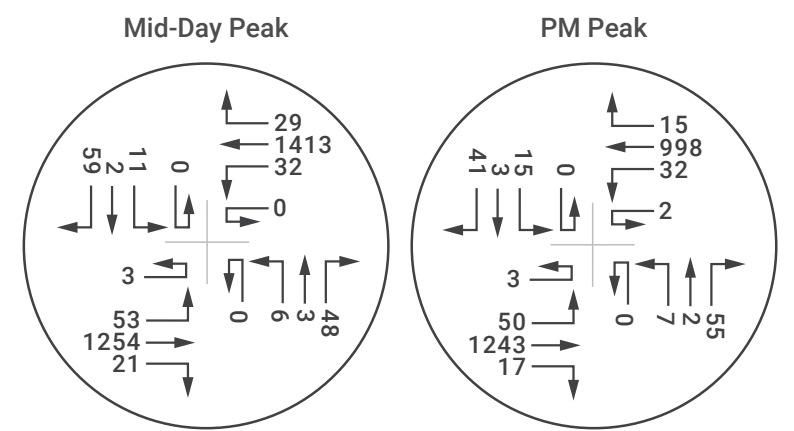
**8 US 41 & Crown Lake Blvd**



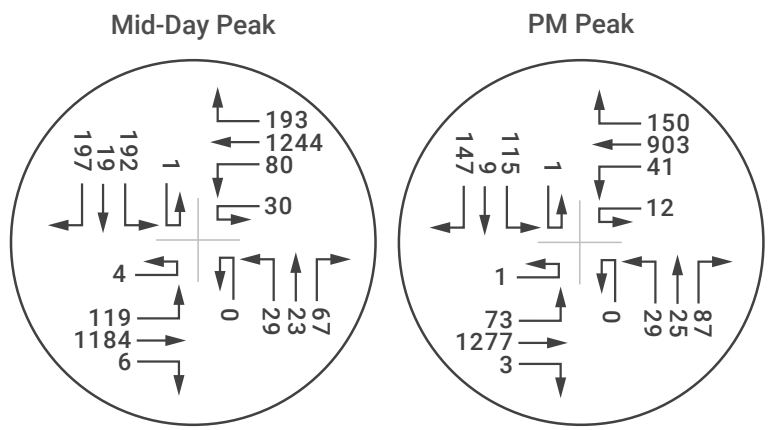
**9 US 41 & Center of Bonita Springs (North) Access**



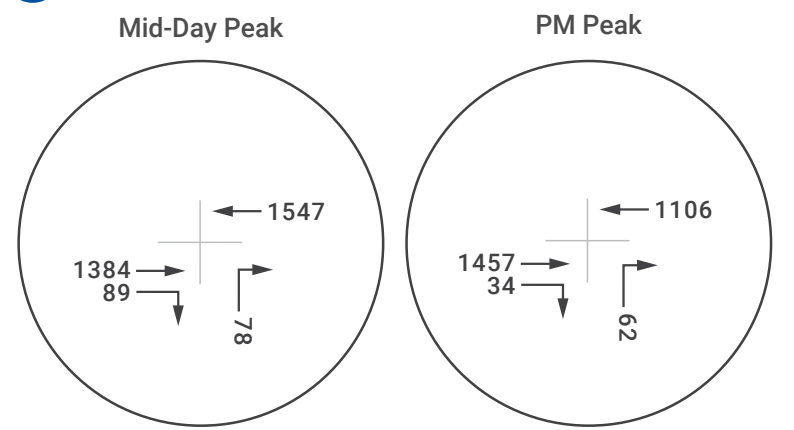
**10 Windsor Rd & Bonita Beach Rd**

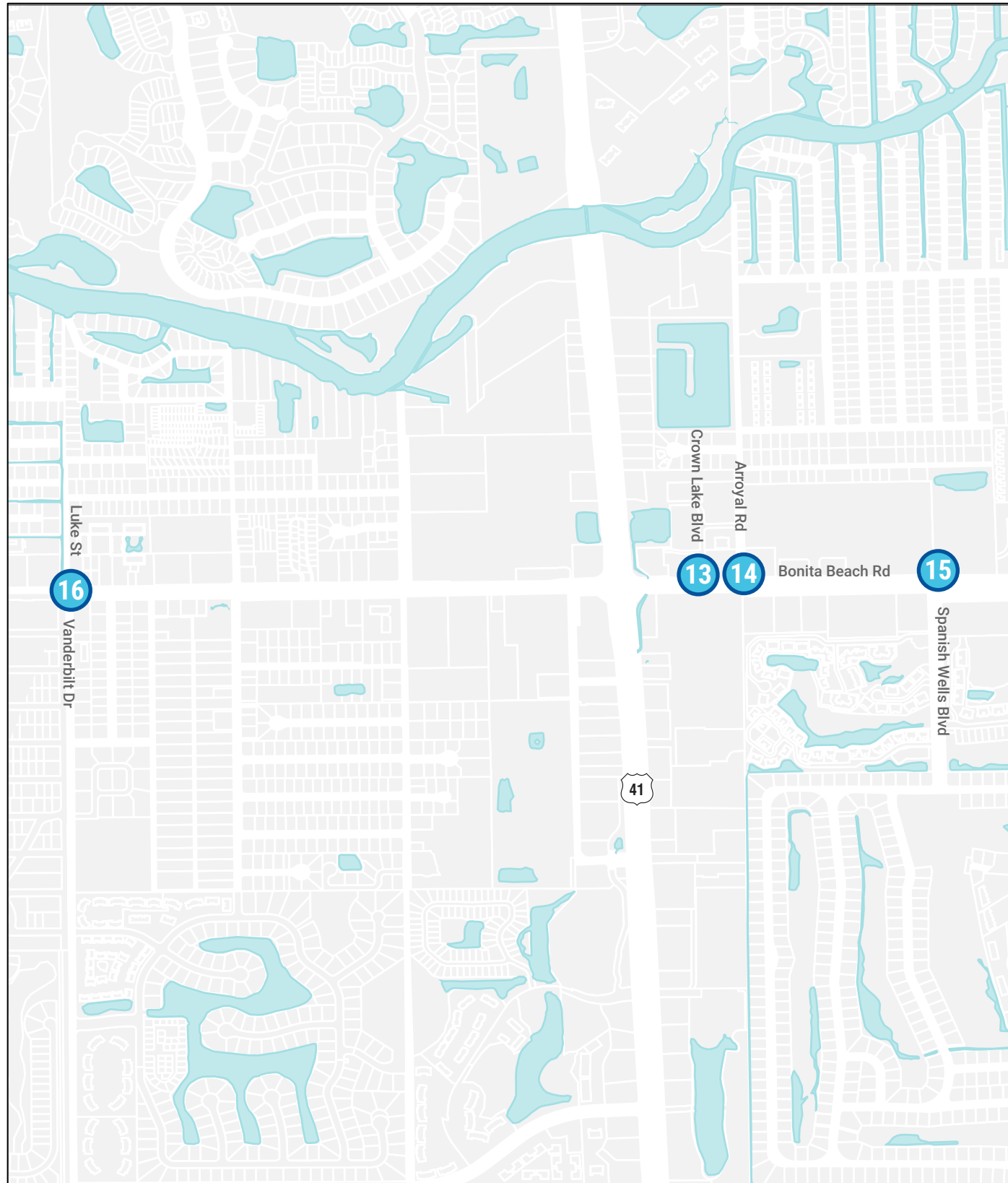


**11 Center of Bonita Springs Entrance & Bonita Beach Rd**



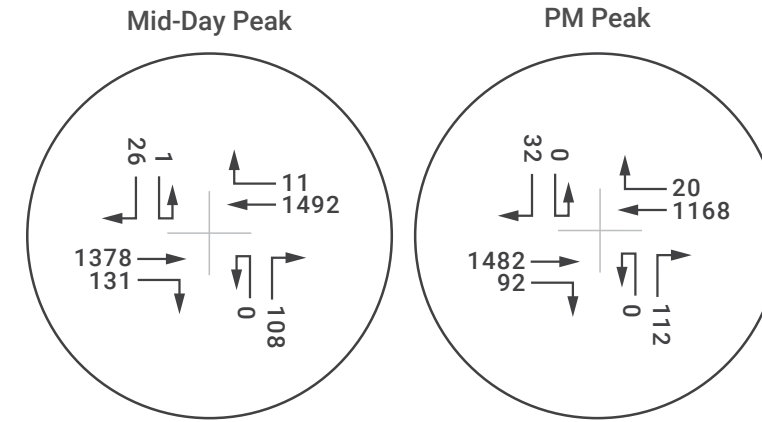
**12 Beaumont Rd & Bonita Beach Rd**





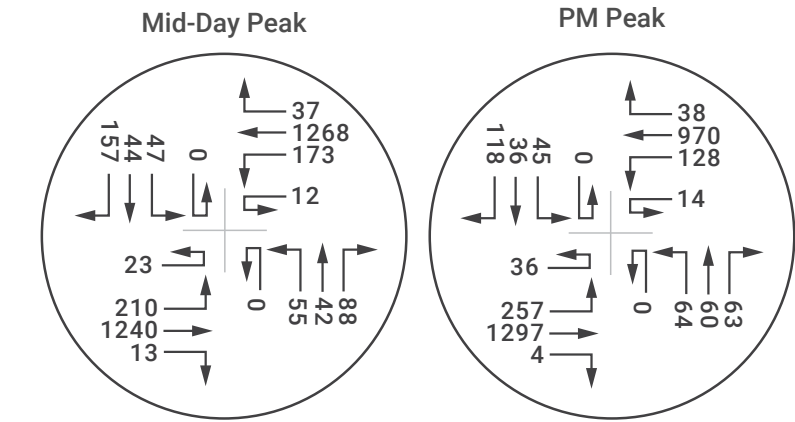
13

**Crown Lake Blvd & Bonita Beach Rd**



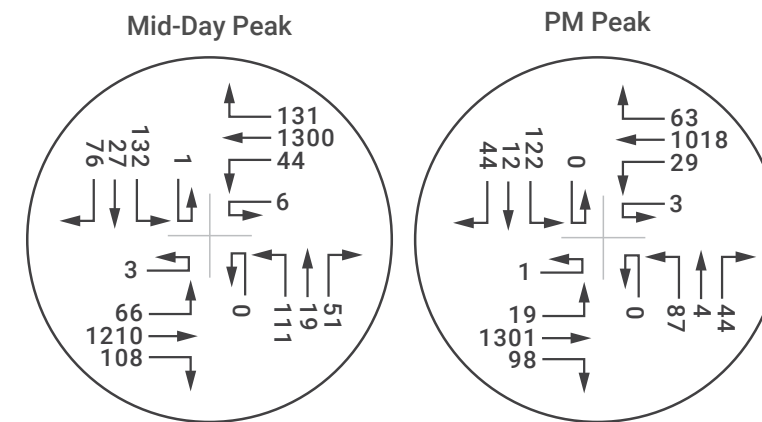
14

**Arroyal Rd & Bonita Beach Rd**



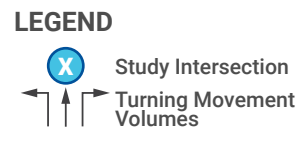
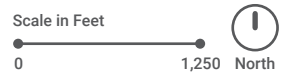
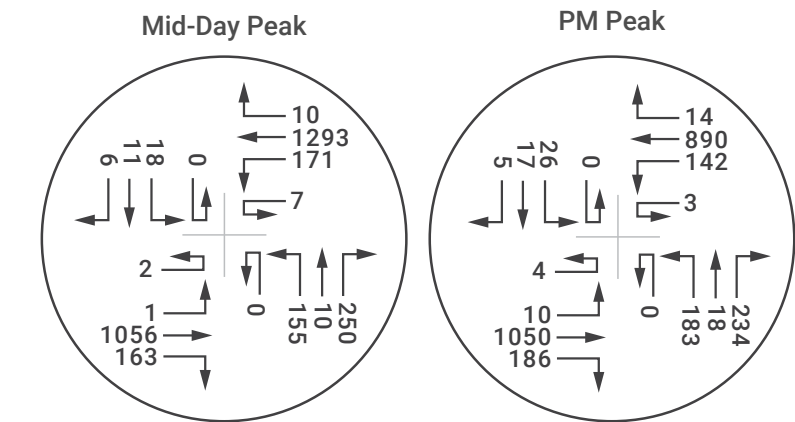
15

**Spanish Wells Blvd & Bonita Beach Rd**



16

**Vanderbilt Dr/Luke St & Bonita Beach Rd**



*Appendix F. Signal Timing Sheets*

## Lee County, FL



MOVING TRAFFIC FORWARD

5106 - Bonita Beach & Arroyal - - Econolite Type - ASC/3

### Configuration Controller Sequence

#### Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

**Phase Ring Sequence**.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B											
<b>Sequence 1</b>																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 2</b>																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 3</b>																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 4</b>																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 5</b>																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 6</b>																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 7</b>																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 8</b>																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 9</b>																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
<b>Sequence 10</b>																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
<b>Sequence 11</b>																

Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.	.
Sequence 12																	
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.	.
Sequence 13																	
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 14																	
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 15																	
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 16																	
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.

**Phases In Use/Exclusive Ped (MM) 1-2**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X		X	X	X		X								
Exclusive Ped																

**Phase Compatibility (MM) 1-1-2**

Phase	
n/a	Barrier Mode

**Phase and Overlap Descriptions**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Description																

**Administration (MM) 1-7-1**

Enable Controller/Cabinet Interlock CRC No  
 CRC (16 bit) E968  
 Enable Automatic Backup to Datakey No

**Backup Prevent (MM) 1-1-3**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	2	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Simultaneous Gap (MM) 1-1-4**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Disable		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Load Switch Assignments (MM) 1-3**

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		X
2	2	V				-	Red	X		X
3	0	.				-	Red	X		
4	4	V				-	Red	X		

5	5	V				-	Red	X		X
6	6	V				-	Red	X		X
7	0	.				-	Red	X		
8	8	V				-	Red	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				-	.			
12	0	.				-	.			
13	2	P				-	.			
14	4	P				-	.			
15	6	P				-	.			
16	8	P				-	.			

## Lee County, FL



MOVING TRAFFIC FORWARD

## 5106 - Bonita Beach &amp; Arroyal - - Econolite Type - ASC/3

## Controller Timing Plan (MM) 2-1

## Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB		NB	WBLT	EB		SB								
Min Green	5	20	0	8	5	20	0	8	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	28	0	16	0	26	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	5.0	0.0	2.0	2.0	5.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	50	0	20	15	50	0	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.7	3.0	4.0	4.0	4.7	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	2.6	2.0	2.0	0.0	2.6	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0





## Lee County, FL



MOVING TRAFFIC FORWARD

### 5106 - Bonita Beach & Arroyal - - Econolite Type - ASC/3

**Coordination Pattern Data**  
**Coordinator Pattern Data (MM) 3-2**

**Coordinator Pattern # 2**

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	8%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 2)	18	64	0	18	15	67	0	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data			
Veh Perm 1	0	Veh Perm 2	0
Veh Perm 2 Disp	0	Crossing Arterial Pat	0
Split Demand Pat 1	0	Split Demand Pat 2	0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 3**

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	200	Std (COS)	137	Offsets In	Percent
Offset Value	44%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 3)	18	64	0	18	15	67	0	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand 0 Pat 1 Split Demand 0 Pat 2 Crossing Arterial 0 Pat

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 4**

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	14%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 4)	18	64	0	18	18	64	0	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 5**

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	150	Std (COS)	11	Offsets In	Percent
Offset Value	14%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 5)	18	61	0	21	16	63	0	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand 0 Pat 1 Split Demand 0 Pat 2 Crossing Arterial 0 Pat

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 6**

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	44%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 6)	12	63	0	25	12	63	0	25	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 9**

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Percent
Cycle	160	Std (COS)	13	Offsets In	Percent
Offset Value	98%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 9)	17	58	0	25	17	58	0	25	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

**Misc. Data**

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 10**

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Percent
Cycle	160	Std (COS)	85	Offsets In	Percent
Offset Value	20%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 10)	20	51	0	29	20	51	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																



**Coordinator Pattern # 11**

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	89%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 11)	15	70	0	15	12	73	0	15	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0    Veh Perm 2 0    Veh Perm 2 Disp 0  
 Split Demand Pat 1 0    Split Demand Pat 2 0    Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

## Lee County, FL



*MOVING TRAFFIC FORWARD*

5104 - Bonita Beach & Center of Bonita - - Econolite Type - ASC/3

### Configuration Controller Sequence

#### Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

**Phase Ring Sequence**.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B	B	B		B		B							

Sequence 1

Ring 1	1	2	4	3	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.

#### Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X										
Exclusive Ped																

#### Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

#### Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Description																

#### Administration (MM) 1-7-1

Enable Controller/Cabinet      No  
 Interlock CRC  
 CRC (16 bit)                      D930  
    No

Enable Automatic Backup  
to Datakey

**Backup Prevent (MM) 1-1-3**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	2	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Simultaneous Gap (MM) 1-1-4**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Disable		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Load Switch Assignments (MM) 1-3**

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		X
2	2	V				-	Red	X		X
3	3	V				-	Red	X		
4	4	V				-	Red	X		

5	5	V				-	Red	X		X
6	6	V				-	Red	X		X
7	0	.				-	Red	X		
8	0	.				-	Red	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				-	.			
12	0	.				-	.			
13	2	P				-	.			
14	0	.				-	.			
15	6	P				-	.			
16	3	P				-	.			

## Lee County, FL



MOVING TRAFFIC FORWARD

5104 - Bonita Beach &amp; Center of Bonita - - Econolite Type - ASC/3

## Controller Timing Plan (MM) 2-1

## Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SB	NB	WBLT	EB										
Min Green	5	20	7	7	5	20	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	7	0	0	7	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	26	24	0	0	28	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	4.5	3.5	3.5	2.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	45	25	15	15	45	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.7	4.0	4.0	4.0	4.7	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.2	2.0	2.5	2.5	2.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



## Lee County, FL



MOVING TRAFFIC FORWARD

### 5104 - Bonita Beach & Center of Bonita - - Econolite Type - ASC/3

#### Coordination Pattern Data Coordinator Pattern Data (MM) 3-2

#### Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	180	Std (COS)	81	Offsets In	Percent
Offset Value	7%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

#### Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 2)	13	47	22	18	8	52	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	60%	0%	0%

Misc. Data					
Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

#### Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																



**Coordinator Pattern # 3**

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	200	Std (COS)	137	Offsets In	Percent
Offset Value	37%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 3)	13	55	18	14	13	55	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	68%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand 0 Pat 1 Split Demand 0 Pat 2 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 4**

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	180	Std (COS)	201	Offsets In	Percent
Offset Value	7%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 4)	13	47	22	18	8	52	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	60%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 5**

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	150	Std (COS)	11	Offsets In	Percent
Offset Value	15%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 5)	14	51	20	15	17	48	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	65%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand 0 Split Demand 0 Crossing Arterial 0  
 Pat 1 Pat 2 Pat

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 6**

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	53%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 6)	12	39	25	24	12	39	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	51%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 9**

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Percent
Cycle	160	Std (COS)	13	Offsets In	Percent
Offset Value	8%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 9)	17	48	20	15	17	48	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	65%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand 0 Split Demand 0 Crossing Arterial 0  
 Pat 1 Pat 2 Pat

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 10**

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Percent
Cycle	160	Std (COS)	85	Offsets In	Percent
Offset Value	15%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 10)	17	48	20	15	17	48	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	65%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 11**

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	95%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 11)	13	55	18	14	13	55	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	68%	0%	0%

Misc. Data  
 Veh Perm 1 0    Veh Perm 2 0    Veh Perm 2 Disp 0  
 Split Demand Pat 1 0    Split Demand Pat 2 0    Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

# Lee County, FL



*MOVING TRAFFIC FORWARD*

5107 - Bonita Beach & Spanish Wells - - Econolite Type - ASC/3

## Configuration Controller Sequence

### Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

**Phase Ring Sequence**.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B											
<b>Sequence 1</b>																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 2</b>																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 3</b>																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 4</b>																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 5</b>																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 6</b>																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 7</b>																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 8</b>																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 9</b>																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
<b>Sequence 10</b>																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
<b>Sequence 11</b>																



Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.	.
Sequence 12																	
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.	.
Sequence 13																	
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 14																	
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 15																	
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 16																	
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.

**Phases In Use/Exclusive Ped (MM) 1-2**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X	X	X								
Exclusive Ped																

**Phase Compatibility (MM) 1-1-2**

Phase	
n/a	Barrier Mode

**Phase and Overlap Descriptions**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
<b>Overlap</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>	<b>O</b>	<b>P</b>
Description																

**Administration (MM) 1-7-1**

Enable Controller/Cabinet Interlock CRC No  
 CRC (16 bit) 8F3A  
 Enable Automatic Backup to Datakey No

**Backup Prevent (MM) 1-1-3**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	2	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Simultaneous Gap (MM) 1-1-4**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Disable		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Load Switch Assignments (MM) 1-3**

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		X
2	2	V				-	Yel		X	X
3	3	V				-	Red	X		
4	4	V				-	Red	X		

5	5	V				-	Red	X		X
6	6	V				-	Yel		X	X
7	7	V				-	Red	X		
8	8	V				-	Red	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				-	.			
12	0	.				-	.			
13	2	P				-	.			
14	4	P				-	.			
15	6	P				-	.			
16	8	P				-	.			

## Lee County, FL



MOVING TRAFFIC FORWARD

5107 - Bonita Beach &amp; Spanish Wells - - Econolite Type - ASC/3

## Controller Timing Plan (MM) 2-1

## Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Min Green	5	20	5	7	5	20	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	37	0	32	0	25	0	35	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	5.0	2.0	3.0	2.0	5.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	55	15	10	15	55	15	10	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.7	4.0	4.0	4.0	4.7	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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## Lee County, FL



MOVING TRAFFIC FORWARD

### 5107 - Bonita Beach & Spanish Wells - - Econolite Type - ASC/3

**Coordination Pattern Data**  
**Coordinator Pattern Data (MM) 3-2**

**Coordinator Pattern # 2**

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	90	Std (COS)	81	Offsets In	Percent
Offset Value	28%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 2)	16	48	16	20	16	48	16	20	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4	Misc. Data					
Ring Split Ext	0	0	0	0	Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Ring Displacement	-	0	0	0	Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0
Split Sum	100%	100%	0%	0%						

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 3**

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	100	Std (COS)	0	Offsets In	Percent
Offset Value	95%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 3)	17	49	17	17	17	49	17	17	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 4**

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	90	Std (COS)	201	Offsets In	Percent
Offset Value	42%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 4)	16	48	16	20	16	48	16	20	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0    Veh Perm 2 0    Veh Perm 2 Disp 0  
 Split Demand Pat 1 0    Split Demand Pat 2 0    Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																



**Coordinator Pattern # 5**

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	75	Std (COS)	11	Offsets In	Percent
Offset Value	55%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 5)	18	45	18	19	18	45	18	19	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand 0 Pat 1 Split Demand 0 Pat 2 Crossing Arterial 0 Pat

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 6**

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	95%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 6)	12	47	12	29	12	47	12	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 7**

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Percent
Cycle	200	Std (COS)	234	Offsets In	Percent
Offset Value	22%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 7)	8	72	8	12	8	72	11	9	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0    Veh Perm 2 0    Veh Perm 2 Disp 0  
 Split Demand Pat 1 0    Split Demand Pat 2 0    Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 9**

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Percent
Cycle	90	Std (COS)	233	Offsets In	Percent
Offset Value	20%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 9)	18	46	18	18	18	46	18	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0    Veh Perm 2 0    Veh Perm 2 Disp 0  
 Split Demand Pat 1 0    Split Demand Pat 2 0    Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 11**

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	90	Std (COS)	0	Offsets In	Percent
Offset Value	49%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 11)	18	46	18	18	18	46	18	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0    Veh Perm 2 0    Veh Perm 2 Disp 0  
 Split Demand Pat 1 0    Split Demand Pat 2 0    Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

## Lee County, FL



*MOVING TRAFFIC FORWARD*

5105 - US 41 & Bonita Beach - - Econolite Type - ASC/3

### Configuration Controller Sequence

#### Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

**Phase Ring Sequence**.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B												
Sequence 1																
Ring 1	1	2	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	1	2	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	.	.	.	.	.	.	.	.	.	.

#### Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X	X	X								
Exclusive Ped																

### Phase Compatibility (MM) 1-1-2

<b>Phase</b>	
n/a	Barrier Mode

### Phase and Overlap Descriptions

<b>Phase</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
<b>Overlap</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>	<b>O</b>	<b>P</b>
Description																

### Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC No  
 CRC (16 bit) 855F  
 Enable Automatic Backup to Datakey No

**Backup Prevent (MM) 1-1-3**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Simultaneous Gap (MM) 1-1-4**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Disable		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Load Switch Assignments (MM) 1-3**

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		X
2	2	V				-	Red	X		X
3	3	V				-	Red	X		
4	4	V				-	Red	X		



5	5	V				-	Red	X		X
6	6	V				-	Red	X		X
7	7	V				-	Red	X		
8	8	V				-	Red	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				-	.			
12	0	.				-	.			
13	2	P				-	.			
14	4	P				-	.			
15	6	P				-	.			
16	8	P				-	.			

## Lee County, FL



MOVING TRAFFIC FORWARD

## 5105 - US 41 &amp; Bonita Beach - - Econolite Type - ASC/3

## Controller Timing Plan (MM) 2-1

## Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Min Green	15	20	15	15	22	20	10	15	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	8	0	7	0	8	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	34	0	41	0	33	0	42	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	3.0	5.0	5.0	3.0	3.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	45	20	35	20	45	20	35	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.2	5.2	4.9	4.9	5.2	5.2	4.9	4.9	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clear	2.5	2.4	3.0	2.1	3.0	2.2	3.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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## Lee County, FL



MOVING TRAFFIC FORWARD

### 5105 - US 41 & Bonita Beach - - Econolite Type - ASC/3

**Coordination Pattern Data**  
**Coordinator Pattern Data (MM) 3-2**

**Coordinator Pattern # 2**

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	26%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	3		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 2)	18	35	20	27	22	31	23	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data			
Veh Perm 1	0	Veh Perm 2	0
Split Demand Pat 1	0	Split Demand Pat 2	0
		Veh Perm 2 Disp	0
		Crossing Arterial Pat	0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 3**

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	200	Std (COS)	0	Offsets In	Percent
Offset Value	99%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	3		
Actuated Walk Rest	No	Sequence	7		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 3)	13	45	22	20	19	39	15	27	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 4**

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	180	Std (COS)	201	Offsets In	Percent
Offset Value	26%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	3		
Actuated Walk Rest	No	Sequence	2		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 4)	17	34	19	30	23	28	17	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 5**

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	150	Std (COS)	0	Offsets In	Percent
Offset Value	46%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	2		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 5)	16	41	21	22	19	38	17	26	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

**Misc. Data**

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 6**

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	68%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	5		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 6)	13	45	19	23	18	40	16	26	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																



**Coordinator Pattern # 9**

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Percent
Cycle	160	Std (COS)	13	Offsets In	Percent
Offset Value	0%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 9)	16	33	22	29	16	33	20	31	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase										X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 10**

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Percent
Cycle	160	Std (COS)	85	Offsets In	Percent
Offset Value	5%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 10)	16	33	26	25	16	33	18	33	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0    Veh Perm 2 0    Veh Perm 2 Disp 0  
 Split Demand Pat 1 0    Split Demand Pat 2 0    Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 11**

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	19%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	3		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 11)	13	50	17	20	22	41	16	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0    Veh Perm 2 0    Veh Perm 2 Disp 0  
 Split Demand Pat 1 0    Split Demand Pat 2 0    Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

## Lee County, FL



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### Configuration Controller Sequence

#### Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

**Phase Ring Sequence**.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B											
<b>Sequence 1</b>																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 2</b>																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 3</b>																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 4</b>																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
<b>Sequence 5</b>																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 6</b>																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 7</b>																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 8</b>																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
<b>Sequence 9</b>																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
<b>Sequence 10</b>																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
<b>Sequence 11</b>																

Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.	.
Sequence 12																	
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.	.
Sequence 13																	
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 14																	
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 15																	
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 16																	
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.

**Phases In Use/Exclusive Ped (MM) 1-2**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X		X	X	X		X								
Exclusive Ped																

**Phase Compatibility (MM) 1-1-2**

Phase	
n/a	Barrier Mode

**Phase and Overlap Descriptions**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
<b>Overlap</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>	<b>O</b>	<b>P</b>
Description																

**Administration (MM) 1-7-1**

Enable Controller/Cabinet Interlock CRC No  
 CRC (16 bit) 78D0  
 Enable Automatic Backup to Datakey No

**Backup Prevent (MM) 1-1-3**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	2	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Simultaneous Gap (MM) 1-1-4**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Disable		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Load Switch Assignments (MM) 1-3**

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		X
2	2	V				-	Yel		X	X
3	0	.				-	Red	X		
4	4	V				-	Red	X		

5	5	V				+	Red	X		X
6	6	V				+	Yel		X	X
7	0	.				+	Red	X		
8	8	V				+	Red	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				-	.			
14	4	P				+	.			
15	6	P				-	.			
16	8	P				+	.			

## Lee County, FL



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## 5304 - US 41 &amp; Cntr of Bonita N - - Econolite Type - ASC/3

## Controller Timing Plan (MM) 2-1

## Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB		WB	SBLT	NB		EB								
Min Green	5	15	0	7	5	15	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	34	0	16	0	35	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	5.0	0.0	3.0	3.0	5.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	45	0	20	15	45	0	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.2	5.2	0.0	4.0	5.2	5.2	0.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.3	2.4	0.0	3.7	2.4	2.4	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0





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### 5304 - US 41 & Cntr of Bonita N - - Econolite Type - ASC/3

**Coordination Pattern Data**  
**Coordinator Pattern Data (MM) 3-2**

**Coordinator Pattern # 2**

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	19%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 2)	13	63	0	24	10	66	0	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data			
Veh Perm 1	0	Veh Perm 2	0
Veh Perm 2 Disp	0		
Split Demand Pat 1	0	Split Demand Pat 2	0
Crossing Arterial Pat	0		

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 3**

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	200	Std (COS)	0	Offsets In	Percent
Offset Value	95%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 3)	11	67	0	22	11	67	0	22	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase																
Special Function Outputs																

**Coordinator Pattern # 4**

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	19%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 4)	13	63	0	24	10	66	0	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 5**

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	150	Std (COS)	0	Offsets In	Percent
Offset Value	33%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 5)	11	70	0	19	11	70	0	19	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand 0 Split Demand 0 Crossing Arterial 0  
 Pat 1 Pat 2 Pat

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 6**

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	68%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 6)	13	62	0	25	13	62	0	25	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 7**

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Percent
Cycle	200	Std (COS)	234	Offsets In	Percent
Offset Value	0%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 7)	11	73	0	16	11	73	0	16	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand 0 Split Demand 0 Crossing Arterial 0  
 Pat 1 Pat 2 Pat

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase																
Special Function Outputs																

**Coordinator Pattern # 11**

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	9%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 11)	9	70	0	21	9	70	0	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase																
Special Function Outputs																



## Lee County, FL



*MOVING TRAFFIC FORWARD*

5001 - US 41 & Woods Edge - - Econolite Type - ASC/3

### Configuration Controller Sequence

#### Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

**Phase Ring Sequence**.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B	B	B	B											
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																

Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.	.
Sequence 12																	
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.	.
Sequence 13																	
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 14																	
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 15																	
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.
Sequence 16																	
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.	.

**Phases In Use/Exclusive Ped (MM) 1-2**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X		X	X	X		X								
Exclusive Ped																

**Phase Compatibility (MM) 1-1-2**

Phase	
n/a	Barrier Mode

**Phase and Overlap Descriptions**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
<b>Overlap</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>	<b>O</b>	<b>P</b>
Description																

**Administration (MM) 1-7-1**

Enable Controller/Cabinet Interlock CRC No  
 CRC (16 bit) 9576  
 Enable Automatic Backup to Datakey No

**Backup Prevent (MM) 1-1-3**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Simultaneous Gap (MM) 1-1-4**

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Disable		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Load Switch Assignments (MM) 1-3**

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Auto	X		X
2	2	V				-	Auto	X		X
3	0	.				-	Auto	X		
4	4	V				-	Auto	X		

5	5	V				+	Auto	X		X
6	6	V				+	Auto	X		X
7	0	.				+	Auto	X		
8	8	V				+	Auto	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				-	.			
14	4	P				+	.			
15	6	P				-	.			
16	8	P				+	.			

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## 5001 - US 41 &amp; Woods Edge - - Econolite Type - ASC/3

## Controller Timing Plan (MM) 2-1

## Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB		WB	SBLT	NB		EB								
Min Green	5	15	0	7	5	15	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	38	0	14	0	40	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	5.0	0.0	3.0	3.0	5.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	45	0	20	20	45	0	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.2	5.2	0.0	4.5	5.2	5.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	3.0	2.0	0.0	3.0	3.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



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### 5001 - US 41 & Woods Edge - - Econolite Type - ASC/3

#### Coordination Pattern Data Coordinator Pattern Data (MM) 3-2

#### Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	90	Std (COS)	0	Offsets In	Percent
Offset Value	2%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

#### Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 2)	17	53	0	30	16	54	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data					
Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

#### Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 3**

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	100	Std (COS)	0	Offsets In	Percent
Offset Value	79%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 3)	16	54	0	30	14	56	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand 0 Split Demand 0 Crossing Arterial 0  
 Pat 1 Pat 2 Pat

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 4**

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	90	Std (COS)	0	Offsets In	Percent
Offset Value	2%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		



**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 4)	17	53	0	30	16	54	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 5**

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	150	Std (COS)	0	Offsets In	Percent
Offset Value	87%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 5)	13	66	0	21	11	68	0	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand 0 Split Demand 0 Crossing Arterial 0  
 Pat 1 Pat 2 Pat

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 6**

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	25%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 6)	17	50	0	33	13	54	0	33	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

**Coordinator Pattern # 11**

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	59%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

**Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 11)	15	61	0	24	10	66	0	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data  
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0  
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

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Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	24	0	7	5	24	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	2.0	3.0	0.0	3.0	2.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Volume Occupancy															
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-1-3	Max Green Data															
Max1	7	75	0	20	30	75	25	15	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clear	0	15	0	29	0	29	0	27	0	0	0	0	0	0	0	0
Alternate																
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Carry Over																
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Extension																
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawk																
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.7	4.0	4.0	4.7	4.7	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	2.0	2.5	2.0	2.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	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
Max Extension																
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hawk Flash																
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Plan 1 - ""Continued**

**Phase Recall (MM) 2-1-6**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

**Overlap (MM) 2-1-7**

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Leading																

Adv. Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv. Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trailing																	
Lag Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Phase Outputs (MM) 2-1-8**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Double Serve																	
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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**Time Base Event Plan**  
**Event Plan (MM) 5-2**

**Event Plan - 3 - "3" - Event Type: "Coord" PM**

Cycle Length: 100    Offset Value: 45%    Actuated Coord: Yes    Splits In:    Percent    Offsets In:    Percent

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
Split	14	49	0	37	23	40	18	19	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0  
 Timing Plan: 0  
 Sequence: 1  
 Actuated Walk Rest: No  
 Phase Reservice: No  
 Max Select: MAXINH  
 Max Transition: 0  
 Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100%	100%	0%	0%

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0    Veh Perm 2 Disp: 0  
 Veh Perm 2: 0

SCP Strategy Plan: 0    Veh Detector Plan: 0

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec								
Func Outputs								
Spec Func (1-8)								



SCP Veh Det  
 Detector Diag Plan: 

Aux Func (1-3)			
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 Plan:  
 Override No Ped Det 0  
 Sys: No Diag Plan: 0  
 Backup  
 Prevent 0 Det Log: None  
 Plan:  
 Exit Option: Off :

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Event Plan - 4 - "4" - Event Type: "Coord"**

Cycle Length: 90    Offset Value: 72%    Actuated Coord: Yes    Splits In:    Percent Offsets In:    Percent

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
Split	15	50	0	35	18	47	19	16	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0  
 Timing Plan: 0  
 Sequence: 1  
 Actuated Walk Rest: No  
 Phase Reservice: No  
 Max Select: MAXINH  
 Max Transition: 0  
 Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100%	100%	0%	0%

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0    Veh Perm 2 Disp: 0  
 Veh Perm 2: 0

SCP Strategy Plan: 0    Veh Detector Plan: 0  
 SCP Detector Plan: 0    Veh Det Diag Plan: 0  
 Override Sys: No    Ped Det Diag Plan: 0  
 Backup Prevent Plan: 0    Det Log: None  
 Exit Option: Off :

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec								
Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.



Exit Option: Off :

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Event Plan - 6 - "6" - Event Type: "Coord"**

Cycle Length: 120    Offset Value: 0%    Actuated Coord: Yes    Splits In:    Percent Offsets In:    Percent

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
Split	12	50	0	38	26	36	18	20	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0  
 Timing Plan: 0  
 Sequence: 1  
 Actuated Walk Rest: No  
 Phase Reservice: No  
 Max Select: MAXINH  
 Max Transition: 0  
 Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100%	100%	0%	0%

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0    Veh Perm 2 Disp: 0  
 Veh Perm 2: 0

SCP Strategy Plan: 0    Veh Detector Plan: 0  
 SCP Detector Plan: 0    Veh Det Diag Plan: 0  
 Override Sys: No    Ped Det Diag Plan: 0  
 Backup Prevent Plan: 0    Det Log: None  
 Exit Option: Off :

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec								
Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.



**Event Plan - 8 - Event Type: "Auto"**

Timing Plan: 0 Veh Detector Plan: 0  
 Sequence: 0 Veh Det Diag Plan: 0  
 SCP Strategy Plan: 0 Ped Det Diag Plan: 0  
 SCP Detector Plan: 0 Det Log: None  
 Override Sys: No Red Rest: No  
 Backup Prevent Plan: 0 Exit Option: Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)																
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Aux Func (1-3)																
----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Event Plan - 9 - "9" - Event Type: "Coord"**

Cycle Length: 90 Offset Value: 9% Actuated Coord: Yes Splits In: Percent Offsets In: Percent

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
Split	15	50	0	35	18	47	19	16	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																

Dwell/Add Time: 0  
 Timing Plan: 0  
 Sequence: 0  
 Actuated Walk Rest: No  
 Phase Reservice: No  
 Max Select: MAXINH  
 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pedestrian Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Max Transition:  
 Ring Group 0  
 Offset Disp:

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100%	100%	0%	0%

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 0  
 Perm 1: 0 2 Disp: 0  
 Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0  
 SCP Detector Plan: 0 Veh Det Diag Plan: 0  
 Override Sys: No Ped Det Diag Plan: 0  
 Backup Prevent Plan: 0 Det Log: None  
 Exit Option: Off :

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.



**Event Plan - 10 - Event Type: "Auto"**

Timing Plan: 0 Veh Detector Plan: 0  
 Sequence: 0 Veh Det Diag Plan: 0  
 SCP Strategy Plan: 0 Ped Det Diag Plan: 0  
 SCP Detector Plan: 0 Det Log: None  
 Override Sys: No Red Rest: No  
 Backup Prevent Plan: 0 Exit Option: Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)																
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Aux Func (1-3)																
----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Event Plan - 11 - "11" - Event Type: "Coord"**

Cycle Length: 90 Offset Value: 0% Actuated Coord: Yes Splits In: Percent Offsets In: Percent

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
Split	15	50	0	35	18	47	19	16	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																

Dwell/Add Time: 0  
 Timing Plan: 0  
 Sequence: 1  
 Actuated Walk Rest: No  
 Phase Reservice: No  
 Max Select: MAXINH  
 0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pedestrian Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Max Transition:  
 Ring Group 0  
 Offset Disp:

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100%	100%	0%	0%

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 0  
 Perm 1: 0 2 Disp: 0  
 Veh Perm 0  
 Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0  
 SCP Detector Plan: 0 Veh Det Diag Plan: 0  
 Override Sys: No Ped Det Diag Plan: 0  
 Backup Prevent Plan: 0 Det Log: None  
 Exit Option: Off :

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

*Appendix G. Existing Intersection Analysis*

Appendix Table G-1. Existing Operational Analysis – Mid Day Peak

Intersection	Control	Performance Measure	Overall	Eastbound			Westbound			Northbound			Southbound		
				L	T	R	L	T	R	L	T	R	L	T	R
US 41 & Woods Edge Parkway	Signal	Delay (s/veh)	22.9	40.1	29.7	32.2	31.3	30.5	67.2	20.1	13.2	38.8	19.9	14.2	
		LOS	C	D	C	C	C	C	E	C	B	D	B	B	
		v/c ratio	-	0.64	0.04	0.35	0.16	0.16	0.79	0.66	0.03	0.22	0.66	0.16	
		Queue (ft)	-	200	25	100	50	50	150	300	25	25	300	50	
US 41 & Lake Shore Drive	TWSC	Delay (s/veh)	-	-	-	21.0	-	-	12.0	28.6	-	-	10.6	-	-
		LOS	-	-	-	C	-	-	B	D	-	-	B	-	-
		v/c ratio	-	-	-	0.14	-	-	0.05	0.10	-	-	0.06	-	-
		Queue (ft)	-	-	-	25	-	-	<25	<25	-	-	<25	-	-
US 41 & Foley Road/ Shanna Lane	TWSC	Delay (s/veh)	-	20.9	13.0	20.9	12.7	10.7	-	-	11.4	-	-		
		LOS	-	C	B	C	B	B	-	-	B	-	-		
		v/c ratio	-	0.16	0.16	0.17	0.17	0.05	-	-	0.15	-	-		
		Queue (ft)	-	25	25	25	<25	<25	-	-	25	-	-		
US 41 & South Springs Plaza Entrance	TWSC	Delay (s/veh)	-	-	-	12.7	-	-	26.9	11.1	-	-	118.2	-	-
		LOS	-	-	-	B	-	-	D	B	-	-	F	-	-
		v/c ratio	-	-	-	0.08	-	-	0.40	0.08	-	-	0.97	-	-
		Queue (ft)	-	-	-	<25	-	-	50	<25	-	-	175	-	-
US 41 & North Springs Plaza Entrance	TWSC	Delay (s/veh)	-	-	-	13.9	-	-	27.4	-	-	-	-	-	
		LOS	-	-	-	B	-	-	D	-	-	-	-	-	
		v/c ratio	-	-	-	0.15	-	-	0.35	-	-	-	-	-	
		Queue (ft)	-	-	-	25	-	-	50	-	-	-	-	-	
US 41 & Walgreens Entrance	TWSC	Delay (s/veh)	-	-	-	22.4	-	-	-	-	-	-	-	-	
		LOS	-	-	-	C	-	-	-	-	-	-	-	-	
		v/c ratio	-	-	-	0.09	-	-	-	-	-	-	-	-	
		Queue (ft)	-	-	-	<25	-	-	-	-	-	-	-	-	
US 41 & Bonita Beach Road	Signal	Delay (s/veh)	83.0	102.1	85.0	44.1	92.3	87.7	206.9	79.6	65.6	64.7	93.8	62.6	54.2
		LOS	F	F	F	D	F	F	F	E	E	E	F	E	D
		v/c ratio	-	0.92	0.81	0.68	0.87	0.83	<b>1.23</b>	0.74	0.83	0.68	0.92	0.82	0.94
		Queue (ft)	-	450	625	375	375	600	1,100	325	625	475	475	650	575
US 41 & Crown Lake Road	TWSC	Delay (s/veh)	-	-	-	15.8	-	-	18.1	-	-	-	-	-	
		LOS	-	-	-	C	-	-	C	-	-	-	-	-	
		v/c ratio	-	-	-	0.18	-	-	0.37	-	-	-	-	-	
		Queue (ft)	-	-	-	25	-	-	50	-	-	-	-	-	
US 41 & Center of Bonita Springs (North) Access	Signal	Delay (s/veh)	12.6	86.5	0.0	64.9	67.4	0.0	63.1	18.1	0.8	0.0	8.6	16.8	10.5
		LOS	B	F	A	E	E	A	E	B	A	A	A	B	B
		v/c ratio	-	0.74	0.00	0.19	0.09	0.00	0.05	0.44	0.61	0.03	0.08	0.62	0.14
		Queue (ft)	-	325	<25	100	50	<25	25	50	25	<25	<25	550	100

**Appendix Table G-1. Existing Operational Analysis – Mid Day Peak cont.**

Intersection	Control	Performance Measure	Overall	Eastbound			Westbound			Northbound			Southbound		
				L	T	R	L	T	R	L	T	R	L	T	R
Windsor Road & Bonita Beach Road	TWSC	Delay (s/veh)	-	9.5	-	-	11.9	-	-	18.4			15.4		
		LOS	-	A	-	-	B	-	-	C			C		
		v/c ratio	-	0.06	-	-	0.09	-	-	0.16			0.17		
		Queue (ft)	-	<25	-	-	<25	-	-	25			25		
Center of Bonita Springs & Bonita Beach Road	Signal	Delay (s/veh)	37.9	17.7	14.1	14.1	10.5	41.5	30.8	84.7	76.9	98.4	77.8	0.0	100.4
		LOS	D	B	B	B	B	D	C	F	E	F	E	A	F
		v/c ratio	-	0.40	0.45	0.45	0.29	0.47	0.22	0.31	0.17	0.86	0.56	0.00	0.98
		Queue (ft)	-	75	375	400	50	750	350	75	50	250	200	<25	375
Beaumont Road & Bonita Beach Road	TWSC	Delay (s/veh)	-	-	-	-	-	-	-	-	-	17.2	-	-	-
		LOS	-	-	-	-	-	-	-	-	-	C	-	-	-
		v/c ratio	-	-	-	-	-	-	-	-	-	0.23	-	-	-
		Queue (ft)	-	-	-	-	-	-	-	-	-	25	-	-	-
Crown Lake Boulevard & Bonita Beach Road	TWSC	Delay (s/veh)	-	-	-	-	-	-	-	-	-	20.4	-	-	17.9
		LOS	-	-	-	-	-	-	-	-	-	C	-	-	C
		v/c ratio	-	-	-	-	-	-	-	-	-	0.32	-	-	0.09
		Queue (ft)	-	-	-	-	-	-	-	-	-	25	-	-	<25
Arroyal Road & Bonita Beach Road	Signal	Delay (s/veh)	21.5	6.7	24.8	24.8	13.1	1.1	1.1	75.9	0.0	77.2	85.5	69.4	85.3
		LOS	C	A	C	C	B	A	A	E	A	E	F	E	F
		v/c ratio	-	0.63	0.48	0.48	0.52	0.51	0.51	0.38	0.00	0.64	0.49	0.21	0.75
		Queue (ft)	-	125	600	625	100	25	25	125	<25	275	100	100	300
Spanish Wells Boulevard & Bonita Beach Road	Signal	Delay (s/veh)	B	A	A	A	A	B	B	C	A	D	C	D	D
		LOS	13.7	12.9	1.5	0.3	9.6	19.0	12.1	33.7	0.0	38.3	34.1	38.5	47.9
		v/c ratio	-	0.33	0.64	0.13	0.12	0.69	0.13	0.38	0.00	0.19	0.36	0.14	0.74
		Queue (ft)	-	25	25	<25	25	350	50	100	<25	25	100	25	100

Appendix Table G-2. Existing Operational Analysis – PM Peak

Intersection	Control	Performance Measure	Overall	Eastbound			Westbound			Northbound			Southbound		
				L	T	R	L	T	R	L	T	R	L	T	R
US 41 & Woods Edge Parkway	Signal	Delay (s/veh)	23.0	43.9	34.7	36.9	36.5	0.0	35.2	44.5	20.5	10.6	46.5	21.0	15.0
		LOS	C	D	C	D	D	A	D	D	C	B	D	C	B
		v/c ratio	-	0.65	0.04	0.31	0.17	0.00	0.11	0.43	0.78	0.01	0.15	0.61	0.09
		Queue (ft)	-	200	25	75	50	<25	25	125	450	<25	25	325	50
US 41 & Lake Shore Drive	TWSC	Delay (s/veh)	-	-	-	18.1	-	-	14.6	23.7	-	-	12.8	-	-
		LOS	-	-	-	C	-	-	B	C	-	-	B	-	-
		v/c ratio	-	-	-	0.08	-	-	0.04	0.07	-	-	0.07	-	-
		Queue (ft)	-	-	-	<25	-	-	<25	<25	-	-	<25	-	-
US 41 & Foley Road/ Shanna Lane	TWSC	Delay (s/veh)	-	27.6	11.8		24.9	15.6		10.4	-	-	13.0	-	-
		LOS	-	D	B		C	C		B	-	-	B	-	-
		v/c ratio	-	0.09	0.07		0.07	0.13		0.05	-	-	0.09	-	-
		Queue (ft)	-	<25	<25		<25	25		<25	-	-	<25	-	-
US 41 & South Springs Plaza Entrance	TWSC	Delay (s/veh)	-	-	-	11.9	-	-	43.6	10.4	-	-	243.9	-	-
		LOS	-	-	-	B	-	-	E	B	-	-	F	-	-
		v/c ratio	-	-	-	0.06	-	-	0.48	0.03	-	-	1.19	-	-
		Queue (ft)	-	-	-	<25	-	-	50	<25	-	-	175	-	-
US 41 & North Springs Plaza Entrance	TWSC	Delay (s/veh)	-	-	-	12.1	-	-	47.5	-	-	-	-	-	
		LOS	-	-	-	B	-	-	E	-	-	-	-	-	
		v/c ratio	-	-	-	0.04	-	-	0.51	-	-	-	-	-	-
		Queue (ft)	-	-	-	<25	-	-	75	-	-	-	-	-	-
US 41 & Walgreens Entrance	TWSC	Delay (s/veh)	-	-	-	19.0	-	-	-	-	-	-	-	-	
		LOS	-	-	-	C	-	-	-	-	-	-	-	-	
		v/c ratio	-	-	-	0.04	-	-	-	-	-	-	-	-	-
		Queue (ft)	-	-	-	<25	-	-	-	-	-	-	-	-	-
US 41 & Bonita Beach Road	Signal	Delay (s/veh)	80.1	100.1	76.2	64.7	98.4	94.1	291.7	113.0	93.7	35.5	87.8	11.3	6.8
		LOS	F	F	E	E	F	F	F	F	F	D	F	B	A
		v/c ratio	-	0.94	0.81	0.43	0.86	0.93	1.45	0.88	1.03	0.60	0.92	0.61	0.59
		Queue (ft)	-	550	625	300	250	525	1,075	300	1,150	400	450	175	175
US 41 & Crown Lake Road	TWSC	Delay (s/veh)	-	-	-	15.2	-	-	30.6	-	-	-	-	-	
		LOS	-	-	-	C	-	-	D	-	-	-	-	-	
		v/c ratio	-	-	-	0.16	-	-	0.50	-	-	-	-	-	-
		Queue (ft)	-	-	-	25	-	-	75	-	-	-	-	-	-
US 41 & Center of Bonita Springs (North) Access	Signal	Delay (s/veh)	11.3	95.3	0.0	75.6	73.0	0.0	73.0	12.6	1.6	0.0	8.2	14.4	8.7
		LOS	B	F	A	E	E	A	E	B	A	A	A	B	A
		v/c ratio	-	0.79	0.00	0.22	0.03	0.00	0.03	0.24	0.77	0.01	0.29	0.58	0.08
		Queue (ft)	-	400	<25	100	25	<25	25	50	25	<25	<25	525	50

**Appendix Table G-2. Existing Operational Analysis – PM Peak cont.**

Intersection	Control	Performance Measure	Overall	Eastbound			Westbound			Northbound			Southbound		
				L	T	R	L	T	R	L	T	R	L	T	R
Windsor Road & Bonita Beach Road	TWSC	Delay (s/veh)	-	8.9	-	-	11.9	-	-	19.2			12.6		
		LOS	-	A	-	-	B	-	-	C			B		
		v/c ratio	-	0.06	-	-	0.08	-	-	0.16			0.09		
		Queue (ft)	-	<25	-	-	<25	-	-	25			<25		
Center of Bonita Springs & Bonita Beach Road	Signal	Delay (s/veh)	31.8	110.1	18.0	17.9	96.7	0.3	0.2	99.2	86.6	126.2	91.4	0.0	119.7
		LOS	C	F	B	B	F	A	A	F	F	F	F	A	F
		v/c ratio	-	0.85	0.49	0.49	0.83	0.40	0.18	0.39	0.16	0.98	0.56	0.00	0.91
		Queue (ft)	-	225	475	500	150	<25	<25	75	50	300	175	<25	400
Beaumont Road & Bonita Beach Road	TWSC	Delay (s/veh)	-	-	-	-	-	-	-	-	-	15.8	-	-	-
		LOS	-	-	-	-	-	-	-	-	-	C	-	-	-
		v/c ratio	-	-	-	-	-	-	-	-	-	0.13	-	-	-
		Queue (ft)	-	-	-	-	-	-	-	-	-	<25	-	-	-
Crown Lake Boulevard & Bonita Beach Road	TWSC	Delay (s/veh)	-	-	-	-	-	-	-	-	-	19.5	-	-	14.9
		LOS	-	-	-	-	-	-	-	-	-	C	-	-	B
		v/c ratio	-	-	-	-	-	-	-	-	-	0.26	-	-	0.08
		Queue (ft)	-	-	-	-	-	-	-	-	-	25	-	-	<25
Arroyal Road & Bonita Beach Road	Signal	Delay (s/veh)	11.2	4.9	0.6	0.6	6.1	0.8	0.8	84.2	0.0	84.6	95.1	80.4	86.6
		LOS	B	A	A	A	A	A	A	F	A	F	F	F	F
		v/c ratio	-	0.51	0.47	0.47	0.26	0.39	0.39	0.17	0.00	0.57	0.53	0.22	0.65
		Queue (ft)	-	100	<25	<25	150	25	25	50	<25	250	125	100	250
Spanish Wells Boulevard & Bonita Beach Road	Signal	Delay (s/veh)	10.5	8.9	1.3	0.2	7.8	12.6	9.1	39.2	0.0	45.7	39.5	43.8	51.5
		LOS	B	A	A	A	A	B	A	D	A	D	D	D	D
		v/c ratio	-	0.07	0.63	0.10	0.09	0.46	0.05	0.37	0.00	0.32	0.41	0.08	0.65
		Queue (ft)	-	<25	25	<25	<25	225	25	100	<25	50	125	25	100

