

CR 887 (Old US 41 Road)
Future Volumes Technical Memorandum
Project Development and Environment Study
CR 887 (Old US 41 Road)

from US 41 in Collier County, FL, to Bonita Beach Road in Lee County, FL

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1 Introduction

The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environment (PD&E) study to analyze existing conditions and assess the feasibility of future capacity improvements on the CR 887 (Old US 41 Road) corridor from US 41 in Collier County to Bonita Beach Road in Lee County. This traffic technical report summarizes the existing traffic volumes in the study area and the development of future traffic volumes and conditions for three alternative roadway improvements and alignments.

1.1 Project Description

The FDOT is conducting a PD&E study for proposed improvements to Old US 41 / County Road (CR) 887, or Old US 41. The project limits are from US 41 / Tamiami Trail to CR 865 / Bonita Beach Road, in Lee and Collier Counties for approximately 2.73 miles. A map of the project limits is shown in **Figure 1-1**. These improvements, which may include safety, “complete streets”, and capacity improvement are intended to enhance connectivity and circulation between US 41/Tamiami Trail and Bonita Beach Road, as well as to improve safety for all users, including bicyclists and pedestrians. An understanding of traffic movements and predictions of future traffic growth are necessary to determine the capacity improvements required to keep the roadways and intersections operating at an acceptable level of service.

1.2 Objective

The objective of the traffic technical report is to identify existing traffic movements and volumes and to develop future traffic movements and volumes for three possible future alternatives: a no build alternative where the study limit network remains unchanged, and two alternatives where the Old US 41 study corridor is widened to four-lanes. The traffic projections from this report will be used in the PD&E’s Project Traffic Analysis Report (PTAR) to design a future roadway network that provides capacity for the safe and efficient movement of multimodal traffic through the design year.

1.3 Analysis Periods and Years

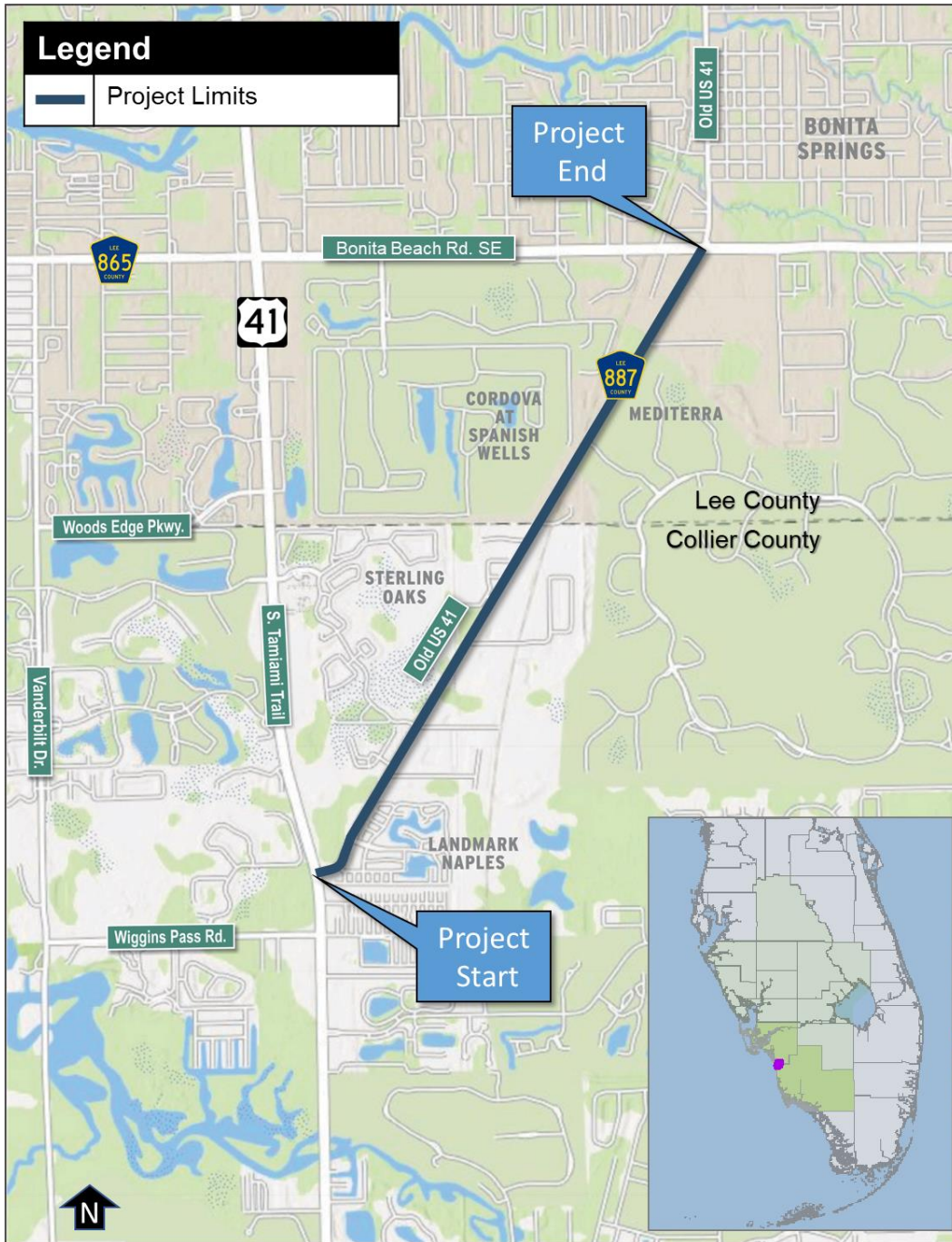
Traffic projections were completed for the following analysis years:

- Existing year: 2019
- Opening year: 2025
- Interim year: 2035
- Design year: 2045

1.4 Methodology

The methodology used for the traffic study is described in the FDOT approved *Traffic Analysis Methodology Report* available in **Appendix A**.

Figure 1-1: CR 887 Study Limits & Study Area



2 Project Information

2.1 Study Area

The study limits begin at the intersection of Old US 41 and US 41 and continue northeast to the intersection of Old US 41 and Bonita Beach Road, approximately 2.73 miles. Old US 41 is a 2-lane urban major collector. The study area expands the study limits to include the intersections listed below and the roadway segments between them. Future years include the addition of a four-lane Veterans Memorial Parkway connecting US 41 across Old US 41 to the east that continues to Strand Boulevard.

Study Area Intersections

- US 41 at Wiggins Pass (Signalized)
- US 41 at Old US 41 Road (Signalized)
- US 41 at Veterans Memorial Parkway (Future Scenarios Only – Planned Intersection)
- Old US 41 Road at Gulf Coast Drive (Unsignalized)
- Old US 41 Road at Veterans Memorial Parkway (Future Scenarios Only – Planned Intersection)
- Old US 41 Road at Collier Center Way (Unsignalized)
- Old US 41 Road at Sun Century Road / Sterling Oaks Drive (Unsignalized)
- Old US 41 Road at Rail Head Boulevard (Unsignalized)
- Old US 41 Road at Via Palacio Avenue (Unsignalized)
- Old US 41 Road at Mediterra Drive (Unsignalized)
- Old US 41 Road at Race Track Road Extension (Future Scenarios Only)*
- Bonita Beach Road at Old US 41 Road (Signalized)
- Bonita Beach Road at Race Track Road (Signalized)

**The quadrant roadway connection at Old US 41 Road was written as Compound Road in the methodology statement and then changed to be a new roadway and intersection north of Compound Road for this traffic analysis. It will be referred to as the Race Track Road Extension (Ext) in this report.*

2.2 Existing Transit Service

Currently there is no transit service operating on Old US 41; however, the travel demand model has a transit route in the future, labeled the Creekside CIRC. Transit, Route 600, the Linc, does run on US 41 and Bonita Beach Road adjacent to the study limits.

3 Existing Traffic Conditions

3.1 Traffic Count Information

To identify roadway characteristics and existing traffic volumes and movements in the study area, traffic counts were collected in April of 2019 as follows:

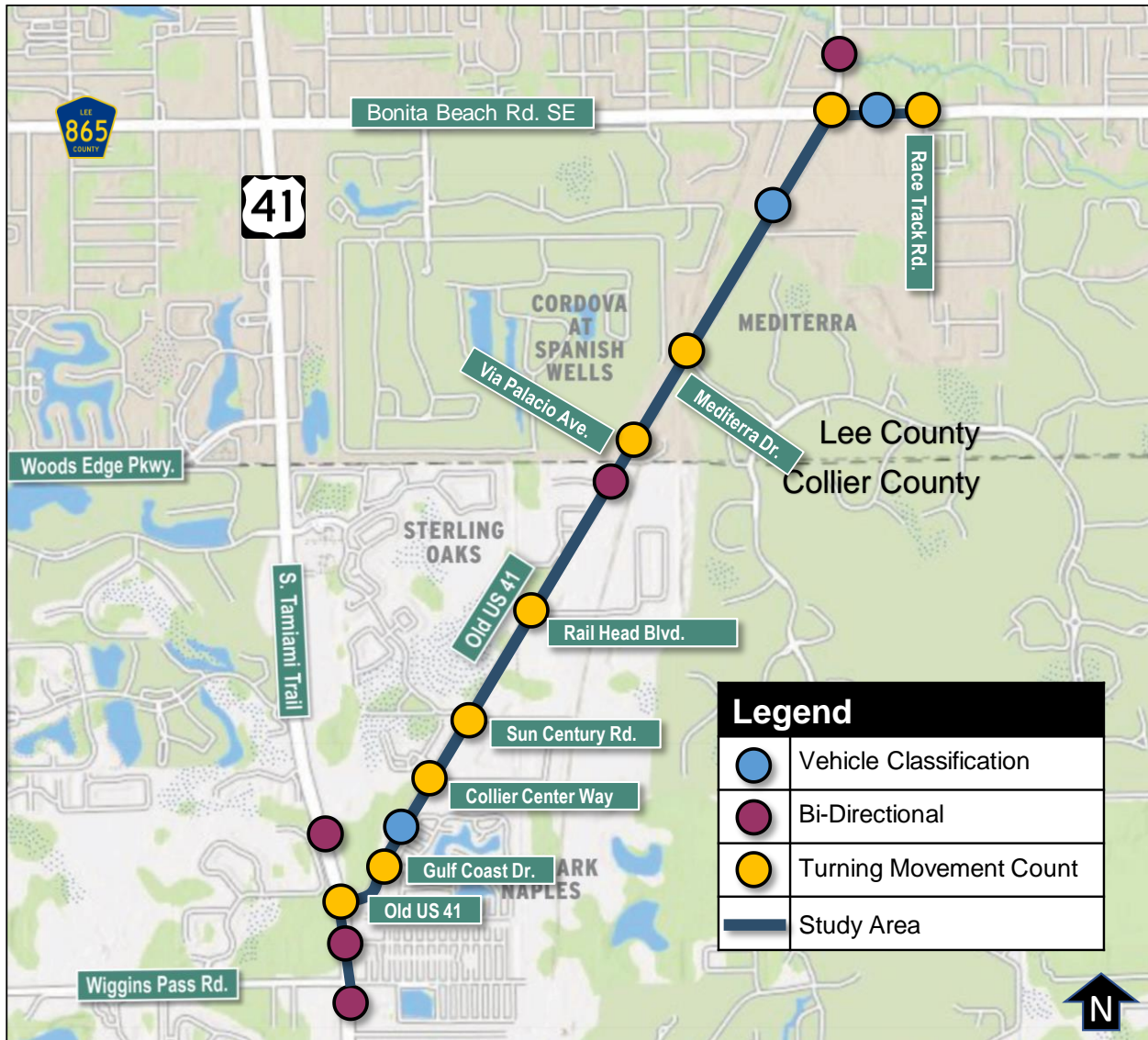
- Five 72-hour bi-directional volume counts (April 16-18, 2019)
 - US 41 south of Wiggins Pass Road
 - US 41 south of Old US 41 Road
 - US 41 north of Old US 41 Road
 - Old US 41 Road south of the Collier County line
 - Old US 41 Road north of Bonita Beach Road

- Three 7-day vehicle classification counts (April 16-18, 2019)
 - Old US 41 Road north of Gulf Coast Drive
 - Old US 41 Road north of Compound Road
 - Bonita Beach Road east of Old US 41 Road

- Nine 12-hour turning movement counts (7:00 AM to 7:00 PM)
 - US 41 at Old US 41 Road (4/16/2019)
 - Old US 41 Road at Gulf Coast Drive (4/16/2019)
 - Old US 41 Road at Collier Center Way (4/16/2019)
 - Old US 41 Road at Sun Century Road (4/11/2019)
 - Old US 41 Road at Rail Head Boulevard (4/11/2019)
 - Old US 41 Road at Via Palacio Avenue (4/11/2019)
 - Old US 41 Road at Mediterra Drive (4/11/2019)
 - Bonita Beach Road at Old US 41 Road (4/18/2019)
 - Bonita Beach Road at Race Track Road (4/16/2019)

Turning movement counts (TMCs) included pedestrian, bicycle, and heavy vehicle counts reported separately. Total truck and heavy truck (classes 8-13) percentages were calculated from TMCs and classification counts for peak and daily traffic conditions. A map of count locations is shown in **Figure 3-1**. Copies of all traffic count data are provided in **Appendix B**. FDOT 2018 seasonal and axle factors for Collier and Lee Counties are provided in **Appendix C**. These factors were applied to all count data to provide annual average daily traffic volumes.

Figure 3-1: Traffic Count Location Map



3.2 Development of Design Characteristics

Design characteristics: K, D, T₂₄, DHT, and peak hour factors were calculated from the traffic counts and compared to other sources to develop recommended characteristics.

3.2.1 Standard K Factor

The seasonal nature of traffic prompted the commission, at the behest of FDOT staff, of an investigation into the K-Factor to be used in a September 25th, 2019 meeting; the investigation included the telemetered traffic monitoring sites (TTMS) within the study area:

- Bonita Beach Road west of US 41,
- Bonita Beach Road west of I-75,
- Old US 41 south of Bonita Beach Road,
- US 41 south of Bonita Beach Road,
- US 41 north of Bonita Beach Road.

Based on guidance from FDOT staff, the average of the daily traffic was to be used and analyzed in determining a K-Factor. The results of the investigation found that the month of April was the average month of traffic for the year and that 9.00% of daily volume occurred within an acceptable range of the 30th highest hour for the month across all TTMS locations. Documentation for the investigation can be found in the *Traffic Analysis Methodology Report* in **Appendix A**.

3.2.2 D Factor

The directional factor (D = 60%) was calculated from the traffic count data and compared to the five-year historical data from FDOT count stations within the study area. Peak directions of travel were established based on existing travel patterns identified from review of the traffic count data and historical data. Peak AM direction was determined to be southbound and westbound and peak PM direction was the reverse, northbound and eastbound. D factor calculations and comparison are shown in **Table 3-1**.

Table 3-1: D factor Calculation Comparisons

D Factor calculated from Bi-directional Lane Counts								
Location	3-Day Ave AM Peak		3-Day Ave PM Peak		AM Peak		PM Peak	
	NB	SB	NB	SB	D	Dir.	D	Dir.
US 41 S of Wiggins Pass Rd	1,611	2,199	2,618	2,048	58%	SB	56%	NB
US 41 S of Old 41	1,501	2,214	2,709	1,872	60%	SB	59%	NB
US 41 N of Old 41	1,139	1,559	1,871	1,450	58%	SB	56%	NB
Old 41 N of Gulf Coast Dr	526	759	835	603	59%	SB	58%	NB
Old 41 S of County Line	511	811	940	494	61%	SB	66%	NB
Old 41 N of Compound Rd	550	842	914	480	60%	SB	66%	NB
Old 41 N of Bonita Beach Rd	332	589	580	379	64%	SB	60%	NB
Bonita Beach Rd E of Old 41	1,186	1,984	2,160	1,280	63%	WB	63%	EB
Directional Avg. D					60%		61%	
Overall Avg. D								60%

D factor calculated from Intersection Turning Movement Counts

Location	Peak Period	S leg		N leg		W leg		E leg	
		Max Dir	D	Max Dir	D	Max Dir	D	Max Dir	D
Old 41 & Tamiami Tr	AM	SB	60%	SB	60%	WB	66%	WB	60%
Old 41 & Tamiami Tr	PM	NB	57%	NB	55%	EB	53%	EB	60%
Old 41 & Gulf Coast Dr	AM	SB	61%	SB	60%	WB	-	WB	70%
Old 41 & Gulf Coast Dr	PM	NB	59%	NB	58%	WB	-	EB	60%
Old 41 & Collier Cntr Wy	AM	SB	60%	SB	64%	WB	-	EB	69%
Old 41 & Collier Cntr Wy	PM	NB	58%	NB	63%	WB	-	WB	85%
Old 41 & Sun Century Rd	AM	SB	59%	SB	59%	EB	77%	EB	57%
Old 41 & Sun Century Rd	PM	NB	59%	NB	61%	EB	54%	WB	67%
Old 41 & Rail Head Blvd	AM	SB	59%	SB	59%	WB	-	EB	51%
Old 41 & Rail Head Blvd	PM	NB	62%	NB	65%	WB	-	WB	75%
Old 41 & Via Palacio Av	AM	SB	60%	SB	59%	EB	79%	EB	-
Old 41 & Via Palacio Av	PM	NB	66%	NB	65%	WB	66%	EB	-
Old 41 & Mediterra Dr	AM	SB	59%	SB	60%	WB	-	EB	57%
Old 41 & Mediterra Dr	PM	NB	65%	NB	65%	WB	-	WB	55%
Old 41 & Bonita Bch Rd	AM	SB	62%	SB	64%	WB	64%	WB	62%
Old 41 & Bonita Bch Rd	PM	NB	66%	NB	58%	EB	56%	EB	59%
Bonita Bch Rd & Racetrack Rd	AM	SB	62%	NB	-	WB	64%	WB	66%
Bonita Bch Rd & Racetrack Rd	PM	NB	54%	NB	-	EB	61%	EB	62%
Directional Avg. D Factors			60%		61%		64%		63%
Overall Avg. D Factor									62%
Old US 41 Corridor Avg. D Factor									61%

D factor from FDOT Historical FTI

Location	Cosite	Year	D factor
Old 41 N of US 41	034152	2018	57%
Old 41 N of US 41	034152	2017	57%
Old 41 N of US 41	034152	2016	57%
Old 41 N of US 41	034152	2015	57%
Old 41 N of US 41	034152	2014	57%
Old 41 S of Bonita Beach	126016	2018	65%
Old 41 S of Bonita Beach	126016	2017	65%
Old 41 S of Bonita Beach	126016	2016	65%
Old 41 S of Bonita Beach	126016	2015	63%
Old 41 S of Bonita Beach	126016	2014	63%
Old 41 N of Bonita Beach	124641	2018	53%
Old 41 N of Bonita Beach	124641	2017	60%
Old 41 N of Bonita Beach	124641	2016	59%
Old 41 N of Bonita Beach	124641	2015	56%
Old 41 N of Bonita Beach	124641	2014	55%
Old 41 Avg. D Factor			59%

3.2.3 T and DHT

The daily truck factor ($T_{24} = 4.6\%$) was calculated from the classification counts data and compared to the five-year historical data from FDOT count stations. Design Hour Trucks (DHT) were estimated to be one half of T_{24} . Measures are shown in Table 3-2.

Table 3-2: T and DHT Factors

Location	Classification Counts		FTI		Recommended T_{Peak}
	Pk Hr		Daily	5-yr average	
	AM	PM	Total	Daily Total	
Old US 41 N of Gulf Coast Dr	2.1%	1.4%	1.7%	4.6%	2.3%
Old US 41 N of Compound Rd	2.9%	2.5%	2.7%	4.6%	2.3%
Bonita Beach Rd E of Old US 41	2.2%	1.6%	4.5%	5.6%	2.0%

3.2.4 Peak Hour Factor

An overall intersection peak hour factor (PHF) of 0.93 was calculated for the study intersections from turning movement counts. The calculated PHF was compared to the FDOT 2014 Traffic Analysis Handbook's recommended default PHF of 0.92 for roadway types other than freeways or urban arterials. The minimal variation between calculated and default PHF lead to the default PHF of 0.92 being used.

3.2.5 Recommended Design Traffic Characteristics

Final recommended design traffic characteristics are shown in Table 3-3.

Table 3-3: Recommended Design Traffic Characteristics

Standard K:	9%
D Factor:	60%
T Daily Old Hwy 41:	4.6%
PHF:	92%

3.3 Existing Traffic Volumes

Seasonal and axle correction factors were applied to the traffic counts that were then balanced to obtain 2019 Annual Average Daily Traffic (AADT) volumes for the project corridor and cross streets. The adjusted/recommended 2019 AADT volumes are shown in **Table 3-4**. **Figure 3-2** shows the calculations and adjustments used to derive the 2019 AADTs.

Table 3-4: Adjusted (2019) AADTs

Roadway	Location	Adjusted 2019 AADT
US 41	South of Wiggins Pass	52,500
	From Wiggins Pass to Old US 41	47,700
	North of Old US 41	39,000
Old US 41	West of US 41	2,700
	From US 41 to Gulf Coast Dr	15,900
	From Gulf Coast Dr to Collier Center Wy	15,600
	From Collier Center Wy to Sun Century Rd	15,600
	From Sun Century Rd to Rail Head Blvd	15,000
	From Rail Head Blvd to Via Palacio Av	15,700
	From Via Palacio Av to Mediterra Dr	15,300
	From Mediterra Dr to Bonita Beach Rd	15,800
	North of Bonita Bch Rd	9,100
Race Track Rd	South of Bonita Bch Rd	7,700
Wiggins Pass	West of US 41	7,300
	East of US 41	5,900
Gulf Coast Dr	East of Old US 41	1,100
Collier Center Wy	East of Old US 41	2,100
Sun Century Rd	West of Old US 41	600
	East of Old US 41	1,100
Rail Head Blvd	East of Old US 41	2,800
Via Palacio Av	West of Old US 41	700
Mediterra Dr	East of Old US 41	1,500
Bonita Bch Rd	West of Old US 41	26,500
	From Old US 41 to Race Track Rd	35,600
	East of Race Track Rd	35,600

3.4 Existing Year Turning Movement Counts

Existing K and D factors were applied to the Adjusted 2019 AADTs to obtain average daily directional hourly traffic (DDHV) volumes. Peak hour turning movement percentages from the count data were applied to the DDHVs to obtain 2019 AM and PM peak hour turning movement counts which are shown in **Figure 3-3**.

Figure 3-2: Existing AADT Calculations and Adjustments Diagram

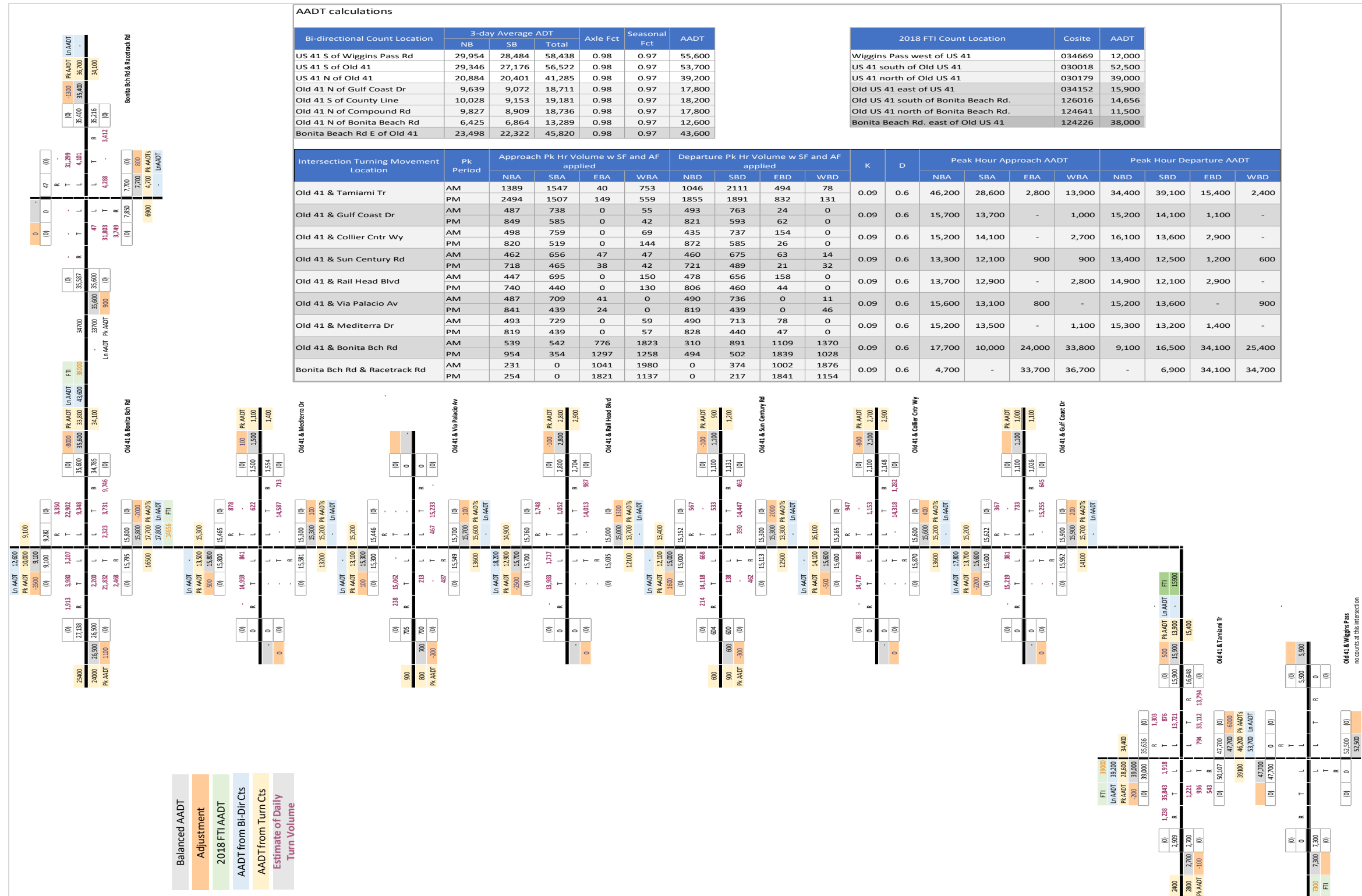
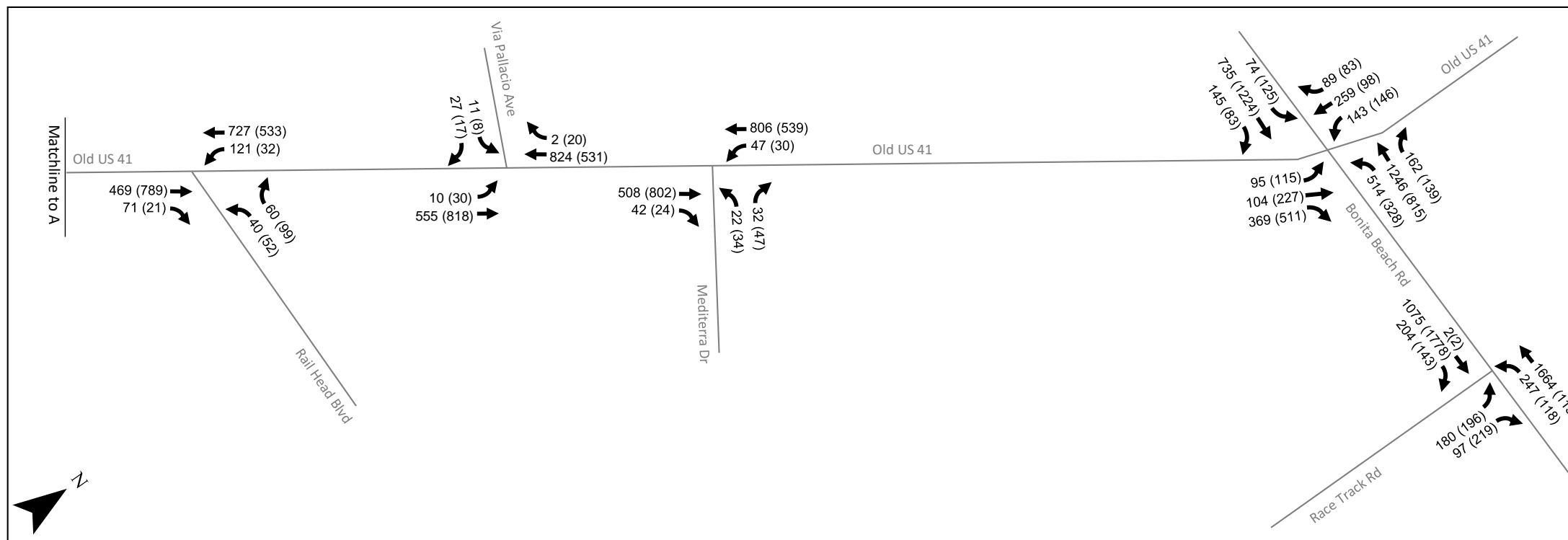
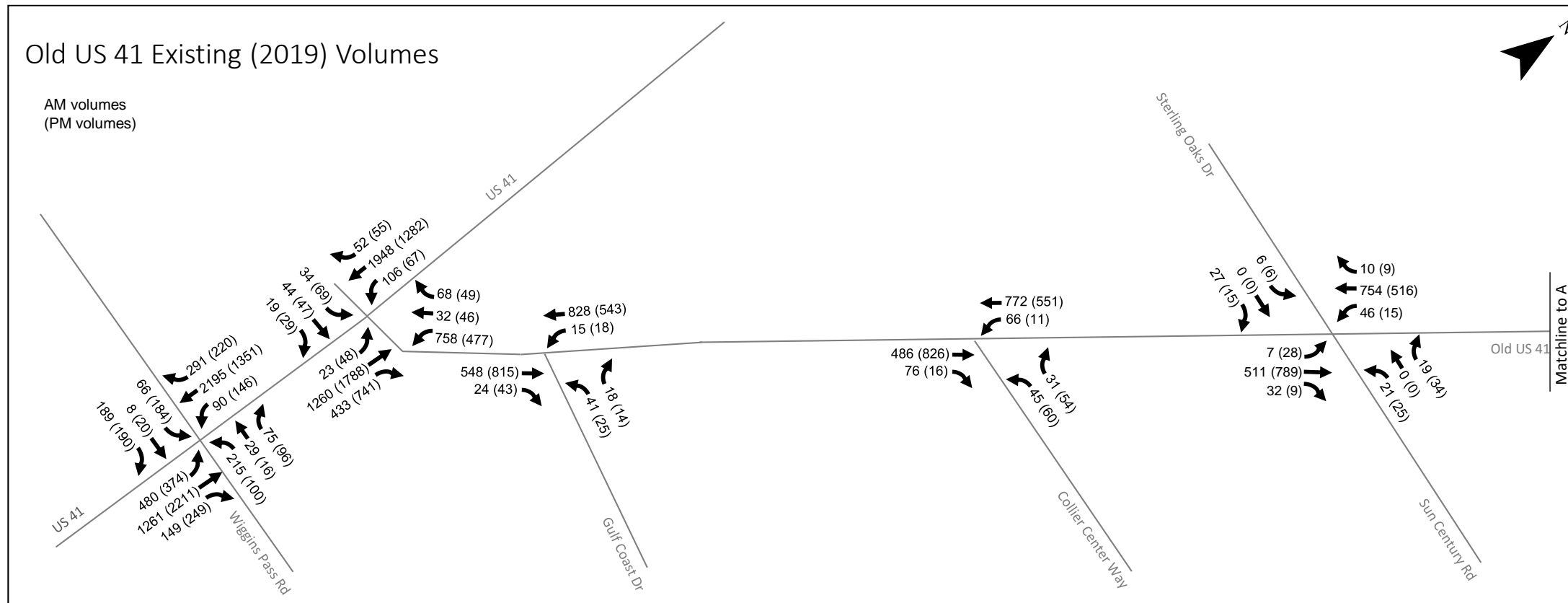


Figure 3-3: Existing (2019) Turning Movement Volumes



4 Subarea Model Validation

The most recent version of the District One Regional Planning Model compliant with the Florida Standard Urban Transportation Model Structure (FSUTMS) was reviewed by FDOT District One staff using the guidelines set forth in the FDOT FSUTMS Model Calibration and Validation Standards and FDOT Project Traffic Forecasting Handbook. Their review resulted in the development of a subarea model for the study area with adjusted network and socio-economic adjustments for the base year of 2010 and future year 2040. The subarea limits were defined by the project team based on an identified area of influence which includes Old US 41 corridor from Bonita Beach Road to US 41, the primary parallel routes such as US 41, Imperial Parkway / Livingston Road (CR 881) and Vanderbilt Drive (CR 901) and the primary cross roads such as Bonita Beach Road and Immokalee Road (CR 846). **Figure 4-1** illustrates the subarea and network links that were included in the subarea. The implementation of network coding adjustments to the subarea resulted in improvement to the overall validation of model volumes to counts ratios in the study subarea. Details can be found in the *Subarea Travel Demand Model Validation Memo for Old US 41* in **Appendix D**.

Figure 4-1: Subarea Validation Area of Influence



5 Future Traffic Forecasts

Network adjustments were made to the subarea model for each alternative. Existing traffic volumes were forecast to opening, interim, and design year volumes by applying National Cooperative Highway Research Program (NCHRP) Report 765 adjustment procedures to the model outputs for each alternative. Volumes were adjusted as necessary to align with the trends shown in historical and projected growth rates in the area. Volumes were balanced through the roadway network to obtain future year AADTs. Design hour volumes for all alternatives were calculated by multiplying future AADT's by the K and D factors to develop directional design hour volumes (DDHVs). Turning movement percentages were applied to the DDHVs to calculate design hour turning movement volumes which were then balanced through the study corridor.

5.1 Population Projections

Population projections from the University of Florida's Bureau of Economic and Business Research (BEBR) were collected to find low, medium, and high population growth estimates. Projections for Lee and Collier Counties are summarized in **Table 5-1**.

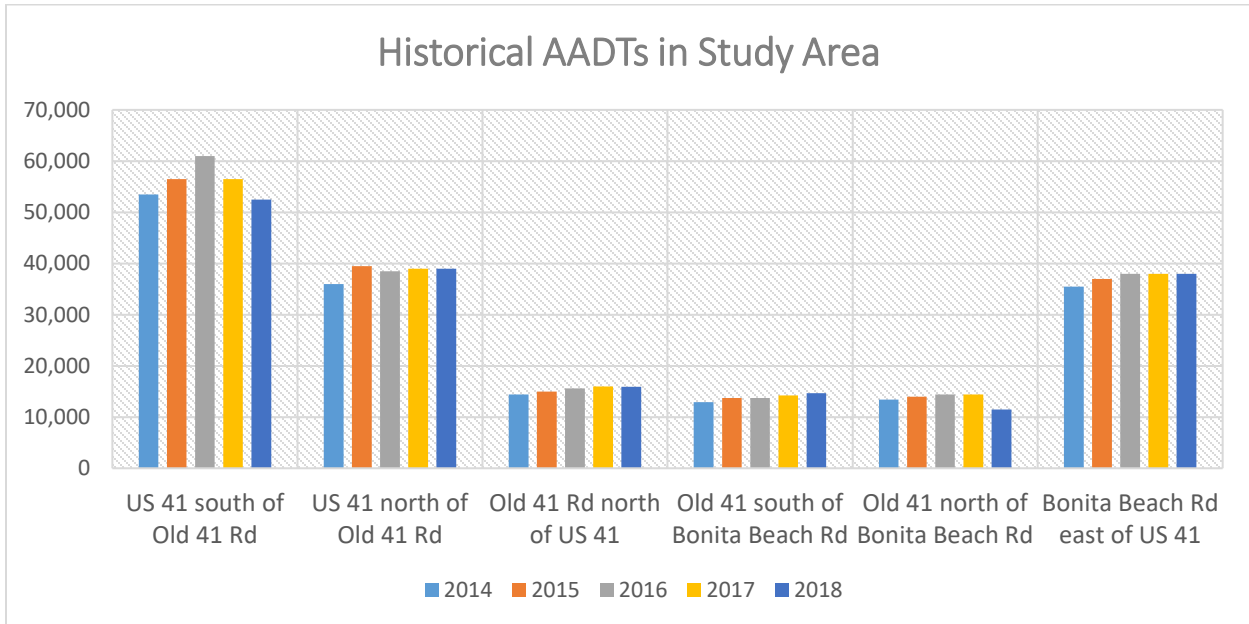
5.2 Historical Traffic Growth

Traffic volumes in the study area have grown slightly in the past five years based on data collected from FDOT's Florida Traffic Online web application. Five FDOT count stations in the study area showed growth while two locations showed decline in traffic volumes. The average Compound Average Annual Growth Rate (CAGR) for those locations was 0.9%. The data is displayed in **Figure 5-1**.

Table 5-1: BEBR Population Projections for Collier and Lee Counties

Collier County		2025		2030		2035		2040		2045	
2018	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
367,347	Low	382,600	0.58%	397,700	0.66%	407,200	0.61%	412,700	0.53%	415,200	0.45%
	Med	418,400	1.88%	449,500	1.70%	475,200	1.53%	496,800	1.38%	516,100	1.27%
	High	448,100	2.88%	494,200	2.50%	536,100	2.25%	575,200	2.06%	612,100	1.91%
Lee County		2025		2030		2035		2040		2045	
2018	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
713,903	Low	753,700	0.78%	789,400	0.84%	815,000	0.78%	833,100	0.70%	845,000	0.63%
	Med	824,400	2.08%	892,100	1.87%	949,800	1.69%	999,900	1.54%	1,045,200	1.42%
	High	882,900	3.08%	981,000	2.68%	1,073,000	2.43%	1,161,100	2.24%	1,245,800	2.08%

Figure 5-1: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)



Location	2014	2015	2016	2017	2018	CAGR
US 41 south of Old US 41 Rd	53,500	56,500	61,000	56,500	52,500	-0.5%
US 41 north of Old US 41 Rd	36,000	39,500	38,500	39,000	39,000	2.0%
Old US 41 Rd north of US 41	14,400	15,000	15,600	16,000	15,900	2.5%
Old US 41 south of Bonita Beach Rd	12,920	13,731	13,708	14,200	14,656	3.2%
Old US 41 north of Bonita Beach Rd	13,400	14,000	14,400	14,400	11,500	-3.8%
Bonita Beach Rd east of US 41	35,500	37,000	38,000	38,000	38,000	1.7%
				Average CAGR		0.9%

5.3 Project Alternatives

Traffic projections for the design year include a no-build alternative as well as two build alternatives deemed feasible and viable. The no-build alternative uses forecasted future traffic volumes on the existing roadway network while the build forecasts will reflect the modified future roadway network alternatives. Veterans Memorial Parkway was included in the subarea model for all future alternatives after discussion with Collier County staff; the roadway was added as a four-lane roadway from US 41 to Strand Boulevard.

- **No Build Alternative:** Uses existing roadway configuration and Veterans Memorial Parkway as a four-lane roadway.
- **Alternative 1 Quadrant Alternative:** Widens Old US 41 to four lanes and adds a quadrant roadway connecting Old US 41 north of Compound Road to Race Track Road to divert traffic around the Old US 41 and Bonita Beach intersection. **Figure 5-2** shows the model network configuration for Alternative 1. Additional model plots are available in **Appendix E**.
- **Alternative 2 Cul-de-sac Alternative:** Widens Old US 41 to four lanes and adds the quadrant roadway described in Alternative 1 and the southern end Old US 41 ends in a Cul-de-sac at Gulf Coast Parkway. Old US 41 traffic is forced to use Veterans Memorial Parkway to connect to US 41. **Figure 5-3** shows the model network configuration for Alternative 2. **Appendix E** has more plots.

Figure 5-2: Alternative 1 Quadrant Model Configuration

Alternative 1 Model

Old 41 widened to 4-lanes
 Quadrant roadway added
 Veterans Mem. Pkwy. included

Codes
 XX Facility Type
 XX Area Type

Lanes (one direction)
 — One
 — Two
 — Three

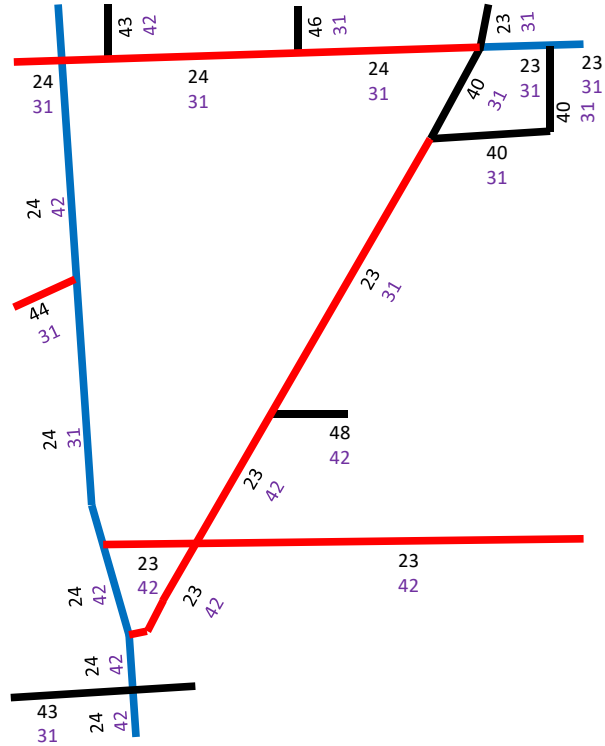


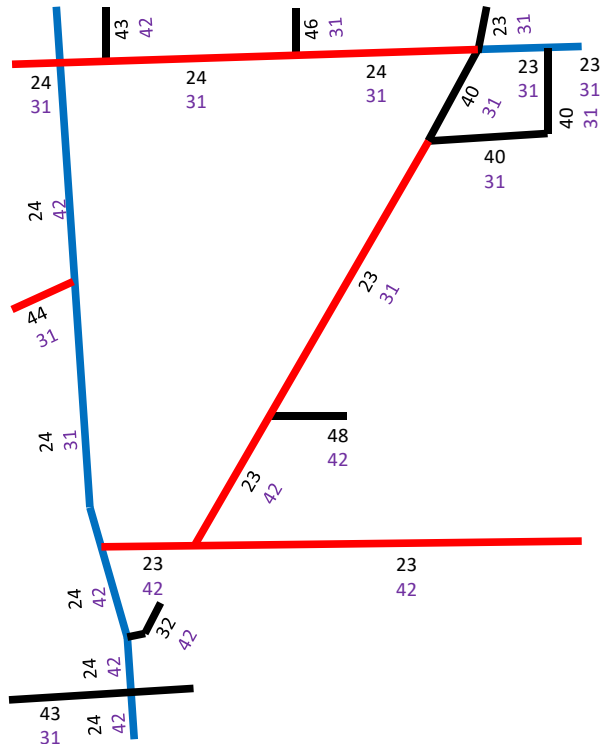
Figure 5-3: Alternative 2 Cul-de-sac Model Configuration

Alternative 2 Model

Old 41 cul-de-sac at Gulf Coast Pkwy.
 Old 41 widened to 4-lanes
 Quadrant roadway added
 Veterans Mem. Pkwy. included

Codes
 XX Facility Type
 XX Area Type

Lanes (one direction)
 — One
 — Two
 — Three



5.4 Future Traffic Volumes

5.4.1 Design Year (2045) Volume Development

Model outputs for each alternative were adjusted using the NCHRP 765 procedures. Growth rates for each alternative were calculated from the 2019 recommended volumes and adjusted future year volumes. Linear forecasting was used to interpolate 2045 design year AADTs from the adjusted 2040 volumes and existing 2019 recommended AADTs. For newly added alternative roadway segments that did not have base model year volumes, the appropriate model output conversion factor was applied to the 2040 model outputs and then forecast to the 2045 design year using the average growth rate from the adjusted volumes. For study area segments that were not represented in the model, the average growth rate for the corridor was applied to the recommended 2019 AADT to estimate a design year AADT. Minor adjustments to the growth rate were made when necessary to balance the volumes to adjacent segments. Volume development for the No Build alternative, Alternative 1, and Alternative 2 are shown in **Table 5-2**, **Table 5-3**, **Table 5-4**, respectively.

For all alternatives, DDHVs were calculated from the initial design year AADTs using the recommended K and D factors and appropriate directionality. For intersections unaffected by alternative designs, existing turning movement percentages were applied to the DDHVs to determine design year intersection turning movement volumes. For new intersections or intersections where the roadway network or traffic movement was altered in the future, turning movement percentages were calculated from the model intersection volume outputs with one exception; TURNS5 was used to predict turning movement percentages for the US 41 at Wiggins Pass intersection. TURNS5 percentages balanced better with the AADT volumes at that location. The TURNS5 worksheets for US 41 at Wiggins Pass are available in **Appendix F**. If model turn volumes were zero for a movement, a 1% turn percentage was applied for that movement and the other movements for that intersection leg were adjusted to accommodate that percentage. Turn percentages were then applied to the DDHVs to calculate design year intersection turning movements for each alternative.

Finally, turning movement volumes were balanced through the study area in an iterative process with a goal of keeping the balanced design year AADTs as close to the initial future year volumes as possible. **Appendix G** contains the balancing worksheets. Some manual adjustments were made before and after volumes were entered into the balancing worksheets. Balanced AADTs are the maximum of the AM and PM approach AADTs and are shown in **Table 6-1**.

5.4.2 Opening (2025) and Interim (2035) Year Volume Development

When satisfied with the balanced and adjusted design year turning movements and AADTs, opening year turning movements were forecast from the existing and design year turning movements for each alternative. For new or removed segments where linear forecasting methods proved deficient, reverse growth rates were applied to design year turning movements to provide an initial estimate of volumes. Manual adjustments were then made to balance volumes to adjacent segments. When satisfied with the opening year volumes, interim year turning movements were interpolated from the opening year and design year turn volumes. AADTs were calculated from the turning movements. Resulting turn volumes for each analysis year and alternative are shown in Section 6. Balanced AADTs are the maximum of the AM and PM approach AADTs and are shown in **Table 6-1**.

Table 5-2: No Build 2045 Volume Development

Location	2019 initial AADT	Model Outputs		2019 Model Forecast	NCHRP			Model GR (2010-2040)	NCHRP GR (2019-2040)	Adjustment GR	2045 Forecast (2019 init. - NCHRP avg.)	2019-2045 GR	2045 NoBuild initial AADT
		Base	No Build		Ratio	Difference	Average						
		2010	2040										
US 41 S of Wiggins Pass	52,500	55702	76191	61849	64674	66842	65758	1.05%	1.08%		69000	1.06%	69,000
US 41 N of Wiggins Pass	47,700	53748	74127	59862	59067	61965	60516	1.08%	1.14%		63500	1.11%	63,500
US 41 S of Old 41	47,700	51034	71991	57321	59908	62370	61139	1.15%	1.19%		64300	1.16%	64,300
US 41 N of Old 41	39,000	43895	61560	49195	48803	51366	50084	1.13%	1.20%		52700	1.16%	52,700
US 41 N of Veterans	39,000	44891	76146	54268	54723	60879	57801	1.78%	1.89%		62300	1.82%	62,300
Old 41 W of US 41	2,700	0	0	0	-	2700	2700	-	0.00%	0.88%			3,400
Old 41 E of US 41	15,900	12286	12804	12441	16363	16263	16313	0.14%	0.12%		16400	0.12%	16,400
Old 41 S of Gulf Coast Dr	15,900	12286	12804	12441	16363	16263	16313	0.14%	0.12%		16400	0.12%	16,400
Old 41 N of Gulf Coast Dr	15,600	11857	13244	12273	16834	16571	16702	0.37%	0.33%		17000	0.33%	17,000
Old 41 S of Veterans	15,600	11857	13244	12273	16834	16571	16702	0.37%	0.33%		17000	0.07%	17,000
Old 41 N of Veterans	15,600	11857	17488	13546	20139	19542	19840	1.30%	1.15%		20800	0.19%	20,800
Old 41 S of Collier Cntr Wy	15,600	11857	17488	13546	20139	19542	19840	1.30%	1.15%		20800	1.11%	20,800
Old 41 N of Collier Cntr Wy	15,600	11875	16988	13409	19764	19179	19472	1.20%	1.06%		20400	1.04%	20,400
Old 41 S Sun Century Rd	15,300	11875	16988	13409	19384	18879	19131	1.20%	1.07%		20000	1.04%	20,000
Old 41 N of Sun Century Rd	15,000	12226	16862	13617	18575	18245	18410	1.08%	0.98%		19200	0.95%	19,200
Old 41 S of Rail Head Blvd	15,000	12226	16862	13617	18575	18245	18410	1.08%	0.98%		19200	0.95%	19,200
Old 41 N of Rail Head Blvd	15,700	14458	18847	15775	18758	18772	18765	0.89%	0.85%		19500	0.84%	19,500
Old 41 S of Via Palacio Av	15,700	14458	18847	15775	18758	18772	18765	0.89%	0.85%		19500	0.84%	19,500
Old 41 N of Via Palacio Av	15,300	14487	18933	15821	18310	18412	18361	0.90%	0.87%		19100	0.86%	19,100
Old 41 S of Mediterra Dr	15,300	14487	18933	15821	18310	18412	18361	0.90%	0.87%		19100	0.86%	19,100
Old 41 N of Mediterra Dr	15,800	15255	20138	16720	19030	19218	19124	0.93%	0.91%		19900	0.89%	19,900
Old 41 S of Bonita Bch Rd	15,800	13703	17634	14882	18721	18552	18637	0.84%	0.79%		19300	0.77%	19,300
Old 41 N of Bonita Bch Rd	9,100	17776	22910	19316	10793	12694	11743	0.85%	1.22%		12300	1.17%	12,300
Racetrack Rd S of Bonita Bch Rd	7,700	0	0	0	-	7700	7700	-	0.00%	0.88%			9,700
Wiggins Pass W of US 41	7,300	5932	10684	7358	10600	10626	10613	1.98%	1.80%		11400	1.73%	11,400
Wiggins Pass E of US 41	5,900	51	1284	421	17999	6763	12381	11.35%	3.59%	judgement	13900	1.08%	7,600
Gulf Coast Dr E of Old 41	1,100	0	0	0	-	1100	1100	-	0.00%	0.88%			1,400
Veterans W of Old 41	-	0	21575	6473	0	15103	7551	-	-	apply MOCF	23800	0.88%	20,100
Veterans E of Old 41	-	0	25171	7551	0	17620	8810	-	-	apply MOCF	27700	0.88%	23,400
Collier Cntr Wy E of Old 41	2,100	0	0	0	-	2100	2100	-	0.00%	0.88%			2,600
Sun Century Rd W of Old 41	600	0	0	0	-	600	600	-	0.00%	0.88%			800
Sun Century Rd E of Old 41	1,100	0	0	0	-	1100	1100	-	0.00%	0.88%			1,400
Rail Head Blvd E of Old 41	2,800	14431	19639	15993	3438	6446	4942	1.03%	2.74%		5400	2.56%	5,400
Via Palacio Av W of Old 41	700	0	0	0	-	700	700	-	0.00%	0.88%			900
Mediterra Dr E of Old 41	1,500	0	0	0	-	1500	1500	-	0.00%	0.88%			1,900
Bonita Bch Rd W of Old 41	26,500	29718	38439	32334	31503	32605	32054	0.86%	0.91%		33400	0.89%	33,400
Bonita Bch Rd E of Old 41	35,600	31521	44727	35483	44875	44844	44859	1.17%	1.11%		47100	1.08%	47,100
Bonita Bch Rd W of Racetrack Rd	35,600	31644	45068	35671	44978	44997	44987	1.19%	1.12%		47200	1.09%	47,200
Bonita Bch Rd E of Racetrack Rd	35,400	33779	48097	38074	44719	45423	45071	1.18%	1.16%		47400	1.13%	47,400
Overall Avg.								1.36%	0.88%	MOCF=0.89			

Table 5-3: Alternative 1 2045 Volume Development

Location	2019 initial AADT	Model Outputs		2019 Model Forecast	NCHRP			Model GR (2010-2040)	NCHRP GR (2019-2040)	Adjustment GR	2045 Forecast (2019 init. - NCHRP avg.)	2019-2045 GR	2045 Alt 1 initial AADT
		Base	Alt 1		Ratio	Difference	Average						
		2010	2040										
US 41 S of Wiggins Pass	52,500	55702	80092	63019	66723	69573	68148	1.22%	1.25%		71800	1.21%	71,800
US 41 N of Wiggins Pass	47,700	53748	81760	62152	62749	67308	65029	1.41%	1.49%		69100	1.44%	69,100
US 41 S of Old 41	47,700	51034	80137	59765	63960	68072	66016	1.52%	1.56%		70400	1.51%	70,400
US 41 N of Old 41	39,000	43895	51973	46318	43761	44655	44208	0.56%	0.60%		45400	0.59%	45,400
US 41 S of Veterans	39,000	43895	51973	46318	43761	44655	44208	0.56%	0.60%		45400	0.59%	45,400
US 41 N of Veterans	39,000	44891	72529	53182	53187	58347	55767	1.61%	1.72%		59800	1.66%	59,800
Old 41 W of US 41	2,700	0	-	0	0	0	0	-		2.42%			5,000
Old 41 E of US 41	15,900	12286	30535	17761	27336	28674	28005	3.08%	2.73%		30900	2.59%	30,900
Old 41 S of Gulf Coast Dr	15,900	12286	30535	17761	27336	28674	28005	3.08%	2.73%		30900	2.59%	30,900
Old 41 N of Gulf Coast Dr	15,600	11857	30822	17547	27403	28876	28139	3.24%	2.85%		31100	2.69%	31,100
Old 41 S of Veterans	15,600	11857	30822	17547	27403	28876	28139	3.24%	2.85%		31100	2.69%	31,100
Old 41 N of Veterans	15,600	11857	39084	20025	30447	34659	32553	4.06%	3.56%		36600	3.33%	36,600
Old 41 S of Collier Cntr Wy	15,600	11857	39084	20025	30447	34659	32553	4.06%	3.56%		36600	3.33%	36,600
Old 41 N of Collier Cntr Wy	15,600	11875	38715	19927	30308	34388	32348	4.02%	3.53%		36300	3.30%	36,300
Old 41 S Sun Century Rd	15,600	11875	38715	19927	30308	34388	32348	4.02%	3.53%		36300	3.30%	36,300
Old 41 N of Sun Century Rd	15,000	12226	38351	20064	28672	33288	30980	3.88%	3.51%		34800	3.29%	34,800
Old 41 S of Rail Head Blvd	15,000	12226	38351	20064	28672	33288	30980	3.88%	3.51%		34800	3.29%	34,800
Old 41 N of Rail Head Blvd	15,700	14458	38259	21598	27811	32361	30086	3.30%	3.15%		33500	2.96%	33,500
Old 41 S of Via Palacio Av	15,700	14458	38259	21598	27811	32361	30086	3.30%	3.15%		33500	2.96%	33,500
Old 41 N of Via Palacio Av	15,300	14487	38327	21639	27099	31988	29544	3.30%	3.18%		32900	2.99%	32,900
Old 41 S of Mediterra Dr	15,300	14487	38327	21639	27099	31988	29544	3.30%	3.18%		32900	2.99%	32,900
Old 41 N of Mediterra Dr	15,800	15255	38958	22366	27521	32392	29957	3.17%	3.09%		33400	2.92%	33,400
Old 41 S of Racetrack Road Ext	15,800	15255	38958	22366	27521	32392	29957	3.17%	3.09%		33400	2.92%	33,400
Old 41 N of Racetrack Road Ext	15,800	13824	25978	17470	23494	24308	23901	2.13%	1.99%		25800	1.90%	25,800
Old 41 S of Bonita Bch Rd	15,800	13703	25803	17333	23521	24270	23895	2.13%	1.99%		25800	1.90%	25,800
Old 41 N of Bonita Bch Rd	9,100	17776	28914	21117	12460	16897	14678	1.63%	2.30%		16000	2.19%	16,000
Racetrack Rd S of Bonita Bch Rd	7,700	-	16611	0	0	24311	12156	-	2.20%		16500	2.97%	16,500
Wiggins Pass W of US 41	7,300	5932	11269	7533	10920	11036	10978	2.16%	1.96%		11900	1.90%	11,900
Wiggins Pass E of US 41	5,900	51	2368	746	18726	7522	13124	13.65%	3.88%	judgement	14800	0.97%	7,600
Gulf Coast Dr E of Old 41	1,100	0	-	0	0	0	0	-		2.42%			2,000
Veterans E of US 41	-	#N/A	20556	0	0	20556	10278	-	-	apply MOCF	18300	apply 2.42%	20,600
Veterans W of Old 41	-	#N/A	20556	0	0	20556		-	-	apply MOCF	18300	apply 2.42%	20,600
Veterans E of Old 41	-	#N/A	21347	0	0	21347		-	-	apply MOCF	19300	apply 2.42%	21,400
Collier Cntr Wy E of Old 41	2,100	0	-	0	0	0	0	-		2.42%			3,900
Sun Century Rd W of Old 41	600	0	-	0	0	0	0	-		2.42%			1,100
Sun Century Rd E of Old 41	1,100	0	-	0	0	0	0	-		2.42%			2,000
Rail Head Blvd E of Old 41	2,800	14431	19640	15994	3438	6446	4942	1.03%	2.74%		5400	2.56%	5,400
Via Palacio Av W of Old 41	700	0	-	0	0	0	0	-		2.42%			1,300
Mediterra Dr E of Old 41	1,500	0	-	0	0	0	0	-		2.42%			2,800
Race Track Rd Ext W of Old 41										Trip gen.			200
Bonita Bch Rd W of Old 41	26,500	29718	35948	31587	30159	30861	30510	0.64%	0.67%		31500	0.67%	31,500
Bonita Bch Rd E of Old 41	35,600	31521	43165	35014	43887	43751	43819	1.05%	0.99%		45800	0.97%	45,800
Bonita Bch Rd W of Racetrack Rd	35,600	31521	43165	35014	43887	43751	43819	1.05%	0.99%		45800	0.97%	45,800
Bonita Bch Rd E of Racetrack Rd	35,400	33719	56595	40624	49317	51371	50344	1.74%	1.69%		53800	1.62%	53,800
								Overall Avg.	2.82%	2.42%	MOCF=0.89		

Table 5-4: Alternative 2 2045 Volume Development

Location	2019 initial AADT	Model Outputs		2019 Model Forecast	NCHRP			Model GR (2010-2040)	NCHRP GR (2019-2040)	Adjustment GR	2045 Forecast (2019 init. - NCHRP avg.)	2019-2045 GR	2045 Alt 2 initial AADT
		Base	Alt 2		Ratio	Difference	Average						
		2010	2040										
US 41 S of Wiggins Pass	52,500	55702	78139	62433	65707	68206	66956	1.07%	1.16%		70500	1.14%	70,500
US 41 N of Wiggins Pass	47,700	53748	77903	60995	60923	64609	62766	1.17%	1.32%		66400	1.28%	66,400
US 41 S of Old 41	47,700	51034	75618	58409	61754	64909	63331	1.24%	1.36%		67000	1.32%	67,000
US 41 N of Old 41	39,000	43895	78260	54205	56308	63056	59682	1.76%	2.05%		64600	1.96%	64,600
US 41 S of Veterans	39,000	43895	78260	54205	56308	63056	59682	1.76%	2.05%		64600	1.96%	64,600
US 41 N of Veterans	39,000	44891	72687	53230	53256	58457	55856	1.49%	1.73%		59900	1.66%	59,900
Old 41 W of US 41	2,700									1.87%			4,400
Old 41 E of US 41	15,900	12286	2759	9428	4653	9231	6942	-5.68%	-3.87%		4800	-4.50%	4,800
Old 41 S of Gulf Coast Dr	15,900	12286	2759	9428	4653	9231	6942	-5.68%	-3.87%		4800	-4.50%	4,800
Old 41 N of Gulf Coast Dr	15,600	11857	#N/A	#N/A	-	#N/A	0	-			-	-	-
Old 41 S of Veterans	15,600	11857											-
Old 41 N of Veterans	15,600	11857	34596	18679	28894	31517	30206	2.98%	3.20%		33700	3.01%	33,700
Old 41 S of Collier Cntr Wy	15,600	11857	34596	18679	28894	31517	30206	2.98%	3.20%		33700	3.01%	33,700
Old 41 N of Collier Cntr Wy	15,600	11875	34724	18730	28922	31594	30258	2.98%	3.20%		33600	2.99%	33,600
Old 41 S Sun Century Rd	15,600	11875	34724	18730	28922	31594	30258	2.98%	3.20%		33800	3.02%	33,600
Old 41 N of Sun Century Rd	15,000	12226	33809	18701	27118	30108	28613	2.86%	3.12%		31800	2.93%	31,800
Old 41 S of Rail Head Blvd	15,000	12226	33809	18701	27118	30108	28613	2.86%	3.12%		31800	2.93%	31,800
Old 41 N of Rail Head Blvd	15,700	14458	34951	20606	26630	30045	28337	2.55%	2.85%		31300	2.69%	31,300
Old 41 S of Via Palacio Av	15,700	14458	34951	20606	26630	30045	28337	2.55%	2.85%		31300	2.69%	31,300
Old 41 N of Via Palacio Av	15,300	14487	35026	20649	25953	29677	27815	2.55%	2.89%		30800	2.73%	30,800
Old 41 S of Mediterra Dr	15,300	14487	35026	20649	25953	29677	27815	2.55%	2.89%		30800	2.73%	30,800
Old 41 N of Mediterra Dr	15,800	15255	35944	21462	26462	30282	28372	2.49%	2.83%		31400	2.68%	31,400
Old 41 S of Racetrack Road Ext	15,800	15255	35944	21462	26462	30282	28372	2.49%	2.83%		31400	2.68%	31,400
Old 41 N of Racetrack Road Ext	15,800	13824	23625	16764	22266	22661	22463	1.65%	1.69%		24100	1.64%	24,100
Old 41 S of Bonita Bch Rd	15,800	13703	23439	16624	22277	22615	22446	1.65%	1.69%		24000	1.62%	24,000
Old 41 N of Bonita Bch Rd	9,100	17776	27440	20675	12077	15865	13971	1.36%	2.06%		15200	1.99%	15,200
Racetrack Rd S of Bonita Bch Rd	7,700	#N/A	14097	#N/A	-	#N/A		-			13600	2.21%	13,600
Wiggins Pass W of US 41	7,300	5932	10740	7374	10632	10666	10649	1.81%	1.81%		11400	1.73%	11,400
Wiggins Pass E of US 41	5,900	51	2278	719	18690	7459	13075	5.64%	3.86%	judgement	14800	0.93%	7,500
Gulf Coast Dr E of Old 41	1,100									1.87%			1,800
Veterans E of US 41	-	#N/A	43271							apply MOCF	38500	apply 1.87%	42,200
Veterans W of Old 41	-	#N/A	43271							apply MOCF	38500	apply 1.87%	42,200
Veterans E of Old 41	-	#N/A	19179							apply MOCF	17100	apply 1.87%	18,800
Collier Cntr Wy E of Old 41	2,100									1.87%			3,400
Sun Century Rd W of Old 41	600									1.87%			1,000
Sun Century Rd E of Old 41	1,100									1.87%			1,800
Rail Head Blvd E of Old 41	2,800	14431	19641	15994	3438	6447	4943	0.98%	2.74%		5400	2.56%	5,400
Via Palacio Av W of Old 41	700									1.87%			1,100
Mediterra Dr E of Old 41	1,500									1.87%			2,400
Race Track Rd Ext W of Old 41										Trip gen.			200
Bonita Bch Rd W of Old 41	26,500	29718	36499	31752	30462	31247	30854	0.67%	0.73%		31900	0.72%	31,900
Bonita Bch Rd E of Old 41	35,600	31521	42518	34820	43470	43298	43384	0.96%	0.95%		45300	0.93%	45,300
Bonita Bch Rd W of Racetrack Rd	35,600	31521	42518	34820	43470	43298	43384	0.96%	0.95%		45300	0.93%	45,300
Bonita Bch Rd E of Racetrack Rd	35,400	33779	55935	40426	48981	50909	49945	1.70%	1.65%		53400	1.59%	53,400
								Overall Avg.	1.58%	1.87%	MOCF=0.89		

6 Summary

The data and assumptions used to develop the opening, interim, and design year volumes for the Old US 41 study area have been documented in this technical memorandum. These volumes will be used for operational analysis of the alternatives for the opening, interim, and design years.

6.1 Opening, Interim, and Design Year Volumes

The resulting balanced AADTs for opening, interim, and design years for each alternative are shown in **Table 6-1**.

Opening, interim and design year turning movement volumes for the No build alternative are shown in **Figure 6-1**, **Figure 6-2**, and **Figure 6-3** respectively.

Opening, interim and design year turning movement volumes for Alternative 1 are shown in **Figure 6-4**, **Figure 6-5**, **Figure 6-6** respectively.

Opening, interim and design year turning movement volumes for Alternative 2 are shown in **Figure 6-7**, **Figure 6-8**, and **Figure 6-9** respectively.

Table 6-1: Balanced AADTs for Build Alternatives

Roadway	Location	No Build			Alt 1 NE Quadrant			Alt 2 Cul-de-sac		
		2025	2035	2045	2025	2035	2045	2025	2035	2045
US 41	South of Wiggins Pass	56,700	63,800	70,900	58,000	67,200	76,400	56,500	63,100	69,700
	From Wiggins Pass to Old US 41	53,300	58,600	64,200	53,100	62,000	71,000	51,000	56,600	62,800
	From Old US 41 to Veterans Mem Pkwy	42,100	47,300	52,400	39,000	41,500	44,000	53,600	59,200	65,900
	North of Veterans Mem Pkwy	51,100	56,500	61,900	46,900	52,500	58,200	48,600	51,500	54,400
Old US 41	West of US 41	2,900	3,300	3,600	3,100	3,900	4,700	3,100	3,900	4,600
	From US 41 to Gulf Coast Dr	16,000	16,800	17,500	20,100	27,000	34,000	1,900	3,200	3,600
	From Gulf Coast Dr to Veterans Mem Pkwy	15,600	16,300	17,100	19,000	26,100	33,100	-	-	-
	From Veterans Mem Pkwy to Collier Center Wy	16,100	16,800	18,400	20,900	29,700	38,600	19,300	26,200	33,200
	From Collier Center Wy to Sun Century Rd	16,200	17,800	19,700	21,400	30,200	39,500	20,000	26,400	32,700
	From Sun Century Rd to Rail Head Blvd	16,000	17,700	19,500	21,100	29,600	38,600	20,000	26,300	33,300
	From Rail Head Blvd to Via Palacio Av	16,800	18,700	20,600	21,900	29,900	38,200	21,200	27,200	34,400
	From Via Palacio Ave to Mediterra Dr	16,400	18,200	20,000	21,400	29,200	37,200	20,700	26,600	33,600
	From Mediterra to Race Track Rd Extension (Ext)	16,900	18,800	20,700	22,100	29,300	37,600	21,100	27,500	34,800
	From Race Track Rd Ext to Bonita Beach Rd	16,800	18,500	20,100	12,700	16,400	21,600	12,200	15,600	19,000
Race Track Rd	South of Bonita Bch Rd	9,600	11,000	12,400	10,600	14,100	17,700	10,400	13,900	17,300
Race Track Rd	South of Bonita Bch Rd	8,100	8,900	9,600	9,700	13,100	16,400	9,000	11,200	13,400
Wiggins Pass	West of US 41	8,400	10,200	12,000	8,400	10,300	12,100	8,300	10,000	11,700
	East of US 41	6,300	7,000	7,600	6,300	6,900	7,600	6,300	6,900	7,600
Gulf Coast Dr	East of Old US 41	1,200	1,300	1,500	1,300	1,500	1,800	1,400	2,500	3,600
Veterans Mem Blvd	From US 41 to Old US 41	17,400	18,700	20,000	13,100	16,900	20,600	25,700	33,900	42,200
	East of Old US 41	24,800	25,600	26,400	12,900	17,200	21,600	14,100	18,300	22,600
Collier Cntr Wy	East of Old US 41	2,500	3,000	3,600	2,400	2,900	3,500	2,400	2,900	3,400
Sun Century Rd	West of Old US 41	700	800	800	700	1,000	1,200	800	1,000	1,300
	East of Old US 41	1,200	1,300	1,400	1,200	1,500	1,700	1,200	1,500	1,700
Rail Head Blvd	East of Old US 41	3,400	4,300	5,200	3,200	4,000	4,700	3,300	4,200	5,100
Via Palacio Av	West of Old US 41	800	800	900	900	1,100	1,300	800	900	1,100
Mediterra Dr	East of Old US 41	1,600	1,700	1,900	1,900	2,500	3,500	1,700	2,000	2,300
Race Track Rd Ext	East of Old US 41	-	-	-	10,600	14,300	18,100	10,800	13,400	16,000
Bonita Bch Rd	West of Old US 41	29,100	31,700	34,400	30,200	31,400	32,600	31,400	34,300	37,200
	From Old US 41 to Race Track Rd	37,900	41,800	46,100	35,400	38,000	40,600	35,700	37,500	40,700
	East of Race Track Rd	39,400	43,600	47,800	39,100	45,300	51,600	37,900	45,000	52,200

Figure 6-1: No Build Design Hour Volumes (2025)

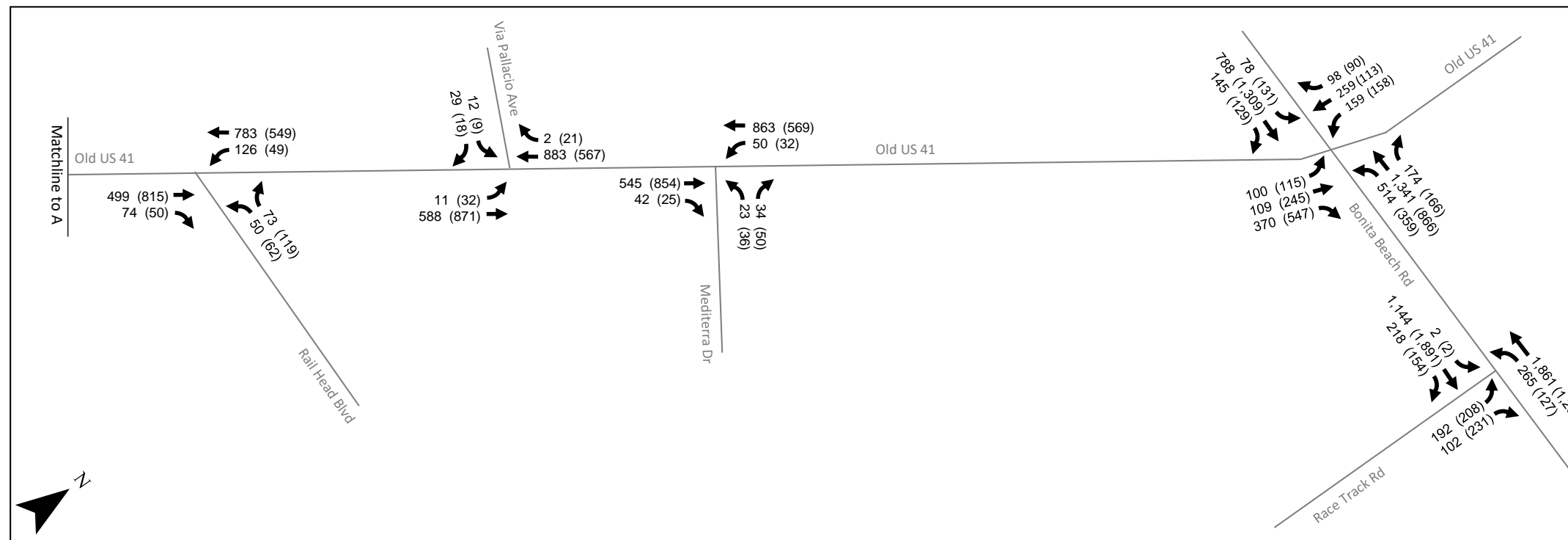
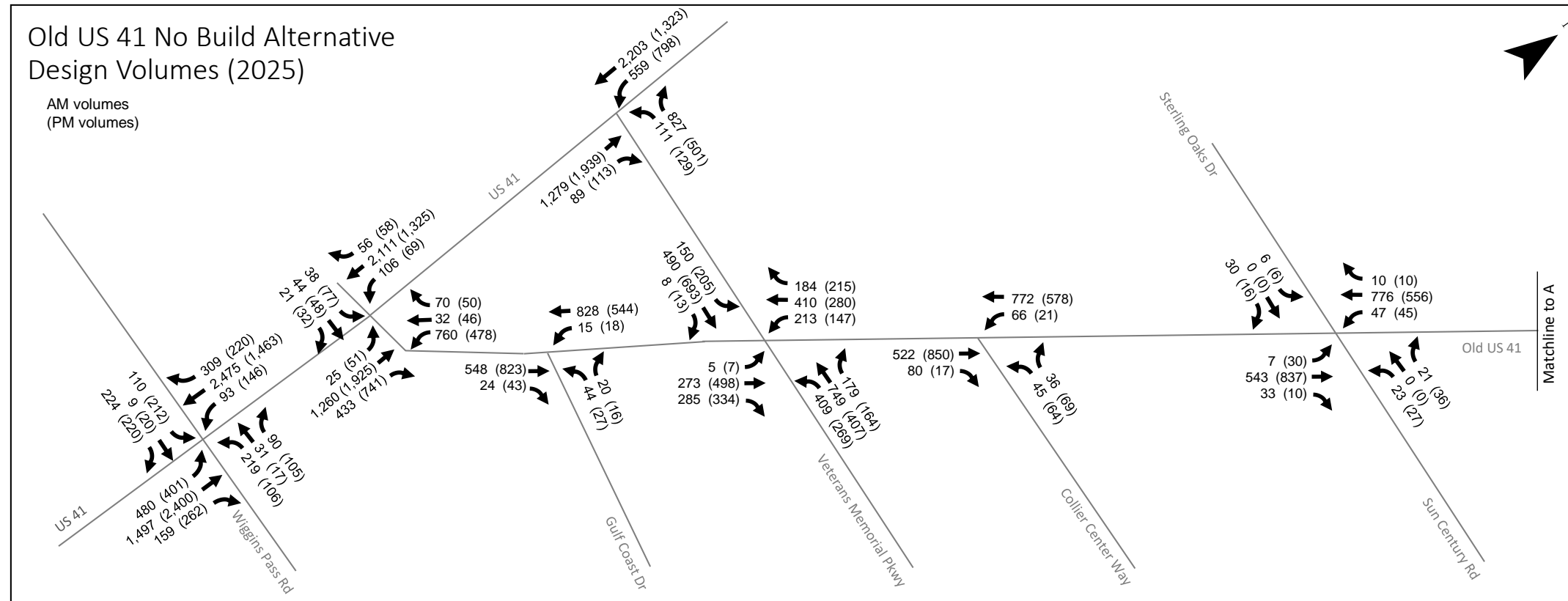


Figure 6-2: No Build Design Hour Volumes (2035)

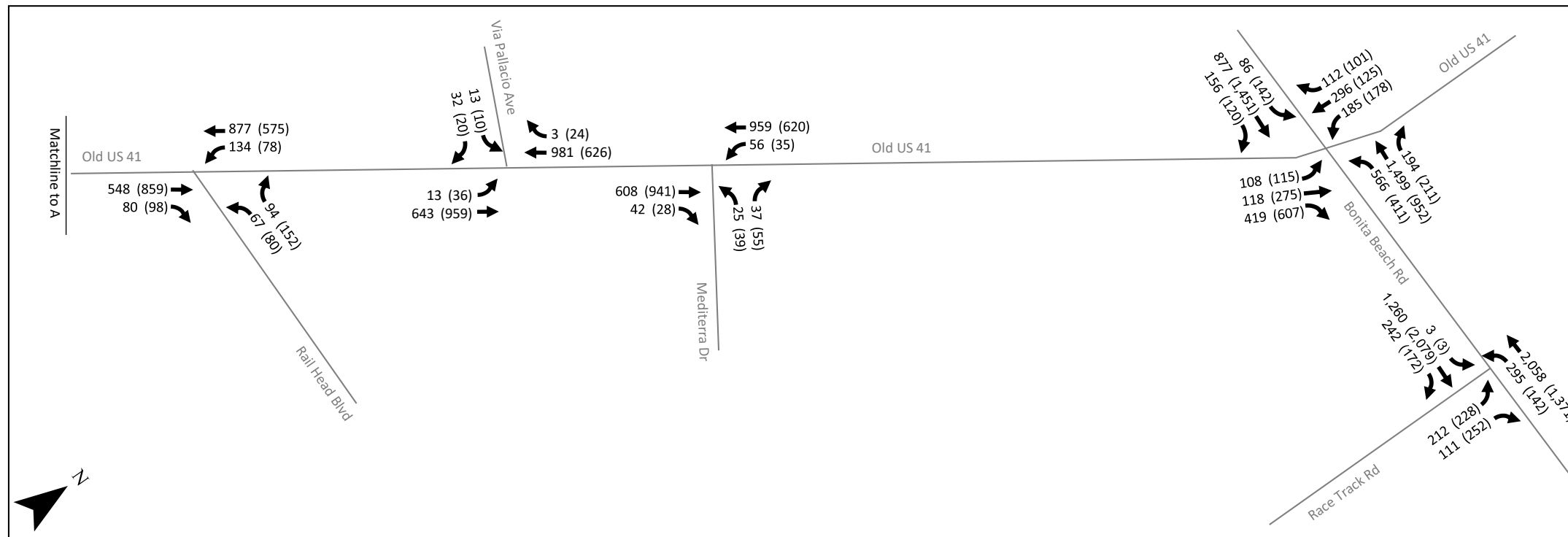
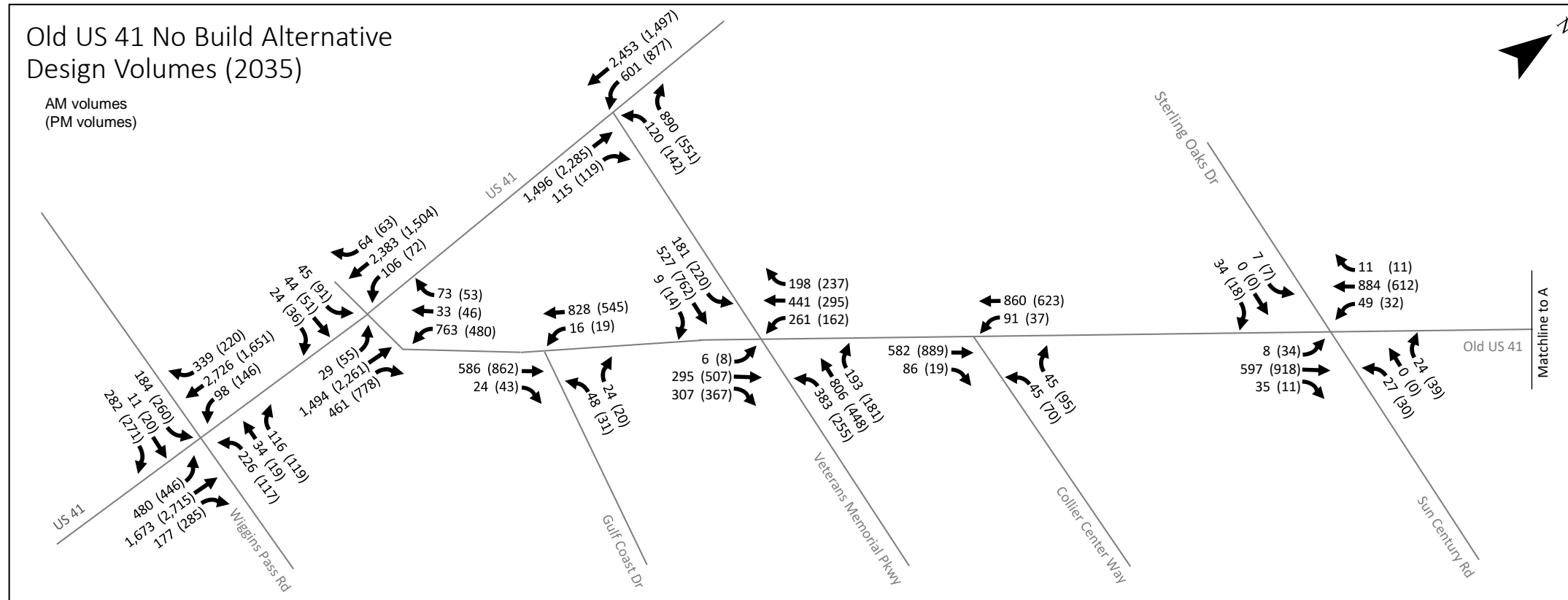


Figure 6-3: No Build Design Hour Volumes (2045)

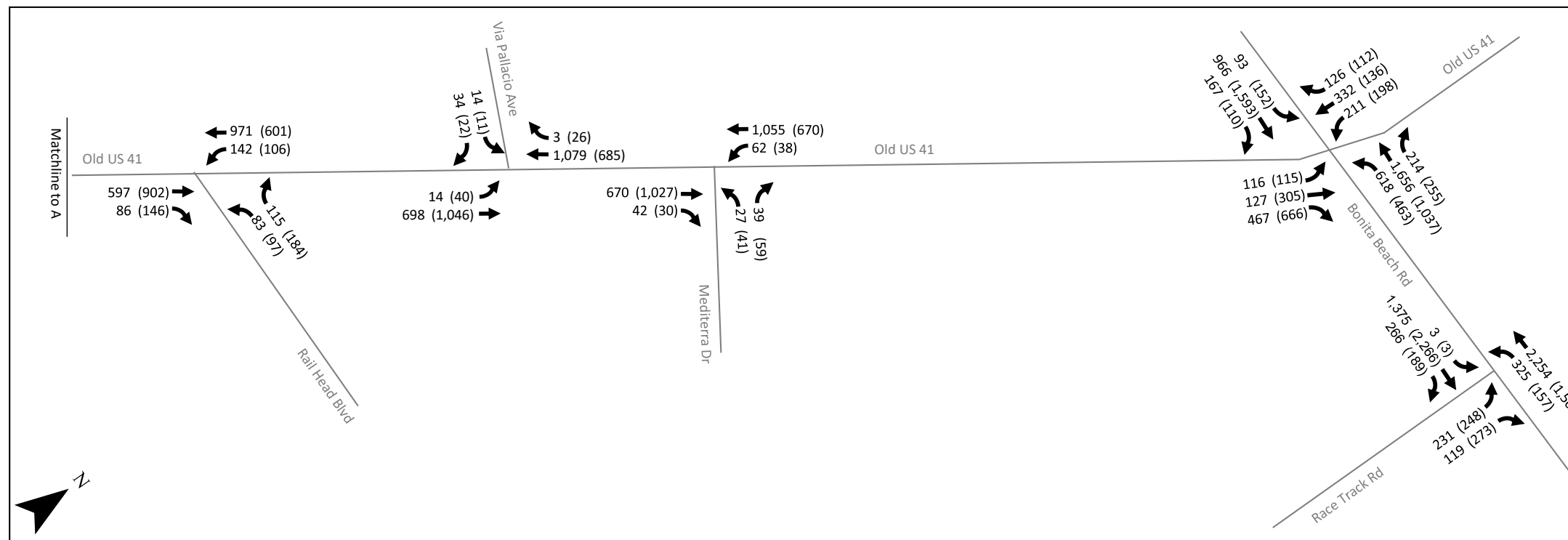
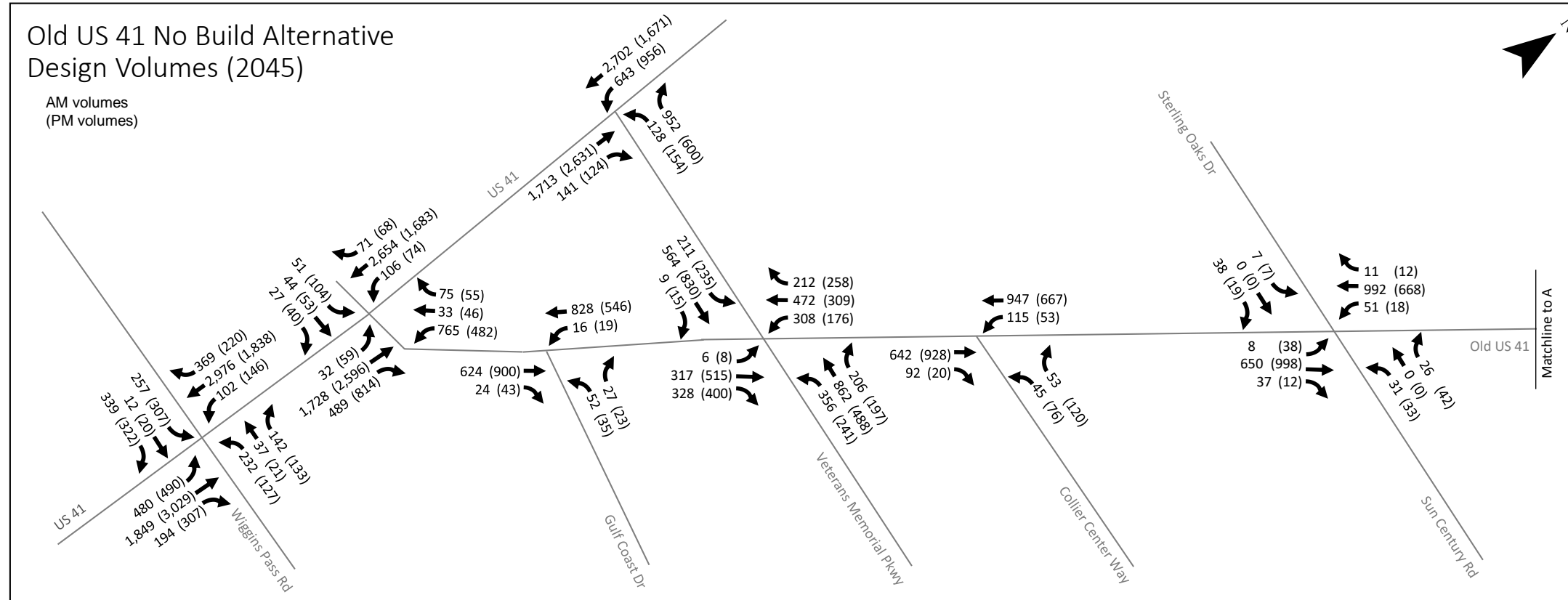


Figure 6-4: Alternative 1 Quadrant Alternative Design Hour Volumes (2025)

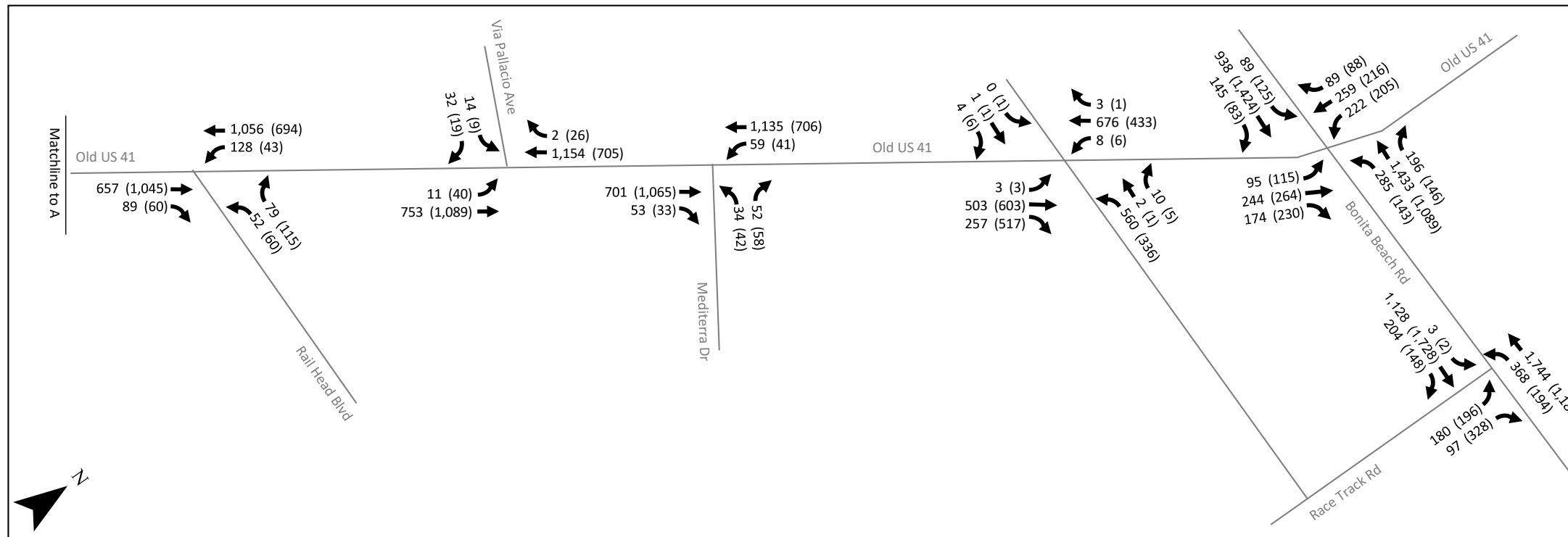
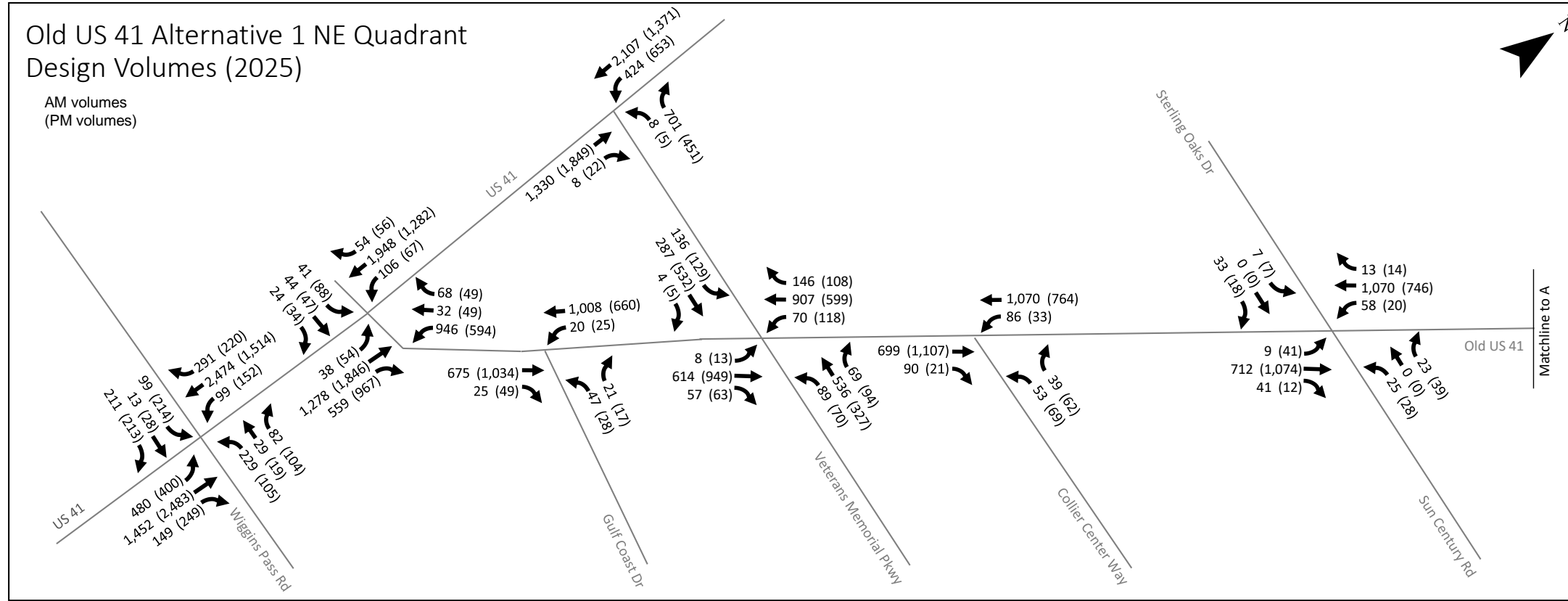


Figure 6-5: Alternative 1 Quadrant Alternative Design Hour Volumes (2035)