HCM 6th Signalized Intersection Summary  
 1: US 41 & Woods Edge Pkwy

01/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	189	16	100	49	28	22	101	1524	24	32	1553	114
Future Volume (veh/h)	189	16	100	49	28	22	101	1524	24	32	1553	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1811	1900	1856	1841	1870	1870	1900	1781	1885	1856
Adj Flow Rate, veh/h	195	16	103	51	29	23	104	1571	25	33	1601	118
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	6	0	3	4	2	2	0	8	1	3
Cap, veh/h	304	365	295	319	184	146	131	2371	748	151	2412	737
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.07	0.46	0.46	0.09	0.47	0.47
Sat Flow, veh/h	1342	1900	1535	1293	959	760	1781	5106	1610	1697	5147	1572
Grp Volume(v), veh/h	195	16	103	51	0	52	104	1571	25	33	1601	118
Grp Sat Flow(s),veh/h/ln	1342	1900	1535	1293	0	1719	1781	1702	1610	1697	1716	1572
Q Serve(g_s), s	12.8	0.6	5.2	3.0	0.0	2.3	5.2	21.4	0.8	1.6	21.6	3.9
Cycle Q Clear(g_c), s	15.0	0.6	5.2	3.6	0.0	2.3	5.2	21.4	0.8	1.6	21.6	3.9
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	365	295	319	0	330	131	2371	748	151	2412	737
V/C Ratio(X)	0.64	0.04	0.35	0.16	0.00	0.16	0.79	0.66	0.03	0.22	0.66	0.16
Avail Cap(c_a), veh/h	337	412	333	351	0	372	135	2371	748	151	2412	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	29.6	31.5	31.1	0.0	30.3	41.0	18.6	13.1	38.1	18.4	13.7
Incr Delay (d2), s/veh	3.5	0.0	0.7	0.2	0.0	0.2	26.2	1.5	0.1	0.7	1.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.5	3.5	1.7	0.0	1.7	5.6	12.1	0.5	1.2	12.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	29.7	32.2	31.3	0.0	30.5	67.2	20.1	13.2	38.8	19.9	14.2
LnGrp LOS	D	C	C	C	A	C	E	C	B	D	B	B
Approach Vol, veh/h		314			103			1700			1752	
Approach Delay, s/veh		37.0			30.9			22.9			19.9	
Approach LOS		D			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	50.4		24.8	16.2	49.0		24.8				
Change Period (Y+Rc), s	8.2	* 8.2		7.5	8.2	7.2		7.5				
Max Green Setting (Gmax), s	6.8	* 41		19.5	5.8	41.8		19.5				
Max Q Clear Time (g_c+I1), s	7.2	23.6		5.6	3.6	23.4		17.0				
Green Ext Time (p_c), s	0.0	14.2		0.3	0.0	14.5		0.3				

Intersection Summary

HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↘ ↗ ↗	↘ ↗ ↗	↗	↘ ↗ ↗	↗	
Traffic Vol, veh/h	0	0	36	1	0	24	17	1707	31	36	1660	44
Future Vol, veh/h	0	0	36	1	0	24	17	1707	31	36	1660	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	275	-	300	325	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	37	1	0	25	18	1760	32	37	1711	45

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	856	2554	-	880	1756	0	0	1792	0	0
Stage 1	-	-	-	1796	-	-	-	-	-	-	-	-
Stage 2	-	-	-	758	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	6.4	-	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	7.3	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.8	-	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	262	*29	0	*538	170	-	-	*677	-	-
Stage 1	0	0	-	*552	0	-	-	-	-	-	-	-
Stage 2	0	0	-	*336	0	-	-	-	-	-	-	-
Platoon blocked, %						1				1		
Mov Cap-1 Maneuver	-	-	262	*22	-	*538	170	-	-	*677	-	-
Mov Cap-2 Maneuver	-	-	-	*22	-	-	-	-	-	-	-	-
Stage 1	-	-	-	*493	-	-	-	-	-	-	-	-
Stage 2	-	-	-	*273	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	21		12		0.3			0.2		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	170	-	-	262	538	*677	-	-
HCM Lane V/C Ratio	0.103	-	-	0.142	0.046	0.055	-	-
HCM Control Delay (s)	28.6	-	-	21	12	10.6	-	-
HCM Lane LOS	D	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.1	0.2	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↑↑↑	↗	↗	↑↑↑	↗
Traffic Vol, veh/h	37	5	83	39	5	65	33	1659	56	97	1612	58
Future Vol, veh/h	37	5	83	39	5	65	33	1659	56	97	1612	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	300	-	325	350	-	375
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	0	0	4	4	2	0	6	1	0
Mvmt Flow	38	5	86	40	5	67	34	1710	58	100	1662	60

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2617	3698	831	2645	3700	855	1722	0	0	1768	0	0
Stage 1	1862	1862	-	1778	1778	-	-	-	-	-	-	-
Stage 2	755	1836	-	867	1922	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.16	6.4	6.5	7.18	5.38	-	-	5.42	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.93	3.8	4	3.94	3.14	-	-	3.16	-	-
Pot Cap-1 Maneuver	*~ 27	*~ 5	*536	*~ 26	*~ 5	*532	*671	-	-	*664	-	-
Stage 1	*554	*527	-	*552	*524	-	-	-	-	-	-	-
Stage 2	*552	*524	-	*554	*478	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*~ 20	*~ 4	*536	*~ 18	*~ 4	*532	*671	-	-	*664	-	-
Mov Cap-2 Maneuver	*270	*267	-	*271	*268	-	-	-	-	-	-	-
Stage 1	*526	*447	-	*524	*498	-	-	-	-	-	-	-
Stage 2	*453	*498	-	*391	*405	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	16	0.2	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	* 671	-	-	270	536	271	532	* 664	-	-
HCM Lane V/C Ratio	0.051	-	-	0.16	0.16	0.167	0.126	0.151	-	-
HCM Control Delay (s)	10.7	-	-	20.9	13	20.9	12.7	11.4	-	-
HCM Lane LOS	B	-	-	C	B	C	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.6	0.6	0.4	0.5	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
4: US 41 & S Springs Plaza Entrance

01/08/2022

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Vol, veh/h	0	0	38	0	0	109	49	1663	93	159	1718	42
Future Vol, veh/h	0	0	38	0	0	109	49	1663	93	159	1718	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	325	-	350	315	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	3	0	0	0	3	4	2	3	3	0
Mvmt Flow	0	0	38	0	0	109	49	1663	93	159	1718	42

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	859	-	-	832	1760	0	0	1756	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.16	-	-	7.1	5.36	-	-	5.36	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.93	-	-	3.9	3.13	-	-	3.13	-	-
Pot Cap-1 Maneuver	0	0	*507	0	0	271	*637	-	-	164	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			1			1	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	*507	-	-	271	*637	-	-	164	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		26.9		0.3		9.8	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 637	-	-	507	271	164	-	-
HCM Lane V/C Ratio	0.077	-	-	0.075	0.402	0.97	-	-
HCM Control Delay (s)	11.1	-	-	12.7	26.9	118.2	-	-
HCM Lane LOS	B	-	-	B	D	F	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	1.9	7.4	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
5: US 41 & N Springs Plaza Entrance

01/08/2022

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↑↑↑	↗		↑↑↑	↗
Traffic Vol, veh/h	0	0	74	0	0	85	0	1764	54	0	1845	75
Future Vol, veh/h	0	0	74	0	0	85	0	1764	54	0	1845	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	400	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	1	0	0	5	0	3	4	0	2	0
Mvmt Flow	0	0	74	0	0	85	0	1764	54	0	1845	75

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	923	-	-	882	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.12	-	-	7.2	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.91	-	-	3.95	-	-
Pot Cap-1 Maneuver	0	0	*480	0	0	244	0	-
Stage 1	0	0	-	0	0	-	-	0
Stage 2	0	0	-	0	0	-	-	0
Platoon blocked, %			1					
Mov Cap-1 Maneuver	-	-	*480	-	-	244	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	27.4	0	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	480 244	-	-
HCM Lane V/C Ratio	-	-	0.154 0.348	-	-
HCM Control Delay (s)	-	-	13.9 27.4	-	-
HCM Lane LOS	-	-	B D	-	-
HCM 95th %tile Q(veh)	-	-	0.5 1.5	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↗
Traffic Vol, veh/h	0	20	0	1849	1900	29
Future Vol, veh/h	0	20	0	1849	1900	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	20	0	1849	1900	29

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	950	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-
Pot Cap-1 Maneuver	0	227	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	227	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	227	-	-
HCM Lane V/C Ratio	-	0.088	-	-
HCM Control Delay (s)	-	22.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

# HCM 6th Signalized Intersection Summary

## 7: US 41 & Bonita Beach Rd

01/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	455	698	265	373	661	438	365	1185	299	501	1261	447
Future Volume (veh/h)	455	698	265	373	661	438	365	1185	299	501	1261	447
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1885	1870	1870	1885	1870	1856	1870	1885	1885
Adj Flow Rate, veh/h	469	720	273	385	681	452	376	1222	308	516	1300	461
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	1	1	2	2	1	2	3	2	1	1
Cap, veh/h	512	890	403	442	821	366	506	1471	453	558	1584	492
Arrive On Green	0.05	0.08	0.08	0.04	0.08	0.08	0.15	0.29	0.29	0.16	0.31	0.31
Sat Flow, veh/h	3456	3526	1598	3483	3554	1585	3483	5106	1572	3456	5147	1598
Grp Volume(v), veh/h	469	720	273	385	681	452	376	1222	308	516	1300	461
Grp Sat Flow(s),veh/h/ln	1728	1763	1598	1742	1777	1585	1742	1702	1572	1728	1716	1598
Q Serve(g_s), s	24.3	36.1	20.8	19.8	34.0	41.6	18.6	40.3	31.2	26.5	42.1	33.4
Cycle Q Clear(g_c), s	24.3	36.1	20.8	19.8	34.0	41.6	18.6	40.3	31.2	26.5	42.1	33.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	512	890	403	442	821	366	506	1471	453	558	1584	492
V/C Ratio(X)	0.92	0.81	0.68	0.87	0.83	1.23	0.74	0.83	0.68	0.92	0.82	0.94
Avail Cap(c_a), veh/h	539	890	403	648	821	366	506	1471	453	603	1584	492
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.5	78.2	36.6	84.8	79.6	83.1	73.7	60.0	56.7	74.4	57.7	26.5
Incr Delay (d2), s/veh	17.7	6.7	7.6	7.5	8.1	123.8	5.9	5.6	8.0	19.4	4.9	27.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	24.5	14.5	14.5	23.5	43.5	13.4	24.7	19.2	19.0	25.7	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.1	85.0	44.1	92.3	87.7	206.9	79.6	65.6	64.7	93.8	62.6	54.2
LnGrp LOS	F	F	D	F	F	F	E	E	E	F	E	D
Approach Vol, veh/h		1462			1518			1906			2277	
Approach Delay, s/veh		82.9			124.4			68.2			68.0	
Approach LOS		F			F			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.8	63.0	34.6	48.6	37.3	59.6	30.7	52.4				
Change Period (Y+Rc), s	7.7	7.6	7.9	7.0	8.2	* 7.7	7.9	* 7				
Max Green Setting (Gmax), s	24.7	55.4	28.1	41.6	31.4	* 48	33.5	* 36				
Max Q Clear Time (g_c+I1), s	20.6	44.1	26.3	43.6	28.5	42.3	21.8	38.1				
Green Ext Time (p_c), s	0.5	9.6	0.3	0.0	0.6	5.2	1.0	0.0				

### Intersection Summary

HCM 6th Ctrl Delay	83.0
HCM 6th LOS	F

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC  
8: US 41 & Crown Lake Blvd

01/08/2022

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↑↑↑	↗		↑↑↑	↗
Traffic Vol, veh/h	1	0	71	0	0	158	0	2019	60	0	2138	54
Future Vol, veh/h	1	0	71	0	0	158	0	2019	60	0	2138	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	325
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	4	0	0	1	0	2	3	0	2	2
Mvmt Flow	1	0	73	0	0	163	0	2081	62	0	2204	56

Major/Minor	Minor2	Minor1		Major1		Major2						
Conflicting Flow All	3036	-	1102	-	-	1041	-	0	0	-	-	0
Stage 1	2204	-	-	-	-	-	-	-	-	-	-	-
Stage 2	832	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	-	7.18	-	-	7.12	-	-	-	-	-	-
Critical Hdwy Stg 1	7.3	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	-	3.94	-	-	3.91	-	-	-	-	-	-
Pot Cap-1 Maneuver	*133	0	*405	0	0	*437	0	-	-	0	-	-
Stage 1	*420	0	-	0	0	-	0	-	-	0	-	-
Stage 2	*450	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	1		1			1		-	-	-	-	-
Mov Cap-1 Maneuver	*83	-	*405	-	-	*437	-	-	-	-	-	-
Mov Cap-2 Maneuver	*83	-	-	-	-	-	-	-	-	-	-	-
Stage 1	*420	-	-	-	-	-	-	-	-	-	-	-
Stage 2	*282	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	18.1	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	405	437	-
HCM Lane V/C Ratio	-	-	0.181	0.373	-
HCM Control Delay (s)	-	-	15.8	18.1	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.7	1.7	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

# HCM 6th Signalized Intersection Summary

## 9: US 41 & Boston Rd

01/11/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↘	↕↕↕	↗	↘	↕↕↕	↗
Traffic Volume (veh/h)	158	0	49	18	1	13	68	2081	28	15	2109	146
Future Volume (veh/h)	158	0	49	18	1	13	68	2081	28	15	2109	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1870	1900	1900	1900	1900	1870	1900	1900	1885	1870
Adj Flow Rate, veh/h	163	0	51	19	1	13	70	2145	29	15	2174	151
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	2	0	0	0	0	2	0	0	1	2
Cap, veh/h	40	0	313	39	1	318	151	3375	1064	186	3341	1029
Arrive On Green	0.20	0.00	0.20	0.20	0.20	0.20	0.05	1.00	1.00	0.01	0.65	0.65
Sat Flow, veh/h	0	0	1585	0	6	1610	1810	5106	1610	1810	5147	1585
Grp Volume(v), veh/h	163	0	51	20	0	13	70	2145	29	15	2174	151
Grp Sat Flow(s),veh/h/ln	0	0	1585	6	0	1610	1810	1702	1610	1810	1716	1585
Q Serve(g_s), s	0.0	0.0	4.8	0.0	0.0	1.2	2.4	0.0	0.0	0.5	46.2	6.6
Cycle Q Clear(g_c), s	35.5	0.0	4.8	35.5	0.0	1.2	2.4	0.0	0.0	0.5	46.2	6.6
Prop In Lane	1.00		1.00	0.95		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	0	313	40	0	318	151	3375	1064	186	3341	1029
V/C Ratio(X)	4.07	0.00	0.16	0.50	0.00	0.04	0.46	0.64	0.03	0.08	0.65	0.15
Avail Cap(c_a), veh/h	40	0	313	40	0	318	262	3375	1064	264	3341	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.0	0.0	59.9	88.0	0.0	58.5	19.6	0.0	0.0	10.3	19.2	12.2
Incr Delay (d2), s/veh	1441.0	0.0	0.2	9.3	0.0	0.1	2.2	0.9	0.0	0.2	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	31.9	0.0	3.6	1.9	0.0	0.9	2.1	0.5	0.0	0.4	24.5	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1531.0	0.0	60.2	97.3	0.0	58.5	21.8	0.9	0.0	10.4	20.2	12.5
LnGrp LOS	F	A	E	F	A	E	C	A	A	B	C	B
Approach Vol, veh/h		214			33			2244			2340	
Approach Delay, s/veh		1180.5			82.0			1.6			19.6	
Approach LOS		F			F			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	124.5		43.2	10.2	126.6		43.2				
Change Period (Y+Rc), s	* 7.5	7.6		* 7.7	7.6	7.6		* 7.7				
Max Green Setting (Gmax), s	* 16	105.8		* 36	10.4	111.2		* 36				
Max Q Clear Time (g_c+I1), s	4.4	48.2		37.5	2.5	2.0		37.5				
Green Ext Time (p_c), s	0.1	48.6		0.0	0.0	76.0		0.0				

### Intersection Summary

HCM 6th Ctrl Delay	63.1
HCM 6th LOS	E

### Notes

- User approved pedestrian interval to be less than phase max green.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th TWSC  
 10: Windsor Rd & Bonita Beach Rd

01/08/2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	51	1124	16	48	1240	31	11	0	40	15	2	54
Future Vol, veh/h	51	1124	16	48	1240	31	11	0	40	15	2	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	340	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	3	6	5	2	6	0	0	0	0	0	2
Mvmt Flow	53	1159	16	49	1278	32	11	0	41	15	2	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1310	0	0	1175	0	0	2011	2681	588	2078	2673	655
Stage 1	-	-	-	-	-	-	1273	1273	-	1392	1392	-
Stage 2	-	-	-	-	-	-	738	1408	-	686	1281	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.32
Pot Cap-1 Maneuver	*859	-	-	573	-	-	*86	*18	457	*70	*18	*569
Stage 1	-	-	-	-	-	-	*180	*241	-	*540	*472	-
Stage 2	-	-	-	-	-	-	*540	*472	-	*408	*238	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*859	-	-	573	-	-	*69	*15	457	*57	*16	*569
Mov Cap-2 Maneuver	-	-	-	-	-	-	*154	*179	-	*247	*151	-
Stage 1	-	-	-	-	-	-	*169	*226	-	*506	*432	-
Stage 2	-	-	-	-	-	-	*443	*432	-	*348	*223	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	18.4	15.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	321	* 859	-	-	573	-	-	420
HCM Lane V/C Ratio	0.164	0.061	-	-	0.086	-	-	0.174
HCM Control Delay (s)	18.4	9.5	-	-	11.9	-	-	15.4
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0.3	-	-	0.6

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th Signalized Intersection Summary  
 11: Center of Bonita Springs Entrance & Bonita Beach Rd

01/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	98	1077	10	104	1101	237	36	27	114	171	28	179
Future Volume (veh/h)	98	1077	10	104	1101	237	36	27	114	171	28	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1900	1870	1885	1856	1900	1885	1885	1900	1870
Adj Flow Rate, veh/h	101	1110	10	107	1135	244	37	28	118	197	0	185
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	3	0	0	2	1	3	0	1	1	0	2
Cap, veh/h	254	2455	22	370	2437	1096	119	164	138	352	0	188
Arrive On Green	0.03	0.69	0.69	0.01	0.23	0.23	0.03	0.09	0.09	0.07	0.00	0.12
Sat Flow, veh/h	1795	3580	32	1810	3554	1598	1767	1900	1598	3591	0	1585
Grp Volume(v), veh/h	101	546	574	107	1135	244	37	28	118	197	0	185
Grp Sat Flow(s),veh/h/ln	1795	1763	1850	1810	1777	1598	1767	1900	1598	1795	0	1585
Q Serve(g_s), s	3.1	25.4	25.4	3.2	49.7	22.4	0.0	2.5	13.1	9.4	0.0	18.9
Cycle Q Clear(g_c), s	3.1	25.4	25.4	3.2	49.7	22.4	0.0	2.5	13.1	9.4	0.0	18.9
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	1209	1268	370	2437	1096	119	164	138	352	0	188
V/C Ratio(X)	0.40	0.45	0.45	0.29	0.47	0.22	0.31	0.17	0.86	0.56	0.00	0.98
Avail Cap(c_a), veh/h	374	1209	1268	401	2437	1096	333	273	230	813	0	309
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	12.9	12.9	10.3	41.1	30.5	83.2	76.3	81.1	76.4	0.0	64.1
Incr Delay (d2), s/veh	0.8	1.2	1.2	0.2	0.4	0.3	1.5	0.6	17.3	1.4	0.0	36.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	15.2	15.8	2.3	30.0	13.7	3.1	2.2	10.2	7.9	0.0	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	14.1	14.1	10.5	41.5	30.8	84.7	76.9	98.4	77.8	0.0	100.4
LnGrp LOS	B	B	B	B	D	C	F	E	F	E	A	F
Approach Vol, veh/h		1221			1486			183			382	
Approach Delay, s/veh		14.4			37.5			92.3			88.8	
Approach LOS		B			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	130.1	16.5	22.0	11.4	130.1	12.7	25.8				
Change Period (Y+Rc), s	* 6.2	6.7	4.5	6.5	* 6.2	6.7	6.5	* 4.5				
Max Green Setting (Gmax), s	* 17	77.9	35.1	25.9	* 8.2	86.9	27.9	* 35				
Max Q Clear Time (g_c+I1), s	5.1	51.7	11.4	15.1	5.2	27.4	2.0	20.9				
Green Ext Time (p_c), s	0.1	15.1	0.6	0.4	0.0	16.8	0.1	0.5				

Intersection Summary

HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1331	51	0	1442	0	87
Future Vol, veh/h	1331	51	0	1442	0	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	4	0	3	0	4
Mvmt Flow	1331	51	0	1442	0	87

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	691
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	-	-	0	-	0	382
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	382
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	382	-	-	-
HCM Lane V/C Ratio	0.228	-	-	-
HCM Control Delay (s)	17.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-

HCM 6th TWSC  
 13: Crown Lake Blvd & Bonita Beach Rd

01/08/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑↑				↑			↑
Traffic Vol, veh/h	0	1361	137	0	1446	16	1	0	104	0	0	26
Future Vol, veh/h	0	1361	137	0	1446	16	1	0	104	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	3	1	0	2	0	0	0	3	0	0	0
Mvmt Flow	0	1403	141	0	1491	16	1	0	107	0	0	27

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	2070	-	772	-	-	754
Stage 1	-	-	-	-	-	-	1474	-	-	-	-	-
Stage 2	-	-	-	-	-	-	596	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	6.95	-	6.96	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.65	-	3.33	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	0	-	-	43	0	340	0	0	305
Stage 1	0	-	-	0	-	-	133	0	-	0	0	-
Stage 2	0	-	-	0	-	-	433	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	39	-	340	-	-	305
Mov Cap-2 Maneuver	-	-	-	-	-	-	39	-	-	-	-	-
Stage 1	-	-	-	-	-	-	133	-	-	-	-	-
Stage 2	-	-	-	-	-	-	395	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	20.4	17.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	340	-	-	-	-	305
HCM Lane V/C Ratio	0.315	-	-	-	-	0.088
HCM Control Delay (s)	20.4	-	-	-	-	17.9
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	1.3	-	-	-	-	0.3

HCM 6th Signalized Intersection Summary  
 14: Arroyal Rd & Bonita Beach Rd

01/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	267	1177	21	168	1222	40	62	66	80	50	53	156
Future Volume (veh/h)	267	1177	21	168	1222	40	62	66	80	50	53	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1826	1885	1870	1870	1870	1900	1885	1841	1900	1870
Adj Flow Rate, veh/h	275	1213	22	173	1260	41	64	68	82	52	55	161
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	5	1	2	2	2	0	1	4	0	2
Cap, veh/h	436	2535	46	334	2463	80	168	107	128	106	258	215
Arrive On Green	0.04	0.48	0.48	0.08	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3543	64	1795	3512	114	1165	784	946	1218	1900	1585
Grp Volume(v), veh/h	275	603	632	173	637	664	64	0	150	52	55	161
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1795	1777	1850	1165	0	1730	1218	1900	1585
Q Serve(g_s), s	7.7	41.6	41.7	5.3	0.0	0.0	9.3	0.0	14.8	7.6	4.6	17.6
Cycle Q Clear(g_c), s	7.7	41.6	41.7	5.3	0.0	0.0	13.9	0.0	14.8	22.4	4.6	17.6
Prop In Lane	1.00		0.03	1.00		0.06	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	436	1261	1319	334	1246	1297	168	0	235	106	258	215
V/C Ratio(X)	0.63	0.48	0.48	0.52	0.51	0.51	0.38	0.00	0.64	0.49	0.21	0.75
Avail Cap(c_a), veh/h	598	1261	1319	469	1246	1297	177	0	248	115	272	227
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.74	0.74	0.74	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.4	24.2	24.2	12.7	0.0	0.0	75.4	0.0	73.6	84.2	69.2	74.8
Incr Delay (d2), s/veh	0.3	0.7	0.6	0.3	1.1	1.1	0.5	0.0	3.6	1.3	0.2	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	23.8	24.8	3.5	0.7	0.7	5.1	0.0	11.2	4.4	4.1	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	24.8	24.8	13.1	1.1	1.1	75.9	0.0	77.2	85.5	69.4	85.3
LnGrp LOS	A	C	C	B	A	A	E	A	E	F	E	F
Approach Vol, veh/h		1510			1474			214			268	
Approach Delay, s/veh		21.5			2.5			76.8			82.1	
Approach LOS		C			A			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	132.9		31.1	13.5	135.5		31.1				
Change Period (Y+Rc), s	6.0	6.7		6.6	6.0	6.7		6.6				
Max Green Setting (Gmax), s	26.4	108.5		25.8	21.0	113.9		25.8				
Max Q Clear Time (g_c+I1), s	9.7	2.0		16.8	7.3	43.7		24.4				
Green Ext Time (p_c), s	0.3	30.5		0.4	0.2	25.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary  
 15: Spanish Wells Blvd & Bonita Beach Rd

01/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (veh/h)	83	1132	105	44	1206	104	121	8	21	113	21	97
Future Volume (veh/h)	83	1132	105	44	1206	104	121	8	21	113	21	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1841	1856	1900	1870	1885	1870	1900	1826	1870	1900	1885
Adj Flow Rate, veh/h	86	1167	108	45	1243	107	125	8	22	116	22	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	4	3	0	2	1	2	0	5	2	0	1
Cap, veh/h	259	1813	815	371	1801	810	325	42	115	322	161	135
Arrive On Green	0.10	1.00	1.00	0.04	0.51	0.51	0.08	0.09	0.09	0.08	0.08	0.08
Sat Flow, veh/h	1725	3497	1572	1810	3554	1598	1781	448	1231	1781	1900	1598
Grp Volume(v), veh/h	86	1167	108	45	1243	107	125	0	30	116	22	100
Grp Sat Flow(s),veh/h/ln	1725	1749	1572	1810	1777	1598	1781	0	1678	1781	1900	1598
Q Serve(g_s), s	2.1	0.0	0.0	1.0	23.9	3.2	5.6	0.0	1.5	5.3	1.0	5.5
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.0	23.9	3.2	5.6	0.0	1.5	5.3	1.0	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	259	1813	815	371	1801	810	325	0	156	322	161	135
V/C Ratio(X)	0.33	0.64	0.13	0.12	0.69	0.13	0.38	0.00	0.19	0.36	0.14	0.74
Avail Cap(c_a), veh/h	336	1813	815	472	1801	810	340	0	224	352	253	213
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	0.0	9.6	16.8	11.7	33.4	0.0	37.7	33.9	38.1	40.2
Incr Delay (d2), s/veh	0.2	1.5	0.3	0.1	2.2	0.3	0.3	0.0	0.6	0.3	0.4	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.7	0.1	0.7	13.8	2.1	4.4	0.0	1.1	4.1	0.8	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	1.5	0.3	9.6	19.0	12.1	33.7	0.0	38.3	34.1	38.5	47.9
LnGrp LOS	B	A	A	A	B	B	C	A	D	C	D	D
Approach Vol, veh/h		1361			1395			155			238	
Approach Delay, s/veh		2.2			18.2			34.5			40.3	
Approach LOS		A			B			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	52.3	12.9	14.4	9.4	53.4	13.6	13.6				
Change Period (Y+Rc), s	6.0	6.7	6.0	6.0	6.0	6.7	6.0	6.0				
Max Green Setting (Gmax), s	8.4	36.5	8.4	12.0	8.4	36.5	8.4	12.0				
Max Q Clear Time (g_c+I1), s	4.1	25.9	7.3	3.5	3.0	2.0	7.6	7.5				
Green Ext Time (p_c), s	0.0	8.4	0.0	0.0	0.0	19.1	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary  
 20: Vanderbilt Dr/Luke St & Bonita Beach Rd

11/26/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖↗	↖↗		↖	↗	↘		↖↗	
Traffic Volume (veh/h)	3	1056	163	178	1293	10	155	10	250	18	11	6
Future Volume (veh/h)	3	1056	163	178	1293	10	155	10	250	18	11	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1885	1885	1870	1900	1870	1900	1885	1811	1900	1648
Adj Flow Rate, veh/h	3	1112	172	187	1361	11	163	11	263	19	12	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	1	1	2	0	2	0	1	6	0	17
Cap, veh/h	7	2150	1133	237	2452	20	311	360	303	63	31	11
Arrive On Green	0.00	0.61	0.61	0.07	0.68	0.68	0.10	0.19	0.19	0.05	0.05	0.05
Sat Flow, veh/h	1810	3526	1598	3483	3613	29	1781	1900	1598	571	655	237
Grp Volume(v), veh/h	3	1112	172	187	669	703	163	11	263	37	0	0
Grp Sat Flow(s),veh/h/ln	1810	1763	1598	1742	1777	1865	1781	1900	1598	1462	0	0
Q Serve(g_s), s	0.2	27.0	5.3	7.9	29.1	29.2	12.7	0.7	24.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	0.2	27.0	5.3	7.9	29.1	29.2	12.7	0.7	24.0	3.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	0.51		0.16
Lane Grp Cap(c), veh/h	7	2150	1133	237	1206	1266	311	360	303	105	0	0
V/C Ratio(X)	0.42	0.52	0.15	0.79	0.56	0.56	0.52	0.03	0.87	0.35	0.00	0.00
Avail Cap(c_a), veh/h	109	2150	1133	587	1206	1266	401	640	538	237	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	74.5	16.7	7.1	68.9	12.4	12.4	58.3	49.6	59.0	69.7	0.0	0.0
Incr Delay (d2), s/veh	14.2	0.9	0.3	2.2	1.8	1.8	1.4	0.0	7.5	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	15.9	3.4	6.4	16.7	17.3	9.9	0.6	15.6	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.7	17.6	7.4	71.1	14.3	14.2	59.7	49.6	66.5	71.7	0.0	0.0
LnGrp LOS	F	B	A	E	B	B	E	D	E	E	A	A
Approach Vol, veh/h		1287			1559			437				37
Approach Delay, s/veh		16.4			21.1			63.5				71.7
Approach LOS		B			C			E				E
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	108.5		34.9	16.9	98.2	21.4	13.5				
Change Period (Y+Rc), s	6.0	6.7		6.5	6.7	6.7	6.5	6.5				
Max Green Setting (Gmax), s	9.0	71.3		50.5	25.3	54.3	22.5	21.5				
Max Q Clear Time (g_c+I1), s	2.2	31.2		26.0	9.9	29.0	14.7	5.5				
Green Ext Time (p_c), s	0.0	11.3		0.9	0.3	8.9	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

# HCM 6th Signalized Intersection Summary

## 1: US 41 & Woods Edge Pkwy

01/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	14	81	47	16	16	108	2123	12	18	1436	66
Future Volume (veh/h)	180	14	81	47	16	16	108	2123	12	18	1436	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1900	1885	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	186	14	84	48	16	16	111	2189	12	19	1480	68
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	0	0	0	0	1	1	0	0	1	0
Cap, veh/h	287	324	275	289	149	149	255	2791	873	123	2409	754
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.14	0.54	0.54	0.07	0.47	0.47
Sat Flow, veh/h	1388	1900	1610	1318	872	872	1795	5147	1610	1810	5147	1610
Grp Volume(v), veh/h	186	14	84	48	0	32	111	2189	12	19	1480	68
Grp Sat Flow(s),veh/h/ln	1388	1900	1610	1318	0	1743	1795	1716	1610	1810	1716	1610
Q Serve(g_s), s	13.1	0.6	4.6	3.2	0.0	1.6	5.7	33.9	0.3	1.0	21.5	2.3
Cycle Q Clear(g_c), s	14.6	0.6	4.6	3.8	0.0	1.6	5.7	33.9	0.3	1.0	21.5	2.3
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	324	275	289	0	298	255	2791	873	123	2409	754
V/C Ratio(X)	0.65	0.04	0.31	0.17	0.00	0.11	0.43	0.78	0.01	0.15	0.61	0.09
Avail Cap(c_a), veh/h	363	428	362	360	0	392	255	2791	873	123	2409	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	34.6	36.3	36.2	0.0	35.0	39.2	18.2	10.6	43.9	19.9	14.8
Incr Delay (d2), s/veh	2.7	0.1	0.6	0.3	0.0	0.2	5.3	2.3	0.0	2.7	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.5	3.3	1.9	0.0	1.2	4.9	17.6	0.2	0.9	12.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	34.7	36.9	36.5	0.0	35.2	44.5	20.5	10.6	46.5	21.0	15.0
LnGrp LOS	D	C	D	D	A	D	D	C	B	D	C	B
Approach Vol, veh/h		284			80			2312				1567
Approach Delay, s/veh		41.4			36.0			21.6				21.1
Approach LOS		D			D			C				C
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.4	54.0		24.6	14.0	61.4		24.6				
Change Period (Y+Rc), s	7.2	7.2		7.5	7.2	7.2		7.5				
Max Green Setting (Gmax), s	8.8	46.8		22.5	6.8	48.8		22.5				
Max Q Clear Time (g_c+I1), s	7.7	23.5		5.8	3.0	35.9		16.6				
Green Ext Time (p_c), s	0.1	17.1		0.2	0.0	12.2		0.5				

### Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

### Notes

User approved pedestrian interval to be less than phase max green.



Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↘ ↗ ↗	↘ ↗ ↗	↗	↘ ↗ ↗	↗	
Traffic Vol, veh/h	0	0	22	1	0	16	13	2309	9	32	1498	42
Future Vol, veh/h	0	0	22	1	0	16	13	2309	9	32	1498	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	275	-	300	325	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	2
Mvmt Flow	0	0	23	1	0	16	13	2380	9	33	1544	43

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	772	3090	-	1190	1587	0	0	2389	0	0
Stage 1	-	-	-	2406	-	-	-	-	-	-	-	-
Stage 2	-	-	-	684	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	6.4	-	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	7.3	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.8	-	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	297	*13	0	*392	206	-	-	*494	-	-
Stage 1	0	0	-	*403	0	-	-	-	-	-	-	-
Stage 2	0	0	-	*372	0	-	-	-	-	-	-	-
Platoon blocked, %						1				1		
Mov Cap-1 Maneuver	-	-	297	*11	-	*392	206	-	-	*494	-	-
Mov Cap-2 Maneuver	-	-	-	*11	-	-	-	-	-	-	-	-
Stage 1	-	-	-	*377	-	-	-	-	-	-	-	-
Stage 2	-	-	-	*321	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	18.1		14.6		0.1			0.3		
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	206	-	-	297	392	*494	-	-
HCM Lane V/C Ratio	0.065	-	-	0.076	0.042	0.067	-	-
HCM Control Delay (s)	23.7	-	-	18.1	14.6	12.8	-	-
HCM Lane LOS	C	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	0.2	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↑↑↑	↗	↗	↑↑↑	↗
Traffic Vol, veh/h	16	0	37	10	3	51	32	2269	33	44	1517	35
Future Vol, veh/h	16	0	37	10	3	51	32	2269	33	44	1517	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	300	-	325	350	-	375
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	6	0	0	0	0	0	4	1	0	0	1	0
Mvmt Flow	16	0	38	10	3	53	33	2339	34	45	1564	36

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2657	4093	782	3121	4095	1170	1600	0	0	2373	0	0
Stage 1	1654	1654	-	2405	2405	-	-	-	-	-	-	-
Stage 2	1003	2439	-	716	1690	-	-	-	-	-	-	-
Critical Hdwy	6.52	6.5	7.1	6.4	6.5	7.1	5.38	-	-	5.3	-	-
Critical Hdwy Stg 1	7.42	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.82	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.86	4	3.9	3.8	4	3.9	3.14	-	-	3.1	-	-
Pot Cap-1 Maneuver	*23	*3	*565	*13	*~ 3	*392	*702	-	-	*494	-	-
Stage 1	*571	*551	-	*403	*383	-	-	-	-	-	-	-
Stage 2	*396	*383	-	*580	*551	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*18	*3	*565	*11	*~ 3	*392	*702	-	-	*494	-	-
Mov Cap-2 Maneuver	*176	*180	-	*196	*189	-	-	-	-	-	-	-
Stage 1	*544	*501	-	*384	*365	-	-	-	-	-	-	-
Stage 2	*324	*365	-	*492	*501	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	16.6		17.5		0.1			0.4		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	* 702	-	-	176	565	194	392	* 494	-	-
HCM Lane V/C Ratio	0.047	-	-	0.094	0.068	0.069	0.134	0.092	-	-
HCM Control Delay (s)	10.4	-	-	27.6	11.8	24.9	15.6	13	-	-
HCM Lane LOS	B	-	-	D	B	C	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0.2	0.5	0.3	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
4: US 41 & S Springs Plaza Entrance

01/08/2022

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Vol, veh/h	0	0	34	0	0	83	23	2255	87	102	1557	26
Future Vol, veh/h	0	0	34	0	0	83	23	2255	87	102	1557	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	325	-	350	315	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	0	34	0	0	83	23	2255	87	102	1557	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	779	-	-	1128	1583	0	0	2342	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	*552	0	0	173	*695	-	-	~ 86	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			1			1	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	*552	-	-	173	*695	-	-	~ 86	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.9		43.6		0.1		14.8	
HCM LOS	B		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 695	-	-	552	173	~ 86	-	-
HCM Lane V/C Ratio	0.033	-	-	0.062	0.48	1.186	-	-
HCM Control Delay (s)	10.4	-	-	11.9	43.6	243.9	-	-
HCM Lane LOS	B	-	-	B	E	F	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	2.3	7.3	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
5: US 41 & N Springs Plaza Entrance

01/08/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↑↑↑	↗		↑↑↑	↗
Traffic Vol, veh/h	0	0	21	0	0	84	0	2310	51	0	1664	25
Future Vol, veh/h	0	0	21	0	0	84	0	2310	51	0	1664	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	400	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	1	0	1	2	0	2	0
Mvmt Flow	0	0	21	0	0	84	0	2310	51	0	1664	25

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	832	-	-	1155	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.91	-	-
Pot Cap-1 Maneuver	0	0	*526	0	0	165	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	0	0	-	0	0	-	0	-
Platoon blocked, %			1					
Mov Cap-1 Maneuver	-	-	*526	-	-	165	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.1		47.5		0		0	
HCM LOS	B		E					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	526	165	-	-
HCM Lane V/C Ratio	-	-	0.04	0.509	-	-
HCM Control Delay (s)	-	-	12.1	47.5	-	-
HCM Lane LOS	-	-	B	E	-	-
HCM 95th %tile Q(veh)	-	-	0.1	2.5	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↗
Traffic Vol, veh/h	0	10	0	2394	1679	29
Future Vol, veh/h	0	10	0	2394	1679	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	10	0	2394	1679	29

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	840	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-
Pot Cap-1 Maneuver	0	268	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	268	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	268	-	-
HCM Lane V/C Ratio	-	0.037	-	-
HCM Control Delay (s)	-	19	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

# HCM 6th Signalized Intersection Summary

## 7: US 41 & Bonita Beach Rd

01/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↔↔	↑↑↑	↗	↔↔	↑↑↑	↗
Traffic Volume (veh/h)	551	719	170	227	535	370	251	1814	329	483	1295	386
Future Volume (veh/h)	551	719	170	227	535	370	251	1814	329	483	1295	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1885	1885	1885	1885	1900	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	568	741	175	234	552	381	259	1870	339	498	1335	398
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2	1	1	1	1	0	1	1	1	1	1
Cap, veh/h	604	910	409	271	591	264	294	1817	564	544	2182	677
Arrive On Green	0.17	0.26	0.26	0.13	0.28	0.28	0.08	0.35	0.35	0.31	0.85	0.85
Sat Flow, veh/h	3483	3554	1598	3483	3582	1598	3510	5147	1598	3483	5147	1598
Grp Volume(v), veh/h	568	741	175	234	552	381	259	1870	339	498	1335	398
Grp Sat Flow(s),veh/h/ln	1742	1777	1598	1742	1791	1598	1755	1716	1598	1742	1716	1598
Q Serve(g_s), s	32.2	39.2	18.3	13.2	30.1	33.0	14.6	70.6	26.5	27.5	16.4	8.5
Cycle Q Clear(g_c), s	32.2	39.2	18.3	13.2	30.1	33.0	14.6	70.6	26.5	27.5	16.4	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	604	910	409	271	591	264	294	1817	564	544	2182	677
V/C Ratio(X)	0.94	0.81	0.43	0.86	0.93	1.45	0.88	1.03	0.60	0.92	0.61	0.59
Avail Cap(c_a), veh/h	629	910	409	385	591	264	321	1817	564	544	2182	677
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.78	0.78	0.78	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	69.9	62.2	85.9	71.4	72.4	90.6	64.7	30.8	67.5	10.0	3.1
Incr Delay (d2), s/veh	18.5	6.3	2.5	12.4	22.7	219.2	22.3	29.0	4.7	20.3	1.3	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.7	24.7	11.7	10.0	20.6	43.3	12.0	45.6	16.4	18.0	6.9	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.1	76.2	64.7	98.4	94.1	291.7	113.0	93.7	35.5	87.8	11.3	6.8
LnGrp LOS	F	E	E	F	F	F	F	F	D	F	B	A
Approach Vol, veh/h		1484			1167			2468			2231	
Approach Delay, s/veh		84.0			159.5			87.7			27.6	
Approach LOS		F			F			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.4	93.0	42.6	40.0	39.4	78.0	23.5	59.1				
Change Period (Y+Rc), s	7.7	* 8.2	7.9	7.0	* 8.2	7.4	7.9	* 7.9				
Max Green Setting (Gmax), s	18.3	* 82	36.1	33.0	* 30	70.6	22.1	* 47				
Max Q Clear Time (g_c+I1), s	16.6	18.4	34.2	35.0	29.5	72.6	15.2	41.2				
Green Ext Time (p_c), s	0.1	34.9	0.5	0.0	0.1	0.0	0.4	2.6				

### Intersection Summary

HCM 6th Ctrl Delay	80.1
HCM 6th LOS	F

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↑↑↑	↗		↑↑↑	↗
Traffic Vol, veh/h	3	0	66	0	0	135	0	2678	57	0	2098	36
Future Vol, veh/h	3	0	66	0	0	135	0	2678	57	0	2098	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	325
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	1	0	1	2	0	1	0
Mvmt Flow	3	0	68	0	0	139	0	2761	59	0	2163	37

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	3267	- 1082	- - 1381	- 0 0 - - 0
Stage 1	2163	- - - - -	- - - - -	- - - - -
Stage 2	1104	- - - - -	- - - - -	- - - - -
Critical Hdwy	6.4	- 7.1	- - 7.12	- - - - -
Critical Hdwy Stg 1	7.3	- - - - -	- - - - -	- - - - -
Critical Hdwy Stg 2	6.7	- - - - -	- - - - -	- - - - -
Follow-up Hdwy	3.8	- 3.9	- - 3.91	- - - - -
Pot Cap-1 Maneuver	*236	0 *421	0 0 *276	0 - - 0 - -
Stage 1	*432	0 - 0 0	- 0 - - 0	- - - - -
Stage 2	*284	0 - 0 0	- 0 - - 0	- - - - -
Platoon blocked, %	1	1	1	- - - - -
Mov Cap-1 Maneuver	*117	- *421	- - *276	- - - - -
Mov Cap-2 Maneuver	*117	- - - - -	- - - - -	- - - - -
Stage 1	*432	- - - - -	- - - - -	- - - - -
Stage 2	*141	- - - - -	- - - - -	- - - - -

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.2	30.6	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	421 276	-	-
HCM Lane V/C Ratio	-	-	0.162 0.504	-	-
HCM Control Delay (s)	-	-	15.2 30.6	-	-
HCM Lane LOS	-	-	C D	-	-
HCM 95th %tile Q(veh)	-	-	0.6 2.6	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

# HCM 6th Signalized Intersection Summary

## 9: US 41 & Boston Rd

01/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Volume (veh/h)	190	2	51	9	0	7	39	2764	10	41	2066	90
Future Volume (veh/h)	190	2	51	9	0	7	39	2764	10	41	2066	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	196	2	53	9	0	7	40	2849	10	42	2130	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	248	2	238	298	0	238	167	3681	1152	143	3685	1153
Arrive On Green	0.15	0.15	0.15	0.15	0.00	0.15	0.04	1.00	1.00	0.02	0.72	0.72
Sat Flow, veh/h	1439	15	1610	1775	0	1610	1810	5147	1610	1810	5147	1610
Grp Volume(v), veh/h	198	0	53	9	0	7	40	2849	10	42	2130	93
Grp Sat Flow(s),veh/h/ln	1454	0	1610	1775	0	1610	1810	1716	1610	1810	1716	1610
Q Serve(g_s), s	26.0	0.0	5.8	0.0	0.0	0.7	1.2	0.0	0.0	1.2	40.1	3.5
Cycle Q Clear(g_c), s	26.8	0.0	5.8	0.9	0.0	0.7	1.2	0.0	0.0	1.2	40.1	3.5
Prop In Lane	0.99		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	251	0	238	298	0	238	167	3681	1152	143	3685	1153
V/C Ratio(X)	0.79	0.00	0.22	0.03	0.00	0.03	0.24	0.77	0.01	0.29	0.58	0.08
Avail Cap(c_a), veh/h	299	0	292	347	0	292	258	3681	1152	233	3685	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.0	0.0	75.1	73.0	0.0	73.0	11.9	0.0	0.0	7.0	13.8	8.6
Incr Delay (d2), s/veh	11.3	0.0	0.5	0.0	0.0	0.0	0.7	1.6	0.0	1.1	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.4	0.0	4.4	0.7	0.0	0.6	0.8	1.0	0.0	0.9	21.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.3	0.0	75.6	73.0	0.0	73.0	12.6	1.6	0.0	8.2	14.4	8.7
LnGrp LOS	F	A	E	E	A	E	B	A	A	A	B	A
Approach Vol, veh/h		251			16			2899			2265	
Approach Delay, s/veh		91.1			73.0			1.8			14.1	
Approach LOS		F			E			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	150.8		37.2	12.1	150.6		37.2				
Change Period (Y+Rc), s	* 7.5	7.6		* 7.7	7.6	7.6		* 7.7				
Max Green Setting (Gmax), s	* 15	126.4		* 36	14.4	126.4		* 36				
Max Q Clear Time (g_c+I1), s	3.2	42.1		2.9	3.2	2.0		28.8				
Green Ext Time (p_c), s	0.0	63.9		0.0	0.0	114.0		0.7				

### Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

### Notes

User approved pedestrian interval to be less than phase max green.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th TWSC  
10: Windsor Rd & Bonita Beach Rd

01/08/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	61	1184	22	41	1036	19	9	1	37	7	0	37
Future Vol, veh/h	61	1184	22	41	1036	19	9	1	37	7	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	340	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	63	1221	23	42	1068	20	9	1	38	7	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1088	0	0	1244	0	0	1977	2531	622	1899	2532	544
Stage 1	-	-	-	-	-	-	1359	1359	-	1162	1162	-
Stage 2	-	-	-	-	-	-	618	1172	-	737	1370	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*983	-	-	567	-	-	*73	*26	434	*91	*26	*655
Stage 1	-	-	-	-	-	-	*159	*219	-	*617	*540	-
Stage 2	-	-	-	-	-	-	*617	*540	-	*381	*216	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*983	-	-	567	-	-	*61	*23	434	*74	*23	*655
Mov Cap-2 Maneuver	-	-	-	-	-	-	*138	*174	-	*246	*144	-
Stage 1	-	-	-	-	-	-	*149	*205	-	*578	*500	-
Stage 2	-	-	-	-	-	-	*538	*500	-	*324	*202	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			19.2			12.6		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	301	* 983	-	-	567	-	-	518
HCM Lane V/C Ratio	0.161	0.064	-	-	0.075	-	-	0.088
HCM Control Delay (s)	19.2	8.9	-	-	11.9	-	-	12.6
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0.2	-	-	0.3

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th Signalized Intersection Summary  
 11: Center of Bonita Springs Entrance & Bonita Beach Rd

01/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗	↖	↖	↖	↖	↖	↖↗	↖
Traffic Volume (veh/h)	94	1136	5	75	902	179	24	22	118	145	6	169
Future Volume (veh/h)	94	1136	5	75	902	179	24	22	118	145	6	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1885	1900	1900	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	97	1171	5	77	930	185	25	23	122	153	0	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	1	0	0	0	1	0	0	0
Cap, veh/h	114	2414	10	93	2339	1052	63	148	125	273	0	191
Arrive On Green	0.06	0.67	0.67	0.10	1.00	1.00	0.04	0.08	0.08	0.08	0.00	0.12
Sat Flow, veh/h	1781	3629	15	1781	3582	1610	1810	1900	1598	3619	0	1610
Grp Volume(v), veh/h	97	573	603	77	930	185	25	23	122	153	0	174
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1791	1610	1810	1900	1598	1810	0	1610
Q Serve(g_s), s	10.8	31.9	31.9	8.5	0.0	0.0	2.7	2.3	13.3	8.2	0.0	21.4
Cycle Q Clear(g_c), s	10.8	31.9	31.9	8.5	0.0	0.0	2.7	2.3	13.3	8.2	0.0	21.4
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	1182	1242	93	2339	1052	63	148	125	273	0	191
V/C Ratio(X)	0.85	0.49	0.49	0.83	0.40	0.18	0.39	0.16	0.98	0.56	0.00	0.91
Avail Cap(c_a), veh/h	176	1182	1242	176	2339	1052	195	204	172	534	0	238
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.57	0.57	0.57	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	92.7	16.6	16.6	88.7	0.0	0.0	94.4	86.1	70.4	89.3	0.0	87.1
Incr Delay (d2), s/veh	17.5	1.4	1.4	7.9	0.3	0.2	4.8	0.6	55.8	2.2	0.0	32.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	19.2	20.0	6.4	0.2	0.1	2.5	2.1	11.9	7.1	0.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.1	18.0	17.9	96.7	0.3	0.2	99.2	86.6	126.2	91.4	0.0	119.7
LnGrp LOS	F	B	B	F	A	A	F	F	F	F	A	F
Approach Vol, veh/h		1273			1192			170				327
Approach Delay, s/veh		25.0			6.5			116.9				106.5
Approach LOS		C			A			F				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	137.3	21.6	22.1	16.6	139.7	13.5	30.2				
Change Period (Y+Rc), s	* 6.2	6.7	6.5	6.5	* 6.2	6.7	6.5	6.5				
Max Green Setting (Gmax), s	* 20	103.3	29.5	21.5	* 20	103.3	21.5	29.5				
Max Q Clear Time (g_c+I1), s	12.8	2.0	10.2	15.3	10.5	33.9	4.7	23.4				
Green Ext Time (p_c), s	0.1	16.8	0.6	0.3	0.1	18.8	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1391	22	0	1156	0	49
Future Vol, veh/h	1391	22	0	1156	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1391	22	0	1156	0	49

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	707
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	382
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	382
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	382	-	-	-
HCM Lane V/C Ratio	0.128	-	-	-
HCM Control Delay (s)	15.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

HCM 6th TWSC  
 13: Crown Lake Blvd & Bonita Beach Rd

01/08/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑↑↑					↑			↑
Traffic Vol, veh/h	0	1452	79	0	1100	20	0	0	85	1	0	32
Future Vol, veh/h	0	1452	79	0	1100	20	0	0	85	1	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	1	0	0	0	1	0	0	0
Mvmt Flow	0	1497	81	0	1134	21	0	0	88	1	0	33

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	789	1894	-	578
Stage 1	-	-	-	-	-	-	-	-	-	1145	-	-
Stage 2	-	-	-	-	-	-	-	-	-	749	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.92	6.95	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	7.3	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.31	3.65	-	3.9
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	336	57	0	397
Stage 1	0	-	-	0	-	-	0	0	-	164	0	-
Stage 2	0	-	-	0	-	-	0	0	-	364	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	336	42	-	397
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	42	-	-
Stage 1	-	-	-	-	-	-	-	-	-	164	-	-
Stage 2	-	-	-	-	-	-	-	-	-	269	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	19.5	14.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	336	-	-	-	-	397
HCM Lane V/C Ratio	0.261	-	-	-	-	0.083
HCM Control Delay (s)	19.5	-	-	-	-	14.9
HCM Lane LOS	C	-	-	-	-	B
HCM 95th %tile Q(veh)	1	-	-	-	-	0.3

HCM 6th Signalized Intersection Summary  
 14: Arroyal Rd & Bonita Beach Rd

01/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1269	3	101	966	44	24	56	52	53	47	115
Future Volume (veh/h)	265	1269	3	101	966	44	24	56	52	53	47	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1856	1900	1885	1870	1900	1856	1900	1870	1900	1856
Adj Flow Rate, veh/h	273	1308	3	104	996	45	25	58	54	55	48	119
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2	3	0	1	2	0	3	0	2	0	3
Cap, veh/h	533	2772	6	395	2562	116	151	102	95	105	220	182
Arrive On Green	0.11	1.00	1.00	0.05	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1795	3637	8	1810	3490	158	1238	884	823	1281	1900	1572
Grp Volume(v), veh/h	273	639	672	104	511	530	25	0	112	55	48	119
Grp Sat Flow(s),veh/h/ln	1795	1777	1869	1810	1791	1857	1238	0	1707	1281	1900	1572
Q Serve(g_s), s	8.4	0.0	0.0	3.0	0.0	0.0	3.7	0.0	12.4	8.5	4.6	14.5
Cycle Q Clear(g_c), s	8.4	0.0	0.0	3.0	0.0	0.0	8.3	0.0	12.4	20.9	4.6	14.5
Prop In Lane	1.00		0.00	1.00		0.08	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	533	1354	1424	395	1315	1363	151	0	198	105	220	182
V/C Ratio(X)	0.51	0.47	0.47	0.26	0.39	0.39	0.17	0.00	0.57	0.53	0.22	0.65
Avail Cap(c_a), veh/h	706	1354	1424	566	1315	1363	190	0	251	145	279	231
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.91	0.91	0.91	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.8	0.0	0.0	6.0	0.0	0.0	84.0	0.0	83.7	93.6	80.2	84.6
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.1	0.8	0.8	0.2	0.0	1.0	1.5	0.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.4	0.4	1.9	0.5	0.5	2.2	0.0	9.5	5.2	4.1	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.9	0.6	0.6	6.1	0.8	0.8	84.2	0.0	84.6	95.1	80.4	86.6
LnGrp LOS	A	A	A	A	A	A	F	A	F	F	F	F
Approach Vol, veh/h		1584			1145			137			222	
Approach Delay, s/veh		1.3			1.3			84.5			87.3	
Approach LOS		A			A			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	153.5		29.7	11.1	159.1		29.7				
Change Period (Y+Rc), s	6.0	6.7		6.6	6.0	6.7		6.6				
Max Green Setting (Gmax), s	30.0	121.3		29.4	24.0	127.3		29.4				
Max Q Clear Time (g_c+I1), s	10.4	2.0		14.4	5.0	2.0		22.9				
Green Ext Time (p_c), s	0.3	19.4		0.3	0.1	31.6		0.2				

Intersection Summary

HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary  
 15: Spanish Wells Blvd & Bonita Beach Rd

01/08/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	24	1267	90	31	933	48	105	6	31	108	11	71
Future Volume (veh/h)	24	1267	90	31	933	48	105	6	31	108	11	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1856	1885	1900	1900	1900	1900	1885	1900	1900
Adj Flow Rate, veh/h	25	1306	93	32	962	49	108	6	32	111	11	73
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	3	1	0	0	0	0	1	0	0
Cap, veh/h	361	2058	918	346	2090	939	293	19	99	272	133	113
Arrive On Green	0.05	1.00	1.00	0.03	0.58	0.58	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1810	3554	1585	1767	3582	1610	1810	261	1389	1795	1900	1610
Grp Volume(v), veh/h	25	1306	93	32	962	49	108	0	38	111	11	73
Grp Sat Flow(s),veh/h/ln	1810	1777	1585	1767	1791	1610	1810	0	1650	1795	1900	1610
Q Serve(g_s), s	0.5	0.0	0.0	0.7	15.3	1.3	5.4	0.0	2.2	5.6	0.5	4.4
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.7	15.3	1.3	5.4	0.0	2.2	5.6	0.5	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.84	1.00		1.00
Lane Grp Cap(c), veh/h	361	2058	918	346	2090	939	293	0	117	272	133	113
V/C Ratio(X)	0.07	0.63	0.10	0.09	0.46	0.05	0.37	0.00	0.32	0.41	0.08	0.65
Avail Cap(c_a), veh/h	515	2058	918	488	2090	939	357	0	181	338	209	177
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	7.8	11.9	8.9	38.9	0.0	44.2	39.1	43.5	45.3
Incr Delay (d2), s/veh	0.0	1.3	0.2	0.0	0.7	0.1	0.3	0.0	1.6	0.4	0.3	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.7	0.1	0.4	9.3	0.8	4.4	0.0	1.7	4.5	0.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	1.3	0.2	7.8	12.6	9.1	39.2	0.0	45.7	39.5	43.8	51.5
LnGrp LOS	A	A	A	A	B	A	D	A	D	D	D	D
Approach Vol, veh/h		1424			1043			146			195	
Approach Delay, s/veh		1.4			12.3			40.9			44.2	
Approach LOS		A			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	65.0	13.3	13.1	8.9	64.6	13.5	13.0				
Change Period (Y+Rc), s	6.0	6.7	6.0	6.0	6.0	6.7	6.0	6.0				
Max Green Setting (Gmax), s	11.0	42.3	11.0	11.0	11.0	42.3	11.0	11.0				
Max Q Clear Time (g_c+I1), s	2.5	17.3	7.6	4.2	2.7	2.0	7.4	6.4				
Green Ext Time (p_c), s	0.0	12.5	0.0	0.0	0.0	23.6	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary  
 20: Vanderbilt Dr/Luke St & Bonita Beach Rd

11/26/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘↗	↑↑		↘	↑	↗		↕	
Traffic Volume (veh/h)	14	1050	186	145	890	14	183	18	234	26	17	5
Future Volume (veh/h)	14	1050	186	145	890	14	183	18	234	26	17	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1885	1885	1870	1900	1870	1900	1885	1811	1900	1648
Adj Flow Rate, veh/h	14	1071	190	148	908	14	187	18	239	27	17	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	3	1	1	2	0	2	0	1	6	0	17
Cap, veh/h	29	1731	965	216	1948	30	406	471	396	98	50	11
Arrive On Green	0.02	0.49	0.49	0.06	0.54	0.54	0.11	0.25	0.25	0.07	0.07	0.07
Sat Flow, veh/h	1810	3526	1598	3483	3582	55	1781	1900	1598	603	718	150
Grp Volume(v), veh/h	14	1071	190	148	450	472	187	18	239	49	0	0
Grp Sat Flow(s),veh/h/ln	1810	1763	1598	1742	1777	1860	1781	1900	1598	1471	0	0
Q Serve(g_s), s	0.8	22.2	5.3	4.2	15.5	15.5	9.3	0.7	13.2	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.8	22.2	5.3	4.2	15.5	15.5	9.3	0.7	13.2	2.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	0.55		0.10
Lane Grp Cap(c), veh/h	29	1731	965	216	967	1012	406	471	396	159	0	0
V/C Ratio(X)	0.48	0.62	0.20	0.68	0.47	0.47	0.46	0.04	0.60	0.31	0.00	0.00
Avail Cap(c_a), veh/h	145	1731	965	568	967	1012	410	580	487	234	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.8	18.6	8.9	45.9	13.9	13.9	35.5	28.6	33.3	44.5	0.0	0.0
Incr Delay (d2), s/veh	4.5	1.7	0.5	1.4	1.6	1.5	0.8	0.0	1.5	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	13.3	3.4	3.2	9.9	10.3	7.4	0.6	9.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	20.3	9.4	47.4	15.5	15.5	36.3	28.6	34.7	45.6	0.0	0.0
LnGrp LOS	D	C	A	D	B	B	D	C	C	D	A	A
Approach Vol, veh/h		1275			1070			444			49	
Approach Delay, s/veh		19.0			19.9			35.1			45.6	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	61.1		31.3	12.9	55.8	17.8	13.5				
Change Period (Y+Rc), s	6.0	6.7		6.5	6.7	6.7	6.5	6.5				
Max Green Setting (Gmax), s	8.0	42.3		30.5	16.3	33.3	11.5	12.5				
Max Q Clear Time (g_c+I1), s	2.8	17.5		15.2	6.2	24.2	11.3	4.9				
Green Ext Time (p_c), s	0.0	5.6		0.8	0.2	4.9	0.0	0.1				

Intersection Summary

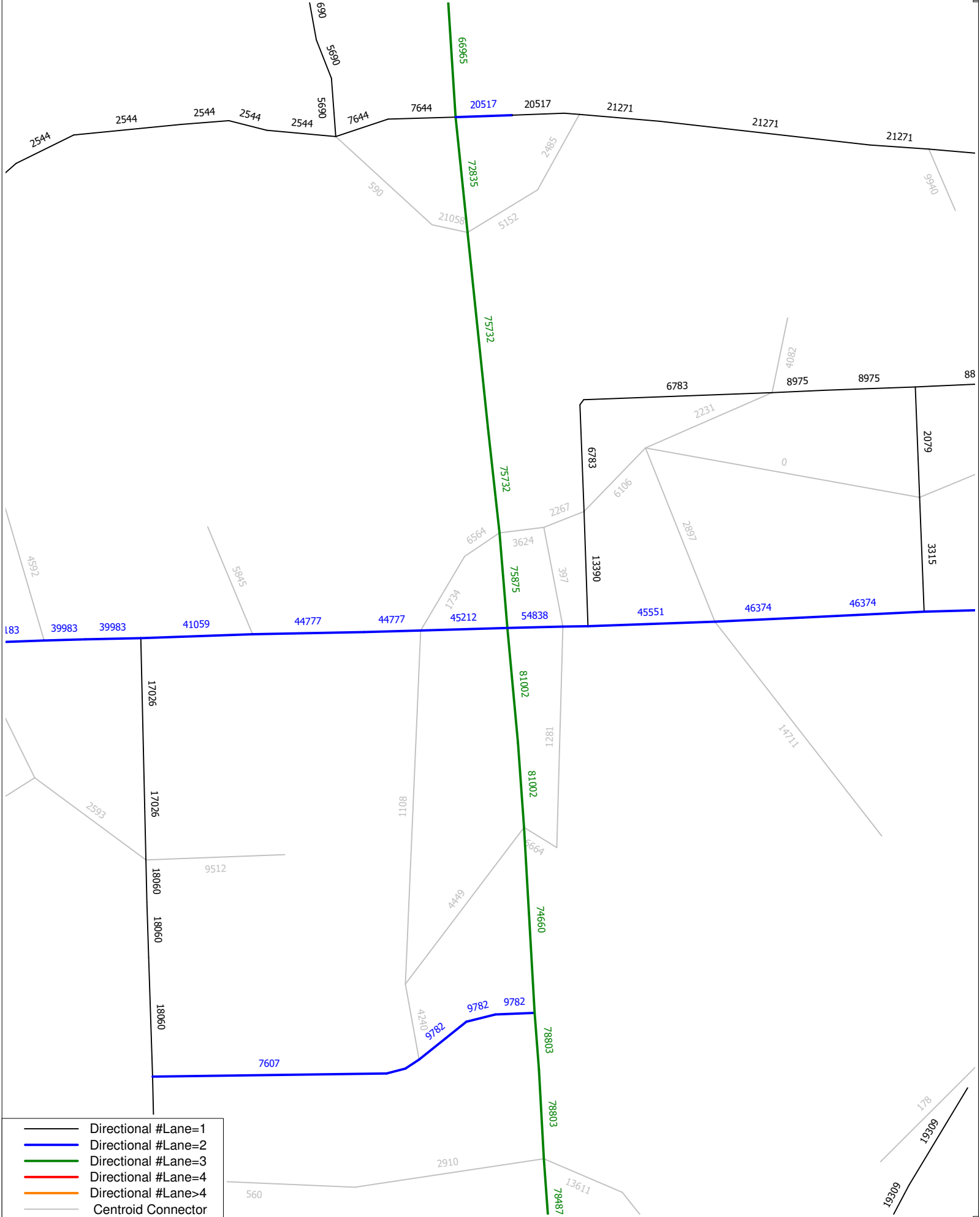
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

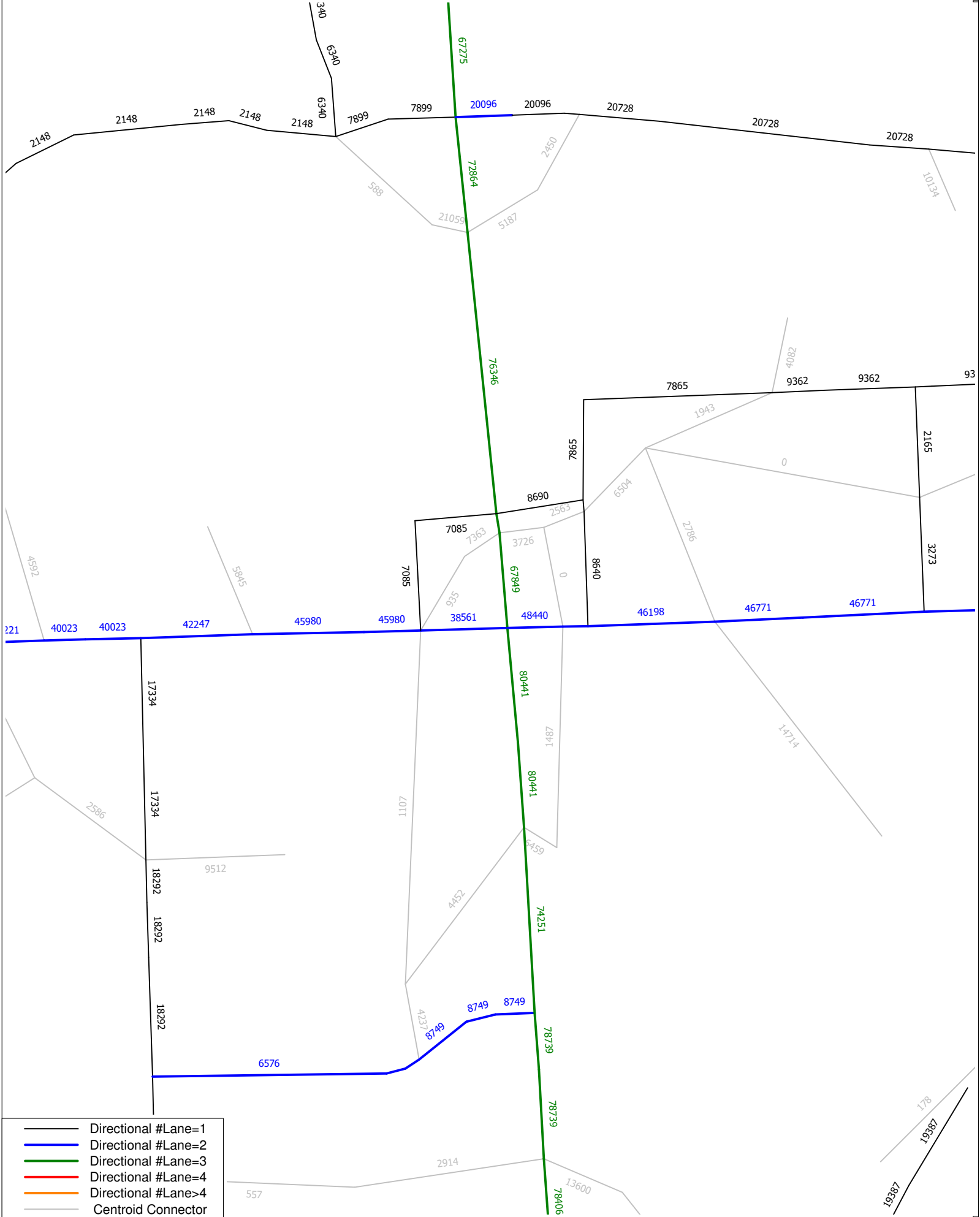
User approved pedestrian interval to be less than phase max green.

## Appendix H. Model Plots



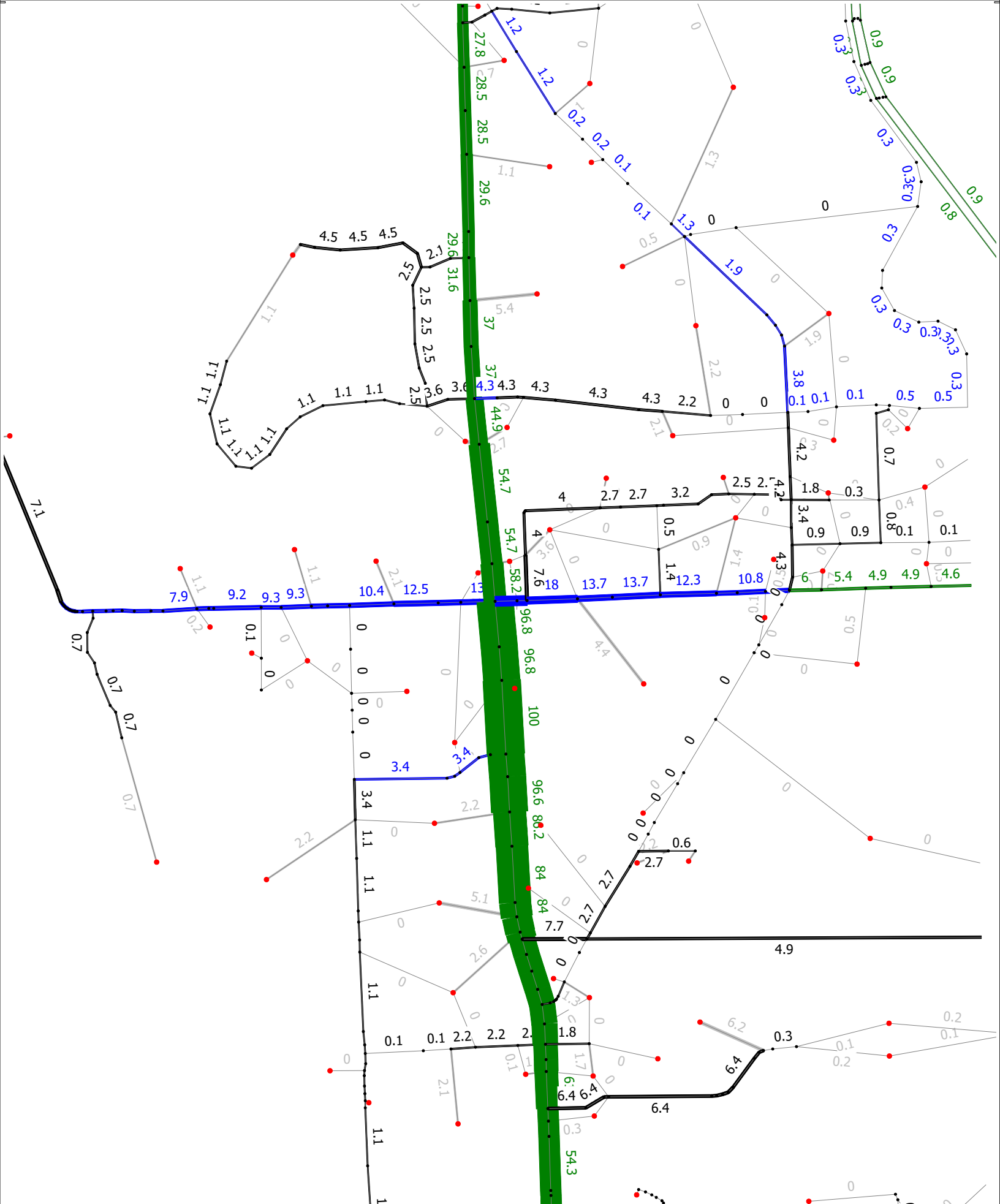


- Directional #Lane=1
- Directional #Lane=2
- Directional #Lane=3
- Directional #Lane=4
- Directional #Lane>4
- Centroid Connector



- Directional #Lane=1
- Directional #Lane=2
- Directional #Lane=3
- Directional #Lane=4
- Directional #Lane>4
- Centroid Connector





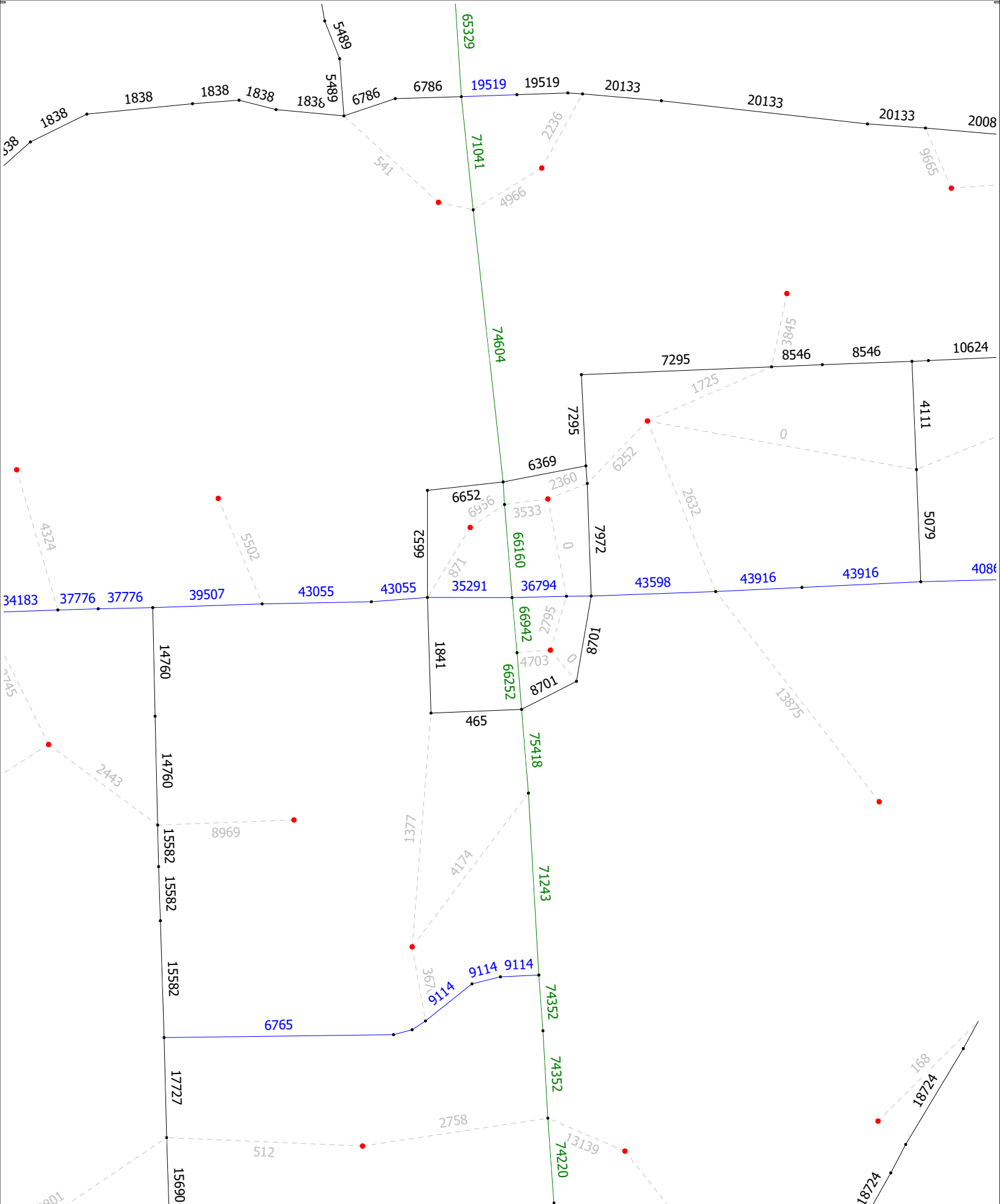
D1RPM\_TOD V.1.06

CF 2040

US 41 & BBR No Build SLA





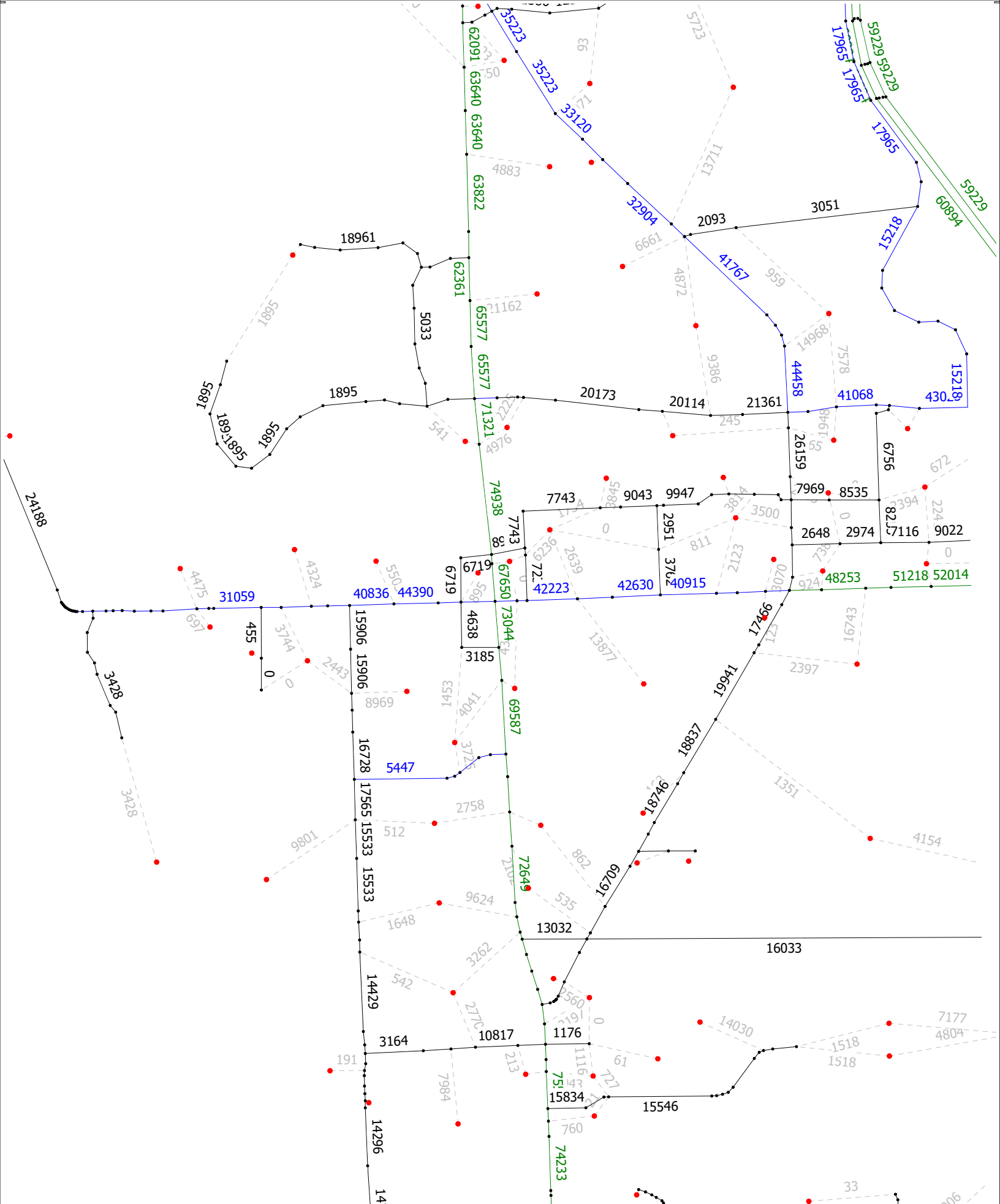


D1RPM\_TOD V.1.06  
CF 2040

US 41 & BBR North and Full Quad Roadway



(Licensed to Kittelson and Associates Inc)



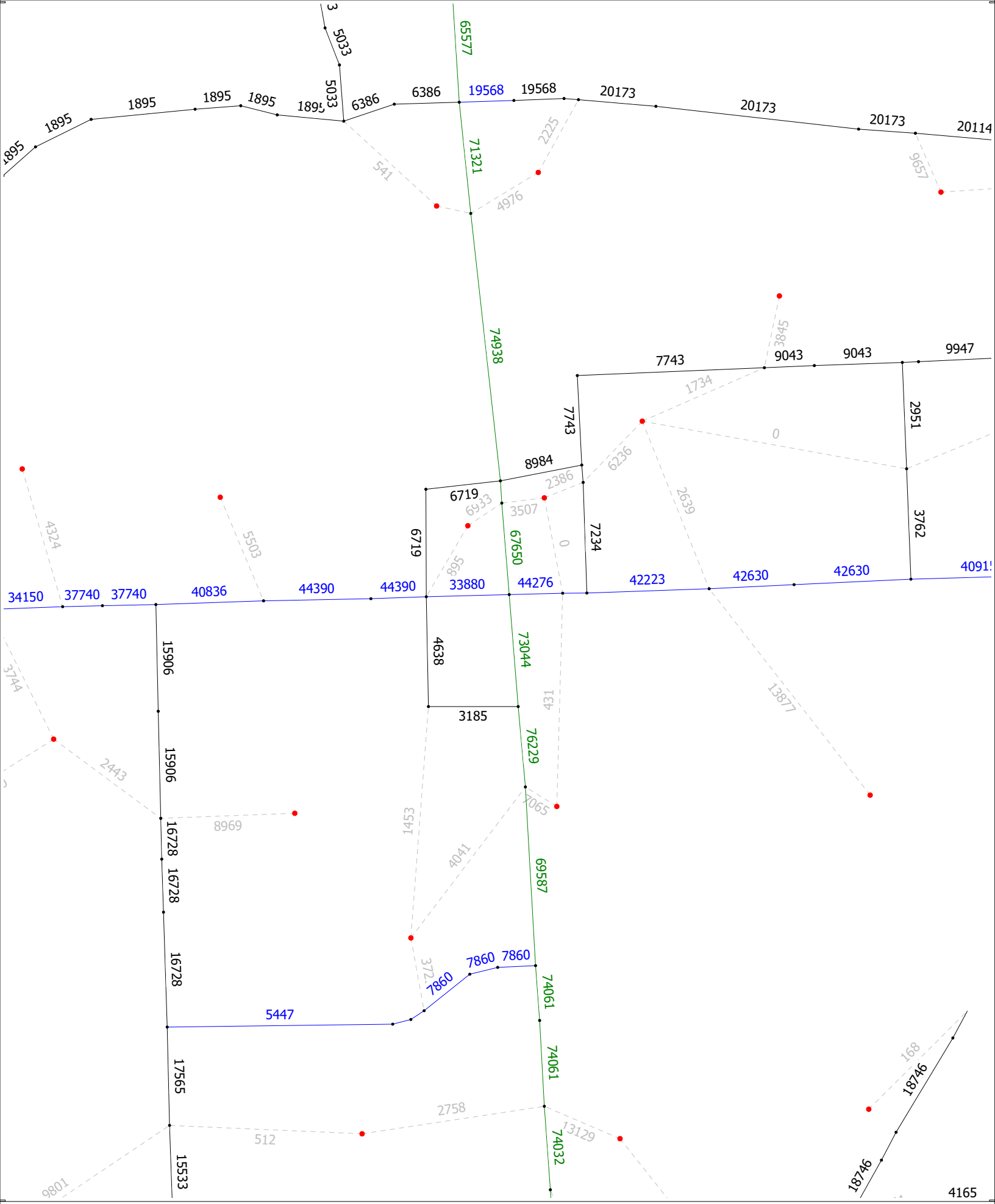
D1RPM\_TOD V.1.06

CF 2040

US 41 & BBR North and N & SW Quad Roadway



(Licensed to Kittelson and Associates Inc)



D1RPM\_TOD V.1.06  
CF 2040

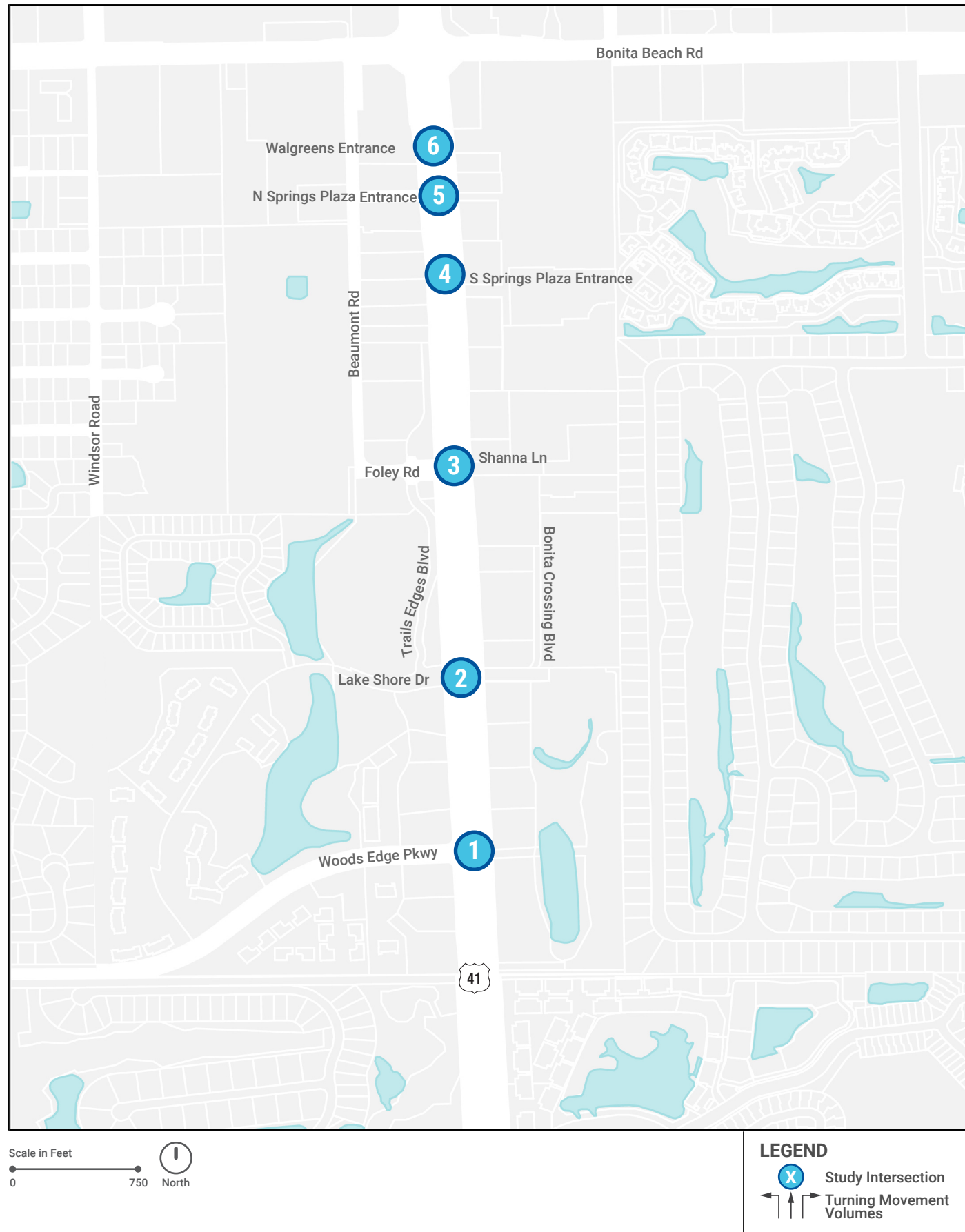
US 41 & BBR North and N & SW Quad Roadway



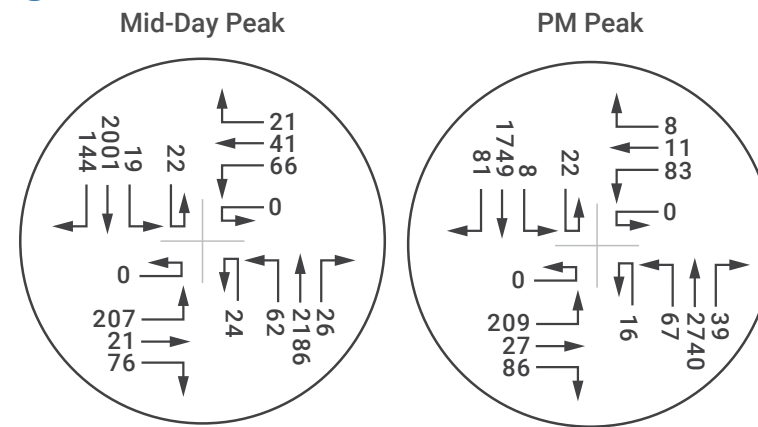
(Licensed to Kittelson and Associates Inc)



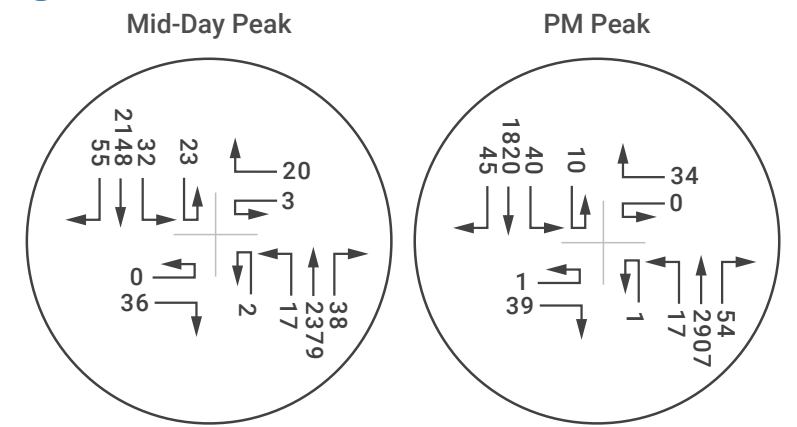
*Appendix I. Opening Year No-Build and Build Scenario Turning Movement Volumes*



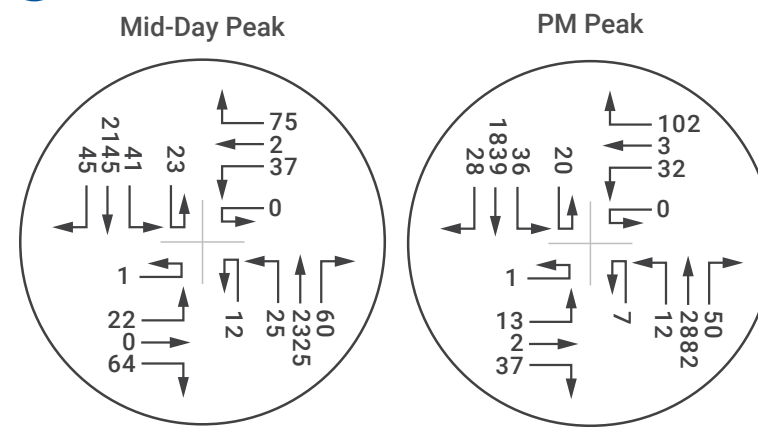
**1 US 41 & Woods Edge Pkwy**



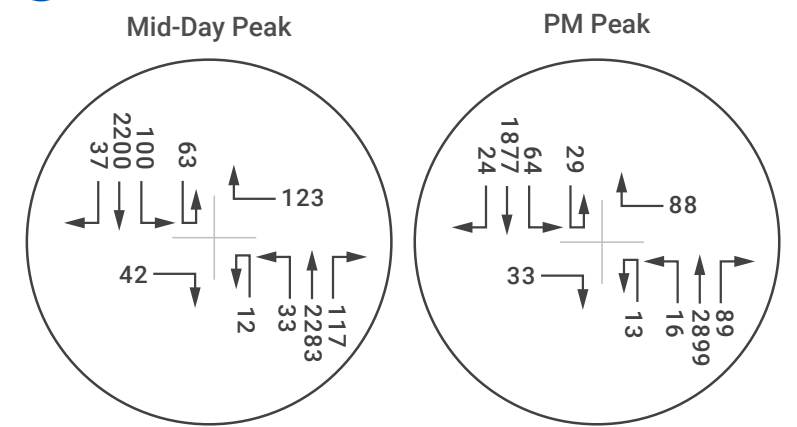
**2 US 41 & Lake Shore Dr**



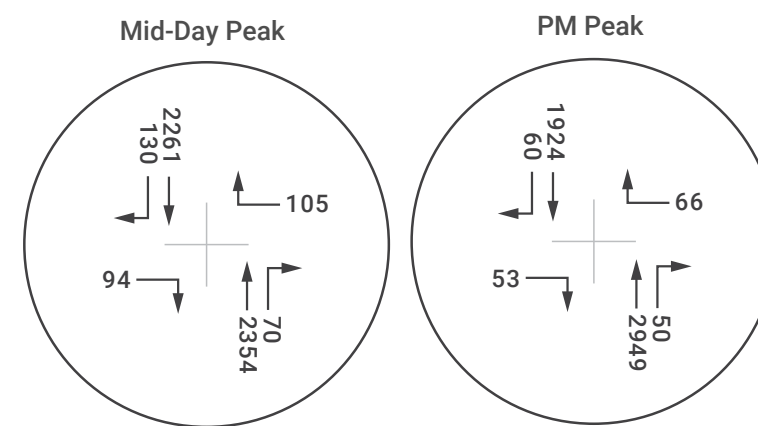
**3 US 41 & Foley Rd/Shanna Ln**



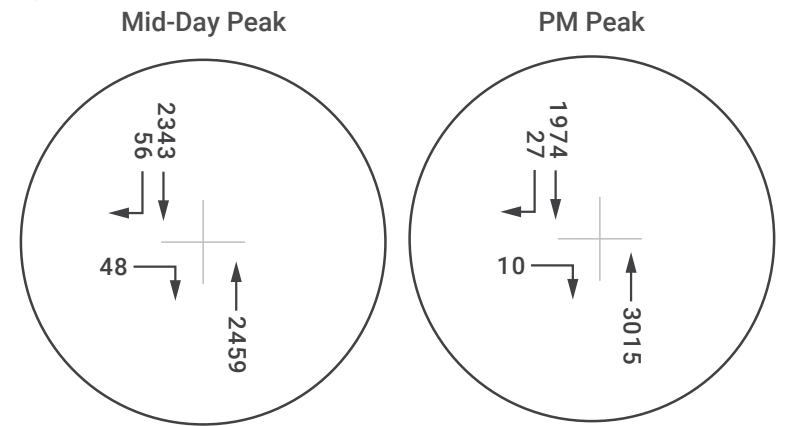
**4 US 41 & S Springs Plaza Entrance**

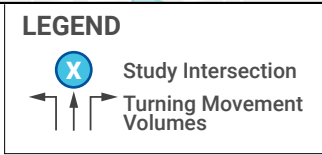
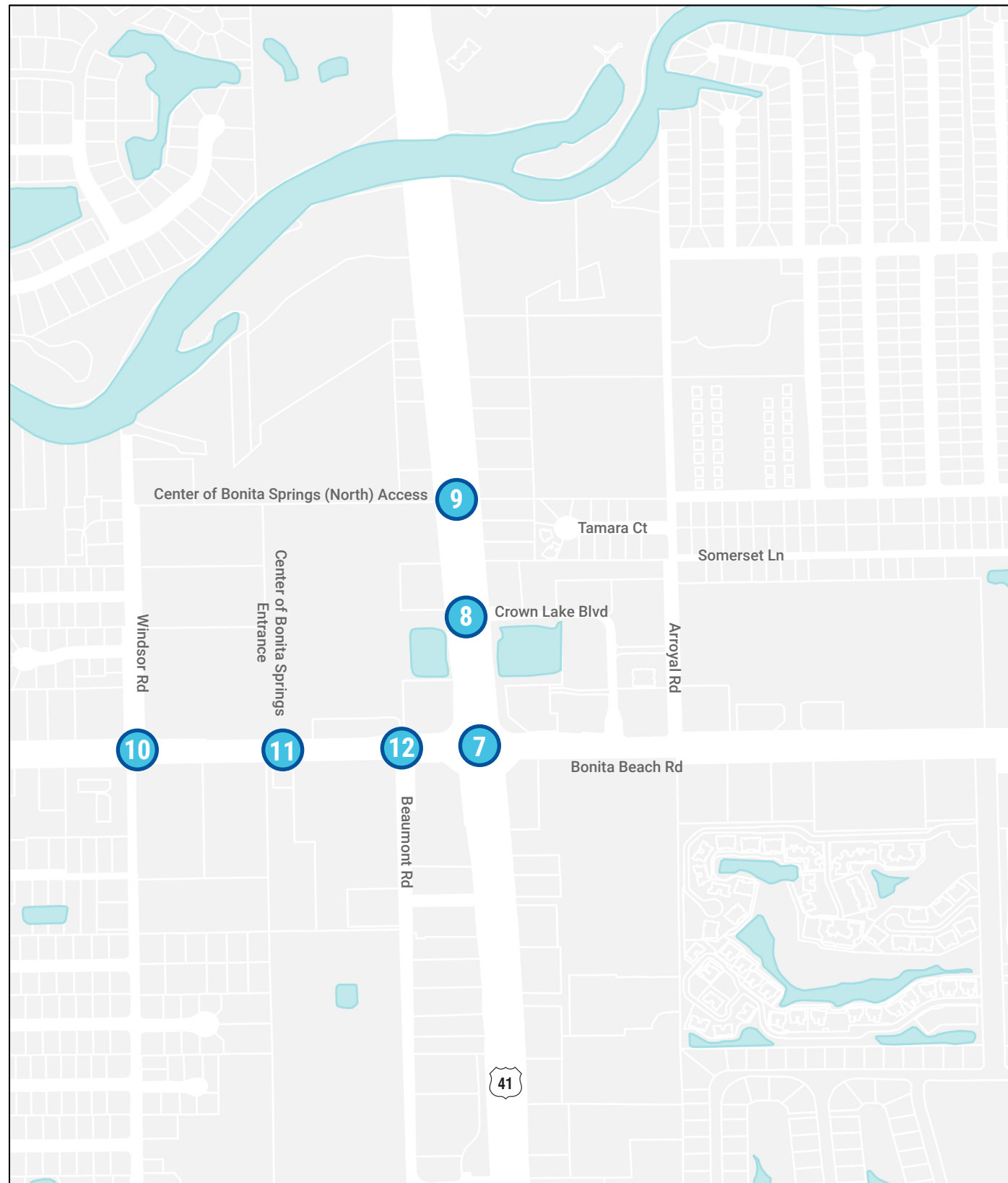


**5 US 41 & N Springs Plaza Entrance**

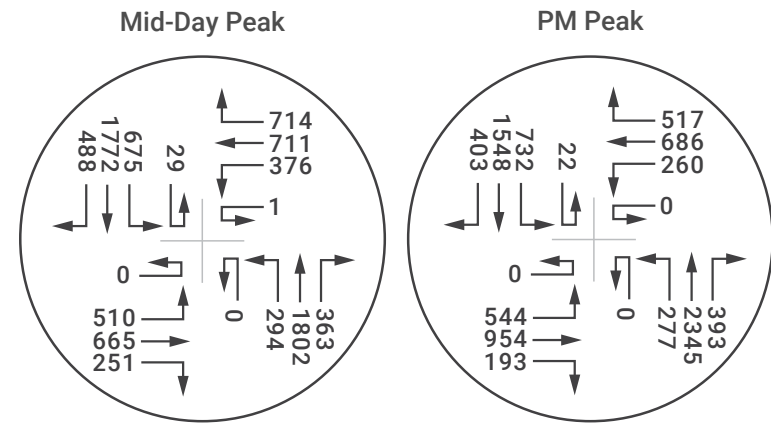


**6 US 41 & Walgreens Entrance**

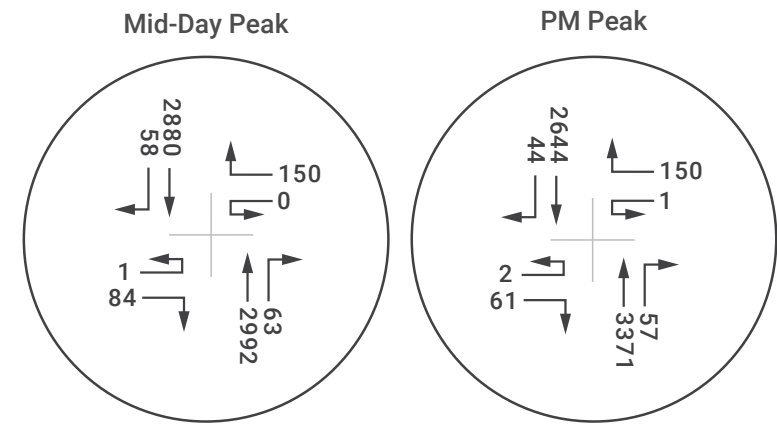




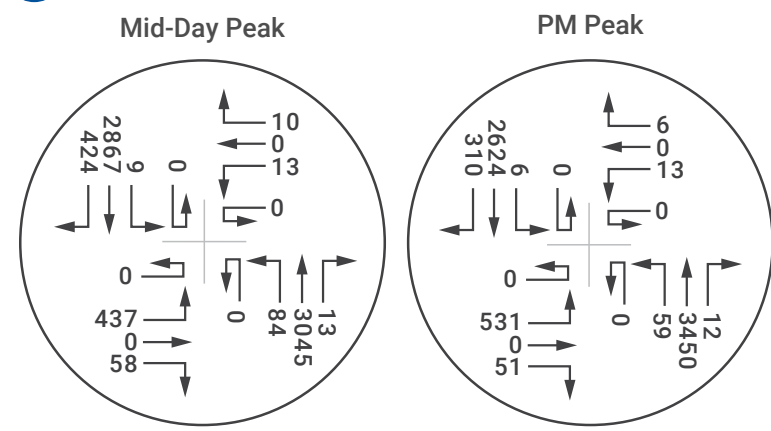
**7 US 41 & Bonita Beach Rd**



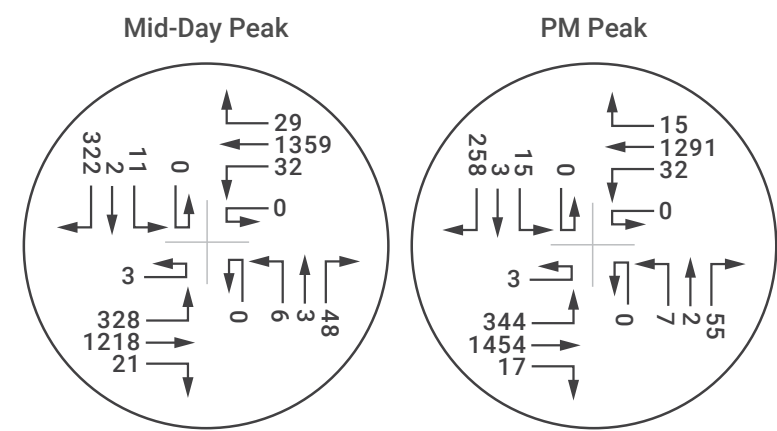
**8 US 41 & Crown Lake Blvd**



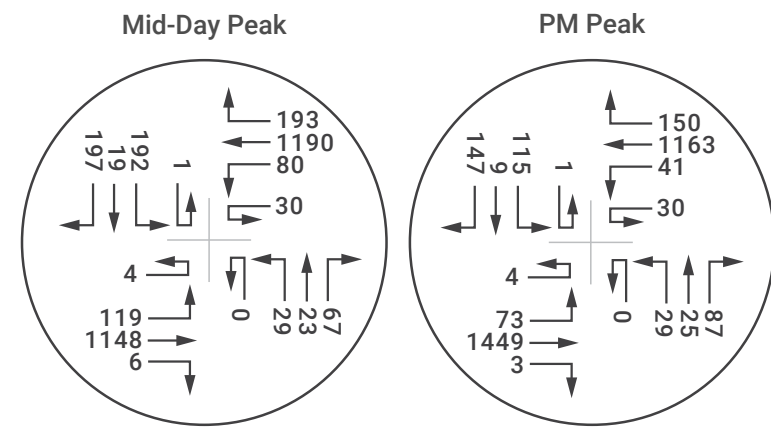
**9 US 41 & Center of Bonita Springs (North) Access**



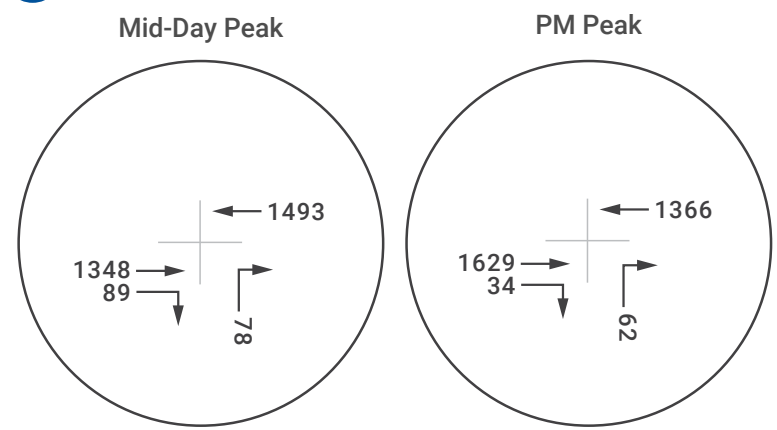
**10 Windsor Rd & Bonita Beach Rd**

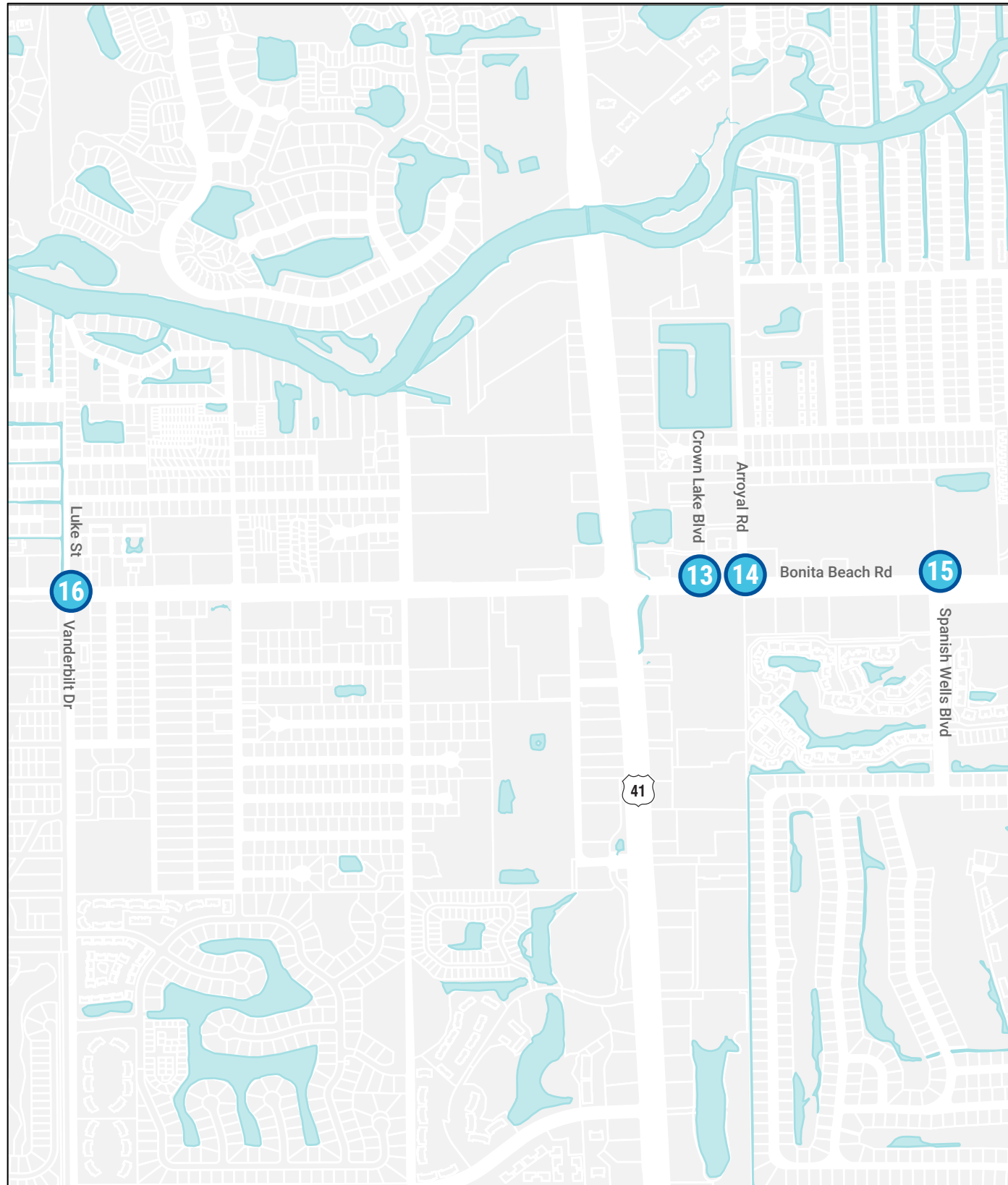


**11 Center of Bonita Springs Entrance & Bonita Beach Rd**

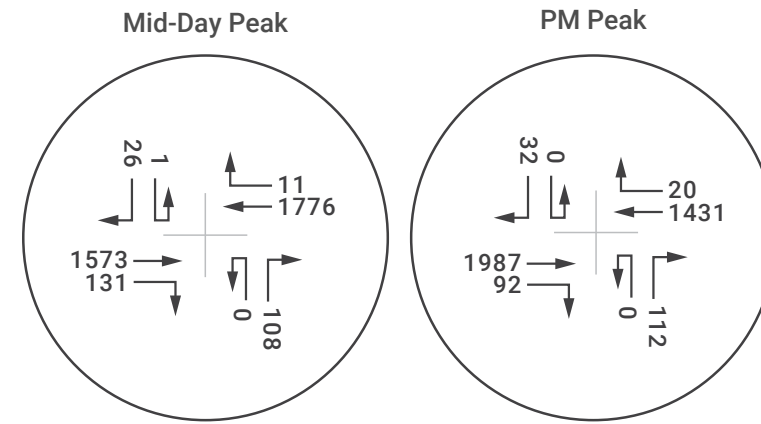


**12 Beaumont Rd & Bonita Beach Rd**

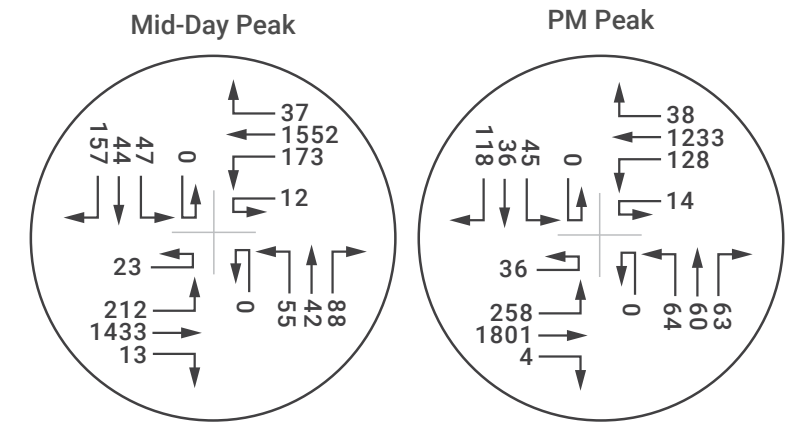




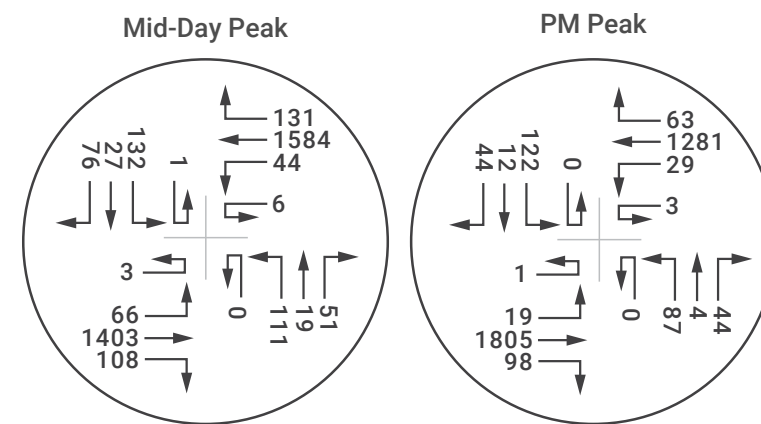
**13 Crown Lake Blvd & Bonita Beach Rd**