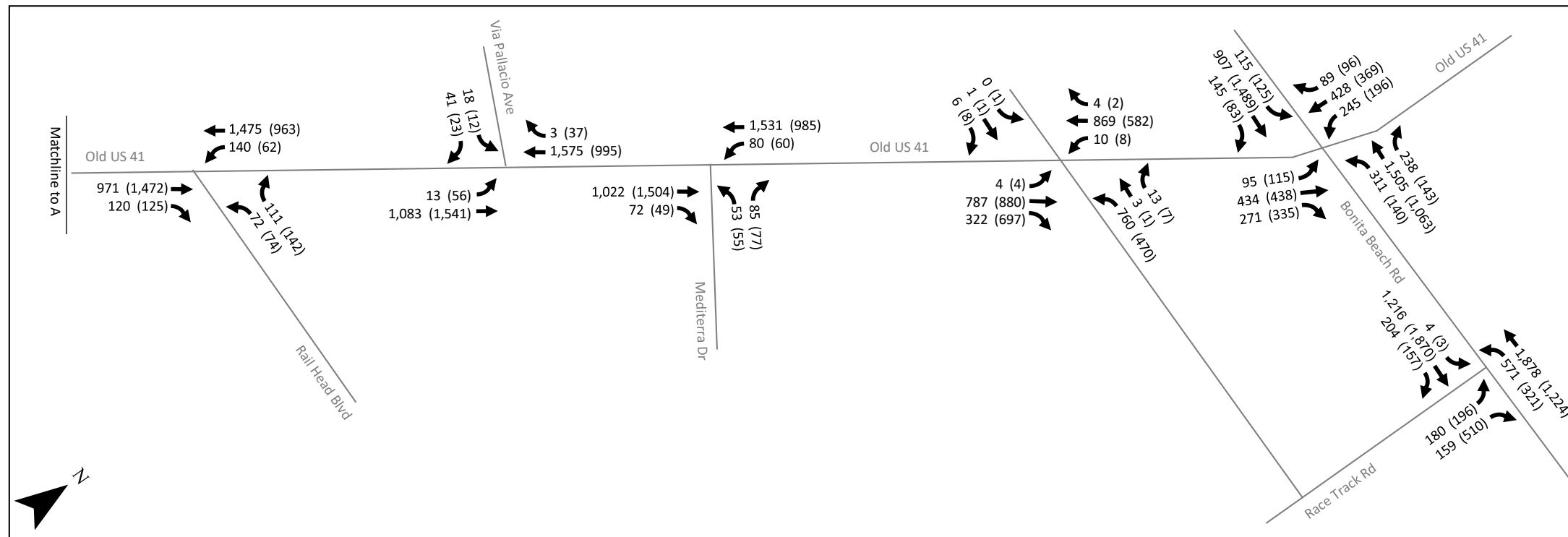
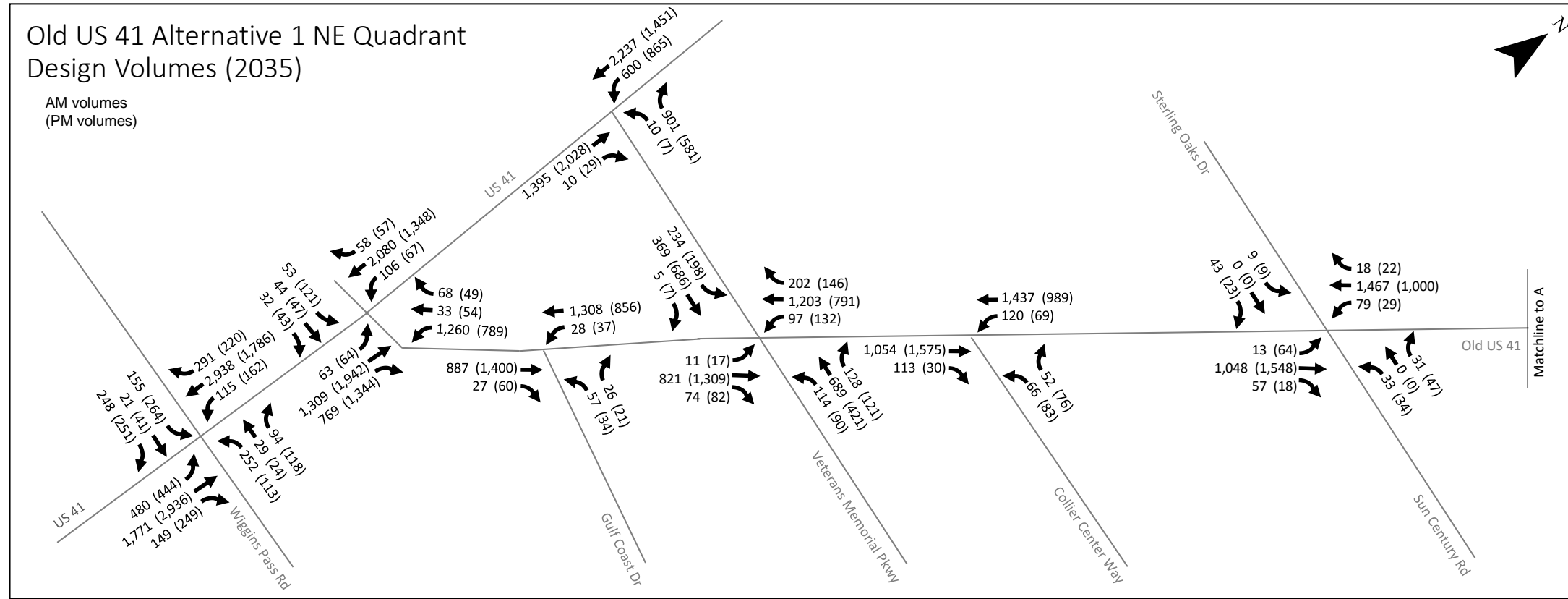


Figure 6-6: Alternative 1 Quadrant Alternative Design Hour Volumes (2045)

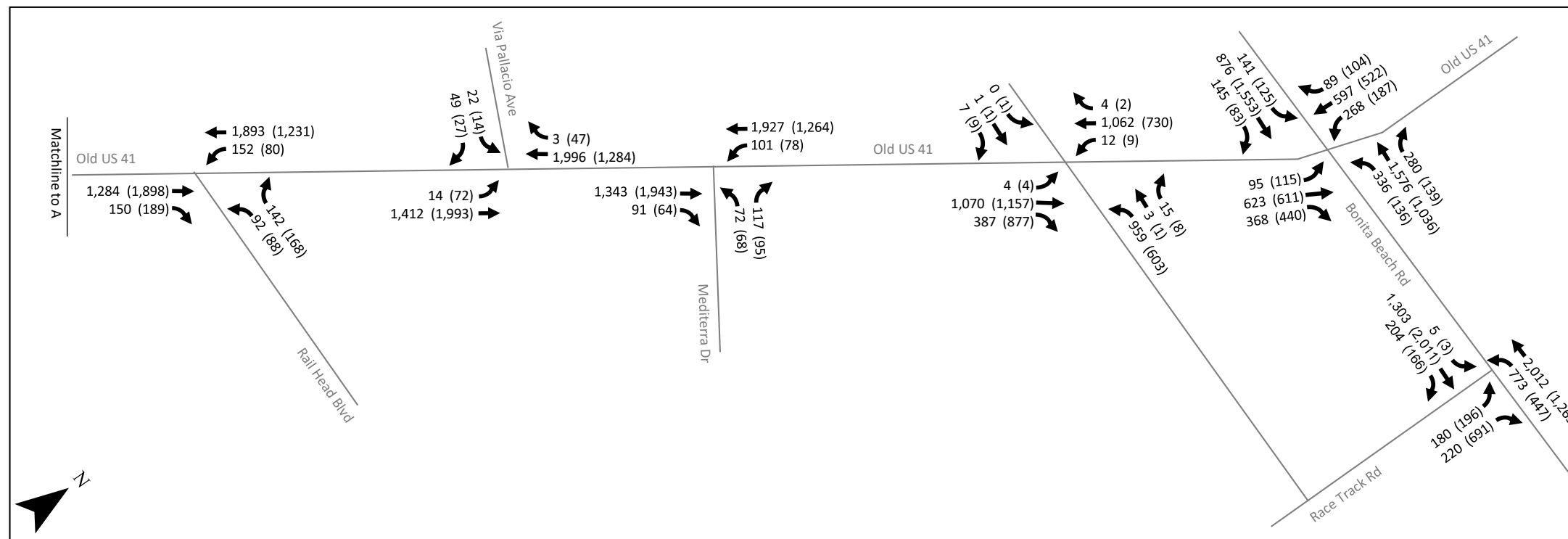
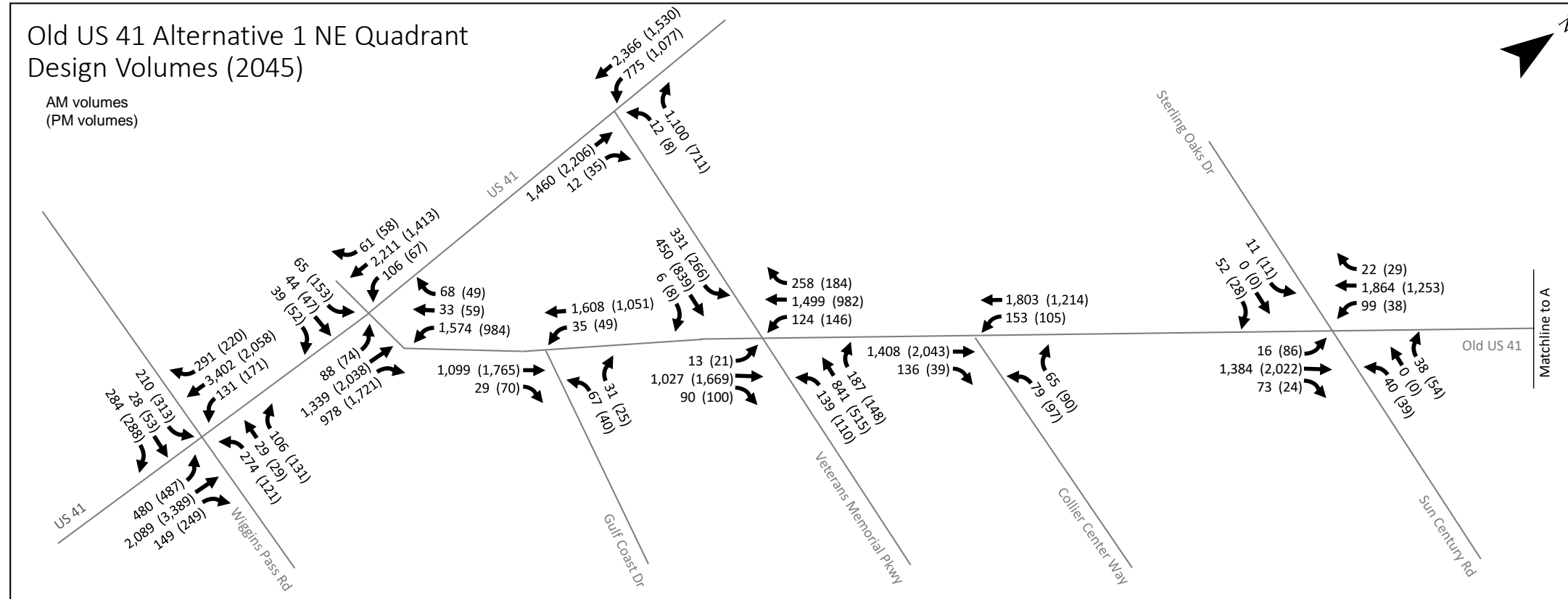


Figure 6-8: Alternative 2 Cul-de-sac Design Hour Volumes (2035)

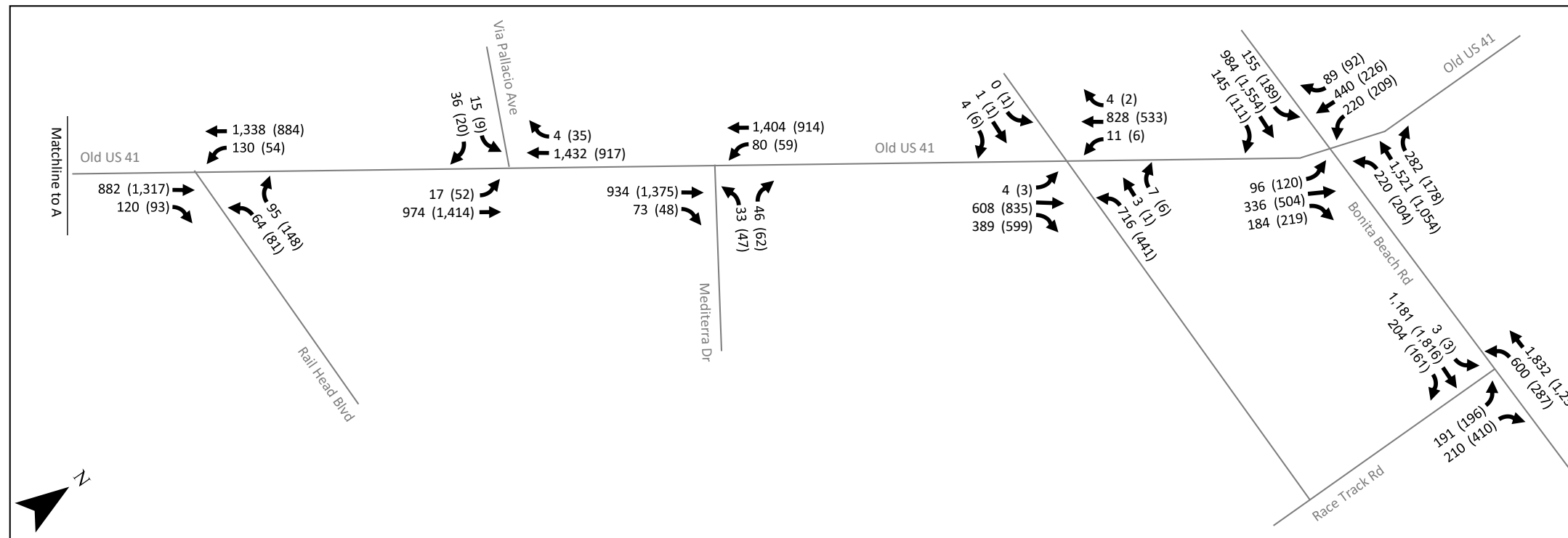
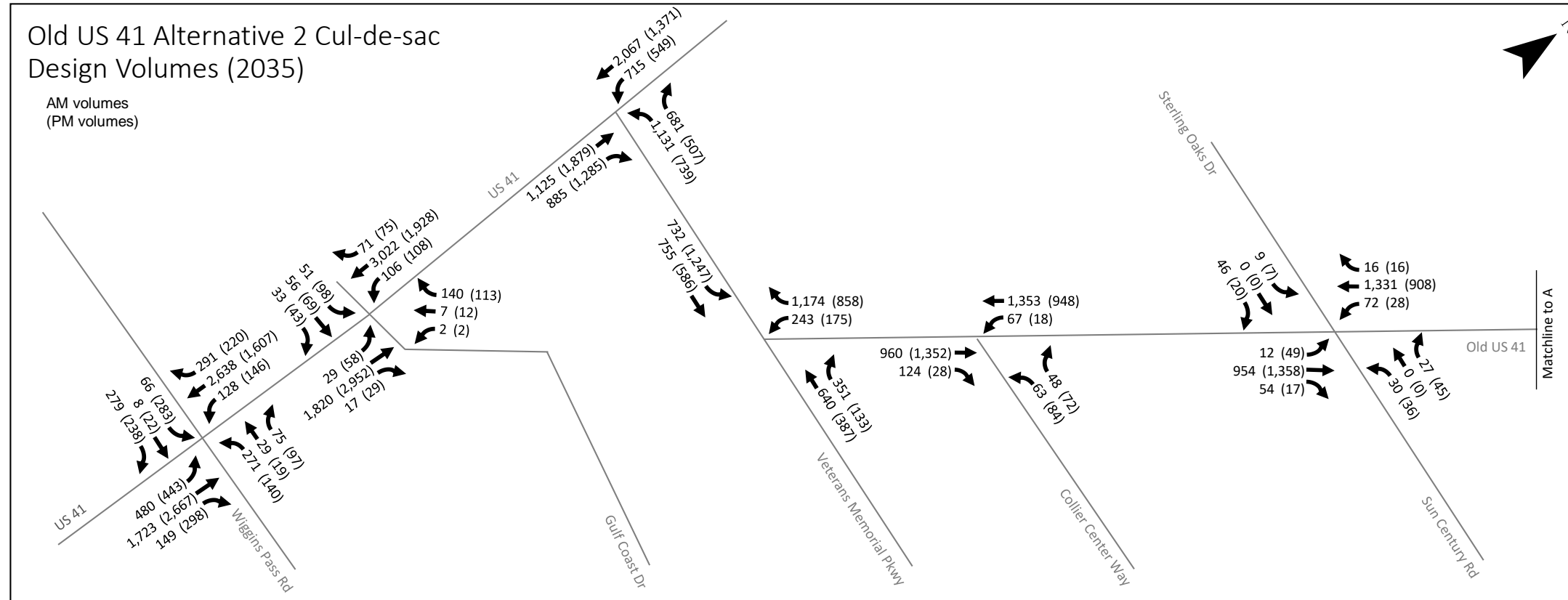
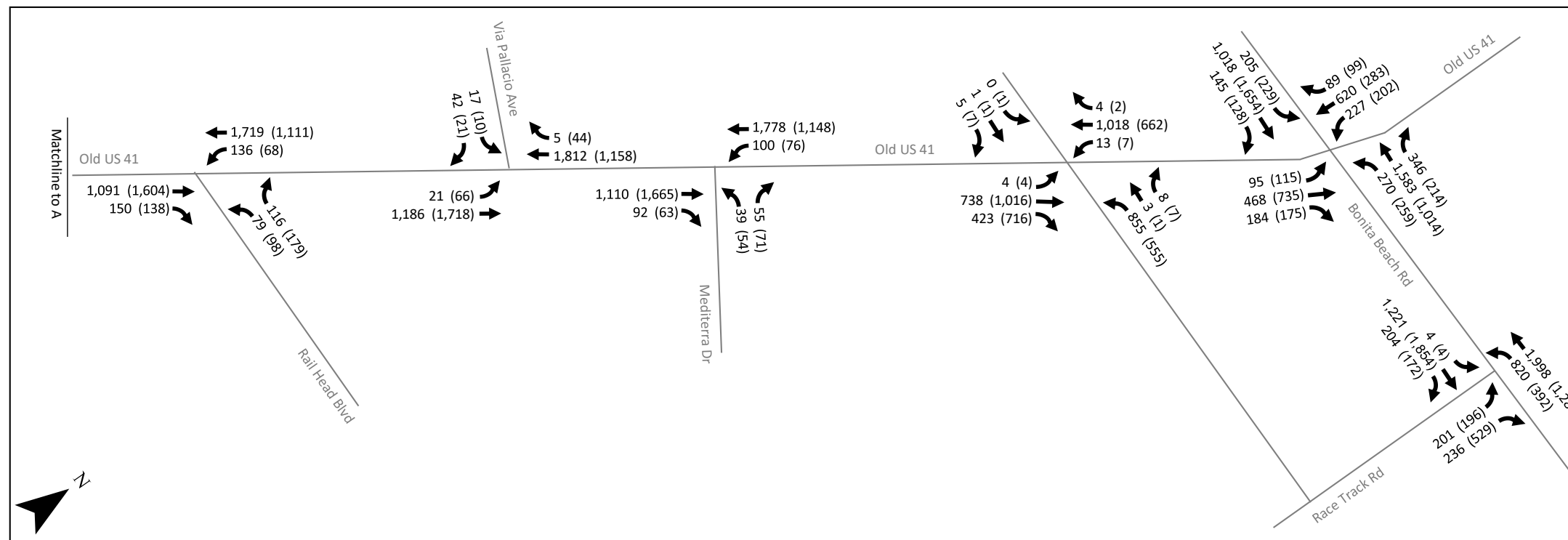
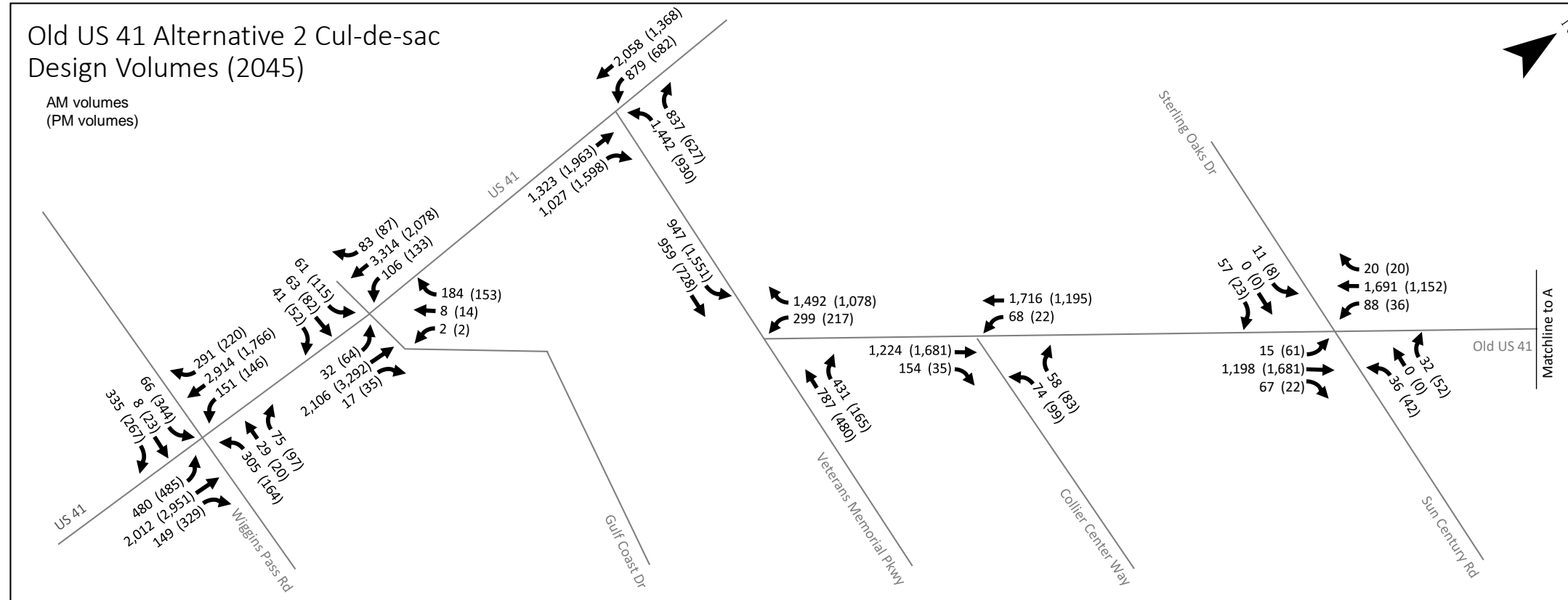


Figure 6-9: Alternative 2 Cul-de-sac Design Hour Volumes (2045)



7 Appendices

- A. Traffic Analysis Methodology Report
- B. April 2019 Traffic Counts
- C. Seasonal and Axle Adjustment Factors for Collier and Lee Counties
- D. Subarea Travel Demand Model Validation Memo
- E. Model plots for Alternatives
- F. TURNS5 Worksheets
- G. Design Year Balancing Worksheets

Appendix A: Traffic Analysis Methodology Report

Final Traffic Analysis Methodology Report

Florida Department of Transportation

District One

CR 887 (Old US 41) Project Development and Environment Study

From US 41 to Lee County Line and from Collier County Line to Bonita Beach Road

Lee and Collier Counties, Florida

Financial Management Numbers: 435110-1-22-01 & 435347-1-22-01

ETDM Number: 10563

February 2020

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Prepared by:

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1.0 INTRODUCTION

This traffic analysis methodology report is prepared to document the project limits, assumptions and methodologies that will be used in developing the Project Traffic Analysis Report (PTAR) for the CR 887 / Old US 41 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.

2.0 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) study for proposed improvements to Old US 41 / County Road (CR) 887, or Old US 41. The project limits are from US 41 / Tamiami Trail to CR 865 / Bonita Beach Road, in Lee and Collier Counties for approximately 2.73 miles. These improvements, which may include safety, “complete streets”, and capacity improvement are intended to enhance connectivity and circulation between US 41/Tamiami Trail and Bonita Beach Road, as well as to improve safety for all users, including bicyclists and pedestrians.

The purpose of this PD&E study is to evaluate, and document potential engineering and environmental effects of improvements needed to relieve existing congestion and accommodate future travel demand from projected population and employment growth in the area. Improvements may include safety considerations for bicyclists and pedestrians, such as marked bicycle lanes, sidewalks, and/or a shared-use path.

3.0 TRAFFIC ANALYSIS OBJECTIVE

The objective of the PTAR is to assess existing and future traffic operations on the roadway network in the study area and analyze the anticipated future performance of the roadway network with and without the potential improvements. Potential improvements will be identified and screened for future travel, safety, and multi-modal objectives. The traffic analysis serves to ensure that the future roadway network provides enough capacity for the safe and efficient movement of traffic through the design year.

4.0 TRAFFIC ANALYSIS ASSUMPTIONS

4.1 Study Area

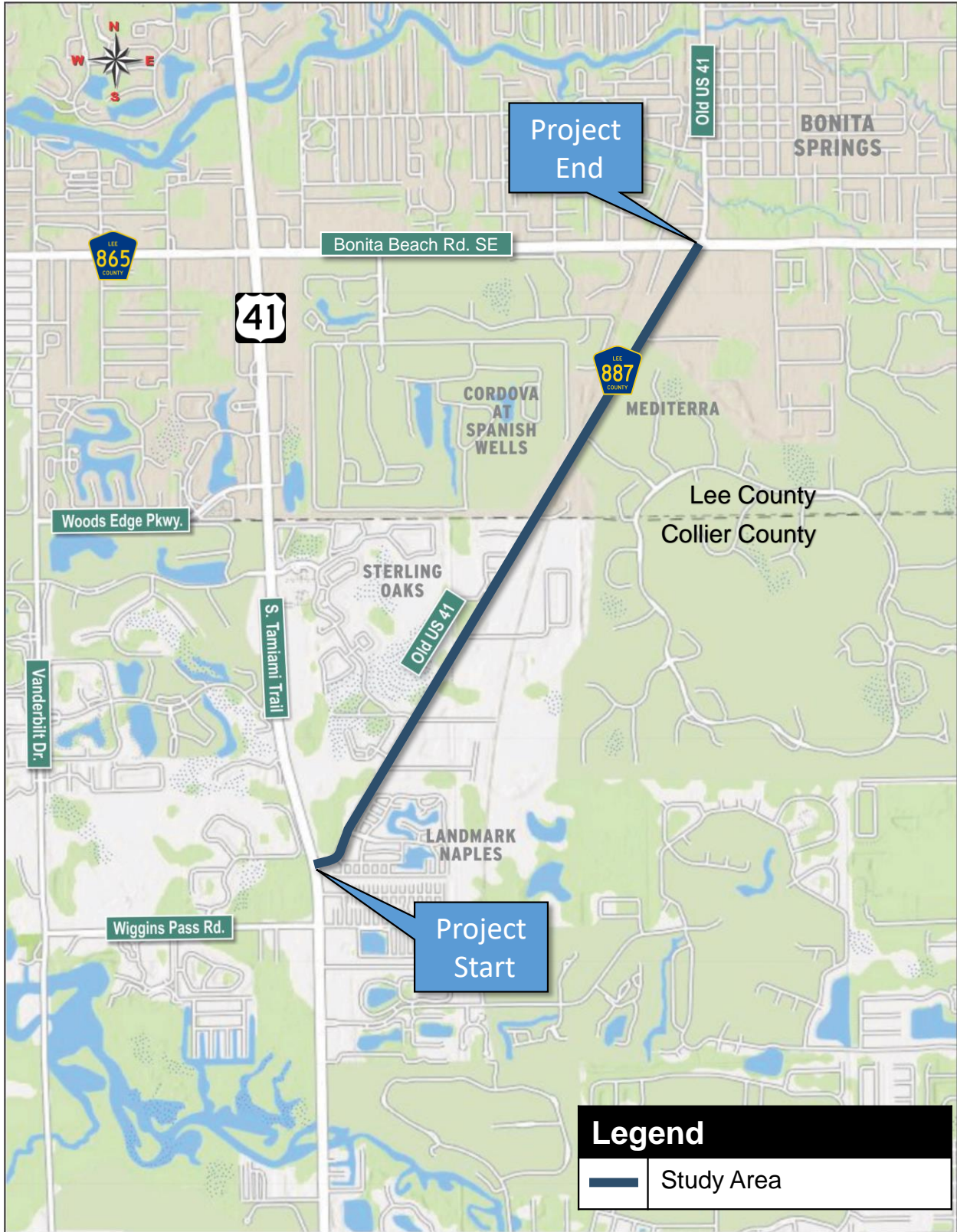
The study area begins at the intersection of Old US 41 and US 41 and continues northeast to the intersection of Old US 41 and Bonita Beach Road, approximately 2.73 miles. It contains the roadway segments between the intersections and includes the intersections listed below. A map of the study area is shown in **Figure 4-1**.

Study Area Intersections

- US 41 at Old US 41 (Signalized)

- Old US 41 at Gulf Coast Drive (Unsignalized)
- Old US 41 at Veterans Memorial Boulevard, (Future Scenarios Only – Planned Intersection)
- Old US 41 at Collier Center Way (Unsignalized)
- Old US 41 at Sun Century Road/Sterling Oaks Drive (Unsignalized)
- Old US 41 at Rail Head Boulevard (Unsignalized)
- Old US 41 at Via Palacio Avenue (Unsignalized)
- Old US 41 at Mediterra Drive (Unsignalized)
- Old US 41 at Compound Road (Unsignalized, Future Scenarios Only)
- Old US 41 at Greyhound Track Entrance (Unsignalized)
- Bonita Beach Road at Old US 41 (Signalized)
- Bonita Beach Road at Race Track Road (Signalized)

Figure 4-1: Old US 41 Study Area



4.2 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: 2025
- Interim year: 2035
- Design year: 2045

Operational analyses for the segments and intersections will be performed using FDOT's Generalized Level-of-Service tables and the Highway Capacity Manual, 6th Edition, respectively.

4.3 Project Alternatives

Operational analyses for opening, interim, and design years will include an evaluation of a no-build alternative as well as two build alternatives in Lee County and two build alternatives in Collier County identified as viable and feasible based on deficiencies noted from the no-build analysis. The no-build alternatives analysis will use forecasted future traffic volumes on the existing roadway network with the addition of the Collier MPO's 2040 Long Range Transportation Plan's Veterans Memorial Boulevard from Livingston Road to Old US 41¹, slated for construction and opening before 2023, while the build will reflect the no-build condition with modified future roadway network alternatives. Potential build concepts include a quadrant system on the northern portion of the corridor and varying roadway alignments on the southern portion of the corridor.

5.0 TRAFFIC ANALYSIS TOOLS

Study area segments and intersections will be analyzed according to the methodologies provided in the *Highway Capacity Manual, 6th Edition* (HCM), the *2014 FDOT Traffic Analysis Handbook*, and *2019 FDOT Project Traffic Forecasting Handbook*. Daily and peak hour traffic volumes on roadway segments will be evaluated using the FDOT *2013 QLOS Handbook* and the *2012 Generalized Service Volume Tables*.

PTV Group's VISSIM 11 software shall be 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 HCM 6th Edition's level of service will be used for pedestrian and bicycle level of service assessments.

Signal warrants will be assessed using a four-hour, warrant 2, from the FDOT's Traffic Signal Warrant Summary, form number 750-020-01; in cases where Warrant 2 is met, Warrant 1's will be assessed using the 12-hour intersection counts. FDOT's Intersection Control Evaluation (ICE) process will be utilized to evaluate intersection control scenarios should an intersection meet warrant or major reconstruction of an existing signalized intersection be proposed; the process will follow the FDOT's *Manual on Intersection*

¹ <http://www.colliermopo.org/wp-content/uploads/FY2020-FY2024-TIP-Complete.pdf>

Control Evaluation for guidance but will not require formal ICE approval as the roadway is off-system. If roundabouts are identified in the alternatives, *SIDRA 8* software's HCM 6th Edition methodology will be used to evaluate peak hour traffic volumes through those intersections.

6.0 TRAFFIC DATA COLLECTION

To identify roadway characteristics and existing traffic volumes in the study area, traffic counts will be collected as follows:

- Five (5) 72-hour bi-directional volume counts
 - US 41 south of Wiggins Pass Road
 - US 41 between Wiggins Pass Road and Old US 41
 - US 41 north of Old US 41
 - Old US 41 south of the Collier County line
 - Old US 41 north of Bonita Beach Road

- Three (3) 7-day vehicle classification counts
 - Old US 41 north of Gulf Coast Drive
 - Old US 41 north of Compound Road
 - Bonita Beach Road east of Old US 41

- Nine (9) 12-hour turning movement counts from 7:00 AM to 7:00 PM, the intersections were identified as having significant volumes to impact the corridor, based on aerial imagery and initial data analysis, and solicit a turning movement count:
 - US 41 at Old US 41 Road
 - Old US 41 at Gulf Coast Drive
 - Old US 41 at Collier Center Way
 - Old US 41 at Sun Century Road
 - Old US 41 at Rail Head Boulevard
 - Old US 41 at Via Palacio Avenue
 - Old US 41 at Mediterra Drive
 - Bonita Beach Road at Old US 41
 - Bonita Beach Road at Race Track Road

- One (1) 4-hour Queue Survey
 - Bonita Beach Road at Old US 41

- Speed Data from Regional Integrated Transportation Information System (RITIS)

Additional traffic data will include traffic counts from the Florida Traffic Information Online (FTIO) database, traffic signal timings, concurrent Bonita Beach Road at US 41 / Tamiami Trail PD&E Study, a Streetlight Analytics data pull for origins and destinations, Regional Integrated Transportation Information System (RITIS) speed data, any additional available data within the study area, and IdealSpot traffic information.

Turning movement counts (TMCs) will include pedestrian, bicycle, and heavy vehicle counts reported separately. The count data will be used to support the existing traffic analysis of the study area and used in the development of future volumes for alternatives analyses. A map of count locations is shown in **Figure 6-1**.

Appropriate traffic adjustment factors (seasonal and axle correction) will be applied to the traffic counts and balanced to obtain 2019 Annual Average Daily Traffic (AADT) Volumes. The 2019 AADT volumes will be used in the development of design hour volumes.

6.1 Traffic Factors

This study will develop and recommend K, D, T_{24} , DHT, and peak hour factors to be provided to the Department in a PTAR.

The K-Factor (K) shall be identified using the FDOT's *2019 Project Traffic Forecasting Handbook's* Standard-K Factors Table. The seasonal nature of traffic prompted the commission, at the behest of FDOT staff, of an investigation into the K-Factor to be used in a September 25th, 2019 meeting; the investigation included the telemetered traffic monitoring sites (TTMS) within the study area:

- Bonita Beach Road west of US 41,
- Bonita Beach Road west of I-75,
- Old US 41 south of Bonita Beach Road,
- US 41 south of Bonita Beach Road,
- US 41 north of Bonita Beach Road.

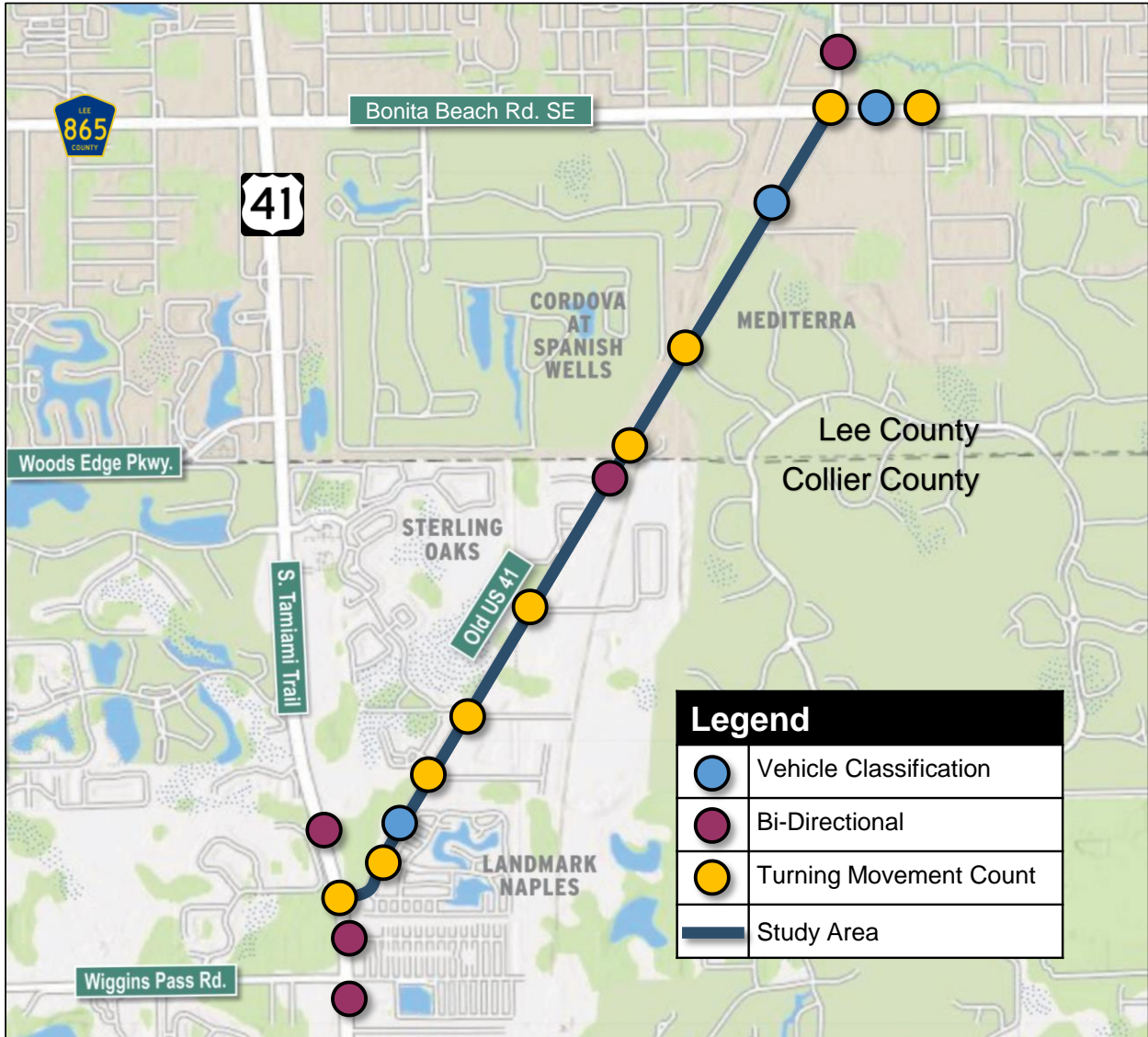
Based on guidance from FDOT staff, the average of the daily traffic was to be used and analyzed in determining a K-Factor. The results of the investigation found that the month of April was the average month of traffic for the year and that 9.00% of daily volume occurred within an acceptable range of the 30th highest hour for the month across all TTMS locations. Documentation for the investigation can be found in Appendix A.

The directional factor (D) shall be calculated from the traffic count data and compared to the five-year historical data from FDOT count stations found in the FTIO database within the study area. Peak directions of travel will be established based on existing travel patterns identified from review of the traffic count data and historical data.

The daily truck factor (T_{24}) will be calculated from the classification counts data and compared to the five-year historical data from FDOT count stations. Design Hour Trucks (DHT) shall be estimated to be one half of T_{24} .

An overall intersection peak hour factor (PHF) will be calculated for the study intersections. The PHF will be compared to the FDOT's *2019 Traffic Analysis Handbook's* recommended default PHF for the appropriate roadway type. If there is minimal variation between intersection and the default PHF, then the default will be utilized in the existing conditions analysis. It is recommended that the same PHF be used for both existing and future traffic conditions to assess the benefit of a proposed improvement and prevent "artificial" benefit being achieved based on the use of differing PHFs.

Figure 6-1: Traffic Count Location Map



7.0 TRAFFIC FORECASTING

Existing traffic volumes will be projected to opening, interim, and design year volumes by applying National Cooperative Highway Research Program (NCHRP) Report 765 adjustment procedures to travel demand model outputs for all alternatives. Calculated future volumes will be adjusted as necessary against the trends shown in historical and projected growth rates in the area. Volumes will then be balanced through the roadway network to obtain future year AADTs. Design hour volumes for all alternatives shall be calculated by multiplying future AADT's by the K and D factors to develop directional design hour volumes (DDHVs). Turning movement percentages will be applied to the DDHVs to calculate design hour turning movement volumes which will be balanced for reasonability at each intersection. TURNS5 Turning Movement Analysis Tool (2014) will be used to estimate turning movement volumes at Veterans Memorial Boulevard, Greyhound Track Entrance, and Compound Road for any future build alternatives at these locations.

7.1 Travel Demand Model

Future year traffic forecasts will utilize the most recent version of the District One Regional Planning Model (D1RPM) compliant with the Florida Standard Urban Transportation Model Structure (FSUTMS). The Department will develop and provide to the Consultant a calibrated and validated sub-area model of the study area that includes a 2010 and 2040 no-build model. A Compound Annual Growth Rate (CAGR) will be used to interpolate between the base and future years; unless historical growth patterns show the utility of other growth rate approaches.

7.2 Population Projections

Population projections from the University of Florida's Bureau of Economic and Business Research (BEBR) were collected to find low, medium and high population growth estimates. Projections for Lee and Collier Counties are summarized in **Table 7-1**; growth rate percentages are calculated from CAGR.

7.3 Historical Traffic Growth

Traffic volumes in the study area have grown slightly in the past five years based on data collected from FTIO database. Four (4) FDOT stations in the study area show growth while two locations show decline in traffic volumes. The average CAGR for those locations was 0.9%. The data is displayed in **Figure 7-1** and in tabular format in **Table 7-2**.

Table 7-1: BEBR Population Projections for Collier and Lee Counties

Collier County		2025		2030		2035		2040		2045	
2018	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
367,347	Low	382,600	0.58%	397,700	0.66%	407,200	0.61%	412,700	0.53%	415,200	0.45%
	Med	418,400	1.88%	449,500	1.70%	475,200	1.53%	496,800	1.38%	516,100	1.27%
	High	448,100	2.88%	494,200	2.50%	536,100	2.25%	575,200	2.06%	612,100	1.91%
Lee County		2025		2030		2035		2040		2045	
2018	Projection	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
713,903	Low	753,700	0.78%	789,400	0.84%	815,000	0.78%	833,100	0.70%	845,000	0.63%
	Med	824,400	2.08%	892,100	1.87%	949,800	1.69%	999,900	1.54%	1,045,200	1.42%
	High	882,900	3.08%	981,000	2.68%	1,073,000	2.43%	1,161,100	2.24%	1,245,800	2.08%

Figure 7-1: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)

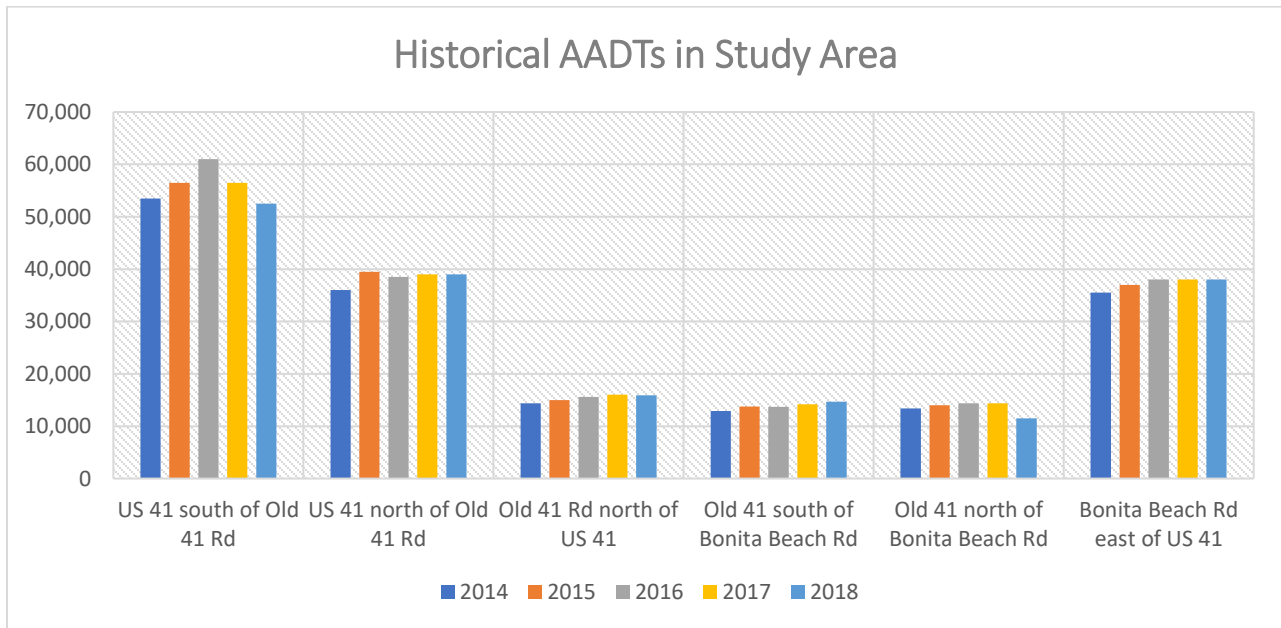


Table 7-2: Historical Traffic Volumes and Compound Annual Growth Rates (CAGR)

Location	2014	2015	2016	2017	2018	CAGR	
US 41 south of Old 41 Rd	53,500	56,500	61,000	56,500	52,500	-0.5%	
US 41 north of Old 41 Rd	36,000	39,500	38,500	39,000	39,000	2.0%	
Old 41 Rd north of US 41	14,400	15,000	15,600	16,000	15,900	2.5%	
Old 41 south of Bonita Beach Rd	12,920	13,731	13,708	14,200	14,656	3.2%	
Old 41 north of Bonita Beach Rd	13,400	14,000	14,400	14,400	11,500	-3.8%	
Bonita Beach Rd east of US 41	35,500	37,000	38,000	38,000	38,000	1.7%	
						Average CAGR	0.9%

8.0 MEASURES OF EFFECTIVENESS

8.1 Level of Service

The primary measure of effectiveness for traffic analysis in the PTAR and PD&E study will be level of service (LOS). Both roadway segments and intersections will be evaluated by this measure.

For segment analyses, *2012 FDOT Generalized Service Volume Tables* will be used to determine daily and directional design hour traffic volume LOS for existing and future traffic conditions.

For intersection analyses, VISSIM 11 will be utilized to determine delay and evaluate LOS for AM and PM peak hour traffic volumes for both signalized and unsignalized intersections.

For any future alternatives with roundabouts, *SIDRA 8* software will be utilized to determine roundabout LOS and delay.

For pedestrian and bicycle analyses, the HCM 6th edition Pedestrian Level of Service and Bicycle Level of Service (PLOS and BLOS) shall be used.

8.2 Queue Length

A secondary measure of effectiveness for intersections in the study will be queue length, the distance from the stop line of an intersection to the end of the queue of cars waiting to move through the intersection. *VISSIM 11*, will be used to evaluate maximum design year queues for intersections within the study area.

9.0 SAFETY

The historical five-year crash data of the area using FDOT's Crash Analysis Reports (CARs), State Safety Office's GIS system (SSOGIS), and Signal Four crash data from January 1st, 2014 to December 31st, 2018 shall be documented. The crash data will include the number and type of crashes, crash locations, number of fatalities and injuries, and estimates of property damage and economic loss. Based on the information obtained from the crash data, project safety needs associated with the existing and future conditions will be identified. The Highway Safety Manual (HSM) procedures will be used to estimate the safety performance of the project alternatives and will document the results of the safety analysis in the PTAR. The FDOT's Crash Reduction Factors (CRF 2014) shall be used as a primary data source where possible. At locations where FDOT's CRFs are not available or applicable, the Federal Highway Administration's (FHWA) Crash Modification Factors Clearinghouse shall be used.

10.0 DOCUMENTS FOR SUBMITTAL

The results of the traffic and safety analyses described in this methodology report will be documented in a PTAR for the study area. The PTAR will summarize the results of the traffic analysis for Existing Year 2019, Opening Year 2025, Interim Year 2035, and Design Year 2045. All data and supporting information used in the evaluation will be included in the PTAR Appendices.

Appendix A

K Factor Analysis



MEMORANDUM

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Date: January 28, 2020
To: Steven Andrews, Christopher Simpron
From: Daniel R. Miller, P.E.
CC: Matt Dockins, P.E., Dawn Carlson
Re: 435347-1-22-01: CR 887 (Old US 41) K-Factor Analysis Memorandum

Purpose

The Florida Department of Transportation (FDOT) is analyzing traffic conditions in Collier and Lee County for two traffic studies, CR 887 (Old US 41) from Tamiami Trail (US 41) to Bonita Beach Road (CR 865) and an intersection study of Bonita Beach Road (CR 865) and Tamiami Trail (US 41); the two studies are intertwined by their proximity along Bonita Beach Road (CR 865), shown in Figure 1. Initial discussions between the projects identified traffic patterns, consisting of seasonal and the proportion of annual average daily traffic (AADT) occurring in peak hours (K Factor), that differed between the two projects. The purpose of this memorandum is to document the data findings, identify differences between the projects, and recommend a K Factor for use on the CR 887 (Old US 41) Study.

Data Collection and Conflation

Data was collection from:

- FDOT's Florida Traffic Information (FTI) Database's Telemetered Traffic Monitoring Sites (TTMS), data sites that collect traffic counts on a continuous hourly basis,
- Lee County's Transportation Data Management System (TDMS), specifically their continuously monitored data sites.

The FTI's TTMS sites were not populated with the normal data information found at TTMS count sites, shown in Figure 2, instead, the data was pulled from the Lee County TDMS. The TDMS data had to be pulled on a monthly basis and conflated into a single database for each count location; the locations are found in Figure 3. The data was then used to identify the highest hours per month and its comparison to the Standard-K Factor put forth by the FDOT's 2019 Project Traffic Forecasting Handbook; an overview of the process is shown in Figure 4.

K-Factor Issue

The FDOT's Standard K Factor approach was implemented in 2011 to standardize the peak hour factor used in the development of project traffic. The recommended K Factor for an urban area, with no Multimodal Transportation District, as identified for the two study areas would be 9.0%. However, Bonita Beach Road west of Tamiami Trail exhibits significant seasonal variations due to a seasonal pattern like other beach and tourism-based communities. The average daily traffic by month is shown in Figure 5; the variation and supporting data posits a case where the Standard K may not apply, a case which can be made according to the Project Traffic Forecasting Handbook should sufficient data warrant¹. The significant seasonal variation west of US 41 with the Standard K utilization meant that hourly design volumes could provide results that do not portend actual issues during peak season at the intersection. Guidance was provided by FDOT District 1 staff to identify the utility of Standard K, the average daily traffic month, and the application of the factor to the projects.

¹ 2019 Project Traffic Forecasting Handbook, pg. 13-14.

Findings

The average daily traffic month that correlated to the AADT for both study areas occurred in April (see Figure 5). Analysis of the traffic percentages shows that the 30th highest hour in the month of April, fell within reasonable range of the nine percent Standard K recommendation for the three data points analyzed, shown in Table 1.

Diurnal distributions were also examined to identify any anomalous data that might identify reasons for selecting a separate K Factor value from the Standard K. The diurnal distributions, shown in Figure 6, for the month of April show similar time-of-day patterns for CR 887 and Bonita Beach Road west of I-75 with directional patterns that reverse between AM and PM, however, Bonita Beach Road west of Tamiami Trail shows no significant diurnal divergence and a steady amount of bi-directional volumes throughout the day similar to areas like the City of Miami and other beach and tourist areas.

Recommendations

The CR 887 corridor and Bonita Beach Road at Tamiami Trail studies for the month of April have 30th highest hours to justify the utilization of the Standard K of nine percent. The Bonita Beach Road at Tamiami Trail intersection's diurnal distribution pattern west of the intersection differs from a standard pattern normally found on major corridors, this complemented with the availability of hourly count data over the course of the year means that a K Factor should be developed and assessed for that study separate from the CR 887 corridor study.

The recommendations are as follows:

- CR 887 PD&E study should use the Standard K Factor for analysis
- Bonita Beach Road at Tamiami Trail should review the available traffic data to develop a K Factor for the intersection analysis.

Figure 1: Bonita Beach Road at Tamiami Trail and CR 887 Study Areas

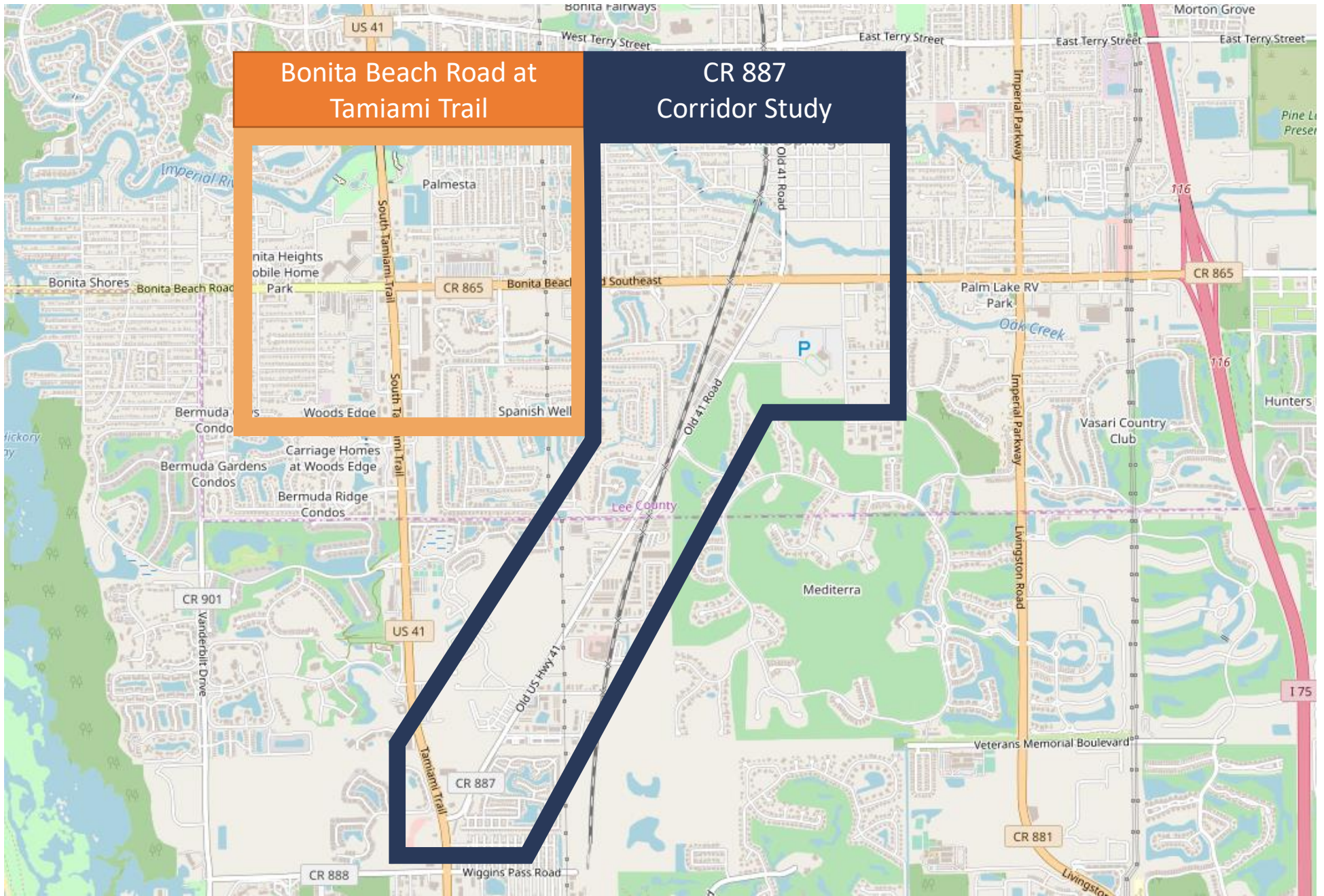


Figure 2: FDOT FTI TTMS Data Collection Locations with Example of missing Hourly Count Data

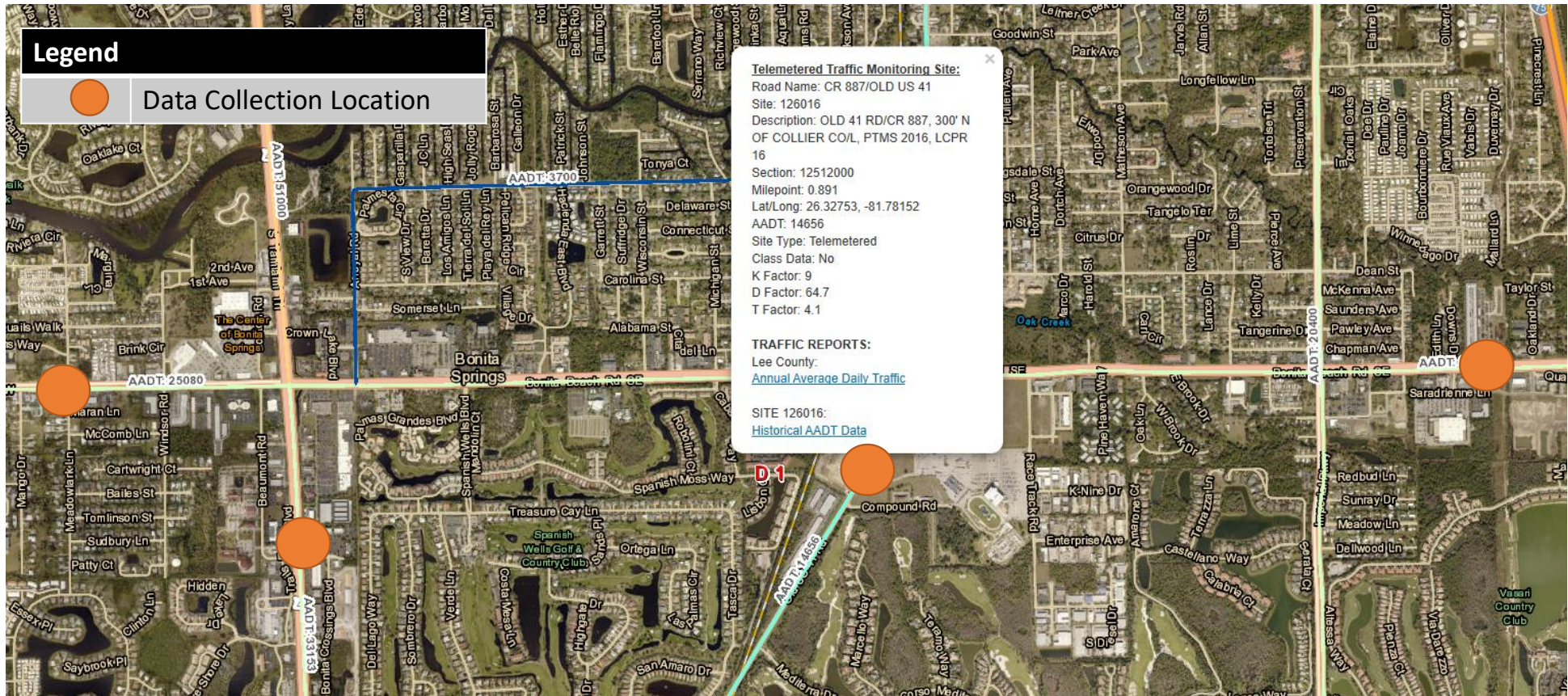


Figure 3: Lee County' Transportation Data Management System 24/7/365 Collection Locations

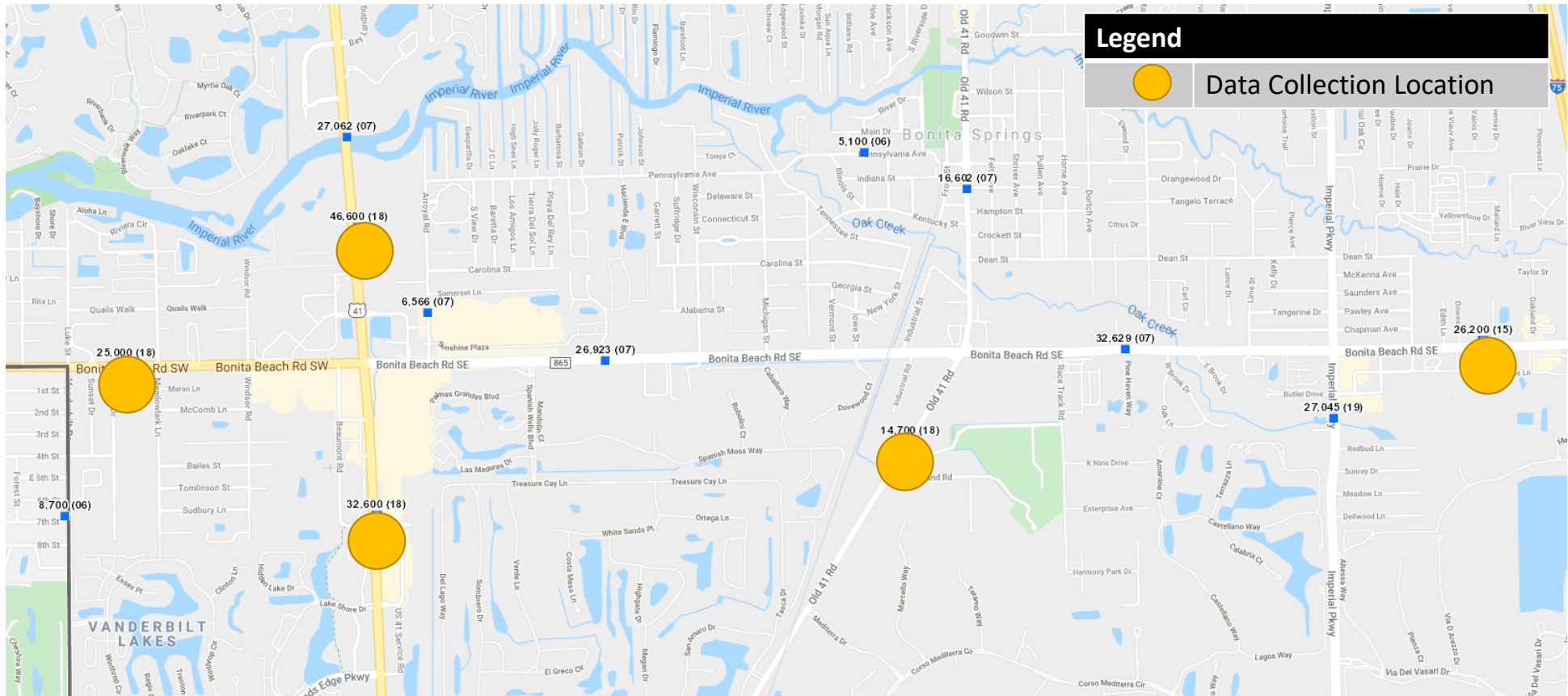


Figure 4: Data Collection, Conflation, and Analysis Overview

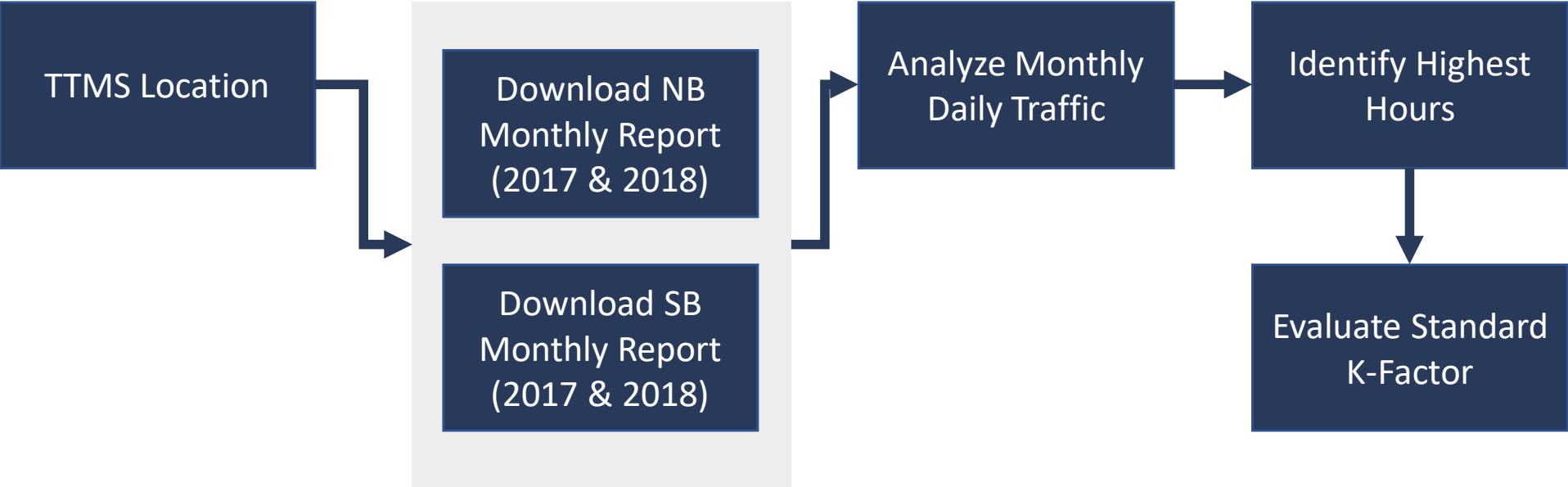
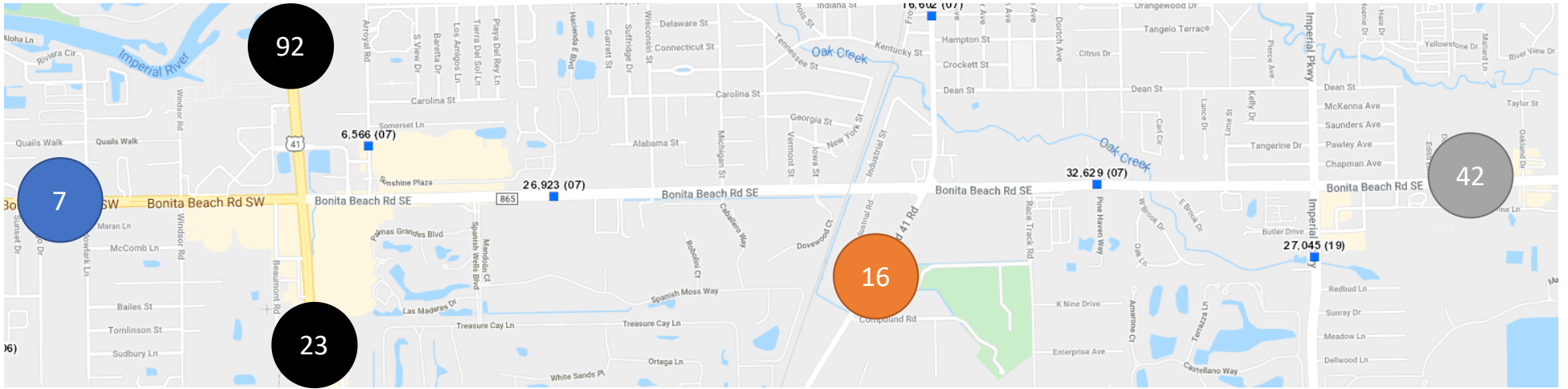


Figure 5: Average Daily Traffic by Month and Data Collection Site



Factor of ADT by Month

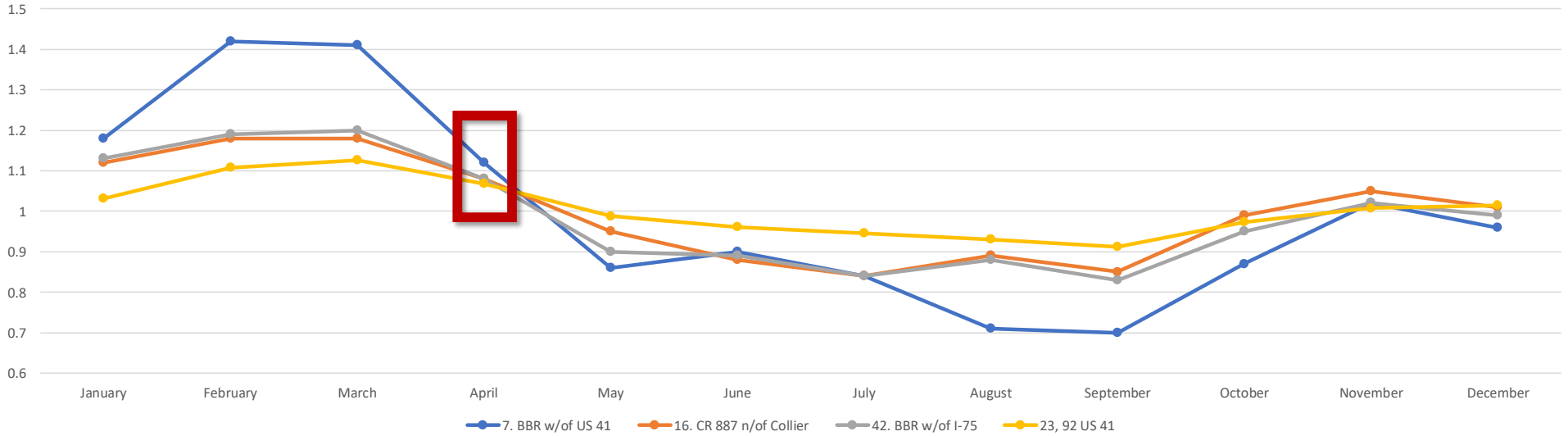
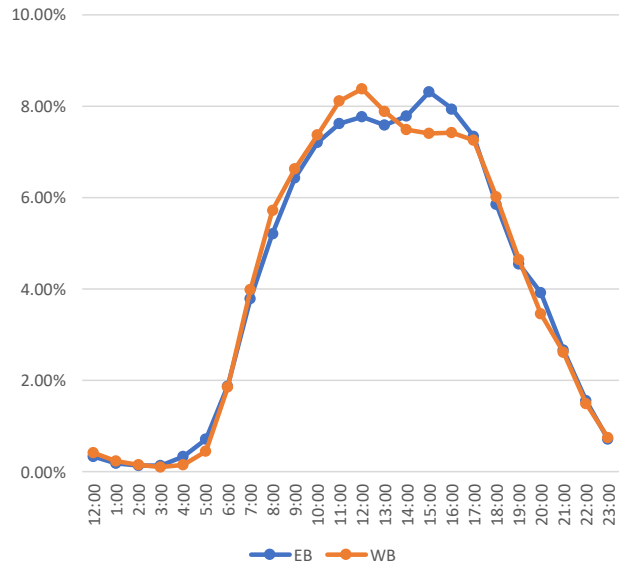


Table 1: April Percentage of ADT occurring by Highest Hour

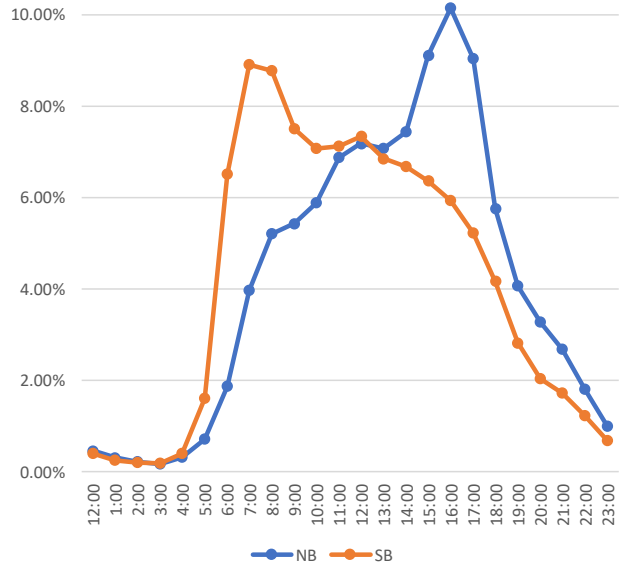
Highest Hour	Old US 41 S of BBR	BBR W of I-75	BBR W of US 41
1	9.9%	12.7%	10.8%
2	9.7%	12.6%	10.7%
3	9.7%	12.6%	10.6%
4	9.6%	10.8%	10.3%
5	9.6%	10.7%	10.3%
6	9.5%	10.5%	10.1%
7	9.5%	10.4%	10.0%
8	9.5%	10.3%	9.8%
9	9.5%	10.2%	9.7%
10	9.5%	9.9%	9.7%
11	9.4%	9.7%	9.7%
12	9.4%	9.6%	9.6%
13	9.4%	9.6%	9.6%
14	9.3%	9.5%	9.5%
15	9.2%	9.4%	9.4%
16	9.2%	9.4%	9.2%
17	9.2%	9.2%	9.1%
18	9.2%	9.1%	8.9%
19	9.2%	9.1%	8.7%
20	9.2%	9.0%	8.5%
21	9.2%	8.8%	8.5%
22	9.2%	8.7%	8.5%
23	9.1%	8.7%	8.4%
24	9.1%	8.7%	8.4%
25	9.1%	8.7%	8.4%
26	9.0%	8.6%	8.4%
27	9.0%	8.6%	8.4%
28	9.0%	8.5%	8.3%
29	9.0%	8.5%	8.3%
30	9.0%	8.4%	8.3%
31	9.0%	8.4%	8.3%
32	9.0%	8.4%	8.3%
33	8.9%	8.4%	8.3%
34	8.9%	8.4%	8.3%
35	8.9%	8.3%	8.3%

Figure 6: Average Diurnal Distribution of Traffic for the month of April

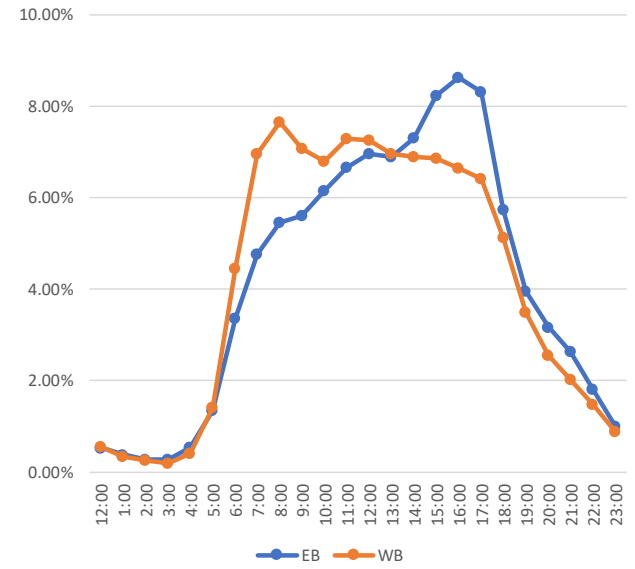
7. BBR w/of US 41



16. Old Us 41 / CR 887 n/of Collier Co. Line



42. BBR w/of I-75



Appendix B: April 2019 Traffic Counts

Volume Count Report

Start Date: April 16, 2019 Start Time: 00:00
 Stop Date: April 16, 2019 Stop Time: 24:00
 City: Naples County: Collier
 Location: US 41 south of Wiggins Pass Rd

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	18	11	8	11	23	75	265	390	422	440	414
30	22	18	10	13	8	29	133	296	403	434	456	563
45	27	18	17	18	27	42	156	361	394	384	390	526
00	18	19	13	14	30	67	279	370	398	444	483	480
Hr Total	96	73	51	53	76	161	643	1,292	1,585	1,684	1,769	1,983

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	472	513	616	626	723	610	516	330	291	251	210	80
30	543	537	534	630	594	660	466	311	283	257	212	80
45	525	558	608	581	583	656	398	278	260	208	141	72
00	529	506	611	585	666	612	342	269	248	172	122	47
Hr Total	2,069	2,114	2,369	2,422	2,566	2,538	1,722	1,188	1,082	888	685	279

24 Hour Total: 29,388
 AM Peak Hour begins: 11:15 AM Peak Volume: 2,041 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 2,592 PM Peak Hour Factor: 0.97

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	10	10	14	21	37	153	393	568	490	474	473
30	21	13	13	15	12	82	268	497	564	523	454	536
45	20	15	14	15	25	111	354	553	507	493	494	511
00	10	14	7	16	30	113	351	611	550	528	509	476
Hr Total	73	52	44	60	88	343	1,126	2,054	2,189	2,034	1,931	1,996

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	539	476	510	482	475	587	405	273	210	183	94	62
30	493	483	484	478	456	539	400	284	172	156	80	50
45	489	539	499	469	440	428	322	215	178	129	78	27
00	553	448	477	456	475	481	335	172	192	121	94	31
Hr Total	2,074	1,946	1,970	1,885	1,846	2,035	1,462	944	752	589	346	170

24 Hour Total: 28,009
 AM Peak Hour begins: 7:30 AM Peak Volume: 2,296 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 12:00 PM Peak Volume: 2,074 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	28	21	22	32	60	228	658	958	912	914	887
30	43	31	23	28	20	111	401	793	967	957	910	1,099
45	47	33	31	33	52	153	510	914	901	877	884	1,037
00	28	33	20	30	60	180	630	981	948	972	992	956
Hr Total	169	125	95	113	164	504	1,769	3,346	3,774	3,718	3,700	3,979

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,011	989	1,126	1,108	1,198	1,197	921	603	501	434	304	142
30	1,036	1,020	1,018	1,108	1,050	1,199	866	595	455	413	292	130
45	1,014	1,097	1,107	1,050	1,023	1,084	720	493	438	337	219	99
00	1,082	954	1,088	1,041	1,141	1,093	677	441	440	293	216	78
Hr Total	4,143	4,060	4,339	4,307	4,412	4,573	3,184	2,132	1,834	1,477	1,031	449

24 Hour Total: 57,397
 AM Peak Hour begins: 11:15 AM Peak Volume: 4,103 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 4,621 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date:	April 17, 2019	Start Time:	00:00
Stop Date:	April 17, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location:	US 41 south of Wiggins Pass Rd		

Northbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	21	12	12	11	24	79	246	363	393	443	457
30	30	22	10	11	13	28	142	271	404	419	433	491
45	23	24	13	6	26	48	185	361	427	410	429	513
00	19	21	7	4	26	56	265	405	441	441	514	563
Hr Total	109	88	42	33	76	156	671	1,283	1,635	1,663	1,819	2,024

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	595	478	581	558	744	725	633	374	345	250	227	83
30	508	563	546	637	610	720	497	424	332	240	202	78
45	532	546	573	526	658	623	378	349	325	214	127	67
00	539	491	628	490	686	628	402	339	278	195	112	48
Hr Total	2,174	2,078	2,328	2,211	2,698	2,696	1,910	1,486	1,280	899	668	276

24 Hour Total:	30,303	AM Peak Volume:	2,179	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	11:30	PM Peak Volume:	2,789	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30				

Southbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	14	11	14	7	53	147	373	552	510	455	460
30	36	13	10	11	12	64	262	504	578	517	508	566
45	11	9	9	11	23	96	379	572	560	522	526	532
00	19	8	11	19	31	114	332	591	530	497	514	497
Hr Total	90	44	41	55	73	327	1,120	2,040	2,220	2,046	2,003	2,055

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	525	489	479	477	502	562	477	303	210	184	122	62
30	556	494	457	502	469	561	433	296	221	152	91	53
45	496	491	466	448	536	484	298	290	181	141	72	31
00	536	500	489	481	498	450	336	244	205	118	96	31
Hr Total	2,113	1,974	1,891	1,908	2,005	2,057	1,544	1,133	817	595	381	177

24 Hour Total:	28,709	AM Peak Volume:	2,293	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:30	PM Peak Volume:	2,157	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	35	23	26	18	77	226	619	915	903	898	917
30	66	35	20	22	25	92	404	775	982	936	941	1,057
45	34	33	22	17	49	144	564	933	987	932	955	1,045
00	38	29	18	23	57	170	597	996	971	938	1,028	1,060
Hr Total	199	132	83	88	149	483	1,791	3,323	3,855	3,709	3,822	4,079

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,120	967	1,060	1,035	1,246	1,287	1,110	677	555	434	349	145
30	1,064	1,057	1,003	1,139	1,079	1,281	930	720	553	392	293	131
45	1,028	1,037	1,039	974	1,194	1,107	676	639	506	355	199	98
00	1,075	991	1,117	971	1,184	1,078	738	583	483	313	208	79
Hr Total	4,287	4,052	4,219	4,119	4,703	4,753	3,454	2,619	2,097	1,494	1,049	453

24 Hour Total:	59,012	AM Peak Volume:	4,289	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:30	PM Peak Volume:	4,946	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: April 18, 2019 Start Time: 00:00
 Stop Date: April 18, 2019 Stop Time: 24:00
 City: Naples County: Collier
 Location: US 41 south of Wiggins Pass Rd

Northbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	28	17	12	8	25	88	234	399	376	429	452
30	18	34	16	15	12	35	118	294	370	451	443	480
45	29	16	14	6	26	51	151	371	395	432	426	534
00	26	13	16	8	25	62	247	393	449	430	511	474
Hr Total	121	91	63	41	71	173	604	1,292	1,613	1,689	1,809	1,940

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	570	518	582	613	674	691	521	314	295	283	261	98
30	496	556	536	609	679	739	482	348	317	273	186	75
45	480	591	557	648	661	613	408	354	303	234	143	70
00	528	540	666	577	643	578	385	290	299	191	128	61
Hr Total	2,074	2,205	2,341	2,447	2,657	2,621	1,796	1,306	1,214	981	718	304

24 Hour Total: 30,171
 AM Peak Hour begins: 11:30 AM Peak Volume: 2,074 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 2,734 PM Peak Hour Factor: 0.92

Southbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	11	11	15	16	26	163	329	547	524	460	529
30	16	19	17	12	16	77	249	484	554	466	503	551
45	12	16	10	11	20	88	346	613	570	570	542	538
00	24	6	15	17	30	111	347	566	518	508	569	508
Hr Total	82	52	53	55	82	302	1,105	1,992	2,189	2,068	2,074	2,126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	496	484	479	499	490	556	444	271	223	173	111	80
30	464	533	504	495	450	535	372	312	222	142	106	54
45	481	537	514	480	459	480	332	243	201	160	91	44
00	521	489	496	497	513	482	352	225	199	142	100	22
Hr Total	1,962	2,043	1,993	1,971	1,912	2,053	1,500	1,051	845	617	408	200

24 Hour Total: 28,735
 AM Peak Hour begins: 7:30 AM Peak Volume: 2,280 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 2,084 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	78	39	28	27	24	51	251	563	946	900	889	981
30	34	53	33	27	28	112	367	778	924	917	946	1,031
45	41	32	24	17	46	139	497	984	965	1,002	968	1,072
00	50	19	31	25	55	173	594	959	967	938	1,080	982
Hr Total	203	143	116	96	153	475	1,709	3,284	3,802	3,757	3,883	4,066

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,066	1,002	1,061	1,112	1,164	1,247	965	585	518	456	372	178
30	960	1,089	1,040	1,104	1,129	1,274	854	660	539	415	292	129
45	961	1,128	1,071	1,128	1,120	1,093	740	597	504	394	234	114
00	1,049	1,029	1,162	1,074	1,156	1,060	737	515	498	333	228	83
Hr Total	4,036	4,248	4,334	4,418	4,569	4,674	3,296	2,357	2,059	1,598	1,126	504

24 Hour Total: 58,906
 AM Peak Hour begins: 10:45 AM Peak Volume: 4,164 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:30 PM Peak Volume: 4,797 PM Peak Hour Factor: 0.94

Volume Count Report 3-Day Average

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location:	US 41 south of Wiggins Pass Rd		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	22	13	11	10	24	81	248	384	397	437	441
30	23	25	12	13	11	31	131	287	392	435	444	511
45	26	19	15	10	26	47	164	364	405	409	415	524
00	21	18	12	9	27	62	264	389	429	438	503	506
Hr Total	109	84	52	42	74	163	639	1,289	1,611	1,679	1,799	1,982

PHF 0.93808

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	546	503	593	599	714	675	557	339	310	261	233	87
30	516	552	539	625	628	706	482	361	311	257	200	78
45	512	565	579	585	634	631	395	327	296	219	137	70
00	532	512	635	551	665	606	376	299	275	186	121	52
Hr Total	2,106	2,132	2,346	2,360	2,640	2,618	1,809	1,327	1,192	923	690	286

PHF 0.92673

24 Hour Total:	29,954	AM Peak Volume:	2,091	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:30	PM Peak Volume:	2,681	PM Peak Hour Factor:	0.95
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	25	12	11	14	15	39	154	365	556	508	463	487
30	24	15	13	13	13	74	260	495	565	502	488	551
45	14	13	11	12	23	98	360	579	546	528	521	527
00	18	9	11	17	30	113	343	589	533	511	531	494
Hr Total	82	49	46	57	81	324	1,117	2,029	2,199	2,049	2,003	2,059

PHF 0.97258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	520	483	489	486	489	568	442	282	214	180	109	68
30	504	503	482	492	458	545	402	297	205	150	92	52
45	489	522	493	466	478	464	317	249	187	143	80	34
00	537	479	487	478	495	471	341	214	199	127	97	28
Hr Total	2,050	1,988	1,951	1,921	1,921	2,048	1,502	1,043	805	600	378	182

PHF 0.90103

24 Hour Total:	28,484	AM Peak Volume:	2,290	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:30	PM Peak Volume:	2,087	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	34	24	25	25	63	235	613	940	905	900	928
30	48	40	25	26	24	105	391	782	958	937	932	1,062
45	41	33	26	22	49	145	524	944	951	937	936	1,051
00	39	27	23	26	57	174	607	979	962	949	1,033	999
Hr Total	190	133	98	99	155	487	1,756	3,318	3,810	3,728	3,802	4,041

PHF 0.99021

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,066	986	1,082	1,085	1,203	1,244	999	622	525	441	342	155
30	1,020	1,055	1,020	1,117	1,086	1,251	883	658	516	407	292	130
45	1,001	1,087	1,072	1,051	1,112	1,095	712	576	483	362	217	104
00	1,069	991	1,122	1,029	1,160	1,077	717	513	474	313	217	80
Hr Total	4,155	4,120	4,297	4,281	4,561	4,667	3,311	2,369	1,997	1,523	1,069	469

PHF 0.93234

24 Hour Total:	58,438	AM Peak Volume:	4,179	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	11:15	PM Peak Volume:	4,768	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: April 16, 2019	Start Time: 00:00	
Stop Date: April 16, 2019	Stop Time: 24:00	
City: Naples	County: Collier	
Location: US 41 south of Old US 41		

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	14	4	4	18	35	88	256	364	431	453	439
30	18	18	10	4	3	21	128	268	400	407	454	474
45	12	20	16	12	33	49	148	324	353	375	421	497
00	16	18	8	8	15	74	214	375	384	404	432	494
Hr Total	68	70	38	28	69	179	578	1,223	1,501	1,617	1,760	1,904

PHF 0.93813

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	509	511	619	616	710	670	492	301	258	209	152	61
30	489	553	541	630	631	704	459	290	263	246	135	54
45	520	512	675	565	560	720	425	266	239	176	103	55
00	499	539	604	569	714	615	336	258	237	132	73	25
Hr Total	2,017	2,115	2,439	2,380	2,615	2,709	1,712	1,115	997	763	463	195

PHF 0.94063

24 Hour Total:	28,555			
AM Peak Hour begins:	11:30	AM Peak Volume:	1,989	AM Peak Hour Factor: 0.98
PM Peak Hour begins:	16:45	PM Peak Volume:	2,808	PM Peak Hour Factor: 0.98

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	14	8	12	19	38	148	411	603	479	424	457
30	22	12	13	15	16	70	262	493	537	475	459	472
45	20	17	11	16	30	100	339	541	524	478	432	518
00	9	16	7	15	45	111	362	597	550	498	527	450
Hr Total	80	59	39	58	110	319	1,111	2,042	2,214	1,930	1,842	1,897

PHF 0.91791

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	479	454	471	446	466	540	384	269	193	174	93	63
30	485	471	455	461	447	498	391	253	161	159	75	42
45	451	488	480	486	411	423	308	210	167	140	76	28
00	509	437	450	401	453	411	277	161	158	108	108	32
Hr Total	1,924	1,850	1,856	1,794	1,777	1,872	1,360	893	679	581	352	165

PHF 0.86667

24 Hour Total:	26,804			
AM Peak Hour begins:	7:30	AM Peak Volume:	2,278	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	12:00	PM Peak Volume:	1,924	PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	28	12	16	37	73	236	667	967	910	877	896
30	40	30	23	19	19	91	390	761	937	882	913	946
45	32	37	27	28	63	149	487	865	877	853	853	1,015
00	25	34	15	23	60	185	576	972	934	902	959	944
Hr Total	148	129	77	86	179	498	1,689	3,265	3,715	3,547	3,602	3,801

PHF 0.96044

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	988	965	1,090	1,062	1,176	1,210	876	570	451	383	245	124
30	974	1,024	996	1,091	1,078	1,202	850	543	424	405	210	96
45	971	1,000	1,155	1,051	971	1,143	733	476	406	316	179	83
00	1,008	976	1,054	970	1,167	1,026	613	419	395	240	181	57
Hr Total	3,941	3,965	4,295	4,174	4,392	4,581	3,072	2,008	1,676	1,344	815	360

PHF 0.94649

24 Hour Total:	55,359			
AM Peak Hour begins:	11:30	AM Peak Volume:	3,921	AM Peak Hour Factor: 0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	4,722	PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: April 17, 2019	Start Time: 00:00	
Stop Date: April 17, 2019	Stop Time: 24:00	
City: Naples	County: Collier	
Location: US 41 south of Old US 41		

Northbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	17	6	12	23	35	104	231	370	395	462	437
30	29	17	12	12	15	32	160	318	392	413	486	488
45	23	20	14	6	20	62	196	351	401	400	418	502
00	18	21	4	6	45	67	235	373	440	413	494	521
Hr Total	90	75	36	36	103	196	695	1,273	1,603	1,621	1,860	1,948

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	518	544	559	576	704	685	651	349	344	262	172	66
30	488	533	616	549	708	713	545	423	339	237	132	44
45	524	538	594	565	710	690	404	342	274	178	98	42
00	556	560	607	577	700	595	362	332	200	133	84	34
Hr Total	2,086	2,175	2,376	2,267	2,822	2,683	1,962	1,446	1,157	810	486	186

24 Hour Total:	29,992				
AM Peak Hour begins:	11:15	AM Peak Volume:	2,029	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:00	PM Peak Volume:	2,822	PM Peak Hour Factor:	0.99

Southbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	14	9	12	10	53	148	357	598	491	419	474
30	33	15	10	12	11	59	261	494	540	491	502	490
45	13	9	9	13	33	99	377	634	587	505	475	540
00	19	7	12	19	33	110	313	573	505	470	482	474
Hr Total	86	45	40	56	87	321	1,099	2,058	2,230	1,957	1,878	1,978

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	491	433	466	418	462	546	448	290	197	174	118	68
30	504	461	422	474	444	529	419	287	187	149	87	50
45	425	482	447	429	498	453	297	266	179	127	69	35
00	538	455	449	426	431	413	303	234	198	117	89	31
Hr Total	1,958	1,831	1,784	1,747	1,835	1,941	1,467	1,077	761	567	363	184

24 Hour Total:	27,350				
AM Peak Hour begins:	7:30	AM Peak Volume:	2,345	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30	PM Peak Volume:	2,004	PM Peak Hour Factor:	0.92

Total Volume for All Lanes

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	31	15	24	33	88	252	588	968	886	881	911
30	62	32	22	24	26	91	421	812	932	904	988	978
45	36	29	23	19	53	161	573	985	988	905	893	1,042
00	37	28	16	25	78	177	548	946	945	883	976	995
Hr Total	176	120	76	92	190	517	1,794	3,331	3,833	3,578	3,738	3,926

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,009	977	1,025	994	1,166	1,231	1,099	639	541	436	290	134
30	992	994	1,038	1,023	1,152	1,242	964	710	526	386	219	94
45	949	1,020	1,041	994	1,208	1,143	701	608	453	305	167	77
00	1,094	1,015	1,056	1,003	1,131	1,008	665	566	398	250	173	65
Hr Total	4,044	4,006	4,160	4,014	4,657	4,624	3,429	2,523	1,918	1,377	849	370

24 Hour Total:	57,342				
AM Peak Hour begins:	11:30	AM Peak Volume:	4,038	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	4,812	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: April 18, 2019	Start Time: 00:00	
Stop Date: April 18, 2019	Stop Time: 24:00	
City: Naples	County: Collier	
Location: US 41 south of Old US 41		

Northbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	18	24	10	12	39	96	253	398	377	415	487
30	18	28	10	12	16	46	135	323	402	415	455	473
45	16	14	14	4	33	56	159	359	423	404	430	511
00	22	14	16	6	35	71	245	406	424	430	486	500
Hr Total	96	74	64	32	96	212	635	1,341	1,647	1,626	1,786	1,971

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	542	576	568	584	642	669	566	303	304	261	122	75
30	556	564	524	579	622	708	506	317	270	211	77	61
45	542	643	559	556	656	658	392	333	260	203	71	48
00	554	609	603	608	635	588	392	287	245	153	88	22
Hr Total	2,194	2,392	2,254	2,327	2,555	2,623	1,856	1,240	1,079	828	358	206

24 Hour Total:	29,492	AM Peak Volume:	2,109	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:30	PM Peak Volume:	2,670	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Southbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	10	12	9	17	30	162	318	591	521	424	511
30	12	12	14	12	18	73	264	479	513	485	479	479
45	10	17	11	10	25	100	336	621	524	505	450	540
00	20	5	16	18	28	118	333	560	530	483	519	498
Hr Total	72	44	53	49	88	321	1,095	1,978	2,158	1,994	1,872	2,028

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	467	467	446	436	444	505	429	277	218	166	122	70
30	469	494	468	455	458	499	339	276	216	154	100	53
45	474	528	456	470	438	457	349	222	186	159	96	46
00	492	426	456	466	446	470	318	192	195	131	97	23
Hr Total	1,902	1,915	1,826	1,827	1,786	1,931	1,435	967	815	610	415	192

24 Hour Total:	27,373	AM Peak Volume:	2,285	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:30	PM Peak Volume:	1,981	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:45				

Total Volume for All Lanes

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	28	36	19	29	69	258	571	989	898	839	998
30	30	40	24	24	34	119	399	802	915	900	934	952
45	26	31	25	14	58	156	495	980	947	909	880	1,051
00	42	19	32	24	63	189	578	966	954	913	1,005	998
Hr Total	168	118	117	81	184	533	1,730	3,319	3,805	3,620	3,658	3,999

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,009	1,043	1,014	1,020	1,086	1,174	995	580	522	427	244	145
30	1,025	1,058	992	1,034	1,080	1,207	845	593	486	365	177	114
45	1,016	1,171	1,015	1,026	1,094	1,115	741	555	446	362	167	94
00	1,046	1,035	1,059	1,074	1,081	1,058	710	479	440	284	185	45
Hr Total	4,096	4,307	4,080	4,154	4,341	4,554	3,291	2,207	1,894	1,438	773	398

24 Hour Total:	56,865	AM Peak Volume:	4,083	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:30	PM Peak Volume:	4,577	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report

3-Day Average

Start Date:	April 16, 2019	Start Time:	00:00
Stop Date:	April 18, 2019	Stop Time:	24:00
City:	Naples	County:	Collier
Location:	US 41 south of Old US 41		

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	16	11	9	18	36	96	247	377	401	443	454
30	22	21	11	9	11	33	141	303	398	412	465	478
45	17	18	15	7	29	56	168	345	392	393	423	503
00	19	18	9	7	32	71	231	385	416	416	471	505
Hr Total	85	73	46	32	89	196	636	1,279	1,584	1,621	1,802	1,941

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	523	544	582	592	685	675	570	318	302	244	149	67
30	511	550	560	586	654	708	503	343	291	231	115	53
45	529	564	609	562	642	689	407	314	258	186	91	48
00	536	569	605	585	683	599	363	292	227	139	82	27
Hr Total	2,099	2,227	2,356	2,325	2,664	2,672	1,843	1,267	1,078	800	436	196

24 Hour Total:	29,346	AM Peak Volume:	2,042	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	11:30	PM Peak Volume:	2,755	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	13	10	11	15	40	153	362	597	497	422	481
30	22	13	12	13	15	67	262	489	530	484	480	480
45	14	14	10	13	29	100	351	599	545	496	452	533
00	16	9	12	17	35	113	336	577	528	484	509	474
Hr Total	79	49	44	54	95	320	1,102	2,026	2,201	1,960	1,864	1,968

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	479	451	461	433	457	530	420	279	203	171	111	67
30	486	475	448	463	450	509	383	272	188	154	87	48
45	450	499	461	462	449	444	318	233	177	142	80	36
00	513	439	452	431	443	431	299	196	184	119	98	29
Hr Total	1,928	1,865	1,822	1,789	1,799	1,915	1,421	979	752	586	377	180

24 Hour Total:	27,176	AM Peak Volume:	2,303	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:30	PM Peak Volume:	1,939	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:45				

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	29	21	20	33	77	249	609	975	898	866	935
30	44	34	23	22	26	100	403	792	928	895	945	959
45	31	32	25	20	58	155	518	943	937	889	875	1,036
00	35	27	21	24	67	184	567	961	944	899	980	979
Hr Total	164	122	90	86	184	516	1,738	3,305	3,784	3,582	3,666	3,909

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,002	995	1,043	1,025	1,143	1,205	990	596	505	415	260	134
30	997	1,025	1,009	1,049	1,103	1,217	886	615	479	385	202	101
45	979	1,064	1,070	1,024	1,091	1,134	725	546	435	328	171	85
00	1,049	1,009	1,056	1,016	1,126	1,031	663	488	411	258	180	56
Hr Total	4,027	4,093	4,178	4,114	4,463	4,586	3,264	2,246	1,829	1,386	812	376

24 Hour Total:	56,522	AM Peak Volume:	4,014	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:30	PM Peak Volume:	4,682	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: April 16, 2019 Start Time: 00:00
 Stop Date: April 16, 2019 Stop Time: 24:00
 City: Naples County: Collier
 Location: US 41 north of Old US 41

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	16	5	4	4	11	50	170	277	274	337	314
30	19	16	4	11	9	24	75	196	295	312	350	356
45	20	13	13	11	14	27	86	238	284	267	304	385
00	14	14	5	9	24	39	158	272	283	305	331	340
Hr Total	76	59	27	35	51	101	369	876	1,139	1,158	1,322	1,395

PHF 0.96525

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	363	368	412	416	513	463	366	254	183	175	135	56
30	382	363	435	486	466	499	353	211	187	161	155	54
45	360	392	430	429	436	494	285	192	184	135	81	47
00	420	396	431	411	450	415	236	195	177	112	83	29
Hr Total	1,525	1,519	1,708	1,742	1,865	1,871	1,240	852	731	583	454	186

PHF 0.93737

24 Hour Total: 20,884
 AM Peak Hour begins: 11:30 AM Peak Volume: 1,470 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,906 PM Peak Hour Factor: 0.95

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	9	5	10	19	21	103	303	419	376	330	367
30	16	12	12	8	11	47	205	349	382	374	325	357
45	12	9	5	14	16	79	246	423	351	378	352	398
00	6	5	5	12	19	72	241	438	407	362	383	366
Hr Total	50	35	27	44	65	219	795	1,513	1,559	1,490	1,390	1,488

PHF 0.93019

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	350	368	373	357	339	375	263	207	142	124	57	52
30	355	379	355	370	365	420	322	203	134	132	54	35
45	396	350	345	364	311	332	230	169	145	105	54	25
00	399	341	350	332	383	323	223	114	124	86	69	25
Hr Total	1,500	1,438	1,423	1,423	1,398	1,450	1,038	693	545	447	234	137

PHF 0.8631

24 Hour Total: 20,401
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,662 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 12:30 PM Peak Volume: 1,542 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	25	10	14	23	32	153	473	696	650	667	681
30	35	28	16	19	20	71	280	545	677	686	675	713
45	32	22	18	25	30	106	332	661	635	645	656	783
00	20	19	10	21	43	111	399	710	690	667	714	706
Hr Total	126	94	54	79	116	320	1,164	2,389	2,698	2,648	2,712	2,883

PHF 0.96911

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	713	736	785	773	852	838	629	461	325	299	192	108
30	737	742	790	856	831	919	675	414	321	293	209	89
45	756	742	775	793	747	826	515	361	329	240	135	72
00	819	737	781	743	833	738	459	309	301	198	152	54
Hr Total	3,025	2,957	3,131	3,165	3,263	3,321	2,278	1,545	1,276	1,030	688	323

PHF 0.90343

24 Hour Total: 41,285
 AM Peak Hour begins: 11:30 AM Peak Volume: 2,939 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 3,416 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: April 17, 2019	Start Time: 00:00	
Stop Date: April 17, 2019	Stop Time: 24:00	
City: Naples	County: Collier	
Location: US 41 north of Old US 41		

Northbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	16	6	7	8	15	52	159	263	281	329	332
30	15	14	7	7	7	28	85	184	305	303	331	338
45	13	16	6	7	11	36	98	252	309	281	312	402
00	14	11	5	4	17	26	158	294	316	312	373	374
Hr Total	68	57	24	25	43	105	393	889	1,193	1,177	1,345	1,446

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	441	379	389	378	505	506	501	265	238	173	160	50
30	418	388	409	500	508	561	394	305	229	155	124	65
45	365	386	410	405	510	490	297	257	226	139	86	41
00	397	393	421	363	499	395	264	223	184	123	67	26
Hr Total	1,621	1,546	1,629	1,646	2,022	1,952	1,456	1,050	877	590	437	182

24 Hour Total:	21,773				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,635	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30	PM Peak Volume:	2,076	PM Peak Hour Factor:	0.93

Southbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	5	12	8	39	104	293	421	357	327	362
30	22	8	5	6	8	40	201	333	376	376	383	397
45	9	7	6	15	23	71	269	478	439	387	371	403
00	11	2	8	11	19	78	243	375	362	332	388	375
Hr Total	53	27	24	44	58	228	817	1,479	1,598	1,452	1,469	1,537

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	361	378	365	337	340	397	310	243	168	143	84	56
30	406	407	352	355	372	432	303	217	152	123	72	40
45	395	397	329	320	369	348	243	193	136	109	58	20
00	387	344	344	359	341	358	233	189	154	83	63	26
Hr Total	1,549	1,526	1,390	1,371	1,422	1,535	1,089	842	610	458	277	142

24 Hour Total:	20,997				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,650	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	12:45	PM Peak Volume:	1,569	PM Peak Hour Factor:	0.96

Total Volume for All Lanes

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	26	11	19	16	54	156	452	684	638	656	694
30	37	22	12	13	15	68	286	517	681	679	714	735
45	22	23	12	22	34	107	367	730	748	668	683	805
00	25	13	13	15	36	104	401	669	678	644	761	749
Hr Total	121	84	48	69	101	333	1,210	2,368	2,791	2,629	2,814	2,983

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	802	757	754	715	845	903	811	508	406	316	244	106
30	824	795	761	855	880	993	697	522	381	278	196	105
45	760	783	739	725	879	838	540	450	362	248	144	61
00	784	737	765	722	840	753	497	412	338	206	130	52
Hr Total	3,170	3,072	3,019	3,017	3,444	3,487	2,545	1,892	1,487	1,048	714	324

24 Hour Total:	42,770				
AM Peak Hour begins:	11:30	AM Peak Volume:	3,180	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	3,615	PM Peak Hour Factor:	0.91

Volume Count Report

Start Date: April 18, 2019 Start Time: 00:00
 Stop Date: April 18, 2019 Stop Time: 24:00
 City: Naples County: Collier
 Location: US 41 north of Old US 41

Northbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	16	18	9	5	19	46	136	301	277	308	369
30	11	23	10	8	8	26	75	219	259	315	347	320
45	15	12	9	6	17	36	85	259	293	294	327	411
00	20	10	19	8	18	51	149	280	312	326	365	357
Hr Total	80	61	56	31	48	132	355	894	1,165	1,212	1,347	1,457

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	380	406	406	419	461	511	386	234	208	213	171	70
30	390	368	429	447	501	565	409	229	210	179	129	57
45	360	442	388	483	516	467	320	217	226	170	96	48
00	421	414	486	459	482	393	294	220	214	136	87	39
Hr Total	1,551	1,630	1,709	1,808	1,960	1,936	1,409	900	858	698	483	214

24 Hour Total: 21,994
 AM Peak Hour begins: 11:30 AM Peak Volume: 1,538 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:30 PM Peak Volume: 2,074 PM Peak Hour Factor: 0.92

Southbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	4	6	8	13	19	133	259	413	378	360	379
30	6	10	11	7	13	52	186	317	374	381	361	394
45	6	13	9	7	18	61	249	473	382	379	391	430
00	12	4	13	15	17	70	280	391	366	370	362	420
Hr Total	41	31	39	37	61	202	848	1,440	1,535	1,508	1,474	1,623

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	393	427	325	330	354	393	281	210	180	131	96	57
30	386	382	392	360	345	408	295	227	192	114	79	40
45	390	394	385	351	349	371	261	194	163	141	74	33
00	366	350	357	365	343	377	248	145	152	113	74	20
Hr Total	1,535	1,553	1,459	1,406	1,391	1,549	1,085	776	687	499	323	150

24 Hour Total: 21,252
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,651 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 12:15 PM Peak Volume: 1,569 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	20	24	17	18	38	179	395	714	655	668	748
30	17	33	21	15	21	78	261	536	633	696	708	714
45	21	25	18	13	35	97	334	732	675	673	718	841
00	32	14	32	23	35	121	429	671	678	696	727	777
Hr Total	121	92	95	68	109	334	1,203	2,334	2,700	2,720	2,821	3,080

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	773	833	731	749	815	904	667	444	388	344	267	127
30	776	750	821	807	846	973	704	456	402	293	208	97
45	750	836	773	834	865	838	581	411	389	311	170	81
00	787	764	843	824	825	770	542	365	366	249	161	59
Hr Total	3,086	3,183	3,168	3,214	3,351	3,485	2,494	1,676	1,545	1,197	806	364

24 Hour Total: 43,246
 AM Peak Hour begins: 11:30 AM Peak Volume: 3,167 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:30 PM Peak Volume: 3,567 PM Peak Hour Factor: 0.92

Volume Count Report 3-Day Average

Start Date: April 16, 2019	Start Time: 00:00
Stop Date: April 18, 2019	Stop Time: 24:00
City: Naples	County: Collier
Location: US 41 north of Old US 41	

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	16	10	7	6	15	49	155	280	277	325	338
30	15	18	7	9	8	26	78	200	286	310	343	338
45	16	14	9	8	14	33	90	250	295	281	314	399
00	16	12	10	7	20	39	155	282	304	314	356	357
Hr Total	75	59	36	30	47	113	372	886	1,166	1,182	1,338	1,433

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	395	384	402	404	493	493	418	251	210	187	155	59
30	397	373	424	478	492	542	385	248	209	165	136	59
45	362	407	409	439	487	484	301	222	212	148	88	45
00	413	401	446	411	477	401	265	213	192	124	79	31
Hr Total	1,566	1,565	1,682	1,732	1,949	1,920	1,368	934	822	624	458	194

24 Hour Total:	21,550		
AM Peak Hour begins:	11:30	AM Peak Volume:	1,548
		AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	1,999
		PM Peak Hour Factor:	0.92

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	5	10	13	26	113	285	418	370	339	369
30	15	10	9	7	11	46	197	333	377	377	356	383
45	9	10	7	12	19	70	255	458	391	381	371	410
00	10	4	9	13	18	73	255	401	378	355	378	387
Hr Total	48	31	30	42	61	216	820	1,477	1,564	1,483	1,444	1,549

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	391	354	341	344	388	285	220	163	133	79	55
30	382	389	366	362	361	420	307	216	159	123	68	38
45	394	380	353	345	343	350	245	185	148	118	62	26
00	384	345	350	352	356	353	235	149	143	94	69	24
Hr Total	1,528	1,506	1,424	1,400	1,404	1,511	1,071	770	614	468	278	143

24 Hour Total:	20,883		
AM Peak Hour begins:	7:30	AM Peak Volume:	1,654
		AM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:30	PM Peak Volume:	1,558
		PM Peak Hour Factor:	0.99

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	24	15	17	19	41	163	440	698	648	664	708
30	30	28	16	16	19	72	276	533	664	687	699	721
45	25	23	16	20	33	103	344	708	686	662	686	810
00	26	15	18	20	38	112	410	683	682	669	734	744
Hr Total	123	90	66	72	109	329	1,192	2,364	2,730	2,666	2,782	2,982

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	763	775	757	746	837	882	702	471	373	320	234	114
30	779	762	791	839	852	962	692	464	368	288	204	97
45	755	787	762	784	830	834	545	407	360	266	150	71
00	797	746	796	763	833	754	499	362	335	218	148	55
Hr Total	3,094	3,071	3,106	3,132	3,353	3,431	2,439	1,704	1,436	1,092	736	337

24 Hour Total:	42,434		
AM Peak Hour begins:	11:30	AM Peak Volume:	3,095
		AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	3,510
		PM Peak Hour Factor:	0.91

1615	0	157	49	0	8	2	0	1	1	0	0	0	0	0	0	220
1630	1	150	39	0	8	1	0	2	1	0	0	0	0	0	0	201
1645	1	141	46	0	7	1	0	3	1	0	0	0	0	0	0	200
1700	1	156	35	0	8	1	0	3	0	0	0	0	0	0	0	203
Hourly Total	3	604	169	1	31	5	0	8	3	0	0	0	0	0	0	824
1715	1	179	39	0	4	0	0	2	0	0	0	0	0	0	0	226
1730	1	166	38	0	9	1	0	3	0	0	0	0	0	0	0	218
1745	1	154	31	0	4	0	0	1	0	0	0	0	0	0	0	191
1800	0	157	34	0	5	0	0	3	0	0	0	0	0	0	0	200
Hourly Total	3	656	143	0	22	1	0	8	1	0	0	0	0	0	0	835
1815	0	144	28	0	4	0	0	2	0	0	0	0	0	0	1	179
1830	0	127	24	0	4	0	0	1	0	0	0	0	0	0	0	156
1845	0	106	21	0	2	0	0	1	0	0	0	0	0	0	0	130
1900	1	97	23	0	3	0	0	0	0	0	0	0	0	0	0	123
Hourly Total	2	474	96	0	12	0	0	4	0	0	0	0	0	0	1	589
1915	0	87	18	0	2	0	0	1	0	0	0	0	0	0	0	108
1930	0	96	23	0	2	0	0	1	0	0	0	0	0	0	0	122
1945	1	82	13	0	1	0	0	0	0	0	0	0	0	0	0	98
2000	1	81	19	0	1	0	0	1	0	0	0	0	0	0	0	102
Hourly Total	1	345	73	0	6	0	0	3	1	0	0	0	0	0	0	429
2015	1	89	19	0	2	0	0	0	0	0	0	0	0	0	0	111
2030	0	88	16	0	1	0	0	0	0	0	0	0	0	0	0	106
2045	1	70	14	0	1	0	0	1	0	0	0	0	0	0	0	86
2100	1	69	10	0	1	0	0	0	0	0	0	0	0	0	0	80
Hourly Total	3	317	58	0	4	0	0	1	0	0	0	0	0	0	0	383
2115	0	77	16	0	0	0	0	0	0	0	0	0	0	0	0	94
2130	1	72	14	0	1	0	0	1	0	0	0	0	0	0	0	88
2145	0	58	15	0	1	0	0	0	0	0	0	0	0	0	0	76
2200	1	56	9	0	1	0	0	1	0	0	0	0	0	0	0	67
Hourly Total	1	263	55	0	3	0	0	2	0	0	0	0	0	0	1	325
2215	0	56	12	0	1	0	0	0	0	0	0	0	0	0	0	68
2230	1	59	13	0	0	0	0	0	0	0	0	0	0	0	0	73
2245	0	39	6	0	0	0	0	0	0	0	0	0	0	0	0	46
2300	0	37	7	0	0	0	0	0	0	0	0	0	0	0	0	45
Hourly Total	1	192	38	0	1	0	0	0	0	0	0	0	0	0	1	233
2315	0	32	7	0	1	0	0	0	0	0	0	0	0	0	0	40
2330	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
2345	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	24
2400	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	0	86	20	0	1	0	0	0	0	0	0	0	0	0	0	107
DAILY TOTAL	39	7040	1992	24	320	56	1	90	65	0	0	0	0	0	12	9639
Percentages	0.4%	73.0%	20.7%	0.2%	3.3%	0.6%	0.0%	0.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1615	0	117	33	0	3	1	0	1	0	0	0	0	0	0	0	1	156
1630	1	117	33	0	2	0	0	2	1	0	0	0	0	0	0	0	155
1645	1	131	36	1	4	0	0	1	0	0	0	0	0	0	0	0	174
1700	1	117	27	0	6	0	0	1	0	0	0	0	0	0	0	0	152
Hourly Total	2	481	129	1	15	1	0	5	1	0	0	0	0	0	0	1	637
1715	1	141	26	0	3	0	0	1	1	0	0	0	0	0	0	0	173
1730	1	122	30	0	4	0	0	0	0	0	0	0	0	0	0	0	158
1745	0	117	26	1	2	0	0	1	0	0	0	0	0	0	0	1	148
1800	0	95	27	1	1	0	0	1	0	0	0	0	0	0	0	0	124
Hourly Total	2	474	109	1	10	1	0	3	1	0	0	0	0	0	0	1	603
1815	0	91	27	0	1	0	0	0	0	0	0	0	0	0	0	0	120
1830	0	99	17	0	2	0	0	0	0	0	0	0	0	0	0	0	119
1845	0	74	18	0	2	0	0	1	0	0	0	0	0	0	0	0	95
1900	1	71	19	0	2	0	0	0	0	0	0	0	0	0	0	0	93
Hourly Total	2	334	81	0	7	0	0	1	1	0	0	0	0	0	0	0	427
1915	0	58	14	0	1	0	0	0	0	0	0	0	0	0	0	0	74
1930	0	61	13	0	2	0	0	0	0	0	0	0	0	0	0	0	76
1945	0	63	13	0	1	0	0	0	0	0	0	0	0	0	0	0	77
2000	1	45	12	0	1	0	0	0	0	0	0	0	0	0	0	0	58
Hourly Total	2	226	52	0	5	0	0	1	0	0	0	0	0	0	0	0	286
2015	0	45	12	0	0	0	0	0	0	0	0	0	0	0	0	0	58
2030	0	37	7	0	1	0	0	0	0	0	0	0	0	0	0	0	45
2045	1	29	8	0	0	0	0	0	0	0	0	0	0	0	0	0	38
2100	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	0	39
Hourly Total	1	142	34	0	2	0	0	1	0	0	0	0	0	0	0	0	180
2115	0	30	7	0	1	0	0	0	0	0	0	0	0	0	0	0	38
2130	0	36	5	0	1	0	0	0	0	0	0	0	0	0	0	0	41
2145	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	0	32
2200	0	28	7	0	1	0	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	0	120	24	0	3	0	0	0	0	0	0	0	0	0	0	0	148
2215	1	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32
2230	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23
2245	0	20	4	0	1	0	0	0	0	0	0	0	0	0	0	0	25
2300	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	1	84	16	0	1	0	0	0	0	0	0	0	0	0	0	0	104
2315	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
2330	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
2345	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	12
2400	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	40	9	0	1	0	0	0	0	0	0	0	0	0	0	0	50
DAILY TOTAL	35	6452	1985	28	307	41	19	86	51	17	0	0	1	0	50	9072	
Percentages	0.4%	71.1%	21.9%	0.3%	3.4%	0.5%	0.2%	0.9%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.6%	100.0%	

1615	0	274	82	0	11	3	1	2	2	0	0	0	0	0	0	1	375
1630	1	267	72	0	10	1	0	4	1	0	0	0	0	0	0	0	356
1645	2	272	82	1	11	1	0	4	1	0	0	0	0	0	0	0	374
1700	2	273	62	0	14	1	0	4	0	0	0	0	0	0	0	0	355
Hourly Total	5	1085	298	1	46	6	1	13	4	0	0	0	0	0	0	1	1461
1715	2	320	65	0	7	1	0	2	1	0	0	0	0	0	0	0	399
1730	2	288	69	0	13	1	0	3	0	0	0	0	0	0	0	0	376
1745	1	271	57	1	6	0	0	2	0	0	0	0	0	0	0	1	339
1800	0	252	61	1	6	0	0	4	0	0	0	0	0	0	0	0	324
Hourly Total	5	1130	252	2	32	2	0	12	2	0	0	0	0	0	0	1	1437
1815	1	235	55	0	4	0	0	2	0	0	0	0	0	0	0	1	299
1830	1	226	41	0	5	0	0	1	0	0	0	0	0	0	0	0	275
1845	1	180	39	0	4	0	0	2	0	0	0	0	0	0	0	0	226
1900	1	167	42	0	5	0	0	1	0	0	0	0	0	0	0	0	216
Hourly Total	3	808	177	0	19	0	0	6	1	0	0	0	0	0	0	1	1015
1915	0	144	32	0	4	0	0	1	0	0	0	0	0	0	0	0	182
1930	0	157	36	0	3	0	0	1	1	0	0	0	0	0	0	0	198
1945	1	144	26	0	3	0	0	0	0	0	0	0	0	0	0	0	175
2000	1	125	31	0	2	0	0	1	0	0	0	0	0	0	0	0	160
Hourly Total	3	571	125	0	11	0	0	3	1	0	0	0	0	0	0	0	715
2015	1	135	30	0	2	0	0	0	0	0	0	0	0	0	0	0	168
2030	0	125	23	0	2	0	0	0	0	0	0	0	0	0	0	0	151
2045	2	99	21	0	1	0	0	1	0	0	0	0	0	0	0	0	124
2100	1	100	17	0	1	0	0	0	0	0	0	0	0	0	0	0	120
Hourly Total	4	459	92	0	7	0	0	2	1	0	0	0	0	0	0	0	564
2115	0	107	23	0	1	0	0	0	0	0	0	0	0	0	0	0	132
2130	1	107	19	0	2	0	0	1	0	0	0	0	0	0	0	0	130
2145	0	84	20	0	2	0	0	0	0	0	0	0	0	0	0	0	108
2200	1	83	16	0	2	0	0	1	0	0	0	0	0	0	0	1	103
Hourly Total	2	382	78	0	6	0	0	2	0	0	0	0	0	0	0	1	473
2215	1	81	18	0	1	0	0	0	0	0	0	0	0	0	0	0	101
2230	1	78	17	0	0	0	0	0	0	0	0	0	0	0	0	0	96
2245	0	59	11	0	1	0	0	0	0	0	0	0	0	0	0	1	71
2300	1	58	8	0	1	0	0	0	0	0	0	0	0	0	0	0	68
Hourly Total	3	276	54	0	2	0	0	1	0	0	0	0	0	0	0	1	336
2315	0	44	10	0	1	0	0	0	0	0	0	0	0	0	0	0	55
2330	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	0	39
2345	0	29	6	0	1	0	0	0	0	0	0	0	0	0	0	0	36
2400	0	21	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	0	127	29	0	2	0	0	0	0	0	0	0	0	0	0	0	158
DAILY TOTAL	77	13493	3978	50	627	96	21	176	116	17	0	0	1	0	62	18714	
Percentages	0.4%	72.1%	21.3%	0.3%	3.4%	0.5%	0.1%	0.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%	

	% Trucks				% HV									
Daily	627	96	21	176	116	17	0	0	1	0	62	18714		
Daily	6%			2%										
AM sum	317	55	10	85	55	7	0	0	1	0	46	7126		
AM	7%			2%										
PM sum	310	41	11	91	61	10	0	0	0	0	16	11596		
PM	5%			1%										

1600	0	146	40	0	7	2	0	1	1	0	0	0	0	0	0	197
Hourly Total	1	602	171	1	28	4	0	13	5	0	0	0	0	0	3	828
1615	0	170	49	0	7	3	1	1	2	0	0	0	0	0	0	233
1630	1	171	45	1	6	1	0	2	1	0	0	0	0	0	0	228
1645	3	150	44	0	8	0	0	3	0	0	0	0	0	0	0	208
1700	1	155	34	0	5	1	0	6	0	0	0	0	0	0	0	202
Hourly Total	5	646	172	1	26	5	1	12	3	0	0	0	0	0	0	871
1715	1	187	39	0	4	0	0	2	0	0	0	0	0	0	0	233
1730	1	155	31	0	10	0	0	2	0	0	0	0	0	0	0	199
1745	1	143	36	0	4	0	0	1	0	0	0	0	0	0	0	185
1800	0	144	34	0	3	0	0	4	0	0	0	0	0	0	0	185
Hourly Total	3	629	140	0	21	0	0	9	0	0	0	0	0	0	0	802
1815	1	142	21	0	4	0	0	1	0	0	0	0	0	0	0	169
1830	0	114	21	0	2	0	0	1	0	0	0	0	0	0	0	138
1845	1	113	23	0	3	0	0	2	0	0	0	0	0	0	0	142
1900	0	98	20	0	4	0	0	0	0	0	0	0	0	0	0	122
Hourly Total	2	467	85	0	13	0	0	4	0	0	0	0	0	0	0	571
1915	0	77	14	0	4	0	0	0	0	0	0	0	0	0	0	95
1930	0	75	13	0	0	0	0	2	0	0	0	0	0	0	0	90
1945	0	82	16	0	0	1	0	1	0	0	0	0	0	0	0	100
2000	0	95	20	0	0	0	0	1	0	0	0	0	0	0	0	116
Hourly Total	0	329	63	0	4	1	0	4	0	0	0	0	0	0	0	401
2015	0	104	14	0	1	0	0	0	0	0	0	0	0	0	0	119
2030	0	74	20	0	0	0	0	0	0	0	0	0	0	0	0	94
2045	0	61	13	0	0	0	0	1	0	0	0	0	0	0	0	75
2100	1	67	5	0	0	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	1	306	52	0	1	0	0	1	0	0	0	0	0	0	0	361
2115	0	68	17	0	0	0	0	0	0	0	0	0	0	0	0	85
2130	0	63	10	0	1	0	0	1	0	0	0	0	0	0	0	75
2145	0	60	19	0	1	0	0	0	0	0	0	0	0	0	0	80
2200	0	59	6	0	0	0	0	0	0	0	0	0	0	0	0	65
Hourly Total	0	250	52	0	2	0	0	1	0	0	0	0	0	0	0	305
2215	0	45	13	0	2	0	0	0	0	0	0	0	0	0	0	60
2230	2	68	12	0	0	0	0	0	0	0	0	0	0	0	0	82
2245	0	29	8	0	0	0	0	0	0	0	0	0	0	0	1	38
2300	0	42	10	0	0	0	0	0	0	0	0	0	0	0	0	52
Hourly Total	2	184	43	0	2	0	0	0	0	0	0	0	0	0	1	232
2315	0	29	8	0	0	0	0	0	0	0	0	0	0	0	0	37
2330	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
2345	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
2400	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	82	21	0	0	0	0	0	0	0	0	0	0	0	0	103
DAILY TOTAL	40	6944	1952	21	299	56	3	103	63	0	0	0	0	0	7	9488
Percentages	0.4%	73.2%	20.6%	0.2%	3.2%	0.6%	0.0%	1.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1600	1	105	32	0	7	2	0	3	0	3	0	0	0	0	0	153
Hourly Total	3	426	126	1	25	7	2	6	1	5	0	0	0	0	2	604
1615	0	118	33	0	4	0	0	1	0	0	0	0	0	0	1	157
1630	1	121	39	0	1	0	0	2	0	0	0	0	0	0	0	164
1645	1	129	39	1	5	0	0	1	0	0	0	0	0	0	0	176
1700	1	117	33	0	5	0	0	1	0	0	0	0	0	0	0	157
Hourly Total	3	485	144	1	15	0	0	5	0	0	0	0	0	0	1	654
1715	1	140	31	0	2	0	0	1	1	0	0	0	0	0	0	176
1730	0	114	36	0	2	1	0	1	0	0	0	0	0	0	0	154
1745	0	126	24	0	4	0	0	2	0	0	0	0	0	0	0	156
1800	0	69	28	1	0	0	0	1	0	0	0	0	0	0	0	99
Hourly Total	1	449	119	1	8	1	0	5	1	0	0	0	0	0	0	585
1815	1	74	23	0	1	0	0	0	0	0	0	0	0	0	0	99
1830	0	85	14	0	3	0	0	0	0	0	0	0	0	0	1	103
1845	1	74	17	0	1	0	0	1	0	0	0	0	0	0	0	94
1900	1	71	18	0	1	0	0	1	0	0	0	0	0	0	0	92
Hourly Total	3	304	72	0	6	0	0	2	0	0	0	0	0	0	1	388
1915	1	63	13	0	1	0	0	1	0	0	0	0	0	0	0	79
1930	0	68	13	0	1	0	0	0	0	0	0	0	0	0	0	82
1945	0	61	14	0	1	0	0	0	0	0	0	0	0	0	0	76
2000	1	40	13	0	0	0	0	0	0	0	0	0	0	0	0	54
Hourly Total	2	232	53	0	3	0	0	1	0	0	0	0	0	0	0	291
2015	1	43	10	0	0	0	0	0	0	0	0	0	0	0	0	54
2030	0	43	3	0	1	0	0	0	0	0	0	0	0	0	0	47
2045	0	29	6	0	0	0	0	0	1	0	0	0	0	0	0	36
2100	0	26	9	0	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	1	141	28	0	1	0	0	0	1	0	0	0	0	0	0	172
2115	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
2130	0	39	5	0	0	0	0	0	0	0	0	0	0	0	0	44
2145	0	29	9	0	2	0	0	0	0	0	0	0	0	0	0	40
2200	0	27	6	0	1	0	0	0	0	0	0	0	0	0	1	35
Hourly Total	0	124	22	0	3	0	0	0	0	0	0	0	0	0	1	150
2215	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
2230	1	22	5	0	0	0	0	0	0	0	0	0	0	0	0	28
2245	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
2300	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	1	90	19	0	0	0	0	0	0	0	0	0	0	0	0	110
2315	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
2330	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
2345	0	9	5	0	1	0	0	0	0	0	0	0	0	0	0	15
2400	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	37	9	0	1	0	0	0	0	0	0	0	0	0	0	47
DAILY TOTAL	29	6430	2023	21	293	40	18	100	53	21	0	0	0	0	13	9041
Percentages	0.3%	71.1%	22.4%	0.2%	3.2%	0.4%	0.2%	1.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1600	1	251	72	0	14	4	0	4	1	3	0	0	0	0	0	0	350
Hourly Total	4	1028	297	2	53	11	2	19	6	5	0	0	0	0	0	5	1432
1615	0	288	82	0	11	3	1	2	2	0	0	0	0	0	0	1	390
1630	2	292	84	1	7	1	0	4	1	0	0	0	0	0	0	0	392
1645	4	279	83	1	13	0	0	4	0	0	0	0	0	0	0	0	384
1700	2	272	67	0	10	1	0	7	0	0	0	0	0	0	0	0	359
Hourly Total	8	1131	316	2	41	5	1	17	3	0	0	0	0	0	0	1	1525
1715	2	327	70	0	6	0	0	3	1	0	0	0	0	0	0	0	409
1730	1	269	67	0	12	1	0	3	0	0	0	0	0	0	0	0	353
1745	1	269	60	0	8	0	0	3	0	0	0	0	0	0	0	0	341
1800	0	213	62	1	3	0	0	5	0	0	0	0	0	0	0	0	284
Hourly Total	4	1078	259	1	29	1	0	14	1	0	0	0	0	0	0	0	1387
1815	2	216	44	0	5	0	0	1	0	0	0	0	0	0	0	0	268
1830	0	199	35	0	5	0	0	1	0	0	0	0	0	0	0	1	241
1845	2	187	40	0	4	0	0	3	0	0	0	0	0	0	0	0	236
1900	1	169	38	0	5	0	0	1	0	0	0	0	0	0	0	0	214
Hourly Total	5	771	157	0	19	0	0	6	0	0	0	0	0	0	0	1	959
1915	1	140	27	0	5	0	0	1	0	0	0	0	0	0	0	0	174
1930	0	143	26	0	1	0	0	2	0	0	0	0	0	0	0	0	172
1945	0	143	30	0	1	1	0	1	0	0	0	0	0	0	0	0	176
2000	1	135	33	0	0	0	0	1	0	0	0	0	0	0	0	0	170
Hourly Total	2	561	116	0	7	1	0	5	0	0	0	0	0	0	0	0	692
2015	1	147	24	0	1	0	0	0	0	0	0	0	0	0	0	0	173
2030	0	117	23	0	1	0	0	0	0	0	0	0	0	0	0	0	141
2045	0	90	19	0	0	0	0	1	1	0	0	0	0	0	0	0	111
2100	1	93	14	0	0	0	0	0	0	0	0	0	0	0	0	0	108
Hourly Total	2	447	80	0	2	0	0	1	1	0	0	0	0	0	0	0	533
2115	0	97	19	0	0	0	0	0	0	0	0	0	0	0	0	0	116
2130	0	102	15	0	1	0	0	1	0	0	0	0	0	0	0	0	119
2145	0	89	28	0	3	0	0	0	0	0	0	0	0	0	0	0	120
2200	0	86	12	0	1	0	0	0	0	0	0	0	0	0	0	1	100
Hourly Total	0	374	74	0	5	0	0	1	0	0	0	0	0	0	0	1	455
2215	0	71	19	0	2	0	0	0	0	0	0	0	0	0	0	0	92
2230	3	90	17	0	0	0	0	0	0	0	0	0	0	0	0	0	110
2245	0	52	14	0	0	0	0	0	0	0	0	0	0	0	0	1	67
2300	0	61	12	0	0	0	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	3	274	62	0	2	0	0	0	0	0	0	0	0	0	0	1	342
2315	0	37	11	0	0	0	0	0	0	0	0	0	0	0	0	0	48
2330	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	0	42
2345	0	23	8	0	1	0	0	0	0	0	0	0	0	0	0	0	32
2400	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	0	119	30	0	1	0	0	0	0	0	0	0	0	0	0	0	150
DAILY TOTAL	69	13374	3975	42	592	96	21	203	116	21	0	0	0	0	0	20	18529
Percentages	0.4%	72.2%	21.5%	0.2%	3.2%	0.5%	0.1%	1.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1515	0	124	43	1	5	0	0	1	0	0	0	0	0	0	0	0	174
1530	1	147	55	0	10	2	0	5	0	0	0	0	0	0	0	0	220
1545	1	167	41	0	7	1	0	2	0	0	0	0	0	0	0	0	219
1600	0	150	54	0	10	0	0	5	1	0	0	0	0	0	0	1	221
Hourly Total	2	588	193	1	32	3	0	13	1	0	0	0	0	0	0	1	834
1615	0	147	44	1	5	2	0	5	1	0	0	0	0	0	0	0	205
1630	1	144	40	1	8	3	0	1	0	0	0	0	0	0	0	0	198
1645	1	144	41	0	6	1	0	4	0	0	0	0	0	0	0	1	198
1700	0	147	32	0	3	0	0	7	1	0	0	0	0	0	0	0	190
Hourly Total	2	582	157	2	22	6	0	17	2	0	0	0	0	0	0	1	791
1715	0	175	29	0	1	1	0	6	2	0	0	0	0	0	0	0	214
1730	0	152	40	0	8	1	0	2	1	0	0	0	0	0	0	1	205
1745	2	130	36	0	5	0	0	3	1	0	0	0	0	0	0	0	177
1800	0	150	30	0	2	1	0	2	1	0	0	0	0	0	0	0	186
Hourly Total	2	607	135	0	16	3	0	13	5	0	0	0	0	0	0	1	782
1815	0	119	29	0	4	0	0	2	0	0	0	0	0	0	0	0	154
1830	1	106	34	0	4	0	0	1	3	0	0	0	0	0	0	0	149
1845	0	102	21	0	2	0	0	0	1	0	0	0	0	0	0	0	126
1900	0	91	20	0	1	0	0	0	0	0	0	0	0	0	0	0	112
Hourly Total	1	418	104	0	11	0	0	3	4	0	0	0	0	0	0	0	541
1915	0	73	16	0	4	0	0	0	0	0	0	0	0	0	0	0	93
1930	0	74	25	0	0	0	0	0	0	0	0	0	0	0	0	0	99
1945	2	74	17	0	0	1	0	0	0	0	0	0	0	0	0	0	94
2000	2	59	16	0	1	0	0	0	0	0	0	0	0	0	0	0	78
Hourly Total	4	280	74	0	5	1	0	0	0	0	0	0	0	0	0	0	364
2015	0	61	11	0	3	0	0	1	0	0	0	0	0	0	0	0	76
2030	0	78	14	0	1	0	0	0	0	0	0	0	0	0	0	3	96
2045	0	82	16	0	1	0	0	0	0	0	0	0	0	0	0	0	99
2100	1	78	13	0	1	1	0	0	0	0	0	0	0	0	0	0	94
Hourly Total	1	299	54	0	6	1	0	1	0	0	0	0	0	0	0	3	365
2115	0	66	9	0	0	0	0	0	0	0	0	0	0	0	0	0	75
2130	1	89	23	0	0	0	0	0	0	0	0	0	0	0	0	0	113
2145	0	69	13	0	0	0	0	0	0	0	0	0	0	0	0	0	82
2200	0	61	20	0	0	0	0	1	0	0	0	0	0	0	0	1	83
Hourly Total	1	285	65	0	0	0	0	1	0	0	0	0	0	0	0	1	353
2215	0	74	13	0	0	0	0	0	0	0	0	0	0	0	0	0	87
2230	1	52	11	0	0	0	0	0	0	0	0	0	0	0	0	1	65
2245	0	70	8	0	0	0	0	1	0	0	0	0	0	0	0	0	79
2300	1	41	11	0	1	0	0	0	0	0	0	0	0	0	0	0	54
Hourly Total	2	237	43	0	1	0	0	1	0	0	0	0	0	0	0	1	285
2315	0	46	7	0	1	0	0	0	0	0	0	0	0	0	0	0	54
2330	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	26
2345	0	25	7	0	1	0	0	0	0	0	0	0	0	0	0	0	33
2400	1	22	3	0	2	0	0	0	0	0	0	0	0	0	0	1	29
Hourly Total	1	114	22	0	4	0	0	0	0	0	0	0	0	0	0	1	142
DAILY TOTAL	44	7073	2007	24	285	64	1	117	70	0	0	0	0	0	0	17	9702
Percentages	0.5%	72.9%	20.7%	0.2%	2.9%	0.7%	0.0%	1.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

1600	1	128	41	0	3	3	0	1	0	1	0	0	0	0	0	178
Hourly Total	6	476	138	6	20	6	0	4	2	1	0	0	0	0	13	672
1615	0	129	34	0	2	1	0	0	0	0	0	0	0	0	0	166
1630	1	132	41	0	2	0	0	1	0	0	0	0	0	0	0	177
1645	0	127	27	1	4	0	0	2	1	1	0	0	0	0	1	164
1700	1	129	23	1	5	0	0	4	0	0	0	0	0	0	3	166
Hourly Total	2	517	125	2	13	1	0	7	1	1	0	0	0	0	4	673
1715	1	125	37	0	2	0	0	1	0	0	0	0	0	0	0	166
1730	0	102	36	0	4	0	0	0	1	0	0	0	0	0	0	144
1745	1	124	30	1	1	0	0	0	0	0	0	0	0	0	2	159
1800	2	103	27	0	2	0	0	0	0	0	0	0	0	0	0	134
Hourly Total	4	454	130	1	9	0	0	1	1	0	0	0	0	0	3	603
1815	0	97	34	0	0	0	0	1	0	0	0	0	0	0	0	132
1830	0	108	19	0	0	0	0	0	1	0	0	0	0	0	0	128
1845	0	110	18	0	0	0	0	0	1	0	0	0	0	0	0	129
1900	0	95	27	0	1	0	0	0	0	0	0	0	0	0	0	123
Hourly Total	0	410	98	0	1	0	0	1	2	0	0	0	0	0	0	512
1915	0	78	19	0	1	0	0	0	1	0	0	0	0	0	0	99
1930	0	82	16	0	2	0	0	0	1	0	0	0	0	0	0	101
1945	0	63	12	0	1	0	0	0	0	0	0	0	0	0	0	76
2000	0	49	7	0	1	0	0	0	0	0	0	0	0	0	0	57
Hourly Total	0	272	54	0	5	0	0	0	2	0	0	0	0	0	0	333
2015	0	34	12	0	0	0	0	0	0	0	0	0	0	0	0	46
2030	0	22	7	0	0	0	0	0	0	0	0	0	0	0	0	29
2045	0	32	6	0	2	0	0	0	0	0	0	0	0	0	0	40
2100	0	39	15	0	1	0	0	0	0	0	0	0	0	0	0	55
Hourly Total	0	127	40	0	3	0	0	0	0	0	0	0	0	0	0	170
2115	0	36	3	0	1	0	0	0	0	0	0	0	0	0	0	40
2130	0	28	9	0	0	0	0	0	0	0	0	0	0	0	0	37
2145	0	37	11	0	0	0	0	0	0	0	0	0	0	0	0	48
2200	0	32	4	0	0	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	0	133	27	0	1	0	0	0	0	0	0	0	0	0	0	161
2215	0	29	4	0	0	0	0	0	0	0	0	0	0	0	0	33
2230	0	24	10	0	0	0	0	0	0	0	0	0	0	0	1	35
2245	1	18	7	0	0	0	0	0	0	0	0	0	0	0	0	26
2300	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
Hourly Total	1	92	26	0	0	0	0	0	0	0	0	0	0	0	1	120
2315	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
2330	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
2345	0	12	7	0	0	0	0	1	0	0	0	0	0	0	0	20
2400	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	0	64	13	0	0	0	0	1	0	0	0	0	0	0	0	78
DAILY TOTAL	40	6694	1975	37	264	41	22	91	37	22	0	0	0	0	37	9260
Percentages	0.4%	72.3%	21.3%	0.4%	2.9%	0.4%	0.2%	1.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.4%	100.0%

1515	0	247	89	2	10	0	0	1	1	0	0	0	0	0	0	0	350
1530	3	238	71	4	16	4	0	5	1	0	0	0	0	0	0	13	355
1545	4	301	76	1	13	2	0	5	0	0	0	0	0	0	0	0	402
1600	1	278	95	0	13	3	0	6	1	1	0	0	0	0	0	1	399
Hourly Total	8	1064	331	7	52	9	0	17	3	1	0	0	0	0	0	14	1506
1615	0	276	78	1	7	3	0	5	1	0	0	0	0	0	0	0	371
1630	2	276	81	1	10	3	0	2	0	0	0	0	0	0	0	0	375
1645	1	271	68	1	10	1	0	6	1	1	0	0	0	0	0	2	362
1700	1	276	55	1	8	0	0	11	1	0	0	0	0	0	0	3	356
Hourly Total	4	1099	282	4	35	7	0	24	3	1	0	0	0	0	0	5	1464
1715	1	300	66	0	3	1	0	7	2	0	0	0	0	0	0	0	380
1730	0	254	76	0	12	1	0	2	2	0	0	0	0	0	0	2	349
1745	3	254	66	1	6	0	0	3	1	0	0	0	0	0	0	2	336
1800	2	253	57	0	4	1	0	2	1	0	0	0	0	0	0	0	320
Hourly Total	6	1061	265	1	25	3	0	14	6	0	0	0	0	0	0	4	1385
1815	0	216	63	0	4	0	0	3	0	0	0	0	0	0	0	0	286
1830	1	214	53	0	4	0	0	1	4	0	0	0	0	0	0	0	277
1845	0	212	39	0	2	0	0	0	2	0	0	0	0	0	0	0	255
1900	0	186	47	0	2	0	0	0	0	0	0	0	0	0	0	0	235
Hourly Total	1	828	202	0	12	0	0	4	6	0	0	0	0	0	0	0	1053
1915	0	151	35	0	5	0	0	0	1	0	0	0	0	0	0	0	192
1930	0	156	41	0	2	0	0	0	1	0	0	0	0	0	0	0	200
1945	2	137	29	0	1	1	0	0	0	0	0	0	0	0	0	0	170
2000	2	108	23	0	2	0	0	0	0	0	0	0	0	0	0	0	135
Hourly Total	4	552	128	0	10	1	0	0	2	0	0	0	0	0	0	0	697
2015	0	95	23	0	3	0	0	1	0	0	0	0	0	0	0	0	122
2030	0	100	21	0	1	0	0	0	0	0	0	0	0	0	0	3	125
2045	0	114	22	0	3	0	0	0	0	0	0	0	0	0	0	0	139
2100	1	117	28	0	2	1	0	0	0	0	0	0	0	0	0	0	149
Hourly Total	1	426	94	0	9	1	0	1	0	0	0	0	0	0	0	3	535
2115	0	102	12	0	1	0	0	0	0	0	0	0	0	0	0	0	115
2130	1	117	32	0	0	0	0	0	0	0	0	0	0	0	0	0	150
2145	0	106	24	0	0	0	0	0	0	0	0	0	0	0	0	0	130
2200	0	93	24	0	0	0	0	1	0	0	0	0	0	0	0	1	119
Hourly Total	1	418	92	0	1	0	0	1	0	0	0	0	0	0	0	1	514
2215	0	103	17	0	0	0	0	0	0	0	0	0	0	0	0	0	120
2230	1	76	21	0	0	0	0	0	0	0	0	0	0	0	0	2	100
2245	1	88	15	0	0	0	0	1	0	0	0	0	0	0	0	0	105
2300	1	62	16	0	1	0	0	0	0	0	0	0	0	0	0	0	80
Hourly Total	3	329	69	0	1	0	0	1	0	0	0	0	0	0	0	2	405
2315	0	71	8	0	1	0	0	0	0	0	0	0	0	0	0	0	80
2330	0	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0	41
2345	0	37	14	0	1	0	0	1	0	0	0	0	0	0	0	0	53
2400	1	37	5	0	2	0	0	0	0	0	0	0	0	0	0	1	46
Hourly Total	1	178	35	0	4	0	0	1	0	0	0	0	0	0	0	1	220
DAILY TOTAL	84	13767	3982	61	549	105	23	208	107	22	0	0	0	0	0	54	18962
Percentages	0.4%	72.6%	21.0%	0.3%	2.9%	0.6%	0.1%	1.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

1600	0	95	21	0	6	0	0	1	0	0	0	0	0	0	0	0	123
Hourly Total	0	441	76	0	15	0	0	5	0	0	0	0	0	0	0	1	538
1615	1	107	21	0	0	0	0	1	0	0	0	0	0	0	0	0	130
1630	0	103	13	0	2	0	0	1	0	0	0	0	0	0	0	0	119
1645	1	100	16	0	6	0	0	2	0	0	0	0	0	0	0	0	125
1700	0	82	12	1	2	0	0	3	0	0	0	0	0	0	0	0	100
Hourly Total	2	392	62	1	10	0	0	7	0	0	0	0	0	0	0	0	474
1715	0	105	22	0	1	0	0	2	0	0	0	0	0	0	0	0	130
1730	2	88	12	0	4	0	0	2	0	0	0	0	0	0	0	0	108
1745	0	73	16	0	1	0	0	1	0	0	0	0	0	0	0	0	91
1800	0	79	14	0	1	0	0	0	0	0	0	0	0	0	0	0	94
Hourly Total	2	345	64	0	7	0	0	5	0	0	0	0	0	0	0	0	423
1815	1	86	15	0	1	0	0	2	0	0	0	0	0	0	0	1	106
1830	1	101	6	0	1	0	0	1	0	0	0	0	0	0	0	0	110
1845	0	84	7	0	0	0	0	0	0	0	0	0	0	0	0	0	91
1900	0	85	6	0	2	0	0	1	0	0	0	0	0	0	0	0	94
Hourly Total	2	356	34	0	4	0	0	4	0	0	0	0	0	0	0	1	401
1915	0	73	14	0	1	0	0	1	0	0	0	0	0	0	0	0	89
1930	1	66	22	0	1	0	0	0	0	0	0	0	0	0	0	0	90
1945	1	72	16	0	0	0	0	1	0	0	0	0	0	0	0	0	90
2000	0	77	12	0	2	0	0	0	0	0	0	0	0	0	0	0	91
Hourly Total	2	288	64	0	4	0	0	2	0	0	0	0	0	0	0	0	360
2015	0	67	18	0	1	0	0	0	0	0	0	0	0	0	0	0	86
2030	0	82	13	0	0	0	0	0	0	0	0	0	0	0	0	0	95
2045	0	78	8	0	0	0	0	0	0	0	0	0	0	0	0	0	86
2100	2	65	15	0	0	0	0	1	0	0	0	0	0	0	0	0	83
Hourly Total	2	292	54	0	1	0	0	1	0	0	0	0	0	0	0	0	350
2115	1	76	17	0	2	0	0	0	0	0	0	0	0	0	0	0	96
2130	0	61	11	0	0	0	0	0	0	0	0	0	0	0	0	0	72
2145	0	72	18	0	1	0	0	0	0	0	0	0	0	0	0	1	92
2200	0	68	8	0	0	0	0	0	0	0	0	0	0	0	0	0	76
Hourly Total	1	277	54	0	3	0	0	0	0	0	0	0	0	0	0	1	336
2215	1	49	13	0	2	0	0	0	0	0	0	0	0	0	0	0	65
2230	1	81	11	0	1	0	0	0	0	0	0	0	0	0	0	0	94
2245	1	60	13	0	2	0	0	1	0	0	0	0	0	0	0	1	78
2300	0	36	8	0	0	0	0	0	0	0	0	0	0	0	0	0	44
Hourly Total	3	226	45	0	5	0	0	1	0	0	0	0	0	0	0	1	281
2315	0	50	12	0	0	0	0	0	0	0	0	0	0	0	0	0	62
2330	1	39	5	0	0	0	0	0	0	0	0	0	0	0	0	0	45
2345	1	31	9	0	0	0	0	0	0	0	0	0	0	0	0	0	41
2400	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	2	135	31	0	0	0	0	0	0	0	0	0	0	0	0	0	168
DAILY TOTAL	32	5652	1111	6	143	8	0	70	1	0	0	0	0	0	0	7	7030
Percentages	0.5%	80.4%	15.8%	0.1%	2.0%	0.1%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1515	1	92	20	0	1	0	0	0	0	0	0	0	0	0	0	0	114
1530	1	91	13	0	1	0	0	0	0	0	0	0	0	0	0	0	106
1545	0	94	18	0	2	0	0	1	0	0	0	0	0	0	0	1	116
1600	0	101	18	0	1	0	0	1	0	0	0	0	0	0	0	0	121
Hourly Total	2	378	69	0	5	0	0	2	0	0	0	0	0	0	0	1	457
1615	3	96	16	0	3	0	0	0	0	0	0	0	0	0	0	0	118
1630	1	98	18	1	0	0	0	1	0	0	0	0	0	0	0	0	119
1645	1	73	15	0	0	0	0	0	0	0	0	0	0	0	0	0	89
1700	0	88	8	0	6	0	0	1	0	0	0	0	0	0	0	0	103
Hourly Total	5	355	57	1	9	0	0	2	0	0	0	0	0	0	0	0	429
1715	0	90	13	0	1	0	0	0	0	0	0	0	0	0	0	0	104
1730	0	78	20	0	1	0	0	0	0	0	0	0	0	0	0	0	99
1745	0	88	10	0	1	0	0	1	0	0	0	0	0	0	0	0	100
1800	0	81	22	0	0	0	0	0	0	0	0	0	0	0	0	1	104
Hourly Total	0	337	65	0	3	0	0	1	0	0	0	0	0	0	0	1	407
1815	0	75	14	0	2	0	0	1	0	0	0	0	0	0	0	0	92
1830	0	87	10	0	1	0	0	0	0	0	0	0	0	0	0	0	98
1845	0	66	14	0	2	0	0	1	0	0	0	0	0	0	0	0	83
1900	0	73	9	0	2	0	0	1	0	0	0	0	0	0	0	0	85
Hourly Total	0	301	47	0	7	0	0	3	0	0	0	0	0	0	0	0	358
1915	0	59	10	0	1	0	0	0	0	0	0	0	0	0	0	0	70
1930	0	61	13	0	3	0	0	1	0	0	0	0	0	0	0	0	78
1945	0	65	16	0	2	0	0	0	0	0	0	0	0	0	0	0	83
2000	0	43	14	0	0	0	0	0	0	0	0	0	0	0	0	0	57
Hourly Total	0	228	53	0	6	0	0	1	0	0	0	0	0	0	0	0	288
2015	1	34	13	0	0	0	0	1	0	0	0	0	0	0	0	0	49
2030	0	37	7	0	0	0	0	0	0	0	0	0	0	0	0	0	44
2045	0	29	9	0	1	0	0	0	0	0	0	0	0	0	0	0	39
2100	1	36	7	0	0	0	0	0	0	0	0	0	0	0	0	0	44
Hourly Total	2	136	36	0	1	0	0	1	0	0	0	0	0	0	0	0	176
2115	1	38	8	0	2	0	0	0	0	0	0	0	0	0	0	0	49
2130	0	34	8	0	1	0	0	0	0	0	0	0	0	0	0	0	43
2145	0	28	9	0	1	0	0	0	0	0	0	0	0	0	0	0	38
2200	0	29	6	0	1	0	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	1	129	31	0	5	0	0	0	0	0	0	0	0	0	0	0	166
2215	0	25	10	0	0	0	0	0	0	0	0	0	0	0	0	0	35
2230	1	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	28
2245	0	26	9	0	1	0	0	0	0	0	0	0	0	0	0	0	36
2300	0	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	1	95	33	0	1	0	0	0	0	0	0	0	0	0	0	0	130
2315	0	19	9	0	0	0	0	0	0	0	0	0	0	0	0	0	28
2330	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27
2345	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23
2400	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	0	78	24	0	0	0	0	0	0	0	0	0	0	0	0	0	102
DAILY TOTAL	32	5338	1245	5	132	7	1	50	2	0	0	0	0	0	0	4	6816
Percentages	0.5%	78.3%	18.3%	0.1%	1.9%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1515	1	211	34	0	3	0	0	2	0	0	0	0	0	0	0	251
1530	1	208	31	0	6	0	0	1	0	0	0	0	0	0	0	247
1545	0	204	41	0	4	0	0	2	0	0	0	0	0	0	2	253
1600	0	196	39	0	7	0	0	2	0	0	0	0	0	0	0	244
Hourly Total	2	819	145	0	20	0	0	7	0	0	0	0	0	0	2	995
1615	4	203	37	0	3	0	0	1	0	0	0	0	0	0	0	248
1630	1	201	31	1	2	0	0	2	0	0	0	0	0	0	0	238
1645	2	173	31	0	6	0	0	2	0	0	0	0	0	0	0	214
1700	0	170	20	1	8	0	0	4	0	0	0	0	0	0	0	203
Hourly Total	7	747	119	2	19	0	0	9	0	0	0	0	0	0	0	903
1715	0	195	35	0	2	0	0	2	0	0	0	0	0	0	0	234
1730	2	166	32	0	5	0	0	2	0	0	0	0	0	0	0	207
1745	0	161	26	0	2	0	0	2	0	0	0	0	0	0	0	191
1800	0	160	36	0	1	0	0	0	0	0	0	0	0	0	1	198
Hourly Total	2	682	129	0	10	0	0	6	0	0	0	0	0	0	1	830
1815	1	161	29	0	3	0	0	3	0	0	0	0	0	0	1	198
1830	1	188	16	0	2	0	0	1	0	0	0	0	0	0	0	208
1845	0	150	21	0	2	0	0	1	0	0	0	0	0	0	0	174
1900	0	158	15	0	4	0	0	2	0	0	0	0	0	0	0	179
Hourly Total	2	657	81	0	11	0	0	7	0	0	0	0	0	0	1	759
1915	0	132	24	0	2	0	0	1	0	0	0	0	0	0	0	159
1930	1	127	35	0	4	0	0	1	0	0	0	0	0	0	0	168
1945	1	137	32	0	2	0	0	1	0	0	0	0	0	0	0	173
2000	0	120	26	0	2	0	0	0	0	0	0	0	0	0	0	148
Hourly Total	2	516	117	0	10	0	0	3	0	0	0	0	0	0	0	648
2015	1	101	31	0	1	0	0	1	0	0	0	0	0	0	0	135
2030	0	119	20	0	0	0	0	0	0	0	0	0	0	0	0	139
2045	0	107	17	0	1	0	0	0	0	0	0	0	0	0	0	125
2100	3	101	22	0	0	0	0	1	0	0	0	0	0	0	0	127
Hourly Total	4	428	90	0	2	0	0	2	0	0	0	0	0	0	0	526
2115	2	114	25	0	4	0	0	0	0	0	0	0	0	0	0	145
2130	0	95	19	0	1	0	0	0	0	0	0	0	0	0	0	115
2145	0	100	27	0	2	0	0	0	0	0	0	0	0	0	1	130
2200	0	97	14	0	1	0	0	0	0	0	0	0	0	0	0	112
Hourly Total	2	406	85	0	8	0	0	0	0	0	0	0	0	0	1	502
2215	1	74	23	0	2	0	0	0	0	0	0	0	0	0	0	100
2230	2	99	20	0	1	0	0	0	0	0	0	0	0	0	0	122
2245	1	86	22	0	3	0	0	1	0	0	0	0	0	0	1	114
2300	0	62	13	0	0	0	0	0	0	0	0	0	0	0	0	75
Hourly Total	4	321	78	0	6	0	0	1	0	0	0	0	0	0	1	411
2315	0	69	21	0	0	0	0	0	0	0	0	0	0	0	0	90
2330	1	61	10	0	0	0	0	0	0	0	0	0	0	0	0	72
2345	1	48	15	0	0	0	0	0	0	0	0	0	0	0	0	64
2400	0	35	9	0	0	0	0	0	0	0	0	0	0	0	0	44
Hourly Total	2	213	55	0	0	0	0	0	0	0	0	0	0	0	0	270
DAILY TOTAL	64	10990	2356	11	275	15	1	120	3	0	0	0	0	0	11	13846
Percentages	0.5%	79.4%	17.0%	0.1%	2.0%	0.1%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1600	0	84	11	0	0	0	0	1	0	0	0	0	0	0	0	0	96
Hourly Total	3	344	62	0	5	0	0	1	0	0	0	0	0	0	0	0	415
1615	0	71	19	0	1	0	0	0	0	0	0	0	0	0	0	0	91
1630	1	74	23	0	0	0	0	1	0	0	0	0	0	0	0	0	99
1645	0	71	24	0	0	0	0	0	0	0	0	0	0	0	0	0	95
1700	0	79	14	0	2	0	0	0	1	0	0	0	0	0	0	0	96
Hourly Total	1	295	80	0	3	0	0	1	1	0	0	0	0	0	0	0	381
1715	0	79	13	0	0	0	0	0	0	0	0	0	0	0	0	0	92
1730	1	90	9	0	0	0	0	0	0	0	0	0	0	0	0	0	100
1745	0	82	13	0	0	0	0	0	0	0	0	0	0	0	0	0	95
1800	1	82	10	0	2	0	0	0	0	0	0	0	0	0	0	0	95
Hourly Total	2	333	45	0	2	0	0	0	0	0	0	0	0	0	0	0	382
1815	1	84	7	0	1	0	0	0	0	0	0	0	0	0	0	0	93
1830	0	76	14	0	2	0	0	0	0	0	0	0	0	0	0	0	92
1845	0	73	10	0	1	0	0	0	0	0	0	0	0	0	0	0	84
1900	1	83	13	0	1	1	0	1	0	0	0	0	0	0	0	0	100
Hourly Total	2	316	44	0	5	1	0	1	0	0	0	0	0	0	0	0	369
1915	0	67	7	0	0	0	0	0	0	0	0	0	0	0	0	0	74
1930	1	72	8	0	0	0	0	0	0	0	0	0	0	0	0	0	81
1945	0	67	12	0	0	0	0	0	0	0	0	0	0	0	0	0	79
2000	0	65	18	0	0	0	0	1	0	0	0	0	0	0	0	0	84
Hourly Total	1	271	45	0	0	0	0	1	0	0	0	0	0	0	0	0	318
2015	0	46	16	0	1	0	0	1	0	0	0	0	0	0	0	0	64
2030	1	64	19	0	0	0	0	1	0	0	0	0	0	0	0	0	85
2045	0	55	12	0	0	0	0	0	0	0	0	0	0	0	0	0	67
2100	2	41	10	0	0	1	0	0	0	0	0	0	0	0	0	0	54
Hourly Total	3	206	57	0	1	1	0	2	0	0	0	0	0	0	0	0	270
2115	0	37	14	0	1	0	0	0	0	0	0	0	0	0	0	0	52
2130	0	54	8	0	1	0	0	0	0	0	0	0	0	0	0	0	63
2145	1	48	7	0	0	0	0	0	0	0	0	0	0	0	0	0	56
2200	1	58	8	0	1	0	0	0	0	0	0	0	0	0	0	0	68
Hourly Total	2	197	37	0	3	0	0	0	0	0	0	0	0	0	0	0	239
2215	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	0	41
2230	0	36	11	0	0	0	0	0	0	0	0	0	0	0	0	0	47
2245	0	37	12	0	0	0	0	0	0	0	0	0	0	0	0	0	49
2300	1	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	1	132	35	0	0	0	0	0	0	0	0	0	0	0	0	0	168
2315	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23
2330	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25
2345	0	14	7	0	1	0	0	0	0	0	0	0	0	0	0	0	22
2400	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	63	14	0	2	0	0	0	0	0	0	0	0	0	0	0	79
DAILY TOTAL	34	4329	905	0	53	2	0	19	1	0	0	0	0	0	0	0	5343
Percentages	0.6%	81.0%	16.9%	0.0%	1.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

1600	0	101	20	0	0	0	0	0	0	0	0	0	0	0	0	0	121
Hourly Total	0	372	72	0	1	0	0	3	0	0	0	0	0	0	0	0	448
1615	0	88	17	0	0	0	0	0	0	0	0	0	0	0	0	0	105
1630	1	94	12	0	0	0	0	0	0	0	0	0	0	0	0	0	107
1645	1	78	13	0	0	0	0	0	0	0	0	0	0	0	0	0	93
1700	0	77	20	0	0	0	0	0	0	0	0	0	0	0	0	0	97
Hourly Total	2	337	62	0	0	0	0	0	0	0	0	0	0	0	0	1	402
1715	1	68	18	0	0	0	0	0	0	0	0	0	0	0	0	0	87
1730	0	62	10	0	1	0	0	0	0	0	0	0	0	0	0	0	73
1745	0	73	9	0	0	0	0	0	0	0	0	0	0	0	0	0	82
1800	0	79	17	0	1	0	0	0	0	0	0	0	0	0	0	0	97
Hourly Total	1	282	54	0	2	0	0	0	0	0	0	0	0	0	0	0	339
1815	0	85	16	0	3	0	0	0	0	0	0	0	0	0	0	0	104
1830	0	71	17	0	0	0	0	0	0	0	0	0	0	0	0	0	88
1845	0	49	7	0	1	0	0	0	0	0	0	0	0	0	0	0	57
1900	1	51	10	0	0	0	0	0	0	0	0	0	0	0	0	0	63
Hourly Total	1	256	50	0	4	0	0	0	0	0	0	0	0	0	0	1	312
1915	0	41	14	0	1	0	0	1	0	0	0	0	0	0	0	0	57
1930	0	58	11	0	0	0	0	0	0	0	0	0	0	0	0	0	69
1945	0	48	14	0	1	0	0	0	0	0	0	0	0	0	0	0	63
2000	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	45
Hourly Total	0	187	44	0	2	0	0	1	0	0	0	0	0	0	0	0	234
2015	0	24	9	0	2	0	0	1	0	0	0	0	0	0	0	0	36
2030	0	34	7	0	1	0	0	0	0	0	0	0	0	0	0	0	42
2045	0	34	8	0	0	0	0	1	0	0	0	0	0	0	0	0	43
2100	0	27	11	0	0	0	0	0	0	0	0	0	0	0	0	0	38
Hourly Total	0	119	35	0	3	0	0	2	0	0	0	0	0	0	0	0	159
2115	0	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32
2130	0	26	4	0	1	0	0	1	0	0	0	0	0	0	0	0	32
2145	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26
2200	0	25	7	0	1	1	0	1	0	0	0	0	0	0	0	0	35
Hourly Total	0	103	17	0	2	1	0	2	0	0	0	0	0	0	0	0	125
2215	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28
2230	1	14	4	0	2	0	0	0	0	0	0	0	0	0	0	0	21
2245	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16
2300	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	1	68	13	0	2	0	0	0	0	0	0	0	0	0	0	0	84
2315	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12
2330	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16
2345	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14
2400	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	38	12	0	0	0	0	0	0	0	0	0	0	0	0	0	50
DAILY TOTAL	21	4181	885	1	39	1	0	19	0	0	0	0	0	0	0	4	5151
Percentages	0.4%	81.2%	17.2%	0.0%	0.8%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1600	0	185	31	0	0	0	0	1	0	0	0	0	0	0	0	0	217
Hourly Total	3	716	134	0	6	0	0	4	0	0	0	0	0	0	0	0	863
1615	0	159	36	0	1	0	0	0	0	0	0	0	0	0	0	0	196
1630	2	168	35	0	0	0	0	1	0	0	0	0	0	0	0	0	206
1645	1	149	37	0	0	0	0	0	0	0	0	0	0	0	0	0	188
1700	0	156	34	0	2	0	0	0	1	0	0	0	0	0	0	0	193
Hourly Total	3	632	142	0	3	0	0	1	1	0	0	0	0	0	0	1	783
1715	1	147	31	0	0	0	0	0	0	0	0	0	0	0	0	0	179
1730	1	152	19	0	1	0	0	0	0	0	0	0	0	0	0	0	173
1745	0	155	22	0	0	0	0	0	0	0	0	0	0	0	0	0	177
1800	1	161	27	0	3	0	0	0	0	0	0	0	0	0	0	0	192
Hourly Total	3	615	99	0	4	0	0	0	0	0	0	0	0	0	0	0	721
1815	1	169	23	0	4	0	0	0	0	0	0	0	0	0	0	0	197
1830	0	147	31	0	2	0	0	0	0	0	0	0	0	0	0	0	180
1845	0	122	17	0	2	0	0	0	0	0	0	0	0	0	0	0	141
1900	2	134	23	0	1	1	0	1	0	0	0	0	0	0	0	1	163
Hourly Total	3	572	94	0	9	1	0	1	0	0	0	0	0	0	0	1	681
1915	0	108	21	0	1	0	0	1	0	0	0	0	0	0	0	0	131
1930	1	130	19	0	0	0	0	0	0	0	0	0	0	0	0	0	150
1945	0	115	26	0	1	0	0	0	0	0	0	0	0	0	0	0	142
2000	0	105	23	0	0	0	0	1	0	0	0	0	0	0	0	0	129
Hourly Total	1	458	89	0	2	0	0	2	0	0	0	0	0	0	0	0	552
2015	0	70	25	0	3	0	0	2	0	0	0	0	0	0	0	0	100
2030	1	98	26	0	1	0	0	1	0	0	0	0	0	0	0	0	127
2045	0	89	20	0	0	0	0	1	0	0	0	0	0	0	0	0	110
2100	2	68	21	0	0	1	0	0	0	0	0	0	0	0	0	0	92
Hourly Total	3	325	92	0	4	1	0	4	0	0	0	0	0	0	0	0	429
2115	0	65	18	0	1	0	0	0	0	0	0	0	0	0	0	0	84
2130	0	80	12	0	2	0	0	1	0	0	0	0	0	0	0	0	95
2145	1	72	9	0	0	0	0	0	0	0	0	0	0	0	0	0	82
2200	1	83	15	0	2	1	0	1	0	0	0	0	0	0	0	0	103
Hourly Total	2	300	54	0	5	1	0	2	0	0	0	0	0	0	0	0	364
2215	0	59	10	0	0	0	0	0	0	0	0	0	0	0	0	0	69
2230	1	50	15	0	2	0	0	0	0	0	0	0	0	0	0	0	68
2245	0	51	14	0	0	0	0	0	0	0	0	0	0	0	0	0	65
2300	1	40	9	0	0	0	0	0	0	0	0	0	0	0	0	0	50
Hourly Total	2	200	48	0	2	0	0	0	0	0	0	0	0	0	0	0	252
2315	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35
2330	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	0	41
2345	0	24	11	0	1	0	0	0	0	0	0	0	0	0	0	0	36
2400	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	0	101	26	0	2	0	0	0	0	0	0	0	0	0	0	0	129
DAILY TOTAL	55	8510	1790	1	92	3	0	38	1	0	0	0	0	0	0	4	10494
Percentages	0.5%	81.1%	17.1%	0.0%	0.9%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

1600	2	132	30	0	4	2	0	1	0	0	0	0	0	0	0	171
Hourly Total	5	587	136	0	29	6	0	6	4	0	0	0	0	0	2	775
1615	2	148	45	0	6	1	0	0	0	0	0	0	0	0	0	202
1630	0	141	46	0	9	0	0	3	0	0	0	0	0	0	0	199
1645	0	156	40	0	10	2	0	3	1	0	0	0	0	0	0	212
1700	0	167	33	0	9	0	0	2	0	0	0	0	0	0	0	211
Hourly Total	2	612	164	0	34	3	0	8	1	0	0	0	0	0	0	824
1715	0	129	52	0	9	0	0	2	0	0	0	0	0	0	0	192
1730	0	180	34	0	8	1	0	2	1	0	0	0	0	0	0	226
1745	1	167	26	0	8	0	0	0	0	0	0	0	0	0	0	202
1800	0	166	22	0	4	0	0	2	1	0	0	0	0	0	0	195
Hourly Total	1	642	134	0	29	1	0	6	2	0	0	0	0	0	0	815
1815	1	131	14	0	1	0	0	1	0	0	0	0	0	0	0	148
1830	1	107	30	0	3	0	0	0	0	0	0	0	0	0	0	141
1845	0	88	20	0	3	1	0	1	0	0	0	0	0	0	1	114
1900	3	80	30	0	7	1	0	0	0	0	0	0	0	0	0	121
Hourly Total	5	406	94	0	14	2	0	2	0	0	0	0	0	0	1	524
1915	0	81	17	0	3	0	0	0	0	0	0	0	0	0	0	101
1930	0	121	19	0	1	0	0	1	0	0	0	0	0	0	0	142
1945	0	72	12	0	2	0	0	0	0	0	0	0	0	0	0	86
2000	1	62	16	0	0	0	0	0	0	0	0	0	0	0	0	79
Hourly Total	1	336	64	0	6	0	0	1	0	0	0	0	0	0	0	408
2015	0	75	17	0	1	0	0	1	0	0	0	0	0	0	0	94
2030	0	77	20	0	0	0	0	0	0	0	0	0	0	0	0	97
2045	0	74	15	0	1	0	0	0	0	0	0	0	0	0	0	90
2100	1	65	13	0	1	0	0	0	0	0	0	0	0	0	0	80
Hourly Total	1	291	65	0	3	0	0	1	0	0	0	0	0	0	0	361
2115	0	86	13	0	1	0	0	0	0	0	0	0	0	0	0	100
2130	1	63	18	0	0	0	0	0	0	0	0	0	0	0	1	83
2145	0	59	8	0	0	0	0	0	0	0	0	0	0	0	0	67
2200	0	50	13	0	0	0	0	0	0	0	0	0	0	0	0	63
Hourly Total	1	258	52	0	1	0	0	0	0	0	0	0	0	0	1	313
2215	1	48	16	0	1	0	0	0	0	0	0	0	0	0	0	66
2230	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
2245	0	32	6	0	0	0	0	0	0	0	0	0	0	0	0	38
2300	0	34	12	0	1	0	0	0	0	0	0	0	0	0	0	47
Hourly Total	1	139	39	0	2	0	0	0	0	0	0	0	0	0	0	181
2315	0	32	8	0	0	0	0	0	0	0	0	0	0	0	0	40
2330	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
2345	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
2400	0	17	5	0	1	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	0	84	21	0	1	0	0	0	0	0	0	0	0	0	0	106
DAILY TOTAL	32	6839	1942	20	321	41	2	89	63	0	0	0	0	0	8	9357
Percentages	0.3%	73.1%	20.8%	0.2%	3.4%	0.4%	0.0%	1.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1600	2	129	34	0	3	1	0	0	0	0	0	0	0	0	0	0	169
Hourly Total	5	450	142	2	16	2	0	4	4	2	0	0	0	0	0	3	630
1615	0	119	30	1	4	1	0	2	0	0	0	0	0	0	0	0	157
1630	1	114	25	0	2	2	0	1	0	0	0	0	0	0	0	0	145
1645	1	100	33	1	5	1	0	0	1	0	0	0	0	0	0	0	142
1700	1	113	29	0	3	0	0	0	1	0	0	0	0	0	0	1	148
Hourly Total	3	446	117	2	14	4	0	3	2	0	0	0	0	0	0	1	592
1715	0	138	33	0	2	0	0	1	1	0	0	0	0	0	0	0	175
1730	0	112	17	1	2	0	0	1	0	0	0	0	0	0	0	0	133
1745	0	106	26	0	3	0	0	0	1	0	0	0	0	0	0	1	137
1800	1	108	21	0	4	0	0	0	0	0	0	0	0	0	0	0	134
Hourly Total	1	464	97	1	11	0	0	2	2	0	0	0	0	0	0	1	579
1815	0	97	25	0	1	0	0	0	0	0	0	0	0	0	0	0	123
1830	0	81	20	0	2	1	0	1	0	0	0	0	0	0	0	0	105
1845	0	87	14	0	2	0	0	0	0	0	0	0	0	0	0	1	104
1900	0	74	23	0	1	0	0	0	0	0	0	0	0	0	0	0	98
Hourly Total	0	339	82	0	6	1	0	1	0	0	0	0	0	0	0	1	430
1915	0	60	9	0	0	0	0	1	0	0	0	0	0	0	0	0	70
1930	0	58	9	0	2	0	0	0	0	0	0	0	0	0	0	0	69
1945	0	45	14	0	2	0	0	0	0	0	0	0	0	0	0	0	61
2000	0	41	10	0	0	0	0	1	0	0	0	0	0	0	0	0	52
Hourly Total	0	204	42	0	4	0	0	2	0	0	0	0	0	0	0	0	252
2015	0	41	13	0	0	0	0	0	0	0	0	0	0	0	0	0	54
2030	0	44	9	0	1	0	0	0	0	0	0	0	0	0	0	0	54
2045	0	41	9	0	0	0	0	0	0	0	0	0	0	0	0	0	50
2100	0	36	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41
Hourly Total	0	162	36	0	1	0	0	0	0	0	0	0	0	0	0	0	199
2115	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	0	39
2130	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	34
2145	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	1	42
2200	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	0	119	23	0	0	0	0	0	0	0	0	0	0	0	0	1	143
2215	0	19	7	0	0	0	0	1	0	0	0	0	0	0	0	0	27
2230	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31
2245	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16
2300	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	67	19	0	0	0	0	1	0	0	0	0	0	0	0	0	87
2315	0	20	5	0	1	0	0	0	0	0	0	0	0	0	0	0	26
2330	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15
2345	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12
2400	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Total	0	58	13	0	1	0	0	0	0	0	0	0	0	0	0	0	72
DAILY TOTAL	28	6310	1950	28	273	37	15	86	47	12	0	0	0	0	0	20	8806
Percentages	0.3%	71.7%	22.1%	0.3%	3.1%	0.4%	0.2%	1.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

1600	4	261	64	0	7	3	0	1	0	0	0	0	0	0	0	0	340
Hourly Total	10	1037	278	2	45	8	0	10	8	2	0	0	0	0	0	5	1405
1615	2	267	75	1	10	2	0	2	0	0	0	0	0	0	0	0	359
1630	1	255	71	0	11	2	0	4	0	0	0	0	0	0	0	0	344
1645	1	256	73	1	15	3	0	3	2	0	0	0	0	0	0	0	354
1700	1	280	62	0	12	0	0	2	1	0	0	0	0	0	0	1	359
Hourly Total	5	1058	281	2	48	7	0	11	3	0	0	0	0	0	0	1	1416
1715	0	267	85	0	11	0	0	3	1	0	0	0	0	0	0	0	367
1730	0	292	51	1	10	1	0	3	1	0	0	0	0	0	0	0	359
1745	1	273	52	0	11	0	0	0	1	0	0	0	0	0	0	1	339
1800	1	274	43	0	8	0	0	2	1	0	0	0	0	0	0	0	329
Hourly Total	2	1106	231	1	40	1	0	8	4	0	0	0	0	0	0	1	1394
1815	1	228	39	0	2	0	0	1	0	0	0	0	0	0	0	0	271
1830	1	188	50	0	5	1	0	1	0	0	0	0	0	0	0	0	246
1845	0	175	34	0	5	1	0	1	0	0	0	0	0	0	0	2	218
1900	3	154	53	0	8	1	0	0	0	0	0	0	0	0	0	0	219
Hourly Total	5	745	176	0	20	3	0	3	0	0	0	0	0	0	0	2	954
1915	0	141	26	0	3	0	0	1	0	0	0	0	0	0	0	0	171
1930	0	179	28	0	3	0	0	1	0	0	0	0	0	0	0	0	211
1945	0	117	26	0	4	0	0	0	0	0	0	0	0	0	0	0	147
2000	1	103	26	0	0	0	0	1	0	0	0	0	0	0	0	0	131
Hourly Total	1	540	106	0	10	0	0	3	0	0	0	0	0	0	0	0	660
2015	0	116	30	0	1	0	0	1	0	0	0	0	0	0	0	0	148
2030	0	121	29	0	1	0	0	0	0	0	0	0	0	0	0	0	151
2045	0	115	24	0	1	0	0	0	0	0	0	0	0	0	0	0	140
2100	1	101	18	0	1	0	0	0	0	0	0	0	0	0	0	0	121
Hourly Total	1	453	101	0	4	0	0	1	0	0	0	0	0	0	0	0	560
2115	0	119	19	0	1	0	0	0	0	0	0	0	0	0	0	0	139
2130	1	90	25	0	0	0	0	0	0	0	0	0	0	0	0	1	117
2145	0	94	14	0	0	0	0	0	0	0	0	0	0	0	0	1	109
2200	0	74	17	0	0	0	0	0	0	0	0	0	0	0	0	0	91
Hourly Total	1	377	75	0	1	0	0	0	0	0	0	0	0	0	0	2	456
2215	1	67	23	0	1	0	0	1	0	0	0	0	0	0	0	0	93
2230	0	49	12	0	0	0	0	0	0	0	0	0	0	0	0	0	61
2245	0	44	10	0	0	0	0	0	0	0	0	0	0	0	0	0	54
2300	0	46	13	0	1	0	0	0	0	0	0	0	0	0	0	0	60
Hourly Total	1	206	58	0	2	0	0	1	0	0	0	0	0	0	0	0	268
2315	0	52	13	0	1	0	0	0	0	0	0	0	0	0	0	0	66
2330	0	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36
2345	0	26	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34
2400	0	33	8	0	1	0	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	0	142	34	0	2	0	0	0	0	0	0	0	0	0	0	0	178
DAILY TOTAL	60	13149	3892	48	594	78	17	175	110	12	0	0	0	0	0	28	18163
Percentages	0.3%	72.4%	21.4%	0.3%	3.3%	0.4%	0.1%	1.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

1600	0	129	34	0	8	0	0	1	2	0	0	0	0	0	0	174
Hourly Total	4	559	164	0	36	6	0	3	9	0	0	0	0	0	1	782
1615	0	154	43	0	7	2	0	1	2	0	0	0	0	0	0	209
1630	1	144	40	0	11	2	0	1	0	0	0	0	0	0	0	199
1645	0	139	44	0	7	0	0	1	2	0	0	0	0	0	0	193
1700	1	163	31	0	9	0	0	0	0	0	0	0	0	0	0	204
Hourly Total	2	600	158	0	34	4	0	3	4	0	0	0	0	0	0	805
1715	2	167	32	0	6	0	0	2	0	0	0	0	0	0	0	209
1730	0	178	52	0	10	0	0	2	1	0	0	0	0	0	0	243
1745	1	157	28	1	4	0	0	0	1	0	0	0	0	0	0	192
1800	0	166	34	0	5	0	0	4	1	0	0	0	0	0	0	210
Hourly Total	3	668	146	1	25	0	0	8	3	0	0	0	0	0	0	854
1815	0	144	29	0	5	0	0	2	0	0	0	0	0	0	1	181
1830	1	139	29	0	6	0	0	1	0	0	0	0	0	0	0	176
1845	0	113	24	0	2	0	0	1	0	0	0	0	0	0	0	140
1900	2	90	25	0	3	0	0	1	0	0	0	0	0	0	0	121
Hourly Total	3	486	107	0	16	0	0	5	0	0	0	0	0	0	1	618
1915	0	88	19	0	1	0	0	0	0	0	0	0	0	0	0	108
1930	0	93	24	0	4	0	0	0	0	0	0	0	0	0	0	121
1945	1	72	11	0	1	0	0	0	0	0	0	0	0	0	1	86
2000	0	76	11	0	2	0	0	0	0	0	0	0	0	0	0	89
Hourly Total	1	329	65	0	8	0	0	0	0	0	0	0	0	0	1	404
2015	0	73	15	0	1	0	0	0	0	0	0	0	0	0	0	89
2030	0	80	14	0	0	0	0	0	0	0	0	0	0	0	0	94
2045	1	72	14	0	2	0	0	0	0	0	0	0	0	0	0	89
2100	1	59	12	0	0	0	0	0	0	0	0	0	0	0	0	72
Hourly Total	2	284	55	0	3	0	0	0	0	0	0	0	0	0	0	344
2115	0	86	19	0	0	0	0	0	0	0	0	0	0	0	0	105
2130	2	78	17	0	1	0	0	0	0	0	0	0	0	0	0	98
2145	0	47	18	0	1	0	0	0	0	0	0	0	0	0	1	67
2200	0	51	10	0	2	0	0	0	0	0	0	0	0	0	1	64
Hourly Total	2	262	64	0	4	0	0	0	0	0	0	0	0	0	2	334
2215	0	69	12	0	0	0	0	0	0	0	0	0	0	0	0	81
2230	0	59	12	0	0	0	0	1	0	0	0	0	0	0	0	72
2245	0	49	6	0	0	0	0	0	0	0	0	0	0	0	0	55
2300	1	30	6	0	1	0	0	0	0	0	0	0	0	0	0	38
Hourly Total	1	207	36	0	1	0	0	1	0	0	0	0	0	0	0	246
2315	0	31	6	0	1	0	0	0	0	0	0	0	0	0	0	38
2330	0	23	5	0	1	0	0	0	0	0	0	0	0	0	0	29
2345	1	25	4	0	0	0	0	0	0	0	0	0	0	0	0	30
2400	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	1	89	21	0	2	0	0	0	0	0	0	0	0	0	0	113
DAILY TOTAL	39	7021	2051	25	341	57	2	75	62	1	0	0	0	0	10	9684
Percentages	0.4%	72.5%	21.2%	0.3%	3.5%	0.6%	0.0%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1600	1	108	32	0	1	1	0	1	1	0	0	0	0	0	2	147
Hourly Total	5	447	118	4	14	6	2	3	6	1	0	0	0	0	3	609
1615	0	109	35	0	2	1	0	2	1	0	0	0	0	0	1	151
1630	0	117	28	0	2	0	0	2	1	0	0	0	0	0	0	150
1645	1	134	35	1	2	1	0	0	1	0	0	0	0	0	0	175
1700	0	120	17	0	8	0	0	1	0	0	0	0	0	0	0	146
Hourly Total	1	480	115	1	14	2	0	5	3	0	0	0	0	0	1	622
1715	1	146	23	0	5	0	0	0	2	0	0	0	0	0	0	177
1730	3	118	22	0	4	0	0	0	0	0	0	0	0	0	0	147
1745	0	106	32	1	1	0	0	1	0	0	0	0	0	0	0	141
1800	0	114	26	1	2	0	0	1	0	0	0	0	0	0	0	144
Hourly Total	4	484	103	2	12	0	0	2	2	0	0	0	0	0	0	609
1815	0	98	37	0	0	0	0	0	0	0	0	0	0	0	0	135
1830	1	88	9	0	2	0	0	1	0	0	0	0	0	0	0	101
1845	0	78	17	0	6	0	0	0	0	0	0	0	0	0	0	101
1900	1	55	21	0	3	0	0	0	0	0	0	0	0	0	0	80
Hourly Total	2	319	84	0	11	0	0	1	0	0	0	0	0	0	0	417
1915	0	63	14	0	2	0	0	0	0	0	0	0	0	0	0	79
1930	0	49	13	0	0	0	0	0	1	0	0	0	0	0	0	63
1945	1	61	7	0	0	0	0	0	0	0	0	0	0	0	0	69
2000	0	50	9	0	1	0	0	0	0	0	0	0	0	0	0	60
Hourly Total	1	223	43	0	3	0	0	0	1	0	0	0	0	0	0	271
2015	0	43	12	0	1	0	0	0	0	0	0	0	0	0	0	56
2030	0	33	10	0	3	0	0	0	0	0	0	0	0	0	0	46
2045	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	38
2100	0	25	7	0	0	0	0	1	0	0	0	0	0	0	0	33
Hourly Total	0	132	36	0	4	0	0	1	0	0	0	0	0	0	0	173
2115	0	23	8	0	0	0	0	0	0	0	0	0	0	0	0	31
2130	0	39	1	0	1	0	0	0	0	0	0	0	0	0	0	41
2145	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
2200	0	30	8	0	0	0	0	1	0	0	0	0	0	0	0	39
Hourly Total	0	116	21	0	1	0	0	1	0	0	0	0	0	0	0	139
2215	2	26	6	0	0	0	0	0	0	0	0	0	0	0	0	34
2230	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
2245	0	18	6	0	1	0	0	0	0	0	0	0	0	0	0	25
2300	0	18	1	0	1	0	0	1	0	0	0	0	0	0	0	21
Hourly Total	2	79	15	0	2	0	0	1	0	0	0	0	0	0	0	99
2315	1	15	4	0	0	0	0	0	0	0	0	0	0	0	0	20
2330	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
2345	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
2400	1	7	4	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	2	39	8	0	1	0	0	0	0	0	0	0	0	0	0	50
DAILY TOTAL	37	6447	1949	33	327	45	21	78	48	15	0	0	2	0	57	9059
Percentages	0.4%	71.2%	21.5%	0.4%	3.6%	0.5%	0.2%	0.9%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.6%	100.0%

1600	1	237	66	0	9	1	0	2	3	0	0	0	0	0	2	321
Hourly Total	9	1006	282	4	50	12	2	6	15	1	0	0	0	0	4	1391
1615	0	263	78	0	9	3	0	3	3	0	0	0	0	0	1	360
1630	1	261	68	0	13	2	0	3	1	0	0	0	0	0	0	349
1645	1	273	79	1	9	1	0	1	3	0	0	0	0	0	0	368
1700	1	283	48	0	17	0	0	1	0	0	0	0	0	0	0	350
Hourly Total	3	1080	273	1	48	6	0	8	7	0	0	0	0	0	1	1427
1715	3	313	55	0	11	0	0	2	2	0	0	0	0	0	0	386
1730	3	296	74	0	14	0	0	2	1	0	0	0	0	0	0	390
1745	1	263	60	2	5	0	0	1	1	0	0	0	0	0	0	333
1800	0	280	60	1	7	0	0	5	1	0	0	0	0	0	0	354
Hourly Total	7	1152	249	3	37	0	0	10	5	0	0	0	0	0	0	1463
1815	0	242	66	0	5	0	0	2	0	0	0	0	0	0	1	316
1830	2	227	38	0	8	0	0	2	0	0	0	0	0	0	0	277
1845	0	191	41	0	8	0	0	1	0	0	0	0	0	0	0	241
1900	3	145	46	0	6	0	0	1	0	0	0	0	0	0	0	201
Hourly Total	5	805	191	0	27	0	0	6	0	0	0	0	0	0	1	1035
1915	0	151	33	0	3	0	0	0	0	0	0	0	0	0	0	187
1930	0	142	37	0	4	0	0	0	1	0	0	0	0	0	0	184
1945	2	133	18	0	1	0	0	0	0	0	0	0	0	0	1	155
2000	0	126	20	0	3	0	0	0	0	0	0	0	0	0	0	149
Hourly Total	2	552	108	0	11	0	0	0	1	0	0	0	0	0	1	675
2015	0	116	27	0	2	0	0	0	0	0	0	0	0	0	0	145
2030	0	113	24	0	3	0	0	0	0	0	0	0	0	0	0	140
2045	1	103	21	0	2	0	0	0	0	0	0	0	0	0	0	127
2100	1	84	19	0	0	0	0	1	0	0	0	0	0	0	0	105
Hourly Total	2	416	91	0	7	0	0	1	0	0	0	0	0	0	0	517
2115	0	109	27	0	0	0	0	0	0	0	0	0	0	0	0	136
2130	2	117	18	0	2	0	0	0	0	0	0	0	0	0	0	139
2145	0	71	22	0	1	0	0	0	0	0	0	0	0	0	1	95
2200	0	81	18	0	2	0	0	1	0	0	0	0	0	0	1	103
Hourly Total	2	378	85	0	5	0	0	1	0	0	0	0	0	0	2	473
2215	2	95	18	0	0	0	0	0	0	0	0	0	0	0	0	115
2230	0	76	14	0	0	0	0	1	0	0	0	0	0	0	0	91
2245	0	67	12	0	1	0	0	0	0	0	0	0	0	0	0	80
2300	1	48	7	0	2	0	0	1	0	0	0	0	0	0	0	59
Hourly Total	3	286	51	0	3	0	0	2	0	0	0	0	0	0	0	345
2315	1	46	10	0	1	0	0	0	0	0	0	0	0	0	0	58
2330	0	34	5	0	1	0	0	0	0	0	0	0	0	0	0	40
2345	1	31	4	0	1	0	0	0	0	0	0	0	0	0	0	37
2400	1	17	10	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	3	128	29	0	3	0	0	0	0	0	0	0	0	0	0	163
DAILY TOTAL	76	13468	4000	58	668	102	23	153	110	16	0	0	2	0	67	18743
Percentages	0.4%	71.9%	21.3%	0.3%	3.6%	0.5%	0.1%	0.8%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.4%	100.0%