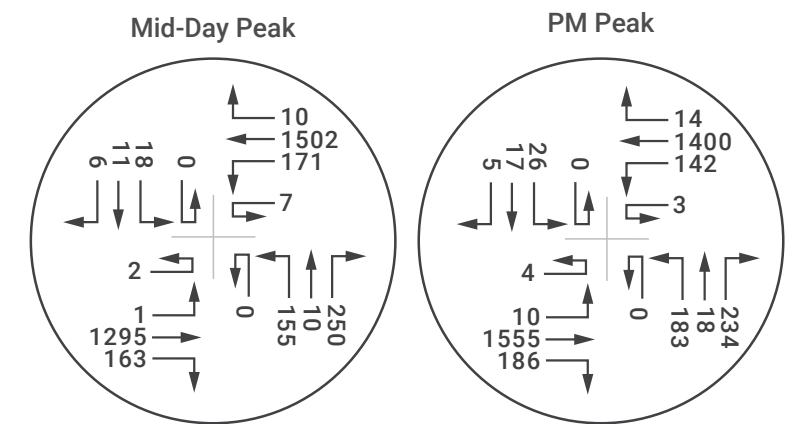
**14 Arroyal Rd & Bonita Beach Rd**



**15 Spanish Wells Blvd & Bonita Beach Rd**



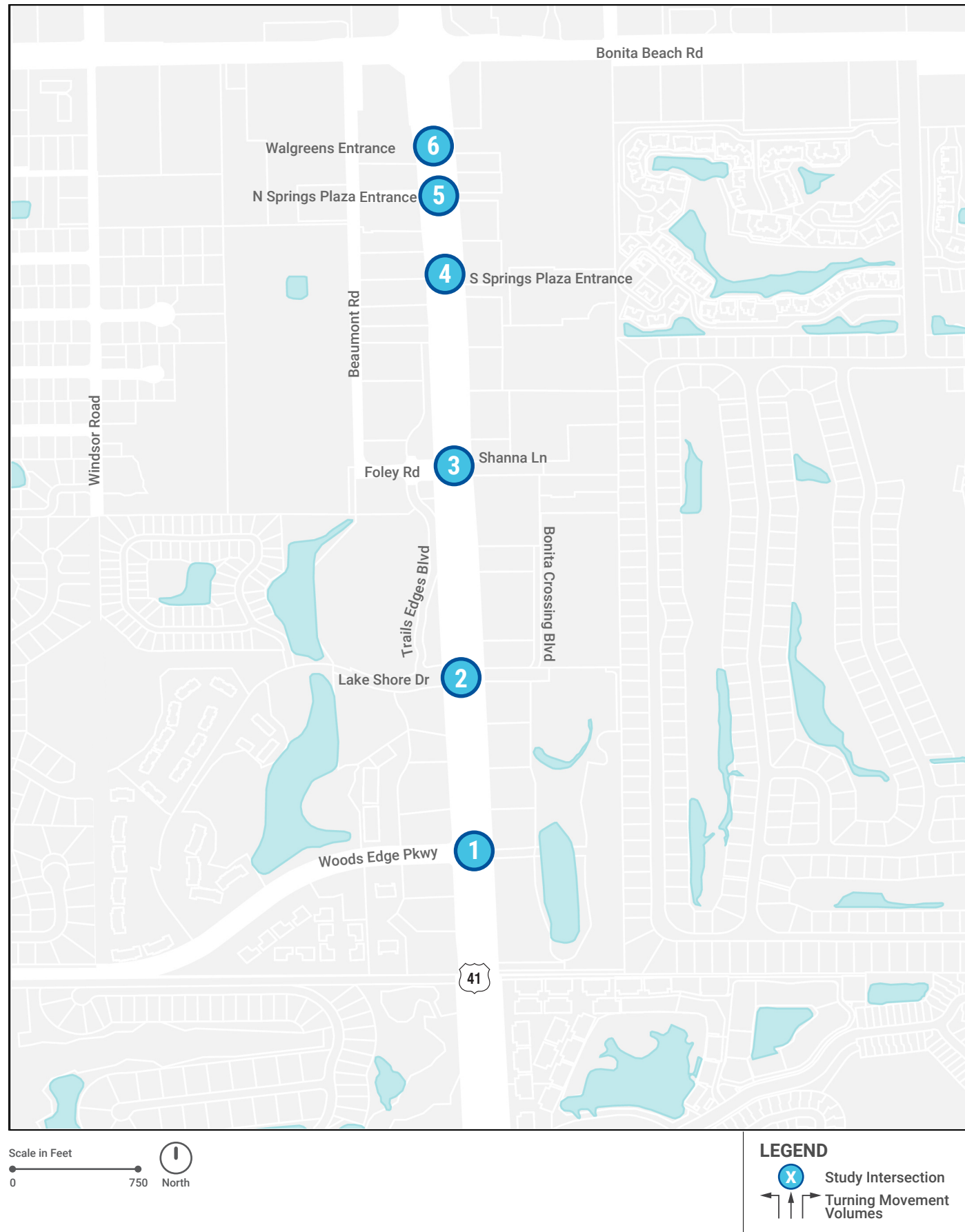
**16 Vanderbilt Dr/Luke St & Bonita Beach Rd**



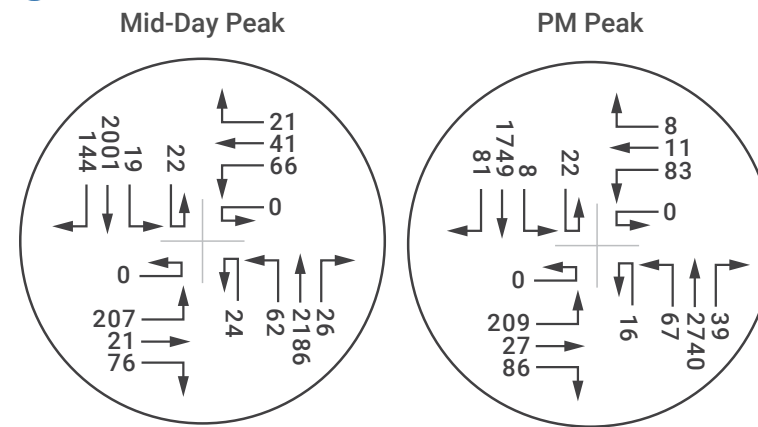
**LEGEND**

- Study Intersection
- Turning Movement Volumes

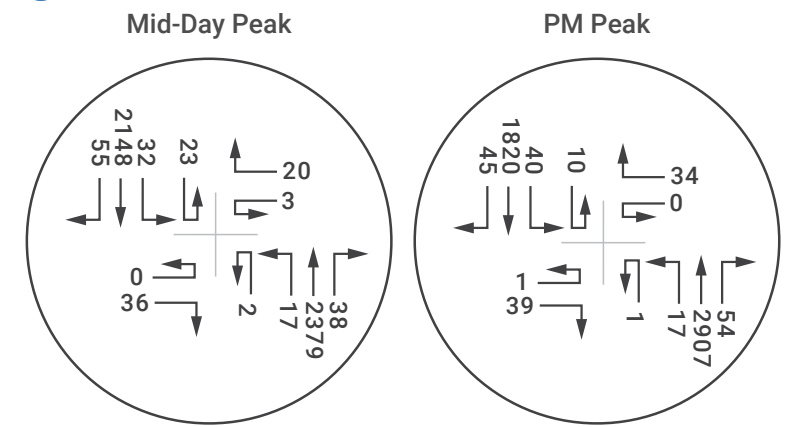




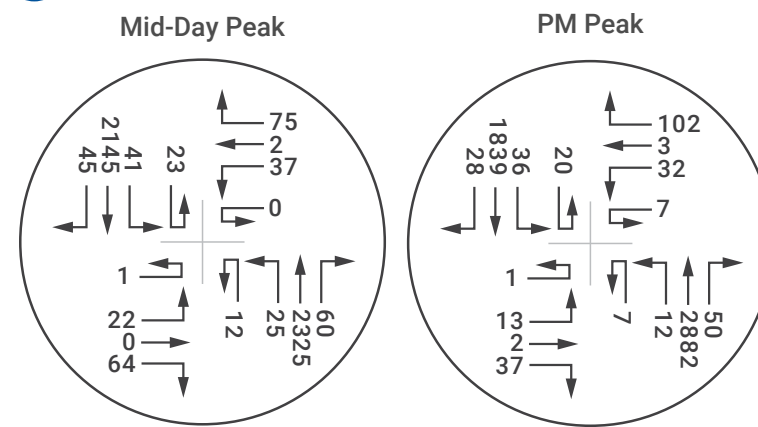
**1 US 41 & Woods Edge Pkwy**



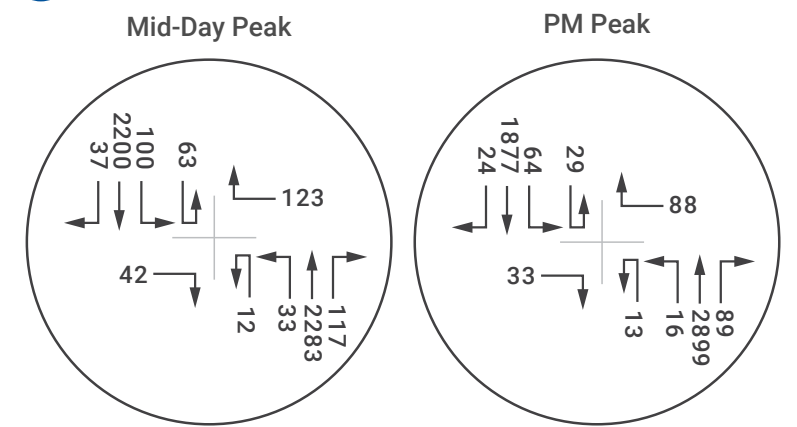
**2 US 41 & Lake Shore Dr**



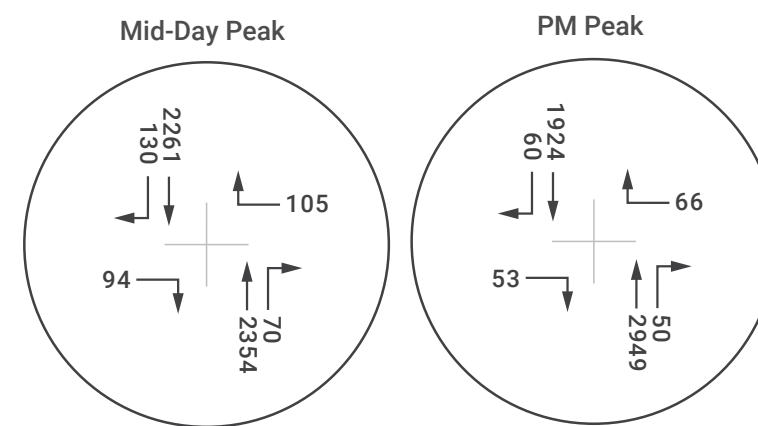
**3 US 41 & Foley Rd/Shanna Ln**



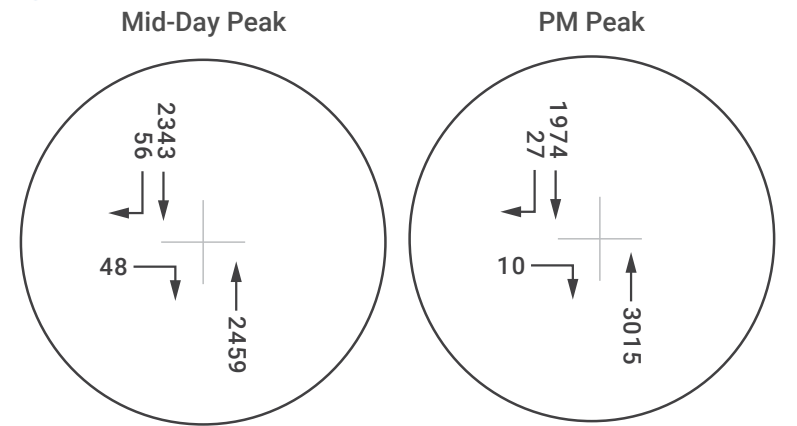
**4 US 41 & S Springs Plaza Entrance**

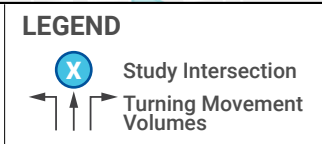
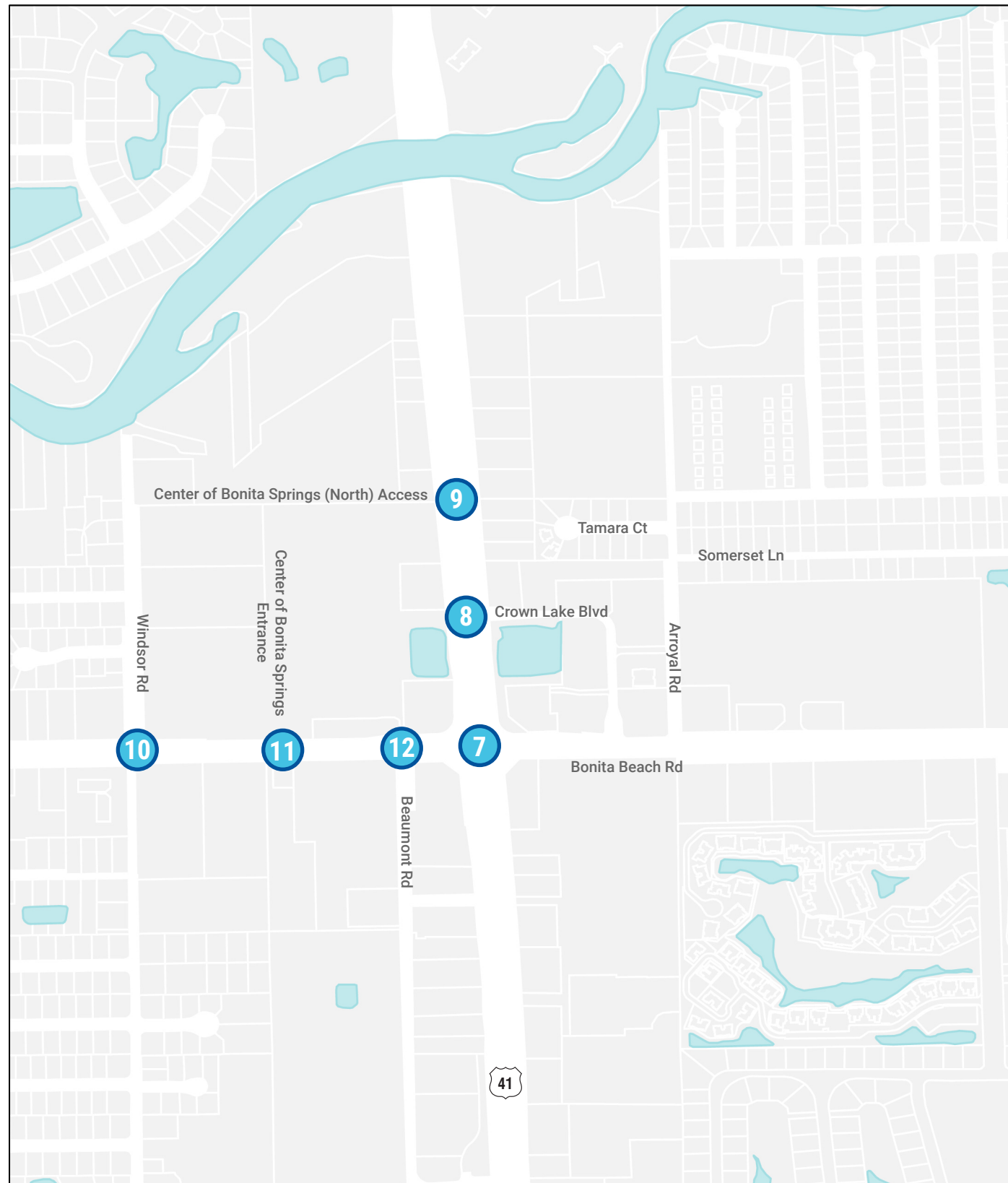


**5 US 41 & N Springs Plaza Entrance**

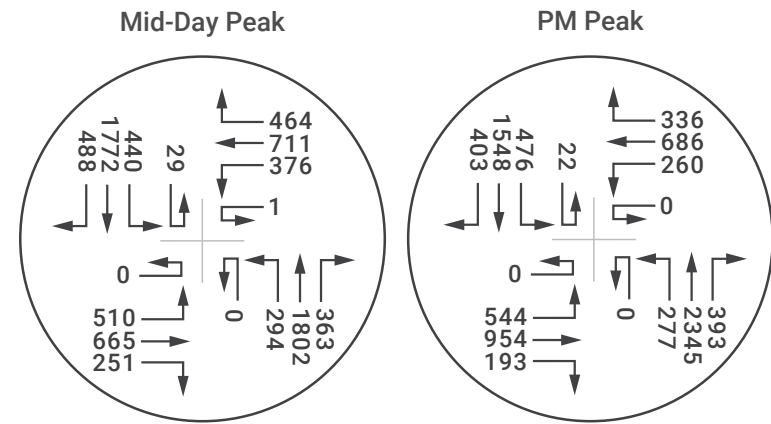


**6 US 41 & Walgreens Entrance**

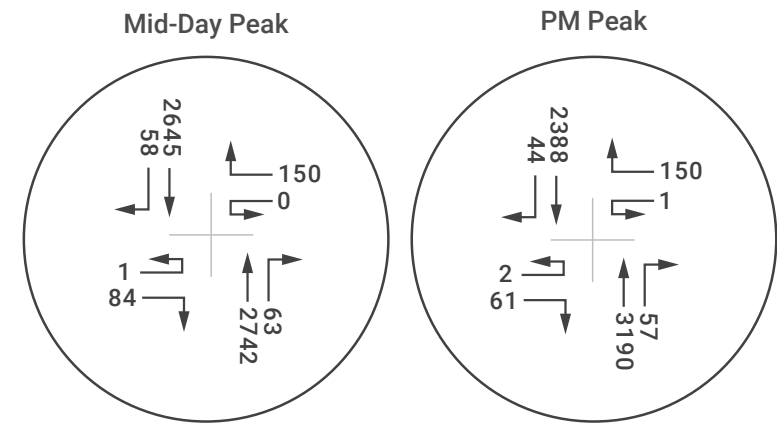




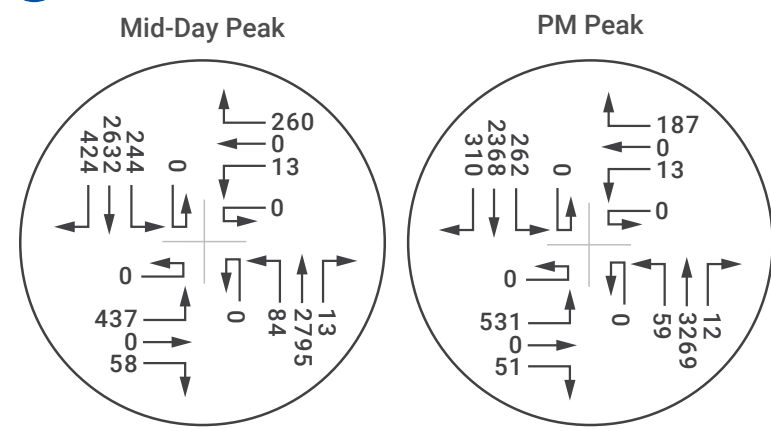
**7 US 41 & Bonita Beach Rd**



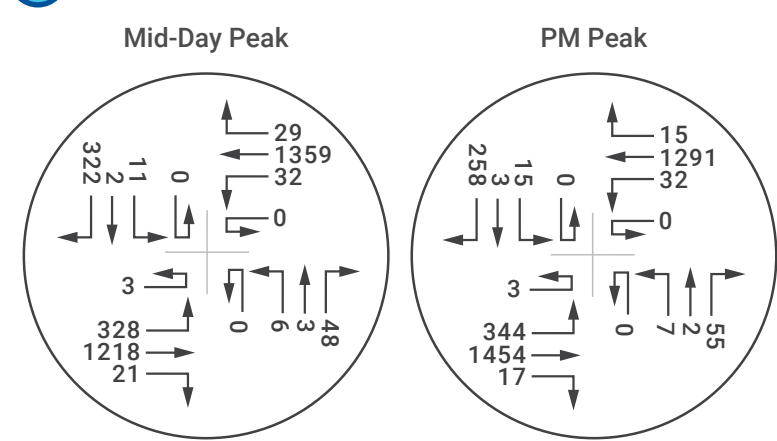
**8 US 41 & Crown Lake Blvd**



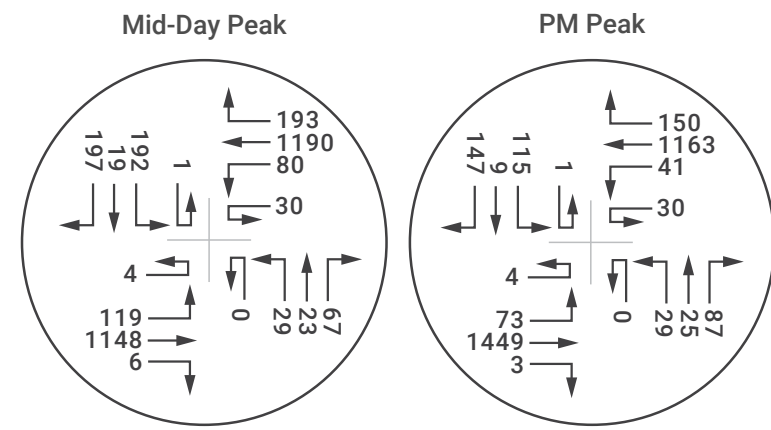
**9 US 41 & Center of Bonita Springs (North) Access**



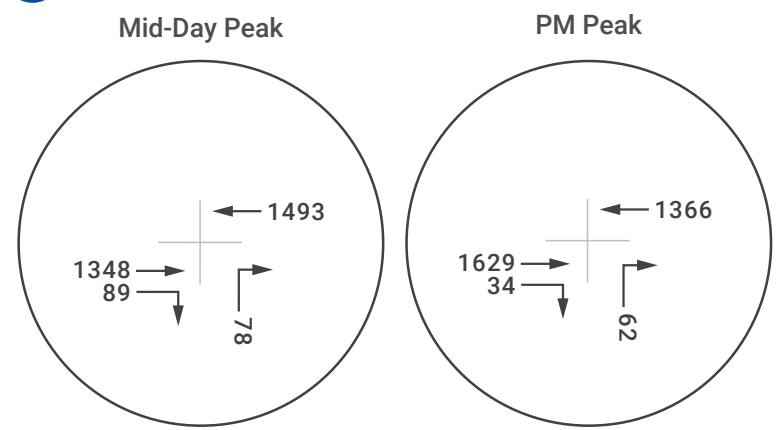
**10 Windsor Rd & Bonita Beach Rd**

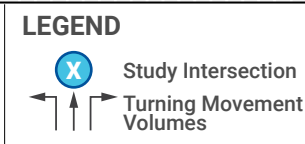
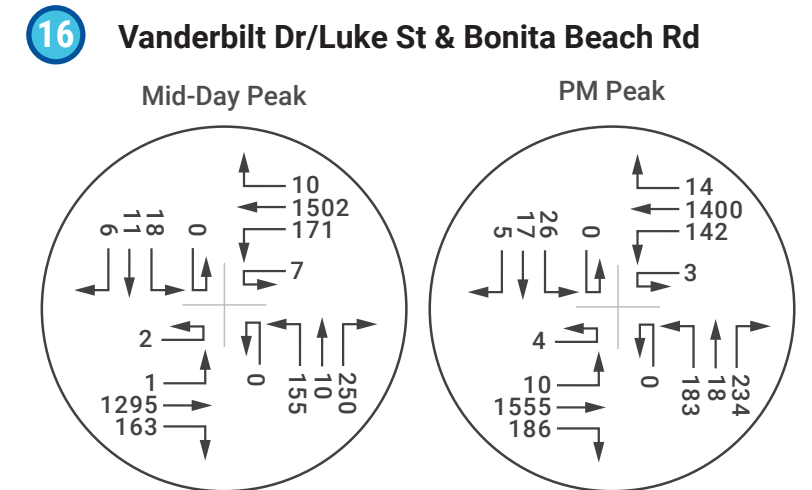
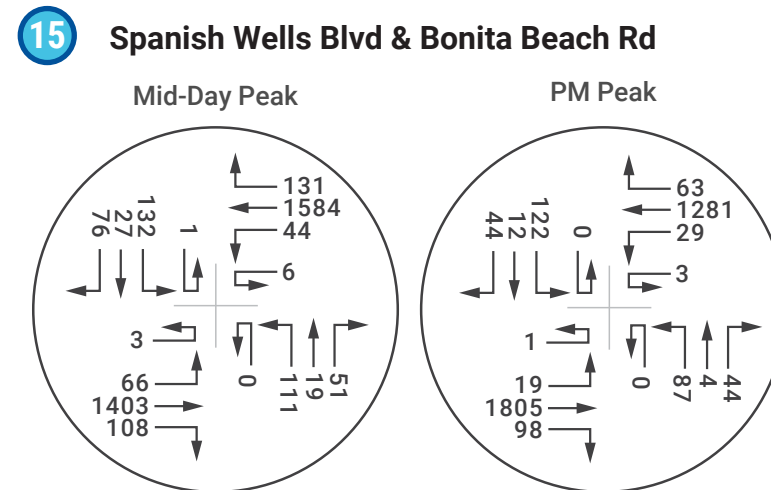
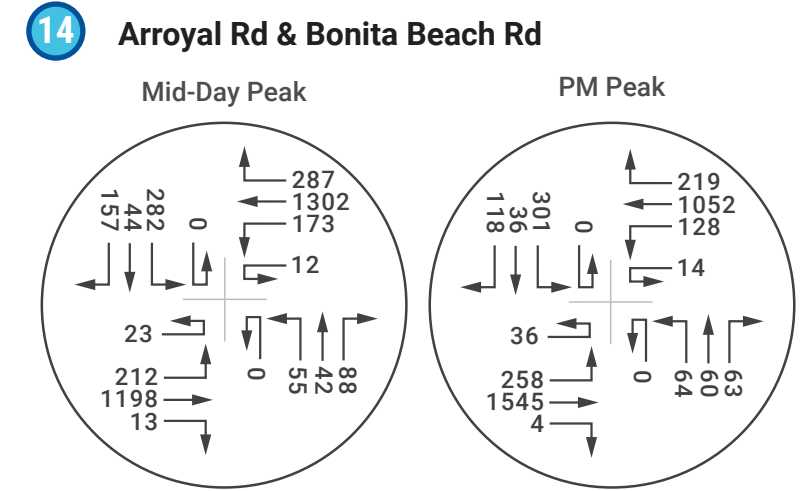
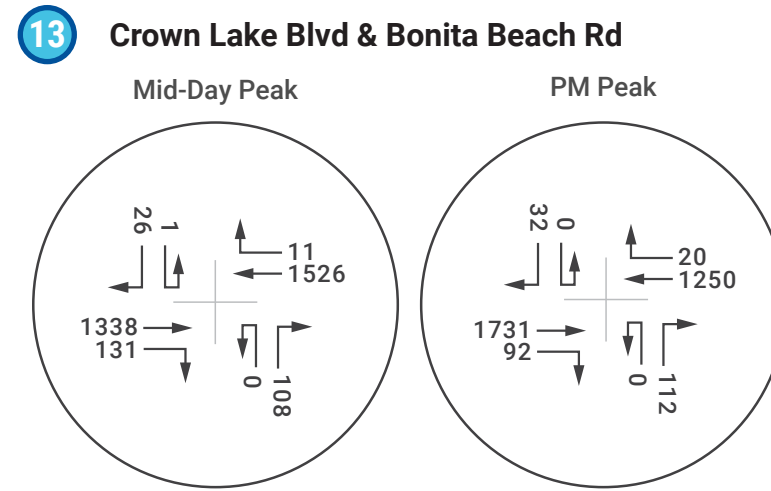
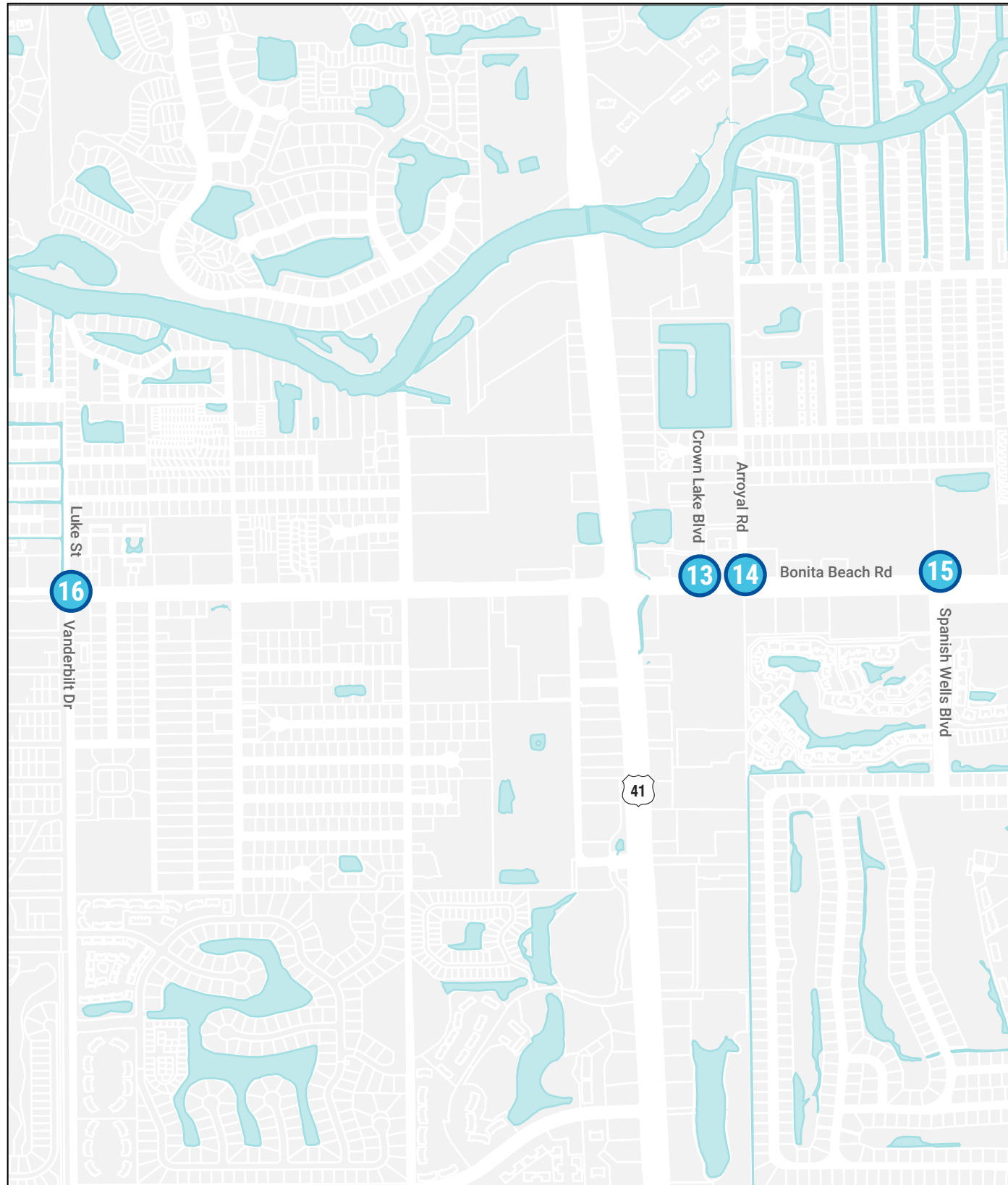


**11 Center of Bonita Springs Entrance & Bonita Beach Rd**



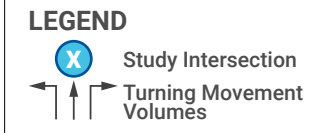
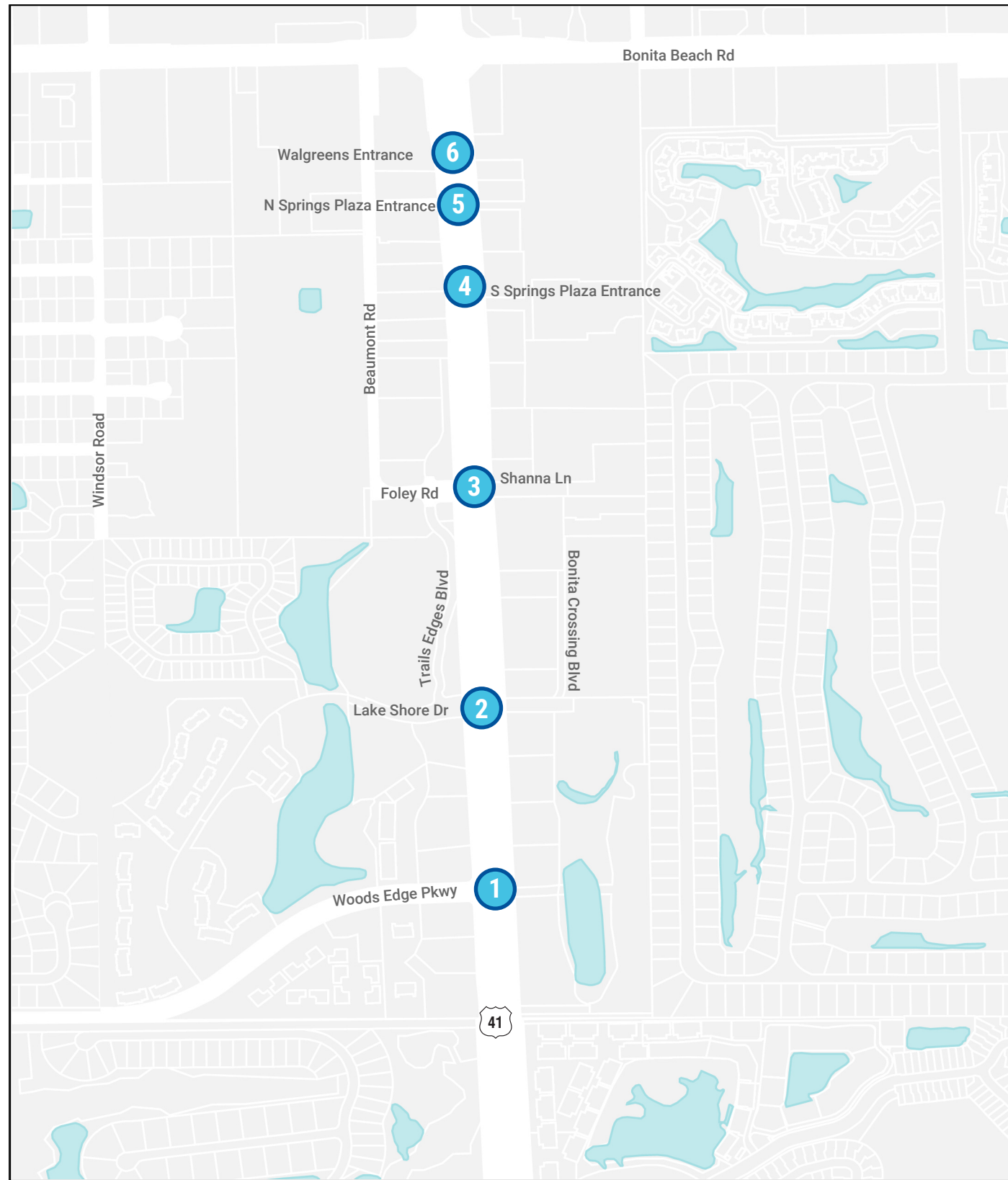
**12 Beaumont Rd & Bonita Beach Rd**



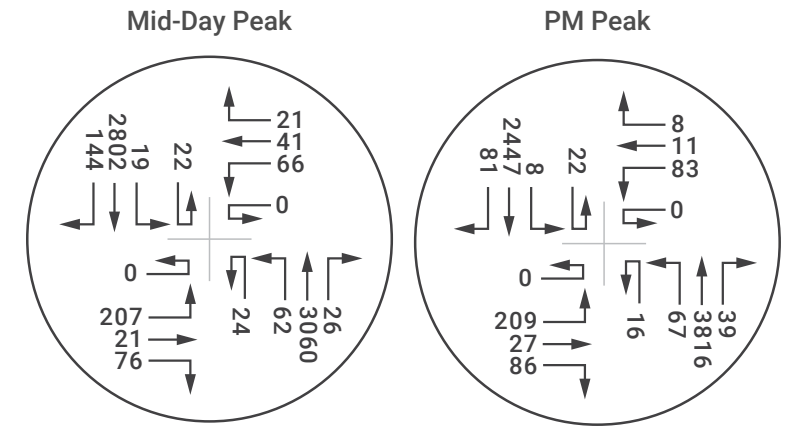


*Appendix J. Opening and Design Year Turning Movement Volumes with all Quadrant Roadways*

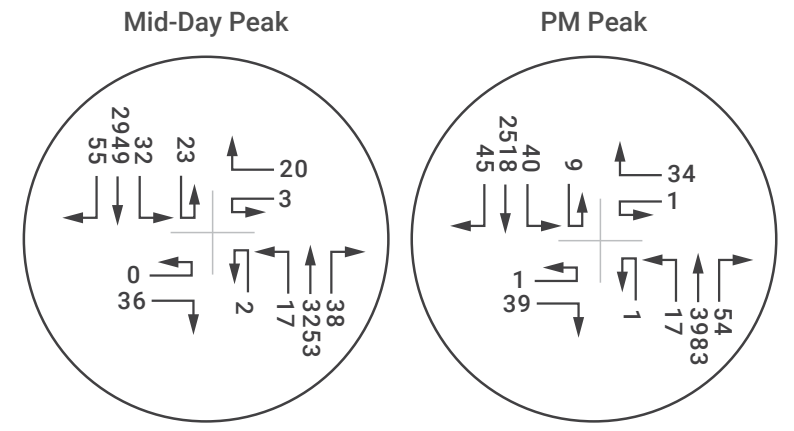




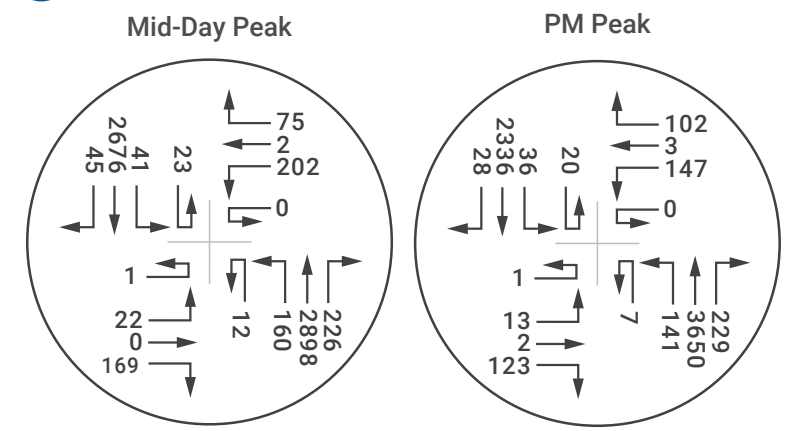
**1 US 41 & Woods Edge Pkwy**



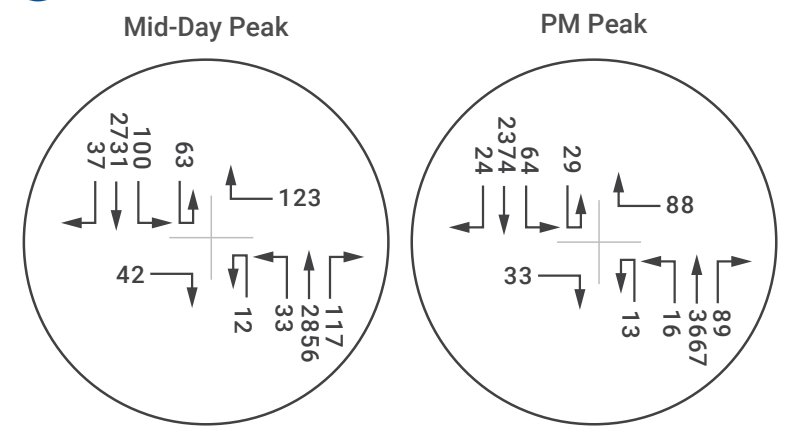
**2 US 41 & Lake Shore Dr**



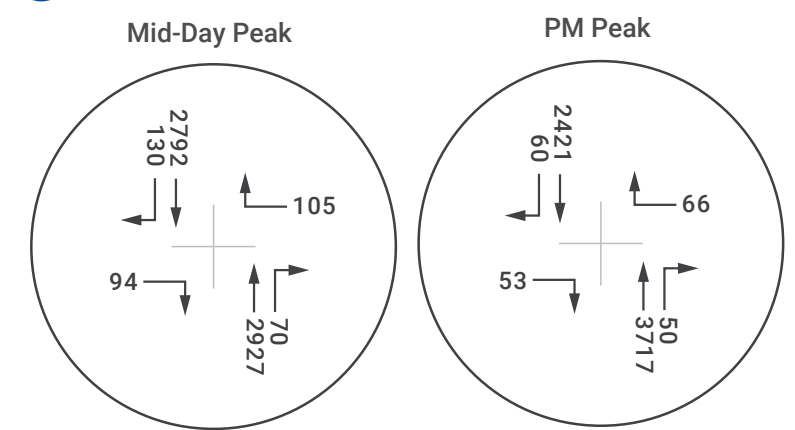
**3 US 41 & Foley Rd/Shanna Ln**



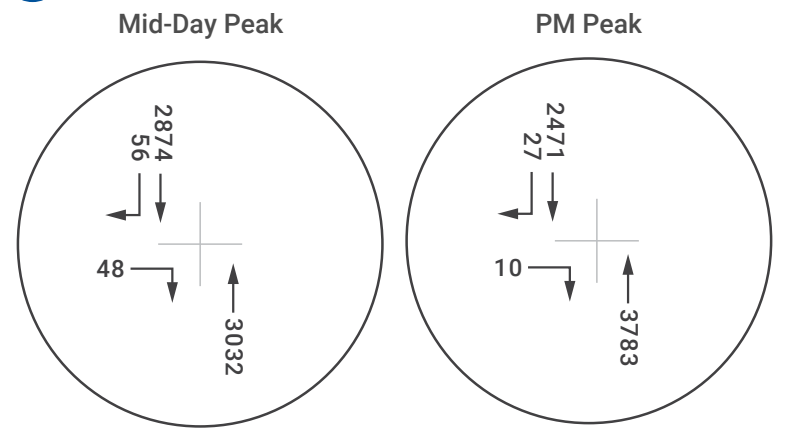
**4 US 41 & S Springs Plaza Entrance**

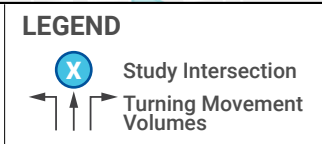
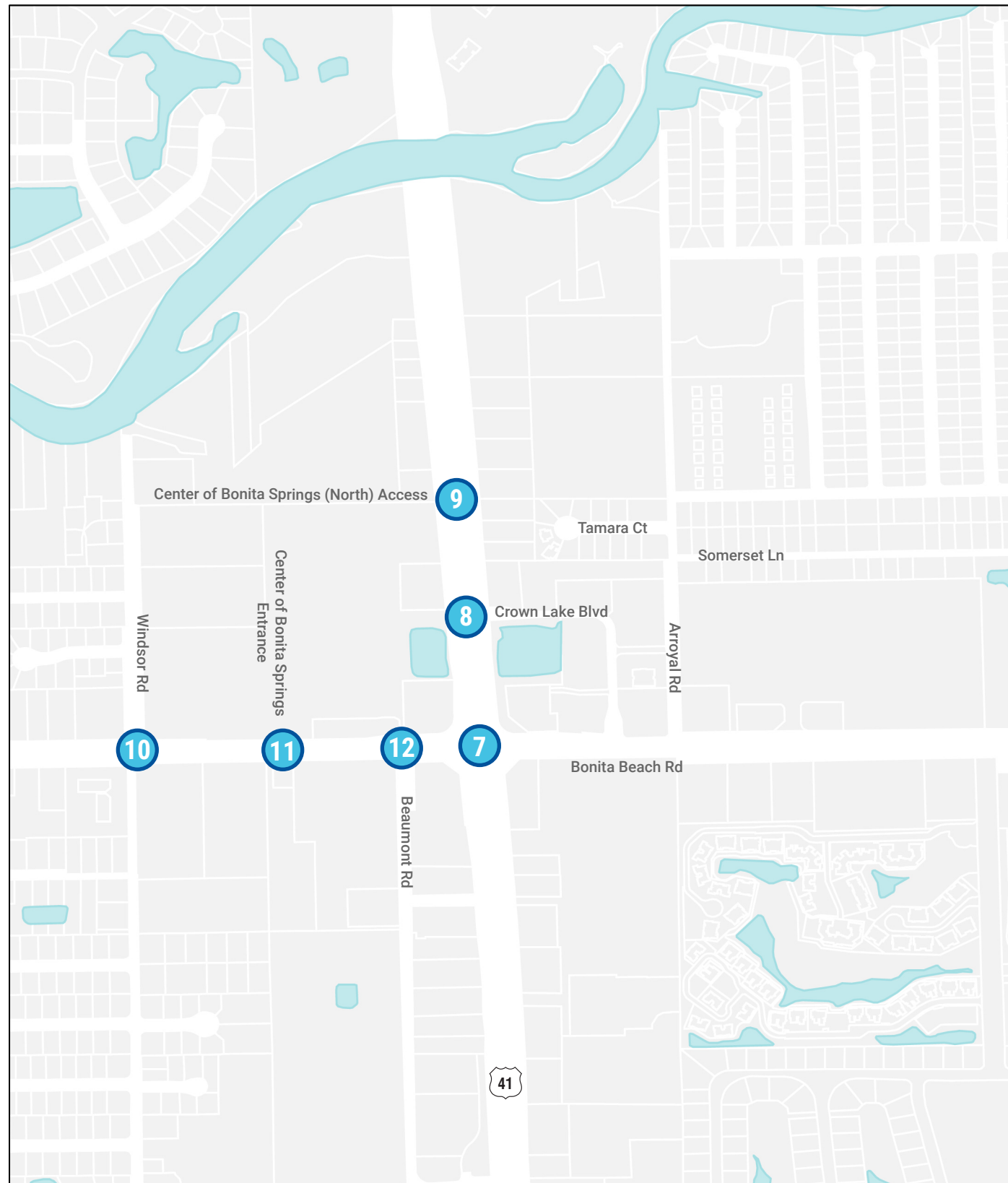


**5 US 41 & N Springs Plaza Entrance**

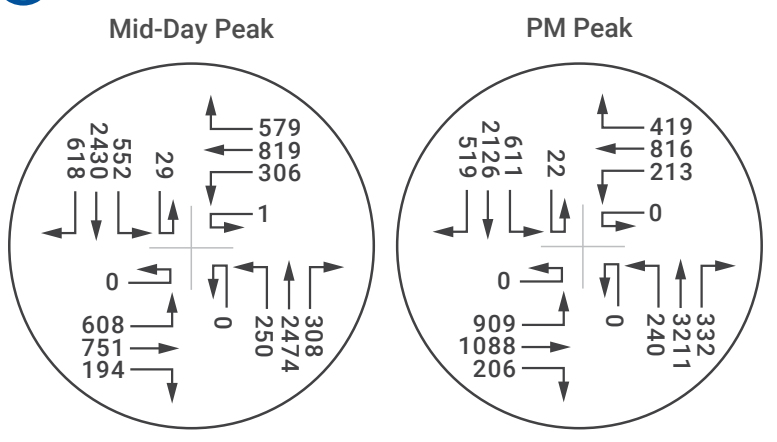


**6 US 41 & Walgreens Entrance**

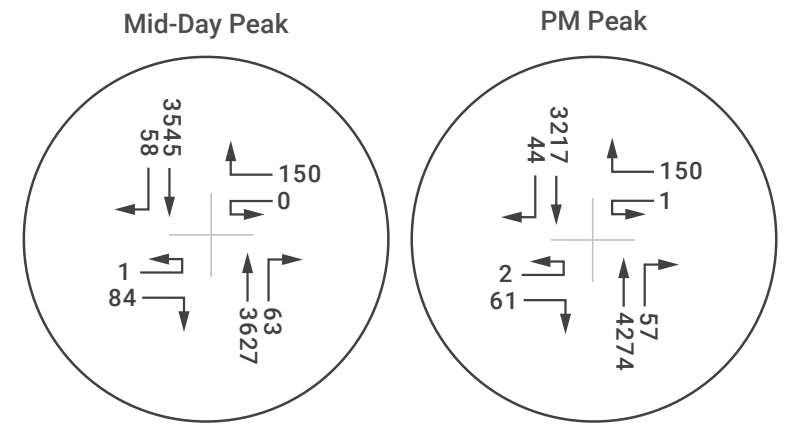




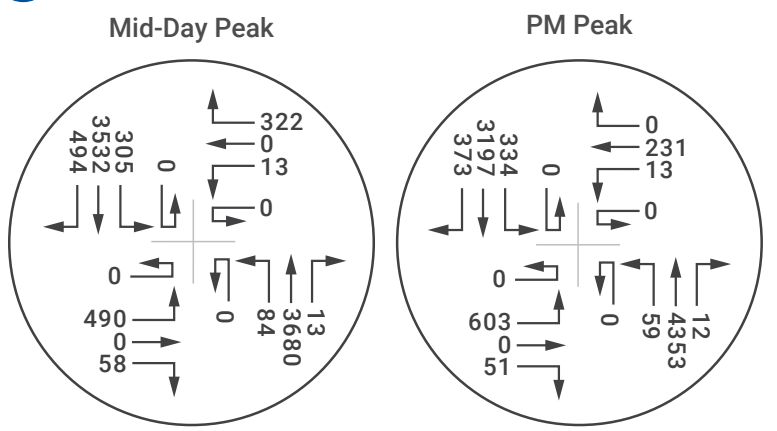
**7 US 41 & Bonita Beach Rd**



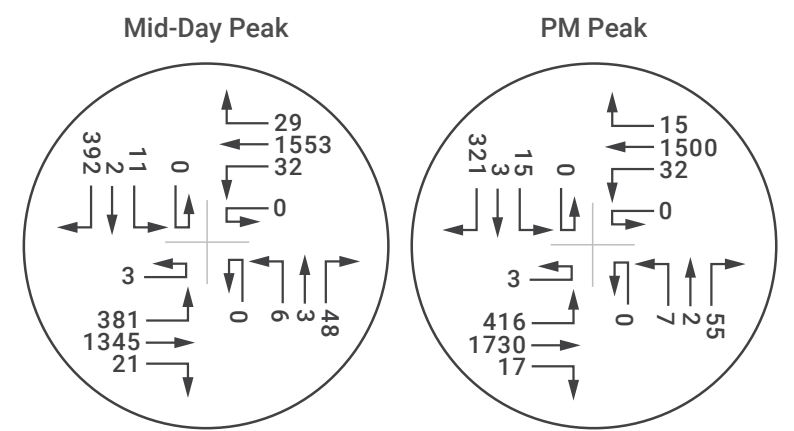
**8 US 41 & Crown Lake Blvd**



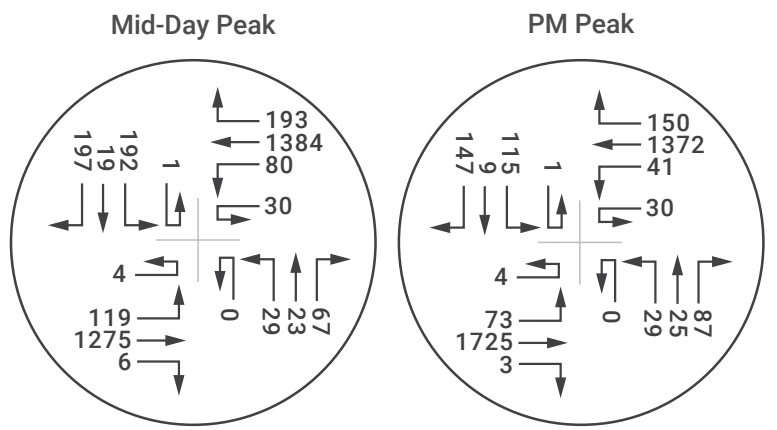
**9 US 41 & Center of Bonita Springs (North) Access**