1600	0	124	40	1	12	3	0	1	2	0	0	0	0	0	0	183
Hourly Total	5	545	160	1	31	9	1	8	8	0	0	0	0	0	1	769
1615	1	147	56	1	11	1	0	0	0	0	0	0	0	0	0	217
1630	0	135	31	0	6	1	0	3	1	0	0	0	0	0	0	177
1645	0	135	51	0	6	2	0	4	0	0	0	0	0	0	0	198
1700	1	149	39	0	11	1	0	3	0	0	0	0	0	0	0	204
Hourly Total	2	566	177	1	34	5	0	10	1	0	0	0	0	0	0	796
1715	1	183	47	0	3	1	0	1	0	0	0	0	0	0	0	236
1730	1	165	32	0	6	2	0	5	0	0	0	0	0	0	0	211
1745	0	163	28	0	4	0	0	1	0	0	0	0	0	0	0	196
1800	0	161	35	0	8	0	0	1	0	0	0	0	0	0	0	205
Hourly Total	2	672	142	0	21	3	0	8	0	0	0	0	0	0	0	848
1815	0	147	34	0	2	0	0	3	0	0	0	0	0	0	0	187
1830	0	129	22	0	3	0	0	0	0	0	0	0	0	0	0	154
1845	0	91	16	0	1	0	0	1	0	0	0	0	0	0	0	109
1900	0	102	24	0	1	0	0	0	0	0	0	0	0	0	0	127
Hourly Total	0	469	96	0	7	0	0	4	0	0	0	0	0	0	1	577
1915	0	95	21	0	2	0	0	2	1	0	0	0	0	0	0	121
1930	0	121	31	0	1	0	0	1	1	0	0	0	0	0	0	155
1945	1	91	12	0	3	0	0	0	0	0	0	0	0	0	0	107
2000	2	71	26	0	0	0	0	1	0	0	0	0	0	0	0	100
Hourly Total	3	378	90	0	6	0	0	4	2	0	0	0	0	0	0	483
2015	2	91	27	0	4	0	0	0	0	0	0	0	0	0	0	124
2030	1	111	14	0	3	0	0	0	1	0	0	0	0	0	0	130
2045	1	78	14	0	0	0	0	2	0	0	0	0	0	0	0	95
2100	1	81	12	0	2	0	0	0	0	0	0	0	0	0	0	96
Hourly Total	5	361	67	0	9	0	0	2	1	0	0	0	0	0	0	445
2115	0	77	13	0	0	0	0	0	0	0	0	0	0	0	0	91
2130	0	74	16	0	1	0	0	1	0	0	0	0	0	0	0	92
2145	0	68	8	1	2	0	0	1	0	0	0	0	0	0	0	80
2200	2	57	11	0	1	0	0	2	0	0	0	0	0	0	0	73
Hourly Total	2	276	48	1	4	0	0	4	0	0	0	0	0	0	1	336
2215	1	53	10	0	0	0	0	0	0	0	0	0	0	0	0	64
2230	0	51	15	0	0	0	0	0	0	0	0	0	0	0	0	66
2245	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	45
2300	0	40	4	0	0	0	0	0	0	0	0	0	0	0	0	45
Hourly Total	1	184	34	0	0	0	0	0	0	0	0	0	0	0	1	220
2315	0	36	7	0	1	0	0	0	0	0	0	0	0	0	0	44
2330	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
2345	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
2400	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	0	86	17	0	1	0	0	0	0	0	0	0	0	0	0	104
DAILY TOTAL	50	7155	1974	21	324	55	4	92	71	0	0	0	1	0	14	9761
Percentages	0.5%	73.3%	20.2%	0.2%	3.3%	0.6%	0.0%	0.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1600	1	119	42	0	3	2	0	0	0	0	0	0	0	0	0	0	167
Hourly Total	3	456	153	2	17	3	2	5	0	1	0	0	0	0	0	1	643
1615	0	124	30	0	2	1	1	1	0	0	0	0	0	0	0	0	159
1630	1	112	33	0	3	0	0	1	1	0	0	0	0	0	0	0	151
1645	0	129	33	0	6	0	0	2	0	0	0	0	0	1	0	1	172
1700	1	114	31	0	4	1	0	1	0	0	0	0	0	0	0	0	152
Hourly Total	2	479	127	0	15	2	1	5	1	0	0	0	0	1	0	1	634
1715	1	137	24	0	1	1	0	1	0	0	0	0	0	0	0	1	166
1730	0	133	33	0	7	0	0	0	0	0	0	0	0	0	0	0	173
1745	1	118	22	1	1	0	0	1	0	0	0	0	0	0	0	2	146
1800	0	101	26	0	1	0	0	1	0	0	0	0	0	0	0	0	129
Hourly Total	2	489	105	1	10	1	0	3	0	0	0	0	0	0	0	3	614
1815	0	100	22	0	1	1	0	0	1	0	0	0	0	0	0	0	125
1830	0	123	28	0	0	0	0	0	1	0	0	0	0	0	0	0	152
1845	0	71	19	0	0	0	0	1	0	0	0	0	0	0	0	0	91
1900	0	86	19	0	2	0	0	0	0	0	0	0	0	0	0	0	107
Hourly Total	0	380	88	0	3	1	0	1	2	0	0	0	0	0	0	0	475
1915	0	47	16	0	1	0	0	0	0	0	0	0	0	0	0	0	64
1930	1	65	13	0	4	0	0	0	0	0	0	0	0	0	0	0	83
1945	0	66	18	0	3	0	0	0	0	0	0	0	0	0	0	0	87
2000	1	44	13	0	2	0	0	1	0	0	0	0	0	0	0	0	61
Hourly Total	2	222	60	0	10	0	0	1	0	0	0	0	0	0	0	0	295
2015	0	50	13	0	0	0	0	0	0	0	0	0	0	0	0	0	63
2030	0	34	8	0	0	0	0	1	0	0	0	0	0	0	0	0	43
2045	3	26	10	0	1	0	0	0	0	0	0	0	0	0	0	0	40
2100	0	43	6	0	1	0	0	0	0	0	0	0	0	0	0	0	50
Hourly Total	3	153	37	0	2	0	0	1	0	0	0	0	0	0	0	0	196
2115	1	39	10	0	2	1	0	0	0	0	0	0	0	0	0	0	53
2130	0	29	9	0	1	0	0	0	0	0	0	0	0	0	0	0	39
2145	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28
2200	0	26	6	0	1	0	0	0	1	0	0	0	0	0	0	0	34
Hourly Total	1	119	28	0	4	1	0	0	1	0	0	0	0	0	0	0	154
2215	0	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	31
2230	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22
2245	0	19	1	0	1	0	0	0	0	0	0	0	0	0	0	1	22
2300	1	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	1	84	15	0	1	0	0	0	0	0	0	0	0	0	0	1	102
2315	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	15
2330	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16
2345	0	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	15
2400	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	44	11	0	2	0	0	0	0	0	0	0	0	0	0	0	57
DAILY TOTAL	39	6476	1985	30	300	39	17	77	58	17	0	0	4	0	86	9128	
Percentages	0.4%	70.9%	21.7%	0.3%	3.3%	0.4%	0.2%	0.8%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.9%	100.0%	

1600	1	243	82	1	15	5	0	1	2	0	0	0	0	0	0	0	350
Hourly Total	8	1001	313	3	48	12	3	13	8	1	0	0	0	0	0	2	1412
1615	1	271	86	1	13	2	1	1	0	0	0	0	0	0	0	0	376
1630	1	247	64	0	9	1	0	4	2	0	0	0	0	0	0	0	328
1645	0	264	84	0	12	2	0	6	0	0	0	0	0	1	0	1	370
1700	2	263	70	0	15	2	0	4	0	0	0	0	0	0	0	0	356
Hourly Total	4	1045	304	1	49	7	1	15	2	0	0	0	0	1	0	1	1430
1715	2	320	71	0	4	2	0	2	0	0	0	0	0	0	0	1	402
1730	1	298	65	0	13	2	0	5	0	0	0	0	0	0	0	0	384
1745	1	281	50	1	5	0	0	2	0	0	0	0	0	0	0	2	342
1800	0	262	61	0	9	0	0	2	0	0	0	0	0	0	0	0	334
Hourly Total	4	1161	247	1	31	4	0	11	0	0	0	0	0	0	0	3	1462
1815	0	247	56	0	3	1	0	3	1	0	0	0	0	0	0	1	312
1830	0	252	50	0	3	0	0	0	1	0	0	0	0	0	0	0	306
1845	0	162	35	0	1	0	0	2	0	0	0	0	0	0	0	0	200
1900	0	188	43	0	3	0	0	0	0	0	0	0	0	0	0	0	234
Hourly Total	0	849	184	0	10	1	0	5	2	0	0	0	0	0	0	1	1052
1915	0	142	37	0	3	0	0	2	1	0	0	0	0	0	0	0	185
1930	1	186	44	0	5	0	0	1	1	0	0	0	0	0	0	0	238
1945	1	157	30	0	6	0	0	0	0	0	0	0	0	0	0	0	194
2000	3	115	39	0	2	0	0	2	0	0	0	0	0	0	0	0	161
Hourly Total	5	600	150	0	16	0	0	5	2	0	0	0	0	0	0	0	778
2015	2	141	40	0	4	0	0	0	0	0	0	0	0	0	0	0	187
2030	1	145	22	0	3	0	0	1	1	0	0	0	0	0	0	0	173
2045	4	104	24	0	1	0	0	2	0	0	0	0	0	0	0	0	135
2100	1	124	18	0	3	0	0	0	0	0	0	0	0	0	0	0	146
Hourly Total	8	514	104	0	11	0	0	3	1	0	0	0	0	0	0	0	641
2115	1	116	23	0	2	1	0	0	0	0	0	0	0	0	0	1	144
2130	0	103	25	0	2	0	0	1	0	0	0	0	0	0	0	0	131
2145	0	93	11	1	2	0	0	1	0	0	0	0	0	0	0	0	108
2200	2	83	17	0	2	0	0	2	1	0	0	0	0	0	0	0	107
Hourly Total	3	395	76	1	8	1	0	4	1	0	0	0	0	0	0	1	490
2215	1	77	17	0	0	0	0	0	0	0	0	0	0	0	0	0	95
2230	0	67	21	0	0	0	0	0	0	0	0	0	0	0	0	0	88
2245	0	59	6	0	1	0	0	0	0	0	0	0	0	0	0	1	67
2300	1	65	5	0	0	0	0	0	0	0	0	0	0	0	0	1	72
Hourly Total	2	268	49	0	1	0	0	0	0	0	0	0	0	0	0	2	322
2315	0	48	9	0	2	0	0	0	0	0	0	0	0	0	0	0	59
2330	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	36
2345	0	32	6	0	1	0	0	0	0	0	0	0	0	0	0	0	39
2400	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	0	130	28	0	3	0	0	0	0	0	0	0	0	0	0	0	161
DAILY TOTAL	89	13631	3959	51	624	94	21	169	129	17	0	0	5	0	100	18889	
Percentages	0.5%	72.2%	21.0%	0.3%	3.3%	0.5%	0.1%	0.9%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	100.0%	

Volume Count Report

Start Date: April 16, 2019 Start Time: 00:00
 Stop Date: April 16, 2019 Stop Time: 24:00
 City: Naples County: Collier
 Location: Old US 41 south of County Line

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	1	3	8	11	38	88	121	134	142	150
30	10	2	5	5	4	16	39	102	142	137	152	143
45	4	2	4	3	10	20	63	85	131	116	126	186
00	6	10	4	2	9	22	43	135	133	149	143	178
Hr Total	33	18	14	13	31	69	183	410	527	536	563	657

PHF 0.92782

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	174	176	199	255	265	198	95	84	90	60	35
30	162	180	175	227	244	253	163	109	85	76	61	22
45	156	179	207	259	238	210	129	85	84	54	65	20
00	168	178	219	175	239	204	106	113	61	63	31	9
Hr Total	663	711	777	860	976	932	596	402	314	283	217	86

PHF 0.87925

24 Hour Total: 9,871
 AM Peak Hour begins: 11:30 AM Peak Volume: 703 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:30 PM Peak Volume: 995 PM Peak Hour Factor: 0.94

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	3	7	1	27	87	179	235	166	155	155
30	8	7	0	4	7	24	141	210	175	169	197	168
45	10	5	4	1	18	27	184	180	203	184	151	170
00	9	6	2	9	19	56	188	239	180	177	153	170
Hr Total	38	21	9	21	45	134	600	808	793	696	656	663

PHF 0.84362

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	133	138	154	128	157	114	64	53	30	34	21
30	168	163	138	135	122	114	90	57	53	40	17	10
45	168	164	173	154	118	100	86	59	40	37	15	12
00	156	161	136	147	127	124	80	71	33	38	19	10
Hr Total	655	621	585	590	495	495	370	251	179	145	85	53

PHF 0.78822

24 Hour Total: 9,008
 AM Peak Hour begins: 7:15 AM Peak Volume: 864 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:00 PM Peak Volume: 655 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	7	4	10	9	38	125	267	356	300	297	305
30	18	9	5	9	11	40	180	312	317	306	349	311
45	14	7	8	4	28	47	247	265	334	300	277	356
00	15	16	6	11	28	78	231	374	313	326	296	348
Hr Total	71	39	23	34	76	203	783	1,218	1,320	1,232	1,219	1,320

PHF 0.92697

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	340	307	314	353	383	422	312	159	137	120	94	56
30	330	343	313	362	366	367	253	166	138	116	78	32
45	324	343	380	413	356	310	215	144	124	91	80	32
00	324	339	355	322	366	328	186	184	94	101	50	19
Hr Total	1,318	1,332	1,362	1,450	1,471	1,427	966	653	493	428	302	139

PHF 0.96018

24 Hour Total: 18,879
 AM Peak Hour begins: 7:45 AM Peak Volume: 1,381 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,511 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: April 17, 2019
 Stop Date: April 17, 2019
 City: Naples
 Location: Old US 41 south of County Line

Start Time: 00:00
 Stop Time: 24:00
 County: Collier

Northbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	8	6	6	13	37	84	123	127	152	132
30	27	6	4	2	12	14	42	99	117	154	122	163
45	12	6	6	5	10	22	47	89	141	170	123	162
00	7	9	4	5	15	26	53	113	128	138	165	179
Hr Total	59	25	22	18	43	75	179	385	509	589	562	636

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	205	172	173	200	288	294	216	130	104	84	66	42
30	185	174	196	213	246	226	166	127	115	81	58	35
45	158	196	181	255	253	213	107	123	90	69	46	19
00	179	181	202	197	215	181	118	116	84	53	34	17
Hr Total	727	723	752	865	1,002	914	607	496	393	287	204	113

24 Hour Total: 10,185
 AM Peak Hour begins: 11:30 AM Peak Volume: 731 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,008 PM Peak Hour Factor: 0.86

Southbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	6	1	3	24	62	157	243	207	136	143
30	3	4	6	4	5	23	145	189	189	176	187	165
45	7	3	7	0	15	40	167	203	204	176	166	148
00	3	8	3	6	15	61	187	233	194	167	161	183
Hr Total	26	22	22	11	38	148	561	782	830	726	650	639

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	174	142	143	128	139	138	127	62	55	37	28	23
30	149	153	144	162	129	153	121	80	46	28	24	11
45	156	147	164	160	150	121	92	79	48	38	22	17
00	168	166	152	173	107	109	93	62	56	37	24	17
Hr Total	647	608	603	623	525	521	433	283	205	140	98	68

24 Hour Total: 9,209
 AM Peak Hour begins: 7:45 AM Peak Volume: 869 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 12:00 PM Peak Volume: 647 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	11	14	7	9	37	99	241	366	334	288	275
30	30	10	10	6	17	37	187	288	306	330	309	328
45	19	9	13	5	25	62	214	292	345	346	289	310
00	10	17	7	11	30	87	240	346	322	305	326	362
Hr Total	85	47	44	29	81	223	740	1,167	1,339	1,315	1,212	1,275

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	379	314	316	328	427	432	343	192	159	121	94	65
30	334	327	340	375	375	379	287	207	161	109	82	46
45	314	343	345	415	403	334	199	202	138	107	68	36
00	347	347	354	370	322	290	211	178	140	90	58	34
Hr Total	1,374	1,331	1,355	1,488	1,527	1,435	1,040	779	598	427	302	181

24 Hour Total: 19,394
 AM Peak Hour begins: 11:45 AM Peak Volume: 1,389 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,587 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: April 18, 2019
 Stop Date: April 18, 2019
 City: Naples
 Location: Old US 41 south of County Line

Start Time: 00:00
 Stop Time: 24:00
 County: Collier

Northbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	4	0	6	19	31	78	101	125	151	153
30	7	6	3	4	7	15	35	97	126	128	139	168
45	8	8	5	1	5	22	45	116	133	164	130	184
00	4	5	6	4	12	15	55	112	137	147	131	163
Hr Total	34	27	18	9	30	71	166	403	497	564	551	668

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	178	195	227	279	288	184	108	92	87	57	33
30	180	170	184	209	226	263	159	94	95	79	59	27
45	168	186	165	270	256	209	141	88	91	71	43	38
00	169	182	187	210	222	214	111	113	89	59	34	23
Hr Total	696	716	731	916	983	974	595	403	367	296	193	121

24 Hour Total: 10,029
 AM Peak Hour begins: 11:30 AM Peak Volume: 706 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,029 PM Peak Hour Factor: 0.89

Southbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	7	5	1	3	19	85	167	215	211	190	173
30	7	4	3	7	8	24	154	186	177	186	182	150
45	9	3	11	1	13	46	151	201	208	186	164	168
00	6	6	1	5	10	61	190	236	209	168	162	155
Hr Total	39	20	20	14	34	150	580	790	809	751	698	646

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	160	148	162	147	138	140	112	87	65	41	30	16
30	144	190	133	144	125	103	91	59	62	33	21	12
45	174	158	168	157	121	101	109	54	47	31	26	17
00	180	190	161	126	135	122	84	53	41	38	22	12
Hr Total	658	686	624	574	519	466	396	253	215	143	99	57

24 Hour Total: 9,241
 AM Peak Hour begins: 7:15 AM Peak Volume: 838 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 13:15 PM Peak Volume: 700 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	15	9	1	9	38	116	245	316	336	341	326
30	14	10	6	11	15	39	189	283	303	314	321	318
45	17	11	16	2	18	68	196	317	341	350	294	352
00	10	11	7	9	22	76	245	348	346	315	293	318
Hr Total	73	47	38	23	64	221	746	1,193	1,306	1,315	1,249	1,314

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	339	326	357	374	417	428	296	195	157	128	87	49
30	324	360	317	353	351	366	250	153	157	112	80	39
45	342	344	333	427	377	310	250	142	138	102	69	55
00	349	372	348	336	357	336	195	166	130	97	56	35
Hr Total	1,354	1,402	1,355	1,490	1,502	1,440	991	656	582	439	292	178

24 Hour Total: 19,270
 AM Peak Hour begins: 8:45 AM Peak Volume: 1,346 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,533 PM Peak Hour Factor: 0.90

Volume Count Report

3-Day Average

Start Date: April 16, 2019	Start Time: 00:00
Stop Date: April 18, 2019	Stop Time: 24:00
City: Naples	County: Collier
Location: Old US 41 south of County Line	

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	4	3	7	14	35	83	115	129	148	145
30	15	5	4	4	8	15	39	99	128	140	138	158
45	8	5	5	3	8	21	52	97	135	150	126	177
00	6	8	5	4	12	21	50	120	133	145	146	173
Hr Total	42	23	18	13	35	72	176	399	511	563	559	654

PHF 0.9463

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	187	175	181	209	274	282	199	111	93	87	61	37
30	176	175	185	216	239	247	163	110	98	79	59	28
45	161	187	184	261	249	211	126	99	88	65	51	26
00	172	180	203	194	225	200	112	114	78	58	33	16
Hr Total	695	717	753	880	987	940	599	434	358	289	205	107

PHF 0.83235

24 Hour Total:	10,028	AM Peak Volume:	713	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:30	PM Peak Volume:	1,004	PM Peak Hour Factor:	0.89
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	14	6	5	3	2	23	78	168	231	195	160	157
30	6	5	3	5	7	24	147	195	180	177	189	161
45	9	4	7	1	15	38	167	195	205	182	160	162
00	6	7	2	7	15	59	188	236	194	171	159	169
Hr Total	34	21	17	15	39	144	580	793	811	724	668	649

PHF 0.87734

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	141	148	143	135	145	118	71	58	36	31	20
30	154	169	138	147	125	123	101	65	54	34	21	11
45	166	156	168	157	130	107	96	64	45	35	21	15
00	168	172	150	149	123	118	86	62	43	38	22	13
Hr Total	653	638	604	596	513	494	400	262	200	143	94	59

PHF 0.85172

24 Hour Total:	9,153	AM Peak Volume:	857	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	653	PM Peak Hour Factor:	0.97
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	27	11	9	6	9	38	113	251	346	323	309	302
30	21	10	7	9	14	39	185	294	309	317	326	319
45	17	9	12	4	24	59	219	291	340	332	287	339
00	12	15	7	10	27	80	239	356	327	315	305	343
Hr Total	76	44	35	29	74	216	756	1,193	1,322	1,287	1,227	1,303

PHF 0.95496

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	353	316	329	352	409	427	317	182	151	123	92	57
30	329	343	323	363	364	371	263	175	152	112	80	39
45	327	343	353	418	379	318	221	163	133	100	72	41
00	340	353	352	343	348	318	197	176	121	96	55	29
Hr Total	1,349	1,355	1,357	1,476	1,500	1,434	999	696	558	431	299	166

PHF 0.83892

24 Hour Total:	19,181	AM Peak Volume:	1,364	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:30	PM Peak Volume:	1,534	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:30				

1615	2	123	58	4	15	3	0	2	2	0	0	0	0	0	25	235
1630	2	92	41	5	16	7	0	3	2	0	0	0	4	0	57	230
1645	7	73	34	4	15	11	1	2	1	0	0	0	5	0	66	219
1700	3	113	42	3	14	7	0	3	0	0	0	0	0	0	46	233
Hourly Total	15	401	176	16	59	28	2	10	5	1	0	0	10	0	194	917
1715	4	134	53	3	10	6	0	1	1	1	0	0	1	0	41	257
1730	3	90	35	3	10	6	1	1	1	0	0	0	5	0	71	226
1745	2	133	44	2	11	3	0	1	1	0	0	0	1	0	25	223
1800	0	144	55	0	7	0	0	1	0	0	0	0	0	0	0	208
Hourly Total	9	501	187	8	38	14	1	5	4	1	0	0	7	0	137	914
1815	1	139	54	0	5	0	0	0	2	0	0	0	0	0	0	202
1830	1	114	41	0	4	1	0	1	2	0	0	0	0	0	0	164
1845	0	97	30	0	6	1	0	1	0	0	0	0	0	0	0	134
1900	1	88	27	0	2	0	0	0	1	0	0	0	0	0	0	120
Hourly Total	3	438	152	0	17	2	0	2	6	0	0	0	0	0	1	620
1915	1	74	25	0	3	0	0	0	1	0	0	0	0	0	0	106
1930	0	72	23	0	2	1	0	0	1	0	0	0	0	0	0	99
1945	0	73	22	0	1	0	0	0	1	0	0	0	0	0	1	99
2000	1	76	21	0	3	0	0	1	0	0	0	0	0	0	0	103
Hourly Total	3	296	91	0	9	1	1	2	3	0	0	0	0	0	2	407
2015	0	72	17	0	2	0	0	0	1	0	0	0	0	0	0	92
2030	0	72	17	0	1	0	0	0	1	0	0	0	0	0	0	92
2045	0	58	17	0	2	0	0	0	1	0	0	0	0	0	0	78
2100	0	51	9	0	1	1	0	0	1	0	0	0	0	0	0	62
Hourly Total	1	252	59	0	6	1	0	0	3	0	0	0	0	0	1	324
2115	0	65	16	0	0	0	0	0	1	0	0	0	0	0	0	82
2130	0	54	12	0	0	0	0	0	0	0	1	0	0	0	0	69
2145	1	46	12	0	1	0	0	0	0	0	0	0	0	0	0	60
2200	0	46	8	0	1	0	0	0	0	0	0	0	0	0	0	55
Hourly Total	1	211	48	0	2	0	0	1	1	0	1	0	0	0	0	266
2215	0	40	9	0	1	0	0	0	0	0	0	0	0	0	0	51
2230	0	48	10	0	0	1	0	0	0	0	0	0	0	0	0	59
2245	0	40	12	0	0	0	0	0	0	0	0	0	0	0	0	52
2300	0	29	6	0	0	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	1	157	37	0	2	1	0	0	0	0	0	0	0	0	0	198
2315	0	22	5	0	0	1	0	0	0	0	0	0	0	0	0	28
2330	0	21	7	0	1	1	0	0	1	0	0	0	0	0	0	30
2345	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	20
2400	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	66	20	0	1	2	0	0	1	0	0	0	0	0	0	90
DAILY TOTAL	77	5793	2631	58	474	130	6	96	124	3	2	0	21	0	412	9827
Percentages	0.8%	58.9%	26.8%	0.6%	4.8%	1.3%	0.1%	1.0%	1.3%	0.0%	0.0%	0.0%	0.2%	0.0%	4.2%	100.0%

1615	1	78	29	1	7	1	0	3	1	0	0	0	0	0	2	123
1630	1	86	28	0	4	2	0	1	1	0	0	0	0	0	0	123
1645	1	93	29	0	5	1	0	1	1	0	0	0	0	0	0	131
1700	1	81	30	1	5	0	0	2	3	0	0	0	0	0	0	122
Hourly Total	3	339	116	2	20	4	0	7	6	0	0	0	0	0	2	499
1715	1	101	32	0	4	1	0	2	1	0	0	0	0	0	0	142
1730	1	87	28	1	4	0	0	2	0	0	0	0	0	0	1	125
1745	0	76	24	0	2	0	0	1	1	0	0	0	0	0	0	105
1800	0	80	23	0	3	0	0	1	1	0	0	0	0	0	0	108
Hourly Total	2	344	107	1	13	2	0	6	3	0	0	0	0	0	1	479
1815	1	70	24	0	3	0	0	1	2	0	0	0	0	0	0	101
1830	1	63	18	0	3	0	0	0	0	0	0	0	0	0	0	86
1845	0	52	19	0	3	0	0	1	1	0	0	0	0	0	0	78
1900	1	59	17	0	3	0	0	1	2	0	0	0	0	0	0	82
Hourly Total	3	245	78	0	12	1	0	3	5	0	0	0	0	0	0	347
1915	0	50	16	0	2	0	0	1	0	0	0	0	0	0	0	69
1930	0	46	18	0	1	0	0	0	1	0	0	0	0	0	0	67
1945	0	53	13	0	1	1	0	1	0	0	0	0	0	0	0	69
2000	0	40	15	0	1	0	0	0	1	0	0	0	0	0	0	58
Hourly Total	1	188	62	0	6	1	0	2	2	0	0	0	0	0	0	263
2015	0	41	10	1	2	0	0	0	1	0	0	0	0	0	0	55
2030	0	37	9	0	1	0	0	0	1	0	0	0	0	0	0	49
2045	0	35	11	0	1	1	0	0	1	0	0	0	0	0	0	50
2100	0	37	10	0	0	1	0	0	1	0	0	0	0	0	0	49
Hourly Total	1	151	40	1	5	2	0	0	3	0	0	0	0	0	0	203
2115	0	29	10	0	0	0	0	0	0	0	0	0	0	0	0	39
2130	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	32
2145	0	32	6	0	0	0	0	0	1	0	0	0	0	0	0	40
2200	1	29	8	0	1	0	0	0	0	0	0	0	0	0	0	40
Hourly Total	1	116	28	0	2	1	0	0	2	0	0	0	0	0	0	151
2215	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	33
2230	0	15	5	0	0	1	0	0	0	0	0	0	0	0	0	21
2245	0	20	5	0	0	0	0	0	1	0	0	0	0	0	0	26
2300	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	1	75	17	0	1	2	0	0	1	0	0	0	0	0	0	98
2315	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	17
2330	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	11
2345	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	14
2400	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	37	10	0	1	0	0	0	0	0	0	0	0	0	0	48
DAILY TOTAL	43	5662	2398	30	401	65	20	124	112	16	1	0	1	0	36	8909
Percentages	0.5%	63.6%	26.9%	0.3%	4.5%	0.7%	0.2%	1.4%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.4%	100.0%

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/County: Bonita Springs/Lee
Direction: Northbound
Start Date: Start Time: 00:00
Stop Date: Stop Time: 24:00

Table with columns: END TIME, Cyle, Car, 2A-4T, Buses, 2A-SU, 3A-SU, 4A-SU, 4A-ST, 5A-ST, 6A-ST, 5A-MT, 6A-MT, 7A-MT, None, Unclass, Total. Rows represent hourly intervals from 15 to 1545.

1600	3	198	109	2	20	4	0	6	4	1	0	0	1	0	15	363
Hourly Total	16	861	407	10	72	19	3	19	16	3	0	0	1	0	49	1476
1615	3	201	87	4	22	4	1	5	3	0	0	0	0	0	27	357
1630	3	179	69	5	20	9	0	4	3	0	0	0	4	0	57	353
1645	8	166	64	5	20	11	1	3	2	0	0	0	5	0	66	350
1700	4	194	72	4	18	7	0	6	3	0	0	0	0	0	46	355
Hourly Total	18	740	292	18	79	32	2	17	11	1	0	0	10	0	196	1416
1715	4	235	85	3	14	7	0	3	3	1	0	0	1	0	41	398
1730	4	178	63	3	14	6	1	3	2	0	0	0	5	0	72	351
1745	3	209	68	2	13	3	0	3	2	0	0	0	1	0	25	328
1800	0	223	78	1	10	1	0	2	1	0	0	0	0	0	0	316
Hourly Total	11	845	294	9	51	16	1	11	7	1	0	0	7	0	138	1394
1815	2	209	78	0	8	0	0	1	4	0	0	0	0	0	0	303
1830	2	177	59	0	7	1	0	1	2	0	0	0	0	0	0	250
1845	0	149	49	0	9	1	0	2	2	0	0	0	0	0	0	212
1900	2	147	44	0	5	0	0	1	3	0	0	0	0	0	0	202
Hourly Total	6	683	230	0	29	3	0	5	11	0	0	0	0	0	1	967
1915	1	124	41	0	6	0	0	1	1	0	0	0	0	0	0	175
1930	1	118	40	0	3	1	0	0	2	0	0	0	0	0	0	166
1945	0	126	35	0	2	1	0	1	1	0	0	0	0	0	1	168
2000	2	116	37	0	4	0	0	1	1	0	0	0	0	0	0	161
Hourly Total	4	484	153	0	15	3	1	3	5	0	0	0	0	0	2	670
2015	1	112	26	1	4	0	0	0	2	0	0	0	0	0	0	147
2030	0	109	26	0	2	0	0	0	2	0	0	0	0	0	0	140
2045	1	93	28	0	3	1	0	0	1	0	0	0	0	0	1	128
2100	0	88	19	0	2	1	0	0	1	0	0	0	0	0	0	111
Hourly Total	2	403	99	1	11	3	0	0	6	0	0	0	0	0	1	526
2115	0	94	26	0	0	0	0	0	1	0	0	0	0	0	0	121
2130	0	80	17	0	1	0	0	0	0	0	1	0	0	0	0	100
2145	1	78	17	0	1	0	0	0	1	0	0	0	0	0	0	100
2200	1	75	16	0	1	0	0	0	1	0	0	0	0	0	0	95
Hourly Total	2	327	76	0	4	1	0	1	3	0	1	0	0	0	1	416
2215	1	66	14	0	2	1	0	0	0	0	0	0	0	0	0	83
2230	1	63	15	0	0	1	0	0	0	0	0	0	0	0	0	80
2245	0	60	17	0	0	0	0	0	1	0	0	0	0	0	0	79
2300	0	44	9	0	0	0	0	0	0	0	0	0	0	0	0	53
Hourly Total	2	232	55	0	3	3	0	0	1	0	0	0	0	0	0	296
2315	0	35	8	0	1	1	0	0	0	0	0	0	0	0	0	45
2330	0	28	9	0	2	1	0	0	1	0	0	0	0	0	0	41
2345	0	26	6	0	1	0	0	0	0	0	0	0	0	0	0	34
2400	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	22
Hourly Total	0	103	30	0	4	2	0	0	1	0	0	0	0	0	0	140
DAILY TOTAL	120	11455	5031	91	880	195	27	220	236	21	3	0	22	0	449	18750
Percentages	0.6%	61.1%	26.8%	0.5%	4.7%	1.0%	0.1%	1.2%	1.3%	0.1%	0.0%	0.0%	0.1%	0.0%	2.4%	100.0%

	% Trucks				% HV							
Daily	880	195	27	220	236	21	3	0	22	0	449	18750
Daily	9%			3%								
AM sum	431	74	12	111	96	8	2	0	3	0	45	7534
AM	10%			3%								
PM sum	449	121	15	109	140	13	1	0	19	0	404	11216
PM	8%			3%								

1600	1	117	78	0	13	5	0	2	1	1	0	0	1	0	16	235
Hourly Total	12	522	271	11	56	17	1	8	7	1	0	0	1	0	69	976
1615	3	128	56	3	11	2	0	2	1	1	0	0	0	0	28	235
1630	2	114	54	6	7	8	0	2	1	0	0	0	2	0	52	248
1645	9	53	29	5	19	9	0	1	1	0	0	0	5	0	71	202
1700	6	85	34	8	11	7	0	4	1	1	0	0	1	0	65	223
Hourly Total	20	380	173	22	48	26	0	9	4	2	0	0	8	0	216	908
1715	5	140	47	3	9	9	0	2	3	2	0	0	0	0	49	269
1730	3	109	38	3	11	3	0	2	1	0	0	0	5	0	66	241
1745	1	132	54	0	8	0	0	1	1	0	0	0	0	0	0	197
1800	0	139	62	0	5	1	0	1	1	0	0	0	0	0	0	209
Hourly Total	9	520	201	6	33	13	0	6	6	2	0	0	5	0	115	916
1815	1	122	49	0	5	0	0	0	0	0	0	0	0	0	1	178
1830	0	102	40	0	3	1	0	1	1	0	0	0	0	0	0	148
1845	0	111	35	0	6	0	0	0	0	0	0	0	0	0	0	152
1900	0	89	33	0	3	0	0	0	2	0	0	0	0	0	0	127
Hourly Total	1	424	157	0	17	1	0	1	3	0	0	0	0	0	1	605
1915	0	75	17	0	5	0	1	1	1	0	0	0	0	0	0	100
1930	0	64	21	0	1	0	0	0	1	0	0	0	0	0	0	87
1945	0	74	18	0	1	1	0	1	2	0	0	0	0	0	1	98
2000	0	76	21	0	0	0	0	0	0	0	0	0	0	0	1	98
Hourly Total	0	289	77	0	7	1	1	2	4	0	0	0	0	0	2	383
2015	0	77	15	0	3	0	0	1	1	0	0	0	0	0	1	98
2030	0	70	18	0	2	1	0	0	1	0	0	0	0	0	0	92
2045	0	48	14	0	2	0	0	0	0	0	0	0	0	0	1	65
2100	0	48	8	0	1	1	0	0	0	0	0	0	0	0	0	58
Hourly Total	0	243	55	0	8	2	0	1	2	0	0	0	0	0	2	313
2115	0	49	15	0	0	0	0	0	1	0	1	0	0	0	1	67
2130	0	55	13	0	1	0	0	1	0	0	0	0	0	0	0	70
2145	1	50	14	0	0	0	0	0	0	0	0	0	0	0	0	65
2200	0	52	4	0	1	0	0	0	0	0	0	0	0	0	0	57
Hourly Total	1	206	46	0	2	0	0	1	1	0	1	0	0	0	1	259
2215	0	37	9	0	1	0	0	0	1	0	0	0	0	0	0	48
2230	1	52	10	0	0	1	0	0	0	0	0	0	0	0	0	64
2245	0	37	14	0	0	0	0	0	0	0	0	0	0	0	0	51
2300	0	31	11	0	0	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	1	157	44	0	1	1	0	0	1	0	0	0	0	0	0	205
2315	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
2330	0	21	7	0	0	1	0	0	0	0	0	0	0	0	0	29
2345	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	16
2400	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	54	22	0	1	1	0	0	0	0	0	0	0	0	0	78
DAILY TOTAL	77	5656	2621	70	484	122	3	96	115	7	2	0	16	0	446	9715
Percentages	0.8%	58.2%	27.0%	0.7%	5.0%	1.3%	0.0%	1.0%	1.2%	0.1%	0.0%	0.0%	0.2%	0.0%	4.6%	100.0%

1600	1	91	41	0	13	1	0	4	2	1	0	0	0	0	0	154
Hourly Total	6	353	142	1	29	8	2	8	6	4	0	0	1	0	2	562
1615	0	82	27	0	9	1	0	0	1	0	0	0	0	0	1	121
1630	2	87	33	0	3	3	0	0	1	0	0	0	0	0	0	129
1645	1	94	25	0	4	0	0	2	0	0	0	0	0	0	0	126
1700	0	85	30	0	3	0	0	2	6	0	0	0	0	0	0	126
Hourly Total	3	348	115	0	19	4	0	4	8	0	0	0	0	0	1	502
1715	1	83	31	0	3	2	0	3	2	0	0	0	0	0	0	125
1730	0	102	31	0	2	0	0	5	1	0	0	0	0	0	0	141
1745	1	82	21	0	2	0	0	1	1	0	0	0	0	0	0	108
1800	0	64	23	0	3	1	0	3	0	0	0	0	0	0	0	94
Hourly Total	2	331	106	0	10	3	0	12	4	0	0	0	0	0	0	468
1815	1	62	20	0	3	0	0	0	0	0	0	0	0	0	0	86
1830	2	53	21	0	2	0	0	0	0	0	0	0	0	0	0	78
1845	0	54	17	0	1	1	0	1	2	0	0	0	0	0	0	76
1900	0	55	12	0	0	0	0	2	2	0	0	0	0	0	0	71
Hourly Total	3	224	70	0	6	1	0	3	4	0	0	0	0	0	0	311
1915	1	54	19	0	3	0	0	0	0	0	0	0	0	0	0	77
1930	0	41	14	0	1	1	0	0	2	0	0	0	0	0	0	59
1945	0	56	13	0	2	0	0	0	0	0	0	0	0	0	0	71
2000	0	37	12	0	0	1	0	1	1	0	0	0	0	0	0	52
Hourly Total	1	188	58	0	6	2	0	1	3	0	0	0	0	0	0	259
2015	1	45	10	1	2	0	0	0	1	0	0	0	0	0	0	60
2030	0	40	8	0	1	0	0	0	0	0	0	0	0	0	0	49
2045	0	37	11	0	0	2	0	0	0	0	0	0	0	0	1	51
2100	0	38	8	0	0	0	0	0	1	0	0	0	0	0	0	47
Hourly Total	1	160	37	1	3	2	0	0	2	0	0	0	0	0	1	207
2115	0	32	8	0	0	0	0	0	0	0	0	0	0	0	0	40
2130	0	29	6	0	1	1	0	0	0	0	0	0	0	0	0	37
2145	0	34	6	0	1	0	0	0	2	0	0	0	0	0	0	43
2200	2	28	4	0	0	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	2	123	24	0	2	1	0	0	2	0	0	0	0	0	0	154
2215	1	32	5	0	1	0	0	0	0	0	0	0	0	0	0	39
2230	1	21	7	0	0	1	0	0	0	0	0	0	0	0	0	30
2245	1	25	7	0	0	1	0	0	1	0	0	0	0	0	0	35
2300	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	3	91	20	0	1	2	0	0	1	0	0	0	0	0	0	118
2315	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
2330	0	8	3	0	1	0	0	0	0	1	0	0	0	0	0	13
2345	0	9	3	0	0	1	0	0	0	0	0	0	0	0	0	13
2400	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	32	15	0	1	1	0	0	0	1	0	0	0	0	0	50
DAILY TOTAL	52	5823	2392	32	384	63	16	143	114	19	2	0	3	0	37	9080
Percentages	0.6%	64.1%	26.3%	0.4%	4.2%	0.7%	0.2%	1.6%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.4%	100.0%

1600	2	208	119	0	26	6	0	6	3	2	0	0	1	0	16	389
Hourly Total	18	875	413	12	85	25	3	16	13	5	0	0	2	0	71	1538
1615	3	210	83	3	20	3	0	2	2	1	0	0	0	0	29	356
1630	4	201	87	6	10	11	0	2	2	0	0	0	2	0	52	377
1645	10	147	54	5	23	9	0	3	1	0	0	0	5	0	71	328
1700	6	170	64	8	14	7	0	6	7	1	0	0	1	0	65	349
Hourly Total	23	728	288	22	67	30	0	13	12	2	0	0	8	0	217	1410
1715	6	223	78	3	12	11	0	5	5	2	0	0	0	0	49	394
1730	3	211	69	3	13	3	0	7	2	0	0	0	5	0	66	382
1745	2	214	75	0	10	0	0	2	2	0	0	0	0	0	305	305
1800	0	203	85	0	8	2	0	4	1	0	0	0	0	0	0	303
Hourly Total	11	851	307	6	43	16	0	18	10	2	0	0	5	0	115	1384
1815	2	184	69	0	8	0	0	0	0	0	0	0	0	0	1	264
1830	2	155	61	0	5	1	0	1	1	0	0	0	0	0	0	226
1845	0	165	52	0	7	1	0	1	2	0	0	0	0	0	0	228
1900	0	144	45	0	3	0	0	2	4	0	0	0	0	0	0	198
Hourly Total	4	648	227	0	23	2	0	4	7	0	0	0	0	0	1	916
1915	1	129	36	0	8	0	1	1	1	0	0	0	0	0	0	177
1930	0	105	35	0	2	1	0	0	3	0	0	0	0	0	0	146
1945	0	130	31	0	3	1	0	1	2	0	0	0	0	0	1	169
2000	0	113	33	0	0	1	0	1	1	0	0	0	0	0	1	150
Hourly Total	1	477	135	0	13	3	1	3	7	0	0	0	0	0	2	642
2015	1	122	25	1	5	0	0	1	2	0	0	0	0	0	1	158
2030	0	110	26	0	3	1	0	0	1	0	0	0	0	0	0	141
2045	0	85	25	0	2	2	0	0	0	0	0	0	0	0	2	116
2100	0	86	16	0	1	1	0	0	1	0	0	0	0	0	0	105
Hourly Total	1	403	92	1	11	4	0	1	4	0	0	0	0	0	3	520
2115	0	81	23	0	0	0	0	0	1	0	1	0	0	0	1	107
2130	0	84	19	0	2	1	0	1	0	0	0	0	0	0	0	107
2145	1	84	20	0	1	0	0	0	2	0	0	0	0	0	0	108
2200	2	80	8	0	1	0	0	0	0	0	0	0	0	0	0	91
Hourly Total	3	329	70	0	4	1	0	1	3	0	1	0	0	0	1	413
2215	1	69	14	0	2	0	0	0	1	0	0	0	0	0	0	87
2230	2	73	17	0	0	2	0	0	0	0	0	0	0	0	0	94
2245	1	62	21	0	0	1	0	0	1	0	0	0	0	0	0	86
2300	0	44	12	0	0	0	0	0	0	0	0	0	0	0	0	56
Hourly Total	4	248	64	0	2	3	0	0	2	0	0	0	0	0	0	323
2315	0	23	11	0	0	0	0	0	0	0	0	0	0	0	0	34
2330	0	29	10	0	1	1	0	0	0	0	1	0	0	0	0	42
2345	0	20	7	0	1	1	0	0	0	0	0	0	0	0	0	29
2400	0	14	9	0	0	0	0	0	0	0	0	0	0	0	0	23
Hourly Total	0	86	37	0	2	2	0	0	0	0	1	0	0	0	0	128
DAILY TOTAL	129	11479	5013	102	868	185	19	239	229	26	4	0	19	0	483	18795
Percentages	0.7%	61.1%	26.7%	0.5%	4.6%	1.0%	0.1%	1.3%	1.2%	0.1%	0.0%	0.0%	0.1%	0.0%	2.6%	100.0%

1515	0	128	67	2	9	3	0	2	0	0	0	0	0	0	1	212
1530	0	135	64	1	5	0	0	5	1	0	0	0	0	0	1	212
1545	1	119	48	5	6	7	0	0	0	1	0	0	1	0	55	243
1600	5	118	62	0	12	6	0	4	2	0	0	0	1	0	35	245
Hourly Total	6	500	241	8	32	16	0	11	3	1	0	0	2	0	92	912
1615	3	85	27	6	10	10	0	6	0	0	0	0	4	0	62	213
1630	0	76	35	2	10	12	0	2	3	0	0	0	2	0	73	215
1645	10	58	31	3	9	9	0	4	1	1	0	0	2	0	87	215
1700	7	70	29	1	12	8	0	2	0	0	0	0	2	0	81	212
Hourly Total	20	289	122	12	41	39	0	14	4	1	0	0	10	0	303	855
1715	6	75	37	3	15	11	0	3	1	0	0	0	5	0	60	216
1730	6	71	34	2	9	8	0	2	0	2	0	0	3	0	77	214
1745	2	113	48	0	15	6	0	1	0	0	1	0	0	0	32	218
1800	0	131	43	0	6	0	0	1	2	0	0	0	0	0	0	183
Hourly Total	14	390	162	5	45	25	0	7	3	2	1	0	8	0	169	831
1815	1	115	51	1	8	1	0	2	0	0	0	0	0	0	0	179
1830	1	93	43	0	2	1	0	1	1	0	0	0	0	0	0	142
1845	0	97	31	1	2	0	0	1	2	0	0	0	0	0	0	134
1900	0	72	26	0	5	1	0	1	0	0	0	0	0	0	1	106
Hourly Total	2	377	151	2	17	3	0	5	3	0	0	0	0	0	1	561
1915	0	70	26	0	1	0	0	0	0	0	0	0	0	0	0	97
1930	1	77	25	0	3	0	0	0	0	0	0	0	0	0	0	106
1945	0	85	27	0	2	0	0	1	1	0	0	0	0	0	0	116
2000	0	52	20	0	1	1	0	1	2	0	0	0	0	0	0	77
Hourly Total	1	284	98	0	7	1	0	2	3	0	0	0	0	0	0	396
2015	1	47	21	0	0	0	0	1	0	0	0	0	0	0	0	70
2030	0	65	13	0	5	0	0	0	0	0	0	0	0	0	4	87
2045	0	65	11	2	1	0	0	0	2	0	0	0	0	0	0	81
2100	0	64	14	0	0	0	0	1	0	0	0	0	0	0	0	79
Hourly Total	1	241	59	2	6	0	0	2	2	0	0	0	0	0	4	317
2115	0	57	9	0	0	1	0	0	0	0	1	0	0	0	0	68
2130	1	59	20	0	2	0	0	0	0	0	0	0	0	0	0	82
2145	0	55	19	0	1	0	0	0	0	0	0	0	0	0	0	75
2200	0	52	19	0	3	0	0	0	0	0	0	0	0	0	0	74
Hourly Total	1	223	67	0	6	1	0	0	0	0	1	0	0	0	0	299
2215	0	59	11	0	0	2	0	0	0	0	0	0	0	0	0	72
2230	0	36	7	0	0	0	0	0	1	0	0	0	0	0	0	44
2245	0	44	10	0	0	0	0	0	0	0	0	0	0	0	0	54
2300	0	36	8	0	2	0	0	0	0	0	0	0	0	0	0	46
Hourly Total	0	175	36	0	2	2	0	0	1	0	0	0	0	0	0	216
2315	0	34	15	0	2	1	0	0	0	0	0	0	0	0	0	52
2330	0	33	7	0	0	1	0	0	0	0	0	0	0	0	0	41
2345	0	21	7	0	1	0	0	0	0	0	0	0	0	0	0	29
2400	0	17	4	0	1	0	0	2	0	0	0	0	0	0	0	24
Hourly Total	0	105	33	0	4	2	0	2	0	0	0	0	0	0	0	146
DAILY TOTAL	81	5649	2600	63	445	174	1	120	106	5	3	0	20	0	598	9865
Percentages	0.8%	57.3%	26.4%	0.6%	4.5%	1.8%	0.0%	1.2%	1.1%	0.1%	0.0%	0.0%	0.2%	0.0%	6.1%	100.0%

1600	1	103	50	0	8	5	0	1	3	1	0	0	0	0	0	172
Hourly Total	3	391	167	3	28	9	0	6	8	1	0	0	0	0	1	617
1615	1	95	36	1	6	0	0	0	2	0	0	0	0	0	0	141
1630	0	82	27	1	8	1	0	3	1	0	0	0	0	0	2	125
1645	0	92	27	0	11	1	0	2	3	1	0	0	0	0	1	138
1700	0	92	25	0	3	1	1	5	0	0	0	0	0	0	0	127
Hourly Total	1	361	115	2	28	3	1	10	6	1	0	0	0	0	3	531
1715	0	75	24	0	4	0	0	0	0	0	0	0	0	0	0	103
1730	0	79	31	0	2	0	0	1	1	0	0	0	0	0	0	114
1745	0	76	28	0	2	0	0	1	1	0	0	0	0	0	3	111
1800	0	86	33	0	1	0	0	0	0	0	0	0	0	0	0	120
Hourly Total	0	316	116	0	9	0	0	2	2	0	0	0	0	0	3	448
1815	0	77	26	0	0	0	0	0	0	0	0	0	0	0	0	103
1830	1	87	22	0	0	1	0	1	0	0	0	0	0	0	1	113
1845	0	84	21	0	2	0	0	0	0	0	0	0	0	0	0	107
1900	0	83	20	0	1	0	0	0	2	0	0	0	0	0	0	106
Hourly Total	1	331	89	0	3	1	0	1	2	0	0	0	0	0	1	429
1915	1	55	18	0	2	0	0	0	1	0	0	0	0	0	0	77
1930	1	68	17	0	3	1	0	1	2	0	0	0	0	0	0	93
1945	0	50	14	0	1	0	0	0	1	0	0	0	0	0	0	66
2000	0	43	10	0	0	1	0	0	0	0	0	0	0	0	0	54
Hourly Total	2	216	59	0	6	2	0	1	4	0	0	0	0	0	0	290
2015	0	43	19	0	1	0	0	0	0	0	0	0	0	0	0	63
2030	0	31	8	0	0	0	0	0	0	0	0	0	0	0	3	42
2045	0	42	8	0	0	0	0	0	0	0	0	0	0	0	1	51
2100	0	42	15	0	1	0	0	0	1	0	0	0	0	0	0	59
Hourly Total	0	158	50	0	2	0	0	0	1	0	0	0	0	0	4	215
2115	0	39	7	1	0	0	0	0	0	0	0	0	0	0	0	47
2130	0	39	17	0	0	1	0	0	0	0	0	0	0	0	0	57
2145	0	42	6	0	1	0	0	0	1	0	0	0	0	0	0	50
2200	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	0	148	36	1	1	1	0	0	1	0	0	0	0	0	0	188
2215	0	24	4	0	0	1	0	1	0	0	0	0	0	0	0	30
2230	0	19	7	0	0	0	0	0	0	0	0	0	0	0	0	26
2245	0	16	4	0	0	0	0	1	1	0	0	0	0	0	0	22
2300	0	19	4	0	0	0	0	0	0	0	0	0	0	0	1	24
Hourly Total	0	78	19	0	0	1	0	2	1	0	0	0	0	0	1	102
2315	0	18	1	0	1	0	0	0	2	0	0	0	0	0	0	22
2330	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
2345	0	12	6	0	0	1	0	1	0	0	0	0	0	0	0	20
2400	0	20	3	0	0	0	0	0	0	0	1	0	0	0	0	24
Hourly Total	0	65	12	0	1	1	0	1	2	0	1	0	0	0	0	83
DAILY TOTAL	34	5964	2409	24	381	79	20	109	86	21	2	0	1	0	60	9190
Percentages	0.4%	64.9%	26.2%	0.3%	4.1%	0.9%	0.2%	1.2%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.7%	100.0%

1515	0	232	110	2	13	3	0	2	3	0	0	0	0	0	1	366
1530	1	222	101	1	10	1	0	7	3	0	0	0	0	0	1	347
1545	2	216	85	8	17	10	0	3	0	1	0	0	1	0	56	399
1600	6	221	112	0	20	11	0	5	5	1	0	0	1	0	35	417
Hourly Total	9	891	408	11	60	25	0	17	11	2	0	0	2	0	93	1529
1615	4	180	63	7	16	10	0	6	2	0	0	0	4	0	62	354
1630	0	158	62	3	18	13	0	5	4	0	0	0	2	0	75	340
1645	10	150	58	3	20	10	0	6	4	2	0	0	2	0	88	353
1700	7	162	54	1	15	9	1	7	0	0	0	0	2	0	81	339
Hourly Total	21	650	237	14	69	42	1	24	10	2	0	0	10	0	306	1386
1715	6	150	61	3	19	11	0	3	1	0	0	0	5	0	60	319
1730	6	150	65	2	11	8	0	3	1	2	0	0	3	0	77	328
1745	2	189	76	0	17	6	0	2	1	0	1	0	0	0	35	329
1800	0	217	76	0	7	0	0	1	2	0	0	0	0	0	0	303
Hourly Total	14	706	278	5	54	25	0	9	5	2	1	0	8	0	172	1279
1815	1	192	77	1	8	1	0	2	0	0	0	0	0	0	0	282
1830	2	180	65	0	2	2	0	2	1	0	0	0	0	0	1	255
1845	0	181	52	1	4	0	0	1	2	0	0	0	0	0	0	241
1900	0	155	46	0	6	1	0	1	2	0	0	0	0	0	1	212
Hourly Total	3	708	240	2	20	4	0	6	5	0	0	0	0	0	2	990
1915	1	125	44	0	3	0	0	0	1	0	0	0	0	0	0	174
1930	2	145	42	0	6	1	0	1	2	0	0	0	0	0	0	199
1945	0	135	41	0	3	0	0	1	2	0	0	0	0	0	0	182
2000	0	95	30	0	1	2	0	1	2	0	0	0	0	0	0	131
Hourly Total	3	500	157	0	13	3	0	3	7	0	0	0	0	0	0	686
2015	1	90	40	0	1	0	0	1	0	0	0	0	0	0	0	133
2030	0	96	21	0	5	0	0	0	0	0	0	0	0	0	7	129
2045	0	107	19	2	1	0	0	0	2	0	0	0	0	0	1	132
2100	0	106	29	0	1	0	0	1	1	0	0	0	0	0	0	138
Hourly Total	1	399	109	2	8	0	0	2	3	0	0	0	0	0	8	532
2115	0	96	16	1	0	1	0	0	0	0	1	0	0	0	0	115
2130	1	98	37	0	2	1	0	0	0	0	0	0	0	0	0	139
2145	0	97	25	0	2	0	0	0	1	0	0	0	0	0	0	125
2200	0	80	25	0	3	0	0	0	0	0	0	0	0	0	0	108
Hourly Total	1	371	103	1	7	2	0	0	1	0	1	0	0	0	0	487
2215	0	83	15	0	0	3	0	1	0	0	0	0	0	0	0	102
2230	0	55	14	0	0	0	0	0	1	0	0	0	0	0	0	70
2245	0	60	14	0	0	0	0	1	1	0	0	0	0	0	0	76
2300	0	55	12	0	2	0	0	0	0	0	0	0	0	0	1	70
Hourly Total	0	253	55	0	2	3	0	2	2	0	0	0	0	0	1	318
2315	0	52	16	0	3	1	0	0	2	0	0	0	0	0	0	74
2330	0	48	9	0	0	1	0	0	0	0	0	0	0	0	0	58
2345	0	33	13	0	1	1	0	1	0	0	0	0	0	0	0	49
2400	0	37	7	0	1	0	0	2	0	0	1	0	0	0	0	48
Hourly Total	0	170	45	0	5	3	0	3	2	0	1	0	0	0	0	229
DAILY TOTAL	115	11613	5009	87	826	253	21	229	192	26	5	0	21	0	658	19055
Percentages	0.6%	60.9%	26.3%	0.5%	4.3%	1.3%	0.1%	1.2%	1.0%	0.1%	0.0%	0.0%	0.1%	0.0%	3.5%	100.0%

1600	0	69	28	1	6	0	0	1	2	0	0	0	0	0	0	107
Hourly Total	4	332	107	1	14	2	1	5	6	0	0	0	0	0	0	472
1615	0	85	31	0	2	1	0	1	0	0	0	0	0	0	0	120
1630	2	79	29	1	0	0	0	0	1	0	0	0	0	0	0	112
1645	0	84	26	1	9	0	0	0	0	0	0	0	0	0	0	120
1700	0	80	23	0	3	0	0	1	2	0	0	0	0	0	0	109
Hourly Total	2	328	109	2	14	1	0	2	3	0	0	0	0	0	0	461
1715	0	93	26	0	3	0	0	2	0	0	0	0	0	0	0	125
1730	2	67	29	0	4	0	0	0	0	0	0	0	0	0	0	103
1745	0	65	28	0	5	0	0	1	0	0	0	0	0	0	0	99
1800	0	66	18	0	2	0	0	2	1	0	0	0	0	0	0	89
Hourly Total	2	291	101	0	14	0	0	5	1	0	0	0	0	0	2	416
1815	0	75	21	0	1	1	0	1	1	0	0	0	0	0	0	100
1830	1	96	19	0	1	0	0	0	2	0	0	0	0	0	0	119
1845	2	63	20	0	3	0	0	0	0	0	0	0	0	0	0	88
1900	0	77	13	0	2	0	0	0	0	0	0	0	0	0	0	92
Hourly Total	3	311	73	0	7	1	0	1	3	0	0	0	0	0	0	399
1915	0	63	22	1	4	0	0	0	0	0	0	0	0	0	0	90
1930	0	55	19	0	1	0	0	1	2	0	0	0	0	0	0	79
1945	0	73	19	0	0	1	0	0	1	0	0	0	0	0	0	94
2000	0	63	13	0	1	0	0	0	0	0	0	0	0	0	0	77
Hourly Total	0	254	73	1	6	1	0	1	3	0	0	0	0	0	1	340
2015	0	45	18	0	3	0	0	0	0	0	0	0	0	0	0	66
2030	0	68	11	0	0	0	0	0	0	0	0	0	0	0	0	79
2045	0	54	10	0	0	0	0	0	0	0	0	0	0	0	0	64
2100	2	47	14	0	0	0	0	0	1	0	0	0	0	0	0	64
Hourly Total	2	214	53	0	3	0	0	0	1	0	0	0	0	0	0	273
2115	1	62	12	0	1	1	0	0	0	0	0	0	0	0	0	77
2130	0	59	12	0	0	0	0	0	1	0	0	0	0	0	0	72
2145	0	63	19	1	1	0	0	0	0	0	0	0	0	0	0	84
2200	0	57	5	0	0	0	0	0	0	0	0	0	0	0	0	62
Hourly Total	1	241	48	1	2	1	0	0	1	0	0	0	0	0	0	295
2215	0	38	8	1	1	1	0	0	1	0	0	0	0	0	0	52
2230	0	54	7	0	2	0	0	0	0	0	0	0	0	0	0	63
2245	0	49	9	0	1	0	0	0	0	0	0	0	0	0	0	59
2300	0	34	9	0	0	0	0	0	0	0	0	0	0	0	0	43
Hourly Total	0	175	33	1	4	1	0	0	1	0	0	0	0	0	2	217
2315	0	38	15	0	0	1	0	0	0	0	0	0	0	0	0	54
2330	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	33
2345	1	27	11	0	1	1	0	0	0	0	0	0	0	0	0	41
2400	0	16	9	0	0	0	0	0	1	0	0	0	0	0	0	27
Hourly Total	1	108	41	0	1	2	0	0	1	0	0	0	0	0	1	155
DAILY TOTAL	36	4879	1640	17	196	20	1	51	36	0	0	0	1	0	19	6896
Percentages	0.5%	70.8%	23.8%	0.2%	2.8%	0.3%	0.0%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

1515	1	81	18	0	2	0	0	1	2	0	0	0	0	0	0	105
1530	1	77	20	0	0	0	0	0	1	0	0	0	0	0	0	99
1545	0	92	23	0	1	0	0	1	1	0	0	0	0	0	0	118
1600	0	63	23	0	4	0	0	0	2	0	0	0	0	0	0	92
Hourly Total	2	313	84	0	7	0	0	2	6	0	0	0	0	0	0	414
1615	1	89	14	1	3	0	0	3	0	0	0	0	0	0	0	111
1630	2	75	25	0	2	0	0	0	0	0	0	0	0	0	0	104
1645	1	76	20	0	3	0	0	2	2	0	0	0	0	0	0	104
1700	1	62	16	0	2	0	0	2	0	0	0	0	0	0	0	83
Hourly Total	5	302	75	1	10	0	0	7	2	0	0	0	0	0	0	402
1715	0	72	13	0	2	0	0	0	0	0	0	0	0	0	0	87
1730	0	71	21	0	2	0	0	2	0	0	0	0	0	0	0	96
1745	0	74	13	0	0	0	0	1	1	0	0	0	0	0	0	89
1800	1	55	17	0	0	0	0	0	0	0	0	0	0	0	0	73
Hourly Total	1	272	64	0	4	0	0	3	1	0	0	0	0	0	0	345
1815	0	62	15	0	2	0	0	1	3	0	0	0	0	0	0	83
1830	0	64	16	0	2	1	0	0	0	0	0	0	0	0	0	83
1845	0	49	10	0	1	0	0	1	0	0	0	0	0	0	0	61
1900	0	60	7	0	1	0	0	0	0	0	0	0	0	0	0	68
Hourly Total	0	235	48	0	6	1	0	2	3	0	0	0	0	0	0	295
1915	0	52	7	0	4	0	0	2	1	0	0	0	0	0	0	66
1930	0	53	13	0	4	0	0	0	1	0	0	0	0	0	0	71
1945	0	41	12	1	2	1	0	1	1	0	0	0	0	0	0	59
2000	1	41	8	0	2	0	0	0	1	0	0	0	0	0	0	53
Hourly Total	1	187	40	1	12	1	0	3	4	0	0	0	0	0	0	249
2015	0	43	16	0	0	0	0	1	0	0	0	0	0	0	0	60
2030	0	40	8	0	0	0	0	0	1	0	0	0	0	0	0	49
2045	0	29	15	0	1	0	0	0	1	0	0	0	0	0	0	46
2100	1	29	11	0	1	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	1	141	50	0	2	0	0	1	2	0	0	0	0	0	0	197
2115	0	43	12	0	0	1	0	0	1	0	0	0	0	0	0	57
2130	0	36	12	0	1	0	0	0	0	0	0	0	0	0	0	49
2145	0	37	13	0	0	0	0	0	1	0	0	0	0	0	0	51
2200	0	32	7	0	2	0	0	0	0	0	0	0	0	0	0	41
Hourly Total	0	148	44	0	3	1	0	0	2	0	0	0	0	0	0	198
2215	0	31	11	0	0	1	0	0	1	0	0	0	0	0	0	44
2230	0	35	9	0	0	0	0	0	0	0	0	0	0	0	0	44
2245	0	16	7	0	1	0	0	0	0	0	0	0	0	0	0	24
2300	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
Hourly Total	0	104	32	0	1	1	0	0	1	0	0	0	0	0	0	139
2315	0	23	6	0	0	1	0	0	0	0	0	0	0	0	0	30
2330	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
2345	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
2400	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	0	82	16	0	0	1	0	0	0	0	0	0	0	0	0	99
DAILY TOTAL	30	4605	1404	6	174	16	1	58	36	0	0	0	1	0	7	6338
Percentages	0.5%	72.7%	22.2%	0.1%	2.7%	0.3%	0.0%	0.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1515	1	160	47	0	6	0	1	3	3	0	0	0	0	0	0	0	221
1530	4	161	45	0	2	1	0	1	3	0	0	0	0	0	0	0	217
1545	1	192	48	0	3	1	0	2	2	0	0	0	0	0	0	0	249
1600	0	132	51	1	10	0	0	1	4	0	0	0	0	0	0	0	199
Hourly Total	6	645	191	1	21	2	1	7	12	0	0	0	0	0	0	0	886
1615	1	174	45	1	5	1	0	4	0	0	0	0	0	0	0	0	231
1630	4	154	54	1	2	0	0	0	1	0	0	0	0	0	0	0	216
1645	1	160	46	1	12	0	0	2	2	0	0	0	0	0	0	0	224
1700	1	142	39	0	5	0	0	3	2	0	0	0	0	0	0	0	192
Hourly Total	7	630	184	3	24	1	0	9	5	0	0	0	0	0	0	0	863
1715	0	165	39	0	5	0	0	2	0	0	0	0	0	0	0	1	212
1730	2	138	50	0	6	0	0	2	0	0	0	0	0	0	0	1	199
1745	0	139	41	0	5	0	0	2	1	0	0	0	0	0	0	0	188
1800	1	121	35	0	2	0	0	2	1	0	0	0	0	0	0	0	162
Hourly Total	3	563	165	0	18	0	0	8	2	0	0	0	0	0	0	2	761
1815	0	137	36	0	3	1	0	2	4	0	0	0	0	0	0	0	183
1830	1	160	35	0	3	1	0	0	2	0	0	0	0	0	0	0	202
1845	2	112	30	0	4	0	0	1	0	0	0	0	0	0	0	0	149
1900	0	137	20	0	3	0	0	0	0	0	0	0	0	0	0	0	160
Hourly Total	3	546	121	0	13	2	0	3	6	0	0	0	0	0	0	0	694
1915	0	115	29	1	8	0	0	2	1	0	0	0	0	0	0	0	156
1930	0	108	32	0	5	0	0	1	3	0	0	0	0	0	0	1	150
1945	0	114	31	1	2	2	0	1	2	0	0	0	0	0	0	0	153
2000	1	104	21	0	3	0	0	0	1	0	0	0	0	0	0	0	130
Hourly Total	1	441	113	2	18	2	0	4	7	0	0	0	0	0	0	1	589
2015	0	88	34	0	3	0	0	1	0	0	0	0	0	0	0	0	126
2030	0	108	19	0	0	0	0	0	1	0	0	0	0	0	0	0	128
2045	0	83	25	0	1	0	0	0	1	0	0	0	0	0	0	0	110
2100	3	76	25	0	1	0	0	0	1	0	0	0	0	0	0	0	106
Hourly Total	3	355	103	0	5	0	0	1	3	0	0	0	0	0	0	0	470
2115	1	105	24	0	1	2	0	0	1	0	0	0	0	0	0	0	134
2130	0	95	24	0	1	0	0	0	1	0	0	0	0	0	0	0	121
2145	0	100	32	1	1	0	0	0	1	0	0	0	0	0	0	0	135
2200	0	89	12	0	2	0	0	0	0	0	0	0	0	0	0	0	103
Hourly Total	1	389	92	1	5	2	0	0	3	0	0	0	0	0	0	0	493
2215	0	69	19	1	1	2	0	0	2	0	0	0	0	0	0	2	96
2230	0	89	16	0	2	0	0	0	0	0	0	0	0	0	0	0	107
2245	0	65	16	0	2	0	0	0	0	0	0	0	0	0	0	0	83
2300	0	56	14	0	0	0	0	0	0	0	0	0	0	0	0	0	70
Hourly Total	0	279	65	1	5	2	0	0	2	0	0	0	0	0	0	2	356
2315	0	61	21	0	0	2	0	0	0	0	0	0	0	0	0	0	84
2330	0	45	9	0	0	0	0	0	0	0	0	0	0	0	0	0	54
2345	1	54	14	0	1	1	0	0	0	0	0	0	0	0	0	0	71
2400	0	30	13	0	0	0	0	0	1	0	0	0	0	0	0	1	45
Hourly Total	1	190	57	0	1	3	0	0	1	0	0	0	0	0	0	1	254
DAILY TOTAL	66	9484	3044	23	370	36	2	109	72	0	0	0	2	0	26	13234	
Percentages	0.5%	71.7%	23.0%	0.2%	2.8%	0.3%	0.0%	0.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%	

1600	0	79	18	0	2	0	0	0	0	0	0	0	0	0	0	0	99
Hourly Total	4	298	99	0	8	0	0	0	0	0	0	0	0	0	0	0	409
1615	1	63	21	0	1	0	0	0	0	0	0	0	0	0	0	0	86
1630	1	61	23	0	2	0	0	0	0	0	0	0	0	0	0	0	87
1645	0	60	24	0	3	0	0	0	0	0	0	0	0	0	0	0	87
1700	1	56	15	0	1	1	0	0	0	0	0	0	0	0	0	0	74
Hourly Total	3	240	83	0	7	1	0	0	0	0	0	0	0	0	0	0	334
1715	0	63	20	0	1	0	0	0	0	0	0	0	0	0	0	0	84
1730	0	77	9	0	0	0	0	0	0	0	0	0	0	0	0	0	86
1745	0	72	17	0	4	0	0	0	0	0	0	0	0	0	0	0	93
1800	0	58	23	0	2	0	0	1	0	0	0	0	0	0	0	1	85
Hourly Total	0	270	69	0	7	0	0	1	0	0	0	0	0	0	0	1	348
1815	0	67	20	0	1	0	0	0	0	0	0	0	0	0	0	0	88
1830	0	59	17	0	3	0	0	0	0	0	0	0	0	0	0	0	79
1845	0	70	9	0	1	0	0	0	0	0	0	0	0	0	0	1	81
1900	0	67	27	1	0	1	0	1	0	0	0	0	0	0	0	0	97
Hourly Total	0	263	73	1	5	1	0	1	0	0	0	0	0	0	0	1	345
1915	0	52	10	0	1	0	0	0	0	0	0	0	0	0	0	0	63
1930	1	66	6	0	1	0	0	0	0	0	0	0	0	0	0	0	74
1945	1	40	17	0	0	0	0	0	0	0	0	0	0	0	0	0	58
2000	0	52	18	0	0	0	0	0	0	0	0	0	0	0	0	0	70
Hourly Total	2	210	51	0	2	0	0	0	0	0	0	0	0	0	0	0	265
2015	0	48	12	0	1	1	0	0	0	0	0	0	0	0	0	0	62
2030	0	57	17	0	1	0	0	0	0	0	0	0	0	0	0	0	75
2045	0	39	11	0	0	0	0	0	0	0	0	0	0	0	0	0	50
2100	0	30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	39
Hourly Total	0	174	49	0	2	1	0	0	0	0	0	0	0	0	0	0	226
2115	0	26	13	0	0	0	0	0	0	0	1	0	0	0	0	0	40
2130	0	37	12	0	0	0	0	0	0	0	0	0	0	0	0	1	50
2145	0	31	10	0	1	0	0	0	0	0	0	0	0	0	0	0	42
2200	1	46	7	0	0	0	0	0	0	0	0	0	0	0	0	0	54
Hourly Total	1	140	42	0	1	0	0	0	0	0	1	0	0	0	0	1	186
2215	1	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28
2230	0	32	10	0	1	0	0	0	0	0	0	0	0	0	0	0	43
2245	0	27	15	0	0	0	0	1	0	0	0	0	0	0	0	0	43
2300	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	0	38
Hourly Total	1	111	38	0	1	0	0	1	0	0	0	0	0	0	0	0	152
2315	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
2330	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29
2345	0	12	2	0	2	0	0	0	0	0	0	0	0	0	0	0	16
2400	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	63	8	0	2	0	0	0	0	0	0	0	0	0	0	0	73
DAILY TOTAL	28	3867	1133	4	109	4	0	14	5	0	1	0	0	0	0	8	5173
Percentages	0.5%	74.8%	21.9%	0.1%	2.1%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	100.0%

1600	3	89	21	0	0	0	0	0	1	0	0	0	0	0	0	0	114
Hourly Total	5	288	80	0	4	0	0	1	1	0	0	0	0	0	0	0	379
1615	0	78	20	0	0	0	0	1	0	0	0	0	0	0	0	0	99
1630	2	89	16	0	0	0	0	0	0	0	0	0	0	0	0	0	107
1645	0	72	17	0	1	0	0	0	0	0	0	0	0	0	0	0	90
1700	1	71	20	0	0	0	0	0	0	0	0	0	0	0	0	0	92
Hourly Total	3	310	73	0	1	0	0	1	0	0	0	0	0	0	0	0	388
1715	0	52	18	0	0	0	0	0	0	0	0	0	0	0	0	0	70
1730	0	47	14	0	1	0	0	0	0	0	0	0	0	0	0	0	62
1745	0	69	18	0	1	0	0	0	0	0	0	0	0	0	0	0	88
1800	0	63	14	0	1	0	0	1	0	0	0	0	0	0	0	0	79
Hourly Total	0	231	64	0	3	0	0	1	0	0	0	0	0	0	0	0	299
1815	0	64	15	1	1	0	0	0	0	0	0	0	0	0	0	0	81
1830	0	46	13	0	1	0	0	0	0	0	0	0	0	0	0	0	60
1845	1	48	14	0	2	0	0	0	0	0	0	0	0	0	0	0	65
1900	1	42	13	0	1	1	0	0	0	0	0	0	0	0	0	0	58
Hourly Total	2	200	55	1	5	1	0	0	0	0	0	0	0	0	0	0	264
1915	0	41	10	0	1	0	0	1	0	0	0	0	0	0	0	0	53
1930	0	54	15	0	0	0	0	0	0	0	0	0	0	0	0	0	69
1945	0	37	11	0	0	0	0	0	0	0	0	0	0	0	0	0	48
2000	0	39	9	0	1	0	0	0	0	0	0	0	0	0	0	0	49
Hourly Total	0	171	45	0	2	0	0	1	0	0	0	0	0	0	0	0	219
2015	0	32	6	0	1	0	0	1	0	0	0	0	0	0	0	0	40
2030	0	32	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36
2045	0	37	12	0	0	0	0	0	0	0	0	0	0	0	0	0	49
2100	0	18	9	0	1	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	0	119	31	0	2	0	0	1	0	0	0	0	0	0	0	0	153
2115	0	24	9	0	0	0	0	1	0	0	0	0	0	0	0	0	34
2130	0	28	4	0	1	0	0	1	0	0	0	0	0	0	0	0	34
2145	0	25	8	0	0	0	0	0	0	0	0	0	0	0	0	0	33
2200	1	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	1	100	25	0	1	0	0	2	0	0	0	0	0	0	0	0	129
2215	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	22
2230	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23
2245	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24
2300	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	0	71	22	0	0	0	0	0	0	0	0	0	0	0	0	0	93
2315	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16
2330	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
2345	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	1	14
2400	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	39	11	0	0	0	0	0	0	0	0	0	0	0	0	1	51
DAILY TOTAL	23	3578	995	1	58	2	0	24	5	0	0	0	0	0	0	5	4691
Percentages	0.5%	76.3%	21.2%	0.0%	1.2%	0.0%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1600	3	168	39	0	2	0	0	0	1	0	0	0	0	0	0	213
Hourly Total	9	586	179	0	12	0	0	1	1	0	0	0	0	0	0	788
1615	1	141	41	0	1	0	0	1	0	0	0	0	0	0	0	185
1630	3	150	39	0	2	0	0	0	0	0	0	0	0	0	0	194
1645	0	132	41	0	4	0	0	0	0	0	0	0	0	0	0	177
1700	2	127	35	0	1	1	0	0	0	0	0	0	0	0	0	166
Hourly Total	6	550	156	0	8	1	0	1	0	0	0	0	0	0	0	722
1715	0	115	38	0	1	0	0	0	0	0	0	0	0	0	0	154
1730	0	124	23	0	1	0	0	0	0	0	0	0	0	0	0	148
1745	0	141	35	0	5	0	0	0	0	0	0	0	0	0	0	181
1800	0	121	37	0	3	0	0	2	0	0	0	0	0	0	0	164
Hourly Total	0	501	133	0	10	0	0	2	0	0	0	0	0	0	0	647
1815	0	131	35	1	2	0	0	0	0	0	0	0	0	0	0	169
1830	0	105	30	0	4	0	0	0	0	0	0	0	0	0	0	139
1845	1	118	23	0	3	0	0	0	0	0	0	0	0	0	0	146
1900	1	109	40	1	1	2	0	1	0	0	0	0	0	0	0	155
Hourly Total	2	463	128	2	10	2	0	1	0	0	0	0	0	0	0	609
1915	0	93	20	0	2	0	0	1	0	0	0	0	0	0	0	116
1930	1	120	21	0	1	0	0	0	0	0	0	0	0	0	0	143
1945	1	77	28	0	0	0	0	0	0	0	0	0	0	0	0	106
2000	0	91	27	0	1	0	0	0	0	0	0	0	0	0	0	119
Hourly Total	2	381	96	0	4	0	0	1	0	0	0	0	0	0	0	484
2015	0	80	18	0	2	1	0	1	0	0	0	0	0	0	0	102
2030	0	89	21	0	1	0	0	0	0	0	0	0	0	0	0	111
2045	0	76	23	0	0	0	0	0	0	0	0	0	0	0	0	99
2100	0	48	18	0	1	0	0	0	0	0	0	0	0	0	0	67
Hourly Total	0	293	80	0	4	1	0	1	0	0	0	0	0	0	0	379
2115	0	50	22	0	0	0	0	1	0	0	1	0	0	0	0	74
2130	0	65	16	0	1	0	0	1	0	0	0	0	0	0	0	84
2145	0	56	18	0	1	0	0	0	0	0	0	0	0	0	0	75
2200	2	69	11	0	0	0	0	0	0	0	0	0	0	0	0	82
Hourly Total	2	240	67	0	2	0	0	2	0	0	1	0	0	0	0	315
2215	1	34	15	0	0	0	0	0	0	0	0	0	0	0	0	50
2230	0	50	15	0	1	0	0	0	0	0	0	0	0	0	0	66
2245	0	48	18	0	0	0	0	1	0	0	0	0	0	0	0	67
2300	0	50	12	0	0	0	0	0	0	0	0	0	0	0	0	62
Hourly Total	1	182	60	0	1	0	0	1	0	0	0	0	0	0	0	245
2315	0	33	4	0	0	0	0	0	0	0	0	0	0	0	0	37
2330	0	39	5	0	0	0	0	0	0	0	0	0	0	0	0	44
2345	0	21	6	0	2	0	0	0	0	0	0	0	0	0	1	30
2400	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
Hourly Total	0	102	19	0	2	0	0	0	0	0	0	0	0	0	1	124
DAILY TOTAL	51	7445	2128	5	167	6	0	38	10	0	1	0	0	0	13	9864
Percentages	0.5%	75.5%	21.6%	0.1%	1.7%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	100.0%

1600	0	118	71	3	7	2	0	5	1	0	0	0	0	0	4	211
Hourly Total	6	537	251	10	33	6	0	16	6	0	0	0	0	0	26	891
1615	1	170	84	0	8	1	0	2	1	0	0	0	0	0	0	267
1630	2	155	65	2	7	0	0	7	0	0	0	0	0	0	0	238
1645	0	158	69	0	5	1	0	4	2	0	0	0	0	0	0	239
1700	2	146	67	0	13	2	0	3	2	0	0	0	0	0	0	235
Hourly Total	5	629	285	2	33	4	0	16	5	0	0	0	0	0	0	979
1715	2	136	64	2	10	2	0	2	1	1	0	0	0	2	0	264
1730	3	153	56	1	14	1	0	2	2	0	0	0	0	0	0	252
1745	1	164	49	1	9	0	0	0	1	0	0	0	0	0	0	229
1800	0	147	53	0	8	0	0	1	0	0	0	0	0	0	0	210
Hourly Total	6	600	222	4	41	3	0	5	4	1	0	0	2	0	67	955
1815	2	114	47	0	3	0	0	0	1	0	0	0	0	0	0	167
1830	0	103	34	0	6	0	0	0	2	0	0	0	0	0	0	145
1845	0	83	32	0	3	0	0	1	1	0	0	0	0	0	0	121
1900	3	92	28	0	3	1	0	0	2	0	0	0	0	0	0	129
Hourly Total	5	392	141	0	15	1	0	1	6	0	0	0	0	0	1	562
1915	0	72	27	0	2	0	0	0	1	0	0	0	0	0	0	104
1930	0	82	24	0	2	0	0	0	0	0	0	0	0	0	0	108
1945	1	53	14	0	5	0	0	0	1	0	0	0	0	0	0	74
2000	1	64	15	0	2	1	0	1	1	0	0	0	0	0	0	86
Hourly Total	2	271	80	0	11	1	0	1	3	0	0	0	0	0	3	372
2015	1	59	13	0	3	1	0	0	1	0	0	0	0	0	0	78
2030	0	54	16	0	1	0	0	0	0	0	0	0	0	0	0	71
2045	0	66	14	0	0	0	0	0	1	0	0	0	0	0	0	81
2100	0	48	13	0	2	1	0	0	0	0	0	0	0	0	0	64
Hourly Total	1	227	56	0	6	2	0	0	2	0	0	0	0	0	0	294
2115	0	60	8	0	0	0	0	0	1	0	1	0	0	0	0	70
2130	0	48	12	0	1	0	0	0	0	0	0	0	0	0	0	61
2145	0	51	16	0	1	1	0	0	0	0	0	0	0	0	0	69
2200	1	36	7	0	0	0	0	0	0	0	0	0	0	0	0	44
Hourly Total	1	195	43	0	2	1	0	0	1	0	1	0	0	0	0	244
2215	0	37	16	0	2	1	0	1	1	0	0	0	0	0	0	58
2230	0	29	9	0	2	0	0	0	1	0	0	0	0	0	0	41
2245	0	22	6	0	0	0	0	0	1	0	0	0	0	0	0	29
2300	0	27	9	0	0	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	0	115	40	0	4	1	0	1	3	0	0	0	0	0	0	164
2315	0	22	7	0	1	0	0	0	0	0	0	0	0	0	0	30
2330	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
2345	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
2400	0	18	5	0	1	0	0	1	1	0	0	0	0	0	0	26
Hourly Total	0	73	18	0	3	0	0	1	1	0	0	0	0	0	0	96
DAILY TOTAL	47	5960	2746	42	426	82	3	106	113	1	2	0	2	0	128	9658
Percentages	0.5%	61.7%	28.4%	0.4%	4.4%	0.8%	0.0%	1.1%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	100.0%

1600	0	90	31	1	7	1	0	0	3	0	0	0	0	0	1	134
Hourly Total	1	336	152	1	19	2	0	7	8	1	0	0	0	0	4	531
1615	0	96	19	1	6	2	0	1	0	0	0	0	0	0	0	125
1630	2	75	31	0	3	1	0	1	6	0	0	0	0	0	0	119
1645	0	84	34	0	6	2	0	2	3	0	0	0	0	0	0	131
1700	0	105	26	0	4	0	0	3	1	0	0	0	0	0	0	139
Hourly Total	2	360	110	1	19	5	0	7	10	0	0	0	0	0	0	514
1715	1	89	32	1	4	1	0	2	2	0	0	0	0	0	0	135
1730	0	92	27	1	5	0	0	1	1	0	0	0	0	0	0	127
1745	0	77	22	0	2	2	0	0	1	0	0	0	0	0	0	104
1800	0	79	19	0	3	0	0	1	0	0	0	0	0	0	0	102
Hourly Total	1	337	100	2	14	3	0	4	4	0	0	0	0	0	3	468
1815	1	68	19	0	1	1	0	1	2	0	0	0	0	0	0	93
1830	0	55	28	0	3	0	0	0	2	0	0	0	0	0	0	88
1845	0	77	17	0	4	0	0	0	2	0	0	0	0	0	0	100
1900	0	66	16	0	2	0	0	1	0	0	0	0	0	0	0	85
Hourly Total	1	266	80	0	10	1	0	2	6	0	0	0	0	0	0	366
1915	1	32	12	0	0	1	0	0	0	0	0	0	0	0	0	46
1930	1	40	12	0	2	0	0	0	1	0	0	0	0	0	0	56
1945	0	35	16	0	2	1	0	0	1	0	0	0	0	0	0	55
2000	0	41	12	0	0	0	0	2	0	0	0	0	0	0	0	55
Hourly Total	2	148	52	0	4	2	0	2	2	0	0	0	0	0	0	212
2015	0	60	15	1	2	0	0	0	1	0	0	0	0	0	0	79
2030	0	48	13	0	1	0	0	0	1	0	0	0	0	0	0	63
2045	1	44	10	0	0	1	0	1	0	0	0	0	0	0	0	57
2100	0	33	9	0	0	0	0	0	2	0	0	0	0	0	0	44
Hourly Total	1	185	47	1	3	1	0	1	4	0	0	0	0	0	0	243
2115	0	31	11	0	0	0	0	0	0	0	0	0	0	0	0	42
2130	0	30	6	0	0	0	0	0	1	0	0	0	0	0	0	37
2145	1	26	5	0	1	1	0	0	0	0	0	0	0	0	0	34
2200	0	19	3	0	0	0	0	0	2	0	0	0	0	0	0	24
Hourly Total	1	106	25	0	1	1	0	0	3	0	0	0	0	0	0	137
2215	0	20	8	0	1	0	0	0	0	0	0	0	0	0	0	29
2230	0	21	7	0	0	0	0	0	1	0	0	0	0	0	0	29
2245	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
2300	0	13	1	0	1	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	0	65	19	0	2	0	0	0	1	0	0	0	0	0	0	87
2315	0	12	4	0	2	0	0	0	0	0	0	0	0	0	0	18
2330	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
2345	0	8	4	0	0	0	0	0	1	0	0	0	0	0	0	13
2400	0	13	1	0	0	0	0	0	0	0	1	0	0	0	0	15
Hourly Total	0	45	10	0	2	0	0	0	1	0	1	0	0	0	0	59
DAILY TOTAL	35	5677	2428	26	381	67	18	105	110	12	3	0	2	0	41	8905
Percentages	0.4%	63.8%	27.3%	0.3%	4.3%	0.8%	0.2%	1.2%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	100.0%

CLASS COUNT REPORT

Location: Old US 41 north of Compound Rd City/Country: Bonita Springs/Lee
Direction: Combined
Start Date: 4/15/2019 Start Time: 00:00
Stop Date: 4/15/2019 Stop Time: 24:00

Table with columns: END TIME, VEHICLE CLASS (Cyle, Car, 2A-4T, Buses, 2A-SU, 3A-SU, 4A-SU, 4A-ST, 5A-ST, 6A-ST, 5A-MT, 6A-MT, 7A-MT, None, Unclass), and Total. Contains hourly data for 15-minute intervals from 00:15 to 15:45.

1600	0	208	102	4	14	3	0	5	4	0	0	0	0	0	5	345
Hourly Total	7	873	403	11	52	8	0	23	14	1	0	0	0	0	30	1422
1615	1	266	103	1	14	3	0	3	1	0	0	0	0	0	0	392
1630	4	230	96	2	10	1	0	8	6	0	0	0	0	0	0	357
1645	0	242	103	0	11	3	0	6	5	0	0	0	0	0	0	370
1700	2	251	93	0	17	2	0	6	3	0	0	0	0	0	0	374
Hourly Total	7	989	395	3	52	9	0	23	15	0	0	0	0	0	0	1493
1715	3	225	96	3	14	3	0	4	3	1	0	0	2	0	45	399
1730	3	245	83	2	19	1	0	3	3	0	0	0	0	0	20	379
1745	1	241	71	1	11	2	0	0	2	0	0	0	0	0	4	333
1800	0	226	72	0	11	0	0	2	0	0	0	0	0	0	1	312
Hourly Total	7	937	322	6	55	6	0	9	8	1	0	0	2	0	70	1423
1815	3	182	66	0	4	1	0	1	3	0	0	0	0	0	0	260
1830	0	158	62	0	9	0	0	0	4	0	0	0	0	0	0	233
1845	0	160	49	0	7	0	0	1	3	0	0	0	0	0	1	221
1900	3	158	44	0	5	1	0	1	2	0	0	0	0	0	0	214
Hourly Total	6	658	221	0	25	2	0	3	12	0	0	0	0	0	1	928
1915	1	104	39	0	2	1	0	0	1	0	0	0	0	0	2	150
1930	1	122	36	0	4	0	0	0	1	0	0	0	0	0	0	164
1945	1	88	30	0	7	1	0	0	2	0	0	0	0	0	0	129
2000	1	105	27	0	2	1	0	3	1	0	0	0	0	0	1	141
Hourly Total	4	419	132	0	15	3	0	3	5	0	0	0	0	0	3	584
2015	1	119	28	1	5	1	0	0	2	0	0	0	0	0	0	157
2030	0	102	29	0	2	0	0	0	1	0	0	0	0	0	0	134
2045	1	110	24	0	0	1	0	1	1	0	0	0	0	0	0	138
2100	0	81	22	0	2	1	0	0	2	0	0	0	0	0	0	108
Hourly Total	2	412	103	1	9	3	0	1	6	0	0	0	0	0	0	537
2115	0	91	19	0	0	0	0	0	1	0	1	0	0	0	0	112
2130	0	78	18	0	1	0	0	0	1	0	0	0	0	0	0	98
2145	1	77	21	0	2	2	0	0	0	0	0	0	0	0	0	103
2200	1	55	10	0	0	0	0	0	2	0	0	0	0	0	0	68
Hourly Total	2	301	68	0	3	2	0	0	4	0	1	0	0	0	0	381
2215	0	57	24	0	3	1	0	1	1	0	0	0	0	0	0	87
2230	0	50	16	0	2	0	0	0	2	0	0	0	0	0	0	70
2245	0	33	9	0	0	0	0	0	1	0	0	0	0	0	0	43
2300	0	40	10	0	1	0	0	0	0	0	0	0	0	0	0	51
Hourly Total	0	180	59	0	6	1	0	1	4	0	0	0	0	0	0	251
2315	0	34	11	0	3	0	0	0	0	0	0	0	0	0	0	48
2330	0	35	5	0	0	0	0	0	0	0	0	0	0	0	0	40
2345	0	18	6	0	1	0	0	0	1	0	0	0	0	0	0	26
2400	0	31	6	0	1	0	0	1	1	0	1	0	0	0	0	41
Hourly Total	0	118	28	0	5	0	0	1	2	0	1	0	0	0	0	155
DAILY TOTAL	82	11637	5174	68	807	149	21	211	223	13	5	0	4	0	169	18563
Percentages	0.4%	62.7%	27.9%	0.4%	4.3%	0.8%	0.1%	1.1%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.9%	100.0%

1600	1	100	62	4	9	0	0	3	2	0	0	0	0	0	8	189
Hourly Total	8	532	264	7	36	9	0	9	12	0	0	0	1	0	12	890
1615	3	132	66	6	14	0	0	1	2	0	0	0	1	0	16	241
1630	4	72	28	3	14	11	0	1	2	0	0	0	5	0	68	208
1645	8	71	36	3	18	14	1	1	2	0	0	0	8	0	62	224
1700	3	113	37	2	15	14	0	2	0	0	0	0	0	0	66	252
Hourly Total	18	388	167	14	61	39	1	5	6	0	0	0	14	0	212	925
1715	3	141	63	4	12	2	0	2	1	0	0	0	1	0	27	256
1730	2	89	41	3	13	7	1	1	0	1	0	0	5	0	65	228
1745	2	124	39	1	15	5	0	1	0	1	0	0	1	0	42	231
1800	0	153	53	1	7	0	0	2	0	0	0	0	0	0	0	216
Hourly Total	7	507	196	9	47	14	1	6	1	2	0	0	7	0	134	931
1815	1	144	53	0	7	1	0	1	3	0	0	0	0	0	0	210
1830	1	117	39	0	6	0	0	2	2	0	0	0	0	0	0	167
1845	0	96	27	0	8	1	0	1	1	0	0	0	0	0	0	134
1900	2	81	20	0	3	0	0	0	1	0	0	0	0	0	0	107
Hourly Total	4	438	139	0	24	2	0	4	7	0	0	0	0	0	0	618
1915	2	63	27	0	4	1	0	0	0	0	0	0	0	0	0	97
1930	1	61	26	0	3	2	0	0	0	0	0	0	0	0	0	93
1945	0	55	24	0	0	0	0	0	0	0	0	0	0	0	0	79
2000	2	84	18	0	4	0	0	1	1	0	0	0	0	0	0	110
Hourly Total	5	263	95	0	11	3	0	1	1	0	0	0	0	0	0	379
2015	0	67	16	0	2	0	0	0	1	0	0	0	0	0	0	86
2030	0	65	12	0	1	0	0	0	0	0	0	0	0	0	1	79
2045	1	57	16	0	2	0	0	0	1	0	0	0	0	0	0	77
2100	0	38	13	0	1	1	0	0	0	0	0	0	0	0	0	53
Hourly Total	1	227	57	0	6	1	0	0	2	0	0	0	0	0	1	295
2115	0	70	17	0	0	0	0	0	0	0	0	0	0	0	0	87
2130	1	51	11	0	0	0	0	0	0	0	1	0	0	0	0	64
2145	1	38	12	0	3	0	0	0	1	0	0	0	0	0	0	55
2200	0	43	9	0	1	0	0	0	0	0	0	0	0	0	0	53
Hourly Total	2	202	49	0	4	0	0	0	1	0	1	0	0	0	0	259
2215	0	45	7	0	1	1	0	0	0	0	0	0	0	0	0	54
2230	0	41	12	0	0	0	0	0	0	0	0	0	0	0	0	53
2245	0	50	14	0	0	0	0	0	0	0	0	0	0	0	0	64
2300	0	29	2	0	1	0	0	0	0	0	0	0	0	0	0	32
Hourly Total	0	165	35	0	2	1	0	0	0	0	0	0	0	0	0	203
2315	0	24	4	0	1	0	0	0	0	0	0	0	0	0	0	29
2330	0	18	3	0	1	1	0	0	0	0	0	0	0	0	0	23
2345	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
2400	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	66	13	0	2	1	0	0	0	0	0	0	0	0	0	82
DAILY TOTAL	76	5789	2657	55	474	155	4	87	120	3	2	0	24	0	387	9833
Percentages	0.8%	58.9%	27.0%	0.6%	4.8%	1.6%	0.0%	0.9%	1.2%	0.0%	0.0%	0.0%	0.2%	0.0%	3.9%	100.0%

1600	2	91	41	0	8	1	0	3	0	0	0	0	0	0	0	0	146
Hourly Total	3	362	146	2	22	9	1	8	6	1	0	0	0	0	0	0	560
1615	1	68	29	0	5	1	0	4	2	0	0	0	0	0	0	3	113
1630	0	95	26	0	2	2	0	2	2	0	0	0	0	0	0	0	129
1645	1	87	25	1	7	0	0	1	1	0	0	0	0	0	0	0	123
1700	2	76	26	1	8	1	0	4	2	0	0	0	0	0	0	0	120
Hourly Total	4	326	106	2	22	4	0	11	7	0	0	0	0	0	0	3	485
1715	0	114	35	0	4	0	0	0	1	0	0	0	0	0	0	0	154
1730	1	75	21	0	7	0	0	0	0	0	0	0	0	0	0	0	104
1745	0	56	23	0	2	0	0	3	0	0	0	0	0	0	0	0	84
1800	0	96	24	1	5	0	0	1	1	0	0	0	0	0	0	0	128
Hourly Total	1	341	103	1	18	0	0	4	2	0	0	0	0	0	0	0	470
1815	1	72	23	0	1	0	0	2	2	0	0	0	0	0	0	0	101
1830	2	58	9	0	4	0	0	0	1	0	0	0	0	0	0	0	74
1845	0	43	17	0	7	0	0	1	2	0	0	0	0	0	0	0	70
1900	0	53	18	0	4	1	0	0	0	0	0	0	0	0	0	0	76
Hourly Total	3	226	67	0	16	1	0	3	5	0	0	0	0	0	0	0	321
1915	0	44	13	0	1	0	0	1	0	0	0	0	0	0	0	0	59
1930	0	49	12	0	0	0	0	0	2	0	0	0	0	0	0	0	63
1945	1	49	11	0	0	1	0	1	1	0	0	0	0	0	0	0	64
2000	0	44	14	0	3	0	0	0	0	0	0	0	0	0	0	0	61
Hourly Total	1	186	50	0	4	1	0	2	3	0	0	0	0	0	0	0	247
2015	0	39	9	0	3	0	0	0	1	0	0	0	0	0	0	0	52
2030	0	33	8	1	1	0	0	0	1	0	0	0	0	0	0	0	44
2045	0	35	10	0	2	0	0	0	0	0	0	0	0	0	0	0	47
2100	0	32	8	0	1	1	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	0	139	35	1	7	1	0	0	2	0	0	0	0	0	0	0	185
2115	0	29	9	0	0	0	0	0	0	0	0	0	0	0	0	0	38
2130	0	29	4	0	1	0	0	0	1	0	0	0	0	0	0	0	35
2145	1	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34
2200	0	34	11	0	0	0	0	1	0	0	0	0	0	0	0	1	47
Hourly Total	1	120	29	0	1	0	0	1	1	0	0	0	0	0	0	1	154
2215	0	24	6	0	1	1	0	0	0	0	0	0	0	0	0	0	32
2230	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19
2245	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
2300	0	13	4	0	0	0	0	1	0	0	0	0	0	0	0	0	18
Hourly Total	0	65	16	0	1	1	0	1	0	0	0	0	0	0	0	0	84
2315	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17
2330	0	8	2	0	2	1	0	0	0	0	0	0	0	0	0	0	13
2345	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2400	1	6	3	0	0	0	0	0	0	0	1	0	0	0	0	0	11
Hourly Total	1	36	8	0	2	1	0	0	0	0	1	0	0	0	0	0	49
DAILY TOTAL	40	5733	2419	29	422	80	29	130	106	16	1	0	3	0	51	9059	
Percentages	0.4%	63.3%	26.7%	0.3%	4.7%	0.9%	0.3%	1.4%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.6%	100.0%	

1600	3	191	103	4	17	1	0	6	2	0	0	0	0	0	8	335
Hourly Total	11	894	410	9	58	18	1	17	18	1	0	0	1	0	12	1450
1615	4	200	95	6	19	1	0	5	4	0	0	0	1	0	19	354
1630	4	167	54	3	16	13	0	3	4	0	0	0	5	0	68	337
1645	9	158	61	4	25	14	1	2	3	0	0	0	8	0	62	347
1700	5	189	63	3	23	15	0	6	2	0	0	0	0	0	66	372
Hourly Total	22	714	273	16	83	43	1	16	13	0	0	0	14	0	215	1410
1715	3	255	98	4	16	2	0	2	2	0	0	0	1	0	27	410
1730	3	164	62	3	20	7	1	1	0	1	0	0	5	0	65	332
1745	2	180	62	1	17	5	0	4	0	1	0	0	1	0	42	315
1800	0	249	77	2	12	0	0	3	1	0	0	0	0	0	0	344
Hourly Total	8	848	299	10	65	14	1	10	3	2	0	0	7	0	134	1401
1815	2	216	76	0	8	1	0	3	5	0	0	0	0	0	0	311
1830	3	175	48	0	10	0	0	2	3	0	0	0	0	0	0	241
1845	0	139	44	0	15	1	0	2	3	0	0	0	0	0	0	204
1900	2	134	38	0	7	1	0	0	1	0	0	0	0	0	0	183
Hourly Total	7	664	206	0	40	3	0	7	12	0	0	0	0	0	0	939
1915	2	107	40	0	5	1	0	1	0	0	0	0	0	0	0	156
1930	1	110	38	0	3	2	0	0	2	0	0	0	0	0	0	156
1945	1	104	35	0	0	1	0	1	1	0	0	0	0	0	0	143
2000	2	128	32	0	7	0	0	1	1	0	0	0	0	0	0	171
Hourly Total	6	449	145	0	15	4	0	3	4	0	0	0	0	0	0	626
2015	0	106	25	0	5	0	0	0	2	0	0	0	0	0	0	138
2030	0	98	20	1	2	0	0	0	1	0	0	0	0	0	1	123
2045	1	92	26	0	4	0	0	0	1	0	0	0	0	0	0	124
2100	0	70	21	0	2	2	0	0	0	0	0	0	0	0	0	95
Hourly Total	1	366	92	1	13	2	0	0	4	0	0	0	0	0	1	480
2115	0	99	26	0	0	0	0	0	0	0	0	0	0	0	0	125
2130	1	80	15	0	1	0	0	0	1	0	1	0	0	0	0	99
2145	2	66	17	0	3	0	0	0	1	0	0	0	0	0	0	89
2200	0	77	20	0	1	0	0	1	0	0	0	0	0	0	1	100
Hourly Total	3	322	78	0	5	0	0	1	2	0	1	0	0	0	1	413
2215	0	69	13	0	2	2	0	0	0	0	0	0	0	0	0	86
2230	0	57	15	0	0	0	0	0	0	0	0	0	0	0	0	72
2245	0	62	17	0	0	0	0	0	0	0	0	0	0	0	0	79
2300	0	42	6	0	1	0	0	1	0	0	0	0	0	0	0	50
Hourly Total	0	230	51	0	3	2	0	1	0	0	0	0	0	0	0	287
2315	0	38	7	0	1	0	0	0	0	0	0	0	0	0	0	46
2330	0	26	5	0	3	2	0	0	0	0	0	0	0	0	0	36
2345	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
2400	1	11	6	0	0	0	0	0	0	1	0	0	0	0	0	19
Hourly Total	1	102	21	0	4	2	0	0	0	0	1	0	0	0	0	131
DAILY TOTAL	116	11522	5076	84	896	235	33	217	226	19	3	0	27	0	438	18892
Percentages	0.6%	61.0%	26.9%	0.4%	4.7%	1.2%	0.2%	1.1%	1.2%	0.1%	0.0%	0.0%	0.1%	0.0%	2.3%	100.0%

1600	4	100	63	3	9	4	0	5	3	0	0	0	1	0	22	214
Hourly Total	15	442	231	7	46	9	1	14	11	1	0	0	1	0	64	842
1615	1	108	52	2	20	7	1	3	3	0	0	0	0	0	31	228
1630	1	91	41	6	26	3	1	5	2	0	0	0	6	0	52	234
1645	5	95	38	5	8	9	1	4	1	0	0	0	2	0	64	232
1700	0	141	56	0	15	0	1	4	0	0	0	0	0	0	7	224
Hourly Total	7	435	187	13	69	19	4	16	6	0	0	0	8	0	154	918
1715	3	121	50	3	10	6	1	0	0	0	0	0	3	0	48	245
1730	5	73	26	2	5	7	1	1	3	0	0	0	4	0	82	209
1745	4	143	38	4	10	3	0	2	2	0	0	0	3	0	33	242
1800	0	139	51	0	10	0	0	0	0	0	0	0	0	0	0	200
Hourly Total	12	476	165	9	35	16	2	3	5	0	0	0	10	0	163	896
1815	1	151	59	0	3	0	0	0	3	0	0	0	0	0	0	217
1830	1	123	44	0	4	1	0	0	3	0	0	0	0	0	1	177
1845	0	83	28	0	3	1	0	1	0	0	0	0	0	0	0	116
1900	1	95	29	0	1	0	0	0	1	0	0	0	0	0	0	127
Hourly Total	3	452	160	0	11	2	0	1	7	0	0	0	0	0	1	637
1915	1	85	32	0	1	0	0	0	2	0	0	0	0	0	0	121
1930	0	92	21	0	2	0	0	1	1	0	0	0	0	0	1	118
1945	0	91	23	0	1	0	1	0	1	0	0	0	0	0	2	119
2000	2	68	25	0	5	0	0	1	0	0	0	0	0	0	0	101
Hourly Total	3	336	101	0	9	0	1	2	4	0	0	0	0	0	3	459
2015	1	71	19	0	1	0	0	0	0	0	0	0	0	0	0	92
2030	0	81	20	0	1	0	0	0	2	0	0	0	0	0	0	104
2045	0	68	20	0	1	1	0	0	1	0	0	0	0	0	0	91
2100	0	66	6	0	2	0	0	0	2	0	0	0	0	0	0	76
Hourly Total	1	286	65	0	5	1	0	0	5	0	0	0	0	0	0	363
2115	0	75	16	0	0	0	0	0	1	0	0	0	0	0	0	92
2130	0	57	13	0	0	0	1	0	0	0	1	0	0	0	0	72
2145	0	50	9	0	0	0	0	1	0	0	0	0	0	0	0	60
2200	0	43	11	0	0	0	0	0	1	0	0	0	0	0	0	55
Hourly Total	0	225	49	0	0	0	1	1	2	0	1	0	0	0	0	279
2215	1	38	10	0	1	0	0	0	0	0	0	0	0	0	0	50
2230	0	50	8	0	1	1	0	0	0	0	0	0	0	0	0	60
2245	0	33	9	0	0	0	0	0	0	0	0	0	0	0	0	42
2300	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	34
Hourly Total	1	149	33	0	2	1	0	0	0	0	0	0	0	0	0	186
2315	0	28	5	0	0	2	0	0	0	0	0	0	0	0	0	35
2330	0	23	12	0	1	0	0	0	2	0	0	0	0	0	0	38
2345	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
2400	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	77	26	0	2	2	0	0	2	0	0	0	0	0	0	109
DAILY TOTAL	75	5936	2614	53	466	112	12	107	135	1	2	0	21	0	404	9938
Percentages	0.8%	59.7%	26.3%	0.5%	4.7%	1.1%	0.1%	1.1%	1.4%	0.0%	0.0%	0.0%	0.2%	0.0%	4.1%	100.0%

1600	1	94	43	0	8	1	0	2	3	0	0	0	0	0	0	152
Hourly Total	4	371	167	2	26	6	3	10	7	1	0	0	0	0	1	598
1615	1	85	30	2	6	2	1	4	1	0	0	0	0	0	2	134
1630	0	77	26	0	7	0	0	1	1	0	0	0	0	0	0	112
1645	0	99	38	0	3	2	0	0	1	0	0	0	0	0	0	143
1700	1	81	34	1	3	0	0	1	0	0	0	0	0	0	0	121
Hourly Total	2	342	128	3	19	4	1	6	3	0	0	0	0	0	2	510
1715	1	107	29	0	4	2	0	2	1	0	0	0	0	0	0	146
1730	2	85	33	2	4	1	0	0	0	0	0	0	0	0	3	130
1745	0	90	29	0	2	0	0	0	1	0	0	0	0	0	0	122
1800	0	79	21	0	1	0	0	0	1	0	0	0	0	0	0	102
Hourly Total	3	361	112	2	11	3	0	2	3	0	0	0	0	0	3	500
1815	0	77	30	0	6	0	0	1	3	0	0	0	0	0	0	117
1830	0	78	23	0	2	1	0	1	0	0	0	0	0	0	0	105
1845	1	60	23	1	1	0	0	2	0	0	0	0	0	0	0	88
1900	2	69	20	0	4	0	0	0	3	0	0	0	0	0	0	98
Hourly Total	3	284	96	1	13	1	0	4	6	0	0	0	0	0	0	408
1915	0	51	16	0	3	0	0	1	0	0	0	0	0	0	0	71
1930	1	48	27	0	2	0	0	0	0	0	0	0	0	0	0	78
1945	0	54	15	0	2	1	0	1	0	0	0	0	0	0	0	73
2000	1	38	20	0	1	0	0	0	1	0	0	0	0	0	0	61
Hourly Total	2	191	78	0	8	1	0	2	1	0	0	0	0	0	0	283
2015	0	38	10	1	1	0	0	0	2	0	0	0	0	0	0	52
2030	1	39	11	0	1	0	0	0	1	0	0	0	0	0	0	53
2045	1	34	13	0	2	1	0	0	2	0	0	0	0	0	0	53
2100	1	42	13	0	0	1	0	0	1	0	0	0	0	0	0	58
Hourly Total	3	153	47	1	4	2	0	0	6	0	0	0	0	0	0	216
2115	0	26	13	0	0	0	0	0	0	0	0	0	0	0	0	39
2130	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
2145	0	35	6	0	0	1	0	0	1	0	0	0	0	0	0	43
2200	0	26	9	1	2	0	0	0	1	0	0	0	0	0	0	39
Hourly Total	0	106	32	1	2	1	0	0	2	0	0	0	0	0	0	144
2215	0	22	5	0	0	0	0	0	0	0	0	0	0	0	0	27
2230	0	8	5	0	0	1	0	0	1	0	0	0	0	0	0	15
2245	0	23	4	0	1	0	0	0	1	0	0	0	0	0	0	29
2300	0	17	2	0	0	1	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	70	16	0	1	2	0	0	2	0	0	0	0	0	0	91
2315	0	16	2	0	1	0	0	0	1	0	0	0	0	0	0	20
2330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
2345	0	15	3	0	1	0	0	0	0	0	1	0	0	0	0	20
2400	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	44	9	0	2	0	0	0	1	0	1	0	0	0	0	57
DAILY TOTAL	43	5429	2387	33	402	50	18	102	122	15	2	0	1	0	24	8628
Percentages	0.5%	62.9%	27.7%	0.4%	4.7%	0.6%	0.2%	1.2%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.3%	100.0%

1600	5	194	106	3	17	5	0	7	6	0	0	0	1	0	22	366
Hourly Total	19	813	398	9	72	15	4	24	18	2	0	0	1	0	65	1440
1615	2	193	82	4	26	9	2	7	4	0	0	0	0	0	33	362
1630	1	168	67	6	33	3	1	6	3	0	0	0	6	0	52	346
1645	5	194	76	5	11	11	1	4	2	0	0	0	2	0	64	375
1700	1	222	90	1	18	0	1	5	0	0	0	0	0	0	7	345
Hourly Total	9	777	315	16	88	23	5	22	9	0	0	0	8	0	156	1428
1715	4	228	79	3	14	8	1	2	1	0	0	0	3	0	48	391
1730	7	158	59	4	9	8	1	1	3	0	0	0	4	0	85	339
1745	4	233	67	4	12	3	0	2	3	0	0	0	3	0	33	364
1800	0	218	72	0	11	0	0	0	1	0	0	0	0	0	0	302
Hourly Total	15	837	277	11	46	19	2	5	8	0	0	0	10	0	166	1396
1815	1	228	89	0	9	0	0	1	6	0	0	0	0	0	0	334
1830	1	201	67	0	6	2	0	1	3	0	0	0	0	0	1	282
1845	1	143	51	1	4	1	0	3	0	0	0	0	0	0	0	204
1900	3	164	49	0	5	0	0	0	4	0	0	0	0	0	0	225
Hourly Total	6	736	256	1	24	3	0	5	13	0	0	0	0	0	1	1045
1915	1	136	48	0	4	0	0	1	2	0	0	0	0	0	0	192
1930	1	140	48	0	4	0	0	1	1	0	0	0	0	0	1	196
1945	0	145	38	0	3	1	1	1	1	0	0	0	0	0	2	192
2000	3	106	45	0	6	0	0	1	1	0	0	0	0	0	0	162
Hourly Total	5	527	179	0	17	1	1	4	5	0	0	0	0	0	3	742
2015	1	109	29	1	2	0	0	0	2	0	0	0	0	0	0	144
2030	1	120	31	0	2	0	0	0	3	0	0	0	0	0	0	157
2045	1	102	33	0	3	2	0	0	3	0	0	0	0	0	0	144
2100	1	108	19	0	2	1	0	0	3	0	0	0	0	0	0	134
Hourly Total	4	439	112	1	9	3	0	0	11	0	0	0	0	0	0	579
2115	0	101	29	0	0	0	0	0	1	0	0	0	0	0	0	131
2130	0	76	17	0	0	0	1	0	0	0	1	0	0	0	0	95
2145	0	85	15	0	0	1	0	1	1	0	0	0	0	0	0	103
2200	0	69	20	1	2	0	0	0	2	0	0	0	0	0	0	94
Hourly Total	0	331	81	1	2	1	1	1	4	0	1	0	0	0	0	423
2215	1	60	15	0	1	0	0	0	0	0	0	0	0	0	0	77
2230	0	58	13	0	1	2	0	0	1	0	0	0	0	0	0	75
2245	0	56	13	0	1	0	0	0	1	0	0	0	0	0	0	71
2300	0	45	8	0	0	1	0	0	0	0	0	0	0	0	0	54
Hourly Total	1	219	49	0	3	3	0	0	2	0	0	0	0	0	0	277
2315	0	44	7	0	1	2	0	0	1	0	0	0	0	0	0	55
2330	0	29	13	0	1	0	0	0	2	0	0	0	0	0	0	45
2345	0	31	9	0	1	0	0	0	0	0	1	0	0	0	0	42
2400	0	17	6	0	1	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	0	121	35	0	4	2	0	0	3	0	1	0	0	0	0	166
DAILY TOTAL	118	11365	5001	86	868	162	30	209	257	16	4	0	22	0	428	18566
Percentages	0.6%	61.2%	26.9%	0.5%	4.7%	0.9%	0.2%	1.1%	1.4%	0.1%	0.0%	0.0%	0.1%	0.0%	2.3%	100.0%

Volume Count Report

Start Date: April 16, 2019 Start Time: 00:00
 Stop Date: April 16, 2019 Stop Time: 24:00
 City: Bonita Springs County: Lee
 Location: Old US 41 north of Bonita Beach Rd

Northbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	0	4	2	0	8	22	48	74	80	81	106
30	5	2	3	2	3	5	29	44	97	90	85	115
45	4	4	2	1	2	12	26	78	73	75	106	113
00	6	7	1	3	5	14	45	75	96	93	91	125
Hr Total	23	13	10	8	10	39	122	245	340	338	363	459

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	90	119	136	140	167	102	78	77	81	43	19
30	107	128	127	164	127	151	99	64	74	48	42	17
45	112	101	120	133	122	163	90	75	87	41	36	13
00	124	114	118	135	128	126	83	69	72	37	18	9
Hr Total	472	433	484	568	517	607	374	286	310	207	139	58

24 Hour Total: 6,425
 AM Peak Hour begins: 11:15 AM Peak Volume: 482 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 609 PM Peak Hour Factor: 0.91

Southbound Volume

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	0	3	1	20	58	103	178	100	100	116
30	4	2	1	2	5	19	88	161	151	110	133	120
45	2	2	1	3	5	32	120	167	148	109	110	123
00	5	1	2	4	15	56	134	246	132	114	100	121
Hr Total	17	8	4	12	26	127	400	677	609	433	443	480

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	115	120	101	87	105	90	58	65	53	28	10
30	145	125	98	117	101	115	70	64	37	26	15	14
45	128	90	115	120	105	75	61	49	47	35	22	11
00	115	119	126	104	107	88	70	62	47	35	11	5
Hr Total	510	449	459	442	400	383	291	233	196	149	76	40

24 Hour Total: 6,864
 AM Peak Hour begins: 7:15 AM Peak Volume: 752 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 12:00 PM Peak Volume: 510 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Tuesday, April 16, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	3	4	5	1	28	80	151	252	180	181	222
30	9	4	4	4	8	24	117	205	248	200	218	235
45	6	6	3	4	7	44	146	245	221	184	216	236
00	11	8	3	7	20	70	179	321	228	207	191	246
Hr Total	40	21	14	20	36	166	522	922	949	771	806	939

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	251	205	239	237	227	272	192	136	142	134	71	29
30	252	253	225	281	228	266	169	128	111	74	57	31
45	240	191	235	253	227	238	151	124	134	76	58	24
00	239	233	244	239	235	214	153	131	119	72	29	14
Hr Total	982	882	943	1,010	917	990	665	519	506	356	215	98

24 Hour Total: 13,289
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,066 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 14:45 PM Peak Volume: 1,015 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: April 17, 2019 Start Time: 00:00
 Stop Date: April 17, 2019 Stop Time: 24:00
 City: Bonita Springs County: Lee
 Location: Old US 41 north of Bonita Beach Rd

Northbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	6	3	3	0	8	24	45	92	64	103	95
30	16	3	0	1	1	5	24	53	82	82	95	79
45	10	3	5	2	3	13	30	58	103	98	76	105
00	4	2	3	1	3	15	33	82	81	75	102	107
Hr Total	51	14	11	7	7	41	111	238	358	319	376	386

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	106	98	123	121	145	119	82	65	62	35	21
30	130	102	124	150	153	123	124	90	77	56	31	28
45	107	103	121	123	143	164	123	90	62	45	38	16
00	109	109	131	130	140	121	71	78	65	44	29	11
Hr Total	474	420	474	526	557	553	437	340	269	207	133	76

24 Hour Total: 6,385
 AM Peak Hour begins: 11:30 AM Peak Volume: 470 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:15 PM Peak Volume: 581 PM Peak Hour Factor: 0.95

Southbound Volume

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	2	2	15	55	124	184	105	138	100
30	5	3	3	2	4	28	104	148	120	115	113	112
45	0	0	3	1	6	35	101	200	137	121	125	100
00	5	1	3	1	13	51	154	181	137	109	134	105
Hr Total	15	7	11	6	25	129	414	653	578	450	510	417

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	124	120	109	100	105	89	83	60	39	22	9
30	112	117	103	147	117	100	82	84	55	31	12	9
45	108	96	126	134	117	79	65	64	54	33	12	11
00	119	119	104	105	106	88	79	71	43	32	16	6
Hr Total	480	456	453	495	440	372	315	302	212	135	62	35

24 Hour Total: 6,972
 AM Peak Hour begins: 7:15 AM Peak Volume: 713 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 15:00 PM Peak Volume: 495 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Wednesday, April 17, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	9	5	5	2	23	79	169	276	169	241	195
30	21	6	3	3	5	33	128	201	202	197	208	191
45	10	3	8	3	9	48	131	258	240	219	201	205
00	9	3	6	2	16	66	187	263	218	184	236	212
Hr Total	66	21	22	13	32	170	525	891	936	769	886	803

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	269	230	218	232	221	250	208	165	125	101	57	30
30	242	219	227	297	270	223	206	174	132	87	43	37
45	215	199	247	257	260	243	188	154	116	78	50	27
00	228	228	235	235	246	209	150	149	108	76	45	17
Hr Total	954	876	927	1,021	997	925	752	642	481	342	195	111

24 Hour Total: 13,357
 AM Peak Hour begins: 7:30 AM Peak Volume: 999 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,026 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: April 18, 2019 Start Time: 00:00
 Stop Date: April 18, 2019 Stop Time: 24:00
 City: Bonita Springs County: Lee
 Location: Old US 41 north of Bonita Beach Rd

Northbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	8	1	0	6	20	60	79	94	83	103
30	6	5	3	3	0	6	29	65	66	86	84	99
45	3	3	5	1	3	9	36	68	81	107	80	112
00	2	0	1	0	5	15	44	79	71	103	94	113
Hr Total	22	11	17	5	8	36	129	272	297	390	341	427

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	125	100	121	151	133	149	125	70	81	52	56	26
30	126	85	120	135	141	137	120	69	75	44	39	18
45	113	96	124	140	136	158	103	63	75	65	26	20
00	111	109	149	136	128	135	85	82	48	47	26	20
Hr Total	475	390	514	562	538	579	433	284	279	208	147	84

24 Hour Total: 6,448
 AM Peak Hour begins: 11:30 AM Peak Volume: 476 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 579 PM Peak Hour Factor: 0.92

Southbound Volume

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	2	3	21	60	134	154	109	139	115
30	11	2	2	4	6	20	92	146	126	130	99	100
45	3	2	3	4	4	39	120	167	136	123	111	106
00	2	0	1	2	13	55	135	200	164	98	109	137
Hr Total	22	8	8	12	26	135	407	647	580	460	458	458

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	124	99	96	95	98	85	76	74	37	22	9
30	122	95	117	127	95	95	78	59	55	30	18	16
45	107	110	101	121	105	98	82	60	41	23	22	8
00	117	138	122	105	90	90	76	66	38	36	14	9
Hr Total	467	467	439	449	385	381	321	261	208	126	76	42

24 Hour Total: 6,843
 AM Peak Hour begins: 7:15 AM Peak Volume: 667 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 12:15 PM Peak Volume: 470 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Thursday, April 18, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	7	10	3	3	27	80	194	233	203	222	218
30	17	7	5	7	6	26	121	211	192	216	183	199
45	6	5	8	5	7	48	156	235	217	230	191	218
00	4	0	2	2	18	70	179	279	235	201	203	250
Hr Total	44	19	25	17	34	171	536	919	877	850	799	885

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	246	224	220	247	228	247	210	146	155	89	78	35
30	248	180	237	262	236	232	198	128	130	74	57	34
45	220	206	225	261	241	256	185	123	116	88	48	28
00	228	247	271	241	218	225	161	148	86	83	40	29
Hr Total	942	857	953	1,011	923	960	754	545	487	334	223	126

24 Hour Total: 13,291
 AM Peak Hour begins: 11:45 AM Peak Volume: 964 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 14:45 PM Peak Volume: 1,041 PM Peak Hour Factor: 0.96

Volume Count Report 3-Day Average

Start Date: April 16, 2019	Start Time: 00:00
Stop Date: April 18, 2019	Stop Time: 24:00
City: Bonita Springs	County: Lee
Location: Old US 41 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	13	3	5	2	0	7	22	51	82	79	89	101
30	9	3	2	2	1	5	27	54	82	86	88	98
45	6	3	4	1	3	11	31	68	86	93	87	110
00	4	3	2	1	4	15	41	79	83	90	96	115
Hr Total	32	13	13	7	8	39	121	252	332	349	360	424

PHF 0.9679

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	99	113	137	131	154	115	77	74	65	45	22
30	121	105	124	150	140	137	114	74	75	49	37	21
45	111	100	122	132	134	162	105	76	75	50	33	16
00	115	111	133	134	132	127	80	76	62	43	24	13
Hr Total	474	414	491	552	537	580	415	303	286	207	140	73

PHF 0.89639

24 Hour Total:	6,419	AM Peak Volume:	473	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:30	PM Peak Volume:	584	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:45				

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	2	2	19	58	120	172	105	126	110
30	7	2	2	3	5	22	95	152	132	118	115	111
45	2	1	2	3	5	35	114	178	140	118	115	110
00	4	1	2	2	14	54	141	209	144	107	114	121
Hr Total	18	8	8	10	26	130	407	659	589	448	470	452

PHF 0.8561

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	121	113	102	94	103	88	72	66	43	24	9
30	126	112	106	130	104	103	77	69	49	29	15	13
45	114	99	114	125	109	84	69	58	47	30	19	10
00	117	125	117	105	101	89	75	66	43	34	14	7
Hr Total	486	457	450	462	408	379	309	265	205	137	71	39

PHF 0.91613

24 Hour Total:	6,893	AM Peak Volume:	711	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:15	PM Peak Volume:	486	PM Peak Hour Factor:	0.95
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	19	6	6	4	2	26	80	171	254	184	215	212
30	16	6	4	5	6	28	122	206	214	204	203	208
45	7	5	6	4	8	47	144	246	226	211	203	220
00	8	4	4	4	18	69	182	288	227	197	210	236
Hr Total	50	20	20	17	34	169	528	911	921	797	830	876

PHF 0.90736

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	255	220	226	239	225	256	203	149	141	108	69	31
30	247	217	230	280	245	240	191	143	124	78	52	34
45	225	199	236	257	243	246	175	134	122	81	52	26
00	232	236	250	238	233	216	155	143	104	77	38	20
Hr Total	959	872	941	1,014	946	958	724	569	491	344	211	112

PHF 0.90536

24 Hour Total:	13,312	AM Peak Volume:	1,001	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:30	PM Peak Volume:	1,026	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	14:45				

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
 Direction: Eastbound
 Start Date: Start Time: 00:00
 Stop Date: Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	1	26	8	0	1	0	0	0	0	0	0	0	0	0	0	0	36
30	0	18	3	0	0	0	0	1	0	0	0	0	0	0	0	0	23
45	0	16	3	0	0	0	0	0	0	0	1	0	0	0	0	0	20
100	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	1	72	17	0	2	0	0	1	0	0	1	0	0	0	0	0	94
115	1	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	13
130	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15
145	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16
200	0	22	2	0	1	0	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	1	56	10	0	2	0	0	0	1	0	0	0	0	0	0	0	69
215	0	11	2	0	1	0	0	0	1	0	0	0	0	0	0	0	15
230	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	0	13
245	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	9
300	0	7	4	0	0	0	0	1	0	0	0	0	0	0	0	0	12
Hourly Total	0	36	8	0	2	0	0	1	2	0	0	0	0	0	0	0	49
315	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	10	2	0	0	0	0	0	1	0	0	0	0	0	0	0	12
345	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
400	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	34	6	0	0	0	0	0	2	0	0	0	0	0	0	0	42
415	0	15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	17
430	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	1	22
445	0	14	7	0	1	2	0	2	1	0	0	0	0	0	0	0	26
500	0	23	7	0	0	1	0	1	1	0	0	0	0	0	0	2	34
Hourly Total	0	69	17	0	1	3	0	4	2	0	0	0	0	0	0	3	99
515	1	27	8	0	1	2	0	0	0	0	0	0	0	0	0	0	39
530	0	25	9	0	0	0	0	0	1	0	0	0	0	0	0	0	35
545	1	49	15	0	0	1	0	1	1	0	0	0	0	0	0	2	71
600	0	41	13	0	3	0	0	1	1	0	0	0	0	0	0	1	61
Hourly Total	2	142	45	0	4	3	0	2	3	0	0	0	0	0	0	3	205
615	0	65	25	1	6	0	0	1	1	0	0	0	0	0	0	1	101
630	1	73	39	2	6	4	0	2	1	0	0	0	0	0	0	2	130
645	1	118	46	1	11	1	0	3	3	0	0	0	0	0	0	7	191
700	1	115	62	0	9	4	0	3	2	0	0	0	0	0	0	7	203
Hourly Total	3	371	172	3	32	10	0	9	7	0	0	0	0	0	0	17	624
715	1	115	69	0	7	7	0	6	3	0	0	0	0	0	0	6	214
730	1	165	72	2	13	6	0	10	1	0	0	0	0	0	0	7	277
745	0	175	80	0	6	3	0	5	3	0	0	0	0	0	0	5	277
800	0	184	77	0	12	6	2	5	4	0	0	0	0	0	0	16	307
Hourly Total	2	638	299	2	38	22	2	26	10	0	0	0	0	0	0	35	1075
815	1	197	94	2	11	3	1	6	0	0	0	0	0	0	0	9	324
830	2	156	90	1	9	3	0	4	4	0	0	0	0	0	0	12	281
845	0	165	90	1	10	2	0	7	5	0	0	0	0	0	0	9	289
900	2	165	82	1	14	4	0	4	6	0	0	0	0	0	0	15	292
Hourly Total	5	683	357	4	45	12	1	20	14	0	0	0	0	0	0	45	1186
915	1	180	78	1	13	3	1	2	3	0	0	0	0	0	0	13	296
930	2	208	72	1	7	3	0	4	2	0	0	0	0	0	0	13	311
945	1	202	81	0	7	4	0	1	3	0	0	0	0	0	0	16	315
1000	0	200	90	0	7	2	0	1	3	0	0	0	0	0	0	18	323
Hourly Total	4	790	321	2	33	13	1	7	12	0	0	0	0	0	0	60	1245
1015	1	201	76	1	10	4	0	1	6	0	0	0	0	0	0	10	310
1030	1	238	99	0	9	4	0	3	2	0	0	0	0	0	0	16	373
1045	2	235	81	1	14	3	0	4	3	0	0	0	0	0	0	16	358
1100	4	237	81	0	12	4	0	3	2	0	0	0	0	1	0	13	356
Hourly Total	7	911	338	2	45	15	0	12	12	0	0	0	0	1	0	55	1397
1115	2	247	97	0	8	6	0	6	3	0	0	0	0	0	0	8	377
1130	1	246	79	0	9	2	1	4	2	0	0	0	0	0	0	19	364
1145	7	270	83	1	13	4	1	3	1	0	0	0	0	0	0	17	399
1200	2	258	91	1	12	5	1	6	3	0	0	0	0	0	0	21	399
Hourly Total	12	1021	351	1	42	18	3	18	10	0	0	0	0	0	0	64	1539
1215	1	278	91	0	9	4	0	4	4	0	0	0	0	0	0	26	418
1230	1	277	80	0	11	8	1	4	5	0	0	0	0	0	0	18	405
1245	4	250	88	0	11	6	1	4	5	0	0	0	0	0	0	22	392
1300	1	245	95	0	12	6	1	3	1	0	0	0	0	0	0	15	378
Hourly Total	7	1050	354	1	44	24	3	15	15	0	0	0	0	0	0	81	1593
1315	2	275	88	0	10	7	0	3	7	0	0	0	0	0	0	25	417
1330	1	294	79	0	11	4	0	3	5	0	0	0	0	0	0	16	414
1345	2	273	80	0	8	3	0	2	5	0	0	0	0	0	0	19	393
1400	3	289	79	0	13	5	1	5	6	0	0	0	0	0	0	17	417
Hourly Total	9	1130	327	0	42	18	1	14	23	0	0	0	0	0	0	76	1641
1415	3	285	102	1	11	4	0	2	5	0	0	0	0	0	0	18	432
1430	3	291	88	1	12	5	0	4	3	0	0	0	0	0	0	18	425
1445	2	311	89	1	9	4	0	4	5	0	0	0	0	0	0	30	456
1500	0	310	89	0	12	3	0	5	4	0	0	0	0	0	0	18	442
Hourly Total	8	1197	369	3	45	16	0	15	18	0	0	0	0	0	0	84	1755
1515	3	317	98	0	9	3	1	6	2	0	0	0	0	0	0	36	475
1530	1	368	112	0	17	4	2	3	4	0	0	0	0	0	0	38	549
1545	8	369	120	2	15	6	1	7	3	0	0	0	1	0	0	48	579

1600	2	356	118	0	11	2	1	6	2	0	0	0	0	0	32	530
Hourly Total	14	1409	448	2	52	14	5	22	12	0	0	0	1	0	154	2133
1615	2	371	126	1	10	5	1	5	1	0	0	0	0	0	37	559
1630	3	366	121	1	13	3	0	5	3	0	0	0	0	0	31	546
1645	1	381	116	1	14	1	1	6	3	0	0	0	0	0	40	563
1700	2	367	122	0	18	4	0	2	3	0	0	0	0	0	39	557
Hourly Total	7	1485	486	4	54	13	2	19	10	0	0	0	0	0	146	2225
1715	6	423	116	0	9	3	1	9	1	0	0	0	0	0	47	614
1730	4	386	104	1	8	3	1	5	1	0	0	0	0	0	35	547
1745	2	386	108	1	8	2	0	3	2	0	0	0	0	0	33	544
1800	3	321	95	1	8	1	1	5	0	0	0	0	0	0	21	455
Hourly Total	15	1515	423	3	32	8	2	22	4	0	0	0	0	0	135	2160
1815	2	296	85	0	5	1	0	4	2	0	0	0	0	0	15	411
1830	1	265	74	0	4	1	0	3	2	0	0	0	0	0	18	368
1845	1	218	56	0	5	0	0	2	0	0	0	0	0	0	9	292
1900	1	205	48	0	5	0	0	2	1	0	0	0	0	0	9	271
Hourly Total	5	985	263	0	19	2	0	10	5	0	0	0	0	0	51	1341
1915	1	201	40	0	7	1	0	3	1	0	0	0	0	0	8	263
1930	1	178	38	0	2	0	0	2	1	0	0	0	0	0	7	230
1945	1	161	38	0	1	0	0	1	1	0	0	0	0	0	7	209
2000	1	173	34	0	1	0	0	2	0	0	0	0	0	0	7	219
Hourly Total	4	714	150	0	11	1	0	8	4	0	0	0	0	0	29	921
2015	2	180	35	0	1	0	0	1	1	0	0	0	0	0	9	229
2030	2	192	31	0	3	2	1	1	0	0	0	0	0	0	13	245
2045	0	158	28	0	2	1	1	1	1	0	0	0	0	0	3	194
2100	2	152	33	0	1	1	0	0	0	0	0	0	0	0	2	191
Hourly Total	5	682	127	0	8	3	2	2	2	0	0	0	0	0	28	859
2115	1	165	26	0	1	0	0	0	1	0	0	0	0	0	4	199
2130	0	128	24	0	3	0	0	0	0	0	0	1	0	0	2	159
2145	1	130	21	0	3	0	0	1	0	0	0	0	0	0	7	164
2200	0	94	19	0	2	0	0	1	0	0	0	0	0	0	5	121
Hourly Total	3	517	91	0	8	0	0	2	2	0	1	0	0	0	18	642
2215	1	95	20	0	0	0	0	0	1	0	0	0	0	0	3	120
2230	1	95	18	0	1	0	0	0	0	0	0	0	0	0	2	118
2245	0	78	17	0	0	0	0	1	0	0	0	0	0	0	1	98
2300	0	65	8	0	1	0	0	0	0	0	0	0	0	0	0	74
Hourly Total	2	333	63	0	2	1	0	1	1	0	0	0	0	0	7	410
2315	0	51	11	0	1	0	0	0	0	0	0	0	0	0	1	65
2330	0	44	8	0	0	1	0	0	0	0	0	0	0	0	0	54
2345	0	41	3	0	0	0	0	0	0	0	0	0	0	0	0	45
2400	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	36
Hourly Total	0	164	28	0	2	1	0	0	0	0	0	0	0	0	1	196
DAILY TOTAL	116	16004	5070	27	565	197	22	230	171	0	2	0	2	0	1092	23498
Percentages	0.5%	68.1%	21.6%	0.1%	2.4%	0.8%	0.1%	1.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	4.6%	100.0%

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
 Direction: Eastbound
 Start Date: Start Time: 00:00
 Stop Date: Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	0	13	7	0	1	0	0	0	1	0	0	0	0	0	0	0	22
30	0	17	3	0	1	0	0	0	0	0	0	0	0	0	0	1	22
45	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17
100	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	57	18	0	2	0	0	0	1	0	0	0	0	0	0	1	81
115	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15
130	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	19
145	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
200	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	37	13	0	1	0	0	0	1	0	0	0	0	0	0	0	53
215	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	1	10
230	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
245	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	23	8	0	0	0	0	0	1	0	1	0	0	0	0	1	34
315	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
345	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	21	6	0	1	0	0	1	0	0	0	0	0	0	0	0	28
415	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	0	9
430	0	11	3	0	0	0	0	0	2	0	0	0	0	0	0	0	16
445	0	13	11	0	0	0	0	0	1	0	0	0	0	0	0	0	25
500	1	18	13	0	2	0	0	2	1	0	0	0	0	0	0	0	37
Hourly Total	1	47	28	0	2	0	0	3	5	0	0	0	0	0	0	0	87
515	0	27	11	0	2	0	1	0	1	0	0	0	0	0	0	0	41
530	0	32	15	0	1	0	0	1	1	0	0	0	0	0	0	1	50
545	1	49	24	0	2	0	0	0	0	0	0	0	0	0	0	1	78
600	0	67	33	0	3	0	1	2	1	2	0	0	0	0	0	4	113
Hourly Total	1	175	83	0	8	1	2	3	2	2	0	0	0	0	0	6	282
615	0	80	53	0	5	0	1	3	1	0	0	0	0	0	0	5	148
630	1	137	77	2	9	3	0	3	3	0	0	0	0	0	0	11	245
645	1	171	88	1	14	2	0	5	1	0	0	0	0	0	0	18	302
700	3	200	118	0	20	3	3	4	2	0	0	0	0	0	0	28	382
Hourly Total	6	588	336	3	47	8	4	14	7	1	0	0	0	0	0	63	1077
715	1	197	114	0	24	4	1	9	2	0	0	0	0	0	0	28	379
730	2	228	124	1	18	4	1	8	1	0	0	0	0	0	0	29	416
745	1	285	128	0	17	3	1	7	2	0	0	0	0	0	0	33	478
800	3	324	121	1	15	1	1	8	2	0	0	0	0	0	0	32	510
Hourly Total	8	1034	487	2	73	12	4	32	7	1	0	0	0	0	0	121	1782
815	2	291	109	3	16	5	2	9	2	0	0	0	0	0	0	33	473
830	2	312	121	1	18	5	1	8	3	0	0	0	0	0	0	36	508
845	1	304	108	1	18	3	1	6	2	0	0	0	0	0	0	36	480
900	2	339	119	1	12	4	1	7	1	0	0	0	0	0	0	37	523
Hourly Total	7	1246	458	6	64	16	4	30	9	0	0	0	0	0	0	143	1984
915	3	277	97	0	19	3	1	7	3	0	0	0	0	0	0	31	441
930	2	285	99	1	19	5	1	9	3	0	0	0	0	0	0	29	454
945	4	291	101	0	16	2	1	9	3	0	0	0	0	0	0	37	464
1000	4	294	100	1	18	3	0	5	3	0	0	0	0	0	0	27	455
Hourly Total	13	1146	397	3	72	13	3	30	12	1	0	0	0	0	0	124	1813
1015	2	278	97	0	13	4	0	4	2	1	0	0	0	0	0	25	426
1030	3	254	93	0	17	4	2	5	2	0	0	0	0	0	0	29	410
1045	3	246	95	2	14	4	2	6	2	0	0	0	0	0	0	29	403
1100	1	272	88	1	13	5	1	4	3	0	0	0	0	0	0	39	427
Hourly Total	10	1050	373	3	57	16	6	18	9	1	0	0	1	0	0	123	1667
1115	2	269	100	0	17	5	1	8	2	0	0	0	0	0	0	27	431
1130	2	255	92	0	13	4	1	6	3	0	0	0	0	0	0	26	402
1145	3	274	103	0	8	6	1	3	2	1	0	0	0	0	0	27	429
1200	3	283	97	0	11	4	2	4	3	1	0	0	1	0	0	26	435
Hourly Total	10	1081	393	1	49	20	5	21	10	2	0	0	1	0	0	106	1697
1215	2	263	97	1	12	5	2	6	2	1	0	0	0	0	0	21	411
1230	1	256	91	1	14	4	1	5	2	1	0	0	0	0	0	31	408
1245	4	257	98	0	13	2	1	5	3	1	0	0	0	0	0	26	411
1300	3	246	83	0	17	6	1	4	5	1	0	0	0	0	0	26	391
Hourly Total	11	1021	370	2	57	17	6	19	11	3	0	0	1	0	0	104	1621
1315	2	250	90	0	14	4	1	6	2	1	0	0	0	0	0	22	394
1330	3	244	83	1	11	6	1	4	3	2	0	0	0	0	0	21	379
1345	2	271	82	1	11	3	1	4	3	1	0	0	0	0	0	23	401
1400	5	266	81	1	13	4	2	4	4	2	0	0	0	0	0	29	411
Hourly Total	12	1031	336	3	48	18	6	19	12	5	0	0	0	0	0	96	1585
1415	2	220	70	1	10	2	1	2	4	1	0	0	0	0	0	15	329
1430	4	238	81	1	13	2	2	6	2	1	0	0	0	0	0	24	373
1445	2	254	88	1	11	4	1	4	3	1	0	0	0	0	0	23	393
1500	2	260	92	0	11	3	1	4	3	0	0	0	0	0	0	20	396
Hourly Total	10	972	330	3	46	11	5	17	13	2	0	0	1	0	0	81	1491
1515	1	230	76	0	10	4	2	4	2	0	0	0	0	0	0	17	347
1530	5	229	77	2	10	2	2	6	2	1	0	0	0	0	0	22	357
1545	2	226	78	0	13	6	1	6	2	0	0	0	0	0	0	18	353

1600	4	219	77	0	14	2	1	3	1	0	0	0	0	0	21	345
Hourly Total	13	904	308	3	47	14	6	19	8	2	0	0	0	0	77	1401
1615	3	199	75	1	16	3	0	3	2	0	0	0	0	18	319	
1630	2	203	80	0	12	4	0	5	2	0	0	0	0	22	330	
1645	1	222	67	1	9	2	0	3	1	0	0	0	0	16	322	
1700	2	214	59	1	12	4	0	4	2	0	0	0	0	18	317	
Hourly Total	7	838	281	4	48	12	1	15	7	0	0	0	0	74	1288	
1715	2	216	70	0	9	2	0	4	1	0	0	0	0	17	321	
1730	2	228	63	0	9	2	0	3	1	0	0	0	0	20	329	
1745	1	222	62	0	5	1	0	4	1	0	0	0	0	16	312	
1800	1	218	68	1	6	1	0	2	1	0	0	0	0	21	318	
Hourly Total	6	884	263	1	29	6	1	13	3	0	0	0	0	74	1280	
1815	1	189	64	0	7	1	0	3	1	0	0	0	0	14	281	
1830	2	190	51	0	8	1	0	3	2	0	0	0	0	14	272	
1845	2	190	47	1	6	0	0	1	2	0	0	0	0	14	263	
1900	1	173	54	0	5	1	0	1	1	0	0	0	0	14	250	
Hourly Total	6	742	215	1	27	4	0	8	6	0	0	0	0	55	1065	
1915	2	140	32	0	5	0	0	2	1	0	0	0	0	6	188	
1930	1	144	37	0	3	0	0	2	1	0	0	0	0	7	196	
1945	1	133	32	0	2	1	0	1	0	0	0	0	0	6	177	
2000	0	123	32	0	2	0	0	1	1	0	0	0	0	5	165	
Hourly Total	5	540	133	0	12	1	0	6	3	0	0	0	0	24	725	
2015	0	105	26	1	3	0	0	1	1	0	0	0	0	4	140	
2030	1	100	25	1	2	0	0	0	0	0	0	0	0	3	133	
2045	1	88	25	0	2	1	0	0	1	0	0	0	0	3	122	
2100	1	87	23	0	2	1	0	1	1	0	0	0	0	5	121	
Hourly Total	3	379	100	2	9	2	0	2	3	0	0	0	0	15	516	
2115	0	76	25	0	1	0	0	0	0	0	0	0	0	3	106	
2130	0	78	15	0	1	0	0	0	0	0	0	0	0	2	97	
2145	1	72	17	0	0	1	0	0	1	0	0	0	0	2	93	
2200	0	62	21	0	2	0	0	1	1	0	0	0	0	2	89	
Hourly Total	1	289	78	0	4	1	0	1	2	0	0	0	0	9	385	
2215	1	57	16	0	1	0	0	0	0	0	0	0	0	2	78	
2230	1	53	11	0	0	0	0	0	0	0	0	0	0	1	66	
2245	1	47	7	0	1	0	0	0	1	0	0	0	0	1	58	
2300	0	41	7	0	0	0	0	0	0	0	0	0	0	1	50	
Hourly Total	2	197	41	0	3	1	0	1	2	0	0	0	0	5	252	
2315	0	36	6	0	1	0	0	0	0	0	0	0	0	0	43	
2330	0	24	7	0	0	1	0	0	0	0	0	0	0	0	33	
2345	0	21	6	0	1	0	0	0	1	0	0	0	0	0	29	
2400	0	21	6	0	0	0	0	0	0	0	0	0	0	0	29	
Hourly Total	0	102	25	0	2	1	0	0	1	0	0	0	0	0	131	
DAILY TOTAL	132	14404	5080	37	708	174	53	272	135	20	1	0	4	1302	22322	
Percentages	0.6%	64.5%	22.8%	0.2%	3.2%	0.8%	0.2%	1.2%	0.6%	0.1%	0.0%	0.0%	0.0%	5.8%	100.0%	

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
 Direction: Eastbound
 Start Date: Start Time: 00:00
 Stop Date: Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	1	39	15	0	1	0	0	0	1	0	0	0	0	0	0	0	58
30	0	36	7	0	1	0	0	1	0	0	0	0	0	0	0	1	45
45	0	27	8	0	0	0	0	0	0	0	1	0	0	0	0	0	37
100	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	1	129	35	0	4	1	0	1	1	0	1	0	0	0	0	1	174
115	1	21	6	0	1	0	0	0	0	0	0	0	0	0	0	0	29
130	0	25	7	0	1	0	0	0	1	0	0	0	0	0	0	0	34
145	0	18	6	0	0	0	0	0	1	0	0	0	0	0	0	0	25
200	0	29	5	0	1	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	1	93	23	0	3	0	0	0	2	0	0	0	0	0	0	0	122
215	0	19	4	0	1	0	0	0	1	0	0	0	0	0	0	1	25
230	0	18	3	0	1	0	0	0	1	0	0	0	0	0	0	0	24
245	0	12	4	0	1	0	0	0	1	0	0	0	0	0	0	0	18
300	0	10	5	0	0	0	0	1	0	0	0	0	0	0	0	0	17
Hourly Total	0	60	16	0	2	0	0	1	3	0	1	0	0	0	0	1	83
315	0	10	3	0	0	0	0	1	0	0	0	0	0	0	0	0	14
330	0	15	3	0	0	0	0	0	1	0	0	0	0	0	0	0	19
345	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	17
400	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	0	55	12	0	1	0	0	1	2	0	0	0	0	0	0	0	70
415	0	20	3	0	1	0	0	1	1	0	0	0	0	0	0	0	26
430	0	28	5	0	0	0	0	1	2	0	0	0	0	0	0	1	38
445	0	27	17	0	1	2	0	2	2	0	0	0	0	0	0	0	51
500	1	40	20	0	2	1	0	3	2	0	0	0	0	0	0	2	71
Hourly Total	1	115	45	0	3	3	0	7	7	0	0	0	0	0	0	3	186
515	1	54	19	0	2	2	1	0	1	0	0	0	0	0	0	0	80
530	0	57	23	0	1	0	0	1	2	0	0	0	0	0	0	1	85
545	2	98	39	0	3	1	0	1	1	0	0	0	0	0	0	3	148
600	0	108	46	0	6	1	1	3	2	2	0	0	0	0	0	5	173
Hourly Total	3	317	128	0	12	4	2	6	6	2	0	0	0	0	0	9	487
615	0	145	79	1	11	0	1	4	2	0	0	0	0	0	0	6	249
630	2	209	116	3	14	7	0	5	4	0	0	0	0	0	0	13	375
645	2	290	134	1	25	4	0	7	4	0	0	0	0	0	0	25	493
700	4	315	180	0	29	7	3	7	4	0	0	0	0	0	0	35	584
Hourly Total	9	959	508	6	79	18	4	23	14	1	0	0	0	0	0	80	1701
715	2	312	183	0	31	11	1	15	5	0	0	0	0	0	0	34	593
730	3	392	196	3	31	10	1	18	2	1	0	0	0	0	0	36	693
745	2	459	208	0	22	7	1	12	5	0	0	0	0	0	0	38	755
800	3	508	198	1	27	8	3	13	6	0	0	0	0	0	0	49	817
Hourly Total	10	1672	786	4	111	35	6	58	17	1	0	0	0	0	0	156	2857
815	3	488	204	4	27	8	3	14	2	0	0	0	0	0	0	42	797
830	4	468	211	2	27	7	1	12	7	0	0	0	0	0	0	49	789
845	1	470	198	2	28	5	1	12	7	0	0	0	0	0	0	46	769
900	4	503	201	2	27	8	1	11	7	0	0	0	0	0	0	52	815
Hourly Total	12	1929	814	10	109	28	6	50	23	0	0	0	0	0	0	188	3170
915	4	457	175	1	32	7	2	9	6	0	0	0	0	0	0	44	737
930	4	493	170	2	26	8	1	13	6	0	0	0	0	0	0	41	765
945	4	493	182	0	23	6	1	9	6	0	0	0	0	0	0	53	779
1000	5	494	191	1	24	5	1	6	6	0	0	0	0	0	0	45	777
Hourly Total	17	1937	718	5	105	27	5	37	23	1	0	0	0	0	0	183	3058
1015	3	480	173	1	23	7	0	5	7	1	0	0	0	0	0	35	736
1030	5	492	192	0	26	8	3	8	4	0	0	0	0	0	0	45	783
1045	5	480	176	2	27	7	2	10	5	0	0	0	0	0	0	46	761
1100	5	509	169	1	25	8	1	7	5	0	0	0	0	1	0	52	784
Hourly Total	18	1961	710	5	102	31	6	30	21	2	0	0	1	0	0	178	3064
1115	4	516	197	0	25	12	1	14	5	1	0	0	0	0	0	34	808
1130	3	501	172	0	22	7	2	9	5	0	0	0	0	0	0	45	766
1145	10	544	187	1	22	10	2	6	3	1	0	0	0	0	0	44	828
1200	4	541	188	1	23	9	3	10	6	1	0	0	1	0	0	47	834
Hourly Total	21	2102	743	2	91	38	7	39	20	2	0	0	1	0	0	169	3237
1215	3	541	188	1	22	9	2	10	5	1	0	0	0	0	0	47	829
1230	2	533	171	1	26	12	2	9	7	1	0	0	0	0	0	49	812
1245	8	507	187	1	25	8	2	9	8	1	0	0	0	0	0	49	803
1300	4	491	178	0	29	11	3	7	6	1	0	0	0	0	0	41	770
Hourly Total	18	2071	724	2	101	40	8	34	26	3	0	0	1	0	0	185	3214
1315	4	525	178	0	24	11	1	10	9	1	0	0	0	0	0	47	812
1330	5	538	162	1	22	10	2	7	8	2	0	0	0	0	0	37	793
1345	4	544	162	1	19	6	1	6	8	1	0	0	0	0	0	42	794
1400	8	555	160	1	26	9	2	10	10	2	0	0	0	0	0	46	828
Hourly Total	21	2161	663	3	90	36	7	33	35	6	0	0	0	0	0	172	3226
1415	5	505	172	2	22	7	1	4	9	1	0	0	0	0	0	33	761
1430	7	529	169	1	25	8	2	10	5	1	0	0	0	0	0	42	799
1445	4	566	177	2	21	7	1	9	9	1	0	0	0	0	0	52	849
1500	2	569	181	0	23	6	1	9	8	0	0	0	0	0	0	38	838
Hourly Total	18	2169	699	6	91	27	5	32	31	2	0	0	1	0	0	165	3246
1515	4	547	174	0	19	7	3	10	5	0	0	0	0	0	0	53	822
1530	6	597	189	2	26	6	4	9	6	1	0	0	0	0	0	60	906
1545	10	595	198	2	28	12	3	13	5	0	0	0	1	0	0	66	932

1600	6	575	195	0	25	4	2	9	4	1	0	0	0	0	53	875
Hourly Total	26	2313	756	4	99	29	12	41	20	2	0	0	1	0	231	3534
1615	4	570	201	2	26	8	1	8	3	0	0	0	0	0	54	878
1630	4	569	201	1	25	7	1	10	5	0	0	0	0	0	53	876
1645	1	603	183	3	23	3	1	9	4	0	0	0	0	0	56	885
1700	4	581	181	1	29	7	1	7	6	0	0	0	0	0	57	874
Hourly Total	14	2323	766	7	102	25	3	34	17	1	0	0	0	0	220	3513
1715	8	639	186	0	18	5	1	13	2	0	0	0	0	0	63	934
1730	6	614	167	1	17	5	1	8	2	0	0	0	0	0	55	876
1745	3	608	170	1	13	3	0	7	2	0	0	0	0	0	49	856
1800	4	539	163	2	13	1	1	8	1	0	0	0	0	0	42	773
Hourly Total	21	2399	686	4	62	13	3	36	7	0	0	0	0	0	209	3440
1815	2	486	149	1	13	1	0	7	3	0	0	0	0	0	29	691
1830	4	455	125	0	12	2	0	6	4	0	0	0	0	0	32	640
1845	3	408	102	1	11	1	0	3	3	0	0	0	0	0	23	555
1900	1	378	101	0	10	2	0	3	2	0	0	0	0	0	23	521
Hourly Total	11	1727	478	2	46	6	0	19	12	0	0	0	0	0	107	2406
1915	3	341	73	0	11	1	0	5	2	0	0	0	0	0	14	451
1930	2	322	75	0	6	1	0	4	2	0	0	0	0	0	14	426
1945	2	294	70	0	3	1	0	2	2	0	0	0	0	0	12	386
2000	1	296	66	0	3	0	0	3	2	0	0	0	0	0	12	384
Hourly Total	9	1254	283	0	23	2	1	14	7	0	0	0	0	0	53	1647
2015	2	285	61	1	4	0	0	1	1	0	0	0	0	0	14	369
2030	2	292	56	1	5	2	1	1	1	0	0	0	0	0	17	378
2045	1	246	53	0	5	2	1	1	2	0	0	0	0	0	6	316
2100	3	238	56	0	3	1	0	1	1	0	0	0	0	0	7	312
Hourly Total	9	1061	227	2	17	5	2	5	5	0	0	0	0	0	44	1375
2115	1	241	51	0	1	0	0	0	1	0	0	0	0	0	7	305
2130	0	207	39	0	4	0	0	0	0	0	1	0	0	0	4	256
2145	2	202	38	0	3	1	0	1	1	0	0	0	0	0	9	257
2200	0	156	40	0	3	0	0	1	1	0	0	0	0	0	7	210
Hourly Total	4	806	169	0	12	1	0	3	3	0	1	0	0	0	27	1027
2215	1	152	36	0	1	1	0	0	1	0	0	0	0	0	5	198
2230	2	147	29	0	1	1	0	0	1	0	0	0	0	0	3	184
2245	1	125	24	0	1	0	0	1	1	0	0	0	0	0	3	156
2300	0	106	15	0	1	0	0	0	0	0	0	0	0	0	1	124
Hourly Total	4	530	104	0	5	2	0	2	3	0	0	0	0	0	12	662
2315	1	87	17	0	2	0	0	0	0	0	0	0	0	0	1	108
2330	0	68	15	0	1	2	0	0	0	0	0	0	0	0	0	87
2345	0	62	9	0	1	0	0	0	1	0	0	0	0	0	0	73
2400	0	50	12	0	1	0	0	0	0	0	0	0	0	0	1	64
Hourly Total	1	267	53	0	5	2	0	0	1	0	0	0	0	0	2	331
DAILY TOTAL	249	30410	10146	62	1275	373	77	506	306	23	3	0	5	0	2395	45830
Percentages	0.5%	66.4%	22.1%	0.1%	2.8%	0.8%	0.2%	1.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	5.2%	100.0%

	% Trucks				% HV							
Daily	1275	373	77	506	306	23	3	0	5	0	2395	18714
Daily	14%			5%								
AM sum	622	185	36	253	139	9	2	0	2	0	968	18209
AM	7%			2%								
PM sum	653	188	41	253	167	14	1	0	3	0	1427	27621
PM	5%			2%								

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
 Direction: Eastbound
 Start Date: 4/11/2019 Start Time: 00:00
 Stop Date: 4/11/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	29	11	0	0	0	0	0	1	0	1	0	0	0	0	42
30	0	24	5	0	0	0	0	1	0	0	0	0	0	0	0	30
45	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
100	0	22	2	0	1	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	0	101	24	0	1	0	0	1	1	0	1	0	0	0	0	129
115	1	13	4	0	1	0	0	0	0	0	0	0	0	0	0	19
130	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
145	0	26	6	0	1	0	0	0	1	0	0	0	0	0	0	34
200	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	24
Hourly Total	1	78	16	0	2	0	0	0	1	0	0	0	0	0	0	98
215	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
230	0	12	1	0	1	0	0	0	0	0	0	0	0	0	0	14
245	0	8	0	0	0	0	0	0	1	0	0	0	0	0	0	9
300	0	6	5	0	0	0	0	1	1	0	0	0	0	0	0	13
Hourly Total	0	45	9	0	1	0	0	1	2	0	0	0	0	0	0	58
315	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
345	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
400	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Total	0	39	3	0	0	0	0	0	0	0	0	0	0	0	0	42
415	0	10	1	0	1	0	0	1	0	0	0	0	0	0	0	13
430	0	20	3	0	0	0	0	0	1	0	0	0	0	0	2	26
445	0	19	6	0	0	1	0	2	0	0	0	0	0	0	0	28
500	0	23	4	0	0	1	0	1	1	0	0	0	0	0	3	33
Hourly Total	0	72	14	0	1	2	0	4	2	0	0	0	0	0	5	100
515	1	20	10	0	2	0	0	0	1	0	0	0	0	0	0	34
530	0	19	10	0	0	0	0	0	0	0	0	0	0	0	0	29
545	1	43	14	0	0	2	0	0	1	0	0	0	0	0	2	63
600	0	44	11	0	4	1	0	3	1	0	0	0	0	0	0	64
Hourly Total	2	126	45	0	6	3	0	3	3	0	0	0	0	0	2	190
615	0	59	26	1	4	0	0	0	1	0	0	0	0	0	2	93
630	1	69	37	2	8	2	0	1	2	0	0	0	0	0	0	122
645	3	116	36	1	9	1	0	4	3	0	0	0	0	0	7	180
700	2	113	60	0	7	5	0	1	0	0	0	0	0	0	9	197
Hourly Total	6	357	159	4	28	8	0	6	6	0	0	0	0	0	18	592
715	1	110	58	0	6	8	0	4	3	0	0	0	0	0	13	203
730	2	161	62	2	13	9	1	13	1	0	0	0	0	0	5	269
745	1	167	96	0	11	6	0	3	4	0	0	0	0	0	7	295
800	1	194	81	0	11	4	0	5	3	0	0	0	0	0	19	318
Hourly Total	5	632	297	2	41	27	1	25	11	0	0	0	0	0	44	1085
815	3	176	93	1	11	2	1	5	0	0	0	0	0	0	8	300
830	1	147	91	1	8	2	0	1	2	0	0	0	0	0	9	262
845	0	166	107	1	11	1	1	5	2	0	0	0	0	0	11	305
900	2	172	76	0	15	9	0	3	6	0	0	0	0	0	17	300
Hourly Total	6	661	367	3	45	14	2	14	10	0	0	0	0	0	45	1167
915	1	172	66	1	10	3	0	4	2	0	0	0	0	0	8	267
930	0	217	73	0	6	8	0	1	6	0	0	0	0	0	10	321
945	0	214	68	0	5	7	1	0	4	0	0	0	0	0	12	311
1000	0	192	95	0	7	4	1	1	3	0	0	0	0	0	21	324
Hourly Total	1	795	302	1	28	22	2	6	15	0	0	0	0	0	51	1223
1015	2	216	69	1	8	5	0	2	4	0	0	0	0	0	11	318
1030	1	217	96	1	10	5	1	3	3	0	0	0	0	0	13	350
1045	3	251	80	2	13	5	0	3	3	1	0	0	0	0	13	374
1100	1	215	80	0	13	1	0	1	0	0	0	0	0	0	12	323
Hourly Total	7	899	325	4	44	16	1	9	10	1	0	0	0	0	49	1365
1115	6	260	91	0	9	5	0	5	4	0	0	0	0	0	17	397
1130	0	233	78	0	12	5	1	2	2	0	0	0	0	0	18	351
1145	4	245	80	0	17	3	0	0	1	0	0	0	0	0	14	364
1200	2	278	91	1	13	2	1	6	5	0	0	0	0	0	20	419
Hourly Total	12	1016	340	1	51	15	2	13	12	0	0	0	0	0	69	1531
1215	1	299	110	1	10	5	0	4	1	1	0	0	0	0	16	448
1230	2	254	69	0	13	7	0	5	6	0	0	0	0	0	17	373
1245	4	275	91	1	11	8	0	1	5	0	0	0	0	0	27	423
1300	2	245	100	0	11	9	1	2	3	0	0	0	0	0	21	394
Hourly Total	9	1073	370	2	45	29	1	12	15	1	0	0	0	0	81	1638
1315	1	256	96	0	9	9	0	5	6	0	0	0	0	0	31	413
1330	1	290	66	0	15	5	1	3	4	0	0	0	0	0	16	401
1345	5	262	76	1	6	6	0	1	3	0	0	0	0	0	25	385
1400	3	279	79	0	17	5	1	4	5	0	0	0	0	0	22	415
Hourly Total	10	1087	317	1	47	25	2	13	18	0	0	0	0	0	94	1614
1415	2	286	112	2	19	3	0	1	6	0	0	0	0	0	16	447
1430	2	312	84	0	14	4	0	3	4	0	0	0	0	0	18	441
1445	1	322	88	1	14	3	0	7	3	0	0	0	0	0	27	466
1500	0	320	92	0	15	3	0	5	2	0	0	0	0	0	13	450
Hourly Total	5	1240	376	3	62	13	0	16	15	0	0	0	0	0	74	1804
1515	2	334	94	0	7	3	1	10	1	0	0	0	0	0	23	475
1530	2	397	118	0	13	5	1	6	3	0	0	0	0	0	36	581
1545	5	353	125	2	19	6	2	2	3	0	0	0	0	0	36	553

1600	1	358	119	0	15	2	0	3	4	1	0	0	0	0	0	37	540
Hourly Total	10	1442	456	2	54	16	4	21	11	1	0	0	0	0	0	132	2149
1615	5	378	134	0	9	7	0	6	1	0	0	0	0	0	0	33	573
1630	1	372	113	1	16	6	1	4	3	0	0	0	0	0	0	38	555
1645	1	392	113	2	17	1	0	8	2	0	0	0	0	0	0	48	584
1700	3	363	120	0	19	5	1	2	3	0	0	0	0	0	0	47	563
Hourly Total	10	1505	480	3	61	19	2	20	9	0	0	0	0	0	0	166	2275
1715	3	411	112	1	8	4	0	5	2	0	0	0	0	0	0	51	597
1730	3	387	97	2	10	6	1	9	3	0	0	0	0	0	0	40	558
1745	3	342	114	1	10	3	0	3	1	0	0	0	0	0	0	31	508
1800	0	321	90	0	6	0	0	2	0	0	0	0	0	0	0	19	438
Hourly Total	9	1461	413	4	34	13	1	19	6	0	0	0	0	0	0	141	2101
1815	3	295	84	0	2	0	0	3	1	0	0	0	0	0	0	13	401
1830	2	262	57	0	4	2	0	4	2	0	0	0	0	0	0	14	347
1845	0	226	56	0	7	1	0	3	0	0	0	0	0	0	0	14	307
1900	0	226	57	0	5	1	0	2	2	0	0	0	0	0	0	6	299
Hourly Total	5	1009	254	0	18	4	0	12	5	0	0	0	0	0	0	47	1354
1915	1	236	36	0	5	0	1	3	1	0	0	0	0	0	0	3	286
1930	1	157	39	0	1	0	0	0	2	0	0	0	0	0	0	5	205
1945	0	182	25	0	1	0	0	1	2	0	0	0	0	0	0	8	219
2000	0	161	32	0	2	1	0	0	0	0	0	0	0	0	0	7	203
Hourly Total	2	736	132	0	9	1	1	4	5	0	0	0	0	0	0	23	913
2015	0	178	40	0	1	0	0	1	1	0	0	0	0	0	0	10	231
2030	1	211	32	0	2	1	0	1	1	0	0	0	0	0	0	12	261
2045	0	164	24	0	1	0	0	0	0	0	0	0	0	0	0	4	193
2100	0	150	31	0	2	0	1	0	0	0	0	0	0	0	0	5	189
Hourly Total	1	703	127	0	6	1	1	2	2	0	0	0	0	0	0	31	874
2115	1	167	24	0	1	0	0	0	2	0	1	0	0	0	0	5	201
2130	0	144	24	0	0	0	0	0	0	0	0	0	0	0	0	3	171
2145	0	146	22	0	3	0	0	2	0	0	0	0	0	0	0	6	179
2200	0	108	25	0	1	0	0	0	0	0	0	0	0	0	0	4	138
Hourly Total	1	565	95	0	5	0	0	2	2	0	1	0	0	0	0	18	689
2215	2	97	12	0	0	0	0	0	0	0	0	0	0	0	0	6	117
2230	2	92	12	0	2	1	0	0	1	0	0	0	0	0	0	2	112
2245	1	90	15	0	0	0	0	0	0	0	0	0	0	0	0	0	106
2300	0	70	11	0	1	0	0	0	0	0	0	0	0	0	0	0	82
Hourly Total	5	349	50	0	3	1	0	0	1	0	0	0	0	0	0	8	417
2315	1	39	9	0	0	0	0	0	0	0	0	0	0	0	0	0	49
2330	1	47	12	0	0	1	0	0	0	0	0	0	0	0	0	1	62
2345	0	44	4	0	0	0	0	0	0	0	0	0	0	0	0	0	48
2400	1	35	10	0	0	0	0	0	0	0	0	0	0	0	0	1	47
Hourly Total	3	165	35	0	0	1	0	0	0	0	0	0	0	0	0	2	206
DAILY TOTAL	110	16156	5006	30	592	230	20	203	162	3	2	0	0	0	0	1100	23614
Percentages	0.5%	68.4%	21.2%	0.1%	2.5%	1.0%	0.1%	0.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	100.0%

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/Country: Bonita Springs/Lee
Direction: Combined
Start Date: 4/11/2019 Start Time: 00:00
Stop Date: 4/11/2019 Stop Time: 24:00

Table with columns: END TIME, Cyle, Car, 2A-4T, Buses, 2A-SU, 3A-SU, 4A-SU, 4A-ST, 5A-ST, 6A-ST, 5A-MT, 6A-MT, 7A-MT, None, Unclass, Total. Contains detailed hourly vehicle counts across various time slots.

1515	5	548	211	1	29	8	1	9	6	0	0	0	0	56	874
1530	0	608	185	2	27	11	0	12	3	1	0	0	0	48	897
1545	8	632	197	2	19	13	0	15	1	1	0	0	0	56	944
1600	3	586	199	3	16	6	0	11	4	1	0	0	0	56	885
Hourly Total	16	2374	792	8	91	38	1	47	14	3	0	0	0	216	3600
1615	3	614	210	0	17	3	0	15	7	0	0	0	0	65	934
1630	4	473	194	5	31	4	0	5	6	1	0	0	0	82	805
1645	4	387	164	5	33	7	1	8	3	1	0	0	0	89	702
1700	4	357	197	0	38	6	0	8	2	0	0	0	0	86	698
Hourly Total	15	1831	765	10	119	20	1	36	18	2	0	0	0	322	3139
1715	4	375	191	2	34	3	0	12	4	0	0	0	0	84	709
1730	3	412	166	0	29	2	0	14	3	0	0	0	0	76	705
1745	1	552	188	0	22	7	0	2	2	0	0	0	0	86	800
1800	3	543	161	0	14	4	1	4	3	0	0	0	0	22	755
Hourly Total	11	1882	706	2	99	16	1	32	12	0	0	0	0	268	3029
1815	2	502	162	0	10	2	0	10	0	0	0	0	0	27	715
1830	3	475	142	0	7	2	0	2	1	0	0	0	0	30	662
1845	3	435	110	0	6	3	1	0	4	0	0	0	0	31	593
1900	0	409	110	0	5	1	1	4	3	0	0	0	0	23	556
Hourly Total	8	1821	524	0	28	8	2	16	8	0	0	0	0	111	2526
1915	1	348	95	0	10	1	0	1	1	0	0	0	0	16	473
1930	4	386	72	1	4	1	0	5	2	0	0	0	0	29	504
1945	2	341	84	1	4	0	0	1	2	0	0	0	0	15	450
2000	3	265	62	0	3	0	0	3	3	0	0	0	0	15	354
Hourly Total	10	1340	313	2	21	2	0	10	8	0	0	0	0	75	1781
2015	2	297	66	2	6	2	0	2	0	0	0	0	0	13	390
2030	3	293	58	0	4	0	0	1	1	0	0	0	0	8	368
2045	1	272	48	0	4	1	0	0	2	0	0	0	0	10	338
2100	2	300	50	1	2	0	0	1	2	0	0	0	0	9	367
Hourly Total	8	1162	222	3	16	3	0	4	5	0	0	0	0	40	1463
2115	2	270	49	0	2	2	0	1	0	2	0	0	0	5	333
2130	2	224	57	0	2	1	0	1	0	0	0	0	0	15	302
2145	0	277	54	0	3	0	0	1	1	0	0	0	0	4	340
2200	3	217	55	0	1	0	0	1	0	0	0	0	0	7	284
Hourly Total	7	988	215	0	8	3	0	4	1	0	2	0	0	31	1259
2215	0	199	39	0	2	2	0	3	1	0	0	0	0	7	253
2230	2	163	23	0	0	0	0	2	1	0	0	0	0	5	196
2245	0	151	37	2	4	0	0	0	1	0	0	0	0	10	205
2300	1	157	37	0	1	0	0	0	0	0	0	0	0	3	199
Hourly Total	3	670	136	2	7	2	0	5	3	0	0	0	0	25	853
2315	0	114	18	0	1	2	0	0	3	0	0	0	0	1	139
2330	1	127	18	0	2	0	0	0	1	0	0	0	0	3	152
2345	2	101	27	1	1	1	0	1	1	0	1	0	0	0	136
2400	0	100	15	0	1	0	0	1	0	0	0	0	0	6	123
Hourly Total	3	442	78	1	5	3	0	2	5	0	1	0	0	10	550
DAILY TOTAL	216	30672	10752	79	1307	420	87	500	267	29	5	0	8	2701	47043
Percentages	0.5%	65.2%	22.9%	0.2%	2.8%	0.9%	0.2%	1.1%	0.6%	0.1%	0.0%	0.0%	0.0%	5.7%	100.0%

1600	2	226	66	1	5	2	0	2	1	0	0	0	0	0	18	323
Hourly Total	17	1052	230	1	14	5	0	10	8	0	0	0	0	0	62	1399
1615	1	258	60	0	2	1	0	0	0	0	0	0	0	18	340	
1630	2	249	55	0	4	0	0	1	2	0	0	0	0	4	317	
1645	0	278	55	0	8	1	0	1	0	0	0	0	0	23	366	
1700	3	294	57	1	3	0	0	1	3	0	0	0	0	17	379	
Hourly Total	6	1079	227	1	17	2	0	3	5	0	0	0	0	62	1402	
1715	1	254	55	0	1	0	0	2	0	0	0	0	0	13	326	
1730	0	216	60	0	0	0	0	1	0	0	0	0	0	7	284	
1745	3	179	57	0	4	1	0	0	0	0	0	0	0	9	253	
1800	0	209	39	0	2	0	0	0	1	0	0	0	0	8	259	
Hourly Total	4	858	211	0	7	1	0	3	1	0	0	0	0	37	1122	
1815	1	207	34	0	0	1	0	2	1	0	0	0	0	9	255	
1830	2	216	48	0	3	0	0	0	2	0	0	0	0	19	290	
1845	1	210	41	0	1	0	0	0	0	0	0	0	0	8	261	
1900	0	174	33	0	2	1	0	1	0	0	0	0	0	15	226	
Hourly Total	4	807	156	0	6	2	0	3	3	0	0	0	0	51	1032	
1915	1	182	34	0	0	1	0	3	0	0	0	0	0	10	231	
1930	2	185	22	0	1	0	0	1	2	0	0	0	0	9	222	
1945	0	162	36	0	2	1	0	0	0	0	0	0	0	5	206	
2000	0	160	29	0	1	1	0	1	1	0	0	0	0	2	195	
Hourly Total	3	689	121	0	4	3	0	5	3	0	0	0	0	26	854	
2015	1	165	42	0	3	0	0	0	0	0	0	0	0	4	215	
2030	0	199	30	0	1	0	0	0	0	0	0	0	0	9	239	
2045	2	169	31	0	1	0	0	0	0	0	0	0	0	6	209	
2100	3	169	29	1	3	1	0	2	0	0	0	0	0	6	214	
Hourly Total	6	702	132	1	8	1	0	2	0	0	0	0	0	25	877	
2115	0	187	29	0	1	1	0	1	0	0	0	0	0	8	227	
2130	0	163	28	0	2	0	0	1	1	0	0	0	0	1	196	
2145	1	190	43	0	0	0	0	0	0	0	0	0	0	10	244	
2200	0	133	21	0	0	0	0	0	1	0	0	0	0	3	158	
Hourly Total	1	673	121	0	3	1	0	2	2	0	0	0	0	22	825	
2215	1	114	24	0	2	1	0	0	1	0	0	0	0	4	147	
2230	0	118	22	0	2	0	0	0	0	0	0	0	0	1	143	
2245	3	92	17	0	1	0	0	0	0	0	0	0	0	7	120	
2300	5	73	12	0	0	0	0	0	0	0	0	0	0	1	91	
Hourly Total	9	397	75	0	5	1	0	0	1	0	0	0	0	13	501	
2315	1	88	13	0	0	1	0	0	0	0	0	0	0	7	110	
2330	1	80	8	0	1	0	0	0	0	0	0	0	0	0	90	
2345	1	63	18	0	0	1	0	0	0	0	0	0	0	1	84	
2400	3	41	12	0	0	0	0	0	1	0	0	0	0	0	57	
Hourly Total	6	272	51	0	1	2	0	0	1	0	0	0	0	8	341	
DAILY TOTAL	116	14276	3309	8	239	60	5	118	53	1	0	0	0	692	18877	
Percentages	0.6%	75.6%	17.5%	0.0%	1.3%	0.3%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	100.0%

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/13/2019 Start Time: 00:00
Stop Date: 4/13/2019 Stop Time: 24:00

Table with columns: END TIME, Cyle, Car, 2A-4T, Buses, 2A-SU, 3A-SU, 4A-SU, 4A-ST, 5A-ST, 6A-ST, 5A-MT, 6A-MT, 7A-MT, None, Unclass, Total. Contains 54 rows of hourly vehicle counts.

1515	4	248	71	0	10	3	0	5	1	0	0	0	0	0	70	412
1530	2	239	47	0	5	0	0	3	1	0	0	0	0	0	15	312
1545	1	218	64	0	3	1	0	0	2	0	0	0	0	0	19	308
1600	0	193	67	0	4	0	0	2	1	0	0	0	0	0	19	286
Hourly Total	7	898	249	0	22	4	0	10	5	0	0	0	0	0	123	1318
1615	1	202	55	1	3	1	0	5	1	0	0	0	0	0	13	282
1630	5	191	59	0	3	0	0	5	0	0	0	0	0	0	10	273
1645	0	221	79	1	6	0	0	3	2	0	0	0	0	0	20	332
1700	0	203	51	0	2	0	0	4	0	0	0	0	0	0	27	287
Hourly Total	6	817	244	2	14	1	0	17	3	0	0	0	0	0	70	1174
1715	1	211	55	0	2	1	1	0	0	0	0	0	0	0	20	291
1730	1	231	48	0	5	2	0	2	0	0	0	0	0	0	13	302
1745	3	190	50	0	2	1	0	1	2	0	0	0	0	0	10	259
1800	4	171	53	0	2	0	0	6	1	0	0	0	0	0	12	249
Hourly Total	9	803	206	0	11	4	1	9	3	0	0	0	0	0	55	1101
1815	2	165	53	0	5	1	0	2	1	0	0	0	0	0	4	233
1830	3	178	52	0	1	0	0	0	1	0	0	0	0	0	15	250
1845	1	175	47	0	3	0	0	0	0	0	0	0	0	0	5	231
1900	2	197	45	0	6	0	0	0	0	0	0	0	0	0	7	257
Hourly Total	8	715	197	0	15	1	0	2	2	0	0	0	0	0	31	971
1915	0	148	32	0	5	0	0	1	1	0	0	0	0	0	6	193
1930	0	186	37	0	2	0	0	0	3	0	0	0	0	0	8	236
1945	1	122	32	0	3	0	0	2	0	0	0	0	0	0	4	164
2000	1	131	39	0	3	0	0	0	0	0	0	0	0	0	5	179
Hourly Total	2	587	140	0	13	0	0	3	4	0	0	0	0	0	23	772
2015	0	101	29	0	3	0	0	0	0	0	0	0	0	0	3	136
2030	0	107	27	0	2	0	0	0	1	0	0	0	0	0	5	142
2045	1	105	24	0	2	1	0	0	1	0	0	0	0	0	2	136
2100	1	90	24	0	0	1	0	0	0	0	0	0	0	0	3	119
Hourly Total	2	403	104	0	7	2	0	0	2	0	0	0	0	0	13	533
2115	0	113	33	0	0	0	0	2	1	0	0	0	0	0	5	154
2130	0	88	21	0	0	0	0	0	0	0	0	0	0	0	3	112
2145	1	106	27	0	0	0	0	0	1	0	0	0	0	0	3	138
2200	0	82	20	0	3	1	0	0	1	0	0	0	0	0	7	114
Hourly Total	1	389	101	0	3	1	0	2	3	0	0	0	0	0	18	518
2215	2	89	22	0	2	0	0	0	0	0	0	0	0	0	3	118
2230	1	68	24	0	0	0	0	0	0	0	0	0	0	0	4	97
2245	0	59	17	0	2	0	0	2	0	0	0	0	0	0	4	84
2300	0	55	12	0	0	1	0	0	0	0	0	0	0	0	0	68
Hourly Total	3	271	75	0	4	1	0	2	0	0	0	0	0	0	11	367
2315	0	69	9	0	0	0	0	1	0	0	0	0	0	0	0	79
2330	0	39	10	0	1	0	0	1	0	0	0	0	0	0	2	53
2345	0	38	8	0	1	0	0	0	0	0	0	0	0	0	0	47
2400	1	36	10	0	0	0	0	0	1	0	0	0	0	0	0	48
Hourly Total	1	182	37	0	2	0	0	2	1	0	0	0	0	0	2	227
DAILY TOTAL	117	13252	3765	7	327	63	5	177	54	1	0	0	0	0	862	18630
Percentages	0.6%	71.1%	20.2%	0.0%	1.8%	0.3%	0.0%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.6%	100.0%

1515	7	540	128	0	14	5	0	8	2	0	0	0	0	0	88	792
1530	5	520	106	0	8	0	0	7	5	0	0	0	0	0	25	676
1545	10	471	112	0	5	2	0	1	4	0	0	0	0	0	35	640
1600	2	419	133	1	9	2	0	4	2	0	0	0	0	0	37	609
Hourly Total	24	1950	479	1	36	9	0	20	13	0	0	0	0	0	185	2717
1615	2	460	115	1	5	2	0	5	1	0	0	0	0	0	31	622
1630	7	440	114	0	7	0	0	6	2	0	0	0	0	0	14	590
1645	0	499	134	1	14	1	0	4	2	0	0	0	0	0	43	698
1700	3	497	108	1	5	0	0	5	3	0	0	0	0	0	44	666
Hourly Total	12	1896	471	3	31	3	0	20	8	0	0	0	0	0	132	2576
1715	2	465	110	0	3	1	1	2	0	0	0	0	0	0	33	617
1730	1	447	108	0	5	2	0	3	0	0	0	0	0	0	20	586
1745	6	369	107	0	6	2	0	1	2	0	0	0	0	0	19	512
1800	4	380	92	0	4	0	0	6	2	0	0	0	0	0	20	508
Hourly Total	13	1661	417	0	18	5	1	12	4	0	0	0	0	0	92	2223
1815	3	372	87	0	5	2	0	4	2	0	0	0	0	0	13	488
1830	5	394	100	0	4	0	0	0	3	0	0	0	0	0	34	540
1845	2	385	88	0	4	0	0	0	0	0	0	0	0	0	13	492
1900	2	371	78	0	8	1	0	1	0	0	0	0	0	0	22	483
Hourly Total	12	1522	353	0	21	3	0	5	5	0	0	0	0	0	82	2003
1915	1	330	66	0	5	1	0	4	1	0	0	0	0	0	16	424
1930	2	371	59	0	3	0	0	1	5	0	0	0	0	0	17	458
1945	1	284	68	0	5	1	0	2	0	0	0	0	0	0	9	370
2000	1	291	68	0	4	1	0	1	1	0	0	0	0	0	7	374
Hourly Total	5	1276	261	0	17	3	0	8	7	0	0	0	0	0	49	1626
2015	1	266	71	0	6	0	0	0	0	0	0	0	0	0	7	351
2030	0	306	57	0	3	0	0	0	1	0	0	0	0	0	14	381
2045	3	274	55	0	3	1	0	0	1	0	0	0	0	0	8	345
2100	4	259	53	1	3	2	0	2	0	0	0	0	0	0	9	333
Hourly Total	8	1105	236	1	15	3	0	2	2	0	0	0	0	0	38	1410
2115	0	300	62	0	1	1	0	3	1	0	0	0	0	0	13	381
2130	0	251	49	0	2	0	0	1	1	0	0	0	0	0	4	308
2145	2	296	70	0	0	0	0	0	1	0	0	0	0	0	13	382
2200	0	215	41	0	3	1	0	0	2	0	0	0	0	0	10	272
Hourly Total	2	1062	222	0	6	2	0	4	5	0	0	0	0	0	40	1343
2215	3	203	46	0	4	1	0	0	1	0	0	0	0	0	7	265
2230	1	186	46	0	2	0	0	0	0	0	0	0	0	0	5	240
2245	3	151	34	0	3	0	0	2	0	0	0	0	0	0	11	204
2300	5	128	24	0	0	1	0	0	0	0	0	0	0	0	1	159
Hourly Total	12	668	150	0	9	2	0	2	1	0	0	0	0	0	24	868
2315	1	157	22	0	0	1	0	1	0	0	0	0	0	0	7	189
2330	1	119	18	0	2	0	0	1	0	0	0	0	0	0	2	143
2345	1	101	26	0	1	1	0	0	0	0	0	0	0	0	1	131
2400	4	77	22	0	0	0	0	0	2	0	0	0	0	0	0	105
Hourly Total	7	454	88	0	3	2	0	2	2	0	0	0	0	0	10	568
DAILY TOTAL	233	27528	7074	15	566	123	10	295	107	2	0	0	0	0	1554	37507
Percentages	0.6%	73.4%	18.9%	0.0%	1.5%	0.3%	0.0%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	100.0%

1600	0	269	46	0	4	0	0	2	0	0	0	0	0	0	0	7	328
Hourly Total	8	1014	195	0	18	0	0	7	1	0	0	0	0	0	0	45	1288
1615	1	262	49	0	3	1	0	0	0	0	0	0	0	0	0	8	324
1630	3	211	56	0	0	1	0	0	0	0	0	0	0	0	0	12	283
1645	0	198	43	0	3	0	0	1	0	0	0	0	0	0	0	8	253
1700	1	155	44	0	0	2	0	0	1	0	0	0	0	0	0	1	204
Hourly Total	5	826	192	0	6	4	0	1	1	0	0	0	0	0	0	29	1064
1715	1	203	33	0	2	0	0	1	0	0	0	0	0	0	0	11	251
1730	1	209	45	0	2	0	0	1	0	0	0	0	0	0	0	3	261
1745	3	187	41	0	3	0	0	3	0	0	0	0	0	0	0	2	239
1800	1	184	31	1	0	0	0	0	0	0	0	0	0	0	0	4	221
Hourly Total	6	783	150	1	7	0	0	5	0	0	0	0	0	0	0	20	972
1815	0	230	38	0	1	0	0	0	0	0	0	0	0	0	0	10	279
1830	3	206	35	0	2	0	0	0	0	0	0	0	0	0	0	6	252
1845	3	163	25	0	0	0	0	0	0	0	0	0	0	0	0	13	204
1900	3	170	34	0	0	0	0	0	0	0	0	0	0	0	0	8	215
Hourly Total	9	769	132	0	3	0	0	0	0	0	0	0	0	0	0	37	950
1915	0	155	33	0	0	0	0	0	0	0	0	0	0	0	0	0	188
1930	0	139	32	0	0	2	0	0	0	0	0	0	0	0	0	8	181
1945	1	144	32	0	3	0	0	1	0	0	0	0	0	0	0	4	185
2000	3	150	20	1	3	1	0	0	1	0	0	0	0	0	0	5	184
Hourly Total	4	588	117	1	6	3	0	1	1	0	0	0	0	0	0	17	738
2015	1	151	25	0	1	1	0	0	0	0	0	0	0	0	0	12	191
2030	1	157	37	0	1	0	0	1	0	0	0	0	0	0	0	8	205
2045	2	136	28	0	1	0	0	1	0	0	0	0	0	0	0	6	174
2100	2	104	24	0	0	0	0	1	0	0	0	0	0	0	0	3	134
Hourly Total	6	548	114	0	3	1	0	3	0	0	0	0	0	0	0	29	704
2115	0	110	25	0	1	0	0	0	0	0	1	0	0	0	0	2	139
2130	0	81	26	0	0	0	0	0	0	0	0	0	0	0	0	1	108
2145	0	94	19	0	2	0	0	1	0	0	0	0	0	0	0	3	119
2200	2	60	11	0	0	0	0	0	1	0	0	0	0	0	0	2	76
Hourly Total	2	345	81	0	3	0	0	1	1	0	1	0	0	0	0	8	442
2215	0	78	12	0	1	0	0	0	0	0	0	0	0	0	0	2	93
2230	1	69	14	0	2	0	0	1	0	0	0	0	0	0	0	3	90
2245	0	50	14	0	0	0	0	0	0	0	0	0	0	0	0	0	64
2300	0	49	6	0	0	0	0	0	0	0	0	0	0	0	0	2	57
Hourly Total	1	246	46	0	3	0	0	1	0	0	0	0	0	0	0	7	304
2315	0	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36
2330	0	34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35
2345	0	19	6	0	1	0	0	0	0	0	0	0	0	0	0	0	26
2400	0	20	2	0	3	0	0	0	0	0	0	0	0	0	0	0	25
Hourly Total	0	104	14	0	4	0	0	0	0	0	0	0	0	0	0	0	122
DAILY TOTAL	87	12049	2414	5	123	13	4	40	17	1	1	0	0	0	0	429	15183
Percentages	0.6%	79.4%	15.9%	0.0%	0.8%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	100.0%

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Westbound
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

Table with columns: END TIME, Cyle, Car, 2A-4T, Buses, 2A-SU, 3A-SU, 4A-SU, 4A-ST, 5A-ST, 6A-ST, 5A-MT, 6A-MT, 7A-MT, None, Unclass, Total. The table lists hourly counts for various vehicle classes across different times of the day.