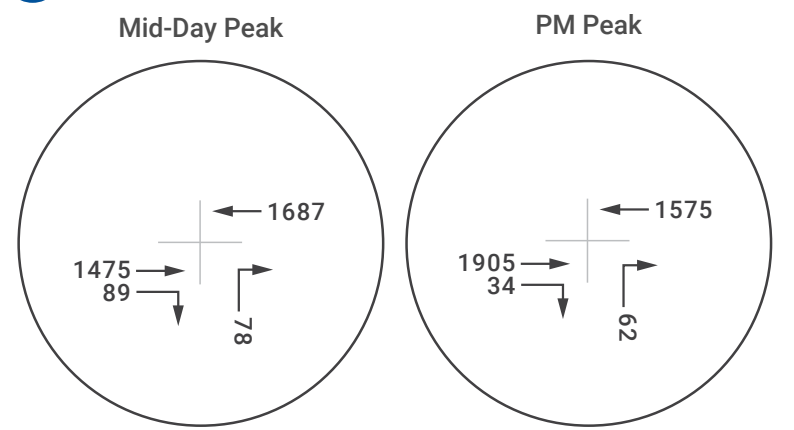
**10 Windsor Rd & Bonita Beach Rd**

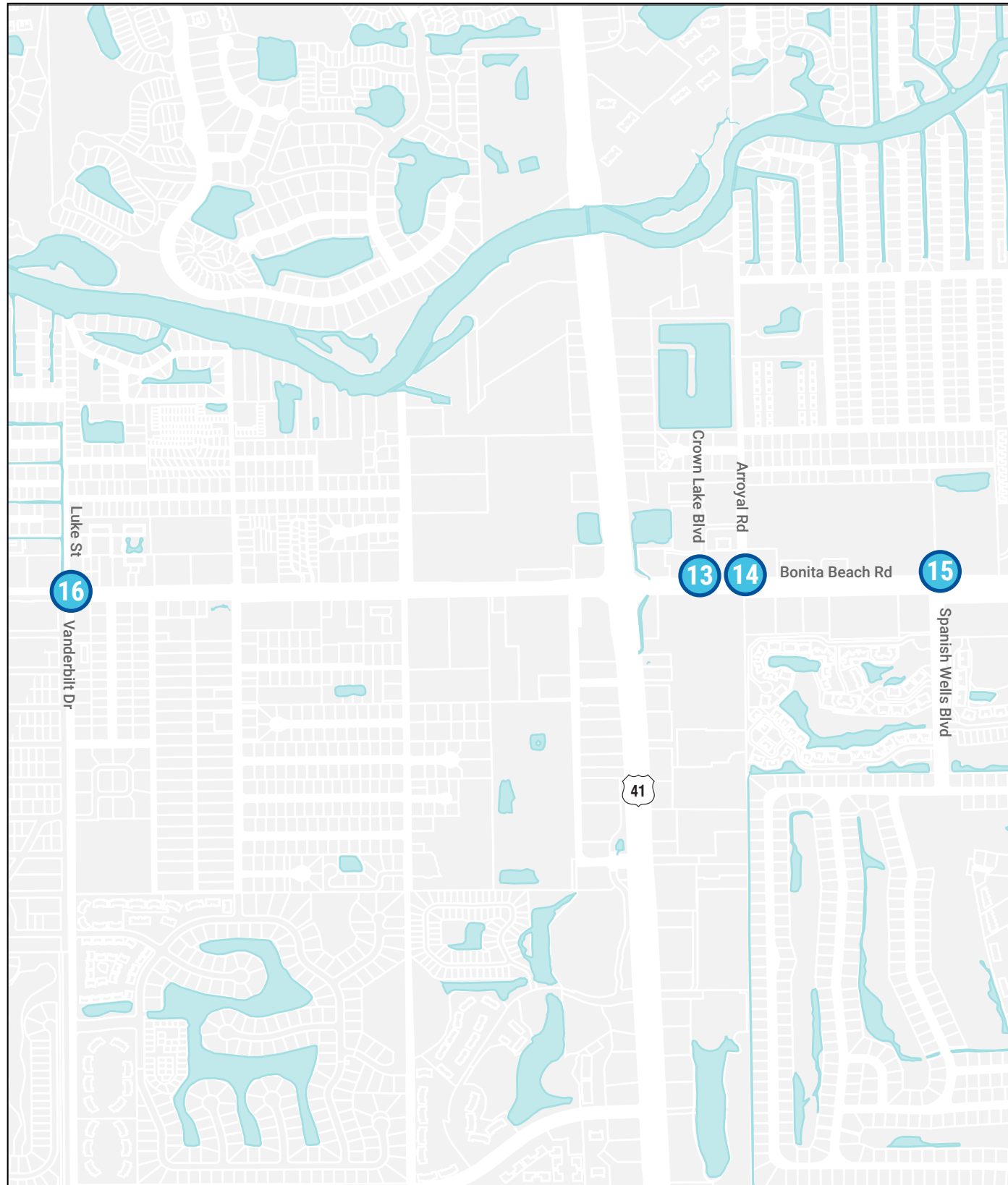


**11 Center of Bonita Springs Entrance & Bonita Beach Rd**

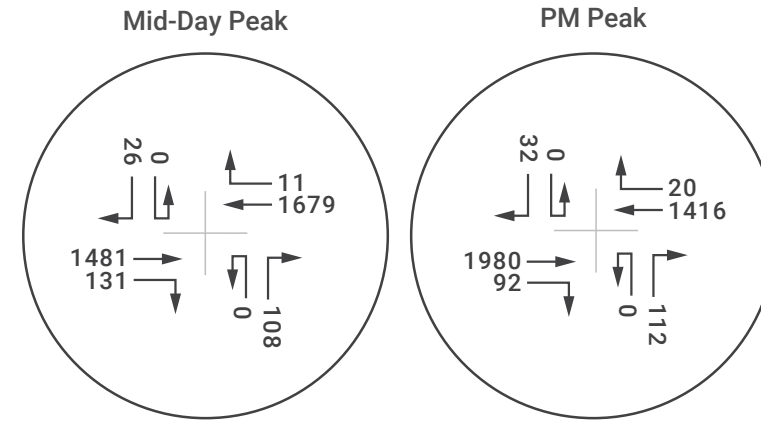


**12 Beaumont Rd & Bonita Beach Rd**

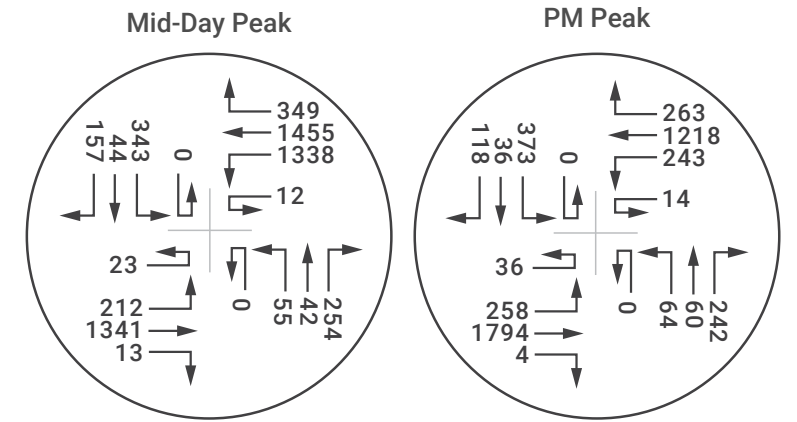




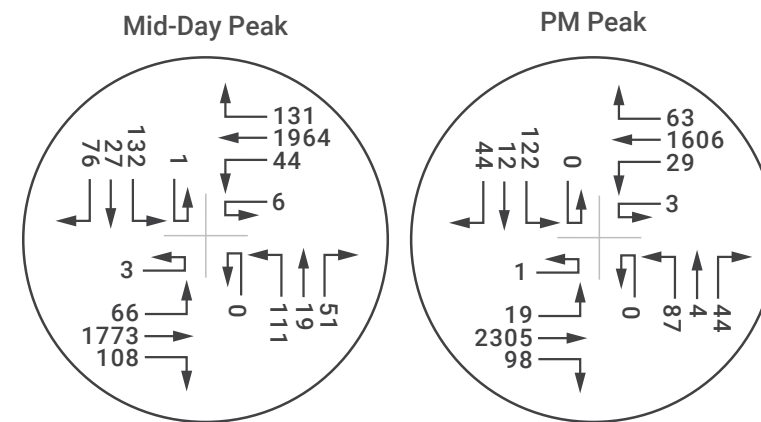
**13 Crown Lake Blvd & Bonita Beach Rd**



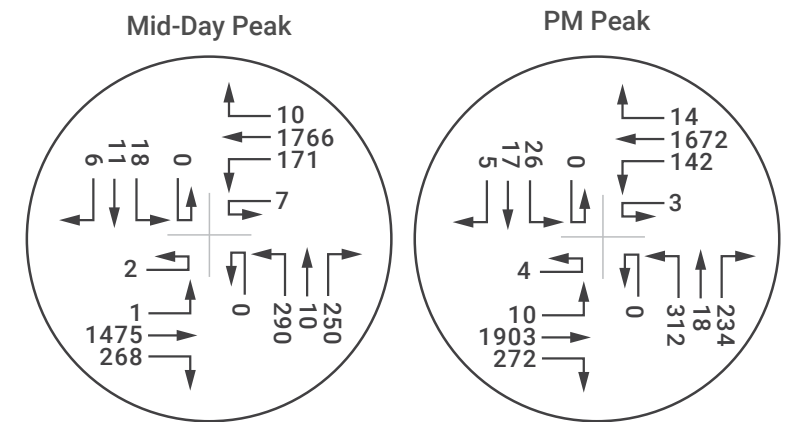
**14 Arroyal Rd & Bonita Beach Rd**



**15 Spanish Wells Blvd & Bonita Beach Rd**



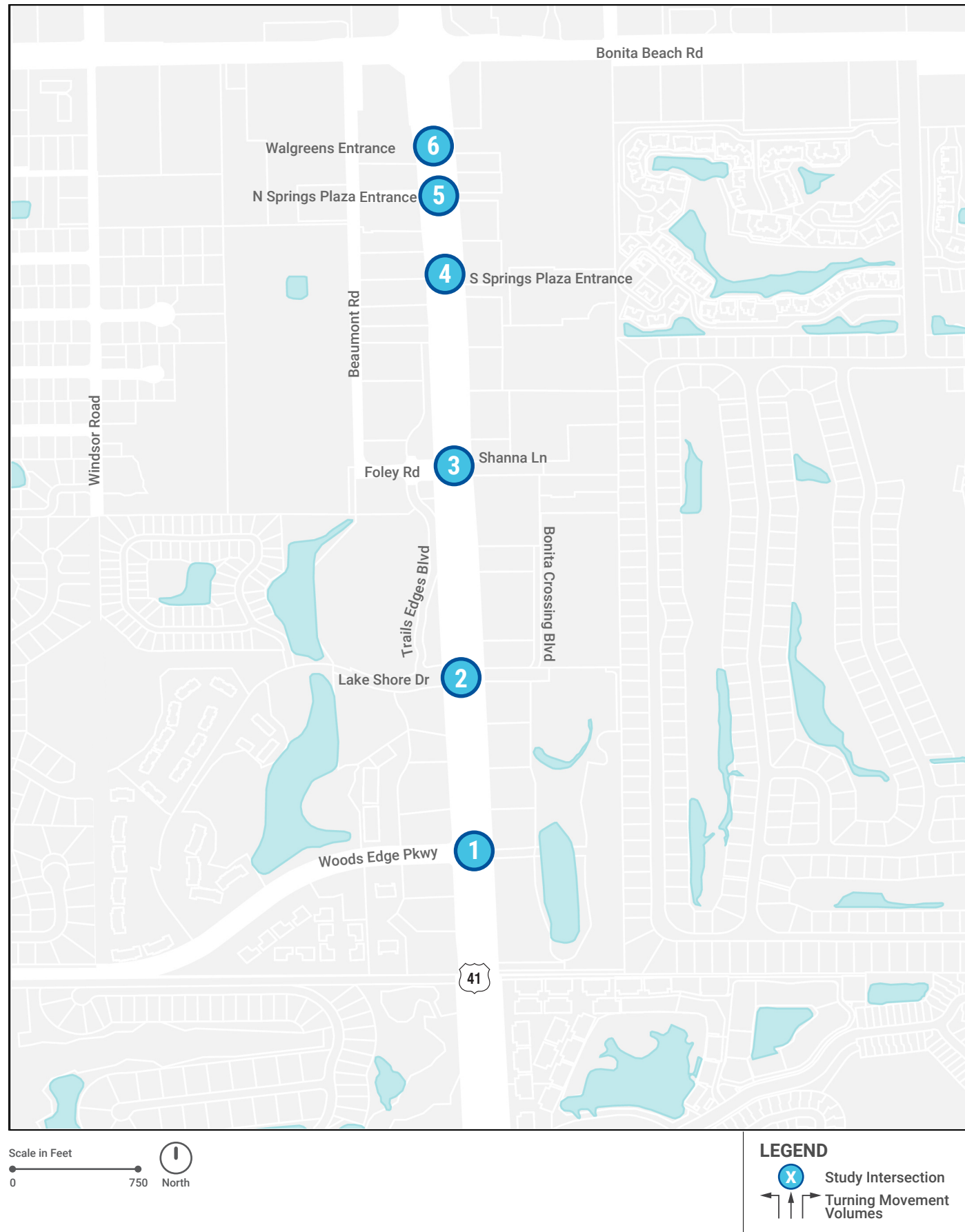
**16 Vanderbilt Dr/Luke St & Bonita Beach Rd**



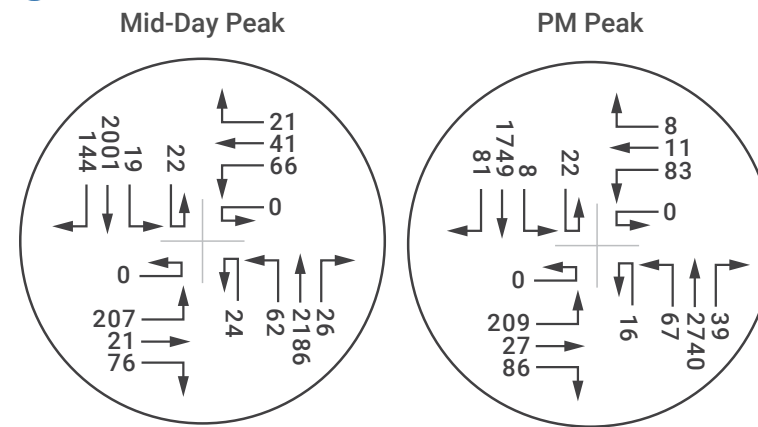
**LEGEND**

- Study Intersection
- Turning Movement Volumes

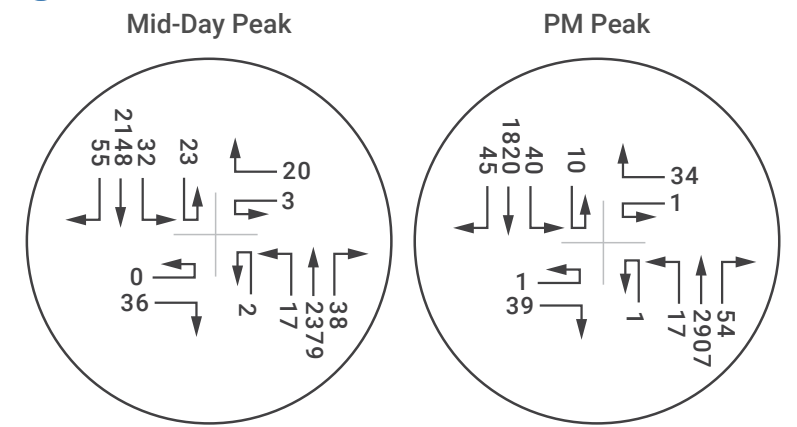




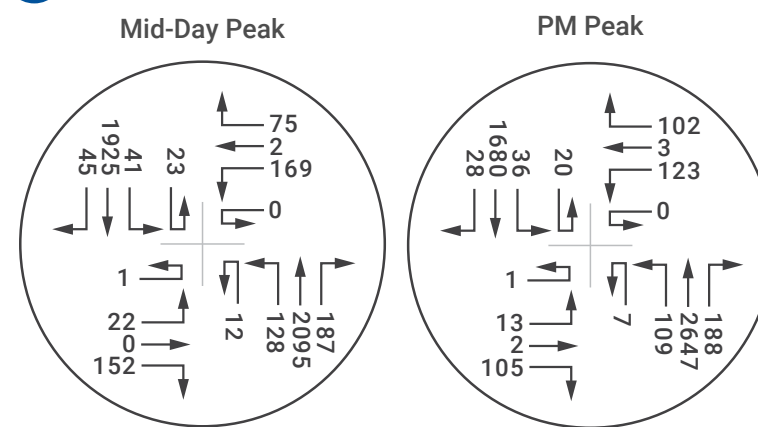
**1 US 41 & Woods Edge Pkwy**



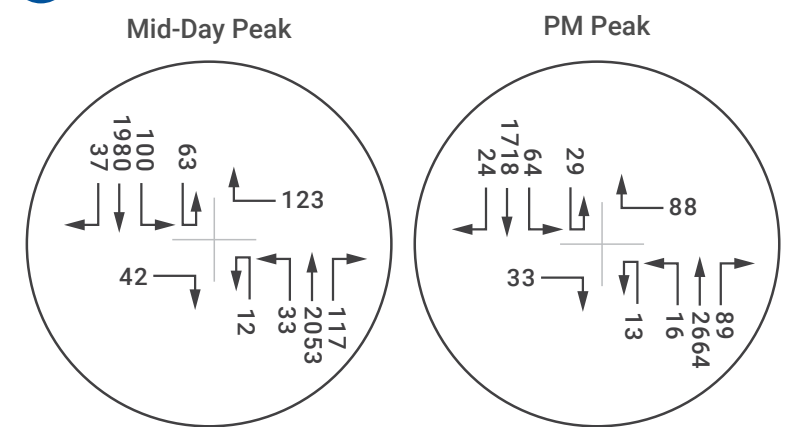
**2 US 41 & Lake Shore Dr**



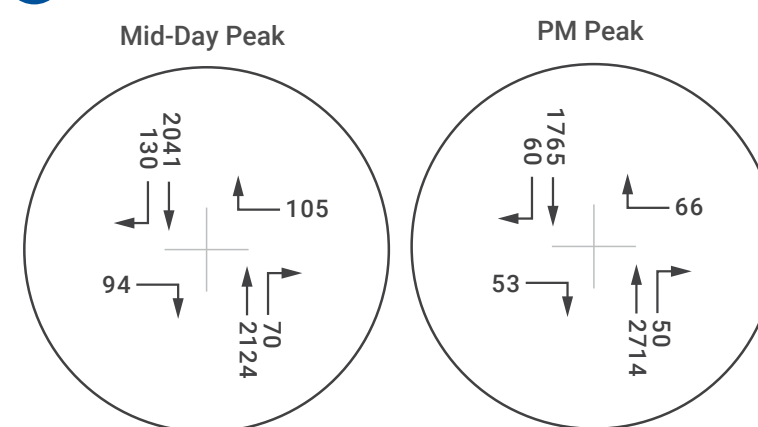
**3 US 41 & Foley Rd/Shanna Ln**



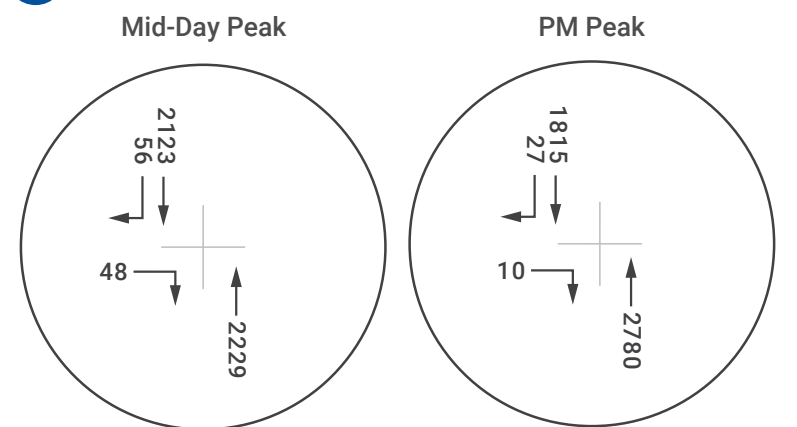
**4 US 41 & S Springs Plaza Entrance**

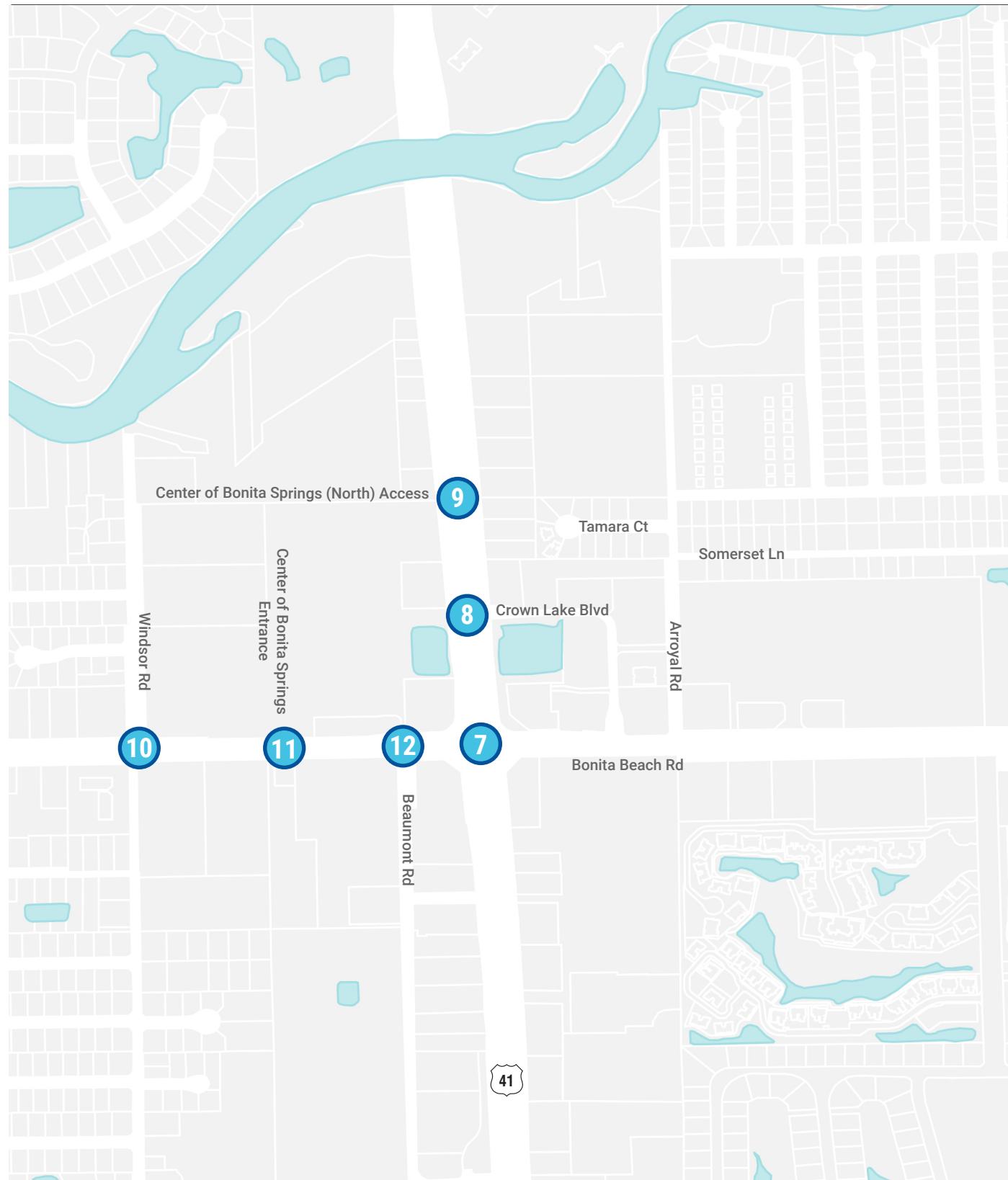


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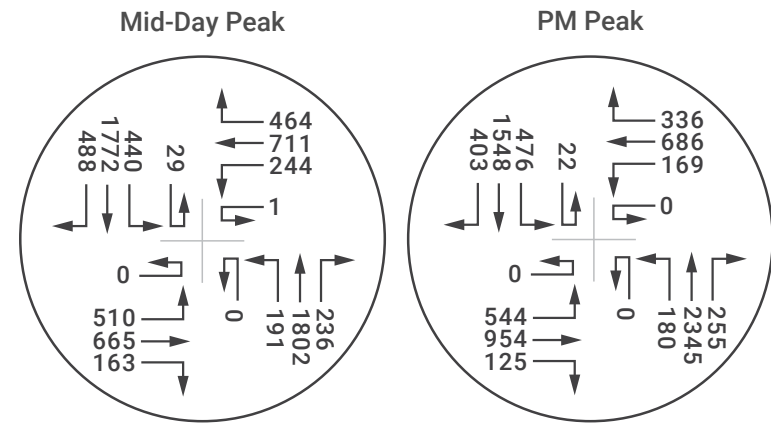


**6 US 41 & Walgreens Entrance**

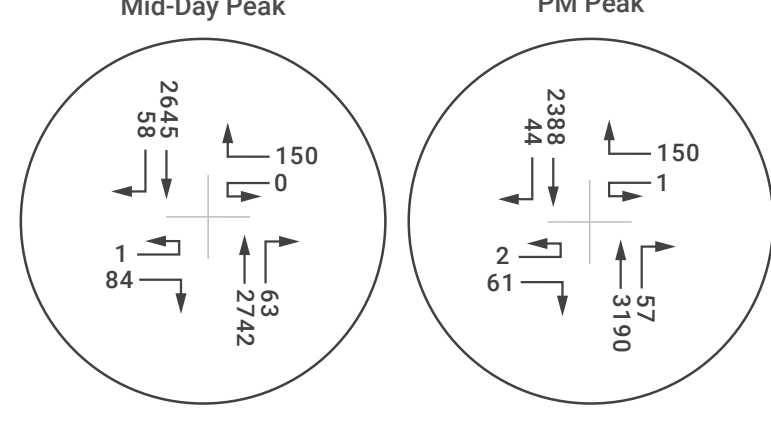




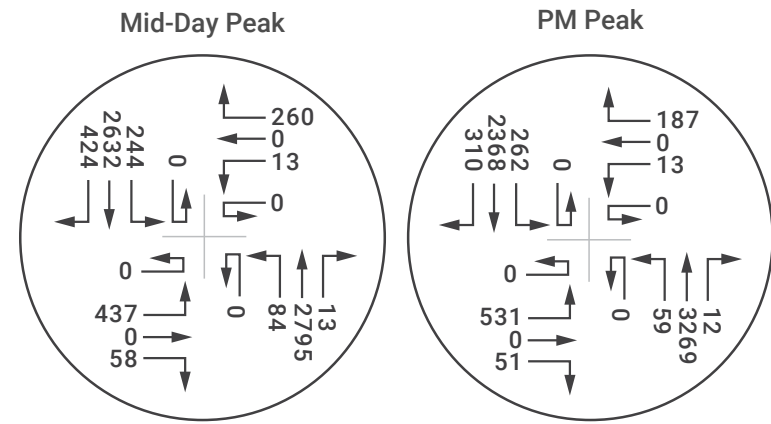
**7 US 41 & Bonita Beach Rd**



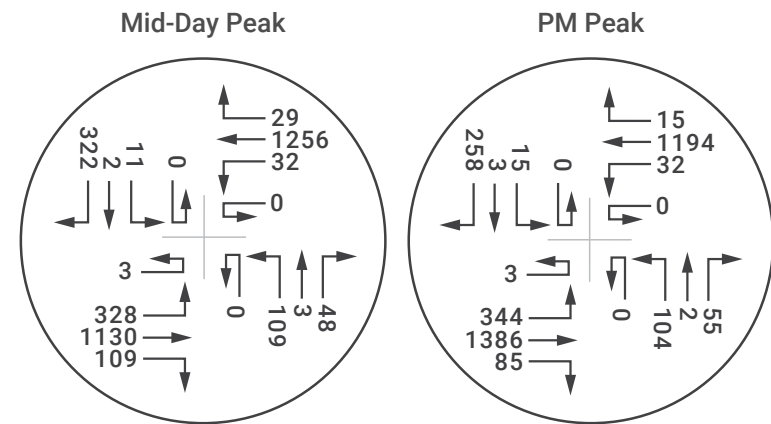
**8 US 41 & Crown Lake Blvd**



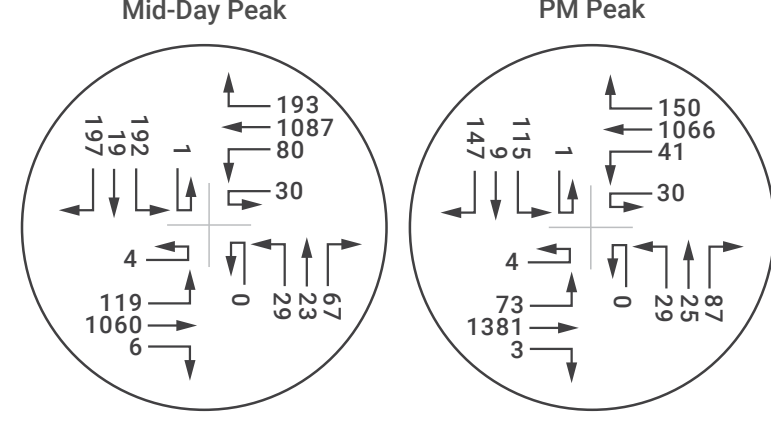
**9 US 41 & Center of Bonita Springs (North) Access**



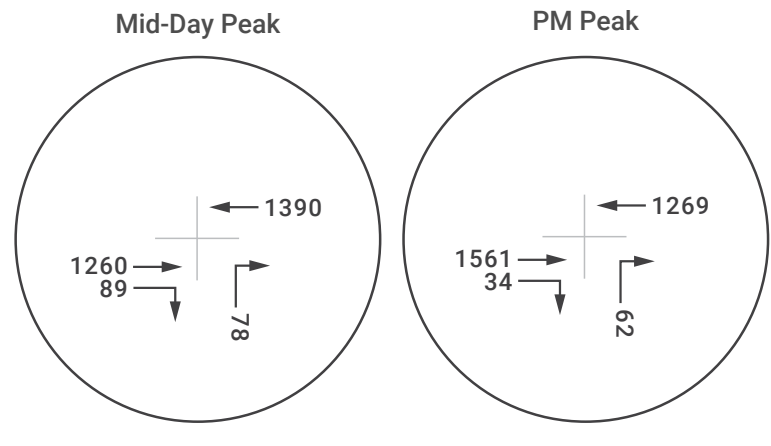
**10 Windsor Rd & Bonita Beach Rd**



**11 Center of Bonita Springs Entrance & Bonita Beach Rd**

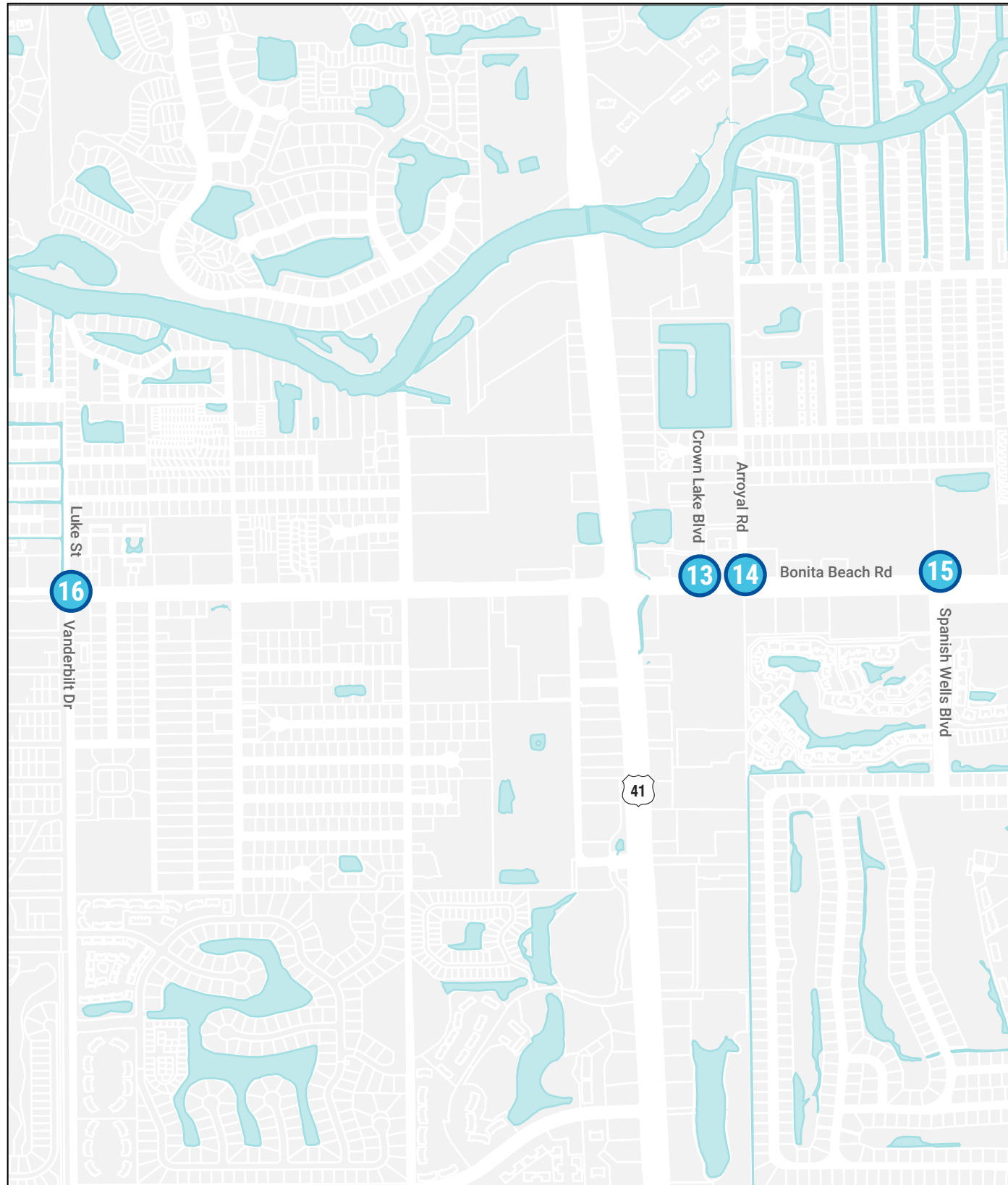


**12 Beaumont Rd & Bonita Beach Rd**

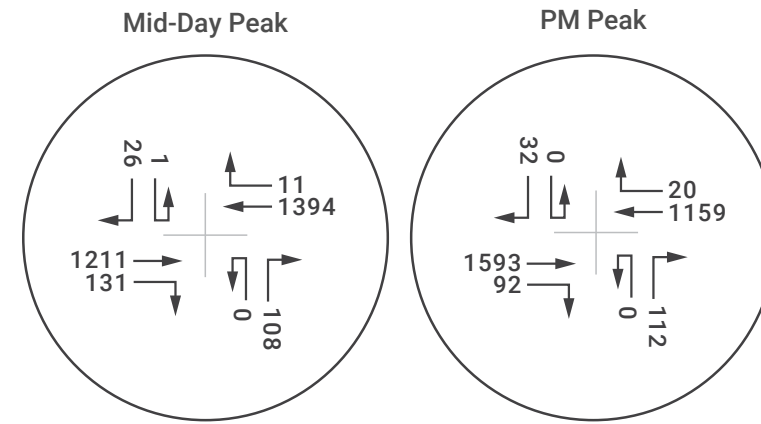


**LEGEND**

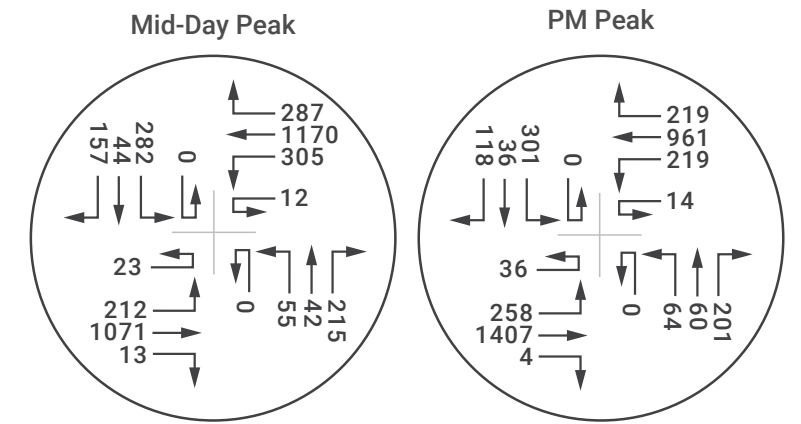
- Study Intersection
- Turning Movement Volumes



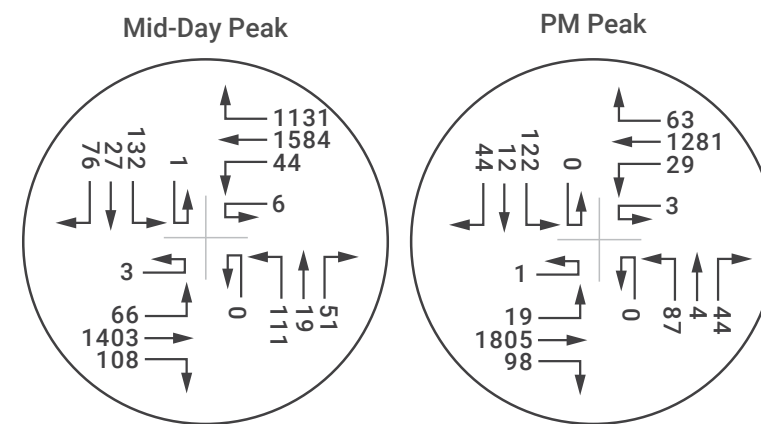
**13 Crown Lake Blvd & Bonita Beach Rd**



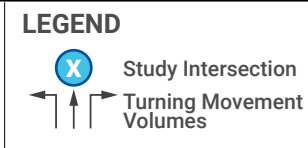
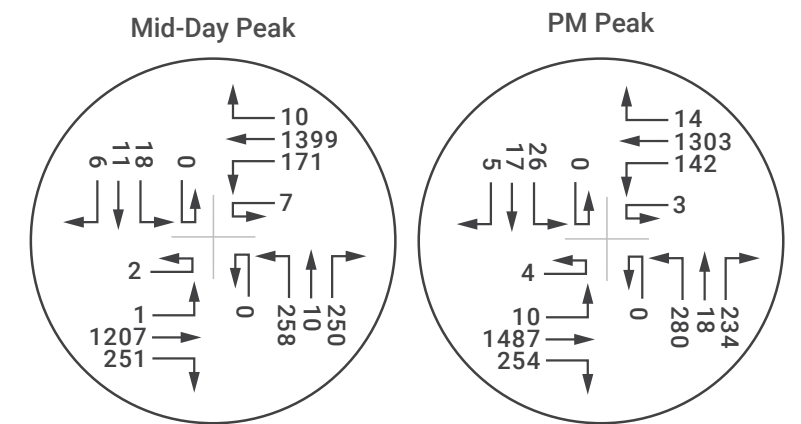
**14 Arroyal Rd & Bonita Beach Rd**



**15 Spanish Wells Blvd & Bonita Beach Rd**



**16 Vanderbilt Dr/Luke St & Bonita Beach Rd**



*Appendix K. ICE Form*

# Florida Department of Transportation

## Intersection Control Evaluation (ICE) Form

### Stage 1: Screening

Intersection Control Evaluation Form 750-010-30

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	US 41 at Bonita Beach Road	FDOT Project #	444321-1	Date	06/11/20
Submitted By	Jack Freeman	Agency/Company	Kittelson and Associates, Inc.	Email	jfreeman@kittelson.com
FDOT Context Classification	C3C - Suburban Commercial	FDOT District	District 1	County	Lee
Project Locality (City/Town/Village)	Bonita Beach, FL	Project Type	Congestion Mitigation Project		
Project Purpose (What is the catalyst for this project and why is it being undertaken?)	The purpose of the US 41 & Bonita Beach Road PD&E is to address the deficient operational capacity of the study intersection to relieve existing congestion and anticipated future congestion.				
Project Setting Description (Describe the area surrounding the intersection)	The US 41 and Bonita Beach Road intersection is located in Lee County, Florida, approximately one mile north of the Collier County line. Commercial development is present on the intersection's four corners, and there are multiple access points within the intersection's functional area.				
Multimodal Context (Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)	Sidewalks are present along both sides of US 41 and Bonita Beach Road. Bicycle lanes are present along US 41. Based on observation there were more bicyclists than pedestrians. Most bicyclists were traveling along Bonita Beach Road (to and from the west/beach) and were generally in groups of two which indicates more recreational trips than commuter trips. Bonita Beach Road has been designated to be part of the Sun Trail Network through this intersection.				

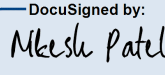
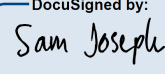
Major Street Information								
Route #:	SR 45	Route Name(s)	US 41/S Tamiami Trail			Milepost	0.990	
Existing Control Type	Signal		Existing AADT	53,000	Design Year AADT	78,000		
Design Vehicle	Interstate Semitrailer (WB-62)		Control Vehicle	Interstate Semitrailer (WB-62)				
Primary Functional Classification		Urban Principal Arterial			Design Speed (mph)	50		
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]	45		
Approach #1	Direction	Northbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Both sides of the approach	Left-Turn	2	Weekday Midday Peak		Weekday PM Peak	
	Crosswalk on Approach?	Yes	Left-Through		Left	458	Left	376
	On-Street Bike Facilities?	Yes	Through	3	Through	2,543	Through	3,226
	Multi-Use Path?	No	Left-Through-Right		Right	379	Right	506
	Scheduled Bus Service?	Yes	Through-Right		Daily Truck %		1.6%	
	Bus Stop on Approach?	No	Right-Turn	1				
Approach #2	Direction	Southbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Both sides of the approach	Left-Turn	2	Weekday Midday Peak		Weekday PM Peak	
	Crosswalk on Approach?	Yes	Left-Through		Left	928	Left	937
	On-Street Bike Facilities?	Yes	Through	3	Through	2,431	Through	2,166
	Multi-Use Path?	No	Left-Through-Right		Right	896	Right	780
	Scheduled Bus Service?	Yes	Through-Right		Daily Truck %		1.3%	
	Bus Stop on Approach?	No	Right-Turn	1				



Minor Street Information										
Route #:	CR 865	Route Name(s)	Bonita Beach Road				Milepost (if app.)	None		
Existing Control Type	Signal		Existing AADT	30,000	Design Year AADT	39,000				
Design Vehicle	Interstate Semitrailer (WB-62)			Control Vehicle	Interstate Semitrailer (WB-62)					
Primary Functional Classification			Urban Major Collector			Design Speed (mph)		45		
Secondary Functional Classification (if app.)			Urban Minor Arterial			Target Speed (mph) [if app.]		45		
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Both sides of the approach		Left-Turn	2					
	Crosswalk on Approach?	Yes		Left-Through		Weekday Midday Peak		Weekday PM Peak		
	On-Street Bike Facilities?	No		Through	2	Left	878	Left	1,026	
	Multi-Use Path?	No		Left-Through-Right		Through	794	Through	1,158	
	Scheduled Bus Service?	Yes		Through-Right		Right	312	Right	237	
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		1.8%		
Approach #2	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	One side of the approach		Left-Turn	2					
	Crosswalk on Approach?	Yes		Left-Through		Weekday Midday Peak		Weekday PM Peak		
	On-Street Bike Facilities?	No		Through	2	Left	457	Left	297	
	Multi-Use Path?	No		Left-Through-Right		Through	846	Through	843	
	Scheduled Bus Service?	Yes		Through-Right		Right	879	Right	648	
	Bus Stop on Approach?	Yes		Right-Turn	1	Daily Truck %		3.0%		
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:			Left-Turn						
	Crosswalk on Approach?			Left-Through		Weekday Midday Peak		Weekday PM Peak		
	On-Street Bike Facilities?			Through		Left		Left		
	Multi-Use Path?			Left-Through-Right		Through		Through		
	Scheduled Bus Service?			Through-Right		Right		Right		
	Bus Stop on Approach?			Right-Turn		Daily Truck %				

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
The most recent five years of crash data on record (2013-2017) was collected for the study intersection. There was a total of 392 reported crashes during this period, 82 resulted in at least one injury and none of which resulted in a fatality. The highest crash type observed was rear end, comprising 51 percent of the total crashes. Sideswipe crashes (13 percent) and head-on (9 percent) were the second and third highest crash types. The highest crash hours of the day were observed between 10 AM and 1 PM (26 percent of crashes). 18 percent of crashes were observed from 4 PM to 6 PM. The highest crash months are December (12 percent), January (11 percent), and February (10 percent).

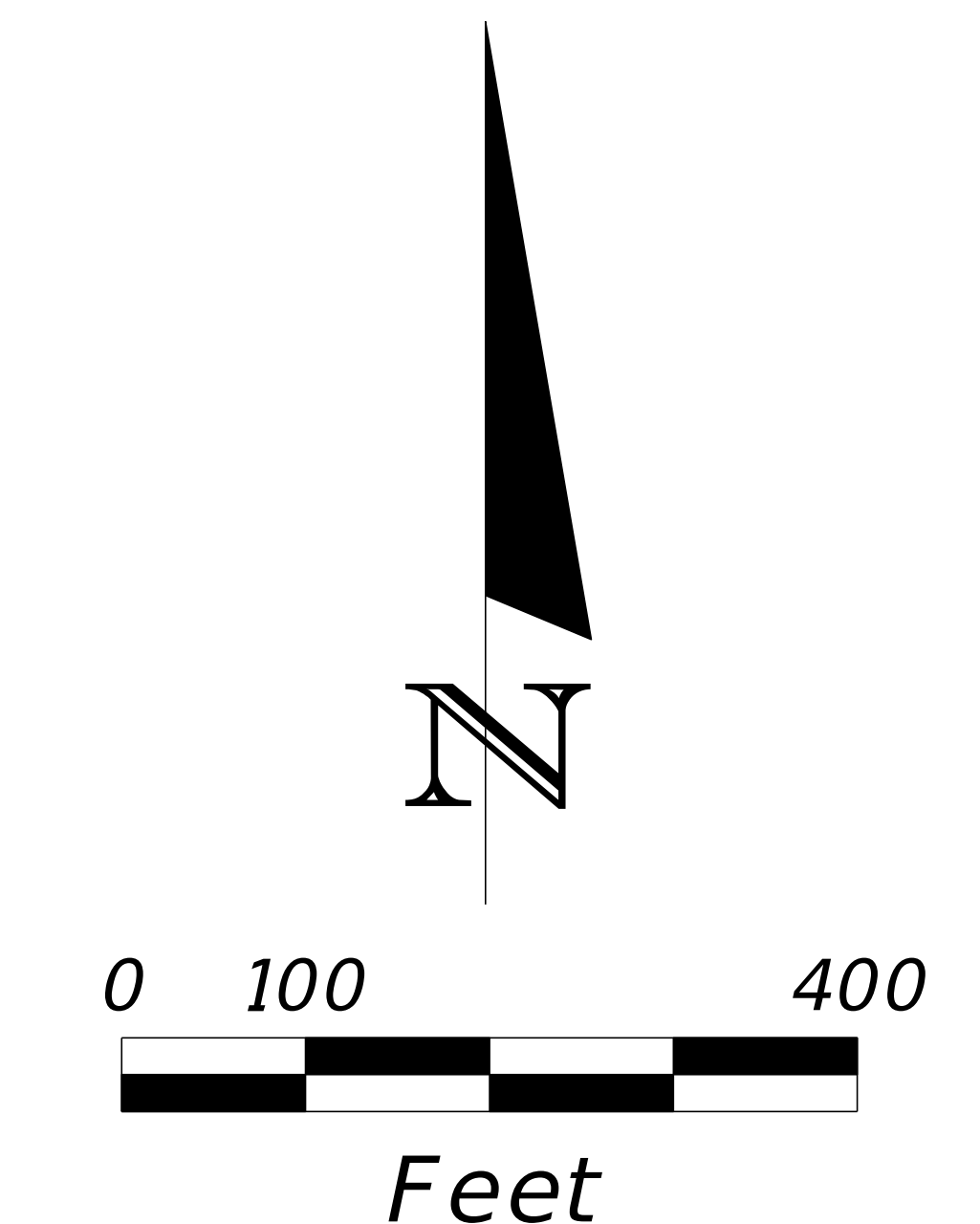
Control Strategy Evaluation						
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.						
Control Strategy	CAP-X Outputs			SPICE Ranking	Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score			
	Weekday Midday Peak	Weekday PM Peak				
Signalized Control	1.58	1.69	4.8	4	Yes	This is the current configuration and will be analyzed to provide a baseline operational analysis (future no-build).
Signalized Control Alternative	1.47	1.46	4.8	5	No	Even with 3 left turn lanes on the SB and EB approaches, the alternative does not have adequate v/c results.
Roundabout	N/A	N/A	N/A	N/A	No	With the existing 6 through lanes on US 41, a roundabout was not considered.
RCUT (Signalized/Unsignalized)	1.60 (Signalized)	1.60 (Signalized)	6.3 (Signalized)	10	No	This alternative has an anticipated v/c ratio over 1.0. The unsignalized option was not analyzed.
Median U-Turn	1.34 (Full) 1.62 (Partial)	1.46 (Full) 1.64 (Partial)	6.3	1	No	This alternative has an anticipated v/c ratio over 1.0.
Displaced Left-Turn	0.92	1.07	4.8	2	No	Existing Bonita Beach Road ROW (150') and signals ~1,000 feet east and west of US 41 would be significantly impacted by full DLT.
Partial N-S Displaced Left-Turn	1.08 0.99 (3 EB LT Lanes)	1.18 1.07 (3 EB LT Lanes)	4.8	2	Yes	The PDLT alone will not provide sufficient operations. The PDLT with 3 EB left turn lanes has v/c ratios near 1.0 and will be explored in Stage 2.
Quadrant Roadway	1.10 (N-E) 1.23 (N-W)	1.29 (N-E) 1.10 (N-W)	4.4	7	No	The quadrant roadway alone will not provide sufficient v/c. This control type will move forward in combination with a PDLT.
PDLT N-S w/Quadrant Road N-W/N-E	0.97 0.90 (3 EB LT Lanes)	1.12 1.05 (3 EB LT Lanes)	4.8	6	Yes	The PDLT/Quadrant Roadway combo is anticipated to provide adequate v/c ratios in the midday and v/c ratios slightly over 1.0 in the PM.
Diamond Interchange	1.17	1.37	4.8	9	No	This alternative has an anticipated v/c ratio over 1.0.
Single Point Interchange	0.96	0.96	4.8	8	Yes	This alternative will advance as it provides the lowest v/c ratio of the alternatives analyzed.

Resolution				
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>				
Project Determination	Multiple Viable Alternatives Identified: Continue to Stage 2			
Comments				
DTOE Name	Nikesh Patel	Signature	DocuSigned by:  41868337037048B	8/24/2020   5:08 PM
DDE Name	Sam Joseph	Signature	DocuSigned by:  1A35B45FFF684A4...	8/25/2020   9:31 AM

*Appendix L. No-Build Analysis*



**US 41 AT BONITA BEACH ROAD  
FM 444321-1-22-01  
NO-BUILD  
ALTERNATIVE**



**LEGEND**

- FLOODPLAIN
- WETLAND BOUNDARY
- EXISTING RIGHT OF WAY
- EXISTING PARCEL BOUNDARY
- PROPOSED RIGHT OF WAY
- RAISED CONCRETE TRAFFIC SEPARATOR
- FRONT OF SIDEWALK
- BACK OF SIDEWALK



Appendix Table L-1. 2030 No-Build Mid-Day Operations

Intersection Information				2030 NB MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	115	410	195	95.2		
				EBT	F	115	410	21	84.2		
				EBR	A	39	346	73	10.0		
			EB Approach				E				72.9
			WB	WBL	E	34	142	62	66.7		
				WBT	E	34	142	44	66.8		
				WBR	C	33	190	19	32.9		
			WB Approach				E				61.6
			NB	NBL	F	134	673	63	124.7		
				NBT	B	134	673	2208	15.8		
				NBR	A	43	514	27	6.4		
			NB Approach				B				18.7
			SB	SBL	F	84	599	17	113.5		
				SBT	B	84	599	1626	15.3		
SBR	A	32		503	117	6.2					
SB Approach				B				15.6			
Overall LOS				C				23.3			
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	A	3	94	38	9.3		
			EB Approach				A				9.3
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	C	6	89	20	21.7		
			WB Approach				C				21.7
			NB	NBL	C	1	44	16	15.2		
				NBT	A	31	425	2386	7.9		
				NBR	A	31	425	33	3.5		
			NB Approach				A				7.9
			SB	SBL	C	3	80	26	21.8		
				SBT	A	0	18	1737	0.5		
SBR	A	0		18	46	1.5					
SB Approach				A				0.8			
Overall LOS				C				21.7			
3	US 41 & Foley Rd/Shanna Ln	Unsignalized	EB	EBL	F	19	117	23	108.9		
				EBT	A	17	116	0	0.0		
				EBR	B	17	119	63	11.9		
			EB Approach				E				37.9
			WB	WBL	D	39	213	39	33.4		
				WBT	C	39	213	2	17.5		
				WBR	F	39	213	68	78.4		
			WB Approach				F				61.2
			NB	NBL	E	250	1151	25	36.8		
				NBT	E	177	956	2253	35.7		
				NBR	C	239	1124	56	16.0		
			NB Approach				E				35.2
			SB	SBL	F	36	252	28	81.7		
				SBT	A	32	252	1721	0.9		
SBR	A	3		159	37	1.2					
SB Approach				A				2.2			
Overall LOS				F				61.2			
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	2	73	44	15.0		
			EB Approach				B				15.0
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	F	285	500	55	376.2		
			WB Approach				F				376.2
			NB	NBL	F	3	76	30	63.9		
				NBT	F	511	1127	2172	76.4		
				NBR	E	595	1244	113	40.3		
			NB Approach				F				74.5
			SB	SBL	F	420	701	47	398.7		
				SBT	A	0	19	1766	2.0		
SBR	A	0		85	31	1.8					
SB Approach				B				12.1			
Overall LOS				F				376.2			

Appendix Table L-1. 2030 No-Build Mid-Day Operations cont.