1600	2	195	41	0	1	0	0	0	1	0	0	0	0	0	16	256
Hourly Total	10	816	184	0	12	0	0	6	2	0	0	0	0	0	61	1091
1615	2	222	36	0	1	0	0	2	0	0	0	0	0	0	6	269
1630	1	209	51	0	1	0	0	3	1	0	0	0	0	0	8	274
1645	0	204	69	0	3	0	0	2	0	0	0	0	0	0	17	295
1700	1	182	45	0	3	0	0	1	0	0	0	0	0	0	9	241
Hourly Total	4	817	201	0	8	0	0	8	1	0	0	0	0	0	40	1079
1715	2	161	51	0	4	0	0	0	0	0	0	0	0	0	10	228
1730	0	144	49	0	3	0	0	0	0	0	0	0	0	0	8	204
1745	3	176	34	0	3	0	0	0	1	0	0	0	0	0	6	223
1800	1	176	34	0	3	0	0	0	0	0	0	0	0	0	9	223
Hourly Total	6	657	168	0	13	0	0	0	1	0	0	0	0	0	33	878
1815	1	188	51	0	3	0	0	1	0	0	0	0	0	0	11	255
1830	2	192	50	0	1	0	0	0	0	0	0	0	0	0	5	250
1845	2	151	32	0	2	0	0	0	0	0	0	0	0	0	3	190
1900	1	148	48	0	0	2	0	2	0	0	0	0	0	0	8	209
Hourly Total	6	679	181	0	6	2	0	3	0	0	0	0	0	0	27	904
1915	2	105	33	0	3	0	0	1	0	0	0	0	0	0	8	152
1930	2	131	28	0	3	0	0	1	0	0	0	0	0	0	6	171
1945	0	126	28	0	0	0	0	2	0	0	0	0	0	0	4	160
2000	2	87	25	0	2	0	0	0	0	0	0	0	0	0	5	121
Hourly Total	6	449	114	0	8	0	0	4	0	0	0	0	0	0	23	604
2015	0	76	24	0	4	0	0	0	0	0	0	0	0	0	7	111
2030	0	70	17	0	2	0	0	0	0	0	0	0	0	0	4	93
2045	1	70	33	0	0	0	0	1	0	0	0	0	0	0	1	106
2100	0	83	19	0	2	0	0	0	0	0	0	0	0	0	4	108
Hourly Total	1	299	93	0	8	0	0	1	0	0	0	0	0	0	16	418
2115	1	70	16	0	0	0	0	2	1	0	0	0	0	0	1	91
2130	0	60	16	1	1	0	0	1	0	0	0	0	0	0	3	82
2145	0	70	12	0	0	0	0	1	0	0	0	0	1	0	0	84
2200	0	45	13	0	0	0	0	0	0	0	0	0	0	0	2	60
Hourly Total	1	245	57	1	1	0	0	4	1	0	0	0	1	0	6	317
2215	0	49	14	0	1	0	0	1	0	0	0	0	0	0	0	65
2230	0	48	5	0	0	0	0	0	0	0	0	0	0	0	1	54
2245	0	43	9	0	0	0	0	0	0	0	0	0	0	0	0	52
2300	0	40	6	0	0	0	0	0	0	0	0	0	0	0	4	50
Hourly Total	0	180	34	0	1	0	0	1	0	0	0	0	0	0	5	221
2315	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
2330	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	28
2345	0	23	8	0	0	0	0	0	0	0	0	0	0	0	0	31
2400	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	0	84	24	0	0	0	0	0	0	0	0	0	0	0	0	108
DAILY TOTAL	72	10845	2730	2	151	19	1	83	13	0	0	0	0	1	601	14518
Percentages	0.5%	74.7%	18.8%	0.0%	1.0%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	100.0%

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Combined
Start Date: 4/14/2019 Start Time: 00:00
Stop Date: 4/14/2019 Stop Time: 24:00

Table with 17 columns: END TIME, Cyle, Car, 2A-4T, Buses, 2A-SU, 3A-SU, 4A-SU, 4A-ST, 5A-ST, 6A-ST, 5A-MT, 6A-MT, 7A-MT, None, Unclss, Total. Rows list hourly data from 15:00 to 15:45, with bolded 'Hourly Total' rows for each hour.

1600	2	464	87	0	5	0	0	2	1	0	0	0	0	0	23	584
Hourly Total	18	1830	379	0	30	0	0	13	3	0	0	0	0	0	106	2379
1615	3	484	85	0	4	1	0	2	0	0	0	0	0	0	14	593
1630	4	420	107	0	1	1	0	3	1	0	0	0	0	0	20	557
1645	0	402	112	0	6	0	0	3	0	0	0	0	0	0	25	548
1700	2	337	89	0	3	2	0	1	1	0	0	0	0	0	10	445
Hourly Total	9	1643	393	0	14	4	0	9	2	0	0	0	0	0	69	2143
1715	3	364	84	0	6	0	0	1	0	0	0	0	0	0	21	479
1730	1	353	94	0	5	0	0	1	0	0	0	0	0	0	11	465
1745	6	363	75	0	6	0	0	3	1	0	0	0	0	0	8	462
1800	2	360	65	1	3	0	0	0	0	0	0	0	0	0	13	444
Hourly Total	12	1440	318	1	20	0	0	5	1	0	0	0	0	0	53	1850
1815	1	418	89	0	4	0	0	1	0	0	0	0	0	0	21	534
1830	5	398	85	0	3	0	0	0	0	0	0	0	0	0	11	502
1845	5	314	57	0	2	0	0	0	0	0	0	0	0	0	16	394
1900	4	318	82	0	0	2	0	2	0	0	0	0	0	0	16	424
Hourly Total	15	1448	313	0	9	2	0	3	0	0	0	0	0	0	64	1854
1915	2	260	66	0	3	0	0	1	0	0	0	0	0	0	8	340
1930	2	270	60	0	3	2	0	1	0	0	0	0	0	0	14	352
1945	1	270	60	0	3	0	0	3	0	0	0	0	0	0	8	345
2000	5	237	45	1	5	1	0	0	1	0	0	0	0	0	10	305
Hourly Total	10	1037	231	1	14	3	0	5	1	0	0	0	0	0	40	1342
2015	1	227	49	0	5	1	0	0	0	0	0	0	0	0	19	302
2030	1	227	54	0	3	0	0	1	0	0	0	0	0	0	12	298
2045	3	206	61	0	1	0	0	2	0	0	0	0	0	0	7	280
2100	2	187	43	0	2	0	0	1	0	0	0	0	0	0	7	242
Hourly Total	7	847	207	0	11	1	0	4	0	0	0	0	0	0	45	1122
2115	1	180	41	0	1	0	0	2	1	0	1	0	0	0	3	230
2130	0	141	42	1	1	0	0	1	0	0	0	0	0	0	4	190
2145	0	164	31	0	2	0	0	2	0	0	0	0	1	0	3	203
2200	2	105	24	0	0	0	0	0	1	0	0	0	0	0	4	136
Hourly Total	3	590	138	1	4	0	0	5	2	0	1	0	1	0	14	759
2215	0	127	26	0	2	0	0	1	0	0	0	0	0	0	2	158
2230	1	117	19	0	2	0	0	1	0	0	0	0	0	0	4	144
2245	0	93	23	0	0	0	0	0	0	0	0	0	0	0	0	116
2300	0	89	12	0	0	0	0	0	0	0	0	0	0	0	6	107
Hourly Total	1	426	80	0	4	0	0	2	0	0	0	0	0	0	12	525
2315	0	57	11	0	0	0	0	0	0	0	0	0	0	0	0	68
2330	0	56	7	0	0	0	0	0	0	0	0	0	0	0	0	63
2345	0	42	14	0	1	0	0	0	0	0	0	0	0	0	0	57
2400	0	33	6	0	3	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	0	188	38	0	4	0	0	0	0	0	0	0	0	0	0	230
DAILY TOTAL	159	22894	5144	7	274	32	5	123	30	1	1	0	1	0	1030	29701
Percentages	0.5%	77.1%	17.3%	0.0%	0.9%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	100.0%

1600	3	319	117	0	18	4	0	8	2	0	0	0	0	0	23	494
Hourly Total	5	1341	423	3	55	18	2	27	8	0	0	0	1	0	101	1984
1615	4	364	117	1	7	2	0	3	1	0	0	0	0	0	29	528
1630	3	340	109	3	13	1	0	2	0	0	0	0	0	0	36	507
1645	0	368	102	0	16	2	0	8	1	0	0	0	0	0	34	531
1700	2	360	103	0	15	3	2	5	2	0	0	0	0	0	34	526
Hourly Total	9	1432	431	4	51	8	2	18	4	0	0	0	0	0	133	2092
1715	3	403	122	0	9	5	1	5	2	0	0	0	0	0	40	590
1730	2	391	109	0	14	2	0	8	2	0	0	0	0	0	50	578
1745	2	423	115	1	10	3	1	2	1	0	0	0	0	0	39	597
1800	3	273	80	0	8	0	1	2	1	0	0	0	0	0	18	386
Hourly Total	10	1490	426	1	41	10	3	17	6	0	0	0	0	0	147	2151
1815	2	297	91	0	6	2	0	3	0	0	0	0	0	0	17	418
1830	0	227	60	0	3	0	0	2	2	0	0	0	0	0	11	305
1845	2	222	75	0	8	2	1	4	2	0	0	0	0	0	11	327
1900	1	210	55	0	10	0	0	3	3	0	0	0	0	0	6	288
Hourly Total	5	956	281	0	27	4	1	12	7	0	0	0	0	0	45	1338
1915	1	234	47	0	3	2	0	0	2	0	0	0	0	0	9	298
1930	1	165	35	0	5	0	0	1	0	0	0	0	0	0	6	213
1945	2	157	31	0	3	0	0	1	1	0	0	0	0	0	7	202
2000	1	159	36	0	1	0	0	2	1	0	0	0	0	0	9	209
Hourly Total	5	715	149	0	12	2	0	4	4	0	0	0	0	0	31	922
2015	1	158	38	0	5	1	1	0	2	0	0	0	0	0	9	215
2030	1	202	34	0	0	2	0	1	0	0	0	0	0	0	15	255
2045	2	164	30	0	1	1	0	0	1	0	0	0	0	0	6	205
2100	0	145	39	0	0	1	0	0	0	0	0	0	0	0	1	186
Hourly Total	4	669	141	0	6	5	1	1	3	0	0	0	0	0	31	861
2115	0	132	25	0	0	0	0	1	1	0	1	0	0	0	4	164
2130	0	132	27	0	3	0	0	1	0	0	0	0	0	0	3	166
2145	1	125	15	0	3	0	0	0	0	0	0	0	0	0	3	147
2200	0	87	16	0	0	0	0	0	0	0	0	0	0	0	1	104
Hourly Total	1	476	83	0	6	0	0	2	1	0	1	0	0	0	11	581
2215	2	82	13	0	1	1	0	0	1	0	0	0	0	0	3	103
2230	0	80	9	0	1	0	0	0	1	0	0	0	0	0	2	93
2245	1	76	12	0	1	0	0	0	2	0	0	0	0	0	0	92
2300	0	66	8	0	1	0	0	0	0	0	0	0	0	0	4	79
Hourly Total	3	304	42	0	4	1	0	0	4	0	0	0	0	0	9	367
2315	1	55	9	0	1	0	0	0	0	0	0	0	0	0	0	66
2330	0	34	13	0	1	0	0	0	0	0	0	0	0	0	0	48
2345	0	25	8	0	0	0	0	0	0	0	0	0	0	0	0	33
2400	0	27	6	0	2	0	0	1	1	0	0	0	0	0	0	37
Hourly Total	1	141	36	0	4	0	0	1	1	0	0	0	0	0	0	184
DAILY TOTAL	103	15474	5009	23	561	184	19	212	132	5	2	0	3	0	1028	22755
Percentages	0.5%	68.0%	22.0%	0.1%	2.5%	0.8%	0.1%	0.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	100.0%

1600	4	219	88	2	12	7	0	2	1	0	0	0	0	0	25	360
Hourly Total	11	931	330	3	39	15	1	11	7	1	0	0	0	0	107	1456
1615	3	219	65	0	14	5	0	6	1	0	0	0	0	0	23	336
1630	2	229	73	0	18	3	0	4	6	0	0	0	0	0	19	354
1645	0	221	79	0	8	5	0	6	5	0	0	0	0	0	20	344
1700	4	225	73	0	12	3	0	7	0	1	0	0	0	0	24	349
Hourly Total	9	894	290	0	52	16	0	23	12	1	0	0	0	0	86	1383
1715	3	206	76	1	8	1	0	5	0	0	0	0	0	1	15	316
1730	0	240	76	2	6	4	0	3	0	0	0	0	0	0	18	349
1745	2	224	56	0	6	1	0	1	1	0	0	0	0	0	22	313
1800	2	203	60	0	7	4	0	2	0	0	0	0	0	0	18	296
Hourly Total	7	873	268	3	27	10	0	11	1	0	0	0	0	1	73	1274
1815	0	176	58	0	9	1	0	2	2	0	0	0	0	0	11	259
1830	0	211	53	0	8	1	0	1	3	0	0	0	0	0	10	287
1845	1	202	55	0	7	0	0	1	2	0	0	0	0	0	20	288
1900	3	162	48	0	3	1	0	3	0	0	0	0	0	0	6	226
Hourly Total	4	751	214	0	27	3	0	7	7	0	0	0	0	0	47	1060
1915	1	119	36	0	1	1	0	0	0	0	0	0	0	0	9	167
1930	0	126	40	0	5	1	0	0	1	0	0	0	0	0	6	179
1945	0	130	32	0	2	1	0	1	1	0	0	0	0	0	5	172
2000	0	126	29	0	1	0	0	2	1	0	0	0	0	0	10	169
Hourly Total	1	501	137	0	9	3	0	3	3	0	0	0	0	0	30	687
2015	1	106	28	1	4	1	0	0	0	0	0	0	0	0	5	146
2030	0	100	26	0	5	0	0	0	1	0	0	0	0	0	5	137
2045	1	91	25	0	1	2	0	1	0	0	0	0	0	0	2	123
2100	1	81	23	0	2	0	0	0	2	0	0	0	0	0	1	110
Hourly Total	3	378	102	1	12	3	0	1	3	0	0	0	0	0	13	516
2115	1	71	18	0	0	0	0	0	0	0	0	0	0	0	1	91
2130	0	70	11	0	0	0	0	0	2	0	0	0	0	0	2	85
2145	0	59	16	0	1	1	0	2	0	0	0	0	0	0	0	79
2200	0	54	15	0	1	0	0	0	2	0	0	0	0	0	0	72
Hourly Total	1	254	60	0	2	1	0	2	4	0	0	0	0	0	3	327
2215	0	59	19	0	1	0	0	1	0	0	0	0	0	0	1	81
2230	0	39	11	0	0	0	0	0	1	0	0	0	0	0	0	51
2245	0	35	10	0	1	0	0	1	0	0	0	0	0	0	0	47
2300	1	31	7	0	3	0	0	0	0	0	0	0	0	0	1	43
Hourly Total	1	164	47	0	5	0	0	2	1	0	0	0	0	0	2	222
2315	0	26	8	0	2	0	0	0	1	0	0	0	0	0	0	37
2330	1	16	5	0	0	0	0	0	0	0	0	0	0	0	0	22
2345	0	16	4	0	1	0	0	0	1	0	0	0	0	0	0	22
2400	0	31	6	0	0	0	0	0	0	0	1	0	0	0	2	40
Hourly Total	1	89	23	0	3	0	0	0	2	0	1	0	0	0	2	121
DAILY TOTAL	122	14027	5063	32	650	173	40	247	123	13	3	0	4	0	1278	21775
Percentages	0.6%	64.4%	23.3%	0.1%	3.0%	0.8%	0.2%	1.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	5.9%	100.0%

1600	7	538	205	2	30	11	0	10	3	0	0	0	0	0	48	854
Hourly Total	16	2272	753	6	94	33	3	38	15	1	0	0	1	0	208	3440
1615	7	583	182	1	21	7	0	9	2	0	0	0	0	0	52	864
1630	5	569	182	3	31	4	0	6	6	0	0	0	0	0	55	861
1645	0	589	181	0	24	7	0	14	6	0	0	0	0	0	54	875
1700	6	585	176	0	27	6	2	12	2	1	0	0	0	0	58	875
Hourly Total	18	2326	721	4	103	24	2	41	16	1	0	0	0	0	219	3475
1715	6	609	198	1	17	6	1	10	2	0	0	0	0	1	55	906
1730	2	631	185	2	20	6	0	11	2	0	0	0	0	0	68	927
1745	4	647	171	1	16	4	1	3	2	0	0	0	0	0	61	910
1800	5	476	140	0	15	4	1	4	1	0	0	0	0	0	36	682
Hourly Total	17	2363	694	4	68	20	3	28	7	0	0	0	1	0	220	3425
1815	2	473	149	0	15	3	0	5	2	0	0	0	0	0	28	677
1830	0	438	113	0	11	1	0	3	5	0	0	0	0	0	21	592
1845	3	424	130	0	15	2	1	5	4	0	0	0	0	0	31	615
1900	4	372	103	0	13	1	0	6	3	0	0	0	0	0	12	514
Hourly Total	9	1707	495	0	54	7	1	19	14	0	0	0	0	0	92	2398
1915	2	353	83	0	4	3	0	0	2	0	0	0	0	0	18	465
1930	1	291	75	0	10	1	0	1	1	0	0	0	0	0	12	392
1945	2	287	63	0	5	1	0	2	2	0	0	0	0	0	12	374
2000	1	285	65	0	2	0	0	4	2	0	0	0	0	0	19	378
Hourly Total	6	1216	286	0	21	5	0	7	7	0	0	0	0	0	61	1609
2015	2	264	66	1	9	2	1	0	2	0	0	0	0	0	14	361
2030	1	302	60	0	5	2	0	1	1	0	0	0	0	0	20	392
2045	3	255	55	0	2	3	0	1	1	0	0	0	0	0	8	328
2100	1	226	62	0	2	1	0	0	2	0	0	0	0	0	2	296
Hourly Total	7	1047	243	1	18	8	1	2	6	0	0	0	0	0	44	1377
2115	1	203	43	0	0	0	0	1	1	0	1	0	0	0	5	255
2130	0	202	38	0	3	0	0	1	2	0	0	0	0	0	5	251
2145	1	184	31	0	4	1	0	2	0	0	0	0	0	0	3	226
2200	0	141	31	0	1	0	0	0	2	0	0	0	0	0	1	176
Hourly Total	2	730	143	0	8	1	0	4	5	0	1	0	0	0	14	908
2215	2	141	32	0	2	1	0	1	1	0	0	0	0	0	4	184
2230	0	119	20	0	1	0	0	0	2	0	0	0	0	0	2	144
2245	1	111	22	0	2	0	0	1	2	0	0	0	0	0	0	139
2300	1	97	15	0	4	0	0	0	0	0	0	0	0	0	5	122
Hourly Total	4	468	89	0	9	1	0	2	5	0	0	0	0	0	11	589
2315	1	81	17	0	3	0	0	0	1	0	0	0	0	0	0	103
2330	1	50	18	0	1	0	0	0	0	0	0	0	0	0	0	70
2345	0	41	12	0	1	0	0	0	1	0	0	0	0	0	0	55
2400	0	58	12	0	2	0	0	1	1	0	1	0	0	0	2	77
Hourly Total	2	230	59	0	7	0	0	1	3	0	1	0	0	0	2	305
DAILY TOTAL	225	29501	10072	55	1211	357	59	459	255	18	5	0	7	0	2306	44530
Percentages	0.5%	66.2%	22.6%	0.1%	2.7%	0.8%	0.1%	1.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	100.0%

CLASS COUNT REPORT

Location: Bonita Beach Rd east of Race Track Rd City/County: Bonita Springs/Lee
Direction: Eastbound
Start Date: 4/16/2019 Start Time: 00:00
Stop Date: 4/16/2019 Stop Time: 24:00

Table with columns: END TIME, Cyle, Car, 2A-4T, Buses, 2A-SU, 3A-SU, 4A-SU, 4A-ST, 5A-ST, 6A-ST, 5A-MT, 6A-MT, 7A-MT, None, Unclass, Total. Rows represent time intervals from 15 to 1545.

1600	2	347	114	0	10	2	2	7	2	0	0	0	0	0	29	515
Hourly Total	16	1380	444	2	54	13	5	23	16	0	0	0	1	0	163	2117
1615	0	356	121	2	10	3	1	7	1	1	0	0	0	0	38	540
1630	4	380	130	1	12	1	0	5	4	0	0	0	0	0	27	564
1645	1	384	123	1	13	1	1	4	2	0	0	0	0	0	36	566
1700	1	366	124	0	19	3	0	3	4	0	0	0	0	0	35	555
Hourly Total	6	1486	498	4	54	8	2	19	11	1	0	0	0	0	136	2225
1715	6	437	123	0	9	2	1	11	0	0	0	0	0	0	45	634
1730	6	376	112	0	8	1	1	3	1	0	0	0	0	0	32	540
1745	2	397	105	1	8	1	0	3	1	0	0	0	0	0	34	552
1800	4	335	94	1	8	1	1	7	0	0	0	0	0	0	22	473
Hourly Total	18	1545	434	2	33	5	3	24	2	0	0	0	0	0	133	2199
1815	1	297	90	0	7	1	0	4	3	0	0	0	0	0	16	419
1830	1	262	85	0	3	0	0	1	2	0	0	0	0	0	20	374
1845	2	210	58	0	4	0	0	2	1	0	0	0	0	0	6	283
1900	1	193	39	0	4	0	0	1	1	0	0	0	0	0	11	250
Hourly Total	5	962	272	0	18	1	0	8	7	0	0	0	0	0	53	1326
1915	1	182	45	0	9	1	0	3	1	0	0	0	0	0	11	253
1930	1	181	42	0	2	1	0	3	0	0	0	0	0	0	8	238
1945	3	153	41	0	0	0	0	1	1	0	0	0	0	0	6	205
2000	1	170	33	0	2	0	0	3	0	0	0	0	0	0	7	216
Hourly Total	6	686	161	0	13	2	0	10	2	0	0	0	0	0	32	912
2015	3	179	31	0	1	0	0	1	1	0	0	0	0	0	9	225
2030	2	175	31	0	3	2	1	1	0	0	0	0	0	0	14	229
2045	0	153	31	0	3	1	1	1	1	0	0	0	0	0	3	194
2100	3	146	33	0	1	1	0	0	0	0	0	0	0	0	1	185
Hourly Total	8	653	126	0	8	4	2	3	2	0	0	0	0	0	27	833
2115	1	162	22	0	0	0	0	0	0	0	0	0	0	0	4	189
2130	0	121	25	0	5	0	0	0	0	0	1	0	0	0	2	154
2145	1	121	21	0	2	0	0	1	1	0	0	0	0	0	7	154
2200	1	84	17	0	2	0	0	1	0	0	0	0	0	0	5	110
Hourly Total	3	488	85	0	9	0	0	2	1	0	1	0	0	0	18	607
2215	0	91	25	0	0	1	0	0	1	0	0	0	0	0	2	120
2230	0	95	18	0	1	0	0	0	0	0	0	0	0	0	3	117
2245	0	77	17	0	0	0	0	2	0	0	0	0	0	0	2	98
2300	0	65	6	0	0	0	0	0	0	0	0	0	0	0	0	71
Hourly Total	0	328	66	0	1	1	0	2	1	0	0	0	0	0	7	406
2315	0	61	11	0	2	0	0	0	0	0	0	0	0	0	1	75
2330	0	43	5	0	0	1	0	0	0	0	0	0	0	0	0	49
2345	0	42	3	0	0	0	0	0	0	0	0	0	0	0	0	45
2400	0	24	4	0	1	0	0	0	0	0	0	0	0	0	0	29
Hourly Total	0	170	23	0	3	1	0	0	0	0	0	0	0	0	1	198
DAILY TOTAL	123	15890	5126	28	559	189	21	253	188	5	2	0	2	0	1088	23474
Percentages	0.5%	67.7%	21.8%	0.1%	2.4%	0.8%	0.1%	1.1%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.6%	100.0%

1600	4	224	86	0	10	3	0	5	0	0	0	0	0	0	22	354
Hourly Total	12	893	311	2	39	14	4	25	6	1	0	0	0	0	74	1381
1615	3	176	77	1	16	6	0	2	2	0	0	0	0	0	19	302
1630	1	214	77	0	5	2	0	4	2	0	0	0	0	0	24	329
1645	1	217	66	1	11	2	0	2	2	1	0	0	0	0	20	323
1700	3	226	61	1	14	4	1	10	3	0	0	0	0	0	17	340
Hourly Total	8	833	281	3	46	14	1	18	9	1	0	0	0	0	80	1294
1715	1	211	73	0	10	1	0	6	1	0	0	0	0	0	12	315
1730	4	198	62	0	8	0	1	1	0	0	0	0	0	0	21	295
1745	2	220	63	0	5	2	0	4	0	0	0	0	0	0	14	310
1800	1	208	77	1	9	0	0	3	1	0	0	0	0	0	18	318
Hourly Total	8	837	275	1	32	3	1	14	2	0	0	0	0	0	65	1238
1815	1	176	63	0	11	0	0	2	2	0	0	0	0	0	8	263
1830	3	194	43	0	11	1	0	3	3	0	0	0	0	0	14	272
1845	2	180	43	2	7	0	0	3	2	0	0	0	0	0	17	256
1900	1	164	60	0	5	3	0	0	0	0	0	0	0	0	14	247
Hourly Total	7	714	209	2	34	4	0	8	7	0	0	0	0	0	53	1038
1915	1	152	37	0	5	0	0	3	1	0	0	0	0	0	3	202
1930	2	139	32	0	1	0	0	3	0	0	0	0	0	0	10	187
1945	1	137	36	0	1	1	1	1	1	0	0	0	0	0	3	182
2000	0	119	22	1	3	0	0	1	1	0	0	0	0	0	5	152
Hourly Total	4	547	127	1	10	1	1	8	3	0	0	0	0	0	21	723
2015	0	92	29	0	3	0	0	1	1	0	0	0	0	0	7	133
2030	0	104	22	2	4	0	0	0	0	0	0	0	0	0	2	134
2045	2	90	27	0	2	0	0	1	1	0	0	0	0	0	4	127
2100	0	73	23	0	2	1	0	1	0	0	0	0	0	0	2	102
Hourly Total	2	359	101	2	11	1	0	3	2	0	0	0	0	0	15	496
2115	0	81	23	0	1	0	0	0	0	0	0	0	0	0	1	106
2130	0	83	15	0	0	0	0	0	1	0	0	0	0	0	1	100
2145	2	58	13	0	0	0	0	0	0	0	0	0	0	0	0	73
2200	0	47	16	0	2	0	0	2	0	0	0	0	0	0	1	68
Hourly Total	2	269	67	0	3	0	0	2	1	0	0	0	0	0	3	347
2215	0	48	14	0	3	1	0	0	0	0	0	0	0	0	1	67
2230	0	50	9	0	0	0	0	0	0	0	0	0	0	0	0	59
2245	0	33	3	0	1	0	0	0	0	0	0	0	0	0	0	37
2300	0	41	8	0	0	0	0	1	0	0	0	0	0	0	0	50
Hourly Total	0	172	34	0	4	1	0	1	0	0	0	0	0	0	1	213
2315	0	30	8	0	2	0	0	0	0	0	0	0	0	0	0	40
2330	0	20	3	0	1	1	0	1	0	0	0	0	0	0	0	26
2345	0	21	4	0	1	0	0	0	0	0	0	0	0	0	0	26
2400	0	23	7	0	0	0	0	0	0	0	1	0	0	0	0	31
Hourly Total	0	94	22	0	4	1	0	1	0	0	1	0	0	0	0	123
DAILY TOTAL	123	14338	5165	34	717	180	44	293	144	18	2	0	4	0	1292	22354
Percentages	0.6%	64.1%	23.1%	0.2%	3.2%	0.8%	0.2%	1.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	5.8%	100.0%

1600	6	571	200	0	20	5	2	12	2	0	0	0	0	0	51	869
Hourly Total	28	2273	755	4	93	27	9	48	22	1	0	0	1	0	237	3498
1615	3	532	198	3	26	9	1	9	3	1	0	0	0	0	57	842
1630	5	594	207	1	17	3	0	9	6	0	0	0	0	0	51	893
1645	2	601	189	2	24	3	1	6	4	1	0	0	0	0	56	889
1700	4	592	185	1	33	7	1	13	7	0	0	0	0	0	52	895
Hourly Total	14	2319	779	7	100	22	3	37	20	2	0	0	0	0	216	3519
1715	7	648	196	0	19	3	1	17	1	0	0	0	0	0	57	949
1730	10	574	174	0	16	1	2	4	1	0	0	0	0	0	53	835
1745	4	617	168	1	13	3	0	7	1	0	0	0	0	0	48	862
1800	5	543	171	2	17	1	1	10	1	0	0	0	0	0	40	791
Hourly Total	26	2382	709	3	65	8	4	38	4	0	0	0	0	0	198	3437
1815	2	473	153	0	18	1	0	6	5	0	0	0	0	0	24	682
1830	4	456	128	0	14	1	0	4	5	0	0	0	0	0	34	646
1845	4	390	101	2	11	0	0	5	3	0	0	0	0	0	23	539
1900	2	357	99	0	9	3	0	1	1	0	0	0	0	0	25	497
Hourly Total	12	1676	481	2	52	5	0	16	14	0	0	0	0	0	106	2364
1915	2	334	82	0	14	1	0	6	2	0	0	0	0	0	14	455
1930	3	320	74	0	3	1	0	6	0	0	0	0	0	0	18	425
1945	4	290	77	0	1	1	1	2	2	0	0	0	0	0	9	387
2000	1	289	55	1	5	0	0	4	1	0	0	0	0	0	12	368
Hourly Total	10	1233	288	1	23	3	1	18	5	0	0	0	0	0	53	1635
2015	3	271	60	0	4	0	0	2	2	0	0	0	0	0	16	358
2030	2	279	53	2	7	2	1	1	0	0	0	0	0	0	16	363
2045	2	243	58	0	5	1	1	2	2	0	0	0	0	0	7	321
2100	3	219	56	0	3	2	0	1	0	0	0	0	0	0	3	287
Hourly Total	10	1012	227	2	19	5	2	6	4	0	0	0	0	0	42	1329
2115	1	243	45	0	1	0	0	0	0	0	0	0	0	0	5	295
2130	0	204	40	0	5	0	0	0	1	0	1	0	0	0	3	254
2145	3	179	34	0	2	0	0	1	1	0	0	0	0	0	7	227
2200	1	131	33	0	4	0	0	3	0	0	0	0	0	0	6	178
Hourly Total	5	757	152	0	12	0	0	4	2	0	1	0	0	0	21	954
2215	0	139	39	0	3	2	0	0	1	0	0	0	0	0	3	187
2230	0	145	27	0	1	0	0	0	0	0	0	0	0	0	3	176
2245	0	110	20	0	1	0	0	2	0	0	0	0	0	0	2	135
2300	0	106	14	0	0	0	0	1	0	0	0	0	0	0	0	121
Hourly Total	0	500	100	0	5	2	0	3	1	0	0	0	0	0	8	619
2315	0	91	19	0	4	0	0	0	0	0	0	0	0	0	1	115
2330	0	63	8	0	1	2	0	1	0	0	0	0	0	0	0	75
2345	0	63	7	0	1	0	0	0	0	0	0	0	0	0	0	71
2400	0	47	11	0	1	0	0	0	0	1	0	0	0	0	0	60
Hourly Total	0	264	45	0	7	2	0	1	0	0	1	0	0	0	1	321
DAILY TOTAL	246	30228	10291	62	1276	369	65	546	332	23	4	0	6	0	2380	45828
Percentages	0.5%	66.0%	22.5%	0.1%	2.8%	0.8%	0.1%	1.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	5.2%	100.0%

1600	2	362	121	0	8	2	2	7	1	0	0	0	0	0	29	534
Hourly Total	15	1405	445	1	49	14	7	22	9	0	0	0	1	0	166	2134
1615	0	379	124	1	11	4	1	3	2	0	0	0	0	0	39	564
1630	3	346	121	1	10	3	0	6	2	0	0	0	0	0	27	519
1645	0	367	112	1	11	1	1	6	4	0	0	0	0	0	36	539
1700	1	371	122	1	15	3	0	2	3	0	0	0	0	0	35	553
Hourly Total	4	1463	479	4	47	11	2	17	11	0	0	0	0	0	137	2175
1715	8	422	114	0	9	2	1	10	0	0	0	0	0	0	44	610
1730	3	394	103	0	6	1	1	3	0	0	0	0	0	0	32	543
1745	2	418	104	1	6	1	0	4	3	0	0	0	0	0	34	573
1800	5	306	101	1	9	1	1	7	0	0	0	0	0	0	22	453
Hourly Total	18	1540	422	2	30	5	3	24	3	0	0	0	0	0	132	2179
1815	1	297	82	1	7	1	0	4	2	0	0	0	0	0	17	412
1830	1	270	81	0	5	0	0	4	2	0	0	0	0	0	20	383
1845	2	219	53	0	5	0	0	0	0	0	0	0	0	0	6	285
1900	1	197	47	0	5	0	0	3	0	0	0	0	0	0	11	264
Hourly Total	5	983	263	1	22	1	0	11	4	0	0	0	0	0	54	1344
1915	1	185	40	0	6	1	0	3	2	0	0	0	0	0	11	249
1930	2	197	33	0	4	0	0	3	1	0	0	0	0	0	8	248
1945	0	148	47	0	1	0	0	1	1	0	0	0	0	0	6	204
2000	1	189	37	0	0	0	0	3	1	0	0	0	0	0	7	238
Hourly Total	4	719	157	0	11	1	0	10	5	0	0	0	0	0	32	939
2015	3	183	35	0	2	0	0	0	0	0	0	0	0	0	9	232
2030	2	191	30	0	3	2	1	1	0	0	0	0	0	0	14	244
2045	0	158	28	0	3	1	1	1	1	0	0	0	0	0	3	196
2100	2	159	34	0	1	1	0	0	1	0	0	0	0	0	1	199
Hourly Total	7	691	127	0	9	4	2	2	2	0	0	0	0	0	27	871
2115	1	166	33	0	1	0	0	0	1	0	0	0	0	0	4	206
2130	0	120	23	0	5	0	0	0	0	0	1	0	0	0	2	151
2145	3	122	21	0	3	0	1	1	0	0	0	0	0	0	7	158
2200	0	90	16	0	2	0	0	1	1	0	0	0	0	0	6	116
Hourly Total	4	498	93	0	11	0	1	2	2	0	1	0	0	0	19	631
2215	0	96	24	0	0	0	0	0	1	0	0	0	0	0	2	123
2230	0	97	24	0	0	0	1	0	0	0	0	0	0	0	2	124
2245	0	68	19	0	0	0	0	1	1	0	0	0	0	0	2	91
2300	0	60	7	0	1	0	0	0	0	0	0	0	0	0	0	68
Hourly Total	0	321	74	0	1	0	1	1	2	0	0	0	0	0	6	406
2315	0	54	14	0	1	1	0	0	0	0	0	0	0	0	1	71
2330	0	41	7	0	1	1	0	0	1	0	0	0	0	0	0	51
2345	0	38	2	0	0	0	0	0	1	0	0	0	0	0	0	41
2400	0	26	3	0	2	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	0	159	26	0	4	2	0	0	2	0	0	0	0	0	1	194
DAILY TOTAL	114	15966	5075	24	544	173	31	235	167	0	2	0	2	0	1094	23427
Percentages	0.5%	68.2%	21.7%	0.1%	2.3%	0.7%	0.1%	1.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	100.0%

1600	4	209	67	0	15	2	2	2	2	0	0	0	0	0	27	330
Hourly Total	9	910	308	3	44	14	5	16	9	1	0	0	0	0	78	1397
1615	3	197	72	1	10	1	0	3	3	0	0	0	0	0	18	308
1630	1	199	84	0	15	5	0	5	2	0	0	0	0	0	21	332
1645	0	233	67	2	10	2	0	3	0	0	0	0	0	0	16	333
1700	2	199	56	1	13	3	0	2	0	0	0	0	0	0	16	292
Hourly Total	6	828	279	4	48	11	0	13	5	0	0	0	0	0	71	1265
1715	4	239	69	0	13	2	0	3	0	0	0	0	0	0	25	355
1730	2	233	64	1	14	2	0	2	1	0	0	0	0	0	15	334
1745	0	235	62	0	5	0	0	3	0	0	0	0	0	0	17	322
1800	1	251	67	2	6	1	0	2	0	0	0	0	0	0	23	353
Hourly Total	7	958	262	3	38	5	0	10	1	0	0	0	0	0	80	1364
1815	1	207	72	1	5	1	1	5	2	0	0	0	0	0	20	315
1830	1	199	53	0	8	2	0	4	2	0	0	0	0	0	18	287
1845	3	202	46	0	4	0	0	0	1	0	0	0	0	0	16	272
1900	1	188	51	0	7	0	0	1	1	0	0	0	0	0	13	262
Hourly Total	6	796	222	1	24	3	1	10	6	0	0	0	0	0	67	1136
1915	3	126	30	0	8	0	0	1	0	0	0	0	0	0	4	172
1930	1	146	39	0	4	0	0	2	1	0	0	0	0	0	6	199
1945	0	129	33	0	4	0	0	1	0	0	0	0	0	0	4	171
2000	0	122	46	0	2	0	0	1	2	0	0	0	0	0	5	178
Hourly Total	4	523	148	0	18	0	0	5	3	0	0	0	0	0	19	720
2015	0	123	25	1	3	1	0	0	1	0	0	0	0	0	3	157
2030	1	106	29	0	2	1	0	0	1	0	0	0	0	0	5	145
2045	0	82	28	0	2	1	0	0	1	0	0	0	0	0	3	117
2100	3	103	18	1	3	1	0	0	1	0	0	0	0	0	10	140
Hourly Total	4	414	100	2	10	4	0	4	4	0	0	0	0	0	21	559
2115	0	65	21	0	0	0	0	0	0	0	0	0	0	0	7	93
2130	0	69	12	0	3	0	0	0	0	0	0	0	0	0	4	88
2145	0	69	17	0	0	1	0	0	1	0	0	0	0	0	2	90
2200	0	51	20	1	2	0	0	0	2	0	0	0	0	0	4	80
Hourly Total	0	254	70	1	5	1	0	0	3	0	0	0	0	0	17	351
2215	1	50	16	0	0	0	0	0	0	0	0	0	0	0	2	69
2230	1	39	6	0	0	1	0	0	1	0	0	0	0	0	2	50
2245	0	49	7	0	2	0	0	0	1	0	0	0	0	0	1	60
2300	0	34	6	0	0	1	0	0	1	0	0	0	0	0	2	44
Hourly Total	2	172	35	0	2	2	0	0	3	0	0	0	0	0	7	223
2315	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
2330	0	23	8	0	0	0	0	0	0	0	0	0	0	0	0	31
2345	0	26	8	0	1	0	0	0	1	0	1	0	0	0	0	37
2400	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	0	94	23	0	1	0	0	0	1	0	1	0	0	0	0	120
DAILY TOTAL	136	14441	4963	41	721	184	34	246	130	21	2	0	3	0	1346	22268
Percentages	0.6%	64.9%	22.3%	0.2%	3.2%	0.8%	0.2%	1.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	6.0%	100.0%

1600	6	571	188	0	23	4	4	9	3	0	0	0	0	0	56	864
Hourly Total	24	2315	753	4	93	28	12	38	18	1	0	0	1	0	244	3531
1615	3	576	196	2	21	5	1	6	5	0	0	0	0	0	57	872
1630	4	545	205	1	25	8	0	11	4	0	0	0	0	0	48	851
1645	0	600	179	3	21	3	1	9	4	0	0	0	0	0	52	872
1700	3	570	178	2	28	6	0	4	3	0	0	0	0	0	51	845
Hourly Total	10	2291	758	8	95	22	2	30	16	0	0	0	0	0	208	3440
1715	12	661	183	0	22	4	1	13	0	0	0	0	0	0	69	965
1730	5	627	167	1	20	3	1	5	1	0	0	0	0	0	47	877
1745	2	653	166	1	11	1	0	7	3	0	0	0	0	0	51	895
1800	6	557	168	3	15	2	1	9	0	0	0	0	0	0	45	806
Hourly Total	25	2498	684	5	68	10	3	34	4	0	0	0	0	0	212	3543
1815	2	504	154	2	12	2	1	9	4	0	0	0	0	0	37	727
1830	2	469	134	0	13	2	0	8	4	0	0	0	0	0	38	670
1845	5	421	99	0	9	0	0	0	1	0	0	0	0	0	22	557
1900	2	385	98	0	12	0	0	4	1	0	0	0	0	0	24	526
Hourly Total	11	1779	485	2	46	4	1	21	10	0	0	0	0	0	121	2480
1915	4	311	70	0	14	1	0	4	2	0	0	0	0	0	15	421
1930	3	343	72	0	8	0	0	5	2	0	0	0	0	0	14	447
1945	0	277	80	0	5	0	0	2	1	0	0	0	0	0	10	375
2000	1	311	83	0	2	0	0	4	3	0	0	0	0	0	12	416
Hourly Total	8	1242	305	0	29	1	0	15	8	0	0	0	0	0	51	1659
2015	3	306	60	1	5	1	0	0	1	0	0	0	0	0	12	389
2030	3	297	59	0	5	3	1	1	1	0	0	0	0	0	19	389
2045	0	240	56	0	5	2	1	1	2	0	0	0	0	0	6	313
2100	5	262	52	1	4	2	0	2	0	0	0	0	0	0	11	339
Hourly Total	11	1105	227	2	19	8	2	2	6	0	0	0	0	0	48	1430
2115	1	231	54	0	1	0	0	0	1	0	0	0	0	0	11	299
2130	0	189	35	0	8	0	0	0	0	0	1	0	0	0	6	239
2145	3	191	38	0	3	1	1	1	1	0	0	0	0	0	9	248
2200	0	141	36	1	4	0	0	1	3	0	0	0	0	0	10	196
Hourly Total	4	752	163	1	16	1	1	2	5	0	1	0	0	0	36	982
2215	1	146	40	0	0	0	0	0	1	0	0	0	0	0	4	192
2230	1	136	30	0	0	1	1	0	1	0	0	0	0	0	4	174
2245	0	117	26	0	2	0	0	1	2	0	0	0	0	0	3	151
2300	0	94	13	0	1	1	0	0	1	0	0	0	0	0	2	112
Hourly Total	2	493	109	0	3	2	1	1	5	0	0	0	0	0	13	629
2315	0	82	17	0	1	1	0	0	0	0	0	0	0	0	1	102
2330	0	64	15	0	1	1	0	0	1	0	0	0	0	0	0	82
2345	0	64	10	0	1	0	0	0	2	0	1	0	0	0	0	78
2400	0	43	7	0	2	0	0	0	0	0	0	0	0	0	0	52
Hourly Total	0	253	49	0	5	2	0	0	3	0	1	0	0	0	1	314
DAILY TOTAL	250	30407	10038	65	1265	357	65	481	297	21	4	0	5	0	2440	45695
Percentages	0.5%	66.5%	22.0%	0.1%	2.8%	0.8%	0.1%	1.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	100.0%

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
 Site Code : 18035
 Start Date : 4/18/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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	
07:00 AM	43	62	10	14	129	140	214	24	8	386	16	19	13	49	97	8	124	8	13	153	765
07:15 AM	50	67	5	10	132	89	222	22	11	344	17	11	23	49	100	12	137	8	9	166	742
07:30 AM	62	70	5	15	152	123	246	19	15	403	27	18	24	45	114	16	146	20	13	195	864
07:45 AM	72	80	12	22	186	147	345	20	24	536	19	22	47	48	136	10	152	24	6	192	1050
Total	227	279	32	61	599	499	1027	85	58	1669	79	70	107	191	447	46	559	60	41	706	3421
08:00 AM	49	81	5	14	149	138	282	28	25	473	20	18	23	55	116	14	164	13	19	210	948
08:15 AM	41	67	9	13	130	117	326	16	15	474	27	29	28	76	160	14	135	17	10	176	940
08:30 AM	30	74	8	17	129	126	316	22	17	481	22	30	40	51	143	22	156	15	18	211	964
08:45 AM	46	79	16	21	162	131	319	22	17	489	26	27	35	60	148	13	174	14	18	219	1018
Total	166	301	38	65	570	512	1243	88	74	1917	95	104	126	242	567	63	629	59	65	816	3870
09:00 AM	35	49	8	11	103	147	301	33	10	491	35	24	36	48	143	27	186	14	14	241	978
09:15 AM	45	51	12	17	125	89	244	28	4	365	24	35	41	43	143	25	170	13	13	221	854
09:30 AM	38	49	18	15	120	109	261	28	9	407	44	48	36	36	164	27	197	19	18	261	952
09:45 AM	30	45	11	10	96	113	286	35	12	446	20	32	48	59	159	34	188	8	18	248	949
Total	148	194	49	53	444	458	1092	124	35	1709	123	139	161	186	609	113	741	54	63	971	3733
10:00 AM	51	53	18	14	136	80	251	25	9	365	29	23	56	46	154	22	191	17	12	242	897
10:15 AM	34	46	9	11	100	108	254	20	10	392	27	29	42	57	155	22	215	11	11	259	906
10:30 AM	36	37	14	16	103	96	275	20	12	403	38	39	34	55	166	23	222	13	18	276	948
10:45 AM	32	37	10	23	102	97	268	29	13	407	27	30	35	48	140	26	210	13	12	261	910
Total	153	173	51	64	441	381	1048	94	44	1567	121	121	167	206	615	93	838	54	53	1038	3661
11:00 AM	34	45	16	14	109	102	269	34	6	411	31	35	36	51	153	23	244	6	19	292	965
11:15 AM	26	30	7	14	77	84	248	19	23	374	39	33	74	47	193	26	247	9	19	301	945
11:30 AM	34	46	17	16	113	83	275	20	18	396	38	44	61	49	192	36	235	11	19	301	1002
11:45 AM	50	51	17	15	133	106	279	21	20	426	37	41	44	50	172	35	274	9	25	343	1074
Total	144	172	57	59	432	375	1071	94	67	1607	145	153	215	197	710	120	1000	35	82	1237	3986
12:00 PM	46	31	15	12	104	72	244	14	20	350	49	41	45	49	184	46	252	12	22	332	970
12:15 PM	43	32	12	14	101	85	216	25	14	340	35	51	45	47	178	34	234	9	20	297	916
12:30 PM	29	51	10	10	100	88	288	19	10	405	36	37	49	32	154	33	235	11	12	291	950
12:45 PM	34	31	14	16	95	118	292	31	17	458	27	37	58	46	168	39	238	14	17	308	1029
Total	152	145	51	52	400	363	1040	89	61	1553	147	166	197	174	684	152	959	46	71	1228	3865
01:00 PM	48	49	8	15	120	72	196	14	10	292	39	42	42	49	172	29	268	11	20	328	912
01:15 PM	50	36	12	11	109	100	227	20	16	363	44	38	44	66	192	24	246	14	33	317	981
01:30 PM	35	47	13	11	106	84	272	21	16	393	32	44	55	51	182	39	254	16	17	326	1007
01:45 PM	31	49	12	20	112	92	241	19	7	359	24	56	51	59	190	32	228	9	22	291	952
Total	164	181	45	57	447	348	936	74	49	1407	139	180	192	225	736	124	996	50	92	1262	3852
02:00 PM	42	34	11	12	99	86	232	26	16	360	25	42	67	51	185	39	279	7	25	350	994
02:15 PM	42	42	5	17	106	74	208	30	12	324	32	45	72	57	206	39	266	8	17	330	966
02:30 PM	38	47	10	16	111	91	229	25	23	368	24	39	56	53	172	38	300	4	17	359	1010
02:45 PM	41	47	14	15	117	89	200	31	26	346	27	52	53	62	194	33	256	5	17	311	968
Total	163	170	40	60	433	340	869	112	77	1398	108	178	248	223	757	149	1101	24	76	1350	3938

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
 Site Code : 18035
 Start Date : 4/18/2019
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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	
03:00 PM	32	30	5	14	81	83	219	29	14	345	43	46	73	49	211	51	302	10	8	371	1008
03:15 PM	61	36	8	11	116	80	204	26	20	330	38	58	78	70	244	40	288	6	20	354	1044
03:30 PM	62	40	12	15	129	92	201	21	15	329	32	63	77	73	245	32	302	6	16	356	1059
03:45 PM	39	40	10	16	105	81	221	11	19	332	35	62	85	68	250	40	276	12	14	342	1029
Total	194	146	35	56	431	336	845	87	68	1336	148	229	313	260	950	163	1168	34	58	1423	4140
04:00 PM	41	35	12	17	105	74	215	18	20	327	39	61	83	77	260	33	299	8	19	359	1051
04:15 PM	48	49	12	17	126	54	213	17	26	310	38	72	82	60	252	24	293	7	9	333	1021
04:30 PM	51	51	10	23	135	77	197	27	26	327	41	57	81	81	260	31	295	7	13	346	1068
04:45 PM	45	37	4	19	105	70	191	18	22	301	36	59	77	86	258	29	267	7	9	312	976
Total	185	172	38	76	471	275	816	80	94	1265	154	249	323	304	1030	117	1154	29	50	1350	4116
05:00 PM	53	31	7	18	109	94	211	16	25	346	32	70	84	69	255	28	318	11	10	367	1077
05:15 PM	50	30	2	21	103	97	205	19	14	335	32	61	77	90	260	26	305	8	16	355	1053
05:30 PM	29	31	6	10	76	76	190	12	27	305	48	90	79	75	292	32	308	6	12	358	1031
05:45 PM	34	19	4	27	84	72	236	12	18	338	24	46	55	72	197	32	236	4	12	284	903
Total	166	111	19	76	372	339	842	59	84	1324	136	267	295	306	1004	118	1167	29	50	1364	4064
06:00 PM	33	26	5	21	85	70	192	18	14	294	39	56	75	80	250	37	209	11	9	266	895
06:15 PM	38	26	3	17	84	81	176	13	13	283	25	57	51	53	186	41	212	5	6	264	817
06:30 PM	30	26	6	11	73	51	174	20	38	283	15	38	25	50	128	36	183	2	12	233	717
06:45 PM	26	24	3	20	73	55	176	8	13	252	19	29	25	59	132	25	175	7	13	220	677
Total	127	102	17	69	315	257	718	59	78	1112	98	180	176	242	696	139	779	25	40	983	3106
Grand Total	1989	2146	472	748	5355	4483	11547	1045	789	17864	1493	2036	2520	2756	8805	1397	11091	499	741	13728	45752
Apprch %	37.1	40.1	8.8	14		25.1	64.6	5.8	4.4		17	23.1	28.6	31.3		10.2	80.8	3.6	5.4		
Total %	4.3	4.7	1	1.6	11.7	9.8	25.2	2.3	1.7	39	3.3	4.5	5.5	6	19.2	3.1	24.2	1.1	1.6	30	
Passenger Vehicles	1896	2084	457	728	5165	4105	11254	996	753	17108	1427	1978	2341	2533	8279	1238	10800	490	715	13243	43795
% Passenger Vehicles	95.3	97.1	96.8	97.3	96.5	91.6	97.5	95.3	95.4	95.8	95.6	97.2	92.9	91.9	94	88.6	97.4	98.2	96.5	96.5	95.7
Heavy Vehicles	93	62	15	20	190	359	293	49	36	737	48	58	179	223	508	42	291	9	26	368	1803
% Heavy Vehicles	4.7	2.9	3.2	2.7	3.5	8	2.5	4.7	4.6	4.1	3.2	2.8	7.1	5.8		3	2.6	1.8	3.5	2.7	3.9
UTurns	0	0	0	0	0	19	0	0	0	19	18	0	0	0	18	117	0	0	0	117	154
% UTurns	0	0	0	0	0	0.4	0	0	0	0.1	1.2	0	0	0	0.2	8.4	0	0	0	0.9	0.3

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
 Site Code : 18035
 Start Date : 4/18/2019
 Page No : 3

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	61	36	8	11	116	80	204	26	20	330	38	58	78	70	244	40	288	6	20	354	1044
03:30 PM	62	40	12	15	129	92	201	21	15	329	32	63	77	73	245	32	302	6	16	356	1059
03:45 PM	39	40	10	16	105	81	221	11	19	332	35	62	85	68	250	40	276	12	14	342	1029
04:00 PM	41	35	12	17	105	74	215	18	20	327	39	61	83	77	260	33	299	8	19	359	1051
Total Volume	203	151	42	59	455	327	841	76	74	1318	144	244	323	288	999	145	1165	32	69	1411	4183
% App. Total	44.6	33.2	9.2	13		24.8	63.8	5.8	5.6		14.4	24.4	32.3	28.8		10.3	82.6	2.3	4.9		
PHF	.819	.944	.875	.868	.882	.889	.951	.731	.925	.992	.923	.968	.950	.935	.961	.906	.964	.667	.863	.983	.987
Passenger Vehicles	194	150	41	55	440	293	827	73	70	1263	140	242	305	268	955	129	1141	31	67	1368	4026
% Passenger Vehicles	95.6	99.3	97.6	93.2	96.7	89.6	98.3	96.1	94.6	95.8	97.2	99.2	94.4	93.1	95.6	89.0	97.9	96.9	97.1	97.0	96.2
Heavy Vehicles	9	1	1	4	15	34	14	3	4	55	4	2	18	20	44	3	24	1	2	30	144
% Heavy Vehicles	4.4	0.7	2.4	6.8	3.3	10.4	1.7	3.9	5.4	4.2	2.8	0.8	5.6	6.9	4.4	2.1	2.1	3.1	2.9	2.1	3.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	13
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.0	0	0	0	0.9	0.3

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					04:45 PM					03:00 PM					
+0 mins.	50	67	5	10	132	147	345	20	24	536	36	59	77	86	258	51	302	10	8	371	
+15 mins.	62	70	5	15	152	138	282	28	25	473	32	70	84	69	255	40	288	6	20	354	
+30 mins.	72	80	12	22	186	117	326	16	15	474	32	61	77	90	260	32	302	6	16	356	
+45 mins.	49	81	5	14	149	126	316	22	17	481	48	90	79	75	292	40	276	12	14	342	
Total Volume	233	298	27	61	619	528	1269	86	81	1964	148	280	317	320	1065	163	1168	34	58	1423	
% App. Total	37.6	48.1	4.4	9.9		26.9	64.6	4.4	4.1		13.9	26.3	29.8	30		11.5	82.1	2.4	4.1		
PHF	.809	.920	.563	.693	.832	.898	.920	.768	.810	.916	.771	.778	.943	.889	.912	.799	.967	.708	.725	.959	
Passenger Vehicles	223	287	26	60	596	492	1220	80	74	1866	147	275	305	308	1035	145	1139	34	57	1375	
% Passenger Vehicles	95.7	96.3	96.3	98.4	96.3	93.2	96.1	93	91.4	95	99.3	98.2	96.2	96.2	97.2	89	97.5	100	98.3	96.6	
Heavy Vehicles	10	11	1	1	23	32	49	6	7	94	1	5	12	12	30	4	29	0	1	34	
% Heavy Vehicles	4.3	3.7	3.7	1.6	3.7	6.1	3.9	7	8.6	4.8	0.7	1.8	3.8	3.8	2.8	2.5	2.5	0	1.7	2.4	
UTurns	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	14	0	0	0	14	
% UTurns	0	0	0	0	0	0.8	0	0	0	0.2	0	0	0	0	0	8.6	0	0	0	1	

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
 Site Code : 18035
 Start Date : 4/18/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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	
07:00 AM	40	57	10	13	120	126	204	20	8	358	15	17	11	38	81	5	119	8	13	145	704
07:15 AM	45	65	5	10	125	81	206	19	9	315	13	11	19	42	85	11	128	7	9	155	680
07:30 AM	61	69	5	15	150	111	241	19	14	385	24	16	21	38	99	13	144	20	13	190	824
07:45 AM	70	74	11	21	176	137	333	18	22	510	19	21	44	38	122	7	146	24	5	182	990
Total	216	265	31	59	571	455	984	76	53	1568	71	65	95	156	387	36	537	59	40	672	3198
08:00 AM	47	79	5	14	145	130	266	25	23	444	20	18	23	46	107	13	159	13	18	203	899
08:15 AM	34	66	9	12	121	105	312	16	14	447	22	26	25	64	137	12	133	17	8	170	875
08:30 AM	27	69	7	17	120	120	309	21	15	465	20	29	35	45	129	16	144	15	17	192	906
08:45 AM	42	79	16	21	158	125	305	19	17	466	23	26	32	55	136	12	168	14	18	212	972
Total	150	293	37	64	544	480	1192	81	69	1822	85	99	115	210	509	53	604	59	61	777	3652
09:00 AM	31	47	8	10	96	132	291	33	10	466	29	22	28	40	119	24	181	13	12	230	911
09:15 AM	43	51	12	15	121	86	237	26	4	353	22	35	36	36	129	22	166	13	13	214	817
09:30 AM	37	47	18	15	117	101	251	27	9	388	43	48	31	35	157	26	190	19	18	253	915
09:45 AM	28	44	11	10	93	104	281	34	12	431	18	31	44	53	146	31	181	7	18	237	907
Total	139	189	49	50	427	423	1060	120	35	1638	112	136	139	164	551	103	718	52	61	934	3550
10:00 AM	49	48	18	14	129	66	241	24	8	339	29	21	50	40	140	17	184	17	12	230	838
10:15 AM	31	45	9	11	96	95	248	18	9	370	24	28	41	56	149	22	203	11	10	246	861
10:30 AM	35	35	14	16	100	86	270	18	12	386	35	38	30	51	154	20	212	13	16	261	901
10:45 AM	30	35	10	23	98	91	265	28	12	396	24	28	33	44	129	23	206	13	11	253	876
Total	145	163	51	64	423	338	1024	88	41	1491	112	115	154	191	572	82	805	54	49	990	3476
11:00 AM	32	44	16	14	106	87	258	31	6	382	29	34	29	46	138	21	234	6	19	280	906
11:15 AM	26	28	7	14	75	77	239	18	23	357	39	32	64	45	180	22	241	9	18	290	902
11:30 AM	32	45	16	16	109	82	268	19	17	386	37	43	57	45	182	28	230	11	19	288	965
11:45 AM	50	49	17	14	130	95	273	21	18	407	37	39	39	45	160	27	264	9	24	324	1021
Total	140	166	56	58	420	341	1038	89	64	1532	142	148	189	181	660	98	969	35	80	1182	3794
12:00 PM	44	31	15	12	102	64	239	14	20	337	47	41	41	46	175	39	247	11	22	319	933
12:15 PM	39	32	11	14	96	77	214	23	12	326	34	49	41	41	165	31	228	9	20	288	875
12:30 PM	27	50	8	10	95	74	278	19	10	381	36	36	45	30	147	31	230	11	12	284	907
12:45 PM	33	31	13	16	93	102	276	28	17	423	26	36	53	42	157	30	231	14	16	291	964
Total	143	144	47	52	386	317	1007	84	59	1467	143	162	180	159	644	131	936	45	70	1182	3679
01:00 PM	47	48	8	15	118	64	192	14	9	279	36	39	37	42	154	28	261	10	19	318	869
01:15 PM	46	34	12	10	102	86	220	19	15	340	42	35	40	61	178	21	244	14	32	311	931
01:30 PM	32	47	12	11	102	73	268	21	16	378	29	43	51	46	169	36	245	16	17	314	963
01:45 PM	30	48	12	18	108	86	239	18	6	349	23	55	45	54	177	28	222	9	21	280	914
Total	155	177	44	54	430	309	919	72	46	1346	130	172	173	203	678	113	972	49	89	1223	3677
02:00 PM	39	31	9	11	90	77	228	24	15	344	22	39	63	48	172	33	271	7	25	336	942
02:15 PM	41	37	4	16	98	68	203	30	11	312	30	43	68	52	193	35	261	7	17	320	923
02:30 PM	38	47	10	16	111	84	226	25	23	358	24	38	56	47	165	36	292	4	15	347	981
02:45 PM	40	46	13	14	113	81	195	29	26	331	27	52	48	54	181	32	249	4	16	301	926
Total	158	161	36	57	412	310	852	108	75	1345	103	172	235	201	711	136	1073	22	73	1304	3772

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
 Site Code : 18035
 Start Date : 4/18/2019
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Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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	
03:00 PM	30	29	5	14	78	77	215	28	14	334	43	45	69	49	206	45	294	10	8	357	975
03:15 PM	56	36	8	10	110	70	199	26	18	313	36	58	75	63	232	36	279	6	20	341	996
03:30 PM	60	39	12	15	126	85	200	20	14	319	31	62	73	67	233	29	296	6	15	346	1024
03:45 PM	39	40	10	13	102	72	215	10	19	316	34	61	80	65	240	35	270	12	14	331	989
Total	185	144	35	52	416	304	829	84	65	1282	144	226	297	244	911	145	1139	34	57	1375	3984
04:00 PM	39	35	11	17	102	66	213	17	19	315	39	61	77	73	250	29	296	7	18	350	1017
04:15 PM	46	49	11	17	123	51	211	17	26	305	38	67	78	54	237	23	284	7	9	323	988
04:30 PM	49	49	10	22	130	71	194	27	24	316	40	57	80	77	254	26	285	7	13	331	1031
04:45 PM	43	36	4	19	102	68	189	17	22	296	36	57	76	81	250	25	264	6	8	303	951
Total	177	169	36	75	457	256	807	78	91	1232	153	242	311	285	991	103	1129	27	48	1307	3987
05:00 PM	50	31	7	18	106	89	205	15	24	333	32	70	81	67	250	25	315	11	10	361	1050
05:15 PM	50	30	2	21	103	92	201	19	10	322	32	59	74	87	252	25	302	8	16	351	1028
05:30 PM	28	31	6	10	75	74	189	12	27	302	47	89	74	73	283	27	300	6	12	345	1005
05:45 PM	34	19	4	26	83	71	234	12	18	335	24	45	55	72	196	30	231	4	12	277	891
Total	162	111	19	75	367	326	829	58	79	1292	135	263	284	299	981	107	1148	29	50	1334	3974
06:00 PM	32	26	5	20	83	66	190	18	14	288	38	54	72	80	244	32	206	11	8	257	872
06:15 PM	38	26	2	17	83	80	174	13	13	280	25	57	48	52	182	39	208	5	6	258	803
06:30 PM	30	26	6	11	73	49	174	19	37	279	15	38	25	49	127	35	182	2	11	230	709
06:45 PM	26	24	3	20	73	51	175	8	12	246	19	29	24	59	131	25	174	7	12	218	668
Total	126	102	16	68	312	246	713	58	76	1093	97	178	169	240	684	131	770	25	37	963	3052
Grand Total	1896	2084	457	728	5165	4105	11254	996	753	17108	1427	1978	2341	2533	8279	1238	10800	490	715	13243	43795
Apprch %	36.7	40.3	8.8	14.1		24	65.8	5.8	4.4		17.2	23.9	28.3	30.6		9.3	81.6	3.7	5.4		
Total %	4.3	4.8	1	1.7	11.8	9.4	25.7	2.3	1.7	39.1	3.3	4.5	5.3	5.8	18.9	2.8	24.7	1.1	1.6	30.2	

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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	
04:30 PM	49	49	10	22	130	71	194	27	24	316	40	57	80	77	254	26	285	7	13	331	1031
04:45 PM	43	36	4	19	102	68	189	17	22	296	36	57	76	81	250	25	264	6	8	303	951
05:00 PM	50	31	7	18	106	89	205	15	24	333	32	70	81	67	250	25	315	11	10	361	1050
05:15 PM	50	30	2	21	103	92	201	19	10	322	32	59	74	87	252	25	302	8	16	351	1028
Total Volume	192	146	23	80	441	320	789	78	80	1267	140	243	311	312	1006	101	1166	32	47	1346	4060
% App. Total	43.5	33.1	5.2	18.1		25.3	62.3	6.2	6.3		13.9	24.2	30.9	31		7.5	86.6	2.4	3.5		
PHF	.960	.745	.575	.909	.848	.870	.962	.722	.833	.951	.875	.868	.960	.897	.990	.971	.925	.727	.734	.932	.967

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
 Weather: Lee
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File Name : BonitaBeach&OldUS41
 Site Code : 18035
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Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					04:45 PM					03:00 PM				
+0 mins.	45	65	5	10	125	137	333	18	22	510	36	57	76	81	250	45	294	10	8	357
+15 mins.	61	69	5	15	150	130	266	25	23	444	32	70	81	67	250	36	279	6	20	341
+30 mins.	70	74	11	21	176	105	312	16	14	447	32	59	74	87	252	29	296	6	15	346
+45 mins.	47	79	5	14	145	120	309	21	15	465	47	89	74	73	283	35	270	12	14	331
Total Volume	223	287	26	60	596	492	1220	80	74	1866	147	275	305	308	1035	145	1139	34	57	1375
% App. Total	37.4	48.2	4.4	10.1		26.4	65.4	4.3	4		14.2	26.6	29.5	29.8		10.5	82.8	2.5	4.1	
PHF	.796	.908	.591	.714	.847	.898	.916	.800	.804	.915	.782	.772	.941	.885	.914	.806	.962	.708	.713	.963

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
 Site Code : 18035
 Start Date : 4/18/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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	
07:00 AM	3	5	0	1	9	14	10	4	0	28	1	2	2	11	16	2	5	0	0	7	60
07:15 AM	5	2	0	0	7	8	16	3	2	29	2	0	4	7	13	1	9	1	0	11	60
07:30 AM	1	1	0	0	2	11	5	0	1	17	3	2	3	7	15	0	2	0	0	2	36
07:45 AM	2	6	1	1	10	9	12	2	2	25	0	1	3	10	14	0	6	0	1	7	56
Total	11	14	1	2	28	42	43	9	5	99	6	5	12	35	58	3	22	1	1	27	212
08:00 AM	2	2	0	0	4	8	16	3	2	29	0	0	0	9	9	0	5	0	1	6	48
08:15 AM	7	1	0	1	9	9	14	0	1	24	4	3	3	12	22	1	2	0	2	5	60
08:30 AM	3	5	1	0	9	6	7	1	2	16	2	1	5	6	14	5	12	0	1	18	57
08:45 AM	4	0	0	0	4	6	14	3	0	23	1	1	3	5	10	1	6	0	0	7	44
Total	16	8	1	1	26	29	51	7	5	92	7	5	11	32	55	7	25	0	4	36	209
09:00 AM	4	2	0	1	7	15	10	0	0	25	4	2	8	8	22	1	5	1	2	9	63
09:15 AM	2	0	0	2	4	3	7	2	0	12	1	0	5	7	13	1	4	0	0	5	34
09:30 AM	1	2	0	0	3	8	10	1	0	19	1	0	5	1	7	0	7	0	0	7	36
09:45 AM	2	1	0	0	3	8	5	1	0	14	2	1	4	6	13	2	7	1	0	10	40
Total	9	5	0	3	17	34	32	4	0	70	8	3	22	22	55	4	23	2	2	31	173
10:00 AM	2	5	0	0	7	14	10	1	1	26	0	2	6	6	14	1	7	0	0	8	55
10:15 AM	3	1	0	0	4	13	6	2	1	22	2	1	1	1	5	0	12	0	1	13	44
10:30 AM	1	2	0	0	3	10	5	2	0	17	1	1	4	4	10	0	10	0	2	12	42
10:45 AM	2	2	0	0	4	5	3	1	1	10	1	2	2	4	9	1	4	0	1	6	29
Total	8	10	0	0	18	42	24	6	3	75	4	6	13	15	38	2	33	0	4	39	170
11:00 AM	2	1	0	0	3	13	11	3	0	27	1	1	7	5	14	0	10	0	0	10	54
11:15 AM	0	2	0	0	2	7	9	1	0	17	0	1	10	2	13	1	6	0	1	8	40
11:30 AM	2	1	1	0	4	1	7	1	1	10	1	1	4	4	10	4	5	0	0	9	33
11:45 AM	0	2	0	1	3	10	6	0	2	18	0	2	5	5	12	1	10	0	1	12	45
Total	4	6	1	1	12	31	33	5	3	72	2	5	26	16	49	6	31	0	2	39	172
12:00 PM	2	0	0	0	2	8	5	0	0	13	2	0	4	3	9	0	5	1	0	6	30
12:15 PM	4	0	1	0	5	6	2	2	2	12	1	2	4	6	13	2	6	0	0	8	38
12:30 PM	2	1	2	0	5	13	10	0	0	23	0	1	4	2	7	1	5	0	0	6	41
12:45 PM	1	0	1	0	2	16	16	3	0	35	1	1	5	4	11	2	7	0	1	10	58
Total	9	1	4	0	14	43	33	5	2	83	4	4	17	15	40	5	23	1	1	30	167
01:00 PM	1	1	0	0	2	7	4	0	1	12	2	3	5	7	17	0	7	1	1	9	40
01:15 PM	4	2	0	1	7	12	7	1	1	21	1	3	4	5	13	1	2	0	1	4	45
01:30 PM	3	0	1	0	4	11	4	0	0	15	3	1	4	5	13	0	9	0	0	9	41
01:45 PM	1	1	0	2	4	6	2	1	1	10	1	1	6	5	13	1	6	0	1	8	35
Total	9	4	1	3	17	36	17	2	3	58	7	8	19	22	56	2	24	1	3	30	161
02:00 PM	3	3	2	1	9	9	4	2	1	16	2	3	4	3	12	1	8	0	0	9	46
02:15 PM	1	5	1	1	8	6	5	0	1	12	1	2	4	5	12	1	5	1	0	7	39
02:30 PM	0	0	0	0	0	7	3	0	0	10	0	1	0	6	7	0	8	0	2	10	27
02:45 PM	1	1	1	1	4	8	5	2	0	15	0	0	5	8	13	1	7	1	1	10	42
Total	5	9	4	3	21	30	17	4	2	53	3	6	13	22	44	3	28	2	3	36	154

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
 Site Code : 18035
 Start Date : 4/18/2019
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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	
03:00 PM	2	1	0	0	3	6	4	1	0	11	0	1	4	0	5	1	8	0	0	9	28
03:15 PM	5	0	0	1	6	10	5	0	2	17	2	0	3	7	12	2	9	0	0	11	46
03:30 PM	2	1	0	0	3	7	1	1	1	10	1	1	4	6	12	0	6	0	1	7	32
03:45 PM	0	0	0	3	3	9	6	1	0	16	1	1	5	3	10	1	6	0	0	7	36
Total	9	2	0	4	15	32	16	3	3	54	4	3	16	16	39	4	29	0	1	34	142
04:00 PM	2	0	1	0	3	8	2	1	1	12	0	0	6	4	10	0	3	1	1	5	30
04:15 PM	2	0	1	0	3	3	2	0	0	5	0	5	4	6	15	0	9	0	0	9	32
04:30 PM	2	2	0	1	5	4	3	0	2	9	1	0	1	4	6	1	10	0	0	11	31
04:45 PM	2	1	0	0	3	2	2	1	0	5	0	2	1	5	8	2	3	1	1	7	23
Total	8	3	2	1	14	17	9	2	3	31	1	7	12	19	39	3	25	2	2	32	116
05:00 PM	3	0	0	0	3	5	6	1	1	13	0	0	3	2	5	0	3	0	0	3	24
05:15 PM	0	0	0	0	0	4	4	0	4	12	0	2	3	3	8	0	3	0	0	3	23
05:30 PM	1	0	0	0	1	2	1	0	0	3	1	1	5	2	9	2	8	0	0	10	23
05:45 PM	0	0	0	1	1	1	2	0	0	3	0	1	0	0	1	0	5	0	0	5	10
Total	4	0	0	1	5	12	13	1	5	31	1	4	11	7	23	2	19	0	0	21	80
06:00 PM	1	0	0	1	2	4	2	0	0	6	1	2	3	0	6	0	3	0	1	4	18
06:15 PM	0	0	1	0	1	1	2	0	0	3	0	0	3	1	4	0	4	0	0	4	12
06:30 PM	0	0	0	0	0	2	0	1	1	4	0	0	0	1	1	1	1	0	1	3	8
06:45 PM	0	0	0	0	0	4	1	0	1	6	0	0	1	0	1	0	1	0	1	2	9
Total	1	0	1	1	3	11	5	1	2	19	1	2	7	2	12	1	9	0	3	13	47
Grand Total	93	62	15	20	190	359	293	49	36	737	48	58	179	223	508	42	291	9	26	368	1803
Apprch %	48.9	32.6	7.9	10.5		48.7	39.8	6.6	4.9		9.4	11.4	35.2	43.9		11.4	79.1	2.4	7.1		
Total %	5.2	3.4	0.8	1.1	10.5	19.9	16.3	2.7	2	40.9	2.7	3.2	9.9	12.4	28.2	2.3	16.1	0.5	1.4	20.4	

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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	
08:15 AM	7	1	0	1	9	9	14	0	1	24	4	3	3	12	22	1	2	0	2	5	60
08:30 AM	3	5	1	0	9	6	7	1	2	16	2	1	5	6	14	5	12	0	1	18	57
08:45 AM	4	0	0	0	4	6	14	3	0	23	1	1	3	5	10	1	6	0	0	7	44
09:00 AM	4	2	0	1	7	15	10	0	0	25	4	2	8	8	22	1	5	1	2	9	63
Total Volume	18	8	1	2	29	36	45	4	3	88	11	7	19	31	68	8	25	1	5	39	224
% App. Total	62.1	27.6	3.4	6.9		40.9	51.1	4.5	3.4		16.2	10.3	27.9	45.6		20.5	64.1	2.6	12.8		
PHF	.643	.400	.250	.500	.806	.600	.804	.333	.375	.880	.688	.583	.594	.646	.773	.400	.521	.250	.625	.542	.889

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
 Site Code : 18035
 Start Date : 4/18/2019
 Page No : 3

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:15 AM					08:15 AM					09:45 AM				
+0 mins.	2	6	1	1	10	8	16	3	2	29	4	3	3	12	22	2	7	1	0	10
+15 mins.	2	2	0	0	4	11	5	0	1	17	2	1	5	6	14	1	7	0	0	8
+30 mins.	7	1	0	1	9	9	12	2	2	25	1	1	3	5	10	0	12	0	1	13
+45 mins.	3	5	1	0	9	8	16	3	2	29	4	2	8	8	22	0	10	0	2	12
Total Volume	14	14	2	2	32	36	49	8	7	100	11	7	19	31	68	3	36	1	3	43
% App. Total	43.8	43.8	6.2	6.2		36	49	8	7		16.2	10.3	27.9	45.6		7	83.7	2.3	7	
PHF	.500	.583	.500	.500	.800	.818	.766	.667	.875	.862	.688	.583	.594	.646	.773	.375	.750	.250	.375	.827

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
 Site Code : 18035
 Start Date : 4/18/2019
 Page No : 1

Groups Printed- UTurns

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	3	4
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	0	0	0	0	3	4
Total	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	7	0	0	0	0	7	11
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	0	1	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	3	0	0	0	0	3	9
09:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	2	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
Total	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	6	0	0	0	0	6	10
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	0	0	0	0	3	5
10:45 AM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	2	0	0	0	0	2	5
Total	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	9	0	0	0	0	9	15
11:00 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	0	2	5
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	0	7	8
Total	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	16	0	0	0	0	16	20
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
12:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	3
12:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	16	0	0	0	0	16	19
01:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	1	3
01:15 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	2	0	0	0	0	2	5
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
Total	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	9	0	0	0	0	9	14
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	0	0	0	0	5	6
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0	3	4
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	10	0	0	0	0	10	12

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
 Site Code : 18035
 Start Date : 4/18/2019
 Page No : 2

Groups Printed- UTurns

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	14
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	11	0	0	0	11	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9	0	0	0	9	10
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Grand Total	0	0	0	0	0	19	0	0	0	19	18	0	0	0	18	117	0	0	0	117	154
Apprch %	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100	
Total %	0	0	0	0	0	12.3	0	0	0	12.3	11.7	0	0	0	11.7	76	0	0	0	76	

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	21	0	0	0	21	22
% 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	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.688

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:15 AM

Intersection Turning Movement Count

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

File Name : BonitaBeach&OldUS41
 Site Code : 18035
 Start Date : 4/18/2019
 Page No : 3

Start Time	OLD US 41 Southbound					BONITA BEACH ROAD Westbound					OLD 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 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:30 AM					10:15 AM					11:15 AM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3	0	0	0	3
+15 mins.	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	4	0	0	0	4
+30 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7	0	0	0	7
+45 mins.	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	7	0	0	0	7
Total Volume	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	21	0	0	0	21
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	100	0	0	0	100
PHF	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	.750	.000	.000	.000	.750	.750	.000	.000	.000	.750

Intersection Pedestrian & Bicycle Count

Date: 4/18/2019

Day: Thursday

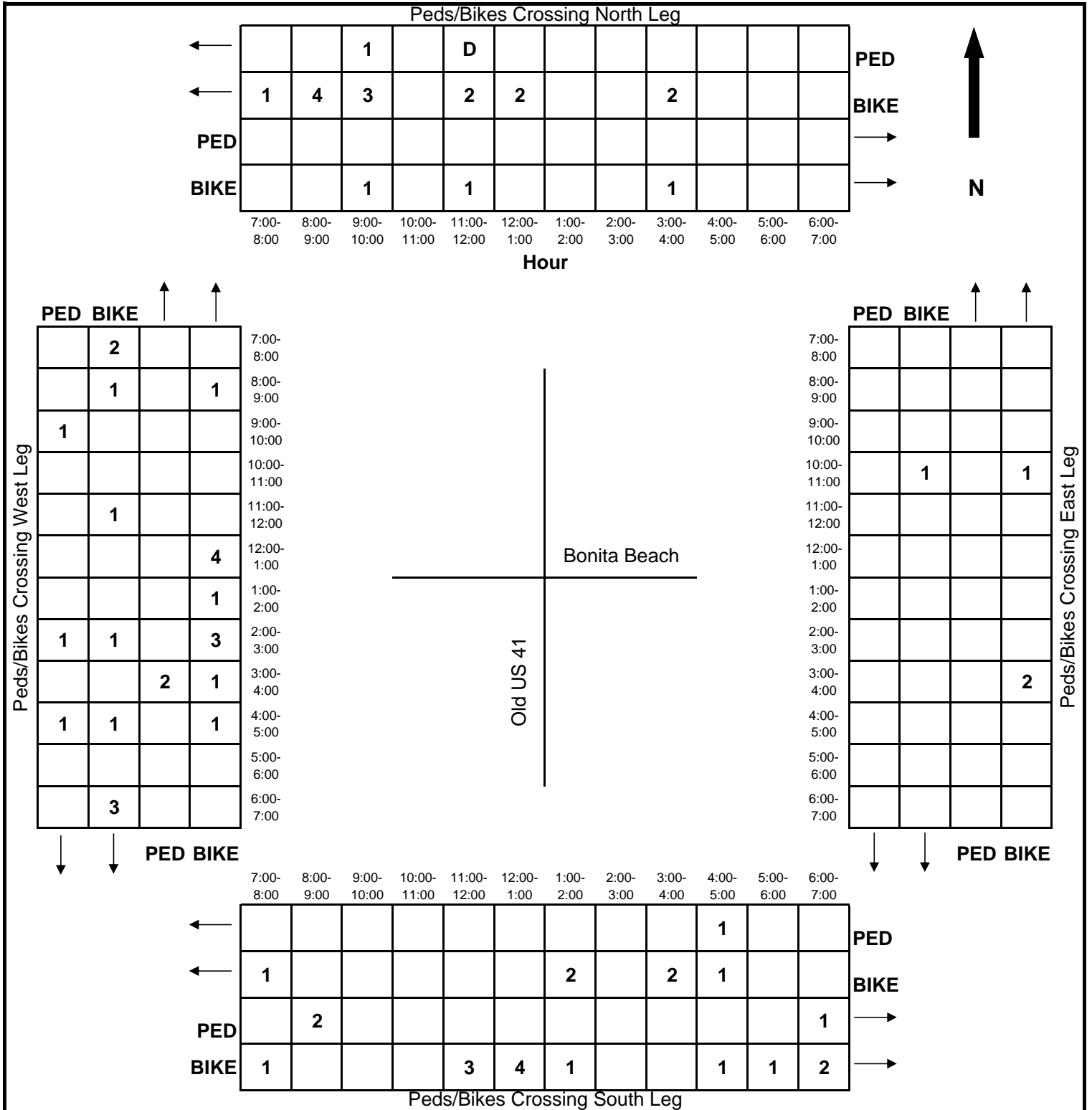
Count Times: 7am - 7pm

Weather: Clear

Intersection: Bonita Beach Road at Old US 41 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 : BonitaBeach&RaceTrack
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
	07:00 AM	63	319	0	382	30	0	3	13	46	0	162	24	23	
07:15 AM	71	358	0	429	31	0	4	20	55	0	208	45	19	272	756
07:30 AM	89	411	0	500	33	0	4	18	55	0	180	35	10	225	780
07:45 AM	77	416	0	493	54	0	5	9	68	0	260	72	35	367	928
Total	300	1504	0	1804	148	0	16	60	224	0	810	176	87	1073	3101
08:00 AM	61	442	0	503	63	0	10	17	90	1	266	22	22	311	904
08:15 AM	75	475	0	550	44	0	3	9	56	0	208	40	16	264	870
08:30 AM	64	436	0	500	25	0	13	14	52	1	226	31	11	269	821
08:45 AM	70	461	0	531	26	0	8	11	45	0	218	17	16	251	827
Total	270	1814	0	2084	158	0	34	51	243	2	918	110	65	1095	3422
09:00 AM	64	351	0	415	33	0	6	11	50	0	246	27	11	284	749
09:15 AM	50	366	0	416	25	0	9	11	45	0	252	23	8	283	744
09:30 AM	57	409	0	466	29	0	7	7	43	1	266	32	10	309	818
09:45 AM	50	391	0	441	24	0	6	9	39	0	283	30	13	326	806
Total	221	1517	0	1738	111	0	28	38	177	1	1047	112	42	1202	3117
10:00 AM	46	377	0	423	28	0	9	11	48	3	241	22	13	279	750
10:15 AM	37	359	0	396	25	0	5	14	44	3	331	31	7	372	812
10:30 AM	38	339	0	377	21	0	4	13	38	2	289	24	13	328	743
10:45 AM	39	380	0	419	32	0	11	12	55	0	301	24	7	332	806
Total	160	1455	0	1615	106	0	29	50	185	8	1162	101	40	1311	3111
11:00 AM	41	385	0	426	22	0	2	17	41	0	309	35	11	355	822
11:15 AM	44	347	0	391	37	0	6	10	53	1	311	22	14	348	792
11:30 AM	32	382	0	414	27	0	3	6	36	0	331	25	12	368	818
11:45 AM	36	349	0	385	32	0	12	10	54	1	282	29	10	322	761
Total	153	1463	0	1616	118	0	23	43	184	2	1233	111	47	1393	3193
12:00 PM	39	371	0	410	39	0	20	13	72	1	323	41	9	374	856
12:15 PM	52	315	0	367	29	0	11	11	51	0	355	42	16	413	831
12:30 PM	49	371	0	420	26	0	10	13	49	1	314	30	9	354	823
12:45 PM	50	339	0	389	34	0	12	16	62	0	309	45	14	368	819
Total	190	1396	0	1586	128	0	53	53	234	2	1301	158	48	1509	3329
01:00 PM	38	352	0	390	22	0	13	26	61	2	358	35	14	409	860
01:15 PM	44	325	0	369	19	0	4	18	41	2	331	33	10	376	786
01:30 PM	43	389	0	432	30	0	4	17	51	1	302	35	6	344	827
01:45 PM	44	389	0	433	35	0	12	8	55	1	291	26	8	326	814
Total	169	1455	0	1624	106	0	33	69	208	6	1282	129	38	1455	3287
02:00 PM	19	292	0	311	31	0	15	19	65	2	322	26	6	356	732
02:15 PM	29	354	0	383	19	0	11	13	43	1	323	23	6	353	779
02:30 PM	30	299	0	329	29	0	20	16	65	2	357	24	13	396	790
02:45 PM	44	360	0	404	32	0	15	26	73	0	317	33	15	365	842
Total	122	1305	0	1427	111	0	61	74	246	5	1319	106	40	1470	3143
03:00 PM	37	292	0	329	29	0	15	11	55	0	370	38	16	424	808
03:15 PM	40	295	0	335	60	0	37	21	118	0	385	26	23	434	887
03:30 PM	30	280	0	310	44	0	27	19	90	1	420	26	8	455	855
03:45 PM	36	312	0	348	25	0	39	23	87	2	396	32	5	435	870
Total	143	1179	0	1322	158	0	118	74	350	3	1571	122	52	1748	3420
04:00 PM	24	278	0	302	34	0	24	28	86	1	424	37	16	478	866
04:15 PM	37	270	0	307	28	0	24	25	77	0	437	32	10	479	863
04:30 PM	29	266	0	295	30	0	9	22	61	1	447	37	7	492	848
04:45 PM	37	289	0	326	28	0	15	17	60	0	428	26	15	469	855
Total	127	1103	0	1230	120	0	72	92	284	2	1736	132	48	1918	3432
05:00 PM	30	283	0	313	41	0	43	24	108	0	469	32	13	514	935
05:15 PM	17	265	0	282	28	0	8	7	43	2	474	23	11	510	835
05:30 PM	41	263	0	304	35	0	12	9	56	0	454	24	11	489	849
05:45 PM	22	275	0	297	22	0	16	22	60	0	374	23	5	402	759
Total	110	1086	0	1196	126	0	79	62	267	2	1771	102	40	1915	3378

Intersection Turning Movement Count

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

File Name : BonitaBeach&RaceTrack
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	12	221	0	233	15	0	14	17	46	0	367	32	5	404	683
06:15 PM	28	237	0	265	18	0	4	18	40	1	308	19	7	335	640
06:30 PM	20	218	0	238	10	0	3	11	24	0	247	15	3	265	527
06:45 PM	25	212	0	237	8	0	4	9	21	0	198	27	3	228	486
Total	85	888	0	973	51	0	25	55	131	1	1120	93	18	1232	2336
Grand Total	2050	16165	0	18215	1441	0	571	721	2733	34	15270	1452	565	17321	38269
Apprch %	11.3	88.7	0		52.7	0	20.9	26.4		0.2	88.2	8.4	3.3		
Total %	5.4	42.2	0	47.6	3.8	0	1.5	1.9	7.1	0.1	39.9	3.8	1.5	45.3	
Passenger Vehicles	1676	15577	0	17253	1361	0	525	665	2551	0	14655	1358	518	16531	36335
% Passenger Vehicles	81.8	96.4	0	94.7	94.4	0	91.9	92.2	93.3	0	96	93.5	91.7	95.4	94.9
Heavy Vehicles	128	588	0	716	80	0	46	56	182	0	615	94	47	756	1654
% Heavy Vehicles	6.2	3.6	0	3.9	5.6	0	8.1	7.8	6.7	0	4	6.5	8.3	4.4	4.3
UTurns	246	0	0	246	0	0	0	0	0	34	0	0	0	34	280
% UTurns	12	0	0	1.4	0	0	0	0	0	100	0	0	0	0.2	0.7

Start Time	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	77	416	0	493	54	0	5	9	68	0	260	72	35	367	928
08:00 AM	61	442	0	503	63	0	10	17	90	1	266	22	22	311	904
08:15 AM	75	475	0	550	44	0	3	9	56	0	208	40	16	264	870
08:30 AM	64	436	0	500	25	0	13	14	52	1	226	31	11	269	821
Total Volume	277	1769	0	2046	186	0	31	49	266	2	960	165	84	1211	3523
% App. Total	13.5	86.5	0		69.9	0	11.7	18.4		0.2	79.3	13.6	6.9		
PHF	.899	.931	.000	.930	.738	.000	.596	.721	.739	.500	.902	.573	.600	.825	.949
Passenger Vehicles	237	1719	0	1956	165	0	26	41	232	0	886	148	80	1114	3302
% Passenger Vehicles	85.6	97.2	0	95.6	88.7	0	83.9	83.7	87.2	0	92.3	89.7	95.2	92.0	93.7
Heavy Vehicles	8	50	0	58	21	0	5	8	34	0	74	17	4	95	187
% Heavy Vehicles	2.9	2.8	0	2.8	11.3	0	16.1	16.3	12.8	0	7.7	10.3	4.8	7.8	5.3
UTurns	32	0	0	32	0	0	0	0	0	2	0	0	0	2	34
% UTurns	11.6	0	0	1.6	0	0	0	0	0	100	0	0	0	0.2	1.0

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				03:15 PM				04:30 PM					
+0 mins.	61	442	0	503	60	0	37	21	118	1	447	37	7	492
+15 mins.	75	475	0	550	44	0	27	19	90	0	428	26	15	469
+30 mins.	64	436	0	500	25	0	39	23	87	0	469	32	13	514
+45 mins.	70	461	0	531	34	0	24	28	86	2	474	23	11	510
Total Volume	270	1814	0	2084	163	0	127	91	381	3	1818	118	46	1985
% App. Total	13	87	0		42.8	0	33.3	23.9		0.2	91.6	5.9	2.3	
PHF	.900	.955	.000	.947	.679	.000	.814	.813	.807	.375	.959	.797	.767	.965
Passenger Vehicles	211	1762	0	1973	156	0	122	87	365	0	1789	112	43	1944
% Passenger Vehicles	78.1	97.1	0	94.7	95.7	0	96.1	95.6	95.8	0	98.4	94.9	93.5	97.9
Heavy Vehicles	8	52	0	60	7	0	5	4	16	0	29	6	3	38
% Heavy Vehicles	3	2.9	0	2.9	4.3	0	3.9	4.4	4.2	0	1.6	5.1	6.5	1.9
UTurns	51	0	0	51	0	0	0	0	0	3	0	0	0	3
% UTurns	18.9	0	0	2.4	0	0	0	0	0	100	0	0	0	0.2

Intersection Turning Movement Count

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

File Name : BonitaBeach&RaceTrack
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	60	298	0	358	28	0	3	11	42	0	151	21	19	191	591
07:15 AM	66	333	0	399	29	0	2	18	49	0	194	40	17	251	699
07:30 AM	80	401	0	481	31	0	4	17	52	0	174	32	9	215	748
07:45 AM	72	404	0	476	51	0	2	8	61	0	239	66	34	339	876
Total	278	1436	0	1714	139	0	11	54	204	0	758	159	79	996	2914
08:00 AM	52	424	0	476	60	0	9	14	83	0	242	20	21	283	842
08:15 AM	61	467	0	528	36	0	3	7	46	0	195	34	15	244	818
08:30 AM	52	424	0	476	18	0	12	12	42	0	210	28	10	248	766
08:45 AM	46	447	0	493	25	0	7	10	42	0	204	14	16	234	769
Total	211	1762	0	1973	139	0	31	43	213	0	851	96	62	1009	3195
09:00 AM	53	334	0	387	30	0	3	8	41	0	232	25	11	268	696
09:15 AM	45	349	0	394	23	0	6	11	40	0	245	22	7	274	708
09:30 AM	49	392	0	441	29	0	5	7	41	0	257	32	10	299	781
09:45 AM	43	376	0	419	24	0	5	9	38	0	269	26	12	307	764
Total	190	1451	0	1641	106	0	19	35	160	0	1003	105	40	1148	2949
10:00 AM	40	364	0	404	25	0	7	10	42	0	226	20	13	259	705
10:15 AM	31	340	0	371	25	0	3	12	40	0	317	29	7	353	764
10:30 AM	32	326	0	358	19	0	3	12	34	0	282	24	12	318	710
10:45 AM	32	366	0	398	30	0	11	11	52	0	282	24	5	311	761
Total	135	1396	0	1531	99	0	24	45	168	0	1107	97	37	1241	2940
11:00 AM	33	374	0	407	20	0	2	16	38	0	288	33	10	331	776
11:15 AM	31	335	0	366	35	0	6	8	49	0	302	18	12	332	747
11:30 AM	27	363	0	390	27	0	3	5	35	0	320	22	12	354	779
11:45 AM	24	339	0	363	29	0	8	8	45	0	266	29	9	304	712
Total	115	1411	0	1526	111	0	19	37	167	0	1176	102	43	1321	3014
12:00 PM	31	350	0	381	37	0	16	10	63	0	311	38	6	355	799
12:15 PM	41	309	0	350	28	0	9	11	48	0	336	40	14	390	788
12:30 PM	41	356	0	397	23	0	10	12	45	0	298	26	8	332	774
12:45 PM	40	311	0	351	31	0	12	14	57	0	295	45	13	353	761
Total	153	1326	0	1479	119	0	47	47	213	0	1240	149	41	1430	3122
01:00 PM	28	340	0	368	22	0	13	23	58	0	339	34	14	387	813
01:15 PM	38	314	0	352	17	0	3	17	37	0	314	31	10	355	744
01:30 PM	37	373	0	410	27	0	3	14	44	0	294	33	5	332	786
01:45 PM	32	372	0	404	34	0	11	6	51	0	277	23	8	308	763
Total	135	1399	0	1534	100	0	30	60	190	0	1224	121	37	1382	3106
02:00 PM	16	276	0	292	29	0	15	15	59	0	306	26	5	337	688
02:15 PM	25	343	0	368	19	0	11	10	40	0	305	20	6	331	739
02:30 PM	25	284	0	309	28	0	19	15	62	0	339	23	12	374	745
02:45 PM	39	348	0	387	31	0	15	25	71	0	300	31	13	344	802
Total	105	1251	0	1356	107	0	60	65	232	0	1250	100	36	1386	2974
03:00 PM	29	277	0	306	27	0	13	11	51	0	358	36	15	409	766
03:15 PM	33	282	0	315	56	0	35	21	112	0	371	26	20	417	844
03:30 PM	24	270	0	294	44	0	27	17	88	0	399	25	6	430	812
03:45 PM	31	302	0	333	23	0	38	21	82	0	382	29	5	416	831
Total	117	1131	0	1248	150	0	113	70	333	0	1510	116	46	1672	3253
04:00 PM	15	265	0	280	33	0	22	28	83	0	417	37	13	467	830
04:15 PM	24	267	0	291	28	0	24	25	77	0	415	28	9	452	820
04:30 PM	22	262	0	284	29	0	9	22	60	0	435	33	7	475	819
04:45 PM	24	278	0	302	26	0	14	17	57	0	420	25	13	458	817
Total	85	1072	0	1157	116	0	69	92	277	0	1687	123	42	1852	3286
05:00 PM	20	278	0	298	39	0	42	24	105	0	463	32	12	507	910
05:15 PM	7	259	0	266	28	0	8	7	43	0	471	22	11	504	813
05:30 PM	33	261	0	294	35	0	12	9	56	0	447	23	11	481	831
05:45 PM	20	270	0	290	22	0	16	22	60	0	370	22	4	396	746
Total	80	1068	0	1148	124	0	78	62	264	0	1751	99	38	1888	3300

Intersection Turning Movement Count

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

File Name : BonitaBeach&RaceTrack
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	10	218	0	228	15	0	13	17	45	0	357	30	4	391	664
06:15 PM	24	233	0	257	18	0	4	18	40	0	302	19	7	328	625
06:30 PM	16	214	0	230	10	0	3	11	24	0	243	15	3	261	515
06:45 PM	22	209	0	231	8	0	4	9	21	0	196	27	3	226	478
Total	72	874	0	946	51	0	24	55	130	0	1098	91	17	1206	2282
Grand Total	1676	15577	0	17253	1361	0	525	665	2551	0	14655	1358	518	16531	36335
Apprch %	9.7	90.3	0		53.4	0	20.6	26.1		0	88.7	8.2	3.1		
Total %	4.6	42.9	0	47.5	3.7	0	1.4	1.8	7	0	40.3	3.7	1.4	45.5	

Start Time	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:45 PM															
04:45 PM	24	278	0	302	26	0	14	17	57	0	420	25	13	458	817
05:00 PM	20	278	0	298	39	0	42	24	105	0	463	32	12	507	910
05:15 PM	7	259	0	266	28	0	8	7	43	0	471	22	11	504	813
05:30 PM	33	261	0	294	35	0	12	9	56	0	447	23	11	481	831
Total Volume	84	1076	0	1160	128	0	76	57	261	0	1801	102	47	1950	3371
% App. Total	7.2	92.8	0		49	0	29.1	21.8		0	92.4	5.2	2.4		
PHF	.636	.968	.000	.960	.821	.000	.452	.594	.621	.000	.956	.797	.904	.962	.926

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				03:15 PM					04:45 PM				
+0 mins.	52	424	0	476	56	0	35	21	112	0	420	25	13	458
+15 mins.	61	467	0	528	44	0	27	17	88	0	463	32	12	507
+30 mins.	52	424	0	476	23	0	38	21	82	0	471	22	11	504
+45 mins.	46	447	0	493	33	0	22	28	83	0	447	23	11	481
Total Volume	211	1762	0	1973	156	0	122	87	365	0	1801	102	47	1950
% App. Total	10.7	89.3	0		42.7	0	33.4	23.8		0	92.4	5.2	2.4	
PHF	.865	.943	.000	.934	.696	.000	.803	.777	.815	.000	.956	.797	.904	.962

Intersection Turning Movement Count

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

File Name : BonitaBeach&RaceTrack
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	21	0	24	2	0	0	2	4	0	11	3	4	18	46
07:15 AM	2	25	0	27	2	0	2	2	6	0	14	5	2	21	54
07:30 AM	6	10	0	16	2	0	0	1	3	0	6	3	1	10	29
07:45 AM	2	12	0	14	3	0	3	1	7	0	21	6	1	28	49
Total	13	68	0	81	9	0	5	6	20	0	52	17	8	77	178
08:00 AM	3	18	0	21	3	0	1	3	7	0	24	2	1	27	55
08:15 AM	2	8	0	10	8	0	0	2	10	0	13	6	1	20	40
08:30 AM	1	12	0	13	7	0	1	2	10	0	16	3	1	20	43
08:45 AM	2	14	0	16	1	0	1	1	3	0	14	3	0	17	36
Total	8	52	0	60	19	0	3	8	30	0	67	14	3	84	174
09:00 AM	4	17	0	21	3	0	3	3	9	0	14	2	0	16	46
09:15 AM	3	17	0	20	2	0	3	0	5	0	7	1	1	9	34
09:30 AM	2	17	0	19	0	0	2	0	2	0	9	0	0	9	30
09:45 AM	2	15	0	17	0	0	1	0	1	0	14	4	1	19	37
Total	11	66	0	77	5	0	9	3	17	0	44	7	2	53	147
10:00 AM	2	13	0	15	3	0	2	1	6	0	15	2	0	17	38
10:15 AM	3	19	0	22	0	0	2	2	4	0	14	2	0	16	42
10:30 AM	2	13	0	15	2	0	1	1	4	0	7	0	1	8	27
10:45 AM	4	14	0	18	2	0	0	1	3	0	19	0	2	21	42
Total	11	59	0	70	7	0	5	5	17	0	55	4	3	62	149
11:00 AM	2	11	0	13	2	0	0	1	3	0	21	2	1	24	40
11:15 AM	5	12	0	17	2	0	0	2	4	0	9	4	2	15	36
11:30 AM	3	19	0	22	0	0	0	1	1	0	11	3	0	14	37
11:45 AM	3	10	0	13	3	0	4	2	9	0	16	0	1	17	39
Total	13	52	0	65	7	0	4	6	17	0	57	9	4	70	152
12:00 PM	3	21	0	24	2	0	4	3	9	0	12	3	3	18	51
12:15 PM	6	6	0	12	1	0	2	0	3	0	19	2	2	23	38
12:30 PM	4	15	0	19	3	0	0	1	4	0	16	4	1	21	44
12:45 PM	3	28	0	31	3	0	0	2	5	0	14	0	1	15	51
Total	16	70	0	86	9	0	6	6	21	0	61	9	7	77	184
01:00 PM	2	12	0	14	0	0	0	3	3	0	19	1	0	20	37
01:15 PM	4	11	0	15	2	0	1	1	4	0	17	2	0	19	38
01:30 PM	4	16	0	20	3	0	1	3	7	0	8	2	1	11	38
01:45 PM	2	17	0	19	1	0	1	2	4	0	14	3	0	17	40
Total	12	56	0	68	6	0	3	9	18	0	58	8	1	67	153
02:00 PM	1	16	0	17	2	0	0	4	6	0	16	0	1	17	40
02:15 PM	2	11	0	13	0	0	0	3	3	0	18	3	0	21	37
02:30 PM	3	15	0	18	1	0	1	1	3	0	18	1	1	20	41
02:45 PM	2	12	0	14	1	0	0	1	2	0	17	2	2	21	37
Total	8	54	0	62	4	0	1	9	14	0	69	6	4	79	155
03:00 PM	4	15	0	19	2	0	2	0	4	0	12	2	1	15	38
03:15 PM	3	13	0	16	4	0	2	0	6	0	14	0	3	17	39
03:30 PM	1	10	0	11	0	0	0	2	2	0	21	1	2	24	37
03:45 PM	2	10	0	12	2	0	1	2	5	0	14	3	0	17	34
Total	10	48	0	58	8	0	5	4	17	0	61	6	6	73	148
04:00 PM	5	13	0	18	1	0	2	0	3	0	7	0	3	10	31
04:15 PM	5	3	0	8	0	0	0	0	0	0	22	4	1	27	35
04:30 PM	4	4	0	8	1	0	0	0	1	0	12	4	0	16	25
04:45 PM	5	11	0	16	2	0	1	0	3	0	8	1	2	11	30
Total	19	31	0	50	4	0	3	0	7	0	49	9	6	64	121
05:00 PM	3	5	0	8	2	0	1	0	3	0	6	0	1	7	18
05:15 PM	3	6	0	9	0	0	0	0	0	0	3	1	0	4	13
05:30 PM	0	2	0	2	0	0	0	0	0	0	7	1	0	8	10
05:45 PM	0	5	0	5	0	0	0	0	0	0	4	1	1	6	11
Total	6	18	0	24	2	0	1	0	3	0	20	3	2	25	52

Intersection Turning Movement Count

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

File Name : BonitaBeach&RaceTrack
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	0	3	0	3	0	0	1	0	1	0	10	2	1	13	17
06:15 PM	1	4	0	5	0	0	0	0	0	0	6	0	0	6	11
06:30 PM	0	4	0	4	0	0	0	0	0	0	4	0	0	4	8
06:45 PM	0	3	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	1	14	0	15	0	0	1	0	1	0	22	2	1	25	41
Grand Total	128	588	0	716	80	0	46	56	182	0	615	94	47	756	1654
Apprch %	17.9	82.1	0		44	0	25.3	30.8		0	81.3	12.4	6.2		
Total %	7.7	35.6	0	43.3	4.8	0	2.8	3.4	11	0	37.2	5.7	2.8	45.7	

Start Time	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:15 AM	2	25	0	27	2	0	2	2	6	0	14	5	2	21	54
07:30 AM	6	10	0	16	2	0	0	1	3	0	6	3	1	10	29
07:45 AM	2	12	0	14	3	0	3	1	7	0	21	6	1	28	49
08:00 AM	3	18	0	21	3	0	1	3	7	0	24	2	1	27	55
Total Volume	13	65	0	78	10	0	6	7	23	0	65	16	5	86	187
% App. Total	16.7	83.3	0		43.5	0	26.1	30.4		0	75.6	18.6	5.8		
PHF	.542	.650	.000	.722	.833	.000	.500	.583	.821	.000	.677	.667	.625	.768	.850

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

	12:00 PM				07:45 AM				07:45 AM					
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
+0 mins.	3	21	0	24	3	0	3	7	0	21	6	1	28	
+15 mins.	6	6	0	12	3	0	1	7	0	24	2	1	27	
+30 mins.	4	15	0	19	8	0	0	10	0	13	6	1	20	
+45 mins.	3	28	0	31	7	0	1	10	0	16	3	1	20	
Total Volume	16	70	0	86	21	0	5	34	0	74	17	4	95	
% App. Total	18.6	81.4	0		61.8	0	14.7	23.5	0	77.9	17.9	4.2		
PHF	.667	.625	.000	.694	.656	.000	.417	.667	.850	.000	.771	.708	1.000	.848

Intersection Turning Movement Count

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

File Name : BonitaBeach&RaceTrack
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 1

Start Time	BONITA BEACH ROAD				RACE TRACK ROAD					BONITA BEACH ROAD					Int. Total
	Westbound				Northbound					Eastbound					
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***															
07:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	9	0	0	9	0	0	0	0	0	0	0	0	0	0	9
08:00 AM	6	0	0	6	0	0	0	0	0	1	0	0	0	1	7
08:15 AM	12	0	0	12	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	11	0	0	11	0	0	0	0	0	1	0	0	0	1	12
08:45 AM	22	0	0	22	0	0	0	0	0	0	0	0	0	0	22
Total	51	0	0	51	0	0	0	0	0	2	0	0	0	2	53
09:00 AM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
09:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	6	0	0	6	0	0	0	0	0	1	0	0	0	1	7
09:45 AM	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	20	0	0	20	0	0	0	0	0	1	0	0	0	1	21
10:00 AM	4	0	0	4	0	0	0	0	0	3	0	0	0	3	7
10:15 AM	3	0	0	3	0	0	0	0	0	3	0	0	0	3	6
10:30 AM	4	0	0	4	0	0	0	0	0	2	0	0	0	2	6
10:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	14	0	0	14	0	0	0	0	0	8	0	0	0	8	22
11:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
11:15 AM	8	0	0	8	0	0	0	0	0	1	0	0	0	1	9
11:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	9	0	0	9	0	0	0	0	0	1	0	0	0	1	10
Total	25	0	0	25	0	0	0	0	0	2	0	0	0	2	27
12:00 PM	5	0	0	5	0	0	0	0	0	1	0	0	0	1	6
12:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
12:30 PM	4	0	0	4	0	0	0	0	0	1	0	0	0	1	5
12:45 PM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
Total	21	0	0	21	0	0	0	0	0	2	0	0	0	2	23
01:00 PM	8	0	0	8	0	0	0	0	0	2	0	0	0	2	10
01:15 PM	2	0	0	2	0	0	0	0	0	2	0	0	0	2	4
01:30 PM	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
01:45 PM	10	0	0	10	0	0	0	0	0	1	0	0	0	1	11
Total	22	0	0	22	0	0	0	0	0	6	0	0	0	6	28
02:00 PM	2	0	0	2	0	0	0	0	0	2	0	0	0	2	4
02:15 PM	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
02:30 PM	2	0	0	2	0	0	0	0	0	2	0	0	0	2	4
02:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	9	0	0	9	0	0	0	0	0	5	0	0	0	5	14
03:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
03:15 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	5	0	0	5	0	0	0	0	0	1	0	0	0	1	6
03:45 PM	3	0	0	3	0	0	0	0	0	2	0	0	0	2	5
Total	16	0	0	16	0	0	0	0	0	3	0	0	0	3	19
04:00 PM	4	0	0	4	0	0	0	0	0	1	0	0	0	1	5
04:15 PM	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
04:30 PM	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
04:45 PM	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
Total	23	0	0	23	0	0	0	0	0	2	0	0	0	2	25
05:00 PM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
05:15 PM	7	0	0	7	0	0	0	0	0	2	0	0	0	2	9
05:30 PM	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	24	0	0	24	0	0	0	0	0	2	0	0	0	2	26

Intersection Turning Movement Count

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

File Name : BonitaBeach&RaceTrack
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 2

Groups Printed- UTurns

Start Time	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
06:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4
06:30 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	12	0	0	12	0	0	0	0	0	0	1	0	0	0	1	13
Grand Total	246	0	0	246	0	0	0	0	0	0	34	0	0	0	34	280
Apprch %	100	0	0		0	0	0	0	0	0	100	0	0	0		
Total %	87.9	0	0	87.9	0	0	0	0	0	0	12.1	0	0	0	12.1	

Start Time	BONITA BEACH ROAD Westbound				RACE TRACK ROAD Northbound					BONITA BEACH ROAD Eastbound					Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 08:00 AM																
08:00 AM	6	0	0	6	0	0	0	0	0	0	1	0	0	0	1	7
08:15 AM	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	11	0	0	11	0	0	0	0	0	0	1	0	0	0	1	12
08:45 AM	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	22
Total Volume	51	0	0	51	0	0	0	0	0	0	2	0	0	0	2	53
% App. Total	100	0	0		0	0	0	0	0	0	100	0	0	0		
PHF	.580	.000	.000	.580	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.602

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:15 AM				07:00 AM					09:45 AM						
+0 mins.	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	11	0	0	11	0	0	0	0	0	0	3	0	0	0	0	3
+30 mins.	22	0	0	22	0	0	0	0	0	0	3	0	0	0	0	3
+45 mins.	7	0	0	7	0	0	0	0	0	0	2	0	0	0	0	2
Total Volume	52	0	0	52	0	0	0	0	0	0	8	0	0	0	0	8
% App. Total	100	0	0		0	0	0	0	0	0	100	0	0	0	0	
PHF	.591	.000	.000	.591	.000	.000	.000	.000	.000	.000	.667	.000	.000	.000	.000	.667

Intersection Turning Movement Count

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

File Name : OldUS41&CollierCenter
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	15	141	0	156	0	0	5	5	0	61	19	80	241
07:15 AM	21	165	0	186	5	0	5	10	0	66	34	100	296
07:30 AM	13	136	0	149	5	0	3	8	0	73	30	103	260
07:45 AM	18	206	0	224	8	0	6	14	1	104	20	125	363
Total	67	648	0	715	18	0	19	37	1	304	103	408	1160
08:00 AM	24	200	0	224	11	0	7	18	0	111	28	139	381
08:15 AM	14	161	0	175	14	0	9	23	0	101	33	134	332
08:30 AM	10	206	0	216	6	0	9	15	0	95	19	114	345
08:45 AM	18	165	0	183	12	0	4	16	0	120	17	137	336
Total	66	732	0	798	43	0	29	72	0	427	97	524	1394
09:00 AM	17	152	0	169	12	0	5	17	0	131	21	152	338
09:15 AM	9	157	0	166	9	0	12	21	0	112	18	130	317
09:30 AM	15	178	0	193	13	0	7	20	0	119	17	136	349
09:45 AM	8	178	0	186	9	0	8	17	1	109	15	125	328
Total	49	665	0	714	43	0	32	75	1	471	71	543	1332
10:00 AM	8	153	0	161	15	0	6	21	0	119	14	133	315
10:15 AM	12	159	0	171	12	0	11	23	0	124	15	139	333
10:30 AM	12	163	0	175	15	0	7	22	0	109	16	125	322
10:45 AM	11	141	0	152	13	0	13	26	0	110	7	117	295
Total	43	616	0	659	55	0	37	92	0	462	52	514	1265
11:00 AM	5	152	0	157	10	0	9	19	0	143	13	156	332
11:15 AM	5	151	0	156	15	0	3	18	0	125	9	134	308
11:30 AM	9	168	0	177	7	0	12	19	0	157	8	165	361
11:45 AM	5	160	0	165	23	0	11	34	1	143	16	160	359
Total	24	631	0	655	55	0	35	90	1	568	46	615	1360
12:00 PM	8	163	0	171	17	0	17	34	0	142	14	156	361
12:15 PM	10	167	0	177	17	0	11	28	0	157	18	175	380
12:30 PM	8	167	0	175	18	0	8	26	0	157	22	179	380
12:45 PM	4	150	0	154	21	0	12	33	0	160	16	176	363
Total	30	647	0	677	73	0	48	121	0	616	70	686	1484
01:00 PM	9	145	0	154	13	0	11	24	0	147	22	169	347
01:15 PM	8	137	0	145	10	0	9	19	0	169	20	189	353
01:30 PM	6	129	0	135	14	0	9	23	0	167	20	187	345
01:45 PM	11	151	0	162	12	0	13	25	0	159	18	177	364
Total	34	562	0	596	49	0	42	91	0	642	80	722	1409
02:00 PM	10	120	0	130	10	0	4	14	0	170	14	184	328
02:15 PM	4	131	0	135	15	0	6	21	0	173	9	182	338
02:30 PM	10	166	0	176	16	0	9	25	0	160	19	179	380
02:45 PM	4	139	0	143	15	0	8	23	0	169	14	183	349
Total	28	556	0	584	56	0	27	83	0	672	56	728	1395
03:00 PM	6	135	0	141	11	0	8	19	0	182	11	193	353
03:15 PM	3	128	0	131	14	0	4	18	0	183	13	196	345
03:30 PM	4	157	0	161	13	0	16	29	0	208	10	218	408
03:45 PM	1	135	0	136	14	0	7	21	0	163	11	174	331
Total	14	555	0	569	52	0	35	87	0	736	45	781	1437
04:00 PM	4	126	0	130	29	0	20	49	0	205	9	214	393
04:15 PM	3	135	0	138	13	0	14	27	0	186	12	198	363
04:30 PM	2	161	0	163	12	0	23	35	0	175	13	188	386
04:45 PM	6	134	0	140	17	0	16	33	0	203	8	211	384
Total	15	556	0	571	71	0	73	144	0	769	42	811	1526

Intersection Turning Movement Count

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

File Name : OldUS41&CollierCenter
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	3	145	0	148	31	0	35	66	0	204	5	209	423
05:15 PM	3	135	0	138	18	0	16	34	0	241	4	245	417
05:30 PM	0	130	0	130	15	0	11	26	0	195	3	198	354
05:45 PM	4	125	0	129	16	0	10	26	0	206	5	211	366
Total	10	535	0	545	80	0	72	152	0	846	17	863	1560
06:00 PM	4	124	0	128	14	0	10	24	0	180	5	185	337
06:15 PM	0	97	0	97	2	0	8	10	0	170	4	174	281
06:30 PM	1	93	0	94	5	0	5	10	0	142	2	144	248
06:45 PM	2	76	0	78	5	0	4	9	0	121	4	125	212
Total	7	390	0	397	26	0	27	53	0	613	15	628	1078
Grand Total	387	7093	0	7480	621	0	476	1097	3	7126	694	7823	16400
Apprch %	5.2	94.8	0		56.6	0	43.4		0	91.1	8.9		
Total %	2.4	43.2	0	45.6	3.8	0	2.9	6.7	0	43.5	4.2	47.7	
Passenger Vehicles	357	6820	0	7177	582	0	445	1027	0	6824	651	7475	15679
% Passenger Vehicles	92.2	96.2	0	95.9	93.7	0	93.5	93.6	0	95.8	93.8	95.6	95.6
Heavy Vehicles	26	273	0	299	38	0	31	69	0	302	43	345	713
% Heavy Vehicles	6.7	3.8	0	4	6.1	0	6.5	6.3	0	4.2	6.2	4.4	4.3
UTurns	4	0	0	4	1	0	0	1	3	0	0	3	8
% UTurns	1	0	0	0.1	0.2	0	0	0.1	100	0	0	0	0

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	2	161	0	163	12	0	23	35	0	175	13	188	386
04:45 PM	6	134	0	140	17	0	16	33	0	203	8	211	384
05:00 PM	3	145	0	148	31	0	35	66	0	204	5	209	423
05:15 PM	3	135	0	138	18	0	16	34	0	241	4	245	417
Total Volume	14	575	0	589	78	0	90	168	0	823	30	853	1610
% App. Total	2.4	97.6	0		46.4	0	53.6		0	96.5	3.5		
PHF	.583	.893	.000	.903	.629	.000	.643	.636	.000	.854	.577	.870	.952

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				04:30 PM				04:45 PM			
+0 mins.	18	206	0	224	12	0	23	35	0	203	8	211
+15 mins.	24	200	0	224	17	0	16	33	0	204	5	209
+30 mins.	14	161	0	175	31	0	35	66	0	241	4	245
+45 mins.	10	206	0	216	18	0	16	34	0	195	3	198
Total Volume	66	773	0	839	78	0	90	168	0	843	20	863
% App. Total	7.9	92.1	0		46.4	0	53.6		0	97.7	2.3	
PHF	.688	.938	.000	.936	.629	.000	.643	.636	.000	.874	.625	.881

Intersection Turning Movement Count

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

File Name : OldUS41&CollierCenter
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	133	0	147	0	0	3	3	0	55	19	74	224
07:15 AM	19	159	0	178	5	0	5	10	0	57	34	91	279
07:30 AM	13	131	0	144	4	0	3	7	0	69	30	99	250
07:45 AM	18	197	0	215	5	0	6	11	0	100	18	118	344
Total	64	620	0	684	14	0	17	31	0	281	101	382	1097
08:00 AM	23	188	0	211	9	0	6	15	0	108	26	134	360
08:15 AM	14	151	0	165	12	0	9	21	0	98	31	129	315
08:30 AM	10	194	0	204	6	0	9	15	0	89	19	108	327
08:45 AM	17	160	0	177	12	0	3	15	0	116	17	133	325
Total	64	693	0	757	39	0	27	66	0	411	93	504	1327
09:00 AM	17	150	0	167	10	0	5	15	0	121	21	142	324
09:15 AM	8	151	0	159	9	0	9	18	0	104	16	120	297
09:30 AM	13	172	0	185	12	0	6	18	0	112	15	127	330
09:45 AM	7	167	0	174	7	0	6	13	0	102	13	115	302
Total	45	640	0	685	38	0	26	64	0	439	65	504	1253
10:00 AM	7	145	0	152	14	0	4	18	0	116	14	130	300
10:15 AM	11	151	0	162	10	0	11	21	0	121	13	134	317
10:30 AM	11	155	0	166	14	0	7	21	0	108	14	122	309
10:45 AM	11	136	0	147	13	0	11	24	0	106	7	113	284
Total	40	587	0	627	51	0	33	84	0	451	48	499	1210
11:00 AM	5	150	0	155	10	0	9	19	0	138	12	150	324
11:15 AM	5	133	0	138	12	0	3	15	0	118	8	126	279
11:30 AM	6	163	0	169	5	0	11	16	0	150	8	158	343
11:45 AM	5	152	0	157	22	0	10	32	0	134	15	149	338
Total	21	598	0	619	49	0	33	82	0	540	43	583	1284
12:00 PM	8	153	0	161	16	0	17	33	0	129	14	143	337
12:15 PM	10	163	0	173	16	0	11	27	0	150	17	167	367
12:30 PM	7	164	0	171	17	0	7	24	0	148	20	168	363
12:45 PM	4	145	0	149	21	0	11	32	0	156	16	172	353
Total	29	625	0	654	70	0	46	116	0	583	67	650	1420
01:00 PM	8	141	0	149	13	0	10	23	0	141	21	162	334
01:15 PM	7	130	0	137	10	0	9	19	0	164	20	184	340
01:30 PM	5	121	0	126	13	0	8	21	0	159	19	178	325
01:45 PM	9	142	0	151	12	0	11	23	0	153	17	170	344
Total	29	534	0	563	48	0	38	86	0	617	77	694	1343
02:00 PM	9	115	0	124	8	0	4	12	0	159	11	170	306
02:15 PM	4	125	0	129	13	0	5	18	0	163	8	171	318
02:30 PM	10	159	0	169	15	0	8	23	0	149	15	164	356
02:45 PM	4	135	0	139	14	0	7	21	0	159	14	173	333
Total	27	534	0	561	50	0	24	74	0	630	48	678	1313
03:00 PM	6	127	0	133	10	0	8	18	0	172	10	182	333
03:15 PM	3	121	0	124	14	0	3	17	0	171	12	183	324
03:30 PM	3	151	0	154	13	0	16	29	0	196	9	205	388
03:45 PM	1	133	0	134	12	0	6	18	0	159	9	168	320
Total	13	532	0	545	49	0	33	82	0	698	40	738	1365
04:00 PM	4	121	0	125	29	0	18	47	0	195	8	203	375
04:15 PM	3	134	0	137	13	0	14	27	0	175	12	187	351
04:30 PM	2	157	0	159	12	0	22	34	0	172	12	184	377
04:45 PM	3	132	0	135	17	0	16	33	0	199	7	206	374
Total	12	544	0	556	71	0	70	141	0	741	39	780	1477

Intersection Turning Movement Count

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

File Name : OldUS41&CollierCenter
 Site Code : 18035
 Start Date : 4/16/2019
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Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	2	142	0	144	28	0	34	62	0	200	4	204	410
05:15 PM	3	131	0	134	18	0	16	34	0	236	4	240	408
05:30 PM	0	129	0	129	15	0	11	26	0	191	3	194	349
05:45 PM	4	124	0	128	16	0	10	26	0	201	5	206	360
Total	9	526	0	535	77	0	71	148	0	828	16	844	1527
06:00 PM	1	124	0	125	14	0	10	24	0	175	5	180	329
06:15 PM	0	97	0	97	2	0	8	10	0	170	3	173	280
06:30 PM	1	91	0	92	5	0	5	10	0	141	2	143	245
06:45 PM	2	75	0	77	5	0	4	9	0	119	4	123	209
Total	4	387	0	391	26	0	27	53	0	605	14	619	1063
Grand Total	357	6820	0	7177	582	0	445	1027	0	6824	651	7475	15679
Apprch %	5	95	0		56.7	0	43.3		0	91.3	8.7		
Total %	2.3	43.5	0	45.8	3.7	0	2.8	6.6	0	43.5	4.2	47.7	

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	2	157	0	159	12	0	22	34	0	172	12	184	377
04:45 PM	3	132	0	135	17	0	16	33	0	199	7	206	374
05:00 PM	2	142	0	144	28	0	34	62	0	200	4	204	410
05:15 PM	3	131	0	134	18	0	16	34	0	236	4	240	408
Total Volume	10	562	0	572	75	0	88	163	0	807	27	834	1569
% App. Total	1.7	98.3	0		46	0	54		0	96.8	3.2		
PHF	.833	.895	.000	.899	.670	.000	.647	.657	.000	.855	.563	.869	.957

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

	07:45 AM				04:30 PM				04:45 PM			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
+0 mins.	18	197	0	215	12	0	22	34	0	199	7	206
+15 mins.	23	188	0	211	17	0	16	33	0	200	4	204
+30 mins.	14	151	0	165	28	0	34	62	0	236	4	240
+45 mins.	10	194	0	204	18	0	16	34	0	191	3	194
Total Volume	65	730	0	795	75	0	88	163	0	826	18	844
% App. Total	8.2	91.8	0		46	0	54		0	97.9	2.1	
PHF	.707	.926	.000	.924	.670	.000	.647	.657	.000	.875	.643	.879

Intersection Turning Movement Count

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

File Name : OldUS41&CollierCenter
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	8	0	9	0	0	2	2	0	6	0	6	17
07:15 AM	2	6	0	8	0	0	0	0	0	9	0	9	17
07:30 AM	0	5	0	5	1	0	0	1	0	4	0	4	10
07:45 AM	0	9	0	9	3	0	0	3	0	4	2	6	18
Total	3	28	0	31	4	0	2	6	0	23	2	25	62
08:00 AM	0	12	0	12	2	0	1	3	0	3	2	5	20
08:15 AM	0	10	0	10	2	0	0	2	0	3	2	5	17
08:30 AM	0	12	0	12	0	0	0	0	0	6	0	6	18
08:45 AM	1	5	0	6	0	0	1	1	0	4	0	4	11
Total	1	39	0	40	4	0	2	6	0	16	4	20	66
09:00 AM	0	2	0	2	2	0	0	2	0	10	0	10	14
09:15 AM	1	6	0	7	0	0	3	3	0	8	2	10	20
09:30 AM	2	6	0	8	1	0	1	2	0	7	2	9	19
09:45 AM	1	11	0	12	2	0	2	4	0	7	2	9	25
Total	4	25	0	29	5	0	6	11	0	32	6	38	78
10:00 AM	1	8	0	9	1	0	2	3	0	3	0	3	15
10:15 AM	1	8	0	9	2	0	0	2	0	3	2	5	16
10:30 AM	1	8	0	9	1	0	0	1	0	1	2	3	13
10:45 AM	0	5	0	5	0	0	2	2	0	4	0	4	11
Total	3	29	0	32	4	0	4	8	0	11	4	15	55
11:00 AM	0	2	0	2	0	0	0	0	0	5	1	6	8
11:15 AM	0	18	0	18	3	0	0	3	0	7	1	8	29
11:30 AM	3	5	0	8	2	0	1	3	0	7	0	7	18
11:45 AM	0	8	0	8	1	0	1	2	0	9	1	10	20
Total	3	33	0	36	6	0	2	8	0	28	3	31	75
12:00 PM	0	10	0	10	1	0	0	1	0	13	0	13	24
12:15 PM	0	4	0	4	1	0	0	1	0	7	1	8	13
12:30 PM	1	3	0	4	1	0	1	2	0	9	2	11	17
12:45 PM	0	5	0	5	0	0	1	1	0	4	0	4	10
Total	1	22	0	23	3	0	2	5	0	33	3	36	64
01:00 PM	1	4	0	5	0	0	1	1	0	6	1	7	13
01:15 PM	1	7	0	8	0	0	0	0	0	5	0	5	13
01:30 PM	1	8	0	9	1	0	1	2	0	8	1	9	20
01:45 PM	1	9	0	10	0	0	2	2	0	6	1	7	19
Total	4	28	0	32	1	0	4	5	0	25	3	28	65
02:00 PM	1	5	0	6	1	0	0	1	0	11	3	14	21
02:15 PM	0	6	0	6	2	0	1	3	0	10	1	11	20
02:30 PM	0	7	0	7	1	0	1	2	0	11	4	15	24
02:45 PM	0	4	0	4	1	0	1	2	0	10	0	10	16
Total	1	22	0	23	5	0	3	8	0	42	8	50	81
03:00 PM	0	8	0	8	1	0	0	1	0	10	1	11	20
03:15 PM	0	7	0	7	0	0	1	1	0	12	1	13	21
03:30 PM	1	6	0	7	0	0	0	0	0	12	1	13	20
03:45 PM	0	2	0	2	2	0	1	3	0	4	2	6	11
Total	1	23	0	24	3	0	2	5	0	38	5	43	72
04:00 PM	0	5	0	5	0	0	2	2	0	10	1	11	18
04:15 PM	0	1	0	1	0	0	0	0	0	11	0	11	12
04:30 PM	0	4	0	4	0	0	1	1	0	3	1	4	9
04:45 PM	2	2	0	4	0	0	0	0	0	4	1	5	9
Total	2	12	0	14	0	0	3	3	0	28	3	31	48

Intersection Turning Movement Count

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

File Name : OldUS41&CollierCenter
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	1	3	0	4	3	0	1	4	0	4	1	5	13
05:15 PM	0	4	0	4	0	0	0	0	0	5	0	5	9
05:30 PM	0	1	0	1	0	0	0	0	0	4	0	4	5
05:45 PM	0	1	0	1	0	0	0	0	0	5	0	5	6
Total	1	9	0	10	3	0	1	4	0	18	1	19	33
06:00 PM	2	0	0	2	0	0	0	0	0	5	0	5	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
06:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	3
06:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	2	3	0	5	0	0	0	0	0	8	1	9	14
Grand Total	26	273	0	299	38	0	31	69	0	302	43	345	713
Apprch %	8.7	91.3	0		55.1	0	44.9		0	87.5	12.5		
Total %	3.6	38.3	0	41.9	5.3	0	4.3	9.7	0	42.4	6	48.4	

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:15 AM	0	18	0	18	3	0	0	3	0	7	1	8	29
11:30 AM	3	5	0	8	2	0	1	3	0	7	0	7	18
11:45 AM	0	8	0	8	1	0	1	2	0	9	1	10	20
12:00 PM	0	10	0	10	1	0	0	1	0	13	0	13	24
Total Volume	3	41	0	44	7	0	2	9	0	36	2	38	91
% App. Total	6.8	93.2	0		77.8	0	22.2		0	94.7	5.3		
PHF	.250	.569	.000	.611	.583	.000	.500	.750	.000	.692	.500	.731	.784

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 11:15 AM

	11:15 AM				09:15 AM				02:00 PM			
+0 mins.	0	18	0	18	0	0	3	3	0	11	3	14
+15 mins.	3	5	0	8	1	0	1	2	0	10	1	11
+30 mins.	0	8	0	8	2	0	2	4	0	11	4	15
+45 mins.	0	10	0	10	1	0	2	3	0	10	0	10
Total Volume	3	41	0	44	4	0	8	12	0	42	8	50
% App. Total	6.8	93.2	0		33.3	0	66.7		0	84	16	
PHF	.250	.569	.000	.611	.500	.000	.667	.750	.000	.955	.500	.833

Intersection Turning Movement Count

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

File Name : OldUS41&CollierCenter
 Site Code : 18035
 Start Date : 4/16/2019
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Groups Printed- UTurns

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***													
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
09:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
11:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
01:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
02:00 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 ***													
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
06:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	4	0	0	4	1	0	0	1	3	0	0	3	8
Apprch %	100	0	0		100	0	0		100	0	0		
Total %	50	0	0	50	12.5	0	0	12.5	37.5	0	0	37.5	

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	1	0	0	1	2
% App. Total	100	0	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.250	.000	.000	.250	.500

Intersection Turning Movement Count

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

File Name : OldUS41&CollierCenter
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 2

Start Time	OLD US 41 Southbound				COLLIER CENTER WAY Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				01:15 PM				07:00 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.	1	0	0	1	1	0	0	1	1	0	0	1
Total Volume	1	0	0	1	1	0	0	1	1	0	0	1
% App. Total	100	0	0		100	0	0		100	0	0	
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.250

Intersection Turning Movement Count

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

File Name : oldus41&gulfoast
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	144	0	144	8	0	2	10	0	90	3	93	247
07:15 AM	0	165	0	165	6	0	3	9	0	88	3	91	265
07:30 AM	1	142	0	143	7	0	3	10	0	100	2	102	255
07:45 AM	0	217	0	217	15	0	4	19	0	118	3	121	357
Total	1	668	0	669	36	0	12	48	0	396	11	407	1124
08:00 AM	6	204	0	210	12	0	7	19	0	134	1	135	364
08:15 AM	3	173	0	176	11	0	2	13	0	125	2	127	316
08:30 AM	3	204	0	207	6	0	3	9	0	120	2	122	338
08:45 AM	2	182	0	184	11	0	6	17	0	122	7	129	330
Total	14	763	0	777	40	0	18	58	0	501	12	513	1348
09:00 AM	1	162	0	163	7	0	6	13	0	147	1	148	324
09:15 AM	4	159	0	163	14	0	6	20	0	123	8	131	314
09:30 AM	5	190	0	195	12	0	5	17	0	131	7	138	350
09:45 AM	3	181	0	184	23	0	6	29	0	119	5	124	337
Total	13	692	0	705	56	0	23	79	0	520	21	541	1325
10:00 AM	2	164	0	166	8	0	7	15	0	126	9	135	316
10:15 AM	2	171	0	173	11	0	5	16	1	135	6	142	331
10:30 AM	5	172	0	177	8	0	4	12	0	120	11	131	320
10:45 AM	5	148	0	153	7	0	1	8	0	116	8	124	285
Total	14	655	0	669	34	0	17	51	1	497	34	532	1252
11:00 AM	2	159	0	161	11	0	4	15	0	155	12	167	343
11:15 AM	5	162	0	167	11	0	4	15	0	131	7	138	320
11:30 AM	5	169	0	174	13	0	1	14	0	159	14	173	361
11:45 AM	5	177	0	182	8	0	9	17	0	150	8	158	357
Total	17	667	0	684	43	0	18	61	0	595	41	636	1381
12:00 PM	2	180	0	182	7	0	6	13	0	150	10	160	355
12:15 PM	5	179	0	184	13	0	8	21	1	168	9	178	383
12:30 PM	3	177	0	180	13	0	1	14	0	179	16	195	389
12:45 PM	3	171	0	174	9	0	6	15	0	168	11	179	368
Total	13	707	0	720	42	0	21	63	1	665	46	712	1495
01:00 PM	9	149	0	158	8	0	3	11	0	169	11	180	349
01:15 PM	6	137	0	143	12	0	8	20	0	182	6	188	351
01:30 PM	5	142	0	147	14	0	8	22	0	177	13	190	359
01:45 PM	4	159	0	163	10	0	6	16	0	171	8	179	358
Total	24	587	0	611	44	0	25	69	0	699	38	737	1417
02:00 PM	4	124	0	128	8	0	5	13	0	179	8	187	328
02:15 PM	5	140	0	145	11	0	3	14	0	180	12	192	351
02:30 PM	5	177	0	182	11	0	2	13	0	176	15	191	386
02:45 PM	7	150	0	157	9	0	8	17	0	176	9	185	359
Total	21	591	0	612	39	0	18	57	0	711	44	755	1424
03:00 PM	6	137	0	143	9	0	1	10	0	191	10	201	354
03:15 PM	2	139	0	141	11	0	4	15	0	194	9	203	359
03:30 PM	7	167	0	174	13	0	1	14	0	219	11	230	418
03:45 PM	10	139	0	149	4	0	2	6	0	167	12	179	334
Total	25	582	0	607	37	0	8	45	0	771	42	813	1465
04:00 PM	5	149	0	154	3	0	3	6	0	211	19	230	390
04:15 PM	2	147	0	149	7	0	2	9	0	196	13	209	367
04:30 PM	4	169	0	173	8	0	5	13	0	190	18	208	394
04:45 PM	4	146	0	150	17	0	1	18	0	203	13	216	384
Total	15	611	0	626	35	0	11	46	0	800	63	863	1535
05:00 PM	4	173	0	177	6	0	6	12	0	205	15	220	409
05:15 PM	5	142	0	147	6	0	1	7	0	243	10	253	407
05:30 PM	6	142	0	148	7	0	3	10	0	194	9	203	361
05:45 PM	5	138	0	143	9	0	6	15	0	206	11	217	375
Total	20	595	0	615	28	0	16	44	0	848	45	893	1552

Intersection Turning Movement Count

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

File Name : oldus41&gulfoast
 Site Code : 18035
 Start Date : 4/16/2019
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Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	136	0	136	8	0	2	10	0	83	3	86	232
07:15 AM	0	159	0	159	6	0	3	9	0	79	3	82	250
07:30 AM	1	136	0	137	7	0	3	10	0	97	2	99	246
07:45 AM	0	205	0	205	15	0	4	19	0	112	3	115	339
Total	1	636	0	637	36	0	12	48	0	371	11	382	1067
08:00 AM	5	191	0	196	12	0	7	19	0	129	1	130	345
08:15 AM	3	161	0	164	11	0	2	13	0	120	2	122	299
08:30 AM	3	193	0	196	6	0	3	9	0	114	2	116	321
08:45 AM	2	176	0	178	11	0	6	17	0	118	7	125	320
Total	13	721	0	734	40	0	18	58	0	481	12	493	1285
09:00 AM	1	158	0	159	7	0	6	13	0	137	1	138	310
09:15 AM	4	154	0	158	14	0	5	19	0	114	8	122	299
09:30 AM	3	183	0	186	9	0	5	14	0	122	5	127	327
09:45 AM	3	168	0	171	22	0	6	28	0	110	5	115	314
Total	11	663	0	674	52	0	22	74	0	483	19	502	1250
10:00 AM	2	155	0	157	8	0	7	15	0	123	9	132	304
10:15 AM	2	161	0	163	11	0	5	16	0	129	6	135	314
10:30 AM	4	164	0	168	8	0	4	12	0	118	11	129	309
10:45 AM	5	143	0	148	7	0	1	8	0	112	8	120	276
Total	13	623	0	636	34	0	17	51	0	482	34	516	1203
11:00 AM	2	157	0	159	10	0	4	14	0	149	12	161	334
11:15 AM	5	142	0	147	11	0	4	15	0	123	7	130	292
11:30 AM	5	161	0	166	13	0	1	14	0	152	14	166	346
11:45 AM	4	168	0	172	7	0	9	16	0	140	8	148	336
Total	16	628	0	644	41	0	18	59	0	564	41	605	1308
12:00 PM	2	170	0	172	7	0	6	13	0	137	10	147	332
12:15 PM	4	174	0	178	13	0	7	20	0	161	9	170	368
12:30 PM	3	173	0	176	12	0	1	13	0	168	16	184	373
12:45 PM	3	166	0	169	9	0	6	15	0	164	11	175	359
Total	12	683	0	695	41	0	20	61	0	630	46	676	1432
01:00 PM	9	145	0	154	8	0	3	11	0	162	11	173	338
01:15 PM	6	130	0	136	12	0	8	20	0	177	5	182	338
01:30 PM	4	134	0	138	14	0	7	21	0	169	13	182	341
01:45 PM	4	150	0	154	10	0	6	16	0	164	8	172	342
Total	23	559	0	582	44	0	24	68	0	672	37	709	1359
02:00 PM	3	118	0	121	7	0	5	12	0	165	8	173	306
02:15 PM	5	132	0	137	11	0	3	14	0	169	12	181	332
02:30 PM	5	169	0	174	11	0	2	13	0	161	15	176	363
02:45 PM	7	145	0	152	9	0	8	17	0	166	9	175	344
Total	20	564	0	584	38	0	18	56	0	661	44	705	1345
03:00 PM	6	128	0	134	9	0	1	10	0	180	10	190	334
03:15 PM	2	132	0	134	11	0	4	15	0	181	9	190	339
03:30 PM	7	161	0	168	13	0	1	14	0	205	11	216	398
03:45 PM	9	136	0	145	4	0	2	6	0	162	12	174	325
Total	24	557	0	581	37	0	8	45	0	728	42	770	1396
04:00 PM	5	144	0	149	3	0	3	6	0	200	19	219	374
04:15 PM	2	146	0	148	7	0	2	9	0	185	13	198	355
04:30 PM	4	165	0	169	8	0	5	13	0	186	18	204	386
04:45 PM	3	144	0	147	17	0	1	18	0	198	13	211	376
Total	14	599	0	613	35	0	11	46	0	769	63	832	1491
05:00 PM	4	167	0	171	6	0	6	12	0	200	15	215	398
05:15 PM	5	139	0	144	6	0	1	7	0	238	10	248	399
05:30 PM	6	140	0	146	7	0	3	10	0	190	9	199	355
05:45 PM	5	137	0	142	9	0	6	15	0	201	11	212	369
Total	20	583	0	603	28	0	16	44	0	829	45	874	1521

Intersection Turning Movement Count

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

File Name : oldus41&gulfoast
 Site Code : 18035
 Start Date : 4/16/2019
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Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 PM	2	132	0	134	2	0	2	4	0	178	13	191	329
06:15 PM	1	102	0	103	8	0	1	9	0	172	14	186	298
06:30 PM	0	96	0	96	5	0	2	7	0	140	9	149	252
06:45 PM	4	73	0	77	6	0	1	7	0	123	5	128	212
Total	7	403	0	410	21	0	6	27	0	613	41	654	1091
Grand Total	174	7219	0	7393	447	0	190	637	0	7283	435	7718	15748
Apprch %	2.4	97.6	0		70.2	0	29.8		0	94.4	5.6		
Total %	1.1	45.8	0	46.9	2.8	0	1.2	4	0	46.2	2.8	49	

Start Time	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	4	165	0	169	8	0	5	13	0	186	18	204	386
04:45 PM	3	144	0	147	17	0	1	18	0	198	13	211	376
05:00 PM	4	167	0	171	6	0	6	12	0	200	15	215	398
05:15 PM	5	139	0	144	6	0	1	7	0	238	10	248	399
Total Volume	16	615	0	631	37	0	13	50	0	822	56	878	1559
% App. Total	2.5	97.5	0		74	0	26		0	93.6	6.4		
PHF	.800	.921	.000	.923	.544	.000	.542	.694	.000	.863	.778	.885	.977

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				09:15 AM				04:30 PM			
+0 mins.	0	205	0	205	14	0	5	19	0	186	18	204
+15 mins.	5	191	0	196	9	0	5	14	0	198	13	211
+30 mins.	3	161	0	164	22	0	6	28	0	200	15	215
+45 mins.	3	193	0	196	8	0	7	15	0	238	10	248
Total Volume	11	750	0	761	53	0	23	76	0	822	56	878
% App. Total	1.4	98.6	0		69.7	0	30.3		0	93.6	6.4	
PHF	.550	.915	.000	.928	.602	.000	.821	.679	.000	.863	.778	.885

Intersection Turning Movement Count

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

File Name : oldus41&gulfoast
 Site Code : 18035
 Start Date : 4/16/2019
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Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	8	0	8	0	0	0	0	0	7	0	7	15
07:15 AM	0	6	0	6	0	0	0	0	0	9	0	9	15
07:30 AM	0	6	0	6	0	0	0	0	0	3	0	3	9
07:45 AM	0	12	0	12	0	0	0	0	0	6	0	6	18
Total	0	32	0	32	0	0	0	0	0	25	0	25	57
08:00 AM	1	13	0	14	0	0	0	0	0	5	0	5	19
08:15 AM	0	12	0	12	0	0	0	0	0	5	0	5	17
08:30 AM	0	11	0	11	0	0	0	0	0	6	0	6	17
08:45 AM	0	6	0	6	0	0	0	0	0	4	0	4	10
Total	1	42	0	43	0	0	0	0	0	20	0	20	63
09:00 AM	0	4	0	4	0	0	0	0	0	10	0	10	14
09:15 AM	0	5	0	5	0	0	1	1	0	9	0	9	15
09:30 AM	1	7	0	8	3	0	0	3	0	9	2	11	22
09:45 AM	0	13	0	13	1	0	0	1	0	9	0	9	23
Total	1	29	0	30	4	0	1	5	0	37	2	39	74
10:00 AM	0	9	0	9	0	0	0	0	0	3	0	3	12
10:15 AM	0	10	0	10	0	0	0	0	0	6	0	6	16
10:30 AM	1	8	0	9	0	0	0	0	0	2	0	2	11
10:45 AM	0	5	0	5	0	0	0	0	0	4	0	4	9
Total	1	32	0	33	0	0	0	0	0	15	0	15	48
11:00 AM	0	2	0	2	1	0	0	1	0	6	0	6	9
11:15 AM	0	20	0	20	0	0	0	0	0	8	0	8	28
11:30 AM	0	8	0	8	0	0	0	0	0	7	0	7	15
11:45 AM	0	9	0	9	1	0	0	1	0	10	0	10	20
Total	0	39	0	39	2	0	0	2	0	31	0	31	72
12:00 PM	0	10	0	10	0	0	0	0	0	13	0	13	23
12:15 PM	1	5	0	6	0	0	1	1	0	7	0	7	14
12:30 PM	0	4	0	4	0	0	0	0	0	11	0	11	15
12:45 PM	0	5	0	5	0	0	0	0	0	4	0	4	9
Total	1	24	0	25	0	0	1	1	0	35	0	35	61
01:00 PM	0	4	0	4	0	0	0	0	0	7	0	7	11
01:15 PM	0	7	0	7	0	0	0	0	0	5	1	6	13
01:30 PM	1	8	0	9	0	0	1	1	0	8	0	8	18
01:45 PM	0	9	0	9	0	0	0	0	0	7	0	7	16
Total	1	28	0	29	0	0	1	1	0	27	1	28	58
02:00 PM	0	6	0	6	1	0	0	1	0	14	0	14	21
02:15 PM	0	8	0	8	0	0	0	0	0	11	0	11	19
02:30 PM	0	8	0	8	0	0	0	0	0	15	0	15	23
02:45 PM	0	5	0	5	0	0	0	0	0	10	0	10	15
Total	0	27	0	27	1	0	0	1	0	50	0	50	78
03:00 PM	0	9	0	9	0	0	0	0	0	11	0	11	20
03:15 PM	0	7	0	7	0	0	0	0	0	13	0	13	20
03:30 PM	0	6	0	6	0	0	0	0	0	14	0	14	20
03:45 PM	1	3	0	4	0	0	0	0	0	5	0	5	9
Total	1	25	0	26	0	0	0	0	0	43	0	43	69
04:00 PM	0	5	0	5	0	0	0	0	0	11	0	11	16
04:15 PM	0	1	0	1	0	0	0	0	0	11	0	11	12
04:30 PM	0	4	0	4	0	0	0	0	0	4	0	4	8
04:45 PM	0	2	0	2	0	0	0	0	0	5	0	5	7
Total	0	12	0	12	0	0	0	0	0	31	0	31	43
05:00 PM	0	6	0	6	0	0	0	0	0	5	0	5	11
05:15 PM	0	3	0	3	0	0	0	0	0	5	0	5	8
05:30 PM	0	2	0	2	0	0	0	0	0	4	0	4	6
05:45 PM	0	1	0	1	0	0	0	0	0	5	0	5	6
Total	0	12	0	12	0	0	0	0	0	19	0	19	31

Intersection Turning Movement Count

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

File Name : oldus41&gulfcoast
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	5
06:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
06:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	3
06:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	3	0	3	0	0	0	0	0	9	0	9	12
Grand Total	6	305	0	311	7	0	3	10	0	342	3	345	666
Apprch %	1.9	98.1	0		70	0	30		0	99.1	0.9		
Total %	0.9	45.8	0	46.7	1.1	0	0.5	1.5	0	51.4	0.5	51.8	

Start Time	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	0	20	0	20	0	0	0	0	0	8	0	8	28
11:30 AM	0	8	0	8	0	0	0	0	0	7	0	7	15
11:45 AM	0	9	0	9	1	0	0	1	0	10	0	10	20
12:00 PM	0	10	0	10	0	0	0	0	0	13	0	13	23
Total Volume	0	47	0	47	1	0	0	1	0	38	0	38	86
% App. Total	0	100	0		100	0	0		0	100	0		
PHF	.000	.588	.000	.588	.250	.000	.000	.250	.000	.731	.000	.731	.768

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				09:00 AM				02:00 PM			
+0 mins.	0	12	0	12	0	0	0	0	0	14	0	14
+15 mins.	1	13	0	14	0	0	1	1	0	11	0	11
+30 mins.	0	12	0	12	3	0	0	3	0	15	0	15
+45 mins.	0	11	0	11	1	0	0	1	0	10	0	10
Total Volume	1	48	0	49	4	0	1	5	0	50	0	50
% App. Total	2	98	0		80	0	20		0	100	0	
PHF	.250	.923	.000	.875	.333	.000	.250	.417	.000	.833	.000	.833

Intersection Turning Movement Count

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

File Name : oldus41&gulfoast
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 1

Groups Printed- UTurns

Start Time	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***													
09:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***													
11:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	1	0	0	1	1	0	0	1	2
*** BREAK ***													
02:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	1	0	0	1	2
Grand Total	5	0	0	5	1	0	0	1	3	0	0	3	9
Apprch %	100	0	0		100	0	0		100	0	0		
Total %	55.6	0	0	55.6	11.1	0	0	11.1	33.3	0	0	33.3	

Start Time	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:45 AM													
11:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	1	0	0	1	1	0	0	1	1	0	0	1	3
% App. Total	100	0	0		100	0	0		100	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.250	.750

Intersection Turning Movement Count

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

File Name : oldus41&gulfcoast
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 2

Start Time	OLD US 41 Southbound				GULF COAST DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	08:45 AM				11:45 AM				09:30 AM				
+0 mins.	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	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	1	0	0	1	1	0	0	1	1
Total Volume	1	0	0	1	1	0	0	1	1	0	0	1	1
% App. Total	100	0	0		100	0	0		100	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.250	.250

Intersection Turning Movement Count

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

File Name : OldUS41&Mediterra
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	181	0	186	0	0	2	2	0	57	0	57	245
07:15 AM	6	178	0	184	3	0	7	10	0	94	5	99	293
07:30 AM	17	180	0	197	5	0	5	10	0	94	6	100	307
07:45 AM	13	191	0	204	4	0	8	12	0	115	6	121	337
Total	41	730	0	771	12	0	22	34	0	360	17	377	1182
08:00 AM	8	200	0	208	6	0	7	13	0	104	7	111	332
08:15 AM	18	168	0	186	3	0	6	9	0	123	15	138	333
08:30 AM	6	179	0	185	7	0	12	19	0	129	11	140	344
08:45 AM	10	185	0	195	9	0	12	21	0	128	7	135	351
Total	42	732	0	774	25	0	37	62	0	484	40	524	1360
09:00 AM	14	167	0	181	6	0	11	17	0	99	9	108	306
09:15 AM	13	153	0	166	17	0	14	31	0	112	6	118	315
09:30 AM	13	159	0	172	13	0	5	18	0	114	11	125	315
09:45 AM	8	166	0	174	16	0	13	29	0	123	8	131	334
Total	48	645	0	693	52	0	43	95	0	448	34	482	1270
10:00 AM	10	146	0	156	17	0	9	26	0	105	5	110	292
10:15 AM	7	129	0	136	9	0	11	20	0	129	13	142	298
10:30 AM	6	155	0	161	11	0	11	22	0	146	10	156	339
10:45 AM	10	155	0	165	16	0	12	28	0	118	16	134	327
Total	33	585	0	618	53	0	43	96	0	498	44	542	1256
11:00 AM	18	161	0	179	15	0	10	25	0	137	3	140	344
11:15 AM	9	137	0	146	16	0	15	31	0	143	9	152	329
11:30 AM	13	141	0	154	11	0	12	23	0	145	18	163	340
11:45 AM	13	155	0	168	9	0	20	29	0	150	14	164	361
Total	53	594	0	647	51	0	57	108	0	575	44	619	1374
12:00 PM	12	141	0	153	9	0	19	28	0	164	10	174	355
12:15 PM	8	156	0	164	14	0	10	24	0	137	13	150	338
12:30 PM	8	133	0	141	9	0	7	16	0	143	15	158	315
12:45 PM	18	154	0	172	14	0	13	27	0	137	22	159	358
Total	46	584	0	630	46	0	49	95	0	581	60	641	1366
01:00 PM	14	144	0	158	9	0	15	24	0	142	14	156	338
01:15 PM	14	146	0	160	12	0	10	22	0	155	19	174	356
01:30 PM	15	135	0	150	9	0	7	16	0	150	10	160	326
01:45 PM	9	145	0	154	17	0	6	23	0	154	20	174	351
Total	52	570	0	622	47	0	38	85	0	601	63	664	1371
02:00 PM	10	127	0	137	4	0	10	14	0	167	17	184	335
02:15 PM	15	130	0	145	14	0	7	21	0	144	10	154	320
02:30 PM	14	129	0	143	6	0	17	23	0	144	12	156	322
02:45 PM	9	155	0	164	16	0	15	31	0	166	8	174	369
Total	48	541	0	589	40	0	49	89	0	621	47	668	1346
03:00 PM	11	114	0	125	9	0	20	29	0	213	9	222	376
03:15 PM	15	125	0	140	6	0	8	14	0	230	7	237	391
03:30 PM	11	123	0	134	8	0	12	20	0	237	12	249	403
03:45 PM	14	132	0	146	4	0	5	9	0	214	4	218	373
Total	51	494	0	545	27	0	45	72	0	894	32	926	1543
04:00 PM	7	117	0	124	10	0	11	21	0	264	9	273	418
04:15 PM	10	114	0	124	9	0	13	22	0	229	13	242	388
04:30 PM	9	109	0	118	5	0	11	16	0	231	11	242	376
04:45 PM	9	116	0	125	11	0	5	16	0	216	11	227	368
Total	35	456	0	491	35	0	40	75	0	940	44	984	1550
05:00 PM	8	112	0	120	7	0	7	14	0	251	6	257	391
05:15 PM	9	133	0	142	6	0	11	17	0	215	5	220	379
05:30 PM	4	109	0	113	6	0	4	10	0	207	9	216	339
05:45 PM	3	88	0	91	7	0	13	20	0	172	5	177	288
Total	24	442	0	466	26	0	35	61	0	845	25	870	1397

Intersection Turning Movement Count

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

File Name : OldUS41&Mediterra
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	172	0	176	0	0	2	2	0	53	0	53	231
07:15 AM	4	164	0	168	3	0	7	10	0	78	5	83	261
07:30 AM	16	174	0	190	5	0	5	10	0	82	6	88	288
07:45 AM	13	186	0	199	4	0	7	11	0	106	6	112	322
Total	37	696	0	733	12	0	21	33	0	319	17	336	1102
08:00 AM	7	191	0	198	6	0	7	13	0	94	7	101	312
08:15 AM	17	155	0	172	3	0	6	9	0	110	15	125	306
08:30 AM	5	175	0	180	7	0	12	19	0	113	10	123	322
08:45 AM	9	177	0	186	9	0	12	21	0	109	6	115	322
Total	38	698	0	736	25	0	37	62	0	426	38	464	1262
09:00 AM	13	162	0	175	4	0	11	15	0	91	8	99	289
09:15 AM	13	142	0	155	16	0	14	30	0	107	4	111	296
09:30 AM	12	146	0	158	13	0	5	18	0	107	11	118	294
09:45 AM	7	161	0	168	15	0	13	28	0	117	8	125	321
Total	45	611	0	656	48	0	43	91	0	422	31	453	1200
10:00 AM	9	134	0	143	16	0	9	25	0	94	5	99	267
10:15 AM	6	121	0	127	9	0	11	20	0	122	13	135	282
10:30 AM	6	139	0	145	10	0	11	21	0	135	8	143	309
10:45 AM	9	143	0	152	16	0	12	28	0	112	16	128	308
Total	30	537	0	567	51	0	43	94	0	463	42	505	1166
11:00 AM	18	152	0	170	15	0	10	25	0	129	3	132	327
11:15 AM	9	124	0	133	16	0	14	30	0	131	9	140	303
11:30 AM	12	126	0	138	11	0	12	23	0	133	17	150	311
11:45 AM	13	142	0	155	8	0	18	26	0	140	14	154	335
Total	52	544	0	596	50	0	54	104	0	533	43	576	1276
12:00 PM	12	137	0	149	9	0	17	26	0	156	10	166	341
12:15 PM	8	148	0	156	14	0	10	24	0	127	13	140	320
12:30 PM	8	127	0	135	8	0	6	14	0	132	15	147	296
12:45 PM	16	147	0	163	13	0	13	26	0	126	22	148	337
Total	44	559	0	603	44	0	46	90	0	541	60	601	1294
01:00 PM	14	127	0	141	9	0	14	23	0	136	14	150	314
01:15 PM	13	134	0	147	12	0	10	22	0	139	17	156	325
01:30 PM	12	129	0	141	7	0	7	14	0	140	10	150	305
01:45 PM	9	136	0	145	16	0	6	22	0	142	20	162	329
Total	48	526	0	574	44	0	37	81	0	557	61	618	1273
02:00 PM	9	117	0	126	4	0	10	14	0	157	15	172	312
02:15 PM	15	124	0	139	14	0	6	20	0	136	10	146	305
02:30 PM	14	119	0	133	6	0	15	21	0	137	12	149	303
02:45 PM	8	146	0	154	14	0	15	29	0	153	8	161	344
Total	46	506	0	552	38	0	46	84	0	583	45	628	1264
03:00 PM	11	106	0	117	9	0	20	29	0	197	9	206	352
03:15 PM	15	117	0	132	6	0	8	14	0	221	7	228	374
03:30 PM	11	109	0	120	7	0	12	19	0	230	12	242	381
03:45 PM	14	118	0	132	4	0	5	9	0	206	4	210	351
Total	51	450	0	501	26	0	45	71	0	854	32	886	1458
04:00 PM	6	111	0	117	9	0	11	20	0	251	9	260	397
04:15 PM	10	105	0	115	8	0	13	21	0	221	13	234	370
04:30 PM	8	102	0	110	5	0	10	15	0	225	11	236	361
04:45 PM	9	110	0	119	10	0	5	15	0	204	11	215	349
Total	33	428	0	461	32	0	39	71	0	901	44	945	1477
05:00 PM	8	104	0	112	7	0	7	14	0	246	6	252	378
05:15 PM	9	130	0	139	6	0	11	17	0	210	5	215	371
05:30 PM	4	104	0	108	6	0	4	10	0	202	9	211	329
05:45 PM	3	83	0	86	7	0	13	20	0	170	5	175	281
Total	24	421	0	445	26	0	35	61	0	828	25	853	1359

Intersection Turning Movement Count

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

File Name : OldUS41&Mediterra
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 PM	1	79	0	80	6	0	8	14	0	154	6	160	254
06:15 PM	6	74	0	80	5	0	11	16	0	138	4	142	238
06:30 PM	4	73	0	77	8	0	13	21	0	125	6	131	229
06:45 PM	4	57	0	61	5	0	2	7	0	110	7	117	185
Total	15	283	0	298	24	0	34	58	0	527	23	550	906
Grand Total	463	6259	0	6722	420	0	480	900	0	6954	461	7415	15037
Apprch %	6.9	93.1	0		46.7	0	53.3		0	93.8	6.2		
Total %	3.1	41.6	0	44.7	2.8	0	3.2	6	0	46.2	3.1	49.3	

Start Time	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	15	117	0	132	6	0	8	14	0	221	7	228	374
03:30 PM	11	109	0	120	7	0	12	19	0	230	12	242	381
03:45 PM	14	118	0	132	4	0	5	9	0	206	4	210	351
04:00 PM	6	111	0	117	9	0	11	20	0	251	9	260	397
Total Volume	46	455	0	501	26	0	36	62	0	908	32	940	1503
% App. Total	9.2	90.8	0		41.9	0	58.1		0	96.6	3.4		
PHF	.767	.964	.000	.949	.722	.000	.750	.775	.000	.904	.667	.904	.946

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				10:45 AM				03:30 PM			
+0 mins.	16	174	0	190	16	0	12	28	0	230	12	242
+15 mins.	13	186	0	199	15	0	10	25	0	206	4	210
+30 mins.	7	191	0	198	16	0	14	30	0	251	9	260
+45 mins.	17	155	0	172	11	0	12	23	0	221	13	234
Total Volume	53	706	0	759	58	0	48	106	0	908	38	946
% App. Total	7	93	0		54.7	0	45.3		0	96	4	
PHF	.779	.924	.000	.954	.906	.000	.857	.883	.000	.904	.731	.910

Intersection Turning Movement Count

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

File Name : OldUS41&Mediterra
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	9	0	10	0	0	0	0	0	4	0	4	14
07:15 AM	2	14	0	16	0	0	0	0	0	16	0	16	32
07:30 AM	0	6	0	6	0	0	0	0	0	12	0	12	18
07:45 AM	0	5	0	5	0	0	1	1	0	9	0	9	15
Total	3	34	0	37	0	0	1	1	0	41	0	41	79
08:00 AM	1	9	0	10	0	0	0	0	0	10	0	10	20
08:15 AM	1	13	0	14	0	0	0	0	0	13	0	13	27
08:30 AM	1	4	0	5	0	0	0	0	0	16	1	17	22
08:45 AM	1	8	0	9	0	0	0	0	0	19	1	20	29
Total	4	34	0	38	0	0	0	0	0	58	2	60	98
09:00 AM	1	5	0	6	1	0	0	1	0	8	1	9	16
09:15 AM	0	11	0	11	1	0	0	1	0	5	2	7	19
09:30 AM	1	13	0	14	0	0	0	0	0	7	0	7	21
09:45 AM	0	5	0	5	0	0	0	0	0	6	0	6	11
Total	2	34	0	36	2	0	0	2	0	26	3	29	67
10:00 AM	1	12	0	13	1	0	0	1	0	11	0	11	25
10:15 AM	1	8	0	9	0	0	0	0	0	7	0	7	16
10:30 AM	0	16	0	16	1	0	0	1	0	11	2	13	30
10:45 AM	1	12	0	13	0	0	0	0	0	6	0	6	19
Total	3	48	0	51	2	0	0	2	0	35	2	37	90
11:00 AM	0	9	0	9	0	0	0	0	0	8	0	8	17
11:15 AM	0	13	0	13	0	0	1	1	0	12	0	12	26
11:30 AM	0	15	0	15	0	0	0	0	0	12	1	13	28
11:45 AM	0	13	0	13	1	0	2	3	0	10	0	10	26
Total	0	50	0	50	1	0	3	4	0	42	1	43	97
12:00 PM	0	4	0	4	0	0	2	2	0	8	0	8	14
12:15 PM	0	8	0	8	0	0	0	0	0	10	0	10	18
12:30 PM	0	6	0	6	0	0	1	1	0	11	0	11	18
12:45 PM	1	7	0	8	0	0	0	0	0	11	0	11	19
Total	1	25	0	26	0	0	3	3	0	40	0	40	69
01:00 PM	0	17	0	17	0	0	1	1	0	6	0	6	24
01:15 PM	1	12	0	13	0	0	0	0	0	16	2	18	31
01:30 PM	3	6	0	9	2	0	0	2	0	10	0	10	21
01:45 PM	0	9	0	9	1	0	0	1	0	12	0	12	22
Total	4	44	0	48	3	0	1	4	0	44	2	46	98
02:00 PM	1	10	0	11	0	0	0	0	0	10	2	12	23
02:15 PM	0	6	0	6	0	0	1	1	0	8	0	8	15
02:30 PM	0	10	0	10	0	0	2	2	0	7	0	7	19
02:45 PM	1	9	0	10	1	0	0	1	0	13	0	13	24
Total	2	35	0	37	1	0	3	4	0	38	2	40	81
03:00 PM	0	8	0	8	0	0	0	0	0	16	0	16	24
03:15 PM	0	8	0	8	0	0	0	0	0	9	0	9	17
03:30 PM	0	14	0	14	1	0	0	1	0	7	0	7	22
03:45 PM	0	14	0	14	0	0	0	0	0	8	0	8	22
Total	0	44	0	44	1	0	0	1	0	40	0	40	85
04:00 PM	1	6	0	7	1	0	0	1	0	13	0	13	21
04:15 PM	0	9	0	9	0	0	0	0	0	8	0	8	17
04:30 PM	1	7	0	8	0	0	1	1	0	6	0	6	15
04:45 PM	0	6	0	6	1	0	0	1	0	12	0	12	19
Total	2	28	0	30	2	0	1	3	0	39	0	39	72
05:00 PM	0	8	0	8	0	0	0	0	0	5	0	5	13
05:15 PM	0	3	0	3	0	0	0	0	0	5	0	5	8
05:30 PM	0	5	0	5	0	0	0	0	0	5	0	5	10
05:45 PM	0	5	0	5	0	0	0	0	0	2	0	2	7
Total	0	21	0	21	0	0	0	0	0	17	0	17	38

Intersection Turning Movement Count

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

File Name : OldUS41&Mediterra
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
06:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
06:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	3
06:45 PM	0	4	0	4	0	0	0	0	0	4	0	4	8
Total	0	12	0	12	0	0	0	0	0	6	0	6	18
Grand Total	21	409	0	430	12	0	12	24	0	426	12	438	892
Apprch %	4.9	95.1	0		50	0	50		0	97.3	2.7		
Total %	2.4	45.9	0	48.2	1.3	0	1.3	2.7	0	47.8	1.3	49.1	

Start Time	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	1	9	0	10	0	0	0	0	0	10	0	10	20
08:15 AM	1	13	0	14	0	0	0	0	0	13	0	13	27
08:30 AM	1	4	0	5	0	0	0	0	0	16	1	17	22
08:45 AM	1	8	0	9	0	0	0	0	0	19	1	20	29
Total Volume	4	34	0	38	0	0	0	0	0	58	2	60	98
% App. Total	10.5	89.5	0		0	0	0		0	96.7	3.3		
PHF	1.00	.654	.000	.679	.000	.000	.000	.000	.000	.763	.500	.750	.845

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	10:00 AM				11:15 AM				08:00 AM			
+0 mins.	1	12	0	13	0	0	1	1	0	10	0	10
+15 mins.	1	8	0	9	0	0	0	0	0	13	0	13
+30 mins.	0	16	0	16	1	0	2	3	0	16	1	17
+45 mins.	1	12	0	13	0	0	2	2	0	19	1	20
Total Volume	3	48	0	51	1	0	5	6	0	58	2	60
% App. Total	5.9	94.1	0		16.7	0	83.3		0	96.7	3.3	
PHF	.750	.750	.000	.797	.250	.000	.625	.500	.000	.763	.500	.750

Intersection Turning Movement Count

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

File Name : OldUS41&Mediterra
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- UTurns

Start Time	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
*** BREAK ***														
07:30 AM	1	0	0	1	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	1
*** BREAK ***														
09:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***														
09:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	2
Total	1	0	0	1	2	0	0	2	0	0	0	0	0	3
*** BREAK ***														
11:30 AM	1	0	0	1	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	1
*** BREAK ***														
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	2
Total	1	0	0	1	2	0	0	2	0	0	0	0	0	3
*** BREAK ***														
02:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***														
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***														
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***														
Grand Total	4	0	0	4	6	0	0	6	0	0	0	0	0	10
Apprch %	100	0	0		100	0	0		0	0	0			
Total %	40	0	0	40	60	0	0	60	0	0	0	0	0	

Start Time	OLD US 41 Southbound				MEDITERRA DRIVE Westbound				OLD US 41 Northbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 09:00 AM														
09:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	2
Total Volume	1	0	0	1	2	0	0	2	0	0	0	0	0	3
% App. Total	100	0	0		100	0	0		0	0	0			
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.000	.375

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

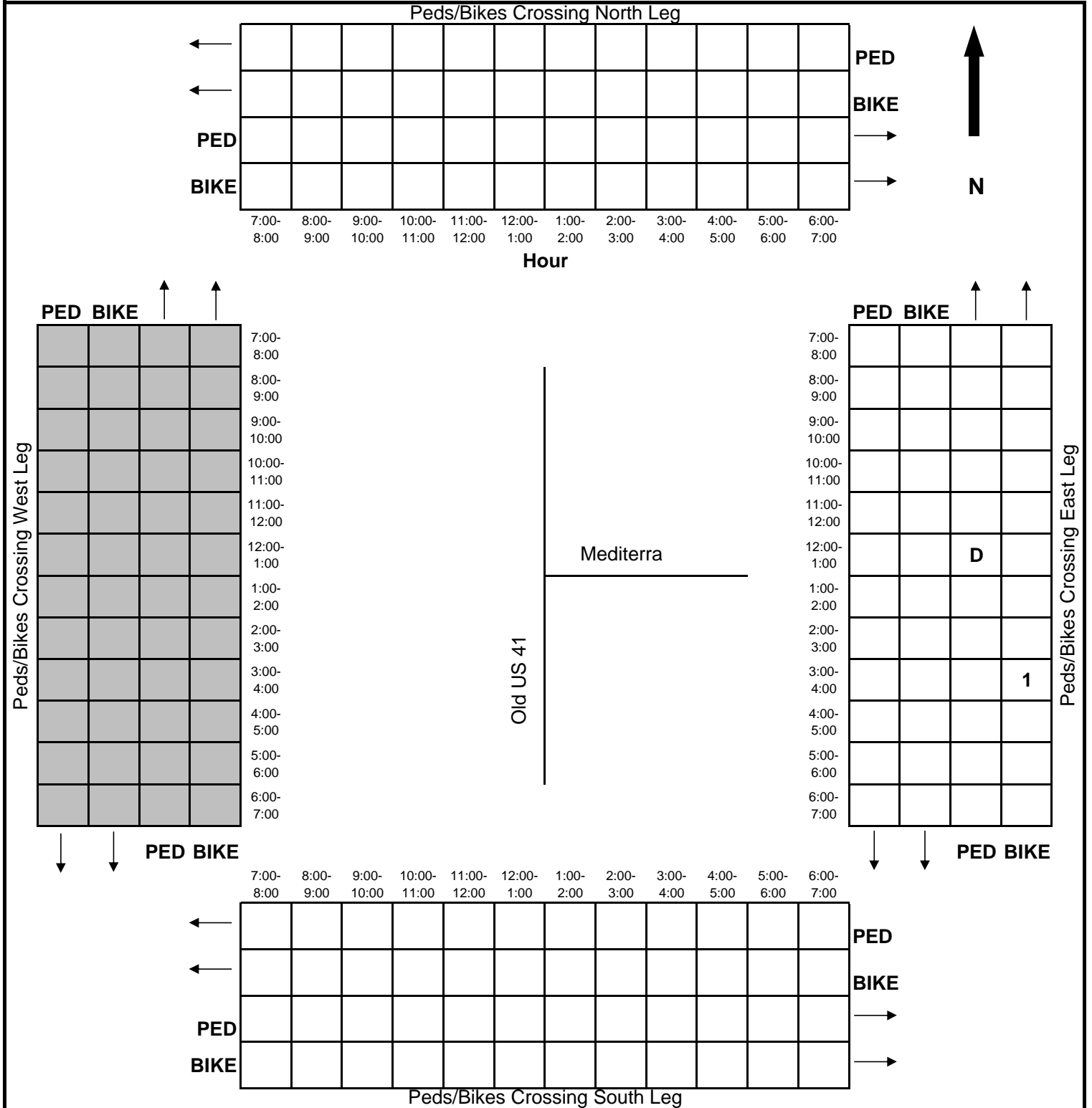
	07:00 AM				09:00 AM				07:00 AM			
+0 mins.	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	1	0	0	1	2	0	0	2	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0	
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 4/11/2019
 Count Times: 7am - 7pm
 Intersection: Old US 41 at Meditterra Drive
 Comments: _____

Day: Thursday
 Weather: Clear

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



Intersection Turning Movement Count

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

File Name : OldUS41&RailHead
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	36	144	0	180	7	0	11	18	0	50	22	72	270
07:15 AM	41	149	0	190	14	0	22	36	0	62	20	82	308
07:30 AM	29	159	0	188	11	0	14	25	0	73	14	87	300
07:45 AM	30	164	0	194	16	0	11	27	0	98	25	123	344
Total	136	616	0	752	48	0	58	106	0	283	81	364	1222
08:00 AM	34	152	0	186	12	0	21	33	0	88	17	105	324
08:15 AM	27	144	0	171	23	0	31	54	0	99	16	115	340
08:30 AM	25	163	0	188	17	0	24	41	0	117	10	127	356
08:45 AM	19	175	0	194	12	0	20	32	0	108	20	128	354
Total	105	634	0	739	64	0	96	160	0	412	63	475	1374
09:00 AM	18	153	0	171	15	0	13	28	0	96	14	110	309
09:15 AM	16	150	0	166	14	0	16	30	0	94	19	113	309
09:30 AM	17	150	0	167	12	0	19	31	0	98	15	113	311
09:45 AM	23	171	0	194	13	0	17	30	0	97	12	109	333
Total	74	624	0	698	54	0	65	119	0	385	60	445	1262
10:00 AM	20	148	0	168	12	0	19	31	0	102	13	115	314
10:15 AM	26	127	0	153	10	0	20	30	0	114	10	124	307
10:30 AM	20	145	0	165	7	0	19	26	0	125	9	134	325
10:45 AM	19	164	0	183	15	0	19	34	0	117	10	127	344
Total	85	584	0	669	44	0	77	121	0	458	42	500	1290
11:00 AM	16	160	0	176	9	0	15	24	0	112	14	126	326
11:15 AM	17	114	0	131	19	0	31	50	0	115	15	130	311
11:30 AM	22	152	0	174	15	0	27	42	0	137	11	148	364
11:45 AM	25	129	0	154	16	0	26	42	0	131	21	152	348
Total	80	555	0	635	59	0	99	158	0	495	61	556	1349
12:00 PM	23	141	0	164	21	0	21	42	0	142	23	165	371
12:15 PM	23	144	0	167	20	0	20	40	0	131	18	149	356
12:30 PM	21	133	0	154	16	0	21	37	0	147	20	167	358
12:45 PM	19	134	0	153	19	0	22	41	0	151	25	176	370
Total	86	552	0	638	76	0	84	160	0	571	86	657	1455
01:00 PM	21	121	0	142	10	0	26	36	0	128	24	152	330
01:15 PM	18	145	0	163	15	0	14	29	0	159	17	176	368
01:30 PM	16	128	0	144	18	0	20	38	0	163	12	175	357
01:45 PM	18	152	0	170	10	0	13	23	0	154	15	169	362
Total	73	546	0	619	53	0	73	126	0	604	68	672	1417
02:00 PM	11	111	0	122	10	0	17	27	0	154	25	179	328
02:15 PM	21	123	0	144	14	0	20	34	0	138	14	152	330
02:30 PM	23	118	0	141	15	0	24	39	0	136	9	145	325
02:45 PM	21	155	0	176	12	0	20	32	0	159	12	171	379
Total	76	507	0	583	51	0	81	132	0	587	60	647	1362
03:00 PM	15	122	0	137	9	0	36	45	0	194	17	211	393
03:15 PM	15	121	0	136	21	0	26	47	0	217	18	235	418
03:30 PM	13	120	0	133	31	0	61	92	0	166	13	179	404
03:45 PM	13	117	0	130	14	0	32	46	0	187	14	201	377
Total	56	480	0	536	75	0	155	230	0	764	62	826	1592
04:00 PM	11	115	0	126	14	0	63	77	0	217	6	223	426
04:15 PM	20	110	0	130	20	0	43	63	0	212	21	233	426
04:30 PM	5	114	0	119	25	0	45	70	0	215	6	221	410
04:45 PM	9	132	0	141	18	0	34	52	0	191	8	199	392
Total	45	471	0	516	77	0	185	262	0	835	41	876	1654
05:00 PM	6	123	0	129	24	0	27	51	0	217	12	229	409
05:15 PM	10	127	0	137	11	0	29	40	0	195	3	198	375
05:30 PM	5	109	0	114	9	0	22	31	0	189	4	193	338
05:45 PM	6	82	0	88	4	0	12	16	0	165	1	166	270
Total	27	441	0	468	48	0	90	138	0	766	20	786	1392

Intersection Turning Movement Count

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

File Name : OldUS41&RailHead
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	34	135	0	169	5	0	11	16	0	47	21	68	253
07:15 AM	38	139	0	177	11	0	20	31	0	53	19	72	280
07:30 AM	26	152	0	178	8	0	13	21	0	65	13	78	277
07:45 AM	30	155	0	185	14	0	8	22	0	92	24	116	323
Total	128	581	0	709	38	0	52	90	0	257	77	334	1133
08:00 AM	33	148	0	181	9	0	14	23	0	84	16	100	304
08:15 AM	25	131	0	156	15	0	24	39	0	95	14	109	304
08:30 AM	23	159	0	182	17	0	15	32	0	109	10	119	333
08:45 AM	17	167	0	184	11	0	10	21	0	98	19	117	322
Total	98	605	0	703	52	0	63	115	0	386	59	445	1263
09:00 AM	16	149	0	165	12	0	7	19	0	90	14	104	288
09:15 AM	14	141	0	155	13	0	14	27	0	92	18	110	292
09:30 AM	15	141	0	156	12	0	18	30	0	93	12	105	291
09:45 AM	21	165	0	186	10	0	15	25	0	92	11	103	314
Total	66	596	0	662	47	0	54	101	0	367	55	422	1185
10:00 AM	18	137	0	155	12	0	13	25	0	96	12	108	288
10:15 AM	24	118	0	142	10	0	19	29	0	107	8	115	286
10:30 AM	16	130	0	146	7	0	18	25	0	116	8	124	295
10:45 AM	18	149	0	167	11	0	16	27	0	111	10	121	315
Total	76	534	0	610	40	0	66	106	0	430	38	468	1184
11:00 AM	15	152	0	167	8	0	13	21	0	108	13	121	309
11:15 AM	16	104	0	120	16	0	26	42	0	105	13	118	280
11:30 AM	17	140	0	157	15	0	23	38	0	125	8	133	328
11:45 AM	24	119	0	143	12	0	26	38	0	123	21	144	325
Total	72	515	0	587	51	0	88	139	0	461	55	516	1242
12:00 PM	19	136	0	155	17	0	19	36	0	135	22	157	348
12:15 PM	21	137	0	158	19	0	18	37	0	123	16	139	334
12:30 PM	19	130	0	149	14	0	20	34	0	141	17	158	341
12:45 PM	18	128	0	146	18	0	19	37	0	145	25	170	353
Total	77	531	0	608	68	0	76	144	0	544	80	624	1376
01:00 PM	20	106	0	126	10	0	25	35	0	124	21	145	306
01:15 PM	16	137	0	153	13	0	11	24	0	141	17	158	335
01:30 PM	15	122	0	137	16	0	19	35	0	154	11	165	337
01:45 PM	17	143	0	160	10	0	13	23	0	142	13	155	338
Total	68	508	0	576	49	0	68	117	0	561	62	623	1316
02:00 PM	11	101	0	112	10	0	16	26	0	144	22	166	304
02:15 PM	19	118	0	137	12	0	19	31	0	132	13	145	313
02:30 PM	20	108	0	128	14	0	21	35	0	129	7	136	299
02:45 PM	20	148	0	168	12	0	18	30	0	147	10	157	355
Total	70	475	0	545	48	0	74	122	0	552	52	604	1271
03:00 PM	12	118	0	130	9	0	33	42	0	180	14	194	366
03:15 PM	12	117	0	129	17	0	24	41	0	209	15	224	394
03:30 PM	12	107	0	119	31	0	59	90	0	160	10	170	379
03:45 PM	12	109	0	121	12	0	30	42	0	181	12	193	356
Total	48	451	0	499	69	0	146	215	0	730	51	781	1495
04:00 PM	10	111	0	121	14	0	61	75	0	208	6	214	410
04:15 PM	16	105	0	121	18	0	41	59	0	205	14	219	399
04:30 PM	4	112	0	116	25	0	44	69	0	209	5	214	399
04:45 PM	9	124	0	133	17	0	34	51	0	182	8	190	374
Total	39	452	0	491	74	0	180	254	0	804	33	837	1582
05:00 PM	4	117	0	121	24	0	27	51	0	210	11	221	393
05:15 PM	9	125	0	134	11	0	28	39	0	192	2	194	367
05:30 PM	5	106	0	111	9	0	20	29	0	184	3	187	327
05:45 PM	6	79	0	85	4	0	12	16	0	160	1	161	262
Total	24	427	0	451	48	0	87	135	0	746	17	763	1349

Intersection Turning Movement Count

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

File Name : OldUS41&RailHead
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 PM	6	81	0	87	2	0	6	8	0	147	6	153	248
06:15 PM	1	80	0	81	7	0	6	13	0	135	4	139	233
06:30 PM	3	78	0	81	4	0	8	12	0	132	5	137	230
06:45 PM	2	68	0	70	3	0	7	10	0	101	5	106	186
Total	12	307	0	319	16	0	27	43	0	515	20	535	897
Grand Total	778	5982	0	6760	600	0	981	1581	0	6353	599	6952	15293
Apprch %	11.5	88.5	0		38	0	62		0	91.4	8.6		
Total %	5.1	39.1	0	44.2	3.9	0	6.4	10.3	0	41.5	3.9	45.5	

Start Time	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	10	111	0	121	14	0	61	75	0	208	6	214	410
04:15 PM	16	105	0	121	18	0	41	59	0	205	14	219	399
04:30 PM	4	112	0	116	25	0	44	69	0	209	5	214	399
04:45 PM	9	124	0	133	17	0	34	51	0	182	8	190	374
Total Volume	39	452	0	491	74	0	180	254	0	804	33	837	1582
% App. Total	7.9	92.1	0		29.1	0	70.9		0	96.1	3.9		
PHF	.609	.911	.000	.923	.740	.000	.738	.847	.000	.962	.589	.955	.965

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				03:30 PM				04:15 PM			
+0 mins.	38	139	0	177	31	0	59	90	0	205	14	219
+15 mins.	26	152	0	178	12	0	30	42	0	209	5	214
+30 mins.	30	155	0	185	14	0	61	75	0	182	8	190
+45 mins.	33	148	0	181	18	0	41	59	0	210	11	221
Total Volume	127	594	0	721	75	0	191	266	0	806	38	844
% App. Total	17.6	82.4	0		28.2	0	71.8		0	95.5	4.5	
PHF	.836	.958	.000	.974	.605	.000	.783	.739	.000	.960	.679	.955

Intersection Turning Movement Count

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

File Name : OldUS41&RailHead
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	9	0	11	2	0	0	2	0	3	1	4	17
07:15 AM	3	10	0	13	3	0	2	5	0	9	1	10	28
07:30 AM	3	7	0	10	3	0	1	4	0	8	1	9	23
07:45 AM	0	9	0	9	2	0	3	5	0	6	1	7	21
Total	8	35	0	43	10	0	6	16	0	26	4	30	89
08:00 AM	1	4	0	5	3	0	7	10	0	4	1	5	20
08:15 AM	2	13	0	15	8	0	7	15	0	4	2	6	36
08:30 AM	2	4	0	6	0	0	9	9	0	8	0	8	23
08:45 AM	2	8	0	10	1	0	10	11	0	10	1	11	32
Total	7	29	0	36	12	0	33	45	0	26	4	30	111
09:00 AM	2	4	0	6	3	0	6	9	0	6	0	6	21
09:15 AM	2	9	0	11	1	0	2	3	0	2	1	3	17
09:30 AM	2	9	0	11	0	0	1	1	0	5	3	8	20
09:45 AM	2	6	0	8	3	0	2	5	0	5	1	6	19
Total	8	28	0	36	7	0	11	18	0	18	5	23	77
10:00 AM	2	11	0	13	0	0	6	6	0	6	1	7	26
10:15 AM	2	9	0	11	0	0	1	1	0	7	2	9	21
10:30 AM	4	15	0	19	0	0	1	1	0	9	1	10	30
10:45 AM	0	15	0	15	4	0	3	7	0	6	0	6	28
Total	8	50	0	58	4	0	11	15	0	28	4	32	105
11:00 AM	1	8	0	9	1	0	2	3	0	4	1	5	17
11:15 AM	1	10	0	11	3	0	5	8	0	10	2	12	31
11:30 AM	5	12	0	17	0	0	4	4	0	12	3	15	36
11:45 AM	1	10	0	11	4	0	0	4	0	8	0	8	23
Total	8	40	0	48	8	0	11	19	0	34	6	40	107
12:00 PM	4	5	0	9	4	0	2	6	0	7	1	8	23
12:15 PM	2	7	0	9	1	0	2	3	0	8	2	10	22
12:30 PM	2	3	0	5	2	0	1	3	0	6	3	9	17
12:45 PM	1	6	0	7	1	0	3	4	0	6	0	6	17
Total	9	21	0	30	8	0	8	16	0	27	6	33	79
01:00 PM	1	15	0	16	0	0	1	1	0	4	3	7	24
01:15 PM	2	8	0	10	2	0	3	5	0	18	0	18	33
01:30 PM	1	6	0	7	2	0	1	3	0	9	1	10	20
01:45 PM	1	9	0	10	0	0	0	0	0	12	2	14	24
Total	5	38	0	43	4	0	5	9	0	43	6	49	101
02:00 PM	0	10	0	10	0	0	1	1	0	10	3	13	24
02:15 PM	2	5	0	7	2	0	1	3	0	6	1	7	17
02:30 PM	3	10	0	13	0	0	3	3	0	7	2	9	25
02:45 PM	1	7	0	8	0	0	2	2	0	12	2	14	24
Total	6	32	0	38	2	0	7	9	0	35	8	43	90
03:00 PM	3	4	0	7	0	0	3	3	0	14	3	17	27
03:15 PM	3	4	0	7	4	0	2	6	0	8	3	11	24
03:30 PM	1	13	0	14	0	0	2	2	0	6	3	9	25
03:45 PM	1	8	0	9	2	0	2	4	0	6	2	8	21
Total	8	29	0	37	6	0	9	15	0	34	11	45	97
04:00 PM	1	4	0	5	0	0	2	2	0	9	0	9	16
04:15 PM	3	5	0	8	2	0	2	4	0	7	7	14	26
04:30 PM	1	2	0	3	0	0	1	1	0	6	1	7	11
04:45 PM	0	8	0	8	1	0	0	1	0	9	0	9	18
Total	5	19	0	24	3	0	5	8	0	31	8	39	71
05:00 PM	2	6	0	8	0	0	0	0	0	7	1	8	16
05:15 PM	1	2	0	3	0	0	1	1	0	3	1	4	8
05:30 PM	0	3	0	3	0	0	2	2	0	5	1	6	11
05:45 PM	0	3	0	3	0	0	0	0	0	5	0	5	8
Total	3	14	0	17	0	0	3	3	0	20	3	23	43