Intersection Information				2030 NB MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	F	123	369	61	85.2		
						EB Approach	F				85.2
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	F	392	532	57	819.5		
						WB Approach	F				819.5
			NB	NBL	N/A	--	--	--	--	--	
				NBT	F	381	599	2122	74.7		
				NBR	F	485	712	61	67.3		
						NB Approach	F				74.5
			SB	SBL	N/A	--	--	--	--	--	
				SBT	D	98	292	1860	33.8		
SBR	A	151		401	112	7.1					
			SB Approach	D				32.3			
			Overall LOS	F				819.5			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	F	57	251	42	77.8		
						EB Approach	F				77.8
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
						WB Approach	N/A				--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	N/A	--	--	--	--	--	
				NBR	N/A	--	--	--	--	--	
						NB Approach	N/A				--
			SB	SBL	N/A	--	--	--	--	--	
				SBT	C	108	573	1976	23.7		
SBR	A	130		642	35	8.1					
			SB Approach	C				23.4			
			Overall LOS	F				77.8			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	210	369	515	59.4		
				EBT	D	210	369	669	47.0		
				EBR	C	208	373	250	32.6		
						EB Approach	D				48.9
			WB	WBL	F	624	692	263	107.2		
				WBT	F	624	692	551	122.8		
				WBR	F	635	703	529	150.3		
						WB Approach	F				130.6
			NB	NBL	F	729	928	259	155.9		
				NBT	F	729	928	1550	110.0		
				NBR	C	734	933	317	31.0		
						NB Approach	F				103.8
			SB	SBL	F	537	789	594	145.8		
				SBT	F	537	789	1495	83.0		
SBR	C	546		800	413	31.2					
			SB Approach	F				89.4			
			Overall LOS	F				93.7			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	F	359	485	43	870.5		
						EB Approach	F				870.5
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	A	7	106	146	8.9		
						WB Approach	A				8.9
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	0	76	2564	1.1		
				NBR	A	0	32	54	1.5		
						NB Approach	A				1.1
			SB	SBL	N/A	--	--	--	--	--	
				SBT	E	123	566	2494	36.7		
SBR	A	160		652	48	6.7					
			SB Approach	E				36.1			
			Overall LOS	F				870.5			

Appendix Table L-1. 2030 No-Build Mid-Day Operations cont.

Intersection Information				2030 NB MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	251	640	431	82.0		
				EBT	A	251	640	0	0.0		
				EBR	D	252	643	57	43.9		
			EB Approach				E				77.5
			WB	WBL	E	4	48	12	65.6		
				WBT	A	4	48	0	0.0		
				WBR	B	4	52	10	10.7		
			WB Approach				D				40.7
			NB	NBL	E	98	448	72	64.5		
				NBT	B	98	448	2624	15.4		
				NBR	A	93	454	12	5.2		
			NB Approach				B				16.7
			SB	SBL	F	1159	1685	9	90.7		
				SBT	F	1159	1685	2503	80.3		
SBR	D	1159		1688	359	51.5					
SB Approach				E				76.7			
Overall LOS				D				49.9			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	9	384	334	103.6		
				EBT	E	290	1468	1222	56.1		
				EBR	E	198	1347	18	55.5		
			EB Approach				E				66.2
			WB	WBL	E	214	690	28	69.5		
				WBT	D	214	690	1146	38.1		
				WBR	C	246	727	27	26.2		
			WB Approach				D				38.5
			NB	NBL	C	4	80	6	32.9		
				NBT	D	4	80	3	41.1		
				NBR	B	7	97	53	14.5		
			NB Approach				B				17.6
			SB	SBL	F	101	358	11	99.1		
				SBT	D	101	358	3	40.8		
SBR	D	101		358	320	46.8					
SB Approach				D				48.5			
Overall LOS				D				52.9			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	A	11	243	118	9.6		
				EBT	A	11	243	1160	4.7		
				EBR	A	8	178	5	4.5		
			EB Approach				A				5.2
			WB	WBL	D	86	661	66	35.2		
				WBT	C	86	661	969	29.3		
				WBR	A	86	664	161	5.6		
			WB Approach				C				26.5
			NB	NBL	E	20	102	32	77.4		
				NBT	E	20	102	24	79.9		
				NBR	B	18	102	68	15.4		
			NB Approach				D				43.9
			SB	SBL	F	173	751	196	101.7		
				SBT	F	173	751	22	115.9		
SBR	E	183		764	194	60.2					
SB Approach				F				82.9			
Overall LOS				C				25.9			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	D	78	562	1358	31.1		
				EBR	C	78	562	83	19.8		
			EB Approach				D				30.5
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	N/A	--	--	--	--		
			WB Approach				N/A				--
			NB	NBL	N/A	--	--	--	--		
				NBT	N/A	--	--	--	--		
				NBR	F	22	154	82	50.4		
			NB Approach				F				50.4
			SB	SBL	N/A	--	--	--	--		
				SBT	N/A	--	--	--	--		
SBR	N/A	--		--	--	--					
SB Approach				N/A				--			
Overall LOS				F				50.4			



Appendix Table L-1. 2030 No-Build Mid-Day Operations cont.

Intersection Information				2030 NB MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	B	43	643	1462	12.0	
				EBR	A	43	694	118	7.6	
			EB Approach			B				11.7
			WB	WBL	N/A	--	--	--	--	--
				WBT	F	175	295	1357	67.4	
				WBR	F	233	356	5	60.9	
			WB Approach			F				67.3
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	D	15	136	114	25.9	
			NB Approach			D				25.9
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	F	309		487	4	2020.5				
SB Approach			F				2020.5			
Overall LOS			F				2020.5			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	102	379	203	47.9	
				EBT	A	102	379	1337	6.4	
				EBR	A	63	381	12	6.6	
			EB Approach			B				11.9
			WB	WBL	E	6	137	132	77.4	
				WBT	F	1168	1576	1135	149.3	
				WBR	F	1169	1577	28	144.1	
			WB Approach			F				141.8
			NB	NBL	F	92	369	53	169.7	
				NBT	F	92	369	45	100.5	
				NBR	E	97	374	90	64.0	
			NB Approach			F				102.6
			SB	SBL	E	38	178	49	73.3	
				SBT	E	38	178	45	70.9	
SBR	C	41		181	156	32.1				
SB Approach			D				47.1			
Overall LOS			E				70.9			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	1	48	62	13.7	
				EBT	A	9	245	1316	3.2	
				EBR	A	7	233	101	2.8	
			EB Approach			A				3.6
			WB	WBL	F	1	72	32	126.0	
				WBT	F	1230	1691	1149	205.5	
				WBR	F	1231	1689	100	104.7	
			WB Approach			F				195.7
			NB	NBL	F	73	294	110	154.6	
				NBT	F	73	294	21	83.7	
				NBR	C	74	296	55	31.4	
			NB Approach			F				110.1
			SB	SBL	F	68	205	130	81.3	
				SBT	F	68	205	26	83.2	
SBR	F	66		210	76	122.9				
SB Approach			F				95.2			
Overall LOS			F				93.6			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	104	738	1	96.8	
				EBT	C	104	738	1295	20.0	
				EBR	A	105	744	154	7.1	
			EB Approach			B				18.7
			WB	WBL	E	88	579	151	68.9	
				WBT	B	88	579	1311	14.0	
				WBR	B	75	585	9	14.4	
			WB Approach			B				19.6
			NB	NBL	E	56	201	148	71.2	
				NBT	E	56	201	11	63.9	
				NBR	A	64	237	252	7.4	
			NB Approach			C				31.9
			SB	SBL	E	16	129	20	75.5	
				SBT	E	16	129	11	77.4	
SBR	C	25		152	5	32.8				
SB Approach			E				70.1			
Overall LOS			C				21.4			

Appendix Table L-2. 2030 No-Build PM Operations

Intersection Information				2030 NB PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	383	755	118	368.2		
				EBT	F	383	755	23	291.9		
				EBR	F	377	803	76	134.6		
			EB Approach				F				278.3
			WB	WBL	F	41	192	80	82.6		
				WBT	F	41	192	11	88.9		
				WBR	F	40	238	8	118.1		
			WB Approach				F				86.2
			NB	NBL	F	773	1310	52	122.7		
				NBT	F	773	1310	2314	92.3		
				NBR	E	637	1151	35	62.8		
			NB Approach				F				92.6
			SB	SBL	F	128	590	6	279.9		
				SBT	C	128	590	1569	22.9		
SBR	A	64		494	73	8.5					
SB Approach				C				23.2			
Overall LOS				E					76.7		
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	3	93	41	10.2		
			EB Approach				B				10.2
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	F	231	580	13	629.1		
			WB Approach				F				629.1
			NB	NBL	F	1	38	13	62.6		
				NBT	F	566	973	2380	86.5		
				NBR	F	566	973	45	51.1		
			NB Approach				F				85.8
			SB	SBL	F	47	225	32	130.6		
				SBT	A	0	2	1633	0.3		
SBR	A	0		2	39	1.1					
SB Approach				A				2.8			
Overall LOS				F					629.1		
3	US 41 & Foley Rd/Shanna Ln	Unsignalized	EB	EBL	F	17	107	14	173.5		
				EBT	F	14	107	3	91.4		
				EBR	B	14	107	35	10.6		
			EB Approach				F				59.1
			WB	WBL	F	228	425	29	180.6		
				WBT	F	228	425	3	173.1		
				WBR	F	229	425	72	406.4		
			WB Approach				F				336.7
			NB	NBL	F	912	1367	9	73.4		
				NBT	F	763	1173	2260	115.2		
				NBR	F	911	1340	36	73.6		
			NB Approach				F				114.3
			SB	SBL	F	115	365	12	592.8		
				SBT	A	114	366	1648	2.9		
SBR	A	15		112	23	1.7					
SB Approach				A				7.1			
Overall LOS				F					336.7		
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	2	64	37	14.8		
			EB Approach				B				14.8
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	F	419	498	24	1506.9		
			WB Approach				F				1506.9
			NB	NBL	F	0	40	12	72.9		
				NBT	F	780	1125	2219	103.7		
				NBR	F	881	1242	64	57.6		
			NB Approach				F				102.2
			SB	SBL	F	404	659	40	725.3		
				SBT	A	0	32	1682	1.7		
SBR	A	1		114	21	1.8					
SB Approach				C				18.3			
Overall LOS				F					1506.9		

Appendix Table L-2. 2030 No-Build PM Operations cont.

Intersection Information				2030 NB PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	N/A	--	--	--	--	
				EBR	E	17	144	55	50.0	
			EB Approach			E				50.0
			WB	WBL	N/A	--	--	--	--	--
				WBT	N/A	--	--	--	--	--
				WBR	F	154	318	49	430.7	
			WB Approach			F				430.7
			NB	NBL	N/A	--	--	--	--	--
				NBT	F	452	597	2225	79.8	
				NBR	F	561	710	37	71.8	
			NB Approach			F				79.7
			SB	SBL	N/A	--	--	--	--	--
				SBT	C	28	212	1743	18.4	
SBR	A	52		314	57	3.0				
SB Approach			C				17.9			
Overall LOS			F				430.7			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	N/A	--	--	--	--	
				EBR	D	2	46	10	30.6	
			EB Approach			D				30.6
			WB	WBL	N/A	--	--	--	--	--
				WBT	N/A	--	--	--	--	--
				WBR	N/A	--	--	--	--	--
			WB Approach			N/A	N/A			
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	N/A	--	--	--	--	--
			NB Approach			N/A	N/A			
			SB	SBL	N/A	--	--	--	--	--
				SBT	A	7	164	1809	4.5	
SBR	A	11		233	24	2.4				
SB Approach			A				4.5			
Overall LOS			D				30.6			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	270	361	469	89.0	
				EBT	D	270	361	805	53.4	
				EBR	B	273	365	166	16.4	
			EB Approach			E				60.7
			WB	WBL	F	551	688	246	173.5	
				WBT	F	551	688	653	138.0	
				WBR	F	562	699	475	114.9	
			WB Approach			F				136.4
			NB	NBL	F	706	927	211	128.9	
				NBT	F	706	927	1766	95.2	
				NBR	C	710	932	294	32.1	
			NB Approach			F				90.1
			SB	SBL	F	537	788	643	152.5	
				SBT	E	537	788	1419	59.7	
SBR	B	548		799	353	15.0				
SB Approach			E				77.9			
Overall LOS			F				89.3			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	N/A	--	--	--	--	
				EBR	F	27	161	63	72.2	
			EB Approach			F				72.2
			WB	WBL	N/A	--	--	--	--	--
				WBT	N/A	--	--	--	--	--
				WBR	A	8	103	147	9.1	
			WB Approach			A				9.1
			NB	NBL	N/A	--	--	--	--	--
				NBT	A	0	66	2684	1.0	
				NBR	A	0	17	47	1.5	
			NB Approach			A				1.0
			SB	SBL	N/A	--	--	--	--	--
				SBT	E	231	587	2358	40.9	
SBR	B	271		673	41	10.3				
SB Approach			E				40.3			
Overall LOS			F				72.2			

Appendix Table L-2. 2030 No-Build PM Operations cont.

Intersection Information				2030 NB PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	810	1231	464	211.3		
				EBT	A	810	1231	0	0.0		
				EBR	F	813	1234	47	229.1		
			EB Approach				F				213.0
			WB	WBL	F	5	58	12	83.4		
				WBT	A	5	58	0	0.0		
				WBR	B	5	62	7	16.5		
			WB Approach				E				58.8
			NB	NBL	D	36	409	43	46.2		
				NBT	A	36	409	2777	6.6		
				NBR	A	33	399	11	6.0		
			NB Approach				A				7.2
			SB	SBL	F	1198	1690	4	132.4		
				SBT	F	1198	1690	2368	95.4		
SBR	D	1198		1690	271	47.1					
SB Approach				F				90.5			
Overall LOS				E				61.5			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1371	1694	288	237.9		
				EBT	F	1167	1698	1277	116.7		
				EBR	F	1225	1697	16	99.0		
			EB Approach				F				138.6
			WB	WBL	F	226	681	29	95.8		
				WBT	C	226	681	1181	28.3		
				WBR	B	256	719	16	15.6		
			WB Approach				C				29.7
			NB	NBL	F	65	244	7	172.2		
				NBT	F	65	244	2	227.0		
				NBR	F	75	261	59	191.8		
			NB Approach				F				190.8
			SB	SBL	F	136	377	14	311.7		
				SBT	F	136	377	4	81.3		
SBR	E	136		377	257	74.1					
SB Approach				F				86.3			
Overall LOS				F				92.9			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	337	673	64	20.7		
				EBT	E	337	673	1279	74.7		
				EBR	E	339	676	3	70.9		
			EB Approach				E				72.1
			WB	WBL	F	214	731	30	386.9		
				WBT	D	214	731	1026	38.1		
				WBR	A	213	734	137	9.5		
			WB Approach				D				43.5
			NB	NBL	F	257	371	35	110.2		
				NBT	F	257	371	22	299.4		
				NBR	F	259	373	45	917.1		
			NB Approach				F				507.0
			SB	SBL	F	94	465	119	179.7		
				SBT	F	94	465	9	116.9		
SBR	D	100		467	146	43.7					
SB Approach				F				105.2			
Overall LOS				E				78.0			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	F	571	726	1399	88.3		
				EBR	E	571	726	41	48.5		
			EB Approach				F				87.2
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	N/A	--	--	--	--		
			WB Approach				N/A				--
			NB	NBL	N/A	--	--	--	--		
				NBT	N/A	--	--	--	--		
				NBR	F	258	409	46	739.2		
			NB Approach				F				739.2
			SB	SBL	N/A	--	--	--	--		
				SBT	N/A	--	--	--	--		
SBR	N/A	--		--	--	--					
SB Approach				N/A				--			
Overall LOS				F				739.2			

Appendix Table L-2. 2030 No-Build PM Operations cont.

Intersection Information				2030 NB PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	B	67	533	1675	14.7		
				EBR	B	74	584	73	11.4		
			EB Approach			B					14.5
			WB	WBL	N/A	--	--	--	--	--	
				WBT	E	111	289	1355	49.3		
				WBR	D	150	352	17	26.2		
			WB Approach			E					49.1
			NB	NBL	N/A	--	--	--	--	--	
				NBT	N/A	--	--	--	--	--	
				NBR	D	20	157	120	32.6		
			NB Approach			D					32.6
			SB	SBL	N/A	--	--	--	--	--	
				SBT	N/A	--	--	--	--	--	
SBR	F	90		233	29	420.3					
SB Approach			F					420.3			
Overall LOS			F					420.3			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	112	382	217	41.1		
				EBT	A	112	382	1551	6.6		
				EBR	A	69	383	3	9.8		
			EB Approach			B					10.9
			WB	WBL	E	7	138	122	57.9		
				WBT	F	689	1530	1183	94.0		
				WBR	E	690	1531	37	75.0		
			WB Approach			F					90.2
			NB	NBL	F	174	453	59	212.9		
				NBT	F	174	453	63	155.3		
				NBR	F	178	458	58	127.8		
			NB Approach			F	F				165.4
			SB	SBL	F	42	188	44	103.8		
				SBT	F	42	188	37	92.2		
SBR	C	44		191	122	21.7					
SB Approach			D					52.4			
Overall LOS			D					51.8			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	1	40	18	13.8		
				EBT	B	71	911	1580	11.3		
				EBR	A	74	925	79	6.0		
			EB Approach			B					11.1
			WB	WBL	C	1	64	32	26.4		
				WBT	D	177	1011	1234	54.2		
				WBR	B	179	1017	65	16.6		
			WB Approach			D					51.7
			NB	NBL	F	68	268	88	154.8		
				NBT	F	68	268	4	99.4		
				NBR	C	69	269	47	22.9		
			NB Approach			F					108.6
			SB	SBL	F	69	193	123	91.1		
				SBT	F	69	193	13	88.6		
SBR	F	62		198	41	81.6					
SB Approach			F					88.7			
Overall LOS			D					35.5			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	477	895	9	173.5		
				EBT	F	477	895	1366	87.0		
				EBR	D	479	901	158	42.2		
			EB Approach			F					82.9
			WB	WBL	F	62	247	134	110.5		
				WBT	A	62	247	1269	5.4		
				WBR	A	38	253	11	5.3		
			WB Approach			B					15.4
			NB	NBL	F	72	270	172	80.6		
				NBT	F	72	270	19	83.4		
				NBR	B	86	306	235	12.0		
			NB Approach			D					42.9
			SB	SBL	F	38	189	28	136.5		
				SBT	F	38	189	16	110.3		
SBR	E	52		212	5	67.5					
SB Approach			F					120.9			
Overall LOS			D					50.6			

Appendix Table L-3. 2050 No-Build Mid-Day Operations

Intersection Information					2050 NB MD					
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	119	407	193	99.4	
				EBT	F	119	407	21	85.3	
				EBR	B	41	364	73	12.3	
			EB Approach			E				76.2
			WB	WBL	E	34	140	62	66.5	
				WBT	E	34	140	44	68.6	
				WBR	E	37	187	19	63.9	
			WB Approach			E				66.8
			NB	NBL	F	997	1317	44	195.8	
				NBT	F	997	1317	2094	127.4	
				NBR	F	843	1157	18	86.6	
			NB Approach			F	F			128.4
			SB	SBL	F	116	779	12	221.1	
				SBT	B	116	779	1834	16.6	
SBR	A	52		683	100	6.9				
SB Approach			B				17.4			
Overall LOS			E				76.6			
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	N/A	--	--	--	--	
				EBR	B	3	96	38	11.6	
			EB Approach			B				11.6
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	F	163	324	10	1401.7	
			WB Approach			F				1401.7
			NB	NBL	F	1	42	12	64.2	
				NBT	F	505	953	2253	88.0	
				NBR	E	505	953	27	46.6	
			NB Approach			F				87.4
			SB	SBL	F	61	197	19	261.1	
				SBT	A	0	18	1929	0.5	
SBR	A	0		18	36	0.9				
SB Approach			A				3.0			
Overall LOS			F				1401.7			
3	US 41 & Foley Rd/Shanna Ln	Unsignalized	EB	EBL	F	48	189	23	281.7	
				EBT	A	44	189	0	0.0	
				EBR	C	45	189	63	16.8	
			EB Approach			F				87.6
			WB	WBL	F	118	307	39	67.3	
				WBT	E	118	307	2	44.7	
				WBR	F	118	307	67	252.8	
			WB Approach			F				182.0
			NB	NBL	F	1037	1370	17	111.1	
				NBT	F	857	1176	2164	130.0	
				NBR	F	1020	1343	36	74.9	
			NB Approach			F				129.0
			SB	SBL	F	98	411	15	430.4	
				SBT	A	96	412	1897	3.4	
SBR	A	24		300	31	1.5				
SB Approach			A				6.6			
Overall LOS			F				182.0			
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	N/A	--	--	--	--	
				EBR	C	2	69	44	15.6	
			EB Approach			C				15.6
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	F	460	501	20	1883.2	
			WB Approach			F				1883.2
			NB	NBL	F	3	63	22	87.0	
				NBT	F	834	1132	2149	110.8	
				NBR	F	941	1248	79	60.7	
			NB Approach			F				108.8
			SB	SBL	F	556	705	34	828.8	
				SBT	A	0	11	1928	2.4	
SBR	A	1		80	24	1.7				
SB Approach			C				16.5			
Overall LOS			F				1883.2			

Appendix Table L-3. 2050 No-Build Mid-Day Operations cont.

Intersection Information				2050 NB MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	F	150	364	64	208.6		
						EB Approach		F			208.6
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	F	463	535	57	999.6		
						WB Approach		F			999.6
			NB	NBL	N/A	--	--	--	--	--	
				NBT	F	465	602	2121	83.5		
				NBR	F	576	715	47	77.6		
						NB Approach		F			83.4
			SB	SBL	N/A	--	--	--	--	--	
				SBT	E	117	289	1985	40.5		
SBR	A	181		398	85	7.2					
			SB Approach		E			39.1			
			Overall LOS		F			999.6			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	F	72	251	44	165.5		
						EB Approach		F			165.5
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
						WB Approach		N/A			
			NB	NBL	N/A	--	--	--	--	--	
				NBT	N/A	--	--	--	--	--	
				NBR	N/A	--	--	--	--	--	
						NB Approach		N/A			
			SB	SBL	N/A	--	--	--	--	--	
				SBT	D	123	506	2057	27.4		
SBR	A	148		573	36	8.0					
			SB Approach		D			27.0			
			Overall LOS		F			165.5			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	270	381	588	69.5		
				EBT	D	270	381	745	45.2		
				EBR	D	269	384	284	39.0		
						EB Approach		D			52.9
			WB	WBL	F	630	699	269	118.6		
				WBT	F	630	699	496	123.8		
				WBR	F	641	709	520	160.9		
						WB Approach		F			137.7
			NB	NBL	F	749	929	250	145.5		
				NBT	F	749	929	1581	108.2		
				NBR	C	754	934	314	31.9		
						NB Approach		F			101.4
			SB	SBL	F	539	786	555	131.4		
				SBT	F	539	786	1539	89.2		
SBR	C	547		797	383	31.4					
			SB Approach		F			89.7			
			Overall LOS		F			93.7			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	F	437	486	28	1432.3		
						EB Approach		F			1432.3
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	A	7	99	146	8.9		
						WB Approach		A			8.9
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	0	42	2665	1.0		
				NBR	A	0	22	42	1.4		
						NB Approach		A			1.0
			SB	SBL	N/A	--	--	--	--	--	
				SBT	E	166	571	2476	45.1		
SBR	B	217		656	34	11.1					
			SB Approach		E			44.6			
			Overall LOS		F			1432.3			

Appendix Table L-3. 2050 No-Build Mid-Day Operations cont.

Intersection Information				2050 NB MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	397	944	469	116.9		
				EBT	A	397	944	0	0.0		
				EBR	F	398	947	57	122.9		
			EB Approach				F				117.5
			WB	WBL	E	3	48	11	66.1		
				WBT	A	3	48	0	0.0		
				WBR	B	3	52	10	11.1		
			WB Approach				D				39.9
			NB	NBL	E	106	419	53	58.2		
				NBT	B	106	419	2747	16.5		
				NBR	A	103	425	8	5.9		
			NB Approach				B				17.3
			SB	SBL	F	1305	1695	5	100.8		
				SBT	F	1305	1695	2446	92.8		
SBR	E	1305		1698	302	57.9					
SB Approach				F				88.9			
Overall LOS				E					58.1		
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	3	300	385	101.6		
				EBT	E	413	1593	1447	57.1		
				EBR	E	324	1562	19	56.0		
			EB Approach				E				66.4
			WB	WBL	F	182	677	21	80.3		
				WBT	D	182	677	1130	38.6		
				WBR	C	212	714	23	27.3		
			WB Approach				D				39.2
			NB	NBL	D	5	92	6	41.7		
				NBT	D	5	92	3	38.5		
				NBR	C	9	108	53	21.2		
			NB Approach				C				24.0
			SB	SBL	F	164	434	11	116.4		
				SBT	F	164	434	1	104.2		
SBR	E	164		434	386	66.7					
SB Approach				E				68.2			
Overall LOS				E					56.8		
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	B	51	515	118	10.9		
				EBT	B	51	515	1376	15.1		
				EBR	B	50	518	5	15.8		
			EB Approach				B				14.8
			WB	WBL	D	94	618	46	40.8		
				WBT	C	94	618	942	31.3		
				WBR	A	93	621	121	6.1		
			WB Approach				C				28.9
			NB	NBL	E	35	136	32	72.9		
				NBT	F	35	136	24	84.9		
				NBR	E	34	138	66	59.9		
			NB Approach				E				68.2
			SB	SBL	F	280	779	189	157.0		
				SBT	F	280	779	21	150.7		
SBR	F	290		792	189	89.1					
SB Approach				F				124.5			
Overall LOS				D					35.9		
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	F	234	694	1550	59.1		
				EBR	D	234	694	73	29.2		
			EB Approach				F				
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	N/A	--	--	--	--		
			WB Approach				N/A				--
			NB	NBL	N/A	--	--	--	--		
				NBT	N/A	--	--	--	--		
				NBR	F	60	258	79	113.6		
			NB Approach				F				113.6
			SB	SBL	N/A	--	--	--	--		
				SBT	N/A	--	--	--	--		
SBR	N/A	--		--	--	--					
SB Approach				N/A				--			
Overall LOS				F					113.6		



Appendix Table L-3. 2050 No-Build Mid-Day Operations cont.

Intersection Information				2050 NB MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	B	55	654	1513	12.7	
				EBR	A	58	705	100	9.6	
			EB Approach			B				12.5
			WB	WBL	N/A	--	--	--	--	--
				WBT	F	186	294	1294	73.7	
				WBR	F	246	357	5	70.2	
			WB Approach			F				73.7
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	D	16	134	114	28.2	
			NB Approach			D				28.2
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	F	331		494	3	2057.9				
SB Approach			F				2057.9			
Overall LOS			F				2057.9			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	91	379	170	46.7	
				EBT	A	91	379	1422	6.2	
				EBR	A	60	381	9	4.0	
			EB Approach			B				10.5
			WB	WBL	F	5	138	101	96.3	
				WBT	F	1314	1579	1065	179.2	
				WBR	F	1315	1580	21	166.2	
			WB Approach			F				172.0
			NB	NBL	F	64	322	54	135.6	
				NBT	E	64	322	45	78.6	
				NBR	D	68	326	89	46.0	
			NB Approach			E				79.5
			SB	SBL	E	49	208	48	76.0	
				SBT	E	49	208	46	72.5	
SBR	D	51		211	156	45.7				
SB Approach			E				56.4			
Overall LOS			E				77.3			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	A	0	30	51	8.6	
				EBT	A	10	236	1426	3.1	
				EBR	A	7	248	83	2.6	
			EB Approach			A				3.3
			WB	WBL	F	1	52	23	173.6	
				WBT	F	1524	1688	1003	295.0	
				WBR	F	1525	1687	69	162.9	
			WB Approach			F				284.1
			NB	NBL	F	75	291	112	183.1	
				NBT	F	75	291	20	86.9	
				NBR	D	77	293	55	36.1	
			NB Approach			F				129.6
			SB	SBL	E	72	217	131	79.8	
				SBT	F	72	217	26	82.6	
SBR	F	71		222	75	168.4				
SB Approach			F				108.7			
Overall LOS			F				118.6			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	149	865	1	134.4	
				EBT	C	149	865	1572	21.2	
				EBR	A	151	870	160	10.0	
			EB Approach			C				20.3
			WB	WBL	E	103	605	125	69.6	
				WBT	B	103	605	1389	16.5	
				WBR	B	94	611	8	19.0	
			WB Approach			C				20.9
			NB	NBL	E	55	201	148	71.2	
				NBT	E	55	201	10	64.8	
				NBR	A	64	237	252	7.5	
			NB Approach			C				31.9
			SB	SBL	E	16	129	20	74.7	
				SBT	E	16	129	11	79.7	
SBR	C	25		152	5	34.2				
SB Approach			E				70.6			
Overall LOS			C				22.4			

Appendix Table L-4. 2050 No-Build PM Operations

Intersection Information				2050 NB PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	115	410	195	95.2		
				EBT	F	115	410	21	84.2		
				EBR	A	39	346	73	10.0		
			EB Approach				E				72.9
			WB	WBL	E	34	142	62	66.7		
				WBT	E	34	142	44	66.8		
				WBR	C	33	190	19	32.9		
			WB Approach				E				61.6
			NB	NBL	F	134	673	63	124.7		
				NBT	B	134	673	2208	15.8		
				NBR	A	43	514	27	6.4		
			NB Approach				B				18.7
			SB	SBL	F	84	599	17	113.5		
				SBT	B	84	599	1626	15.3		
SBR	A	32		503	117	6.2					
SB Approach				B				15.6			
Overall LOS				C					23.3		
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	A	3	94	38	9.3		
			EB Approach				A				9.3
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	C	6	89	20	21.7		
			WB Approach				C				21.7
			NB	NBL	C	1	44	16	15.2		
				NBT	A	31	425	2386	7.9		
				NBR	A	31	425	33	3.5		
			NB Approach				A				7.9
			SB	SBL	C	3	80	26	21.8		
				SBT	A	0	18	1737	0.5		
SBR	A	0		18	46	1.5					
SB Approach				A				0.8			
Overall LOS				C					21.7		
3	US 41 & Foley Rd/Shanna Ln	Unsignalized	EB	EBL	F	19	117	23	108.9		
				EBT	A	17	116	0	0.0		
				EBR	B	17	119	63	11.9		
			EB Approach				E				37.9
			WB	WBL	D	39	213	39	33.4		
				WBT	C	39	213	2	17.5		
				WBR	F	39	213	68	78.4		
			WB Approach				F				61.2
			NB	NBL	E	250	1151	25	36.8		
				NBT	E	177	956	2253	35.7		
				NBR	C	239	1124	56	16.0		
			NB Approach				E				35.2
			SB	SBL	F	36	252	28	81.7		
				SBT	A	32	252	1721	0.9		
SBR	A	3		159	37	1.2					
SB Approach				A				2.2			
Overall LOS				F					61.2		
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	2	73	44	15.0		
			EB Approach				B				15.0
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	F	285	500	55	376.2		
			WB Approach				F				376.2
			NB	NBL	F	3	76	30	63.9		
				NBT	F	511	1127	2172	76.4		
				NBR	E	595	1244	113	40.3		
			NB Approach				F				74.5
			SB	SBL	F	420	701	47	398.7		
				SBT	A	0	19	1766	2.0		
SBR	A	0		85	31	1.8					
SB Approach				B				12.1			
Overall LOS				F					376.2		

Appendix Table L-4. 2050 No-Build PM Operations cont.

Intersection Information				2050 NB PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	F	123	369	61	85.2		
						EB Approach	F				85.2
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	F	392	532	57	819.5		
						WB Approach	F				819.5
			NB	NBL	N/A	--	--	--	--	--	
				NBT	F	381	599	2122	74.7		
				NBR	F	485	712	61	67.3		
						NB Approach	F				74.5
			SB	SBL	N/A	--	--	--	--	--	
				SBT	D	98	292	1860	33.8		
SBR	A	151		401	112	7.1					
			SB Approach	D				32.3			
			Overall LOS	F				819.5			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	F	57	251	42	77.8		
						EB Approach	F				77.8
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
						WB Approach	N/A				--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	N/A	--	--	--	--	--	
				NBR	N/A	--	--	--	--	--	
						NB Approach	N/A				--
			SB	SBL	N/A	--	--	--	--	--	
				SBT	C	108	573	1976	23.7		
SBR	A	130		642	35	8.1					
			SB Approach	C				23.4			
			Overall LOS	F				77.8			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	210	369	515	59.4		
				EBT	D	210	369	669	47.0		
				EBR	C	208	373	250	32.6		
						EB Approach	D				48.9
			WB	WBL	F	624	692	263	107.2		
				WBT	F	624	692	551	122.8		
				WBR	F	635	703	529	150.3		
						WB Approach	F				130.6
			NB	NBL	F	729	928	259	155.9		
				NBT	F	729	928	1550	110.0		
				NBR	C	734	933	317	31.0		
						NB Approach	F				103.8
			SB	SBL	F	537	789	594	145.8		
				SBT	F	537	789	1495	83.0		
SBR	C	546		800	413	31.2					
			SB Approach	F				89.4			
			Overall LOS	F				93.7			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	F	359	485	43	870.5		
						EB Approach	F				870.5
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	A	7	106	146	8.9		
						WB Approach	A				8.9
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	0	76	2564	1.1		
				NBR	A	0	32	54	1.5		
						NB Approach	A				1.1
			SB	SBL	N/A	--	--	--	--	--	
				SBT	E	123	566	2494	36.7		
SBR	A	160		652	48	6.7					
			SB Approach	E				36.1			
			Overall LOS	F				870.5			

Appendix Table L-4. 2050 No-Build PM Operations cont.

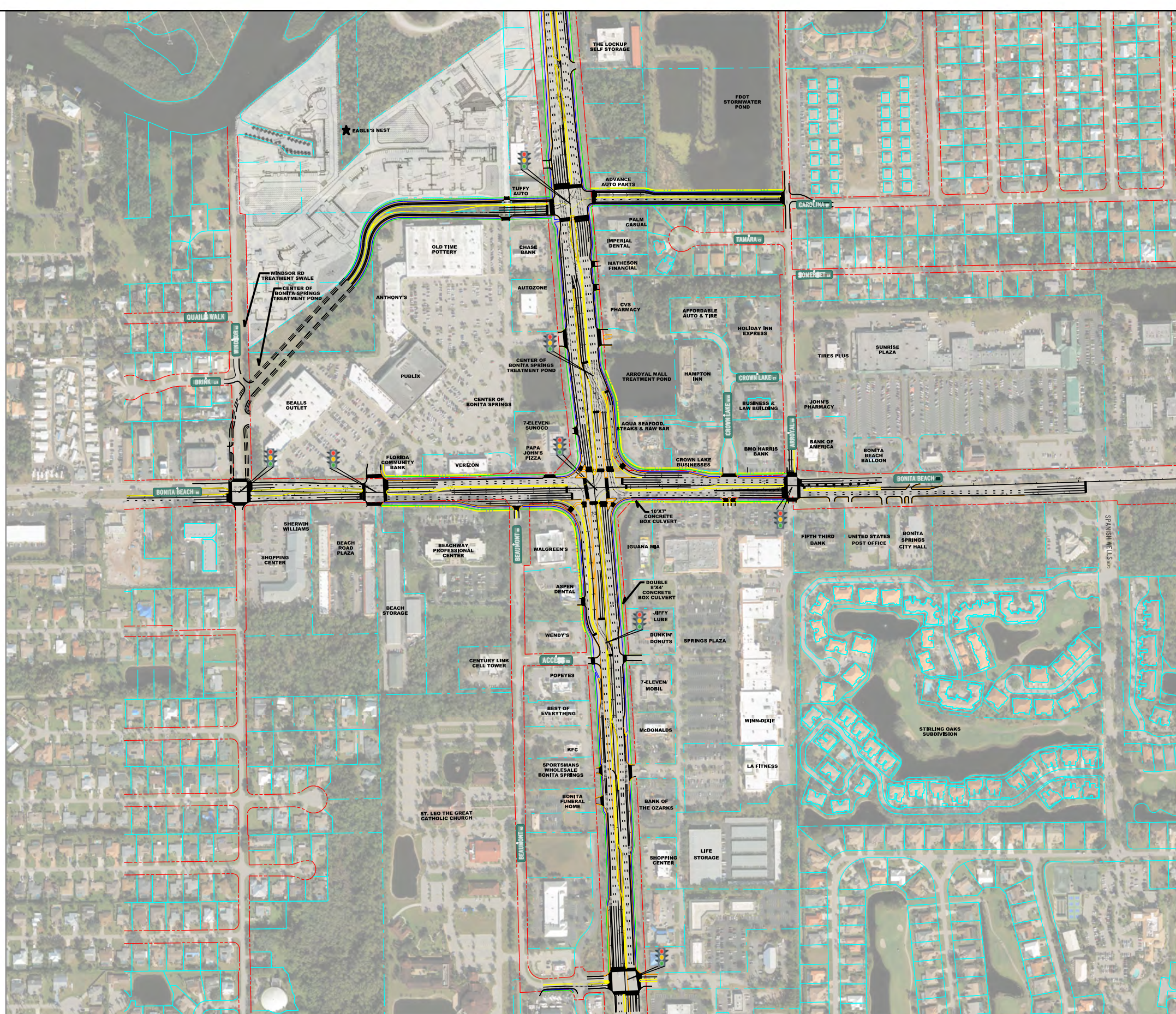
Intersection Information				2050 NB PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	251	640	431	82.0		
				EBT	A	251	640	0	0.0		
				EBR	D	252	643	57	43.9		
			EB Approach				E				77.5
			WB	WBL	E	4	48	12	65.6		
				WBT	A	4	48	0	0.0		
				WBR	B	4	52	10	10.7		
			WB Approach				D				40.7
			NB	NBL	E	98	448	72	64.5		
				NBT	B	98	448	2624	15.4		
				NBR	A	93	454	12	5.2		
			NB Approach				B				16.7
			SB	SBL	F	1159	1685	9	90.7		
				SBT	F	1159	1685	2503	80.3		
SBR	D	1159		1688	359	51.5					
SB Approach				E				76.7			
Overall LOS				D					49.9		
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	9	384	334	103.6		
				EBT	E	290	1468	1222	56.1		
				EBR	E	198	1347	18	55.5		
			EB Approach				E				66.2
			WB	WBL	E	214	690	28	69.5		
				WBT	D	214	690	1146	38.1		
				WBR	C	246	727	27	26.2		
			WB Approach				D				38.5
			NB	NBL	C	4	80	6	32.9		
				NBT	D	4	80	3	41.1		
				NBR	B	7	97	53	14.5		
			NB Approach				B				17.6
			SB	SBL	F	101	358	11	99.1		
				SBT	D	101	358	3	40.8		
SBR	D	101		358	320	46.8					
SB Approach				D				48.5			
Overall LOS				D					52.9		
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	A	11	243	118	9.6		
				EBT	A	11	243	1160	4.7		
				EBR	A	8	178	5	4.5		
			EB Approach				A				5.2
			WB	WBL	D	86	661	66	35.2		
				WBT	C	86	661	969	29.3		
				WBR	A	86	664	161	5.6		
			WB Approach				C				26.5
			NB	NBL	E	20	102	32	77.4		
				NBT	E	20	102	24	79.9		
				NBR	B	18	102	68	15.4		
			NB Approach				D				43.9
			SB	SBL	F	173	751	196	101.7		
				SBT	F	173	751	22	115.9		
SBR	E	183		764	194	60.2					
SB Approach				F				82.9			
Overall LOS				C					25.9		
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	D	78	562	1358	31.1		
				EBR	C	78	562	83	19.8		
			EB Approach				D				30.5
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	N/A	--	--	--	--		
			WB Approach				N/A				--
			NB	NBL	N/A	--	--	--	--		
				NBT	N/A	--	--	--	--		
				NBR	F	22	154	82	50.4		
			NB Approach				F				50.4
			SB	SBL	N/A	--	--	--	--		
				SBT	N/A	--	--	--	--		
SBR	N/A	--		--	--	--					
SB Approach				N/A				--			
Overall LOS				F					50.4		

Appendix Table L-4. 2050 No-Build PM Operations cont.

Intersection Information				2050 NB PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	B	43	643	1462	12.0	
				EBR	A	43	694	118	7.6	
			EB Approach			B				11.7
			WB	WBL	N/A	--	--	--	--	--
				WBT	F	175	295	1357	67.4	
				WBR	F	233	356	5	60.9	
			WB Approach			F				67.3
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	D	15	136	114	25.9	
			NB Approach			D				25.9
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	F	309		487	4	2020.5				
SB Approach			F				2020.5			
Overall LOS			F				2020.5			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	102	379	203	47.9	
				EBT	A	102	379	1337	6.4	
				EBR	A	63	381	12	6.6	
			EB Approach			B				11.9
			WB	WBL	E	6	137	132	77.4	
				WBT	F	1168	1576	1135	149.3	
				WBR	F	1169	1577	28	144.1	
			WB Approach			F				141.8
			NB	NBL	F	92	369	53	169.7	
				NBT	F	92	369	45	100.5	
				NBR	E	97	374	90	64.0	
			NB Approach			F				102.6
			SB	SBL	E	38	178	49	73.3	
				SBT	E	38	178	45	70.9	
SBR	C	41		181	156	32.1				
SB Approach			D				47.1			
Overall LOS			E				70.9			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	1	48	62	13.7	
				EBT	A	9	245	1316	3.2	
				EBR	A	7	233	101	2.8	
			EB Approach			A				3.6
			WB	WBL	F	1	72	32	126.0	
				WBT	F	1230	1691	1149	205.5	
				WBR	F	1231	1689	100	104.7	
			WB Approach			F				195.7
			NB	NBL	F	73	294	110	154.6	
				NBT	F	73	294	21	83.7	
				NBR	C	74	296	55	31.4	
			NB Approach			F				110.1
			SB	SBL	F	68	205	130	81.3	
				SBT	F	68	205	26	83.2	
SBR	F	66		210	76	122.9				
SB Approach			F				95.2			
Overall LOS			F				93.6			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	104	738	1	96.8	
				EBT	C	104	738	1295	20.0	
				EBR	A	105	744	154	7.1	
			EB Approach			B				18.7
			WB	WBL	E	88	579	151	68.9	
				WBT	B	88	579	1311	14.0	
				WBR	B	75	585	9	14.4	
			WB Approach			B				19.6
			NB	NBL	E	56	201	148	71.2	
				NBT	E	56	201	11	63.9	
				NBR	A	64	237	252	7.4	
			NB Approach			C				31.9
			SB	SBL	E	16	129	20	75.5	
				SBT	E	16	129	11	77.4	
SBR	C	25		152	5	32.8				
SB Approach			E				70.1			
Overall LOS			C				21.4			

*Appendix M. Displaced Left-Turn Analysis*





REVISIONS		REVISIONS		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			US 41 AT BONITA BEACH ROAD PD&E STUDY ALTERNATIVE B - PDLT		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION						
				12010000	LEE	444321-1-22-01		1	



Appendix Table M-1. 2030 DLT Mid-Day Operations

Intersection Information				2030 DLT MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	93	363	201	76.7		
				EBT	E	93	363	21	69.8		
				EBR	A	42	366	73	9.8		
			EB Approach				E				59.6
			WB	WBL	E	32	146	62	64.7		
				WBT	E	32	146	44	65.2		
				WBR	C	22	191	19	32.2		
			WB Approach				E				60.0
			NB	NBL	F	134	738	63	99.8		
				NBT	B	134	738	2216	18.3		
				NBR	A	74	644	24	7.5		
			NB Approach				C				20.4
			SB	SBL	F	110	922	19	84.9		
				SBT	B	110	922	2031	14.3		
SBR	B	64		822	149	10.6					
SB Approach				B				14.7			
Overall LOS				C				21.9			
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	3	94	38	13.4		
			EB Approach				B				13.4
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	B	2	76	21	11.1		
			WB Approach				B				11.1
			NB	NBL	C	1	47	17	17.5		
				NBT	A	1	134	2402	1.3		
				NBR	A	1	134	38	2.2		
			NB Approach				A				1.4
			SB	SBL	D	7	108	32	30.8		
				SBT	A	1	178	2191	1.8		
SBR	A	1		178	59	3.2					
SB Approach				A				2.3			
Overall LOS				B				13.4			
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	E	22	125	31	77.7		
				EBT	A	22	125	0	0.0		
				EBR	C	26	131	78	28.1		
			EB Approach				D				42.2
			WB	WBL	E	18	123	39	72.3		
				WBT	E	18	123	2	76.9		
				WBR	B	23	130	73	12.4		
			WB Approach				C				34.0
			NB	NBL	E	37	335	23	58.1		
				NBT	A	37	335	2355	8.4		
				NBR	A	37	335	62	2.0		
			NB Approach				A				8.7
			SB	SBL	F	219	952	134	97.7		
				SBT	C	219	952	2170	21.6		
SBR	B	171		946	43	12.1					
SB Approach				C				25.8			
Overall LOS				B				19.5			
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	2	71	45	13.0		
			EB Approach				B				13.0
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	C	10	125	123	19.7		
			WB Approach				C				19.7
			NB	NBL	B	2	71	36	14.4		
				NBT	A	6	371	2376	4.7		
				NBR	A	0	36	117	3.4		
			NB Approach				A				4.8
			SB	SBL	N/A	--	--	--	--		
				SBT	A	14	484	2380	2.5		
SBR	A	0		8	37	3.1					
SB Approach				A				2.5			
Overall LOS				C				19.7			



Appendix Table M-1. 2030 DLT Mid-Day Operations cont.

Intersection Information				2030 DLT MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	4	99	94	15.0		
			EB Approach			C					15.0
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	B	6	94	104	14.8		
			WB Approach			B					14.8
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	68	350	2381	8.4		
				NBR	A	0	15	72	1.5		
			NB Approach			A					8.2
			SB	SBL	N/A	--	--	--	--	--	
				SBT	B	62	231	2278	10.2		
SBR	A	62		231	131	9.7					
SB Approach			B					10.2			
Overall LOS			C					15.0			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	4	89	53	16.5		
			EB Approach			C					16.5
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
			WB Approach			N/A					--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	0	0	295	0.7		
				NBR	N/A	--	--	--	--	--	
			NB Approach			A					0.7
			SB	SBL	N/A	--	--	--	--	--	
				SBT	B	0	16	2357	11.2		
SBR	A	0		57	57	0.7					
SB Approach			B					10.9			
Overall LOS			C					16.5			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	D	77	290	516	51.1		
				EBT	F	144	345	662	80.2		
				EBR	A	0	35	259	0.6		
			EB Approach			E					55.4
			WB	WBL	F	112	347	381	85.6		
				WBT	F	171	387	708	98.2		
				WBR	B	1	52	471	11.1		
			WB Approach			E					68.8
			NB	NBL	A	0	4	295	1.9		
				NBT	B	62	596	1826	14.6		
				NBR	A	6	261	363	6.6		
			NB Approach			B					12.0
			SB	SBL	E	66	272	449	55.4		
				SBT	A	34	511	1777	8.1		
SBR	A	6		252	482	5.9					
SB Approach			B					15.5			
Overall LOS			C					31.6			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	4	99	94	15.0		
			EB Approach			B					14.6
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	B	6	94	104	14.8		
			WB Approach			A					8.8
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	68	350	2381	8.4		
				NBR	A	0	15	72	1.5		
			NB Approach			C					15.0
			SB	SBL	N/A	--	--	--	--	--	
				SBT	B	62	231	2278	10.2		
SBR	A	62		231	131	9.7					
SB Approach			C					15.7			
Overall LOS			B					14.6			

Appendix Table M-1. 2030 DLT Mid-Day Operations cont.

Intersection Information				2030 DLT MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	97	286	439	72.3	
				EBT	N/A	--	--	--	--	
				EBR	C	107	300	59	22.0	
			EB Approach			E				66.4
			WB	WBL	E	16	180	10	75.3	
				WBT	N/A	--	--	--	--	
				WBR	B	17	184	266	16.2	
			WB Approach			B				18.4
			NB	NBL	F	115	544	83	80.7	
				NBT	B	115	544	2825	15.8	
				NBR	B	119	558	14	10.8	
			NB Approach			B				17.6
			SB	SBL	F	253	1129	218	94.6	
				SBT	C	253	1129	2645	26.9	
SBR	C	262		1144	414	22.6				
SB Approach			C				30.9			
Overall LOS			C				27.4			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1122	1658	308	229.0	
				EBT	D	263	945	1216	51.8	
				EBR	D	278	968	18	47.1	
			EB Approach			F				87.2
			WB	WBL	F	147	681	31	128.3	
				WBT	C	147	681	1344	26.6	
				WBR	C	151	691	31	22.7	
			WB Approach			C				28.7
			NB	NBL	D	5	97	7	41.4	
				NBT	D	5	97	3	53.6	
				NBR	B	8	112	53	14.1	
			NB Approach			B				19.0
			SB	SBL	F	124	500	12	95.4	
				SBT	E	124	500	3	59.6	
SBR	D	124		500	322	54.9				
SB Approach			E				56.4			
Overall LOS			E				58.3			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	17	507	117	23.7	
				EBT	A	17	507	1152	3.5	
				EBR	A	8	492	6	2.4	
			EB Approach			A				5.4
			WB	WBL	D	69	713	73	36.1	
				WBT	B	69	713	1190	16.6	
				WBR	A	65	730	196	7.2	
			WB Approach			B				16.3
			NB	NBL	E	19	97	32	74.7	
				NBT	F	19	97	24	81.3	
				NBR	A	9	94	68	7.3	
			NB Approach			D				39.0
			SB	SBL	F	135	686	195	81.6	
				SBT	F	135	686	21	82.0	
SBR	D	139		693	191	52.9				
SB Approach			E				68.2			
Overall LOS			B				19.5			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	A	0	10	1357	5.0	
				EBR	A	0	0	86	0.9	
			EB Approach			A				4.7
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	C	9	129	82	20.3	
			NB Approach			C				20.3
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			C				20.3			

Appendix Table M-1. 2030 DLT Mid-Day Operations cont.

Intersection Information				2030 DLT MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	C	7	206	1344	16.0	
				EBR	A	11	265	130	3.6	
			EB Approach			B				14.9
			WB	WBL	N/A	--	--	--	--	--
				WBT	A	0	5	1528	0.7	
				WBR	A	0	12	12	0.3	
			WB Approach			A				0.7
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	C	11	114	114	22.8	
			NB Approach			C				22.8
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	A	1		53	27	8.8				
SB Approach			A				8.8			
Overall LOS			C				22.8			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	E	122	373	216	57.2	
				EBT	B	83	391	1206	16.2	
				EBR	B	87	399	11	12.6	
			EB Approach			C				22.3
			WB	WBL	F	145	958	172	121.0	
				WBT	D	464	1549	1308	48.5	
				WBR	D	467	1553	291	50.4	
			WB Approach			E				55.8
			NB	NBL	F	96	346	53	127.5	
				NBT	F	96	346	43	125.8	
				NBR	E	104	355	87	76.8	
			NB Approach			F				103.0
			SB	SBL	F	554	1147	274	171.3	
				SBT	F	554	1147	42	183.6	
SBR	F	558		1151	154	136.5				
SB Approach			F				161.0			
Overall LOS			E				58.8			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	C	4	75	68	32.8	
				EBT	B	56	399	1400	12.8	
				EBR	A	61	415	107	10.0	
			EB Approach			B				13.4
			WB	WBL	C	3	85	45	27.6	
				WBT	C	119	929	1593	23.4	
				WBR	A	123	939	132	8.7	
			WB Approach			C				22.4
			NB	NBL	F	60	265	114	82.2	
				NBT	E	60	265	21	77.7	
				NBR	C	67	273	54	32.3	
			NB Approach			E				67.4
			SB	SBL	F	66	197	128	86.4	
				SBT	F	66	197	27	90.2	
SBR	C	61		198	78	25.4				
SB Approach			E				66.4			
Overall LOS			C				23.7			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	118	709	1	114.5	
				EBT	C	118	709	1289	22.7	
				EBR	A	118	712	154	8.6	
			EB Approach			C				21.2
			WB	WBL	F	77	426	171	110.3	
				WBT	A	77	426	1485	2.4	
				WBR	A	20	433	10	2.0	
			WB Approach			B				13.4
			NB	NBL	E	55	201	147	71.8	
				NBT	E	55	201	11	71.4	
				NBR	A	45	210	252	7.4	
			NB Approach			C				32.2
			SB	SBL	F	16	127	20	82.1	
				SBT	E	16	127	11	75.0	
SBR	C	18		130	5	29.8				
SB Approach			E				72.7			
Overall LOS			B				19.5			

Appendix Table M-2. 2030 DLT PM Operations

Intersection Information				2030 DLT PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	119	418	193	96.7		
				EBT	F	119	418	27	91.1		
				EBR	A	66	413	85	9.8		
			EB Approach				E				72.0
			WB	WBL	F	43	200	80	87.3		
				WBT	E	43	200	11	72.5		
				WBR	C	22	240	9	26.5		
			WB Approach				F				80.2
			NB	NBL	F	156	962	65	117.1		
				NBT	B	156	962	2782	15.3		
				NBR	A	94	868	42	9.4		
			NB Approach				B				17.5
			SB	SBL	F	49	521	9	94.2		
				SBT	A	49	521	1776	8.7		
SBR	A	15		421	86	5.3					
SB Approach				A				9.0			
Overall LOS				B				19.4			
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	A	3	98	41	10.0		
			EB Approach				A				10.0
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	B	3	89	37	12.8		
			WB Approach				B				12.8
			NB	NBL	B	1	49	16	12.9		
				NBT	A	1	128	2942	1.3		
				NBR	A	1	128	53	2.3		
			NB Approach				A				1.3
			SB	SBL	E	11	109	40	48.2		
				SBT	A	0	50	1822	0.8		
SBR	A	0		50	46	2.0					
SB Approach				A				1.8			
Overall LOS				B				12.8			
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	12	94	15	92.7		
				EBT	F	12	94	3	116.9		
				EBR	C	15	100	35	23.1		
			EB Approach				D				48.1
			WB	WBL	F	23	153	31	96.4		
				WBT	E	23	153	3	70.0		
				WBR	B	28	160	101	18.3		
			WB Approach				D				37.4
			NB	NBL	E	23	398	12	67.3		
				NBT	A	23	398	2924	4.9		
				NBR	A	23	398	48	1.4		
			NB Approach				A				5.1
			SB	SBL	F	113	555	90	104.3		
				SBT	B	113	555	1838	12.6		
SBR	A	76		549	28	6.3					
SB Approach				B				16.8			
Overall LOS				B				11.8			
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	1	56	37	11.8		
			EB Approach				B				11.8
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	C	7	103	87	21.7		
			WB Approach				C				21.7
			NB	NBL	C	1	55	15	19.5		
				NBT	A	12	597	2967	4.7		
				NBR	A	0	19	82	3.5		
			NB Approach				A				4.7
			SB	SBL	N/A	--	--	--	--		
				SBT	A	9	378	1972	1.7		
SBR	A	0		4	26	2.1					
SB Approach				A				1.7			
Overall LOS				C				21.7			

Appendix Table M-2. 2030 DLT PM Operations cont.

Intersection Information				2030 DLT PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	N/A	--	--	--	--	
				EBR	B	2	62	56	11.3	
			EB Approach			B				11.3
			WB	WBL	N/A	--	--	--	--	--
				WBT	N/A	--	--	--	--	--
				WBR	C	4	70	53	17.2	
			WB Approach			C				17.2
			NB	NBL	N/A	--	--	--	--	--
				NBT	A	82	358	2973	9.4	
				NBR	A	0	7	51	1.4	
			NB Approach			A				9.3
			SB	SBL	N/A	--	--	--	--	--
				SBT	A	36	191	1930	7.2	
SBR	A	36		191	59	7.1				
SB Approach			A				7.2			
Overall LOS			C				17.2			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	N/A	--	--	--	--	
				EBR	B	0	45	10	11.3	
			EB Approach			B				11.3
			WB	WBL	N/A	--	--	--	--	--
				WBT	N/A	--	--	--	--	--
				WBR	N/A	--	--	--	--	--
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	--
				NBT	A	0	0	286	0.7	
				NBR	N/A	--	--	--	--	--
			NB Approach			A				0.7
			SB	SBL	N/A	--	--	--	--	--
				SBT	A	0	0	1982	3.8	
SBR	A	0		7	23	0.3				
SB Approach			A				3.8			
Overall LOS			B				11.3			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	156	330	511	105.5	
				EBT	E	180	369	846	65.3	
				EBR	A	0	20	172	0.5	
			EB Approach			E				71.4
			WB	WBL	F	86	301	277	93.3	
				WBT	F	195	441	688	116.3	
				WBR	A	0	28	339	8.5	
			WB Approach			F				83.4
			NB	NBL	A	7	116	286	8.1	
				NBT	B	96	774	2341	16.4	
				NBR	B	15	266	390	10.4	
			NB Approach			B				14.9
			SB	SBL	E	89	338	489	73.1	
				SBT	B	50	259	1560	14.0	
SBR	A	11		243	393	8.2				
SB Approach			C				24.9			
Overall LOS			D				39.0			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	N/A	--	--	--	--	
				EBR	B	3	77	64	11.6	
			EB Approach			B				11.6
			WB	WBL	N/A	--	--	--	--	--
				WBT	N/A	--	--	--	--	--
				WBR	A	7	97	148	9.3	
			WB Approach			A				9.3
			NB	NBL	N/A	--	--	--	--	--
				NBT	C	24	276	3130	18.1	
				NBR	B	24	276	55	14.3	
			NB Approach			C				18.0
			SB	SBL	N/A	--	--	--	--	--
				SBT	C	0	0	2360	19.6	
SBR	A	0		24	42	1.4				
SB Approach			C				19.3			
Overall LOS			B				11.6			

Appendix Table M-2. 2030 DLT PM Operations cont.

Intersection Information				2030 DLT PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	131	361	543	88.6	
				EBT	N/A	--	--	--	--	
				EBR	B	141	375	50	18.8	
			EB Approach			F				82.7
			WB	WBL	F	14	138	11	99.1	
				WBT	N/A	--	--	--	--	
				WBR	B	14	142	190	18.4	
			WB Approach			C				22.9
			NB	NBL	F	179	952	52	89.4	
				NBT	B	179	952	3203	13.1	
				NBR	A	183	966	14	6.3	
			NB Approach			B				14.3
			SB	SBL	F	165	735	234	105.4	
				SBT	C	165	735	2381	20.5	
SBR	B	164		750	299	13.7				
SB Approach			C				26.6			
Overall LOS			C				25.5			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1485	1695	277	272.3	
				EBT	E	651	1623	1278	55.3	
				EBR	D	581	1619	14	54.6	
			EB Approach			F				93.6
			WB	WBL	E	196	678	32	78.7	
				WBT	C	196	678	1312	30.2	
				WBR	C	203	688	17	30.2	
			WB Approach			C				31.3
			NB	NBL	C	4	81	7	34.1	
				NBT	D	4	81	2	52.4	
				NBR	B	7	96	60	13.2	
			NB Approach			B				16.4
			SB	SBL	F	81	422	14	110.8	
				SBT	D	81	422	4	45.4	
SBR	D	81		422	260	45.8				
SB Approach			D				49.1			
Overall LOS			E				62.4			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	B	4	139	66	13.2	
				EBT	A	4	139	1275	2.4	
				EBR	A	2	141	3	3.5	
			EB Approach			A				2.9
			WB	WBL	C	149	804	40	35.0	
				WBT	C	149	804	1172	34.0	
				WBR	B	155	820	158	12.1	
			WB Approach			C				31.5
			NB	NBL	F	24	103	35	85.8	
				NBT	F	24	103	25	86.4	
				NBR	A	14	107	87	7.3	
			NB Approach			D				39.4
			SB	SBL	F	71	419	119	89.6	
				SBT	F	71	419	9	102.1	
SBR	D	72		413	143	47.0				
SB Approach			E				67.5			
Overall LOS			C				22.8			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	D	1	69	1454	26.1	
				EBR	A	0	0	32	0.7	
			EB Approach			D				25.6
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	E	14	123	66	38.3	
			NB Approach			E				38.3
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			E				38.3			

Appendix Table M-2. 2030 DLT PM Operations cont.

Intersection Information				2030 DLT PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	A	7	304	1638	7.5		
				EBR	A	7	362	89	2.4		
			EB Approach			A					7.2
			WB	WBL	N/A	--	--	--	--	--	
				WBT	A	0	0	1270	0.6		
				WBR	A	0	29	21	0.4		
			WB Approach			A					0.6
			NB	NBL	N/A	--	--	--	--	--	
				NBT	N/A	--	--	--	--	--	
				NBR	C	7	105	119	16.6		
			NB Approach			C					16.6
			SB	SBL	N/A	--	--	--	--	--	
				SBT	N/A	--	--	--	--	--	
SBR	A	1		71	32	9.0					
SB Approach			A					9.0			
Overall LOS			C					16.6			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	95	374	246	38.6		
				EBT	B	50	386	1485	11.2		
				EBR	A	53	393	4	6.6		
			EB Approach			B					15.0
			WB	WBL	F	81	332	129	92.0		
				WBT	C	157	1034	1074	29.1		
				WBR	C	159	1038	226	29.9		
			WB Approach			C					34.9
			NB	NBL	F	108	405	63	100.5		
				NBT	F	108	405	59	134.2		
				NBR	F	116	414	54	94.7		
			NB Approach			F					110.0
			SB	SBL	F	800	1253	282	231.5		
				SBT	F	800	1253	29	264.6		
SBR	F	804		1256	114	196.3					
SB Approach			F					224.3			
Overall LOS			D					50.6			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	0	6	18	10.4		
				EBT	A	21	421	1747	4.2		
				EBR	A	22	437	87	6.3		
			EB Approach			A					4.3
			WB	WBL	C	1	53	30	25.4		
				WBT	B	45	515	1298	10.7		
				WBR	A	48	525	64	4.2		
			WB Approach			B					10.7
			NB	NBL	F	53	248	91	93.1		
				NBT	F	53	248	5	92.1		
				NBR	C	59	256	46	23.7		
			NB Approach			E					70.6
			SB	SBL	F	68	179	122	98.3		
				SBT	F	68	179	12	105.3		
SBR	B	57		180	44	14.6					
SB Approach			E					78.1			
Overall LOS			B					13.2			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	482	893	9	165.6		
				EBT	F	482	893	1321	84.8		
				EBR	D	481	897	153	41.3		
			EB Approach			F					80.8
			WB	WBL	F	71	453	144	90.4		
				WBT	A	71	453	1398	9.4		
				WBR	A	56	460	13	8.3		
			WB Approach			B					16.9
			NB	NBL	F	71	274	172	81.9		
				NBT	F	71	274	19	85.7		
				NBR	A	66	283	236	9.0		
			NB Approach			D					41.8
			SB	SBL	F	27	163	28	110.1		
				SBT	F	27	163	17	85.5		
SBR	E	29		166	5	66.5					
SB Approach			F					97.4			
Overall LOS			D					47.9			

Appendix Table M-3. 2050 DLT Mid-Day Operations

Intersection Information				2050 DLT MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	93	364	201	76.6		
				EBT	E	93	364	20	70.1		
				EBR	B	41	365	73	13.1		
			EB Approach				E				60.4
			WB	WBL	E	32	146	62	64.3		
				WBT	E	32	146	44	65.2		
				WBR	D	22	191	19	37.2		
			WB Approach				E				60.5
			NB	NBL	F	275	1247	60	110.3		
				NBT	C	275	1247	3073	23.5		
				NBR	B	206	1154	26	15.0		
			NB Approach				C				25.1
			SB	SBL	E	162	1098	19	75.7		
				SBT	B	162	1098	2518	15.7		
SBR	B	115		998	129	13.0					
SB Approach				B				16.0			
Overall LOS				C					24.1		
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	5	94	38	20.1		
			EB Approach				C				20.1
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	C	3	77	21	19.4		
			WB Approach				C				19.4
			NB	NBL	C	2	52	17	23.1		
				NBT	A	3	279	3257	2.1		
				NBR	A	3	279	35	3.2		
			NB Approach				A				2.2
			SB	SBL	F	11	109	28	53.4		
				SBT	A	3	280	2647	3.0		
SBR	A	3		280	47	3.7					
SB Approach				A				3.6			
Overall LOS				C					20.1		
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	E	23	132	30	78.2		
				EBT	A	23	132	0	0.0		
				EBR	C	28	138	78	31.6		
			EB Approach				D				44.5
			WB	WBL	E	19	123	39	72.1		
				WBT	E	19	123	2	65.9		
				WBR	B	24	130	73	18.0		
			WB Approach				D				37.3
			NB	NBL	E	104	1023	24	61.6		
				NBT	B	104	1023	3214	13.1		
				NBR	A	104	1023	57	3.9		
			NB Approach				B				13.3
			SB	SBL	F	239	1072	113	97.4		
				SBT	C	239	1072	2609	20.9		
SBR	B	197		1066	40	12.4					
SB Approach				C				23.9			
Overall LOS				C					20.1		
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	2	72	44	15.5		
			EB Approach				C				15.5
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	E	20	180	123	35.3		
			WB Approach				E				35.3
			NB	NBL	C	3	78	34	18.6		
				NBT	A	42	925	3224	8.1		
				NBR	A	0	33	119	5.9		
			NB Approach				A				8.1
			SB	SBL	N/A	--	--	--	--		
				SBT	A	19	541	2788	3.1		
SBR	A	0		6	33	2.3					
SB Approach				A				3.1			
Overall LOS				E					35.3		



Appendix Table M-3. 2050 DLT Mid-Day Operations cont.

Intersection Information				2050 DLT MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	5	97	94	16.9		
			EB Approach			C					16.9
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	D	15	156	104	30.5		
			WB Approach			D					30.5
			NB	NBL	N/A	--	--	--	--	--	
				NBT	B	99	519	3230	11.6		
				NBR	A	0	11	70	2.2		
			NB Approach			B					11.4
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	65	253	2682	9.3		
SBR	A	65		253	118	9.4					
SB Approach			A					9.3			
Overall LOS			D					30.5			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	4	88	53	17.3		
			EB Approach			C					17.3
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
			WB Approach			N/A					--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	0	0	391	0.7		
				NBR	N/A	--	--	--	--	--	
			NB Approach			A					0.7
			SB	SBL	N/A	--	--	--	--	--	
				SBT	B	0	36	2748	14.2		
SBR	A	1		87	57	0.8					
SB Approach			B					14.0			
Overall LOS			C					17.3			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	103	330	622	57.8		
				EBT	E	163	358	758	75.9		
				EBR	A	0	29	301	0.6		
			EB Approach			E					55.7
			WB	WBL	F	121	347	398	88.0		
				WBT	F	169	386	703	99.0		
				WBR	B	2	86	504	13.2		
			WB Approach			E					69.3
			NB	NBL	A	1	45	392	2.9		
				NBT	C	167	868	2477	23.0		
				NBR	B	20	320	471	11.4		
			NB Approach			B					19.0
			SB	SBL	E	67	263	483	55.9		
				SBT	B	42	535	2109	11.9		
SBR	A	8		214	520	6.8					
SB Approach			B					17.9			
Overall LOS			C					33.3			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	5	94	82	15.2		
			EB Approach			C					15.2
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	B	7	103	146	10.2		
			WB Approach			B					10.2
			NB	NBL	N/A	--	--	--	--	--	
				NBT	C	52	329	3542	15.4		
				NBR	B	52	329	61	14.5		
			NB Approach			C					15.4
			SB	SBL	N/A	--	--	--	--	--	
				SBT	B	0	5	3032	14.5		
SBR	A	0		35	47	1.9					
SB Approach			B					14.4			
Overall LOS			C					15.2			

Appendix Table M-3. 2050 DLT Mid-Day Operations cont.

Intersection Information				2050 DLT MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	108	291	491	74.2	
				EBT	N/A	--	--	--	--	
				EBR	C	115	305	58	28.7	
			EB Approach			E				69.4
			WB	WBL	E	41	215	10	78.1	
				WBT	N/A	--	--	--	--	
				WBR	C	45	219	327	29.4	
			WB Approach			C				30.9
			NB	NBL	E	173	873	83	71.8	
				NBT	B	173	873	3613	16.6	
				NBR	A	177	887	12	9.2	
			NB Approach			B				17.8
			SB	SBL	F	642	1180	240	118.3	
				SBT	D	642	1180	3034	51.5	
SBR	D	657		1195	412	45.8				
SB Approach			E				55.2			
Overall LOS			D				38.4			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	50	558	389	101.3	
				EBT	E	362	1240	1457	55.1	
				EBR	D	377	1258	23	54.7	
			EB Approach			E				64.7
			WB	WBL	F	254	678	25	153.4	
				WBT	D	254	678	1525	43.8	
				WBR	D	259	688	24	35.2	
			WB Approach			D				45.5
			NB	NBL	E	5	96	6	60.0	
				NBT	D	5	96	4	54.7	
				NBR	B	9	111	53	15.9	
			NB Approach			C				22.6
			SB	SBL	F	733	1182	10	460.4	
				SBT	F	733	1182	1	352.2	
SBR	F	733		1182	316	327.4				
SB Approach			F				331.5			
Overall LOS			E				78.7			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	D	29	611	120	35.1	
				EBT	A	29	611	1396	4.4	
				EBR	A	17	597	4	4.9	
			EB Approach			A				6.8
			WB	WBL	D	120	899	66	53.2	
				WBT	C	120	899	1357	22.4	
				WBR	A	117	916	173	8.4	
			WB Approach			C				22.2
			NB	NBL	E	17	90	32	76.4	
				NBT	E	17	90	24	78.6	
				NBR	A	8	89	68	7.2	
			NB Approach			D				38.9
			SB	SBL	F	262	750	196	112.6	
				SBT	F	262	750	21	116.3	
SBR	F	268		756	184	118.8				
SB Approach			F				115.6			
Overall LOS			C				26.6			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	A	0	75	1598	8.2	
				EBR	A	0	0	84	0.9	
			EB Approach			A				7.8
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	C	11	132	84	24.2	
			NB Approach			C				24.2
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			C				24.2			

Appendix Table M-3. 2050 DLT Mid-Day Operations cont.

Intersection Information				2050 DLT MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	C	13	250	1591	17.9	
				EBR	A	23	315	121	5.4	
			EB Approach			C				17.0
			WB	WBL	N/A	--	--	--	--	--
				WBT	A	0	9	1575	0.8	
				WBR	A	0	25	11	0.3	
			WB Approach			A				0.8
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	D	14	125	114	25.9	
			NB Approach			D				25.9
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	A	1		53	27	8.6				
SB Approach			A				8.6			
Overall LOS			D				25.9			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	E	138	377	206	64.5	
				EBT	B	94	399	1463	14.4	
				EBR	B	98	406	13	10.8	
			EB Approach			C				20.5
			WB	WBL	F	106	467	145	129.9	
				WBT	E	944	1605	1371	75.2	
				WBR	E	948	1609	303	79.3	
			WB Approach			F				80.3
			NB	NBL	F	89	344	53	118.7	
				NBT	F	89	344	43	123.6	
				NBR	E	97	353	86	73.8	
			NB Approach			F				98.6
			SB	SBL	F	1123	1325	297	251.8	
				SBT	F	1123	1325	35	257.6	
SBR	F	1126		1329	137	203.4				
SB Approach			F				238.1			
Overall LOS			E				74.7			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	D	4	74	65	39.3	
				EBT	B	100	513	1679	18.1	
				EBR	B	106	529	105	18.3	
			EB Approach			B				18.9
			WB	WBL	F	1	42	39	89.0	
				WBT	F	1231	1679	1641	133.3	
				WBR	E	1231	1684	108	78.8	
			WB Approach			F				129.1
			NB	NBL	F	61	263	113	83.6	
				NBT	E	61	263	21	79.3	
				NBR	D	67	271	55	35.7	
			NB Approach			E				69.2
			SB	SBL	F	67	198	128	86.5	
				SBT	F	67	198	27	85.4	
SBR	E	63		199	78	56.6				
SB Approach			E				76.4			
Overall LOS			E				73.0			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	158	866	1	102.1	
				EBT	C	158	866	1584	22.2	
				EBR	B	158	870	156	10.5	
			EB Approach			C				21.2
			WB	WBL	F	185	1142	156	92.1	
				WBT	B	185	1142	1679	17.3	
				WBR	B	172	1149	8	16.9	
			WB Approach			C				23.6
			NB	NBL	E	55	201	147	71.2	
				NBT	E	55	201	10	73.7	
				NBR	A	45	210	252	7.2	
			NB Approach			C				31.8
			SB	SBL	F	16	127	20	80.6	
				SBT	E	16	127	11	75.9	
SBR	C	18		130	5	31.8				
SB Approach			E				72.4			
Overall LOS			C				24.0			

Appendix Table M-4. 2050 DLT PM Operations

Intersection Information				2050 DLT PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	121	414	193	98.3		
				EBT	F	121	414	27	90.9		
				EBR	B	73	433	85	12.4		
			EB Approach				E				73.7
			WB	WBL	F	43	200	80	86.4		
				WBT	E	43	200	11	72.6		
				WBR	D	23	235	8	50.6		
			WB Approach				F				82.0
			NB	NBL	F	764	1304	57	150.1		
				NBT	D	764	1304	3540	48.9		
				NBR	C	681	1210	39	34.9		
			NB Approach				D				50.3
			SB	SBL	F	66	765	8	89.4		
				SBT	A	66	765	2360	8.9		
SBR	A	27		670	78	6.2					
SB Approach				A				9.1			
Overall LOS				D				36.7			
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	4	96	41	13.8		
			EB Approach				B				13.8
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	F	14	117	37	60.2		
			WB Approach				F				60.2
			NB	NBL	D	1	36	16	26.0		
				NBT	C	199	967	3674	18.5		
				NBR	B	199	967	52	12.7		
			NB Approach				C				18.5
			SB	SBL	F	15	122	39	57.6		
				SBT	A	0	80	2420	1.2		
SBR	A	0		80	44	2.8					
SB Approach				A				2.1			
Overall LOS				F				60.2			
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	11	92	16	93.1		
				EBT	F	11	92	3	113.0		
				EBR	C	15	98	35	25.3		
			EB Approach				D				50.3
			WB	WBL	F	33	212	32	88.0		
				WBT	F	33	212	3	84.3		
				WBR	D	39	219	100	48.0		
			WB Approach				E				58.3
			NB	NBL	F	473	1264	11	80.2		
				NBT	C	473	1264	3662	32.6		
				NBR	B	473	1264	47	15.0		
			NB Approach				C				32.5
			SB	SBL	F	208	873	84	166.8		
				SBT	B	208	873	2426	19.2		
SBR	B	179		867	25	11.2					
SB Approach				C				24.0			
Overall LOS				C				30.7			
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	1	55	37	13.8		
			EB Approach				B				13.8
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	F	78	285	85	161.7		
			WB Approach				F				161.7
			NB	NBL	D	1	50	15	28.5		
				NBT	C	444	1071	3707	24.9		
				NBR	B	0	18	79	13.8		
			NB Approach				C				24.7
			SB	SBL	N/A	--	--	--	--		
				SBT	A	15	474	2543	2.2		
SBR	A	0		4	23	2.4					
SB Approach				A				2.2			
Overall LOS				F				161.7			

Appendix Table M-4. 2050 DLT PM Operations cont.

Intersection Information				2050 DLT PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	3	70	70	13.4		
			EB Approach			B					13.4
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	F	41	193	63	127.6		
			WB Approach			F					127.6
			NB	NBL	N/A	--	--	--	--	--	
				NBT	D	128	541	3678	27.7		
				NBR	A	0	7	44	4.8		
			NB Approach			D					27.4
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	45	205	2487	7.1		
SBR	A	45		205	56	6.3					
SB Approach			D		A						
Overall LOS			F		F						
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	0	46	10	10.7		
			EB Approach			B					10.7
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
			WB Approach			N/A					--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	0	0	340	0.7		
				NBR	N/A	--	--	--	--	--	
			NB Approach			A					0.7
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	0	4	2538	7.2		
SBR	A	0		24	20	0.5					
SB Approach			A					7.1			
Overall LOS			B					10.7			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	128	331	558	78.8		
				EBT	D	154	377	896	54.0		
				EBR	A	0	32	194	0.5		
			EB Approach			E					56.1
			WB	WBL	F	117	339	345	103.4		
				WBT	F	235	545	807	121.2		
				WBR	B	1	63	418	18.3		
			WB Approach			F					89.9
			NB	NBL	B	16	164	346	15.2		
				NBT	D	453	881	2941	40.6		
				NBR	B	42	455	472	18.0		
			NB Approach			D					35.4
			SB	SBL	E	110	370	575	70.8		
				SBT	B	82	415	2022	16.7		
SBR	B	32		366	486	14.2					
SB Approach			C					26.4			
Overall LOS			D					44.5			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	3	81	64	15.9		
			EB Approach			C					15.9
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	B	9	111	148	12.7		
			WB Approach			B					12.7
			NB	NBL	N/A	--	--	--	--	--	
				NBT	C	81	363	3865	22.4		
				NBR	C	81	363	45	15.3		
			NB Approach			C					22.3
			SB	SBL	N/A	--	--	--	--	--	
				SBT	D	0	0	3012	28.5		
SBR	A	0		23	39	1.3					
SB Approach			D					28.1			
Overall LOS			C					15.9			

Appendix Table M-4. 2050 DLT PM Operations cont.

Intersection Information				2050 DLT PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	146	399	615	88.9	
				EBT	N/A	--	--	--	--	
				EBR	D	155	413	48	37.8	
			EB Approach			F				85.2
			WB	WBL	F	24	194	11	99.8	
				WBT	N/A	--	--	--	--	
				WBR	C	26	199	235	26.9	
			WB Approach			C				30.2
			NB	NBL	F	277	967	48	87.2	
				NBT	B	277	967	3945	15.2	
				NBR	B	284	981	8	10.0	
			NB Approach			B				16.0
			SB	SBL	F	615	1158	279	150.3	
				SBT	D	615	1158	3033	53.0	
SBR	D	630		1173	338	38.8				
SB Approach			E				59.1			
Overall LOS			D				40.1			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1557	1688	283	233.4	
				EBT	D	759	1678	1334	50.7	
				EBR	D	701	1675	10	44.9	
			EB Approach			F				82.5
			WB	WBL	E	309	681	31	78.6	
				WBT	D	309	681	1557	36.6	
				WBR	D	317	691	16	35.3	
			WB Approach			D				37.4
			NB	NBL	D	6	94	7	47.6	
				NBT	E	6	94	2	76.9	
				NBR	B	10	109	59	16.8	
			NB Approach			C				21.8
			SB	SBL	F	134	500	16	125.6	
				SBT	E	134	500	2	57.4	
SBR	E	134		500	327	63.9				
SB Approach			E				66.7			
Overall LOS			E				60.0			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	26	407	56	24.8	
				EBT	A	26	407	1350	6.4	
				EBR	A	25	416	2	6.8	
			EB Approach			A				7.1
			WB	WBL	D	342	935	40	43.8	
				WBT	E	342	935	1440	63.9	
				WBR	C	354	951	151	27.7	
			WB Approach			E				60.1
			NB	NBL	F	24	110	34	84.0	
				NBT	F	24	110	25	85.5	
				NBR	A	14	112	87	7.2	
			NB Approach			D				38.5
			SB	SBL	F	80	434	118	90.3	
				SBT	F	80	434	9	104.6	
SBR	F	83		440	140	83.8				
SB Approach			F				87.3			
Overall LOS			D				39.7			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	C	2	84	1549	21.4	
				EBR	A	0	0	26	1.0	
			EB Approach			C				21.1
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	D	10	108	67	28.9	
			NB Approach			D				28.9
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			D				28.9			

Appendix Table M-4. 2050 DLT PM Operations cont.

Intersection Information				2050 DLT PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	A	10	356	1868	9.4	
				EBR	A	11	430	84	2.8	
			EB Approach			A				9.1
			WB	WBL	N/A	--	--	--	--	--
				WBT	A	0	54	1529	1.2	
				WBR	A	1	70	21	0.3	
			WB Approach			A				1.2
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	C	8	102	119	18.1	
			NB Approach			C				18.1
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	B	1		74	32	10.0				
SB Approach			B				10.0			
Overall LOS			C				18.1			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	E	134	385	221	56.0	
				EBT	A	52	389	1740	9.7	
				EBR	B	55	396	3	11.4	
			EB Approach			B				14.9
			WB	WBL	F	66	352	127	91.8	
				WBT	E	534	1574	1353	56.4	
				WBR	E	538	1578	271	58.6	
			WB Approach			E				59.3
			NB	NBL	F	103	387	62	97.3	
				NBT	F	103	387	59	130.0	
				NBR	F	111	396	54	92.2	
			NB Approach			F				106.8
			SB	SBL	F	1142	1323	290	287.0	
				SBT	F	1142	1323	28	328.2	
SBR	F	1145		1327	94	250.8				
SB Approach			F				281.5			
Overall LOS			E				62.4			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	0	12	16	18.0	
				EBT	A	42	567	2014	6.7	
				EBR	B	44	583	83	11.2	
			EB Approach			A				6.9
			WB	WBL	C	1	48	31	34.2	
				WBT	C	95	833	1626	23.3	
				WBR	A	98	843	58	7.5	
			WB Approach			C				23.0
			NB	NBL	F	53	243	91	92.9	
				NBT	F	53	243	5	92.2	
				NBR	C	59	252	47	25.7	
			NB Approach			E				70.8
			SB	SBL	F	68	182	122	96.6	
				SBT	F	68	182	12	105.0	
SBR	C	57		184	43	26.1				
SB Approach			F				80.1			
Overall LOS			B				18.9			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	646	904	7	221.9	
				EBT	F	646	904	1383	113.5	
				EBR	E	645	908	126	56.0	
			EB Approach			F				109.2
			WB	WBL	F	380	1084	137	105.7	
				WBT	D	380	1084	1754	39.7	
				WBR	D	381	1091	14	39.5	
			WB Approach			D				44.5
			NB	NBL	F	71	272	172	81.1	
				NBT	F	71	272	19	83.4	
				NBR	A	64	281	236	8.3	
			NB Approach			D				41.0
			SB	SBL	F	26	163	29	89.1	
				SBT	F	26	163	17	83.8	
SBR	E	28		166	5	62.8				
SB Approach			F				84.8			
Overall LOS			E				69.7			

*Appendix N. US 41 Widening Analysis*







Appendix Table N-1. 2030 US 41 Widening Mid-Day Operations

Intersection Information				2030 US 41 Widening MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	96	378	203	77.9		
				EBT	E	96	378	21	68.7		
				EBR	A	76	405	73	9.6		
			EB Approach				E				60.5
			WB	WBL	E	32	142	62	64.2		
				WBT	E	32	142	44	64.3		
				WBR	C	23	191	19	30.7		
			WB Approach				E				59.1
			NB	NBL	F	166	807	62	120.8		
				NBT	C	166	807	2219	22.5		
				NBR	A	79	669	23	9.5		
			NB Approach				C				25.0
			SB	SBL	E	102	690	20	68.0		
				SBT	B	102	690	1995	16.3		
SBR	A	129		744	145	9.8					
SB Approach				B				16.4			
Overall LOS				C				24.8			
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	1	99	38	13.4		
			EB Approach				B				13.4
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	B	2	99	21	11.7		
			WB Approach				B				11.7
			NB	NBL	B	1	39	18	12.8		
				NBT	A	1	122	2405	1.3		
				NBR	A	1	122	38	2.1		
			NB Approach				A				1.4
			SB	SBL	C	3	86	33	18.7		
				SBT	A	0	54	2146	1.1		
SBR	A	0		54	58	1.8					
SB Approach				A				1.3			
Overall LOS				B				13.4			
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	E	12	99	25	78.9		
				EBT	A	12	99	0	0.0		
				EBR	B	9	103	63	10.7		
			EB Approach				C				30.1
			WB	WBL	E	19	121	38	73.9		
				WBT	F	19	121	2	99.0		
				WBR	B	15	124	73	11.4		
			WB Approach				C				34.0
			NB	NBL	E	71	492	23	67.2		
				NBT	B	71	492	2352	10.8		
				NBR	A	52	488	62	2.8		
			NB Approach				B				11.1
			SB	SBL	F	87	487	35	94.1		
				SBT	B	87	487	2146	12.8		
SBR	A	74		489	43	8.7					
SB Approach				B				14.0			
Overall LOS				B				13.6			
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	2	76	45	13.1		
			EB Approach				B				13.1
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	B	4	82	123	12.0		
			WB Approach				B				12.0
			NB	NBL	D	5	95	36	26.8		
				NBT	A	0	0	2306	1.7		
				NBR	A	0	17	116	5.3		
			NB Approach				A				2.2
			SB	SBL	E	31	291	104	35.2		
				SBT	A	0	0	2195	0.9		
SBR	A	0		91	37	2.1					
SB Approach				A				2.5			
Overall LOS				B				13.1			

Appendix Table N-1. 2030 US 41 Widening Mid-Day Operations cont.

Intersection Information				2030 US 41 Widening MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	6	100	94	11.5		
			EB Approach			B					11.5
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	B	6	91	104	14.5		
			WB Approach			B					14.5
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	0	0	2425	0.3		
				NBR	A	0	23	72	2.3		
			NB Approach			A					0.4
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	15	388	2310	3.8		
SBR	A	20		450	130	7.2					
SB Approach			A					3.9			
Overall LOS			B					14.5			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	2	74	53	15.3		
			EB Approach			C					15.3
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
			WB Approach			N/A					--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	N/A	--	--	--	--	--	
				NBR	N/A	--	--	--	--	--	
			NB Approach			N/A					--
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	0	39	2387	1.0		
SBR	A	0		18	57	0.6					
SB Approach			A					1.0			
Overall LOS			C					15.3			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	160	327	507	67.7		
				EBT	F	160	327	658	82.5		
				EBR	A	142	371		9.2		
			EB Approach			E					76.1
			WB	WBL	E	144	364	361	63.8		
				WBT	F	144	364	673	86.1		
				WBR	B	85	397	449	10.1		
			WB Approach			E					57.6
			NB	NBL	E	148	462	293	65.1		
				NBT	C	148	462	1825	32.4		
				NBR	A	133	466	363	7.5		
			NB Approach			C					32.6
			SB	SBL	F	164	472	443	107.3		
				SBT	D	164	472	1783	35.8		
SBR	A	148		483	486	9.3					
SB Approach			D					42.8			
Overall LOS			D					46.3			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	5	93	82	14.5		
			EB Approach			B					14.5
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	B	9	113	146	12.7		
			WB Approach			B					12.7
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	1	135	2749	2.1		
				NBR	A	0	30	59	3.8		
			NB Approach			A					2.1
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	0	0	2663	0.9		
SBR	A	0		17	58	1.0					
SB Approach			A					0.9			
Overall LOS			B					14.5			

Appendix Table N-1. 2030 US 41 Widening Mid-Day Operations cont.

Intersection Information				2030 US 41 Widening MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	97	280	439	73.7	
				EBT	N/A	--	--	--	--	
				EBR	B	111	299	59	11.6	
			EB Approach			E				66.3
			WB	WBL	E	14	173	12	61.8	
				WBT	N/A	--	--	--	--	
				WBR	B	14	177	265	18.6	
			WB Approach			C				20.5
			NB	NBL	F	127	523	76	81.4	
				NBT	B	127	523	2795	19.5	
				NBR	B	112	511	13	13.5	
			NB Approach			C				21.1
			SB	SBL	F	302	1359	226	90.0	
				SBT	C	302	1359	2653	28.4	
SBR	C	303		1367	414	26.9				
SB Approach			C				32.4			
Overall LOS			C				29.7			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1077	1612	314	235.6	
				EBT	E	299	1173	1211	55.9	
				EBR	D	305	1180	18	47.9	
			EB Approach			F				92.4
			WB	WBL	F	102	617	30	118.4	
				WBT	B	102	617	1314	18.9	
				WBR	B	100	623	30	16.7	
			WB Approach			C				21.0
			NB	NBL	D	3	88	7	38.2	
				NBT	B	5	115	3	17.8	
				NBR	B	4	93	53	12.8	
			NB Approach			B				15.9
			SB	SBL	F	107	396	12	94.8	
				SBT	D	107	396	3	44.7	
SBR	D	107		396	320	49.2				
SB Approach			D				50.8			
Overall LOS			E				57.2			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	F	107	574	112	122.1	
				EBT	A	107	574	1149	5.3	
				EBR	A	33	580	6	3.7	
			EB Approach			B				15.6
			WB	WBL	F	225	808	71	114.5	
				WBT	D	225	808	1160	37.5	
				WBR	B	212	814	192	13.7	
			WB Approach			D				38.1
			NB	NBL	F	20	103	32	87.1	
				NBT	E	20	103	24	74.9	
				NBR	B	19	107	68	10.8	
			NB Approach			D				42.9
			SB	SBL	F	487	793	179	223.0	
				SBT	F	487	793	20	218.7	
SBR	F	488		794	181	160.8				
SB Approach			F				193.1			
Overall LOS			D				48.5			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	B	2	77	1337	12.5	
				EBR	A	2	77	86	2.1	
			EB Approach			B				11.9
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	D	11	132	82	28.6	
			NB Approach			D				28.6
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			D				28.6			

Appendix Table N-1. 2030 US 41 Widening Mid-Day Operations cont.

Intersection Information				2030 US 41 Widening MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	C	35	444		16.7	
				EBR	A	6	319	129	6.1	
			EB Approach			A				6.1
			WB	WBL	N/A	--	--	--	--	--
				WBT	A	0	0	1456	0.9	
				WBR	A	0	16	12	0.6	
			WB Approach			A				0.9
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	C	9	113	114	17.2	
			NB Approach			C				17.2
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	B	1		49	27	10.1				
SB Approach			B				10.1			
Overall LOS			C				17.2			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	F	171	397	210	81.3	
				EBT	B	50	405	1196	11.8	
				EBR	A	51	411	11	7.6	
			EB Approach			C				22.0
			WB	WBL	F	145	479	172	123.3	
				WBT	C	176	1119	1314	26.2	
				WBR	C	180	1125	291	24.0	
			WB Approach			D				35.2
			NB	NBL	A	462	463	0	0.0	
				NBT	A	462	463	0	0.0	
				NBR	A	466	468	0	0.0	
			NB Approach			N/A				--
			SB	SBL	F	1081	1297	231	331.9	
				SBT	F	1081	1297	35	244.2	
SBR	F	1083		1299	131	203.6				
SB Approach			F				281.9			
Overall LOS			E				57.6			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	F	38	198	61	94.8	
				EBT	A	28	232	1272	8.9	
				EBR	A	33	247	98	9.3	
			EB Approach			B				12.6
			WB	WBL	F	27	143	46	91.7	
				WBT	C	171	989	1588	24.2	
				WBR	B	174	995	131	13.2	
			WB Approach			C				25.1
			NB	NBL	F	66	262	113	85.2	
				NBT	E	66	262	21	79.0	
				NBR	C	67	268	54	28.1	
			NB Approach			E				68.1
			SB	SBL	F	69	229	123	98.8	
				SBT	F	69	229	27	90.6	
SBR	C	58		233	78	20.1				
SB Approach			E				70.9			
Overall LOS			C				25.5			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	116	728	1	108.4	
				EBT	C	116	728	1294	22.3	
				EBR	A	117	733	154	8.6	
			EB Approach			C				20.9
			WB	WBL	F	74	351	166	110.3	
				WBT	A	74	351	1467	1.6	
				WBR	A	14	355	10	1.8	
			WB Approach			B				12.6
			NB	NBL	E	55	198	148	70.5	
				NBT	E	55	198	11	67.6	
				NBR	A	44	206	252	7.4	
			NB Approach			C				31.8
			SB	SBL	F	16	123	20	81.6	
				SBT	E	16	123	11	77.5	
SBR	C	18		127	5	32.2				
SB Approach			E				73.5			
Overall LOS			B				19.0			

Appendix Table N-2. 2030 US 41 Widening PM Operations

Intersection Information				2030 US 41 Widening PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	124	444	197	99.2		
				EBT	F	124	444	27	91.8		
				EBR	A	114	488	85	9.9		
			EB Approach				E				74.0
			WB	WBL	F	43	198	80	87.0		
				WBT	E	43	198	11	72.5		
				WBR	C	28	243	8	28.7		
			WB Approach				F				80.7
			NB	NBL	F	166	959	65	90.6		
				NBT	B	166	959	2794	16.5		
				NBR	B	85	821	41	11.0		
			NB Approach				B				18.1
			SB	SBL	F	110	603	9	128.6		
				SBT	C	110	603	1739	24.6		
SBR	A	129		657	81	9.8					
SB Approach				C				24.5			
Overall LOS				C				25.4			
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	1	86	41	12.4		
			EB Approach				B				12.4
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	B	4	110	37	13.4		
			WB Approach				B				13.4
			NB	NBL	B	1	39	15	12.2		
				NBT	A	2	244	2949	1.4		
				NBR	A	2	244	53	3.1		
			NB Approach				A				1.5
			SB	SBL	E	7	115	38	35.1		
				SBT	A	0	54	1795	1.0		
SBR	A	0		54	44	2.2					
SB Approach				A				1.7			
Overall LOS				B				13.4			
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	11	90	15	99.0		
				EBT	F	11	90	3	109.1		
				EBR	A	7	94	35	9.7		
			EB Approach				D				40.6
			WB	WBL	F	21	114	32	99.2		
				WBT	E	21	114	3	79.5		
				WBR	B	19	118	101	12.7		
			WB Approach				C				34.5
			NB	NBL	E	33	332	12	67.9		
				NBT	A	33	332	2906	5.0		
				NBR	A	23	329	48	1.7		
			NB Approach				A				5.2
			SB	SBL	F	76	443	29	103.9		
				SBT	B	76	443	1817	13.8		
SBR	A	66		445	28	7.9					
SB Approach				B				15.1			
Overall LOS				B				10.4			
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	2	60	37	13.0		
			EB Approach				B				13.0
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	E	15	132	86	35.1		
			WB Approach				E				35.1
			NB	NBL	C	1	39	15	17.0		
				NBT	A	8	167	2920	3.8		
				NBR	A	0	14	82	5.5		
			NB Approach				A				3.9
			SB	SBL	F	29	194	63	62.0		
				SBT	A	0	11	1869	0.8		
SBR	A	1		107	25	2.7					
SB Approach				A				2.8			
Overall LOS				E				35.1			

Appendix Table N-2. 2030 US 41 Widening PM Operations cont.

Intersection Information				2030 US 41 Widening PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	3	73	56	10.5		
			EB Approach			B					10.5
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	F	27	133	50	79.7		
			WB Approach			F					79.7
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	47	284	2983	7.5		
				NBR	A	0	21	51	3.7		
			NB Approach			A					7.4
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	3	239	1944	1.9		
SBR	A	5		300	60	4.1					
SB Approach			A					1.9			
Overall LOS			F					79.7			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	0	33	10	14.6		
			EB Approach			B					14.6
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
			WB Approach			N/A					--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	N/A	--	--	--	--	--	
				NBR	N/A	--	--	--	--	--	
			NB Approach			N/A					--
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	0	0	2003	0.4		
SBR	A	0		4	22	0.3					
SB Approach			A					0.4			
Overall LOS			B					14.6			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	210	353	474	90.1		
				EBT	F	210	353	825	100.5		
				EBR	A	159	399		8.1		
			EB Approach			F					96.7
			WB	WBL	E	122	413	241	78.8		
				WBT	F	122	413	642	80.8		
				WBR	B	54	422	312	10.6		
			WB Approach			E					62.1
			NB	NBL	F	429	849	285	106.2		
				NBT	E	429	849	2361	73.6		
				NBR	F	423	854	375	109.1		
			NB Approach			F					81.1
			SB	SBL	F	162	470	477	98.1		
				SBT	C	162	470	1597	32.2		
SBR	A	165		481	402	8.5					
SB Approach			D					41.1			
Overall LOS			E					67.0			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	3	75	64	12.9		
			EB Approach			B					12.9
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	B	12	139	148	14.8		
			WB Approach			B					14.8
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	7	353	3123	3.4		
				NBR	A	1	175	58	6.6		
			NB Approach			A					3.5
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	0	0	2423	0.9		
SBR	A	0		6	43	0.9					
SB Approach			A					0.9			
Overall LOS			B					14.8			

Appendix Table N-2. 2030 US 41 Widening PM Operations cont.

Intersection Information				2030 US 41 Widening PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	135	362	529	92.4	
				EBT	N/A	--	--	--	--	
				EBR	B	151	381	51	12.2	
			EB Approach			F				85.3
			WB	WBL	E	12	140	13	79.1	
				WBT	N/A	--	--	--	--	
				WBR	C	10	144	189	20.4	
			WB Approach			C				24.2
			NB	NBL	F	78	701	45	128.1	
				NBT	A	78	701	3211	6.7	
				NBR	A	47	697	14	5.3	
			NB Approach			A				8.4
			SB	SBL	F	193	922	226	115.6	
				SBT	C	193	922	2393	21.0	
SBR	B	187		931	308	13.0				
SB Approach			C				27.5			
Overall LOS			C				23.2			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1530	1698	253	312.4	
				EBT	E	1136	1695	1224	63.2	
				EBR	E	1111	1697	12	59.0	
			EB Approach			F				105.5
			WB	WBL	E	117	671	33	67.1	
				WBT	C	117	671	1260	22.9	
				WBR	C	117	677	16	21.9	
			WB Approach			C				24.0
			NB	NBL	D	4	96	7	41.5	
				NBT	B	7	123	2	16.4	
				NBR	B	5	100	60	13.8	
			NB Approach			B				16.7
			SB	SBL	F	76	377	14	106.8	
				SBT	D	76	377	4	42.1	
SBR	D	76		377	261	43.2				
SB Approach			D				46.4			
Overall LOS			E				64.4			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	F	62	314	64	140.2	
				EBT	A	62	314	1235	2.1	
				EBR	A	9	227	3	1.4	
			EB Approach			A				8.9
			WB	WBL	F	158	705	39	120.8	
				WBT	C	158	705	1116	31.8	
				WBR	B	147	711	155	18.5	
			WB Approach			C				32.9
			NB	NBL	F	27	111	35	108.5	
				NBT	F	27	111	25	99.6	
				NBR	B	28	115	87	11.9	
			NB Approach			D				49.8
			SB	SBL	F	73	422	119	95.8	
				SBT	F	73	422	9	88.1	
SBR	D	71		422	146	35.6				
SB Approach			E				63.5			
Overall LOS			C				27.2			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	E	53	301	1416	45.8	
				EBR	A	53	301	46	6.6	
			EB Approach			E				44.6
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	F	49	209	60	105.4	
			NB Approach			F				105.4
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			F				105.4			



Appendix Table N-2. 2030 US 41 Widening PM Operations cont.

Intersection Information				2030 US 41 Widening PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	F	242	592		57.6	
				EBR	D	253	693	88	26.2	
			EB Approach			D				26.2
			WB	WBL	N/A	--	--	--	--	--
				WBT	A	0	6	1177	0.9	
				WBR	A	0	43	20	0.9	
			WB Approach			A				0.9
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	F	33	196	121	52.3	
			NB Approach			F				52.3
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	B	1		66	32	10.0				
SB Approach			B				10.0			
Overall LOS			F				52.3			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	F	279	418	223	82.9	
				EBT	C	136	429	1464	20.9	
				EBR	A	139	435	2	9.1	
			EB Approach			C				29.1
			WB	WBL	F	669	1465	112	468.7	
				WBT	E	502	1418	1042	59.8	
				WBR	E	507	1423	221	56.1	
			WB Approach			F				92.5
			NB	NBL	A	460	461	0	0.0	
				NBT	A	460	461	0	0.0	
				NBR	A	465	465	0	0.0	
			NB Approach			N/A				--
			SB	SBL	F	433	1140	297	163.6	
				SBT	F	433	1140	33	87.8	
SBR	E	433		1143	120	66.8				
SB Approach			F				132.2			
Overall LOS			E				68.3			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	F	11	87	18	105.6	
				EBT	A	32	340	1669	8.3	
				EBR	A	36	356	86	8.3	
			EB Approach			A				9.3
			WB	WBL	F	19	114	27	109.0	
				WBT	D	167	929	1258	39.0	
				WBR	B	169	934	63	15.0	
			WB Approach			D				39.2
			NB	NBL	F	57	232	90	106.9	
				NBT	F	57	232	5	113.9	
				NBR	B	57	233	46	18.3	
			NB Approach			E				78.2
			SB	SBL	F	65	224	118	102.7	
				SBT	F	65	224	12	99.3	
SBR	C	47		227	43	32.2				
SB Approach			F				84.9			
Overall LOS			C				27.5			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	505	891	9	199.4	
				EBT	F	505	891	1269	96.1	
				EBR	D	507	896	147	45.9	
			EB Approach			F				91.6
			WB	WBL	F	71	228	139	132.7	
				WBT	A	71	228	1386	3.3	
				WBR	A	36	234	12	2.9	
			WB Approach			B				15.0
			NB	NBL	F	76	281	171	85.9	
				NBT	F	76	281	19	87.9	
				NBR	B	70	289	236	10.5	
			NB Approach			D				44.2
			SB	SBL	F	28	171	28	121.1	
				SBT	F	28	171	17	83.7	
SBR	E	30		175	5	66.9				
SB Approach			F				103.0			
Overall LOS			D				51.6			

Appendix Table N-3. 2050 US 41 Widening Mid-Day Operations

Intersection Information				2050 US 41 Widening MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	96	382	203	77.4		
				EBT	E	96	382	20	69.7		
				EBR	B	77	406	73	12.1		
			EB Approach				E				60.8
			WB	WBL	E	32	142	62	64.3		
				WBT	E	32	142	44	64.4		
				WBR	D	24	192	19	37.0		
			WB Approach				E				60.2
			NB	NBL	F	347	1320	60	129.6		
				NBT	C	347	1320	3079	28.5		
				NBR	B	245	1182	26	19.4		
			NB Approach				C				30.3
			SB	SBL	E	165	970	18	77.5		
				SBT	B	165	970	2479	19.7		
SBR	B	196		1025	127	14.6					
SB Approach				B				19.8			
Overall LOS				C					28.4		
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	2	111	38	15.5		
			EB Approach				C				15.5
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	C	3	99	21	17.9		
			WB Approach				C				17.9
			NB	NBL	C	1	52	18	19.4		
				NBT	A	4	361	3261	2.1		
				NBR	A	4	361	35	4.2		
			NB Approach				A				2.3
			SB	SBL	D	6	105	29	34.0		
				SBT	A	1	180	2602	1.8		
SBR	A	1		180	46	2.7					
SB Approach				A				2.2			
Overall LOS				C					17.9		
3	US 41 & Foley Rd/Shanna Ln	Unsignalized	EB	EBL	E	12	99	24	78.3		
				EBT	A	12	99	0	0.0		
				EBR	B	9	102	63	12.5		
			EB Approach				C				30.6
			WB	WBL	E	19	127	39	73.7		
				WBT	F	19	127	2	97.1		
				WBR	B	17	131	73	14.7		
			WB Approach				D				36.4
			NB	NBL	E	182	938	24	74.4		
				NBT	B	182	938	3202	18.0		
				NBR	A	161	942	57	9.1		
			NB Approach				B				18.3
			SB	SBL	F	148	731	32	95.3		
				SBT	B	148	731	2579	19.2		
SBR	B	138		734	39	16.0					
SB Approach				C				20.1			
Overall LOS				B					19.9		
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	2	76	45	13.9		
			EB Approach				B				13.9
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	B	5	91	123	14.5		
			WB Approach				B				14.5
			NB	NBL	C	4	81	34	23.7		
				NBT	A	0	0	3152	2.0		
				NBR	A	0	33	118	6.7		
			NB Approach				A				2.4
			SB	SBL	E	25	269	82	37.6		
				SBT	A	0	15	2622	1.1		
SBR	A	0		119	33	2.8					
SB Approach				A				2.2			
Overall LOS				B					14.5		

Appendix Table N-3. 2050 US 41 Widening Mid-Day Operations cont.

Intersection Information				2050 US 41 Widening MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	6	101	94	13.0		
			EB Approach			B					13.0
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	C	10	116	104	21.0		
			WB Approach			C					21.0
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	1	121	3261	0.9		
				NBR	A	0	10	69	2.5		
			NB Approach			A					1.0
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	20	412	2698	4.3		
SBR	A	26		474	115	8.2					
SB Approach			A					4.4			
Overall LOS			C					21.0			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	2	78	53	16.7		
			EB Approach			C					16.7
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
			WB Approach			N/A					--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	N/A	--	--	--	--	--	
				NBR	N/A	--	--	--	--	--	
			NB Approach			N/A					--
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	1	108	2760	1.2		
SBR	A	0		8	50	0.5					
SB Approach			A					1.2			
Overall LOS			C					16.7			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	172	343	548	64.8		
				EBT	F	172	343	680	81.9		
				EBR	B	169	385		12.3		
			EB Approach			E					74.3
			WB	WBL	E	159	422	412	62.4		
				WBT	F	159	422	720	88.2		
				WBR	C	139	461	519	20.6		
			WB Approach			E					60.5
			NB	NBL	F	262	815	389	86.0		
				NBT	D	262	815	2465	42.2		
				NBR	B	252	820	469	14.8		
			NB Approach			D					43.4
			SB	SBL	F	217	629	472	117.1		
				SBT	D	217	629	2076	44.3		
SBR	B	204		640	518	13.3					
SB Approach			D					50.3			
Overall LOS			D					51.9			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	5	94	83	16.4		
			EB Approach			C					16.4
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	E	39	243	146	45.8		
			WB Approach			E					45.8
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	3	211	3497	8.9		
				NBR	A	4	189	62	5.6		
			NB Approach			A					8.9
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	0	8	3016	1.4		
SBR	A	0		16	48	1.0					
SB Approach			A					1.4			
Overall LOS			E					45.8			

Appendix Table N-3. 2050 US 41 Widening Mid-Day Operations cont.

Intersection Information				2050 US 41 Widening MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	103	299	491	70.6	
				EBT	N/A	--	--	--	--	
				EBR	B	117	318	59	12.6	
			EB Approach			E				64.4
			WB	WBL	E	51	229	12	68.9	
				WBT	N/A	--	--	--	--	
				WBR	D	53	232	326	39.4	
			WB Approach			D				40.4
			NB	NBL	F	249	742	70	103.3	
				NBT	C	249	742	3547	24.1	
				NBR	B	225	751	13	18.5	
			NB Approach			C				25.6
			SB	SBL	F	1116	1698	247	102.2	
				SBT	D	1116	1698	2999	53.1	
SBR	D	1117		1700	400	54.5				
SB Approach			E				56.5			
Overall LOS			D				42.7			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1528	1696	311	263.5	
				EBT	D	428	1526	1273	40.2	
				EBR	D	411	1524	20	35.5	
			EB Approach			F				83.4
			WB	WBL	F	105	630	25	116.4	
				WBT	B	105	630	1514	15.4	
				WBR	B	103	636	25	13.4	
			WB Approach			B				17.0
			NB	NBL	D	3	84	6	45.4	
				NBT	C	6	111	4	23.5	
				NBR	B	4	91	53	13.9	
			NB Approach			B				17.5
			SB	SBL	F	222	500	11	156.2	
				SBT	F	222	500	1	106.7	
SBR	F	222		500	382	94.7				
SB Approach			F				96.5			
Overall LOS			D				55.0			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	F	102	575	102	123.2	
				EBT	A	102	575	1227	5.2	
				EBR	A	36	564	4	2.6	
			EB Approach			B				14.2
			WB	WBL	F	287	875	66	117.4	
				WBT	D	287	875	1354	43.9	
				WBR	B	280	881	175	14.8	
			WB Approach			D				43.7
			NB	NBL	F	20	104	32	85.0	
				NBT	E	20	104	24	75.1	
				NBR	B	19	108	68	10.8	
			NB Approach			D				42.4
			SB	SBL	F	534	802	179	236.8	
				SBT	F	534	802	21	221.8	
SBR	F	535		803	177	181.3				
SB Approach			F				209.9			
Overall LOS			D				51.2			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	C	4	88	1420	16.5	
				EBR	A	4	88	75	1.9	
			EB Approach			C				15.8
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	D	13	138	83	31.8	
			NB Approach			D				31.8
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			D				31.8			

Appendix Table N-3. 2050 US 41 Widening Mid-Day Operations cont.

Intersection Information				2050 US 41 Widening MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	C	52	525		15.9	
				EBR	A	3	322	115	6.3	
			EB Approach			A				6.3
			WB	WBL	N/A	--	--	--	--	--
				WBT	A	0	8	1623	1.0	
				WBR	A	0	39	10	1.2	
			WB Approach			A				1.0
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	C	9	118	114	17.4	
			NB Approach			C				17.4
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	B	1		50	27	10.5				
SB Approach			B				10.5			
Overall LOS			C				17.4			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	F	189	401	194	94.2	
				EBT	B	51	402	1393	10.7	
				EBR	A	52	408	11	9.2	
			EB Approach			C				20.8
			WB	WBL	F	103	504	160	107.3	
				WBT	E	748	1589	1500	58.8	
				WBR	E	753	1595	327	57.2	
			WB Approach			E				62.4
			NB	NBL	A	460	463	0	0.0	
				NBT	A	460	463	0	0.0	
				NBR	A	464	468	0	0.0	
			NB Approach			N/A				--
			SB	SBL	F	1186	1299	234	368.4	
				SBT	F	1186	1299	26	274.1	
SBR	F	1188		1301	109	228.0				
SB Approach			F				320.2			
Overall LOS			E				70.0			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	F	32	162	56	91.8	
				EBT	A	29	265	1480	8.4	
				EBR	A	35	282	93	8.3	
			EB Approach			B				11.2
			WB	WBL	F	29	155	42	150.9	
				WBT	F	1094	1688	1808	90.1	
				WBR	E	1095	1686	120	61.4	
			WB Approach			F				89.6
			NB	NBL	F	67	262	112	88.6	
				NBT	E	67	262	21	75.9	
				NBR	C	68	268	55	26.3	
			NB Approach			E				69.0
			SB	SBL	F	71	224	123	99.7	
				SBT	F	71	224	27	89.4	
SBR	D	62		227	78	45.7				
SB Approach			F				80.0			
Overall LOS			E				56.5			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	440	897	1	158.8	
				EBT	E	440	897	1381	79.5	
				EBR	D	442	902	133	38.3	
			EB Approach			E				75.9
			WB	WBL	F	75	415	161	114.9	
				WBT	A	75	415	1733	1.7	
				WBR	A	16	422	9	1.8	
			WB Approach			B				11.3
			NB	NBL	E	55	199	148	70.1	
				NBT	E	55	199	10	68.2	
				NBR	B	44	207	252	10.5	
			NB Approach			C				33.4
			SB	SBL	F	17	127	20	101.6	
				SBT	F	17	127	11	83.3	
SBR	C	19		132	5	34.2				
SB Approach			F				86.6			
Overall LOS			D				39.6			

Appendix Table N-4. 2050 US 41 Widening PM Operations

Intersection Information				2050 US 41 Widening PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	122	438	196	98.0		
				EBT	F	122	438	27	88.2		
				EBR	B	108	493	85	12.9		
			EB Approach				E				73.7
			WB	WBL	F	43	197	80	86.4		
				WBT	E	43	197	11	72.4		
				WBR	D	29	243	8	50.5		
			WB Approach				F				82.0
			NB	NBL	F	808	1342	52	99.8		
				NBT	D	808	1342	3301	52.8		
				NBR	D	689	1204	36	35.5		
			NB Approach				D				53.3
			SB	SBL	F	187	986	9	123.5		
				SBT	C	187	986	2344	28.4		
SBR	B	213		1040	76	15.6					
SB Approach				C				28.3			
Overall LOS				D				45.0			
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	2	114	41	16.8		
			EB Approach				C				16.8
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	F	128	365	24	244.0		
			WB Approach				F				244.0
			NB	NBL	D	1	39	14	32.3		
				NBT	D	272	967	3431	31.5		
				NBR	C	272	967	49	19.4		
			NB Approach				D				31.3
			SB	SBL	F	28	163	37	88.9		
				SBT	A	1	149	2389	1.9		
SBR	A	1		149	44	2.9					
SB Approach				A				3.3			
Overall LOS				F				244.0			
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	11	90	15	98.8		
				EBT	F	11	90	3	109.1		
				EBR	B	7	94	36	12.1		
			EB Approach				D				41.6
			WB	WBL	F	38	206	32	98.5		
				WBT	F	38	206	3	84.9		
				WBR	E	39	211	100	56.2		
			WB Approach				E				66.9
			NB	NBL	F	684	1295	10	99.7		
				NBT	D	684	1295	3390	48.9		
				NBR	C	681	1300	44	24.1		
			NB Approach				D				48.7
			SB	SBL	F	128	612	27	117.2		
				SBT	B	128	612	2392	19.5		
SBR	C	121		615	25	20.4					
SB Approach				C				20.6			
Overall LOS				D				37.5			
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	2	60	37	13.6		
			EB Approach				B				13.6
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	F	346	496	32	816.1		
			WB Approach				F				816.1
			NB	NBL	E	1	41	14	36.6		
				NBT	F	348	958	3341	62.1		
				NBR	D	0	16	73	26.7		
			NB Approach				F				61.2
			SB	SBL	F	75	305	63	129.3		
				SBT	A	0	5	2421	0.9		
SBR	A	0		95	23	2.2					
SB Approach				A				4.2			
Overall LOS				F				816.1			

Appendix Table N-4. 2050 US 41 Widening PM Operations cont.

Intersection Information				2050 US 41 Widening PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	4	83	70	12.4		
			EB Approach			B					12.4
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	F	437	535	20	1578.4		
			WB Approach			F					1578.4
			NB	NBL	N/A	--	--	--	--	--	
				NBT	E	488	674	3388	43.3		
				NBR	B	0	4	38	11.7		
			NB Approach			E					42.9
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	10	343	2483	3.1		
SBR	A	13		405	57	4.9					
SB Approach			A					3.1			
Overall LOS			F					1578.4			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	0	33	10	20.3		
			EB Approach			C					20.3
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
			WB Approach			N/A					--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	N/A	--	--	--	--	--	
				NBR	N/A	--	--	--	--	--	
			NB Approach			N/A					--
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	1	76	2546	0.9		
SBR	A	0		4	18	0.3					
SB Approach			A					0.9			
Overall LOS			C					20.3			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	230	350	486	88.4		
				EBT	F	230	350	809	118.4		
				EBR	B	203	396		15.2		
			EB Approach			F					107.1
			WB	WBL	E	134	475	296	76.1		
				WBT	E	134	475	729	76.0		
				WBR	B	81	483	377	14.3		
			WB Approach			E					59.4
			NB	NBL	F	703	876	313	126.9		
				NBT	F	703	876	2683	90.0		
				NBR	F	704	880	394	190.9		
			NB Approach			F					105.2
			SB	SBL	F	258	723	575	120.9		
				SBT	D	258	723	2079	41.8		
SBR	C	265		733	497	22.8					
SB Approach			D					53.2			
Overall LOS			E					79.0			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	4	79	64	18.5		
			EB Approach			C					18.5
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	C	16	144	148	18.0		
			WB Approach			C					18.0
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	9	348	3524	3.1		
				NBR	A	2	207	41	6.5		
			NB Approach			A					3.2
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	0	61	3105	2.8		
SBR	A	1		130	40	0.9					
SB Approach			A					2.7			
Overall LOS			C					18.5			

Appendix Table N-4. 2050 US 41 Widening PM Operations cont.

Intersection Information				2050 US 41 Widening PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	160	539	595	97.8	
				EBT	N/A	--	--	--	--	
				EBR	B	175	559	49	15.7	
			EB Approach			F				91.6
			WB	WBL	F	24	186	13	80.1	
				WBT	N/A	--	--	--	--	
				WBR	C	24	190	235	30.2	
			WB Approach			C				32.8
			NB	NBL	F	72	609	37	123.7	
				NBT	A	72	609	3623	5.9	
				NBR	A	41	601	7	7.3	
			NB Approach			A				7.1
			SB	SBL	F	773	1667	280	151.1	
				SBT	D	773	1667	3081	43.3	
SBR	C	775		1665	352	32.6				
SB Approach			D				50.4			
Overall LOS			C				33.7			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1588	1694	247	326.7	
				EBT	E	1305	1686	1218	55.7	
				EBR	D	1300	1686	9	44.8	
			EB Approach			F				101.0
			WB	WBL	E	133	674	28	57.6	
				WBT	C	133	674	1511	20.5	
				WBR	C	133	680	13	20.7	
			WB Approach			C				21.2
			NB	NBL	D	4	98	8	42.0	
				NBT	B	7	125	2	18.9	
				NBR	B	5	102	60	14.1	
			NB Approach			B				17.5
			SB	SBL	F	113	399	15	109.7	
				SBT	E	113	399	2	79.3	
SBR	D	113		399	320	53.7				
SB Approach			E				56.3			
Overall LOS			E				58.8			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	F	50	294	51	137.7	
				EBT	A	50	294	1241	2.0	
				EBR	A	7	197	2	3.2	
			EB Approach			A				7.3
			WB	WBL	F	222	955	35	125.8	
				WBT	D	222	955	1358	36.6	
				WBR	C	218	961	141	23.8	
			WB Approach			D				37.4
			NB	NBL	F	27	111	34	105.5	
				NBT	F	27	111	25	98.2	
				NBR	B	28	115	87	12.1	
			NB Approach			D				48.6
			SB	SBL	F	75	443	118	98.5	
				SBT	F	75	443	9	87.2	
SBR	D	75		445	147	41.5				
SB Approach			E				67.6			
Overall LOS			C				29.4			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	F	71	338	1421	55.7	
				EBR	B	71	338	38	12.8	
			EB Approach			F				54.5
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	F	83	274	62	215.9	
			NB Approach			F				215.9
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			F				215.9			



Appendix Table N-4. 2050 US 41 Widening PM Operations cont.

Intersection Information			2050 US 41 Widening PM								
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	F	319	645		62.4		
				EBR	D	263	732	76	25.5		
			EB Approach				D				25.5
			WB	WBL	N/A	--	--	--	--	--	--
				WBT	A	0	0	1387		1.2	
				WBR	A	0	38	21		0.6	
			WB Approach				A				1.2
			NB	NBL	N/A	--	--	--	--	--	--
				NBT	N/A	--	--	--	--	--	--
				NBR	F	37	197	122		56.1	
			NB Approach				F				56.1
			SB	SBL	N/A	--	--	--	--	--	--
				SBT	N/A	--	--	--	--	--	--
SBR	B	1		65	33		10.7				
SB Approach				B				10.7			
Overall LOS				F				56.1			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	F	320	426	182	109.7		
				EBT	B	135	423	1612	18.6		
				EBR	B	138	429	4	10.8		
			EB Approach				C				27.8
			WB	WBL	F	603	1465	111		379.9	
				WBT	F	874	1584	1271		84.5	
				WBR	F	879	1590	251		82.0	
			WB Approach				F				104.2
			NB	NBL	A	460	461	0		0.0	
				NBT	A	460	461	0		0.0	
				NBR	A	465	465	0		0.0	
			NB Approach				N/A				--
			SB	SBL	F	1002	1293	322		247.1	
				SBT	F	1002	1293	32		157.6	
SBR	F	1005		1296	105		145.7				
SB Approach				F				217.6			
Overall LOS				F				83.2			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	F	7	82	13	90.7		
				EBT	A	40	345	1857	9.5		
				EBR	B	45	362	74	10.3		
			EB Approach				B				10.1
			WB	WBL	F	21	111	26		159.7	
				WBT	F	700	1592	1509		96.3	
				WBR	D	702	1593	58		54.6	
			WB Approach				F				95.8
			NB	NBL	F	56	235	90		99.2	
				NBT	F	56	235	5		119.0	
				NBR	C	56	240	47		20.1	
			NB Approach				E				73.7
			SB	SBL	F	65	231	118		101.8	
				SBT	F	65	231	12		96.0	
SBR	D	49		235	43		54.0				
SB Approach				F				89.5			
Overall LOS				D				51.3			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	700	902	6	220.9		
				EBT	F	700	902	1215	143.8		
				EBR	E	704	907	110	70.0		
			EB Approach				F				138.1
			WB	WBL	F	66	231	133		126.8	
				WBT	A	66	231	1692		3.4	
				WBR	A	32	236	13		3.9	
			WB Approach				B				12.3
			NB	NBL	F	72	280	172		82.2	
				NBT	F	72	280	19		80.8	
				NBR	B	66	288	236		11.5	
			NB Approach				D				43.0
			SB	SBL	F	27	171	28		126.4	
				SBT	F	27	171	17		87.5	
SBR	E	30		175	5		62.3				
SB Approach				F				106.7			
Overall LOS				E				63.1			

*Appendix O. Refined DLT Alternative*

Appendix Table O-1. 2030 Refined DLT Mid-Day Operations

Intersection Information					2030 Refined DLT MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
24.81	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	93	363	201	76.6		
				EBT	E	93	363	21	69.9		
				EBR	B	42	366	73	10.7		
			EB Approach			E					59.8
			WB	WBL	E	32	146	62	64.7		
				WBT	E	32	146	44	65.2		
				WBR	C	22	191	19	32.2		
			WB Approach			E					60.0
			NB	NBL	F	134	752	63	100.0		
				NBT	B	134	752	2216	18.3		
				NBR	A	74	659	24	7.2		
			NB Approach			C					20.4
			SB	SBL	F	111	901	19	85.0		
				SBT	B	111	901	2033	14.2		
				SBR	B	64	801	150	10.5		
SB Approach			B					14.6			
Overall LOS			C					21.8			
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	3	93	38	13.2		
			EB Approach			B					13.2
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	B	2	76	21	11.5		
			WB Approach			B					11.5
			NB	NBL	C	1	46	17	16.4		
				NBT	A	1	121	2402	1.3		
				NBR	A	1	121	38	2.3		
			NB Approach			A					1.4
			SB	SBL	D	7	107	32	31.0		
				SBT	A	0	91	2195	1.6		
				SBR	A	0	91	59	2.9		
SB Approach			A	A				2.1			
Overall LOS			B	B				13.2			
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	E	22	132	31	77.5		
				EBT	A	22	132	0	0.0		
				EBR	C	26	138	78	28.1		
			EB Approach			D					42.2
			WB	WBL	E	18	123	39	72.3		
				WBT	E	18	123	2	77.0		
				WBR	B	23	130	73	12.5		
			WB Approach			C					34.1
			NB	NBL	E	37	345	23	59.3		
				NBT	A	37	345	2354	8.3		
				NBR	A	37	345	62	2.0		
			NB Approach			A					8.6
			SB	SBL	F	220	944	134	101.0		
				SBT	C	220	944	2179	21.4		
				SBR	B	173	938	43	12.3		
SB Approach			C					25.7			
Overall LOS			B					19.5			
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	2	72	45	12.9		
			EB Approach			B					12.9
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	C	10	128	123	19.5		
			WB Approach			C					19.5
			NB	NBL	C	3	75	36	15.7		
				NBT	A	6	376	2377	4.5		
				NBR	A	0	29	117	3.4		
			NB Approach			A					4.6
			SB	SBL	N/A	--	--	--	--		
				SBT	A	13	460	2385	2.4		
				SBR	A	0	16	37	2.9		
SB Approach			A					2.4			
Overall LOS			C					19.5			

Appendix Table O-1. 2030 Refined DLT Mid-Day Operations cont.

Intersection Information				2030 Refined DLT MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	4	97	95	15.0		
			EB Approach			C					15.0
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	B	6	97	104	14.8		
			WB Approach			B					14.8
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	68	351	2380	8.3		
				NBR	A	0	9	72	1.5		
			NB Approach			A					8.1
			SB	SBL	N/A	--	--	--	--	--	
				SBT	B	62	239	2280	10.3		
SBR	A	62		239	131	9.8					
SB Approach			B					10.3			
Overall LOS			C					15.0			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	4	88	53	16.5		
			EB Approach			C					16.5
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
			WB Approach			N/A					--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	0	0	295	0.7		
				NBR	N/A	--	--	--	--	--	
			NB Approach			A					0.7
			SB	SBL	N/A	--	--	--	--	--	
				SBT	B	0	9	2359	11.4		
SBR	A	0		58	58	0.6					
SB Approach			B					11.1			
Overall LOS			C					16.5			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	D	78	305	515	51.2		
				EBT	E	142	348	664	78.8		
				EBR	A	0	23	260	0.6		
			EB Approach			D					54.8
			WB	WBL	F	108	293	382	82.7		
				WBT	F	178	386	710	102.2		
				WBR	B	1	80	472	13.4		
			WB Approach			E					70.6
			NB	NBL	A	0	2	295	1.8		
				NBT	B	61	585	1824	14.5		
				NBR	A	7	266	363	6.8		
			NB Approach			B					11.8
			SB	SBL	E	66	254	450	55.4		
				SBT	A	35	508	1776	8.4		
SBR	A	6		250	482	6.0					
SB Approach			B					15.8			
Overall LOS			C					31.9			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	4	88	82	14.1		
			EB Approach			B					14.1
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	A	6	93	146	9.0		
			WB Approach			A					9.0
			NB	NBL	N/A	--	--	--	--	--	
				NBT	C	26	252	2752	15.7		
				NBR	C	26	252	57	15.6		
			NB Approach			C					15.7
			SB	SBL	N/A	--	--	--	--	--	
				SBT	C	0	3	2627	16.0		
SBR	A	0		31	58	1.7					
SB Approach			C					15.7			
Overall LOS			B					14.1			

Appendix Table O-1. 2030 Refined DLT Mid-Day Operations cont.

Intersection Information				2030 Refined DLT MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	97	286	439	72.3	
				EBT	N/A	--	--	--	--	
				EBR	C	106	300	59	22.5	
			EB Approach			E				66.4
			WB	WBL	E	15	164	10	75.7	
				WBT	N/A	--	--	--	--	
				WBR	B	17	169	266	15.7	
			WB Approach			B				17.9
			NB	NBL	F	116	536	84	82.5	
				NBT	B	116	536	2826	15.9	
				NBR	A	121	550	14	8.8	
			NB Approach			B				17.8
			SB	SBL	F	246	1108	218	94.1	
				SBT	C	246	1108	2643	26.2	
SBR	C	254		1124	414	21.7				
SB Approach			C				30.2			
Overall LOS			C				27.1			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1133	1673	308	228.8	
				EBT	D	268	1025	1218	51.5	
				EBR	D	283	1046	18	42.6	
			EB Approach			F				86.7
			WB	WBL	F	126	677	31	130.0	
				WBT	C	126	677	1361	24.3	
				WBR	B	130	687	31	17.2	
			WB Approach			C				26.5
			NB	NBL	D	5	100	7	42.7	
				NBT	E	5	100	3	55.8	
				NBR	B	8	115	52	14.6	
			NB Approach			B				19.7
			SB	SBL	F	124	499	12	95.3	
				SBT	E	124	499	3	58.7	
SBR	D	124		499	321	54.6				
SB Approach			E				56.1			
Overall LOS			E				57.0			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	15	444	117	23.5	
				EBT	A	15	444	1156	3.2	
				EBR	A	5	381	6	1.8	
			EB Approach			A				5.0
			WB	WBL	C	60	745	72	34.9	
				WBT	B	60	745	1189	14.5	
				WBR	A	55	761	197	7.1	
			WB Approach			B				14.5
			NB	NBL	E	19	97	32	71.5	
				NBT	F	19	97	24	80.8	
				NBR	A	9	95	68	7.3	
			NB Approach			D				38.1
			SB	SBL	F	129	697	196	80.4	
				SBT	E	129	697	21	76.8	
SBR	D	133		703	192	48.1				
SB Approach			E				65.0			
Overall LOS			B				18.1			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	A	0	5	1360	5.0	
				EBR	A	0	0	87	0.8	
			EB Approach			A				4.8
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	C	9	126	82	19.9	
			NB Approach			C				19.9
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			C				19.9			

Appendix Table O-1. 2030 Refined DLT Mid-Day Operations cont.

Intersection Information				2030 NB MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	B	3	148	1346	13.4	
				EBR	A	9	213	130	1.3	
			EB Approach			B				12.3
			WB	WBL	N/A	--	--	--	--	--
				WBT	A	0	4	1531	0.8	
				WBR	A	0	36	12	0.5	
			WB Approach			A				0.8
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	C	12	114	114	23.7	
			NB Approach			C				23.7
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	A	1		53	27	8.8				
SB Approach			A				8.8			
Overall LOS			C				23.7			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	83	374	217	44.0	
				EBT	B	83	397	1208	16.1	
				EBR	B	86	404	11	10.3	
			EB Approach			C				20.3
			WB	WBL	F	131	599	173	111.8	
				WBT	B	134	1067	1312	20.0	
				WBR	B	140	1077	294	13.1	
			WB Approach			C				27.3
			NB	NBL	F	95	338	53	128.5	
				NBT	F	95	338	43	125.9	
				NBR	E	103	347	87	77.1	
			NB Approach			F				103.5
			SB	SBL	F	557	1134	276	173.9	
				SBT	F	557	1134	42	187.0	
SBR	F	561		1137	155	136.1				
SB Approach			F				162.7			
Overall LOS			D				45.4			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	C	4	85	68	33.3	
				EBT	B	60	416	1406	13.4	
				EBR	B	65	429	108	11.5	
			EB Approach			B				14.2
			WB	WBL	C	3	85	45	27.5	
				WBT	B	105	826	1598	16.4	
				WBR	A	109	836	132	8.5	
			WB Approach			B				16.1
			NB	NBL	F	60	251	113	81.8	
				NBT	E	60	251	21	78.1	
				NBR	C	67	259	54	33.2	
			NB Approach			E				67.5
			SB	SBL	F	66	197	128	86.3	
				SBT	F	66	197	27	90.0	
SBR	B	61		198	78	18.9				
SB Approach			E				64.2			
Overall LOS			C				20.8			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	115	700	1	114.5	
				EBT	C	115	700	1294	22.0	
				EBR	A	115	704	155	8.2	
			EB Approach			C				20.6
			WB	WBL	F	78	578	171	109.3	
				WBT	A	78	578	1498	1.9	
				WBR	A	16	581	10	1.7	
			WB Approach			B				12.8
			NB	NBL	E	55	201	147	71.8	
				NBT	E	55	201	11	71.4	
				NBR	A	46	210	252	7.4	
			NB Approach			C				32.2
			SB	SBL	F	16	127	20	82.1	
				SBT	E	16	127	11	75.0	
SBR	C	18		130	5	28.3				
SB Approach			E				72.5			
Overall LOS			B				19.0			

Appendix Table O-2. 2030 Refined DLT PM Operations

Intersection Information				2030 Refined DLT PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	119	418	193	96.6		
				EBT	F	119	418	27	91.8		
				EBR	B	66	413	85	10.1		
			EB Approach				E				72.1
			WB	WBL	F	43	200	80	86.9		
				WBT	E	43	200	11	72.5		
				WBR	C	22	238	9	25.4		
			WB Approach				E				79.8
			NB	NBL	F	159	976	65	118.0		
				NBT	B	159	976	2782	15.5		
				NBR	A	96	883	42	9.7		
			NB Approach				B				17.8
			SB	SBL	F	51	529	9	91.2		
				SBT	A	51	529	1778	9.1		
SBR	A	17		429	85	5.6					
SB Approach				A				9.3			
Overall LOS				B				19.7			
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	3	96	41	10.4		
			EB Approach				B				10.4
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	B	3	89	37	13.2		
			WB Approach				B				13.2
			NB	NBL	B	1	44	16	11.8		
				NBT	A	1	134	2942	1.2		
				NBR	A	1	134	53	2.4		
			NB Approach				A				1.3
			SB	SBL	E	12	120	40	49.5		
				SBT	A	0	68	1822	0.8		
SBR	A	0		68	46	2.1					
SB Approach				A				1.8			
Overall LOS				B	F				13.2		
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	12	96	15	92.7		
				EBT	F	12	96	3	116.9		
				EBR	C	15	102	35	23.8		
			EB Approach				D				48.5
			WB	WBL	F	23	153	31	96.4		
				WBT	E	23	153	3	70.1		
				WBR	B	28	160	101	18.4		
			WB Approach				D				37.4
			NB	NBL	E	21	401	12	67.2		
				NBT	A	21	401	2925	4.7		
				NBR	A	21	401	48	1.3		
			NB Approach				A				4.9
			SB	SBL	F	118	576	90	109.6		
				SBT	B	118	576	1840	13.1		
SBR	A	81		570	28	6.2					
SB Approach				B				17.5			
Overall LOS				B				11.9			
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	1	55	37	11.5		
			EB Approach				B				11.5
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	C	7	104	87	22.1		
			WB Approach				C				22.1
			NB	NBL	C	1	58	15	15.7		
				NBT	A	14	621	2966	4.8		
				NBR	A	0	11	82	3.7		
			NB Approach				A				4.9
			SB	SBL	N/A	--	--	--	--		
				SBT	A	9	376	1973	1.8		
SBR	A	0		6	26	2.1					
SB Approach				A				1.8			
Overall LOS				C				22.1			

Appendix Table O-2. 2030 Refined DLT PM Operations cont.

Intersection Information				2030 Refined DLT PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	N/A	--	--	--	--	
				EBR	B	2	62	56	11.5	
			EB Approach			B				11.5
			WB	WBL	N/A	--	--	--	--	--
				WBT	N/A	--	--	--	--	--
				WBR	C	3	71	53	16.4	
			WB Approach			C				16.4
			NB	NBL	N/A	--	--	--	--	--
				NBT	A	83	369	2971	9.5	
				NBR	A	0	10	51	1.4	
			NB Approach			A				9.4
			SB	SBL	N/A	--	--	--	--	--
				SBT	A	36	189	1933	7.1	
SBR	A	36		189	59	7.2				
SB Approach			A				7.1			
Overall LOS			C				16.4			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	N/A	--	--	--	--	
				EBR	A	0	46	10	9.6	
			EB Approach			A				9.6
			WB	WBL	N/A	--	--	--	--	--
				WBT	N/A	--	--	--	--	--
				WBR	N/A	--	--	--	--	--
			WB Approach			N/A				--
			NB0.7	NBL	N/A	--	--	--	--	--
				NBT	A	0	0	286	0.7	
				NBR	N/A	--	--	--	--	--
			NB Approach			A				0.7
			SB	SBL	N/A	--	--	--	--	--
				SBT	A	0	6	1987	3.8	
SBR	A	0		13	23	0.3				
SB Approach			A				3.8			
Overall LOS			A				9.6			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	155	330	511	105.4	
				EBT	E	179	363	839	65.5	
				EBR	A	0	27	173	0.5	
			EB Approach			E				71.5
			WB	WBL	F	79	276	280	85.1	
				WBT	F	197	460	688	117.5	
				WBR	A	0	43	339	8.8	
			WB Approach			F				82.4
			NB	NBL	A	7	102	286	7.6	
				NBT	B	99	751	2342	16.6	
				NBR	B	15	263	389	10.3	
			NB Approach			B				15.0
			SB	SBL	E	90	334	491	73.0	
				SBT	B	49	262	1561	14.0	
SBR	A	12		240	394	8.8				
SB Approach			C				25.0			
Overall LOS			D				38.9			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	N/A	--	--	--	--	
				EBR	B	3	76	64	11.3	
			EB Approach			B				11.3
			WB	WBL	N/A	--	--	--	--	--
				WBT	N/A	--	--	--	--	--
				WBR	A	6	91	148	9.2	
			WB Approach			A				9.2
			NB	NBL	N/A	--	--	--	--	--
				NBT	C	24	271	3129	18.7	
				NBR	B	24	271	55	14.6	
			NB Approach			C				18.6
			SB	SBL	N/A	--	--	--	--	--
				SBT	C	0	0	2361	19.2	
SBR	A	0		35	42	1.4				
SB Approach			C				18.9			
Overall LOS			C				18.9			



Appendix Table O-2. 2030 Refined DLT PM Operations cont.

Intersection Information				2030 Refined DLT PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	131	361	543	88.5	
				EBT	N/A	--	--	--	--	
				EBR	B	141	375	50	20.0	
			EB Approach			F				82.7
			WB	WBL	F	14	153	11	99.5	
				WBT	N/A	--	--	--	--	
				WBR	B	14	157	190	18.3	
			WB Approach			C	E			22.7
			NB	NBL	F	178	954	51	87.9	
				NBT	B	178	954	3202	13.1	
				NBR	A	182	967	14	6.4	
			NB Approach			B				14.3
			SB	SBL	F	187	837	235	108.4	
				SBT	C	187	837	2382	23.4	
SBR	B	186		852	299	14.5				
SB Approach			C				29.3			
Overall LOS			C				26.6			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1489	1689	277	272.4	
				EBT	E	804	1682	1269	56.1	
				EBR	D	783	1686	14	54.1	
			EB Approach			F				94.4
			WB	WBL	E	194	683	32	78.4	
				WBT	C	194	683	1321	30.0	
				WBR	C	201	693	17	28.5	
			WB Approach			C				31.1
			NB	NBL	C	4	90	7	34.5	
				NBT	E	4	90	2	56.1	
				NBR	B	7	105	59	13.5	
			NB Approach			B				16.9
			SB	SBL	F	81	425	14	109.7	
				SBT	D	81	425	4	45.2	
SBR	D	81		425	261	46.0				
SB Approach			D				49.2			
Overall LOS			E				62.5			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	B	4	168	65	12.4	
				EBT	A	4	168	1266	2.1	
				EBR	A	2	171	3	1.8	
			EB Approach			A				2.6
			WB	WBL	C	148	815	40	34.3	
				WBT	C	148	815	1179	34.3	
				WBR	B	153	831	158	12.9	
			WB Approach			C				31.8
			NB	NBL	F	24	103	35	86.5	
				NBT	F	24	103	25	86.4	
				NBR	A	14	107	87	7.3	
			NB Approach			D				39.6
			SB	SBL	F	71	424	119	90.3	
				SBT	F	71	424	8	102.9	
SBR	D	73		418	143	47.4				
SB Approach			E				67.9			
Overall LOS			C				22.9			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	D	2	71	1447	25.8	
				EBR	A	0	0	32	0.9	
			EB Approach			D				25.3
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	E	15	127	66	38.7	
			NB Approach			E				38.7
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			E				38.7			

Appendix Table O-2. 2030 Refined DLT PM Operations cont.

Intersection Information				2030 Refined DLT PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	A	4	269	1630	6.1		
				EBR	A	5	313	88	1.4		
			EB Approach			A					5.9
			WB	WBL	N/A	--	--	--	--	--	--
				WBT	A	0	0	1270	0.6		
				WBR	A	0	24	21	0.4		
			WB Approach			A					0.6
			NB	NBL	N/A	--	--	--	--	--	--
				NBT	N/A	--	--	--	--	--	--
				NBR	C	7	107	119	17.0		
			NB Approach			C					17.0
			SB	SBL	N/A	--	--	--	--	--	--
				SBT	N/A	--	--	--	--	--	--
SBR	A	1		71	32	9.1					
SB Approach			A					9.1			
Overall LOS			C					17.0			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	C	75	376	246	32.8		
				EBT	B	49	382	1477	11.3		
				EBR	A	53	390	4	2.2		
			EB Approach			B					14.3
			WB	WBL	F	84	334	129	93.4		
				WBT	B	86	838	1073	19.1		
				WBR	B	90	849	227	10.0		
			WB Approach			C					24.4
			NB	NBL	F	110	393	63	102.3		
				NBT	F	110	393	59	138.1		
				NBR	F	118	402	55	94.4		
			NB Approach			F					111.8
			SB	SBL	F	782	1287	283	229.2		
				SBT	F	782	1287	29	254.7		
SBR	F	786		1291	115	189.9					
SB Approach			F					220.3			
Overall LOS			D					46.2			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	A	0	7	19	9.8		
				EBT	A	22	405	1743	4.4		
				EBR	A	22	421	87	6.0		
			EB Approach			A					4.5
			WB	WBL	C	1	50	30	24.6		
				WBT	B	46	507	1298	10.6		
				WBR	A	49	517	64	4.3		
			WB Approach			B					10.6
			NB	NBL	F	53	248	91	92.6		
				NBT	F	53	248	5	91.8		
				NBR	C	59	256	46	24.1		
			NB Approach			E					70.4
			SB	SBL	F	67	178	122	96.3		
				SBT	F	67	178	12	105.2		
SBR	B	56		180	44	14.6					
SB Approach			E					76.7			
Overall LOS			B					13.2			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	494	895	9	172.7		
				EBT	F	494	895	1312	86.9		
				EBR	D	494	899	152	44.5		
			EB Approach			F					83.0
			WB	WBL	F	75	462	143	93.4		
				WBT	B	75	462	1404	10.0		
				WBR	A	60	469	13	9.0		
			WB Approach			B					17.7
			NB	NBL	F	70	272	172	80.7		
				NBT	F	70	272	19	84.5		
				NBR	A	64	281	236	8.9		
			NB Approach			D					41.2
			SB	SBL	F	30	164	28	115.8		
				SBT	F	30	164	17	96.4		
SBR	E	32		167	5	65.4					
SB Approach			F					104.2			
Overall LOS			D					49.2			

Appendix Table O-3. 2050 Refined DLT Mid-Day Operations

Intersection Information			2050 Refined DLT MD								
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	93	364	201	76.6		
				EBT	E	93	364	20	70.2		
				EBR	B	43	381	73	13.5		
			EB Approach			E					60.5
			WB	WBL	E	32	146	62	65.0		
				WBT	E	32	146	44	65.1		
				WBR	D	22	191	19	36.7		
			WB Approach			E					60.8
			NB	NBL	F	276	1240	60	110.0		
				NBT	C	276	1240	3073	23.6		
				NBR	B	207	1146	26	15.5		
			NB Approach			C					25.1
			SB	SBL	E	160	1103	20	77.0		
				SBT	B	160	1103	2554	15.0		
SBR	B	112		1003	133	12.2					
SB Approach			B					15.3			
Overall LOS			C					23.8			
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	4	93	38	17.0		
			EB Approach			C					17.0
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	C	3	77	21	19.1		
			WB Approach			C					19.1
			NB	NBL	D	2	59	17	25.9		
				NBT	A	3	269	3257	2.1		
				NBR	A	3	269	35	3.4		
			NB Approach			A					2.2
			SB	SBL	F	12	113	28	57.1		
				SBT	A	2	220	2688	3.0		
SBR	A	2		220	48	3.5					
SB Approach			A					3.5			
Overall LOS			C					19.1			
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	E	24	129	30	79.2		
				EBT	A	24	129	0	0.0		
				EBR	C	29	135	78	32.5		
			EB Approach			D					45.5
			WB	WBL	E	19	125	39	72.6		
				WBT	E	19	125	2	65.8		
				WBR	B	24	132	73	17.8		
			WB Approach			F	D				37.4
			NB	NBL	E	106	1066	24	61.7		
				NBT	B	106	1066	3210	13.0		
				NBR	A	106	1066	57	4.0		
			NB Approach			F	B				13.2
			SB	SBL	F	246	1066	113	100.6		
				SBT	C	246	1066	2651	20.9		
SBR	B	201		1061	41	11.7					
SB Approach			C					24.0			
Overall LOS			C					20.0			
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	2	72	44	14.9		
			EB Approach			B					14.9
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	E	21	176	123	35.8		
			WB Approach			E					35.8
			NB	NBL	C	3	79	35	20.8		
				NBT	A	45	950	3221	7.9		
				NBR	A	0	30	119	5.1		
			NB Approach			A					7.9
			SB	SBL	N/A	--	--	--	--		
				SBT	A	21	559	2839	3.1		
SBR	A	0		6	34	2.8					
SB Approach			A					3.1			
Overall LOS			E					35.8			

Appendix Table O-3. 2050 Refined DLT Mid-Day Operations cont.

Intersection Information				2050 Refined DLT MD							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	5	92	94	17.7		
			EB Approach			C					17.7
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	D	13	145	104	27.5		
			WB Approach			D					27.5
			NB	NBL	N/A	--	--	--	--	--	
				NBT	B	94	486	3227	11.3		
				NBR	A	0	14	70	2.2		
			NB Approach			B					11.1
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	63	246	2736	9.1		
SBR	A	63		246	118	9.7					
SB Approach			A					9.1			
Overall LOS			D					27.5			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	4	93	53	18.2		
			EB Approach			C					18.2
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
			WB Approach			N/A					--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	0	0	391	0.7		
				NBR	N/A	--	--	--	--	--	
			NB Approach			A					0.7
			SB	SBL	N/A	--	--	--	--	--	
				SBT	B	0	30	2801	14.0		
SBR	A	1		85	57	0.8					
SB Approach			B					13.7			
Overall LOS			C					18.2			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	108	328	621	60.5		
				EBT	E	168	355	755	78.3		
				EBR	A	0	36	303	0.6		
			EB Approach			E					57.7
			WB	WBL	F	141	381	452	90.4		
				WBT	F	198	432	782	105.5		
				WBR	B	5	143	563	19.2		
			WB Approach			E					74.7
			NB	NBL	A	1	46	391	3.9		
				NBT	C	162	876	2477	23.0		
				NBR	B	20	316	470	11.3		
			NB Approach			B					19.1
			SB	SBL	E	68	267	481	57.3		
				SBT	B	43	533	2101	12.3		
SBR	A	18		333	515	8.7					
SB Approach			B					18.7			
Overall LOS			D					35.6			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	5	96	82	15.4		
			EB Approach			C					15.4
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	B	7	104	146	10.5		
			WB Approach			B					10.5
			NB	NBL	N/A	--	--	--	--	--	
				NBT	C	54	322	3598	16.4		
				NBR	B	54	322	62	13.3		
			NB Approach			C					16.4
			SB	SBL	N/A	--	--	--	--	--	
				SBT	B	0	0	3015	14.6		
SBR	A	0		32	47	1.7					
SB Approach			B					14.4			
Overall LOS			C					16.4			

Appendix Table O-3. 2050 Refined DLT Mid-Day Operations cont.

Intersection Information				2050 Refined DLT MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	108	290	490	74.2	
				EBT	N/A	--	--	--	--	
				EBR	C	115	304	58	29.5	
			EB Approach			E				69.5
			WB	WBL	E	44	224	10	79.9	
				WBT	N/A	--	--	--	--	
				WBR	C	48	228	327	31.2	
			WB Approach			C				32.7
			NB	NBL	E	181	866	84	71.6	
				NBT	B	181	866	3668	16.8	
				NBR	B	186	880	12	10.2	
			NB Approach			B				18.0
			SB	SBL	F	642	1163	239	119.3	
				SBT	D	642	1163	3017	51.5	
SBR	D	657		1179	408	47.5				
SB Approach			E				55.5			
Overall LOS			D				38.5			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	35	469	389	98.2	
				EBT	D	356	1301	1458	54.7	
				EBR	D	371	1317	24	53.3	
			EB Approach			E				63.8
			WB	WBL	F	303	679	26	154.1	
				WBT	D	303	679	1565	48.9	
				WBR	D	309	689	25	39.1	
			WB Approach			D				50.4
			NB	NBL	E	5	93	6	60.3	
				NBT	D	5	93	4	53.7	
				NBR	B	9	108	53	16.7	
			NB Approach			C				23.2
			SB	SBL	F	778	1205	10	488.3	
				SBT	F	778	1205	1	322.2	
SBR	F	778		1205	306	348.2				
SB Approach			F				352.5			
Overall LOS			F				81.0			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	D	42	652	120	41.0	
				EBT	A	42	652	1395	5.5	
				EBR	A	27	662	4	3.4	
			EB Approach			A				8.3
			WB	WBL	E	178	1019	68	55.6	
				WBT	C	178	1019	1409	29.7	
				WBR	B	179	1035	182	12.0	
			WB Approach			C				28.8
			NB	NBL	F	17	88	32	80.2	
				NBT	E	17	88	24	78.9	
				NBR	A	8	90	68	7.1	
			NB Approach			D				39.9
			SB	SBL	F	351	799	194	136.8	
				SBT	F	351	799	21	141.9	
SBR	F	37		806	177	158.8				
SB Approach			F				147.0			
Overall LOS			C				33.4			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	A	0	56	1598	8.3	
				EBR	A	0	0	84	0.9	
			EB Approach			A				7.9
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	D	12	129	83	25.8	
			NB Approach			D				25.8
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			D				25.8			

Appendix Table O-3. 2050 Refined DLT Mid-Day Operations cont.

Intersection Information				2050 Refined DLT MD						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	C	22	276	1587	20.9	
				EBR	A	27	350	121	1.8	
			EB Approach			C				19.6
			WB	WBL	N/A	--	--	--	--	--
				WBT	A	0	17	1777	0.8	
				WBR	A	0	30	11	0.3	
			WB Approach			A				0.8
			NB	NBL	N/A	--	--	--	--	--
				NBT	N/A	--	--	--	--	--
				NBR	D	15	122	114	27.6	
			NB Approach			D				27.6
			SB	SBL	N/A	--	--	--	--	--
				SBT	N/A	--	--	--	--	--
SBR	A	1		53	27	8.6				
SB Approach			A				8.6			
Overall LOS			D				27.6			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	E	169	373	206	73.8	
				EBT	B	99	410	1459	14.9	
				EBR	B	103	418	13	12.5	
			EB Approach			C				22.1
			WB	WBL	F	137	830	167	121.1	
				WBT	D	664	1582	1574	44.1	
				WBR	D	673	1592	346	35.4	
			WB Approach			D				48.8
			NB	NBL	F	92	358	53	122.3	
				NBT	F	92	358	44	124.9	
				NBR	E	100	367	87	75.5	
			NB Approach			F				100.8
			SB	SBL	F	1117	1324	297	252.0	
				SBT	F	1117	1324	35	256.9	
SBR	F	1121		1328	137	204.4				
SB Approach			F				238.5			
Overall LOS			E				61.2			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	D	4	85	65	47.5	
				EBT	B	107	526	1679	19.2	
				EBR	C	114	542	103	20.3	
			EB Approach			C				20.3
			WB	WBL	E	1	46	44	56.9	
				WBT	E	754	1603	1916	68.3	
				WBR	D	757	1608	127	42.0	
			WB Approach			E				66.5
			NB	NBL	F	61	271	113	83.3	
				NBT	E	61	271	21	79.1	
				NBR	C	68	280	55	34.2	
			NB Approach			E				68.5
			SB	SBL	F	68	210	127	88.6	
				SBT	F	68	210	27	87.8	
SBR	D	63		211	78	42.7				
SB Approach			E				73.1			
Overall LOS			D				47.3			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	158	866	1	102.0	
				EBT	C	158	866	1584	22.2	
				EBR	B	158	870	156	10.4	
			EB Approach			C				21.2
			WB	WBL	F	198	1138	160	96.1	
				WBT	B	198	1138	1706	17.6	
				WBR	B	185	1143	9	19.7	
			WB Approach			C				24.3
			NB	NBL	E	55	201	147	71.2	
				NBT	E	55	201	10	73.7	
				NBR	A	45	210	252	7.2	
			NB Approach			C				31.8
			SB	SBL	F	16	127	20	80.6	
				SBT	E	16	127	11	75.9	
SBR	C	18		130	5	32.2				
SB Approach			E				72.4			
Overall LOS			C				24.3			

Appendix Table O-4. 2050 No-Build Refined DLT Operations

Intersection Information				2050 Refined DLT PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	121	414	193	98.4		
				EBT	F	121	414	27	90.3		
				EBR	B	72	433	85	11.7		
			EB Approach				E				73.5
			WB	WBL	F	43	200	80	86.3		
				WBT	E	43	200	11	72.6		
				WBR	D	23	235	9	48.0		
			WB Approach				F				81.4
			NB	NBL	F	732	1309	56	152.6		
				NBT	D	732	1309	3527	48.2		
				NBR	C	651	1215	39	31.5		
			NB Approach				D				49.6
			SB	SBL	F	64	765	8	88.6		
				SBT	A	64	765	2358	8.8		
SBR	A	26		665	76	6.2					
SB Approach				A				9.0			
Overall LOS				D					36.3		
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	4	98	41	13.4		
			EB Approach				B				13.4
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	F	14	112	37	57.9		
			WB Approach				F				57.9
			NB	NBL	D	1	45	16	31.1		
				NBT	C	207	974	3664	19.1		
				NBR	B	207	974	52	13.1		
			NB Approach				C				19.0
			SB	SBL	F	17	132	39	60.6		
				SBT	A	1	128	2416	1.2		
SBR	A	1		128	45	2.6					
SB Approach				A				2.1			
Overall LOS				F					57.9		
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	11	92	16	88.2		
				EBT	F	11	92	3	100.9		
				EBR	C	14	98	35	25.3		
			EB Approach				D				48.1
			WB	WBL	F	37	214	31	87.7		
				WBT	F	37	214	3	103.5		
				WBR	D	44	220	101	54.7		
			WB Approach				E				63.4
			NB	NBL	E	472	1261	11	79.4		
				NBT	C	472	1261	3661	32.5		
				NBR	B	472	1261	46	14.6		
			NB Approach				C				32.4
			SB	SBL	F	212	860	82	181.3		
				SBT	B	212	860	2423	20.0		
SBR	B	189		854	25	10.8					
SB Approach				C				25.1			
Overall LOS				C					31.2		
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	1	59	37	13.4		
			EB Approach				B				13.4
			WB	WBL	N/A	--	--	--	--		
				WBT	N/A	--	--	--	--		
				WBR	F	124	325	85	241.8		
			WB Approach				F				241.8
			NB	NBL	D	1	43	15	26.4		
				NBT	D	484	1070	3702	25.8		
				NBR	B	0	21	79	14.1		
			NB Approach				D				25.6
			SB	SBL	N/A	--	--	--	--		
				SBT	A	14	418	2537	2.2		
SBR	A	0		7	23	2.2					
SB Approach				A				2.2			
Overall LOS				F					241.8		

Appendix Table O-4. 2050 No-Build Refined DLT Operations cont.

Intersection Information				2050 Refined DLT PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	3	66	70	13.6		
			EB Approach			B					13.6
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	F	36	177	64	124.6		
			WB Approach			F					124.6
			NB	NBL	N/A	--	--	--	--	--	
				NBT	D	131	576	3679	28.4		
				NBR	A	0	10	44	4.5		
			NB Approach			D					28.1
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	42	194	2479	6.9		
SBR	A	42		194	56	6.0					
SB Approach			A					6.8			
Overall LOS			F					124.6			
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	B	0	46	10	10.3		
			EB Approach			B					10.3
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	N/A	--	--	--	--	--	
			WB Approach			N/A					--
			NB	NBL	N/A	--	--	--	--	--	
				NBT	A	0	0	342	0.7		
				NBR	N/A	--	--	--	--	--	
			NB Approach			A					0.7
			SB	SBL	N/A	--	--	--	--	--	
				SBT	A	0	0	2528	7.2		
SBR	A	0		14	20	0.3					
SB Approach			A					7.1			
Overall LOS			B					10.3			
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	128	330	556	80.2		
				EBT	D	154	365	888	54.3		
				EBR	A	0	23	193	0.5		
			EB Approach			E					56.7
			WB	WBL	F	104	341	346	91.2		
				WBT	F	243	579	810	124.7		
				WBR	B	1	53	421	19.1		
			WB Approach			F					89.1
			NB	NBL	B	15	163	347	14.3		
				NBT	D	467	880	2939	40.5		
				NBR	B	38	416	470	16.8		
			NB Approach			D					35.1
			SB	SBL	E	111	364	575	70.3		
				SBT	B	84	461	2013	17.1		
SBR	B	30		349	485	13.8					
SB Approach			C					26.5			
Overall LOS			D					44.5			
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	N/A	--	--	--	--		
				EBR	C	3	79	64	16.8		
			EB Approach			C					16.8
			WB	WBL	N/A	--	--	--	--	--	
				WBT	N/A	--	--	--	--	--	
				WBR	B	9	114	148	12.5		
			WB Approach			B					12.5
			NB	NBL	N/A	--	--	--	--	--	
				NBT	C	80	352	3862	22.7		
				NBR	C	80	352	45	16.2		
			NB Approach			C					22.6
			SB	SBL	N/A	--	--	--	--	--	
				SBT	D	0	0	3002	27.3		
SBR	A	0		12	38	1.3					
SB Approach			D					27.0			
Overall LOS			D					27.0			



Appendix Table O-4. 2050 No-Build Refined DLT Operations cont.

Intersection Information				2050 Refined DLT PM						
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)	
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	146	399	615	88.9	
				EBT	N/A	--	--	--	--	
				EBR	C	155	413	48	34.6	
			EB Approach			F				85.0
			WB	WBL	F	23	196	11	100.4	
				WBT	N/A	--	--	--	--	
				WBR	C	25	201	235	26.1	
			WB Approach			C				29.5
			NB	NBL	F	274	971	49	85.2	
				NBT	B	274	971	3938	15.0	
				NBR	A	280	985	8	8.5	
			NB Approach			B				15.8
			SB	SBL	F	631	1161	279	155.4	
				SBT	D	631	1161	3015	53.9	
SBR	D	645		1176	336	36.8				
SB Approach			E				60.1			
Overall LOS			D				40.4			
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1555	1695	283	232.9	
				EBT	D	733	1681	1318	47.4	
				EBR	D	716	1681	10	41.6	
			EB Approach			E				80.0
			WB	WBL	E	308	690	30	78.8	
				WBT	D	308	690	1563	36.6	
				WBR	C	316	700	16	29.6	
			WB Approach			D				37.3
			NB	NBL	D	5	86	7	44.4	
				NBT	E	5	86	2	69.2	
				NBR	B	9	101	59	15.1	
			NB Approach			B				19.7
			SB	SBL	F	132	505	16	124.0	
				SBT	E	132	505	2	61.1	
SBR	E	132		505	326	62.0				
SB Approach			E				64.9			
Overall LOS			E				58.5			
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	22	373	55	24.0	
				EBT	A	22	373	1335	5.7	
				EBR	A	21	383	2	7.7	
			EB Approach			A				6.5
			WB	WBL	D	349	949	39	43.6	
				WBT	E	349	949	1444	64.4	
				WBR	C	360	966	152	27.9	
			WB Approach			E				60.5
			NB	NBL	F	24	109	34	84.4	
				NBT	F	24	109	25	86.5	
				NBR	A	14	111	87	7.2	
			NB Approach			D				38.7
			SB	SBL	F	79	429	118	91.2	
				SBT	F	79	429	9	103.2	
SBR	F	82		436	139	81.8				
SB Approach			F				86.7			
Overall LOS			D				39.8			
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--	
				EBT	C	1	96	1536	21.2	
				EBR	A	0	0	26	0.9	
			EB Approach			C				20.9
			WB	WBL	N/A	--	--	--	--	
				WBT	N/A	--	--	--	--	
				WBR	N/A	--	--	--	--	
			WB Approach			N/A				--
			NB	NBL	N/A	--	--	--	--	
				NBT	N/A	--	--	--	--	
				NBR	D	11	128	67	30.1	
			NB Approach			D				30.1
			SB	SBL	N/A	--	--	--	--	
				SBT	N/A	--	--	--	--	
SBR	N/A	--		--	--	--				
SB Approach			N/A				--			
Overall LOS			D				30.1			

Appendix Table O-4. 2050 No-Build Refined DLT Operations cont.

Intersection Information				2050 Refined DLT PM							
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)		
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--		
				EBT	A	6	297	1858	6.8		
				EBR	A	8	377	84	1.4		
			EB Approach			A					6.6
			WB	WBL	N/A	--	--	--	--	--	
				WBT	A	0	19	1537	1.1		
				WBR	A	0	48	22	0.3		
			WB Approach			A					1.1
			NB	NBL	N/A	--	--	--	--	--	
				NBT	N/A	--	--	--	--	--	
				NBR	C	8	108	119	18.1		
			NB Approach			C					18.1
			SB	SBL	N/A	--	--	--	--	--	
				SBT	N/A	--	--	--	--	--	
SBR	B	1		71	32	10.5					
SB Approach			B					10.5			
Overall LOS			C					18.1			
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	100	379	220	46.5		
				EBT	A	47	384	1733	8.8		
				EBR	B	50	391	3	10.5		
			EB Approach			B					13.0
			WB	WBL	F	78	348	127	91.8		
				WBT	C	211	1324	1362	28.3		
				WBR	B	217	1334	273	17.5		
			WB Approach			C					31.2
			NB	NBL	F	96	388	62	92.5		
				NBT	F	96	388	60	124.5		
				NBR	F	104	397	55	84.7		
			NB Approach			F					100.9
			SB	SBL	F	1140	1318	291	286.5		
				SBT	F	1140	1318	28	329.9		
SBR	F	1144		1322	94	253.6					
SB Approach			F					281.9			
Overall LOS			D					49.9			
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	0	11	16	17.8		
				EBT	A	42	529	2008	6.4		
				EBR	B	44	545	83	10.9		
			EB Approach			A					6.7
			WB	WBL	C	1	48	30	33.7		
				WBT	B	80	823	1630	13.6		
				WBR	A	83	834	58	6.7		
			WB Approach			B					13.7
			NB	NBL	F	53	241	91	93.1		
				NBT	F	53	241	5	91.9		
				NBR	C	60	249	47	25.9		
			NB Approach			E					71.0
			SB	SBL	F	67	179	122	96.8		
				SBT	F	67	179	12	105.5		
SBR	B	57		180	44	17.1					
SB Approach			E					77.7			
Overall LOS			B					14.9			
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	655	900	7	217.0		
				EBT	F	655	900	1371	116.1		
				EBR	E	655	903	124	59.3		
			EB Approach			F					111.9
			WB	WBL	F	380	1096	137	104.1		
				WBT	D	380	1096	1757	39.8		
				WBR	D	380	1102	14	39.8		
			WB Approach			D					44.4
			NB	NBL	F	71	277	172	81.4		
				NBT	F	71	277	19	83.2		
				NBR	A	64	286	236	8.3		
			NB Approach			D					41.1
			SB	SBL	F	26	163	29	88.5		
				SBT	F	26	163	17	83.9		
SBR	E	28		166	5	63.9					
SB Approach			F					84.6			
Overall LOS			E					70.6			