Intersection Turning Movement Count

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

File Name : OldUS41&RailHead
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Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 PM	2	1	0	3	0	0	0	0	0	1	0	1	4
06:15 PM	1	1	0	2	0	0	0	0	0	2	0	2	4
06:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	3
06:45 PM	2	1	0	3	0	0	0	0	0	4	2	6	9
Total	5	6	0	11	0	0	0	0	0	7	2	9	20
Grand Total	80	341	0	421	64	0	109	173	0	329	67	396	990
Apprch %	19	81	0		37	0	63		0	83.1	16.9		
Total %	8.1	34.4	0	42.5	6.5	0	11	17.5	0	33.2	6.8	40	

Start Time	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	1	10	0	11	3	0	5	8	0	10	2	12	31
11:30 AM	5	12	0	17	0	0	4	4	0	12	3	15	36
11:45 AM	1	10	0	11	4	0	0	4	0	8	0	8	23
12:00 PM	4	5	0	9	4	0	2	6	0	7	1	8	23
Total Volume	11	37	0	48	11	0	11	22	0	37	6	43	113
% App. Total	22.9	77.1	0		50	0	50		0	86	14		
PHF	.550	.771	.000	.706	.688	.000	.550	.688	.000	.771	.500	.717	.785

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	10:00 AM				08:00 AM				01:15 PM			
+0 mins.	2	11	0	13	3	0	7	10	0	18	0	18
+15 mins.	2	9	0	11	8	0	7	15	0	9	1	10
+30 mins.	4	15	0	19	0	0	9	9	0	12	2	14
+45 mins.	0	15	0	15	1	0	10	11	0	10	3	13
Total Volume	8	50	0	58	12	0	33	45	0	49	6	55
% App. Total	13.8	86.2	0		26.7	0	73.3		0	89.1	10.9	
PHF	.500	.833	.000	.763	.375	.000	.825	.750	.000	.681	.500	.764

Intersection Turning Movement Count

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

File Name : OldUS41&RailHead
 Site Code : 18035
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Groups Printed- UTurns

Start Time	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
*** BREAK ***														
10:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***														
02:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***														
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***														
04:15 PM	1	0	0	1	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	1
*** BREAK ***														
Grand Total	2	0	0	2	1	0	0	1	0	0	0	0	0	3
Apprch %	100	0	0		100	0	0		0	0	0			
Total %	66.7	0	0	66.7	33.3	0	0	33.3	0	0	0	0	0	

Start Time	OLD US 41 Southbound				RAIL HEAD BOULEVARD Westbound				OLD US 41 Northbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 10:00 AM														
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	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
10:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0			
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	10:00 AM				01:45 PM				07:00 AM				
+0 mins.	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	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0
Total Volume	1	0	0	1	1	0	0	1	0	0	0	0	0
% App. Total	100	0	0		100	0	0		0	0	0		
PHF	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.000

Intersection Turning Movement Count

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

File Name : OldUS41&SunCentury
 Site Code : 18035
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	132	2	148	4	0	3	7	0	60	8	68	2	0	7	9	232
07:15 AM	11	146	1	158	2	0	1	3	1	75	10	86	5	0	4	9	256
07:30 AM	12	148	0	160	9	0	12	21	0	73	7	80	3	0	9	12	273
07:45 AM	8	175	1	184	11	0	15	26	0	109	14	123	3	0	5	8	341
Total	45	601	4	650	26	0	31	57	1	317	39	357	13	0	25	38	1102
08:00 AM	12	153	0	165	9	0	7	16	1	105	11	117	2	0	6	8	306
08:15 AM	8	156	1	165	8	0	5	13	1	114	7	122	0	0	11	11	311
08:30 AM	9	165	2	176	4	0	6	10	2	117	5	124	6	0	10	16	326
08:45 AM	10	175	5	190	6	0	5	11	2	120	6	128	1	0	14	15	344
Total	39	649	8	696	27	0	23	50	6	456	29	491	9	0	41	50	1287
09:00 AM	9	161	2	172	9	0	11	20	1	99	7	107	2	0	6	8	307
09:15 AM	3	152	6	161	6	0	5	11	3	102	3	108	3	0	10	13	293
09:30 AM	7	162	0	169	8	0	8	16	2	102	10	114	5	0	8	13	312
09:45 AM	5	175	4	184	7	0	3	10	1	96	3	100	5	0	12	17	311
Total	24	650	12	686	30	0	27	57	7	399	23	429	15	0	36	51	1223
10:00 AM	5	152	0	157	3	0	2	5	3	111	8	122	2	0	12	14	298
10:15 AM	2	136	1	139	1	0	4	5	3	111	5	119	3	0	6	9	272
10:30 AM	8	145	3	156	5	0	2	7	1	123	3	127	6	0	7	13	303
10:45 AM	9	163	6	178	6	0	3	9	5	119	4	128	6	0	7	13	328
Total	24	596	10	630	15	0	11	26	12	464	20	496	17	0	32	49	1201
11:00 AM	8	156	3	167	8	0	6	14	1	115	3	119	5	0	8	13	313
11:15 AM	4	136	0	140	5	0	6	11	2	116	9	127	5	0	10	15	293
11:30 AM	9	154	3	166	7	0	10	17	8	147	6	161	5	1	13	19	363
11:45 AM	3	135	4	142	6	1	9	16	1	134	5	140	5	0	6	11	309
Total	24	581	10	615	26	1	31	58	12	512	23	547	20	1	37	58	1278
12:00 PM	5	152	2	159	7	0	7	14	5	143	6	154	8	0	6	14	341
12:15 PM	7	157	2	166	7	0	6	13	8	142	6	156	3	0	10	13	348
12:30 PM	5	136	1	142	3	0	10	13	1	150	8	159	2	0	9	11	325
12:45 PM	4	143	2	149	9	0	11	20	3	153	3	159	3	0	5	8	336
Total	21	588	7	616	26	0	34	60	17	588	23	628	16	0	30	46	1350
01:00 PM	6	122	1	129	4	0	5	9	2	142	8	152	4	0	11	15	305
01:15 PM	8	146	4	158	6	0	4	10	0	177	4	181	3	0	5	8	357
01:30 PM	8	134	4	146	6	0	5	11	1	158	12	171	3	0	9	12	340
01:45 PM	8	154	1	163	4	0	5	9	4	153	4	161	3	0	7	10	343
Total	30	556	10	596	20	0	19	39	7	630	28	665	13	0	32	45	1345
02:00 PM	3	117	2	122	5	0	7	12	0	163	5	168	6	0	13	19	321
02:15 PM	4	130	2	136	5	0	3	8	7	141	5	153	5	0	9	14	311
02:30 PM	4	124	2	130	3	0	8	11	6	139	3	148	4	0	8	12	301
02:45 PM	6	156	2	164	5	0	7	12	4	155	3	162	2	1	4	7	345
Total	17	527	8	552	18	0	25	43	17	598	16	631	17	1	34	52	1278
03:00 PM	2	121	3	126	5	0	11	16	5	198	7	210	3	0	1	4	356
03:15 PM	5	116	7	128	1	0	7	8	6	211	4	221	7	0	7	14	371
03:30 PM	3	153	1	157	3	0	7	10	8	167	14	189	4	0	7	11	367
03:45 PM	9	122	2	133	3	0	10	13	6	187	7	200	2	0	12	14	360
Total	19	512	13	544	12	0	35	47	25	763	32	820	16	0	27	43	1454
04:00 PM	1	124	2	127	11	0	9	20	5	227	4	236	1	0	4	5	388
04:15 PM	5	122	3	130	5	0	15	20	4	203	10	217	1	0	10	11	378
04:30 PM	0	136	3	139	12	0	5	17	1	218	5	224	3	0	5	8	388
04:45 PM	2	137	2	141	5	0	8	13	9	174	3	186	1	0	8	9	349
Total	8	519	10	537	33	0	37	70	19	822	22	863	6	0	27	33	1503
05:00 PM	6	143	2	151	5	0	6	11	8	211	3	222	1	0	8	9	393
05:15 PM	7	132	4	143	3	0	8	11	10	177	0	187	3	0	8	11	352
05:30 PM	1	115	1	117	9	0	10	19	5	181	3	189	4	0	7	11	336
05:45 PM	0	82	2	84	2	0	2	4	3	160	3	166	4	0	6	10	264
Total	14	472	9	495	19	0	26	45	26	729	9	764	12	0	29	41	1345

Intersection Turning Movement Count

City/County: Naples/Collier
 Weather: Clear
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File Name : OldUS41&SunCentury
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Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	123	2	138	2	0	2	4	0	56	7	63	2	0	7	9	214
07:15 AM	10	134	1	145	1	0	1	2	1	68	10	79	5	0	4	9	235
07:30 AM	10	141	0	151	8	0	10	18	0	63	7	70	3	0	9	12	251
07:45 AM	7	166	1	174	8	0	12	20	0	106	13	119	2	0	5	7	320
Total	40	564	4	608	19	0	25	44	1	293	37	331	12	0	25	37	1020
08:00 AM	11	145	0	156	7	0	7	14	1	101	11	113	2	0	6	8	291
08:15 AM	6	139	1	146	8	0	4	12	1	108	7	116	0	0	11	11	285
08:30 AM	8	162	2	172	4	0	6	10	2	114	5	121	5	0	10	15	318
08:45 AM	8	168	5	181	4	0	3	7	2	110	6	118	1	0	14	15	321
Total	33	614	8	655	23	0	20	43	6	433	29	468	8	0	41	49	1215
09:00 AM	9	153	2	164	8	0	10	18	1	94	6	101	2	0	6	8	291
09:15 AM	3	144	6	153	5	0	5	10	3	101	3	107	3	0	10	13	283
09:30 AM	6	153	0	159	7	0	8	15	2	96	10	108	5	0	8	13	295
09:45 AM	5	166	4	175	6	0	3	9	1	92	3	96	5	0	12	17	297
Total	23	616	12	651	26	0	26	52	7	383	22	412	15	0	36	51	1166
10:00 AM	4	142	0	146	3	0	2	5	3	105	7	115	1	0	12	13	279
10:15 AM	2	127	1	130	1	0	4	5	3	102	4	109	3	0	5	8	252
10:30 AM	7	133	3	143	5	0	2	7	1	113	3	117	6	0	7	13	280
10:45 AM	9	145	6	160	6	0	2	8	5	113	3	121	6	0	6	12	301
Total	22	547	10	579	15	0	10	25	12	433	17	462	16	0	30	46	1112
11:00 AM	6	153	3	162	8	0	6	14	1	110	2	113	5	0	8	13	302
11:15 AM	2	126	0	128	3	0	4	7	2	107	7	116	5	0	10	15	266
11:30 AM	6	145	3	154	6	0	8	14	8	137	6	151	5	1	13	19	338
11:45 AM	3	122	4	129	4	1	9	14	1	129	5	135	5	0	6	11	289
Total	17	546	10	573	21	1	27	49	12	483	20	515	20	1	37	58	1195
12:00 PM	3	146	2	151	5	0	7	12	5	138	5	148	7	0	6	13	324
12:15 PM	7	151	2	160	5	0	6	11	8	134	6	148	3	0	10	13	332
12:30 PM	5	134	1	140	3	0	7	10	1	144	6	151	2	0	9	11	312
12:45 PM	3	135	2	140	8	0	10	18	3	148	3	154	3	0	5	8	320
Total	18	566	7	591	21	0	30	51	17	564	20	601	15	0	30	45	1288
01:00 PM	6	108	1	115	3	0	5	8	2	132	7	141	4	0	10	14	278
01:15 PM	7	138	4	149	6	0	3	9	0	164	4	168	3	0	5	8	334
01:30 PM	6	130	4	140	5	0	3	8	1	150	12	163	3	0	9	12	323
01:45 PM	6	148	1	155	4	0	5	9	4	142	3	149	3	0	7	10	323
Total	25	524	10	559	18	0	16	34	7	588	26	621	13	0	31	44	1258
02:00 PM	3	109	2	114	5	0	6	11	0	150	5	155	6	0	13	19	299
02:15 PM	4	124	2	130	5	0	3	8	6	136	5	147	5	0	8	13	298
02:30 PM	4	115	2	121	2	0	8	10	6	130	3	139	3	0	8	11	281
02:45 PM	6	150	2	158	5	0	7	12	4	143	3	150	1	1	4	6	326
Total	17	498	8	523	17	0	24	41	16	559	16	591	15	1	33	49	1204
03:00 PM	2	118	3	123	5	0	11	16	5	181	7	193	3	0	1	4	336
03:15 PM	4	110	7	121	1	0	7	8	6	204	4	214	6	0	7	13	356
03:30 PM	3	142	1	146	3	0	7	10	8	159	13	180	4	0	6	10	346
03:45 PM	7	115	2	124	3	0	9	12	6	180	6	192	2	0	12	14	342
Total	16	485	13	514	12	0	34	46	25	724	30	779	15	0	26	41	1380
04:00 PM	1	122	2	125	11	0	9	20	5	217	2	224	1	0	4	5	374
04:15 PM	2	121	3	126	5	0	15	20	4	192	10	206	1	0	10	11	363
04:30 PM	0	134	3	137	12	0	4	16	1	211	5	217	3	0	4	7	377
04:45 PM	1	134	2	137	5	0	8	13	9	167	3	179	1	0	7	8	337
Total	4	511	10	525	33	0	36	69	19	787	20	826	6	0	25	31	1451
05:00 PM	5	140	2	147	5	0	6	11	8	208	3	219	1	0	8	9	386
05:15 PM	7	131	4	142	3	0	8	11	10	172	0	182	3	0	8	11	346
05:30 PM	1	111	1	113	9	0	10	19	5	177	3	185	4	0	7	11	328
05:45 PM	0	81	2	83	2	0	2	4	3	157	3	163	4	0	6	10	260
Total	13	463	9	485	19	0	26	45	26	714	9	749	12	0	29	41	1320

Intersection Turning Movement Count

City/County: Naples/Collier
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 Start Date : 4/11/2019
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Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 PM	0	83	1	84	0	0	4	4	8	142	5	155	2	0	5	7	250
06:15 PM	2	81	1	84	6	0	2	8	4	138	2	144	1	0	5	6	242
06:30 PM	1	85	1	87	0	0	2	2	8	132	0	140	2	0	8	10	239
06:45 PM	0	67	0	67	1	0	1	2	4	105	1	110	1	0	7	8	187
Total	3	316	3	322	7	0	9	16	24	517	8	549	6	0	25	31	918
Grand Total	231	6250	104	6585	231	1	283	515	172	6478	254	6904	153	2	368	523	14527
Apprch %	3.5	94.9	1.6		44.9	0.2	55		2.5	93.8	3.7		29.3	0.4	70.4		
Total %	1.6	43	0.7	45.3	1.6	0	1.9	3.5	1.2	44.6	1.7	47.5	1.1	0	2.5	3.6	

Start Time	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	2	121	3	126	5	0	15	20	4	192	10	206	1	0	10	11	363
04:30 PM	0	134	3	137	12	0	4	16	1	211	5	217	3	0	4	7	377
04:45 PM	1	134	2	137	5	0	8	13	9	167	3	179	1	0	7	8	337
05:00 PM	5	140	2	147	5	0	6	11	8	208	3	219	1	0	8	9	386
Total Volume	8	529	10	547	27	0	33	60	22	778	21	821	6	0	29	35	1463
% App. Total	1.5	96.7	1.8		45	0	55		2.7	94.8	2.6		17.1	0	82.9		
PHF	.400	.945	.833	.930	.563	.000	.550	.750	.611	.922	.525	.937	.500	.000	.725	.795	.948

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM				04:00 PM				03:45 PM				10:45 AM			
+0 mins.	8	162	2	172	11	0	9	20	6	180	6	192	6	0	6	12
+15 mins.	8	168	5	181	5	0	15	20	5	217	2	224	5	0	8	13
+30 mins.	9	153	2	164	12	0	4	16	4	192	10	206	5	0	10	15
+45 mins.	3	144	6	153	5	0	8	13	1	211	5	217	5	1	13	19
Total Volume	28	627	15	670	33	0	36	69	16	800	23	839	21	1	37	59
% App. Total	4.2	93.6	2.2		47.8	0	52.2		1.9	95.4	2.7		35.6	1.7	62.7	
PHF	.778	.933	.625	.925	.688	.000	.600	.863	.667	.922	.575	.936	.875	.250	.712	.776

Intersection Turning Movement Count

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

File Name : OldUS41&SunCentury
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	9	0	10	2	0	1	3	0	4	1	5	0	0	0	0	18
07:15 AM	1	12	0	13	1	0	0	1	0	7	0	7	0	0	0	0	21
07:30 AM	2	7	0	9	1	0	2	3	0	10	0	10	0	0	0	0	22
07:45 AM	1	9	0	10	3	0	3	6	0	3	1	4	1	0	0	1	21
Total	5	37	0	42	7	0	6	13	0	24	2	26	1	0	0	1	82
08:00 AM	1	8	0	9	2	0	0	2	0	4	0	4	0	0	0	0	15
08:15 AM	1	17	0	18	0	0	1	1	0	6	0	6	0	0	0	0	25
08:30 AM	1	3	0	4	0	0	0	0	0	3	0	3	1	0	0	1	8
08:45 AM	2	7	0	9	2	0	2	4	0	10	0	10	0	0	0	0	23
Total	5	35	0	40	4	0	3	7	0	23	0	23	1	0	0	1	71
09:00 AM	0	8	0	8	1	0	1	2	0	5	1	6	0	0	0	0	16
09:15 AM	0	8	0	8	1	0	0	1	0	1	0	1	0	0	0	0	10
09:30 AM	1	9	0	10	1	0	0	1	0	6	0	6	0	0	0	0	17
09:45 AM	0	9	0	9	1	0	0	1	0	4	0	4	0	0	0	0	14
Total	1	34	0	35	4	0	1	5	0	16	1	17	0	0	0	0	57
10:00 AM	0	10	0	10	0	0	0	0	0	6	1	7	1	0	0	1	18
10:15 AM	0	9	0	9	0	0	0	0	0	9	1	10	0	0	1	1	20
10:30 AM	1	12	0	13	0	0	0	0	0	10	0	10	0	0	0	0	23
10:45 AM	0	18	0	18	0	0	1	1	0	6	1	7	0	0	1	1	27
Total	1	49	0	50	0	0	1	1	0	31	3	34	1	0	2	3	88
11:00 AM	2	3	0	5	0	0	0	0	0	5	1	6	0	0	0	0	11
11:15 AM	2	10	0	12	2	0	2	4	0	9	2	11	0	0	0	0	27
11:30 AM	3	9	0	12	1	0	2	3	0	10	0	10	0	0	0	0	25
11:45 AM	0	13	0	13	2	0	0	2	0	5	0	5	0	0	0	0	20
Total	7	35	0	42	5	0	4	9	0	29	3	32	0	0	0	0	83
12:00 PM	2	6	0	8	2	0	0	2	0	5	1	6	1	0	0	1	17
12:15 PM	0	6	0	6	2	0	0	2	0	8	0	8	0	0	0	0	16
12:30 PM	0	2	0	2	0	0	3	3	0	6	2	8	0	0	0	0	13
12:45 PM	1	8	0	9	1	0	1	2	0	5	0	5	0	0	0	0	16
Total	3	22	0	25	5	0	4	9	0	24	3	27	1	0	0	1	62
01:00 PM	0	14	0	14	1	0	0	1	0	10	1	11	0	0	1	1	27
01:15 PM	1	8	0	9	0	0	1	1	0	13	0	13	0	0	0	0	23
01:30 PM	2	4	0	6	1	0	2	3	0	8	0	8	0	0	0	0	17
01:45 PM	2	6	0	8	0	0	0	0	0	11	1	12	0	0	0	0	20
Total	5	32	0	37	2	0	3	5	0	42	2	44	0	0	1	1	87
02:00 PM	0	8	0	8	0	0	1	1	0	13	0	13	0	0	0	0	22
02:15 PM	0	6	0	6	0	0	0	0	1	5	0	6	0	0	1	1	13
02:30 PM	0	9	0	9	1	0	0	1	0	9	0	9	0	0	0	0	19
02:45 PM	0	6	0	6	0	0	0	0	0	12	0	12	1	0	0	1	19
Total	0	29	0	29	1	0	1	2	1	39	0	40	1	0	1	2	73
03:00 PM	0	3	0	3	0	0	0	0	0	17	0	17	0	0	0	0	20
03:15 PM	1	6	0	7	0	0	0	0	0	7	0	7	1	0	0	1	15
03:30 PM	0	11	0	11	0	0	0	0	0	8	1	9	0	0	1	1	21
03:45 PM	2	7	0	9	0	0	1	1	0	7	1	8	0	0	0	0	18
Total	3	27	0	30	0	0	1	1	0	39	2	41	1	0	1	2	74
04:00 PM	0	2	0	2	0	0	0	0	0	10	2	12	0	0	0	0	14
04:15 PM	3	1	0	4	0	0	0	0	0	11	0	11	0	0	0	0	15
04:30 PM	0	2	0	2	0	0	1	1	0	7	0	7	0	0	1	1	11
04:45 PM	1	3	0	4	0	0	0	0	0	7	0	7	0	0	1	1	12
Total	4	8	0	12	0	0	1	1	0	35	2	37	0	0	2	2	52
05:00 PM	1	3	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
05:15 PM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
05:30 PM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
05:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	1	9	0	10	0	0	0	0	0	15	0	15	0	0	0	0	25

Intersection Turning Movement Count

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

File Name : OldUS41&SunCentury
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
06:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
06:45 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
Grand Total	35	320	0	355	28	0	25	53	1	321	18	340	6	0	7	13	761
Apprch %	9.9	90.1	0		52.8	0	47.2		0.3	94.4	5.3		46.2	0	53.8		
Total %	4.6	42	0	46.6	3.7	0	3.3	7	0.1	42.2	2.4	44.7	0.8	0	0.9	1.7	

Start Time	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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 07:00 AM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	0	18	0	18	0	0	1	1	0	6	1	7	0	0	1	1	27
11:00 AM	2	3	0	5	0	0	0	0	0	5	1	6	0	0	0	0	11
11:15 AM	2	10	0	12	2	0	2	4	0	9	2	11	0	0	0	0	27
11:30 AM	3	9	0	12	1	0	2	3	0	10	0	10	0	0	0	0	25
Total Volume	7	40	0	47	3	0	5	8	0	30	4	34	0	0	1	1	90
% App. Total	14.9	85.1	0		37.5	0	62.5		0	88.2	11.8		0	0	100		
PHF	.583	.556	.000	.653	.375	.000	.625	.500	.000	.750	.500	.773	.000	.000	.250	.250	.833

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	10:00 AM				07:00 AM				01:15 PM				10:00 AM			
+0 mins.	0	10	0	10	2	0	1	3	0	13	0	13	1	0	0	1
+15 mins.	0	9	0	9	1	0	0	1	0	8	0	8	0	0	1	1
+30 mins.	1	12	0	13	1	0	2	3	0	11	1	12	0	0	0	0
+45 mins.	0	18	0	18	3	0	3	6	0	13	0	13	0	0	1	1
Total Volume	1	49	0	50	7	0	6	13	0	45	1	46	1	0	2	3
% App. Total	2	98	0		53.8	0	46.2		0	97.8	2.2		33.3	0	66.7	
PHF	.250	.681	.000	.694	.583	.000	.500	.542	.000	.865	.250	.885	.250	.000	.500	.750

Intersection Turning Movement Count

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

File Name : OldUS41&SunCentury
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- UTurns

Start Time	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
08:15 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 ***																	
10:00 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 ***																	
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	1	0	0	1	1
*** BREAK ***																	
Grand Total	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Apprch %	100	0	0		0	0	0		0	0	0		100	0	0		
Total %	66.7	0	0	66.7	0	0	0	0	0	0	0	0	33.3	0	0	33.3	

Start Time	OLD US 41 Southbound				SUN CENTURY ROAD Westbound				OLD US 41 Northbound				STERLING OAKS 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 07:00 AM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				01:45 PM			
+0 mins.	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	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	1	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		100	0	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

Intersection Pedestrian & Bicycle Count

Date: 4/11/2019

Day: Thursday

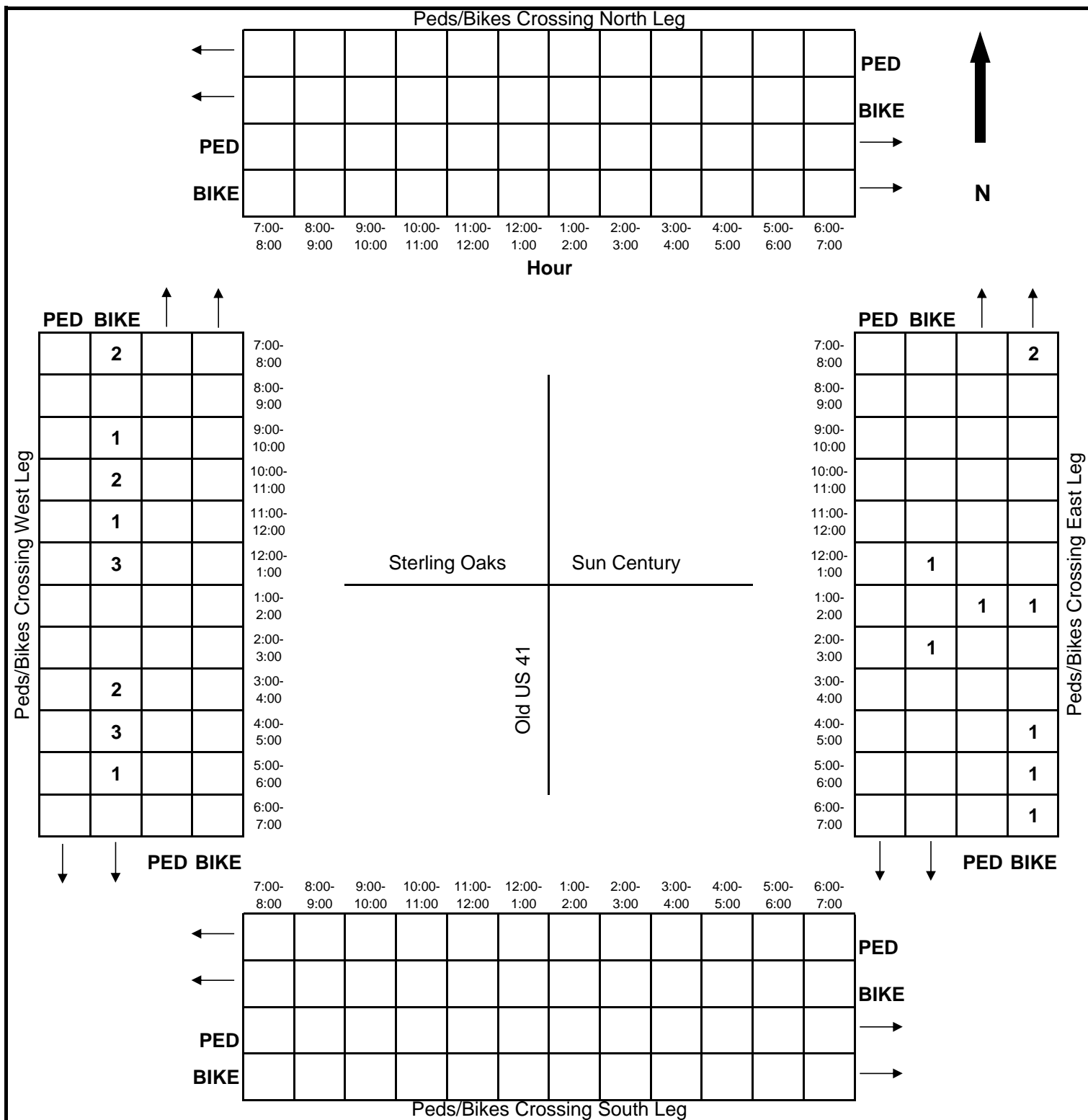
Count Times: 7am - 7pm

Weather: Clear

Intersection: Old US 41 at Sun Century Road/Sterling Oaks Drive

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 : OldUS41&ViaPalacio
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	179	0	179	0	53	0	53	4	0	3	7	239
07:15 AM	0	180	2	182	0	97	0	97	3	0	5	8	287
07:30 AM	0	188	0	188	1	94	0	95	7	0	3	10	293
07:45 AM	0	198	1	199	0	117	0	117	6	0	6	12	328
Total	0	745	3	748	1	361	0	362	20	0	17	37	1147
08:00 AM	0	205	0	205	1	106	0	107	3	0	5	8	320
08:15 AM	0	171	0	171	3	136	0	139	1	0	6	7	317
08:30 AM	0	186	1	187	1	137	0	138	4	0	10	14	339
08:45 AM	0	190	1	191	6	129	0	135	5	0	10	15	341
Total	0	752	2	754	11	508	0	519	13	0	31	44	1317
09:00 AM	0	174	1	175	1	99	0	100	9	0	11	20	295
09:15 AM	0	169	0	169	5	113	0	118	6	0	9	15	302
09:30 AM	0	171	2	173	4	124	0	128	2	0	10	12	313
09:45 AM	0	173	5	178	2	126	0	128	3	0	9	12	318
Total	0	687	8	695	12	462	0	474	20	0	39	59	1228
10:00 AM	0	161	4	165	1	109	0	110	3	0	13	16	291
10:15 AM	0	139	0	139	2	135	0	137	5	0	7	12	288
10:30 AM	0	159	8	167	8	151	0	159	9	0	7	16	342
10:45 AM	0	165	6	171	6	124	0	130	6	0	7	13	314
Total	0	624	18	642	17	519	0	536	23	0	34	57	1235
11:00 AM	0	170	6	176	7	133	0	140	7	0	5	12	328
11:15 AM	0	139	8	147	7	145	0	152	10	0	8	18	317
11:30 AM	0	155	3	158	6	155	0	161	5	0	17	22	341
11:45 AM	0	161	3	164	8	159	0	167	5	0	8	13	344
Total	0	625	20	645	28	592	0	620	27	0	38	65	1330
12:00 PM	0	145	4	149	3	169	0	172	6	0	5	11	332
12:15 PM	0	164	7	171	6	146	0	152	1	0	2	3	326
12:30 PM	0	139	2	141	12	156	0	168	2	0	10	12	321
12:45 PM	0	159	10	169	6	158	0	164	5	0	2	7	340
Total	0	607	23	630	27	629	0	656	14	0	19	33	1319
01:00 PM	0	143	4	147	6	147	0	153	5	0	6	11	311
01:15 PM	0	162	2	164	10	173	0	183	5	0	9	14	361
01:30 PM	0	139	4	143	5	169	0	174	1	0	4	5	322
01:45 PM	0	157	6	163	4	157	0	161	5	0	10	15	339
Total	0	601	16	617	25	646	0	671	16	0	29	45	1333
02:00 PM	0	122	7	129	6	178	0	184	4	0	7	11	324
02:15 PM	0	142	3	145	9	154	0	163	2	0	7	9	317
02:30 PM	0	131	5	136	11	152	0	163	4	0	4	8	307
02:45 PM	0	162	3	165	7	168	0	175	4	0	8	12	352
Total	0	557	18	575	33	652	0	685	14	0	26	40	1300
03:00 PM	0	121	8	129	11	219	0	230	9	0	10	19	378
03:15 PM	0	131	0	131	15	228	0	243	3	0	5	8	382
03:30 PM	0	128	4	132	5	248	0	253	5	0	7	12	397
03:45 PM	0	124	10	134	5	216	0	221	4	0	10	14	369
Total	0	504	22	526	36	911	0	947	21	0	32	53	1526
04:00 PM	0	126	2	128	10	275	0	285	3	0	5	8	421
04:15 PM	0	119	5	124	5	229	0	234	2	0	5	7	365
04:30 PM	0	112	1	113	15	238	0	253	5	0	3	8	374
04:45 PM	0	122	6	128	10	224	0	234	2	0	4	6	368
Total	0	479	14	493	40	966	0	1006	12	0	17	29	1528
05:00 PM	0	112	7	119	8	261	0	269	0	0	4	4	392
05:15 PM	0	133	3	136	19	219	0	238	1	0	6	7	381
05:30 PM	0	113	5	118	3	210	0	213	4	0	5	9	340
05:45 PM	0	92	2	94	2	172	0	174	3	0	2	5	273
Total	0	450	17	467	32	862	0	894	8	0	17	25	1386

Intersection Turning Movement Count

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

File Name : OldUS41&ViaPalacio
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 PM	0	82	1	83	3	167	0	170	1	0	3	4	257
06:15 PM	0	79	4	83	7	129	0	136	7	0	2	9	228
06:30 PM	0	79	2	81	3	130	0	133	1	0	3	4	218
06:45 PM	0	72	2	74	2	117	0	119	5	0	8	13	206
Total	0	312	9	321	15	543	0	558	14	0	16	30	909
Grand Total	0	6943	170	7113	277	7651	0	7928	202	0	315	517	15558
Apprch %	0	97.6	2.4		3.5	96.5	0		39.1	0	60.9		
Total %	0	44.6	1.1	45.7	1.8	49.2	0	51	1.3	0	2	3.3	
Passenger Vehicles	0	6523	168	6691	271	7220	0	7491	195	0	314	509	14691
% Passenger Vehicles	0	94	98.8	94.1	97.8	94.4	0	94.5	96.5	0	99.7	98.5	94.4
Heavy Vehicles	0	420	2	422	0	431	0	431	6	0	1	7	860
% Heavy Vehicles	0	6	1.2	5.9	0	5.6	0	5.4	3	0	0.3	1.4	5.5
UTurns	0	0	0	0	6	0	0	6	1	0	0	1	7
% UTurns	0	0	0	0	2.2	0	0	0.1	0.5	0	0	0.2	0

Start Time	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	0	131	0	131	15	228	0	243	3	0	5	8	382
03:30 PM	0	128	4	132	5	248	0	253	5	0	7	12	397
03:45 PM	0	124	10	134	5	216	0	221	4	0	10	14	369
04:00 PM	0	126	2	128	10	275	0	285	3	0	5	8	421
Total Volume	0	509	16	525	35	967	0	1002	15	0	27	42	1569
% App. Total	0	97	3		3.5	96.5	0		35.7	0	64.3		
PHF	.000	.971	.400	.979	.583	.879	.000	.879	.750	.000	.675	.750	.932
Passenger Vehicles	0	467	15	482	33	930	0	963	15	0	27	42	1487
% Passenger Vehicles	0	91.7	93.8	91.8	94.3	96.2	0	96.1	100	0	100	100	94.8
Heavy Vehicles	0	42	1	43	0	37	0	37	0	0	0	0	80
% Heavy Vehicles	0	8.3	6.3	8.2	0	3.8	0	3.7	0	0	0	0	5.1
UTurns	0	0	0	0	2	0	0	2	0	0	0	0	2
% UTurns	0	0	0	0	5.7	0	0	0.2	0	0	0	0	0.1

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				04:00 PM				10:45 AM			
+0 mins.	0	180	2	182	10	275	0	285	6	0	7	13
+15 mins.	0	188	0	188	5	229	0	234	7	0	5	12
+30 mins.	0	198	1	199	15	238	0	253	10	0	8	18
+45 mins.	0	205	0	205	10	224	0	234	5	0	17	22
Total Volume	0	771	3	774	40	966	0	1006	28	0	37	65
% App. Total	0	99.6	0.4		4	96	0		43.1	0	56.9	
PHF	.000	.940	.375	.944	.667	.878	.000	.882	.700	.000	.544	.739
Passenger Vehicles	0	737	3	740	39	927	0	966	28	0	37	65
% Passenger Vehicles	0	95.6	100	95.6	97.5	96	0	96	100	0	100	100
Heavy Vehicles	0	34	0	34	0	39	0	39	0	0	0	0
% Heavy Vehicles	0	4.4	0	4.4	0	4	0	3.9	0	0	0	0
UTurns	0	0	0	0	1	0	0	1	0	0	0	0
% UTurns	0	0	0	0	2.5	0	0	0.1	0	0	0	0

Intersection Turning Movement Count

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

File Name : OldUS41&ViaPalacio
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	169	0	169	0	50	0	50	4	0	3	7	226
07:15 AM	0	166	2	168	0	81	0	81	3	0	5	8	257
07:30 AM	0	182	0	182	1	82	0	83	7	0	3	10	275
07:45 AM	0	193	1	194	0	108	0	108	6	0	6	12	314
Total	0	710	3	713	1	321	0	322	20	0	17	37	1072
08:00 AM	0	196	0	196	1	95	0	96	3	0	5	8	300
08:15 AM	0	158	0	158	3	124	0	127	1	0	6	7	292
08:30 AM	0	182	1	183	1	120	0	121	4	0	10	14	318
08:45 AM	0	182	1	183	5	108	0	113	5	0	10	15	311
Total	0	718	2	720	10	447	0	457	13	0	31	44	1221
09:00 AM	0	170	1	171	1	91	0	92	9	0	11	20	283
09:15 AM	0	155	0	155	4	107	0	111	5	0	9	14	280
09:30 AM	0	158	2	160	4	117	0	121	2	0	10	12	293
09:45 AM	0	168	5	173	2	120	0	122	3	0	9	12	307
Total	0	651	8	659	11	435	0	446	19	0	39	58	1163
10:00 AM	0	149	3	152	1	98	0	99	3	0	13	16	267
10:15 AM	0	131	0	131	2	128	0	130	5	0	6	11	272
10:30 AM	0	144	8	152	8	139	0	147	8	0	7	15	314
10:45 AM	0	151	6	157	6	118	0	124	6	0	7	13	294
Total	0	575	17	592	17	483	0	500	22	0	33	55	1147
11:00 AM	0	161	6	167	7	125	0	132	7	0	5	12	311
11:15 AM	0	126	8	134	7	133	0	140	10	0	8	18	292
11:30 AM	0	140	3	143	6	142	0	148	5	0	17	22	313
11:45 AM	0	147	3	150	8	149	0	157	5	0	8	13	320
Total	0	574	20	594	28	549	0	577	27	0	38	65	1236
12:00 PM	0	142	4	146	3	161	0	164	6	0	5	11	321
12:15 PM	0	155	7	162	6	136	0	142	1	0	2	3	307
12:30 PM	0	133	2	135	12	146	0	158	1	0	10	11	304
12:45 PM	0	153	10	163	6	148	0	154	4	0	2	6	323
Total	0	583	23	606	27	591	0	618	12	0	19	31	1255
01:00 PM	0	125	4	129	6	141	0	147	5	0	6	11	287
01:15 PM	0	150	2	152	10	155	0	165	5	0	9	14	331
01:30 PM	0	131	4	135	5	159	0	164	1	0	4	5	304
01:45 PM	0	147	6	153	4	144	0	148	5	0	10	15	316
Total	0	553	16	569	25	599	0	624	16	0	29	45	1238
02:00 PM	0	112	7	119	6	166	0	172	4	0	7	11	302
02:15 PM	0	136	3	139	9	147	0	156	2	0	7	9	304
02:30 PM	0	121	5	126	11	145	0	156	4	0	4	8	290
02:45 PM	0	152	3	155	7	156	0	163	3	0	8	11	329
Total	0	521	18	539	33	614	0	647	13	0	26	39	1225
03:00 PM	0	113	8	121	10	204	0	214	8	0	10	18	353
03:15 PM	0	123	0	123	13	219	0	232	3	0	5	8	363
03:30 PM	0	113	4	117	5	241	0	246	5	0	7	12	375
03:45 PM	0	111	9	120	5	208	0	213	4	0	10	14	347
Total	0	460	21	481	33	872	0	905	20	0	32	52	1438
04:00 PM	0	120	2	122	10	262	0	272	3	0	5	8	402
04:15 PM	0	109	5	114	4	221	0	225	2	0	5	7	346
04:30 PM	0	105	1	106	15	232	0	247	4	0	3	7	360
04:45 PM	0	115	6	121	10	212	0	222	2	0	4	6	349
Total	0	449	14	463	39	927	0	966	11	0	17	28	1457
05:00 PM	0	104	7	111	8	256	0	264	0	0	4	4	379
05:15 PM	0	130	3	133	19	214	0	233	1	0	6	7	373
05:30 PM	0	108	5	113	3	205	0	208	4	0	5	9	330
05:45 PM	0	87	2	89	2	170	0	172	3	0	2	5	266
Total	0	429	17	446	32	845	0	877	8	0	17	25	1348

Intersection Turning Movement Count

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

File Name : OldUS41&ViaPalacio
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 PM	0	78	1	79	3	167	0	170	1	0	3	4	253
06:15 PM	0	78	4	82	7	127	0	134	7	0	2	9	225
06:30 PM	0	76	2	78	3	130	0	133	1	0	3	4	215
06:45 PM	0	68	2	70	2	113	0	115	5	0	8	13	198
Total	0	300	9	309	15	537	0	552	14	0	16	30	891
Grand Total	0	6523	168	6691	271	7220	0	7491	195	0	314	509	14691
Apprch %	0	97.5	2.5		3.6	96.4	0		38.3	0	61.7		
Total %	0	44.4	1.1	45.5	1.8	49.1	0	51	1.3	0	2.1	3.5	

Start Time	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	0	123	0	123	13	219	0	232	3	0	5	8	363
03:30 PM	0	113	4	117	5	241	0	246	5	0	7	12	375
03:45 PM	0	111	9	120	5	208	0	213	4	0	10	14	347
04:00 PM	0	120	2	122	10	262	0	272	3	0	5	8	402
Total Volume	0	467	15	482	33	930	0	963	15	0	27	42	1487
% App. Total	0	96.9	3.1		3.4	96.6	0		35.7	0	64.3		
PHF	.000	.949	.417	.980	.635	.887	.000	.885	.750	.000	.675	.750	.925

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				04:00 PM				10:45 AM			
+0 mins.	0	166	2	168	10	262	0	272	6	0	7	13
+15 mins.	0	182	0	182	4	221	0	225	7	0	5	12
+30 mins.	0	193	1	194	15	232	0	247	10	0	8	18
+45 mins.	0	196	0	196	10	212	0	222	5	0	17	22
Total Volume	0	737	3	740	39	927	0	966	28	0	37	65
% App. Total	0	99.6	0.4		4	96	0		43.1	0	56.9	
PHF	.000	.940	.375	.944	.650	.885	.000	.888	.700	.000	.544	.739

Intersection Turning Movement Count

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

File Name : OldUS41&ViaPalacio
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	10	0	10	0	3	0	3	0	0	0	0	13
07:15 AM	0	14	0	14	0	16	0	16	0	0	0	0	30
07:30 AM	0	6	0	6	0	12	0	12	0	0	0	0	18
07:45 AM	0	5	0	5	0	9	0	9	0	0	0	0	14
Total	0	35	0	35	0	40	0	40	0	0	0	0	75
08:00 AM	0	9	0	9	0	11	0	11	0	0	0	0	20
08:15 AM	0	13	0	13	0	12	0	12	0	0	0	0	25
08:30 AM	0	4	0	4	0	17	0	17	0	0	0	0	21
08:45 AM	0	8	0	8	0	21	0	21	0	0	0	0	29
Total	0	34	0	34	0	61	0	61	0	0	0	0	95
09:00 AM	0	4	0	4	0	8	0	8	0	0	0	0	12
09:15 AM	0	14	0	14	0	6	0	6	1	0	0	1	21
09:30 AM	0	13	0	13	0	7	0	7	0	0	0	0	20
09:45 AM	0	5	0	5	0	6	0	6	0	0	0	0	11
Total	0	36	0	36	0	27	0	27	1	0	0	1	64
10:00 AM	0	12	1	13	0	11	0	11	0	0	0	0	24
10:15 AM	0	8	0	8	0	7	0	7	0	0	1	1	16
10:30 AM	0	15	0	15	0	12	0	12	1	0	0	1	28
10:45 AM	0	14	0	14	0	6	0	6	0	0	0	0	20
Total	0	49	1	50	0	36	0	36	1	0	1	2	88
11:00 AM	0	9	0	9	0	8	0	8	0	0	0	0	17
11:15 AM	0	13	0	13	0	12	0	12	0	0	0	0	25
11:30 AM	0	15	0	15	0	13	0	13	0	0	0	0	28
11:45 AM	0	14	0	14	0	10	0	10	0	0	0	0	24
Total	0	51	0	51	0	43	0	43	0	0	0	0	94
12:00 PM	0	3	0	3	0	8	0	8	0	0	0	0	11
12:15 PM	0	9	0	9	0	10	0	10	0	0	0	0	19
12:30 PM	0	6	0	6	0	10	0	10	1	0	0	1	17
12:45 PM	0	6	0	6	0	10	0	10	1	0	0	1	17
Total	0	24	0	24	0	38	0	38	2	0	0	2	64
01:00 PM	0	18	0	18	0	6	0	6	0	0	0	0	24
01:15 PM	0	12	0	12	0	18	0	18	0	0	0	0	30
01:30 PM	0	8	0	8	0	10	0	10	0	0	0	0	18
01:45 PM	0	10	0	10	0	13	0	13	0	0	0	0	23
Total	0	48	0	48	0	47	0	47	0	0	0	0	95
02:00 PM	0	10	0	10	0	12	0	12	0	0	0	0	22
02:15 PM	0	6	0	6	0	7	0	7	0	0	0	0	13
02:30 PM	0	10	0	10	0	7	0	7	0	0	0	0	17
02:45 PM	0	10	0	10	0	12	0	12	1	0	0	1	23
Total	0	36	0	36	0	38	0	38	1	0	0	1	75
03:00 PM	0	8	0	8	0	15	0	15	1	0	0	1	24
03:15 PM	0	8	0	8	0	9	0	9	0	0	0	0	17
03:30 PM	0	15	0	15	0	7	0	7	0	0	0	0	22
03:45 PM	0	13	1	14	0	8	0	8	0	0	0	0	22
Total	0	44	1	45	0	39	0	39	1	0	0	1	85
04:00 PM	0	6	0	6	0	13	0	13	0	0	0	0	19
04:15 PM	0	10	0	10	0	8	0	8	0	0	0	0	18
04:30 PM	0	7	0	7	0	6	0	6	0	0	0	0	13
04:45 PM	0	7	0	7	0	12	0	12	0	0	0	0	19
Total	0	30	0	30	0	39	0	39	0	0	0	0	69
05:00 PM	0	8	0	8	0	5	0	5	0	0	0	0	13
05:15 PM	0	3	0	3	0	5	0	5	0	0	0	0	8
05:30 PM	0	5	0	5	0	5	0	5	0	0	0	0	10
05:45 PM	0	5	0	5	0	2	0	2	0	0	0	0	7
Total	0	21	0	21	0	17	0	17	0	0	0	0	38

Intersection Turning Movement Count

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

File Name : OldUS41&ViaPalacio
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
06:00 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	3
06:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	4	0	4	0	4	0	4	0	0	0	0	0	8
Total	0	12	0	12	0	6	0	6	0	0	0	0	0	18
Grand Total	0	420	2	422	0	431	0	431	6	0	1	7		860
Apprch %	0	99.5	0.5		0	100	0		85.7	0	14.3			
Total %	0	48.8	0.2	49.1	0	50.1	0	50.1	0.7	0	0.1	0.8		

Start Time	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 08:00 AM														
08:00 AM	0	9	0	9	0	11	0	11	0	0	0	0	0	20
08:15 AM	0	13	0	13	0	12	0	12	0	0	0	0	0	25
08:30 AM	0	4	0	4	0	17	0	17	0	0	0	0	0	21
08:45 AM	0	8	0	8	0	21	0	21	0	0	0	0	0	29
Total Volume	0	34	0	34	0	61	0	61	0	0	0	0	0	95
% App. Total	0	100	0		0	100	0		0	0	0			
PHF	.000	.654	.000	.654	.000	.726	.000	.726	.000	.000	.000	.000	.000	.819

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	10:30 AM				08:00 AM				09:45 AM			
+0 mins.	0	15	0	15	0	11	0	11	0	0	0	0
+15 mins.	0	14	0	14	0	12	0	12	0	0	0	0
+30 mins.	0	9	0	9	0	17	0	17	0	0	1	1
+45 mins.	0	13	0	13	0	21	0	21	1	0	0	1
Total Volume	0	51	0	51	0	61	0	61	1	0	1	2
% App. Total	0	100	0		0	100	0		50	0	50	
PHF	.000	.850	.000	.850	.000	.726	.000	.726	.250	.000	.250	.500

Intersection Turning Movement Count

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

File Name : OldUS41&ViaPalacio
 Site Code : 18035
 Start Date : 4/11/2019
 Page No : 1

Groups Printed- UTurns

Start Time	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***													
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
09:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
03:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	0	0	0	3	0	0	3	0	0	0	0	3
*** BREAK ***													
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	1	0	0	1	1	0	0	1	2
*** BREAK ***													
Grand Total	0	0	0	0	6	0	0	6	1	0	0	1	7
Apprch %	0	0	0	0	100	0	0	100	100	0	0	0	0
Total %	0	0	0	0	85.7	0	0	85.7	14.3	0	0	14.3	0

Start Time	OLD US 41 Southbound				OLD US 41 Northbound				VIA PALACIO AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:30 PM													
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
03:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	3
% App. Total	0	0	0	0	100	0	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.375

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				02:30 PM				03:45 PM				
+0 mins.	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	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0
+45 mins.	0	0	0	0	2	0	0	2	1	0	0	1	1
Total Volume	0	0	0	0	3	0	0	3	1	0	0	1	1
% App. Total	0	0	0	0	100	0	0	100	100	0	0	100	0
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.250	.000	.000	.250	.250

Intersection Turning Movement Count

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

File Name : US41&OldUS41
 Site Code : 18035
 Start Date : 4/16/2019
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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	
07:00 AM	12	302	2	0	316	152	2	7	8	169	1	163	57	20	241	0	0	0	0	0	726
07:15 AM	10	346	2	2	360	154	2	6	7	169	2	182	62	21	267	2	2	0	0	4	800
07:30 AM	24	403	4	1	432	132	4	6	8	150	5	226	61	23	315	3	1	1	2	7	904
07:45 AM	27	429	5	1	462	172	1	1	9	183	0	264	68	28	360	2	1	1	0	4	1009
Total	73	1480	13	4	1570	610	9	20	32	671	8	835	248	92	1183	7	4	2	2	15	3439
08:00 AM	24	408	8	3	443	187	13	9	6	215	10	226	63	42	341	2	5	0	1	8	1007
08:15 AM	22	363	4	3	392	176	6	3	11	196	0	275	63	46	384	4	3	0	2	9	981
08:30 AM	18	348	5	1	372	178	3	4	14	199	8	254	52	43	357	6	4	0	1	11	939
08:45 AM	18	386	8	8	420	159	7	8	8	182	2	259	75	43	379	3	7	2	2	14	995
Total	82	1505	25	15	1627	700	29	24	39	792	20	1014	253	174	1461	15	19	2	6	42	3922
09:00 AM	19	354	9	7	389	128	8	14	5	155	8	264	81	42	395	7	1	1	2	11	950
09:15 AM	16	341	7	5	369	138	7	20	9	174	9	271	65	46	391	9	4	4	2	19	953
09:30 AM	27	367	13	5	412	139	18	10	8	175	13	236	61	42	352	8	5	2	2	17	956
09:45 AM	17	326	12	9	364	168	15	21	1	205	9	275	59	44	387	9	4	5	2	20	976
Total	79	1388	41	26	1534	573	48	65	23	709	39	1046	266	174	1525	33	14	12	8	67	3835
10:00 AM	22	290	15	12	339	123	15	13	0	151	14	306	72	41	433	14	7	3	3	27	950
10:15 AM	17	300	15	7	339	153	17	17	3	190	13	290	67	44	414	23	9	3	5	40	983
10:30 AM	20	319	15	10	364	126	11	7	2	146	16	303	70	33	422	17	11	4	1	33	965
10:45 AM	13	345	27	11	396	135	30	17	1	183	13	284	66	45	408	11	5	1	7	24	1011
Total	72	1254	72	40	1438	537	73	54	6	670	56	1183	275	163	1677	65	32	11	16	124	3909
11:00 AM	21	336	22	9	388	124	24	14	6	168	22	284	83	49	438	22	13	5	5	45	1039
11:15 AM	19	328	11	11	369	110	21	17	4	152	18	332	67	44	461	22	14	7	3	46	1028
11:30 AM	24	373	24	7	428	133	17	14	3	167	16	313	79	51	459	24	18	7	4	53	1107
11:45 AM	20	288	11	25	344	139	26	10	4	179	24	324	71	52	471	29	15	7	4	55	1049
Total	84	1325	68	52	1529	506	88	55	17	666	80	1253	300	196	1829	97	60	26	16	199	4223
12:00 PM	32	319	22	10	383	132	27	10	4	173	11	323	85	40	459	28	14	4	10	56	1071
12:15 PM	23	316	18	20	377	161	25	11	4	201	28	311	77	55	471	29	23	17	3	72	1121
12:30 PM	27	323	23	18	391	126	24	20	7	177	22	336	93	51	502	37	26	12	1	76	1146
12:45 PM	25	370	17	19	431	118	15	18	15	166	16	330	67	61	474	25	20	10	1	56	1127
Total	107	1328	80	67	1582	537	91	59	30	717	77	1300	322	207	1906	119	83	43	15	260	4465
01:00 PM	37	330	19	21	407	115	30	10	5	160	17	320	69	66	472	24	22	9	1	56	1095
01:15 PM	28	334	18	15	395	112	20	11	9	152	18	356	86	56	516	23	25	21	1	70	1133
01:30 PM	24	337	19	13	393	123	17	8	4	152	13	346	84	66	509	17	21	9	1	48	1102
01:45 PM	28	278	14	15	335	140	16	14	1	171	14	363	73	64	514	36	18	6	2	62	1082
Total	117	1279	70	64	1530	490	83	43	19	635	62	1385	312	252	2011	100	86	45	5	236	4412
02:00 PM	34	350	13	19	416	106	21	11	3	141	12	382	100	63	557	34	15	13	0	62	1176
02:15 PM	23	301	11	13	348	128	9	15	7	159	21	342	73	79	515	24	21	10	4	59	1081
02:30 PM	17	338	12	10	377	139	11	10	6	166	21	422	99	54	596	29	26	17	0	72	1211
02:45 PM	24	312	10	12	358	127	15	12	10	164	15	390	95	62	562	10	24	11	1	46	1130
Total	98	1301	46	54	1499	500	56	48	26	630	69	1536	367	258	2230	97	86	51	5	239	4598

Intersection Turning Movement Count

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

File Name : US41&OldUS41
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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	
03:00 PM	23	339	13	7	382	99	14	10	7	130	17	380	120	45	562	33	17	1	5	56	1130
03:15 PM	20	324	13	12	369	125	11	13	3	152	13	420	112	49	594	12	12	4	3	31	1146
03:30 PM	32	345	7	14	398	132	16	12	6	166	22	384	124	62	592	22	16	8	4	50	1206
03:45 PM	27	278	9	10	324	111	9	15	9	144	11	379	91	51	532	23	11	2	3	39	1039
Total	102	1286	42	43	1473	467	50	50	25	592	63	1563	447	207	2280	90	56	15	15	176	4521
04:00 PM	26	348	16	6	396	111	13	10	4	138	10	479	130	60	679	18	11	6	2	37	1250
04:15 PM	33	290	18	7	348	136	13	7	4	160	12	410	105	59	586	23	14	10	3	50	1144
04:30 PM	28	322	8	7	365	130	12	12	11	165	6	360	106	58	530	15	10	4	3	32	1092
04:45 PM	17	343	12	11	383	111	12	11	8	142	15	490	109	67	681	18	18	7	2	45	1251
Total	104	1303	54	31	1492	488	50	40	27	605	43	1739	450	244	2476	74	53	27	10	164	4737
05:00 PM	23	398	14	7	442	130	16	6	2	154	11	455	116	74	656	21	14	9	2	46	1298
05:15 PM	24	378	8	14	424	141	12	15	1	169	13	462	123	82	680	19	13	7	2	41	1314
05:30 PM	17	355	4	7	383	127	12	12	3	154	13	512	116	61	702	12	11	3	1	27	1266
05:45 PM	12	316	4	4	336	92	7	4	7	110	11	392	132	50	585	23	12	4	4	43	1074
Total	76	1447	30	32	1585	490	47	37	13	587	48	1821	487	267	2623	75	50	23	9	157	4952
06:00 PM	21	281	6	6	314	103	15	19	0	137	9	361	104	56	530	15	15	9	0	39	1020
06:15 PM	25	280	12	3	320	107	11	11	5	134	13	306	99	62	480	7	10	3	2	22	956
06:30 PM	20	238	7	9	274	84	13	4	4	105	12	293	80	46	431	14	7	3	2	26	836
06:45 PM	16	225	5	1	247	54	4	4	7	69	10	230	73	27	340	16	12	4	2	34	690
Total	82	1024	30	19	1155	348	43	38	16	445	44	1190	356	191	1781	52	44	19	6	121	3502
Grand Total	1076	15920	571	447	18014	6246	667	533	273	7719	609	15865	4083	2425	22982	824	587	276	113	1800	50515
Apprch %	6	88.4	3.2	2.5		80.9	8.6	6.9	3.5		2.6	69	17.8	10.6		45.8	32.6	15.3	6.3		
Total %	2.1	31.5	1.1	0.9	35.7	12.4	1.3	1.1	0.5	15.3	1.2	31.4	8.1	4.8	45.5	1.6	1.2	0.5	0.2	3.6	
Passenger Vehicles	916	15593	562	446	17517	5983	661	504	262	7410	436	15538	3889	2293	22156	815	575	276	112	1778	48861
% Passenger Vehicles	85.1	97.9	98.4	99.8	97.2	95.8	99.1	94.6	96	96	71.6	97.9	95.2	94.6	96.4	98.9	98	100	99.1	98.8	96.7
Heavy Vehicles	32	327	9	1	369	263	6	29	11	309	3	327	194	132	656	8	12	0	1	21	1355
% Heavy Vehicles	3	2.1	1.6	0.2	2	4.2	0.9	5.4	4	4	0.5	2.1	4.8	5.4	2.9	1	2	0	0.9	1.2	2.7
UTurns	128	0	0	0	128	0	0	0	0	0	170	0	0	0	170	1	0	0	0	1	299
% UTurns	11.9	0	0	0	0.7	0	0	0	0	0	27.9	0	0	0	0.7	0.1	0	0	0	0.1	0.6

Intersection Turning Movement Count

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

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Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	17	343	12	11	383	111	12	11	8	142	15	490	109	67	681	18	18	7	2	45	1251
05:00 PM	23	398	14	7	442	130	16	6	2	154	11	455	116	74	656	21	14	9	2	46	1298
05:15 PM	24	378	8	14	424	141	12	15	1	169	13	462	123	82	680	19	13	7	2	41	1314
05:30 PM	17	355	4	7	383	127	12	12	3	154	13	512	116	61	702	12	11	3	1	27	1266
Total Volume	81	1474	38	39	1632	509	52	44	14	619	52	1919	464	284	2719	70	56	26	7	159	5129
% App. Total	5	90.3	2.3	2.4		82.2	8.4	7.1	2.3		1.9	70.6	17.1	10.4		44	35.2	16.4	4.4		
PHF	.844	.926	.679	.696	.923	.902	.813	.733	.438	.916	.867	.937	.943	.866	.968	.833	.778	.722	.875	.864	.976
Passenger Vehicles	77	1463	38	39	1617	501	52	42	13	608	37	1903	455	271	2666	70	56	26	7	159	5050
% Passenger Vehicles	95.1	99.3	100	100	99.1	98.4	100	95.5	92.9	98.2	71.2	99.2	98.1	95.4	98.1	100	100	100	100	100	98.5
Heavy Vehicles	1	11	0	0	12	8	0	2	1	11	0	16	9	13	38	0	0	0	0	0	61
% Heavy Vehicles	1.2	0.7	0	0	0.7	1.6	0	4.5	7.1	1.8	0	0.8	1.9	4.6	1.4	0	0	0	0	0	1.2
UTurns	3	0	0	0	3	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	18
% UTurns	3.7	0	0	0	0.2	0	0	0	0	0	28.8	0	0	0	0.6	0	0	0	0	0	0.4

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					04:45 PM					12:00 PM				
+0 mins.	24	403	4	1	432	172	1	1	9	183	15	490	109	67	681	28	14	4	10	56
+15 mins.	27	429	5	1	462	187	13	9	6	215	11	455	116	74	656	29	23	17	3	72
+30 mins.	24	408	8	3	443	176	6	3	11	196	13	462	123	82	680	37	26	12	1	76
+45 mins.	22	363	4	3	392	178	3	4	14	199	13	512	116	61	702	25	20	10	1	56
Total Volume	97	1603	21	8	1729	713	23	17	40	793	52	1919	464	284	2719	119	83	43	15	260
% App. Total	5.6	92.7	1.2	0.5		89.9	2.9	2.1	5		1.9	70.6	17.1	10.4		45.8	31.9	16.5	5.8	
PHF	.898	.934	.656	.667	.936	.953	.442	.472	.714	.922	.867	.937	.943	.866	.968	.804	.798	.632	.375	.855
Passenger Vehicles	89	1549	20	7	1665	671	22	17	36	746	37	1903	455	271	2666	118	83	43	15	259
% Passenger Vehicles	91.8	96.6	95.2	87.5	96.3	94.1	95.7	100	90	94.1	71.2	99.2	98.1	95.4	98.1	99.2	100	100	100	99.6
Heavy Vehicles	0	54	1	1	56	42	1	0	4	47	0	16	9	13	38	0	0	0	0	0
% Heavy Vehicles	0	3.4	4.8	12.5	3.2	5.9	4.3	0	10	5.9	0	0.8	1.9	4.6	1.4	0	0	0	0	0
UTurns	8	0	0	0	8	0	0	0	0	0	15	0	0	0	15	1	0	0	0	1
% UTurns	8.2	0	0	0	0.5	0	0	0	0	0	28.8	0	0	0	0.6	0.8	0	0	0	0.4

Intersection Turning Movement Count

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

File Name : US41&OldUS41
 Site Code : 18035
 Start Date : 4/16/2019
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Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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	
07:00 AM	11	298	2	0	311	145	2	6	8	161	1	155	52	19	227	0	0	0	0	0	699
07:15 AM	10	337	1	2	350	147	2	5	7	161	1	176	54	20	251	2	2	0	0	4	766
07:30 AM	23	387	4	1	415	125	4	6	8	143	4	220	58	23	305	3	1	1	2	7	870
07:45 AM	24	416	5	1	446	162	1	1	7	171	0	253	64	26	343	2	1	1	0	4	964
Total	68	1438	12	4	1522	579	9	18	30	636	6	804	228	88	1126	7	4	2	2	15	3299
08:00 AM	22	395	7	3	427	180	12	9	5	206	6	219	60	40	325	2	5	0	1	8	966
08:15 AM	20	351	4	2	377	159	6	3	11	179	0	271	60	45	376	4	3	0	1	8	940
08:30 AM	16	338	5	1	360	170	3	4	13	190	5	245	49	42	341	6	4	0	1	11	902
08:45 AM	16	374	8	8	406	153	7	8	7	175	2	256	72	42	372	3	7	2	2	14	967
Total	74	1458	24	14	1570	662	28	24	36	750	13	991	241	169	1414	15	19	2	5	41	3775
09:00 AM	15	343	9	7	374	124	8	13	5	150	3	260	75	39	377	7	1	1	2	11	912
09:15 AM	13	334	7	5	359	135	6	20	9	170	7	264	63	40	374	9	4	4	2	19	922
09:30 AM	23	356	13	5	397	135	18	9	8	170	11	227	56	39	333	7	5	2	2	16	916
09:45 AM	15	317	12	9	353	157	15	17	1	190	7	268	56	39	370	9	4	5	2	20	933
Total	66	1350	41	26	1483	551	47	59	23	680	28	1019	250	157	1454	32	14	12	8	66	3683
10:00 AM	16	282	15	12	325	115	15	10	0	140	10	289	70	40	409	14	5	3	3	25	899
10:15 AM	13	292	14	7	326	144	16	15	3	178	7	278	62	43	390	23	8	3	5	39	933
10:30 AM	16	311	15	10	352	120	11	6	2	139	11	293	70	32	406	17	11	4	1	33	930
10:45 AM	11	335	27	11	384	132	30	14	1	177	12	276	62	45	395	11	5	1	7	24	980
Total	56	1220	71	40	1387	511	72	45	6	634	40	1136	264	160	1600	65	29	11	16	121	3742
11:00 AM	16	319	22	9	366	122	24	14	6	166	18	279	80	44	421	22	13	5	5	45	998
11:15 AM	18	320	11	11	360	96	21	15	4	136	13	320	63	43	439	22	14	7	3	46	981
11:30 AM	21	362	23	7	413	126	17	14	3	160	12	303	76	47	438	24	17	7	4	52	1063
11:45 AM	16	282	11	25	334	128	26	10	4	168	20	317	66	47	450	28	15	7	4	54	1006
Total	71	1283	67	52	1473	472	88	53	17	630	63	1219	285	181	1748	96	59	26	16	197	4048
12:00 PM	25	314	21	10	370	124	26	10	4	164	5	318	78	36	437	28	14	4	10	56	1027
12:15 PM	20	314	18	20	372	155	25	11	4	195	19	306	70	54	449	28	23	17	3	71	1087
12:30 PM	23	316	23	18	380	124	24	19	7	174	18	331	85	47	481	37	26	12	1	76	1111
12:45 PM	20	360	16	19	415	114	15	17	14	160	12	320	66	58	456	25	20	10	1	56	1087
Total	88	1304	78	67	1537	517	90	57	29	693	54	1275	299	195	1823	118	83	43	15	259	4312
01:00 PM	33	322	19	21	395	110	30	10	5	155	11	313	68	61	453	24	19	9	1	53	1056
01:15 PM	23	329	17	15	384	108	20	10	9	147	14	347	84	52	497	22	24	21	1	68	1096
01:30 PM	18	328	19	13	378	117	17	8	4	146	8	344	82	62	496	17	20	9	1	47	1067
01:45 PM	21	274	14	15	324	129	16	14	1	160	8	352	72	61	493	36	18	6	2	62	1039
Total	95	1253	69	64	1481	464	83	42	19	608	41	1356	306	236	1939	99	81	45	5	230	4258
02:00 PM	26	342	13	19	400	99	21	11	3	134	9	371	93	55	528	33	15	13	0	61	1123
02:15 PM	18	294	11	13	336	122	9	15	7	153	16	338	66	77	497	23	20	10	4	57	1043
02:30 PM	16	335	11	10	372	131	11	10	5	157	15	414	91	46	566	28	26	17	0	71	1166
02:45 PM	20	307	9	12	348	122	15	12	10	159	13	379	90	58	540	10	24	11	1	46	1093
Total	80	1278	44	54	1456	474	56	48	25	603	53	1502	340	236	2131	94	85	51	5	235	4425

Intersection Turning Movement Count

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

File Name : US41&OldUS41
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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	
03:00 PM	21	335	13	7	376	92	14	10	7	123	13	375	111	44	543	33	16	1	5	55	1097
03:15 PM	16	320	13	12	361	118	10	13	3	144	11	411	105	46	573	11	12	4	3	30	1108
03:30 PM	30	342	7	14	393	127	16	11	6	160	17	376	117	56	566	22	16	8	4	50	1169
03:45 PM	26	273	9	10	318	109	8	14	8	139	10	374	87	49	520	23	11	2	3	39	1016
Total	93	1270	42	43	1448	446	48	48	24	566	51	1536	420	195	2202	89	55	15	15	174	4390
04:00 PM	22	342	16	6	386	109	13	9	4	135	6	474	124	57	661	17	10	6	2	35	1217
04:15 PM	24	287	18	7	336	135	13	7	3	158	8	399	97	55	559	23	14	10	3	50	1103
04:30 PM	23	318	8	7	356	126	12	11	11	160	3	353	104	56	516	15	10	4	3	32	1064
04:45 PM	15	340	12	11	378	110	12	11	8	141	13	483	107	64	667	18	18	7	2	45	1231
Total	84	1287	54	31	1456	480	50	38	26	594	30	1709	432	232	2403	73	52	27	10	162	4615
05:00 PM	22	395	14	7	438	125	16	6	1	148	9	451	114	68	642	21	14	9	2	46	1274
05:15 PM	24	375	8	14	421	139	12	14	1	166	9	462	121	79	671	19	13	7	2	41	1299
05:30 PM	16	353	4	7	380	127	12	11	3	153	6	507	113	60	686	12	11	3	1	27	1246
05:45 PM	9	316	4	4	333	91	7	4	7	109	4	390	129	49	572	23	12	4	4	43	1057
Total	71	1439	30	32	1572	482	47	35	12	576	28	1810	477	256	2571	75	50	23	9	157	4876
06:00 PM	18	279	6	6	309	103	15	18	0	136	6	359	100	54	519	15	15	9	0	39	1003
06:15 PM	20	276	12	3	311	106	11	11	5	133	6	302	97	61	466	7	10	3	2	22	932
06:30 PM	17	237	7	9	270	82	13	4	4	103	8	291	79	46	424	14	7	3	2	26	823
06:45 PM	15	221	5	1	242	54	4	4	6	68	9	229	71	27	336	16	12	4	2	34	680
Total	70	1013	30	19	1132	345	43	37	15	440	29	1181	347	188	1745	52	44	19	6	121	3438
Grand Total	916	15593	562	446	17517	5983	661	504	262	7410	436	15538	3889	2293	22156	815	575	276	112	1778	48861
Apprch %	5.2	89	3.2	2.5		80.7	8.9	6.8	3.5		2	70.1	17.6	10.3		45.8	32.3	15.5	6.3		
Total %	1.9	31.9	1.2	0.9	35.9	12.2	1.4	1	0.5	15.2	0.9	31.8	8	4.7	45.3	1.7	1.2	0.6	0.2	3.6	

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	15	340	12	11	378	110	12	11	8	141	13	483	107	64	667	18	18	7	2	45	1231
05:00 PM	22	395	14	7	438	125	16	6	1	148	9	451	114	68	642	21	14	9	2	46	1274
05:15 PM	24	375	8	14	421	139	12	14	1	166	9	462	121	79	671	19	13	7	2	41	1299
05:30 PM	16	353	4	7	380	127	12	11	3	153	6	507	113	60	686	12	11	3	1	27	1246
Total Volume	77	1463	38	39	1617	501	52	42	13	608	37	1903	455	271	2666	70	56	26	7	159	5050
% App. Total	4.8	90.5	2.4	2.4		82.4	8.6	6.9	2.1		1.4	71.4	17.1	10.2		44	35.2	16.4	4.4		
PHF	.802	.926	.679	.696	.923	.901	.813	.750	.406	.916	.712	.938	.940	.858	.972	.833	.778	.722	.875	.864	.972

Intersection Turning Movement Count

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

File Name : US41&OldUS41
 Site Code : 18035
 Start Date : 4/16/2019
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Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					08:00 AM					04:45 PM					12:00 PM				
+0 mins.	23	387	4	1	415	180	12	9	5	206	13	483	107	64	667	28	14	4	10	56
+15 mins.	24	416	5	1	446	159	6	3	11	179	9	451	114	68	642	28	23	17	3	71
+30 mins.	22	395	7	3	427	170	3	4	13	190	9	462	121	79	671	37	26	12	1	76
+45 mins.	20	351	4	2	377	153	7	8	7	175	6	507	113	60	686	25	20	10	1	56
Total Volume	89	1549	20	7	1665	662	28	24	36	750	37	1903	455	271	2666	118	83	43	15	259
% App. Total	5.3	93	1.2	0.4		88.3	3.7	3.2	4.8		1.4	71.4	17.1	10.2		45.6	32	16.6	5.8	
PHF	.927	.931	.714	.583	.933	.919	.583	.667	.692	.910	.712	.938	.940	.858	.972	.797	.798	.632	.375	.852

Intersection Turning Movement Count

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

File Name : US41&OldUS41
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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	
07:00 AM	1	4	0	0	5	7	0	1	0	8	0	8	5	1	14	0	0	0	0	0	27
07:15 AM	0	9	1	0	10	7	0	1	0	8	1	6	8	1	16	0	0	0	0	0	34
07:30 AM	0	16	0	0	16	7	0	0	0	7	0	6	3	0	9	0	0	0	0	0	32
07:45 AM	0	13	0	0	13	10	0	0	2	12	0	11	4	2	17	0	0	0	0	0	42
Total	1	42	1	0	44	31	0	2	2	35	1	31	20	4	56	0	0	0	0	0	135
08:00 AM	0	13	1	0	14	7	1	0	1	9	0	7	3	2	12	0	0	0	0	0	35
08:15 AM	0	12	0	1	13	17	0	0	0	17	0	4	3	1	8	0	0	0	1	1	39
08:30 AM	0	10	0	0	10	8	0	0	1	9	0	9	3	1	13	0	0	0	0	0	32
08:45 AM	0	12	0	0	12	6	0	0	1	7	0	3	3	1	7	0	0	0	0	0	26
Total	0	47	1	1	49	38	1	0	3	42	0	23	12	5	40	0	0	0	1	1	132
09:00 AM	1	11	0	0	12	4	0	1	0	5	0	4	6	3	13	0	0	0	0	0	30
09:15 AM	0	7	0	0	7	3	1	0	0	4	0	7	2	6	15	0	0	0	0	0	26
09:30 AM	3	11	0	0	14	4	0	1	0	5	0	9	5	3	17	1	0	0	0	1	37
09:45 AM	1	9	0	0	10	11	0	4	0	15	0	7	3	5	15	0	0	0	0	0	40
Total	5	38	0	0	43	22	1	6	0	29	0	27	16	17	60	1	0	0	0	1	133
10:00 AM	1	8	0	0	9	8	0	3	0	11	0	17	2	1	20	0	2	0	0	2	42
10:15 AM	1	8	1	0	10	9	1	2	0	12	0	12	5	1	18	0	1	0	0	1	41
10:30 AM	1	8	0	0	9	6	0	1	0	7	0	10	0	1	11	0	0	0	0	0	27
10:45 AM	0	10	0	0	10	3	0	3	0	6	0	8	4	0	12	0	0	0	0	0	28
Total	3	34	1	0	38	26	1	9	0	36	0	47	11	3	61	0	3	0	0	3	138
11:00 AM	0	17	0	0	17	2	0	0	0	2	0	5	3	5	13	0	0	0	0	0	32
11:15 AM	1	8	0	0	9	14	0	2	0	16	0	12	4	1	17	0	0	0	0	0	42
11:30 AM	1	11	1	0	13	7	0	0	0	7	0	10	3	4	17	0	1	0	0	1	38
11:45 AM	0	6	0	0	6	11	0	0	0	11	1	7	5	5	18	1	0	0	0	1	36
Total	2	42	1	0	45	34	0	2	0	36	1	34	15	15	65	1	1	0	0	2	148
12:00 PM	2	5	1	0	8	8	1	0	0	9	0	5	7	4	16	0	0	0	0	0	33
12:15 PM	2	2	0	0	4	6	0	0	0	6	0	5	7	1	13	0	0	0	0	0	23
12:30 PM	1	7	0	0	8	2	0	1	0	3	0	5	8	4	17	0	0	0	0	0	28
12:45 PM	0	10	1	0	11	4	0	1	1	6	0	10	1	3	14	0	0	0	0	0	31
Total	5	24	2	0	31	20	1	2	1	24	0	25	23	12	60	0	0	0	0	0	115
01:00 PM	0	8	0	0	8	5	0	0	0	5	1	7	1	5	14	0	3	0	0	3	30
01:15 PM	2	5	1	0	8	4	0	1	0	5	0	9	2	4	15	1	1	0	0	2	30
01:30 PM	0	9	0	0	9	6	0	0	0	6	0	2	2	4	8	0	1	0	0	1	24
01:45 PM	2	4	0	0	6	11	0	0	0	11	0	11	1	3	15	0	0	0	0	0	32
Total	4	26	1	0	31	26	0	1	0	27	1	29	6	16	52	1	5	0	0	6	116
02:00 PM	1	8	0	0	9	7	0	0	0	7	0	11	7	8	26	1	0	0	0	1	43
02:15 PM	1	7	0	0	8	6	0	0	0	6	0	4	7	2	13	1	1	0	0	2	29
02:30 PM	0	3	1	0	4	8	0	0	1	9	0	8	8	8	24	1	0	0	0	1	38
02:45 PM	0	5	1	0	6	5	0	0	0	5	0	11	5	4	20	0	0	0	0	0	31
Total	2	23	2	0	27	26	0	0	1	27	0	34	27	22	83	3	1	0	0	4	141

Intersection Turning Movement Count

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

File Name : US41&OldUS41
 Site Code : 18035
 Start Date : 4/16/2019
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Groups Printed- Heavy Vehicles

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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	
03:00 PM	0	4	0	0	4	7	0	0	0	7	0	5	9	1	15	0	1	0	0	1	27
03:15 PM	2	4	0	0	6	7	1	0	0	8	0	9	7	3	19	1	0	0	0	1	34
03:30 PM	1	3	0	0	4	5	0	1	0	6	0	8	7	6	21	0	0	0	0	0	31
03:45 PM	0	5	0	0	5	2	1	1	1	5	0	5	4	2	11	0	0	0	0	0	21
Total	3	16	0	0	19	21	2	2	1	26	0	27	27	12	66	1	1	0	0	2	113
04:00 PM	2	6	0	0	8	2	0	1	0	3	0	5	6	3	14	1	1	0	0	2	27
04:15 PM	2	3	0	0	5	1	0	0	1	2	0	11	8	4	23	0	0	0	0	0	30
04:30 PM	1	4	0	0	5	4	0	1	0	5	0	7	2	2	11	0	0	0	0	0	21
04:45 PM	1	3	0	0	4	1	0	0	0	1	0	7	2	3	12	0	0	0	0	0	17
Total	6	16	0	0	22	8	0	2	1	11	0	30	18	12	60	1	1	0	0	2	95
05:00 PM	0	3	0	0	3	5	0	0	1	6	0	4	2	6	12	0	0	0	0	0	21
05:15 PM	0	3	0	0	3	2	0	1	0	3	0	0	2	3	5	0	0	0	0	0	11
05:30 PM	0	2	0	0	2	0	0	1	0	1	0	5	3	1	9	0	0	0	0	0	12
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	2	3	1	6	0	0	0	0	0	7
Total	0	8	0	0	8	8	0	2	1	11	0	11	10	11	32	0	0	0	0	0	51
06:00 PM	1	2	0	0	3	0	0	1	0	1	0	2	4	2	8	0	0	0	0	0	12
06:15 PM	0	4	0	0	4	1	0	0	0	1	0	4	2	1	7	0	0	0	0	0	12
06:30 PM	0	1	0	0	1	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	6
06:45 PM	0	4	0	0	4	0	0	0	1	1	0	1	2	0	3	0	0	0	0	0	8
Total	1	11	0	0	12	3	0	1	1	5	0	9	9	3	21	0	0	0	0	0	38
Grand Total	32	327	9	1	369	263	6	29	11	309	3	327	194	132	656	8	12	0	1	21	1355
Apprch %	8.7	88.6	2.4	0.3		85.1	1.9	9.4	3.6		0.5	49.8	29.6	20.1		38.1	57.1	0	4.8		
Total %	2.4	24.1	0.7	0.1	27.2	19.4	0.4	2.1	0.8	22.8	0.2	24.1	14.3	9.7	48.4	0.6	0.9	0	0.1	1.5	

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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	
09:30 AM	3	11	0	0	14	4	0	1	0	5	0	9	5	3	17	1	0	0	0	1	37
09:45 AM	1	9	0	0	10	11	0	4	0	15	0	7	3	5	15	0	0	0	0	0	40
10:00 AM	1	8	0	0	9	8	0	3	0	11	0	17	2	1	20	0	2	0	0	2	42
10:15 AM	1	8	1	0	10	9	1	2	0	12	0	12	5	1	18	0	1	0	0	1	41
Total Volume	6	36	1	0	43	32	1	10	0	43	0	45	15	10	70	1	3	0	0	4	160
% App. Total	14	83.7	2.3	0		74.4	2.3	23.3	0		0	64.3	21.4	14.3		25	75	0	0		
PHF	.500	.818	.250	.000	.768	.727	.250	.625	.000	.717	.000	.662	.750	.500	.875	.250	.375	.000	.000	.500	.952

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:30 AM

Intersection Turning Movement Count

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

File Name : US41&OldUS41
 Site Code : 18035
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Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					02:00 PM					12:45 PM				
+0 mins.	0	16	0	0	16	10	0	0	2	12	0	11	7	8	26	0	0	0	0	0
+15 mins.	0	13	0	0	13	7	1	0	1	9	0	4	7	2	13	0	3	0	0	3
+30 mins.	0	13	1	0	14	17	0	0	0	17	0	8	8	8	24	1	1	0	0	2
+45 mins.	0	12	0	1	13	8	0	0	1	9	0	11	5	4	20	0	1	0	0	1
Total Volume	0	54	1	1	56	42	1	0	4	47	0	34	27	22	83	1	5	0	0	6
% App. Total	0	96.4	1.8	1.8		89.4	2.1	0	8.5		0	41	32.5	26.5		16.7	83.3	0	0	
PHF	.000	.844	.250	.250	.875	.618	.250	.000	.500	.691	.000	.773	.844	.688	.798	.250	.417	.000	.000	.500

Intersection Turning Movement Count

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

File Name : US41&OldUS41
 Site Code : 18035
 Start Date : 4/16/2019
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Groups Printed- UTurns

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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	
*** BREAK ***																					
07:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
07:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
08:00 AM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
08:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
08:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	8	0	0	0	8	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	15
09:00 AM	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8
09:15 AM	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5
09:30 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
09:45 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Total	8	0	0	0	8	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	19
10:00 AM	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
10:15 AM	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	9
10:30 AM	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8
10:45 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total	13	0	0	0	13	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	29
11:00 AM	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
11:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
11:30 AM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
11:45 AM	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
Total	11	0	0	0	11	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	27
12:00 PM	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	11
12:15 PM	1	0	0	0	1	0	0	0	0	0	9	0	0	0	9	1	0	0	0	1	11
12:30 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
12:45 PM	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9
Total	14	0	0	0	14	0	0	0	0	0	23	0	0	0	23	1	0	0	0	1	38
01:00 PM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
01:15 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
01:30 PM	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	11
01:45 PM	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	11
Total	18	0	0	0	18	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	38
02:00 PM	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	10
02:15 PM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
02:30 PM	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7
02:45 PM	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
Total	16	0	0	0	16	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	32

Intersection Turning Movement Count

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

File Name : US41&OldUS41
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 2

Groups Printed- UTurns

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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	
03:00 PM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
03:15 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
03:30 PM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
03:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	6	0	0	0	6	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	18
04:00 PM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
04:15 PM	7	0	0	0	7	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	11
04:30 PM	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
04:45 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Total	14	0	0	0	14	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	27
05:00 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
05:30 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	8
05:45 PM	3	0	0	0	3	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	10
Total	5	0	0	0	5	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	25
06:00 PM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
06:15 PM	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	12
06:30 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
06:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	11	0	0	0	11	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	26
Grand Total	128	0	0	0	128	0	0	0	0	0	170	0	0	0	170	1	0	0	0	1	299
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	42.8	0	0	0	42.8	0	0	0	0	0	56.9	0	0	0	56.9	0.3	0	0	0	0.3	

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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	
01:30 PM	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	11
01:45 PM	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	11
02:00 PM	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	10
02:15 PM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
Total Volume	22	0	0	0	22	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	41
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.786	.000	.000	.000	.786	.000	.000	.000	.000	.000	.792	.000	.000	.000	.792	.000	.000	.000	.000	.000	.932

Peak Hour Analysis From 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:30 PM

Intersection Turning Movement Count

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

File Name : US41&OldUS41
 Site Code : 18035
 Start Date : 4/16/2019
 Page No : 3

Start Time	US 41 Southbound					OLD US 41 Westbound					US 41 Northbound					GATEWAY SHOPPES 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 07:00 AM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM					07:00 AM					05:30 PM					11:30 AM				
+0 mins.	6	0	0	0	6	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
+15 mins.	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
+30 mins.	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
+45 mins.	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1
Total Volume	22	0	0	0	22	0	0	0	0	0	24	0	0	0	24	1	0	0	0	1
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0	
PHF	.786	.000	.000	.000	.786	.000	.000	.000	.000	.000	.857	.000	.000	.000	.857	.250	.000	.000	.000	.250

Appendix C: Seasonal and Axle Adjustment Factors for Collier and Lee Counties

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
 CATEGORY: 0300 COLLIER COUNTYWIDE

MOCF: 0.89

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.94	1.06
2	01/07/2018 - 01/13/2018	0.94	1.06
3	01/14/2018 - 01/20/2018	0.94	1.06
* 4	01/21/2018 - 01/27/2018	0.92	1.03
* 5	01/28/2018 - 02/03/2018	0.90	1.01
* 6	02/04/2018 - 02/10/2018	0.89	1.00
* 7	02/11/2018 - 02/17/2018	0.87	0.98
* 8	02/18/2018 - 02/24/2018	0.86	0.97
* 9	02/25/2018 - 03/03/2018	0.86	0.97
*10	03/04/2018 - 03/10/2018	0.86	0.97
*11	03/11/2018 - 03/17/2018	0.86	0.97
*12	03/18/2018 - 03/24/2018	0.87	0.98
*13	03/25/2018 - 03/31/2018	0.88	0.99
*14	04/01/2018 - 04/07/2018	0.90	1.01
*15	04/08/2018 - 04/14/2018	0.91	1.02
*16	04/15/2018 - 04/21/2018	0.93	1.04
17	04/22/2018 - 04/28/2018	0.95	1.07
18	04/29/2018 - 05/05/2018	0.98	1.10
19	05/06/2018 - 05/12/2018	1.01	1.13
20	05/13/2018 - 05/19/2018	1.04	1.17
21	05/20/2018 - 05/26/2018	1.05	1.18
22	05/27/2018 - 06/02/2018	1.06	1.19
23	06/03/2018 - 06/09/2018	1.08	1.21
24	06/10/2018 - 06/16/2018	1.09	1.22
25	06/17/2018 - 06/23/2018	1.08	1.21
26	06/24/2018 - 06/30/2018	1.08	1.21
27	07/01/2018 - 07/07/2018	1.07	1.20
28	07/08/2018 - 07/14/2018	1.06	1.19
29	07/15/2018 - 07/21/2018	1.06	1.19
30	07/22/2018 - 07/28/2018	1.06	1.19
31	07/29/2018 - 08/04/2018	1.06	1.19
32	08/05/2018 - 08/11/2018	1.06	1.19
33	08/12/2018 - 08/18/2018	1.07	1.20
34	08/19/2018 - 08/25/2018	1.08	1.21
35	08/26/2018 - 09/01/2018	1.10	1.24
36	09/02/2018 - 09/08/2018	1.11	1.25
37	09/09/2018 - 09/15/2018	1.13	1.27
38	09/16/2018 - 09/22/2018	1.12	1.26
39	09/23/2018 - 09/29/2018	1.10	1.24
40	09/30/2018 - 10/06/2018	1.09	1.22
41	10/07/2018 - 10/13/2018	1.08	1.21
42	10/14/2018 - 10/20/2018	1.06	1.19
43	10/21/2018 - 10/27/2018	1.04	1.17
44	10/28/2018 - 11/03/2018	1.02	1.15
45	11/04/2018 - 11/10/2018	0.99	1.11
46	11/11/2018 - 11/17/2018	0.97	1.09
47	11/18/2018 - 11/24/2018	0.96	1.08
48	11/25/2018 - 12/01/2018	0.96	1.08
49	12/02/2018 - 12/08/2018	0.95	1.07
50	12/09/2018 - 12/15/2018	0.94	1.06
51	12/16/2018 - 12/22/2018	0.94	1.06
52	12/23/2018 - 12/29/2018	0.94	1.06
53	12/30/2018 - 12/31/2018	0.94	1.06

* PEAK SEASON

26-FEB-2019 18:31:28

830UPD

1_0300_PKSEASON.TXT

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
 CATEGORY: 1252 BONITA SPRINGS AREA

WEEK	DATES	SF	MOCF: 0.95 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

2018 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 03 - COLLIER

WEEK	DATES	0304 US41, LEE C/L-CR896	0305 SR84, SANTABARB-SR951	0306 US41, CR896-SR951	0307 US41, SR951-SR29
1	01/01/2018 - 01/06/2018	0.99	0.96	0.99	0.96
2	01/07/2018 - 01/13/2018	0.99	0.96	0.99	0.95
3	01/14/2018 - 01/20/2018	0.99	0.96	0.99	0.93
4	01/21/2018 - 01/27/2018	0.99	0.96	0.99	0.93
5	01/28/2018 - 02/03/2018	0.99	0.96	0.99	0.93
6	02/04/2018 - 02/10/2018	0.99	0.96	0.99	0.93
7	02/11/2018 - 02/17/2018	0.99	0.96	0.99	0.93
8	02/18/2018 - 02/24/2018	0.99	0.96	0.99	0.93
9	02/25/2018 - 03/03/2018	0.99	0.96	0.99	0.94
10	03/04/2018 - 03/10/2018	0.99	0.96	0.99	0.94
11	03/11/2018 - 03/17/2018	0.99	0.96	0.99	0.94
12	03/18/2018 - 03/24/2018	0.99	0.96	0.99	0.94
13	03/25/2018 - 03/31/2018	0.99	0.96	0.99	0.95
14	04/01/2018 - 04/07/2018	0.99	0.96	0.99	0.95
15	04/08/2018 - 04/14/2018	0.99	0.96	0.99	0.96
16	04/15/2018 - 04/21/2018	0.99	0.96	0.99	0.96
17	04/22/2018 - 04/28/2018	0.99	0.96	0.99	0.96
18	04/29/2018 - 05/05/2018	0.99	0.96	0.99	0.96
19	05/06/2018 - 05/12/2018	0.99	0.96	0.99	0.95
20	05/13/2018 - 05/19/2018	0.99	0.96	0.99	0.95
21	05/20/2018 - 05/26/2018	0.99	0.96	0.99	0.95
22	05/27/2018 - 06/02/2018	0.99	0.96	0.99	0.96
23	06/03/2018 - 06/09/2018	0.99	0.96	0.99	0.96
24	06/10/2018 - 06/16/2018	0.99	0.96	0.99	0.96
25	06/17/2018 - 06/23/2018	0.99	0.96	0.99	0.96
26	06/24/2018 - 06/30/2018	0.99	0.96	0.99	0.96
27	07/01/2018 - 07/07/2018	0.99	0.96	0.99	0.96
28	07/08/2018 - 07/14/2018	0.99	0.96	0.99	0.96
29	07/15/2018 - 07/21/2018	0.99	0.96	0.99	0.96
30	07/22/2018 - 07/28/2018	0.99	0.96	0.99	0.96
31	07/29/2018 - 08/04/2018	0.99	0.96	0.99	0.96
32	08/05/2018 - 08/11/2018	0.99	0.96	0.99	0.95
33	08/12/2018 - 08/18/2018	0.99	0.96	0.99	0.95
34	08/19/2018 - 08/25/2018	0.99	0.96	0.99	0.95
35	08/26/2018 - 09/01/2018	0.99	0.96	0.99	0.95
36	09/02/2018 - 09/08/2018	0.99	0.96	0.99	0.95
37	09/09/2018 - 09/15/2018	0.99	0.96	0.99	0.95
38	09/16/2018 - 09/22/2018	0.99	0.96	0.99	0.95
39	09/23/2018 - 09/29/2018	0.99	0.96	0.99	0.95
40	09/30/2018 - 10/06/2018	0.99	0.96	0.99	0.95
41	10/07/2018 - 10/13/2018	0.99	0.96	0.99	0.95
42	10/14/2018 - 10/20/2018	0.99	0.96	0.99	0.95
43	10/21/2018 - 10/27/2018	0.99	0.96	0.99	0.95
44	10/28/2018 - 11/03/2018	0.99	0.96	0.99	0.96
45	11/04/2018 - 11/10/2018	0.99	0.96	0.99	0.96
46	11/11/2018 - 11/17/2018	0.99	0.96	0.99	0.96
47	11/18/2018 - 11/24/2018	0.99	0.96	0.99	0.96
48	11/25/2018 - 12/01/2018	0.99	0.96	0.99	0.96
49	12/02/2018 - 12/08/2018	0.99	0.96	0.99	0.96
50	12/09/2018 - 12/15/2018	0.99	0.96	0.99	0.96
51	12/16/2018 - 12/22/2018	0.99	0.96	0.99	0.95
52	12/23/2018 - 12/29/2018	0.99	0.96	0.99	0.94
53	12/30/2018 - 12/31/2018	0.99	0.96	0.99	0.93

2018 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 12 - LEE

WEEK	DATES	1213 SR 739, HANSON-SR80WB	1214 SR 739, SR80WB-SR 78	1215 SR 865, ESTERO-SR867	1216 SR865, US41-SR739
1	01/01/2018 - 01/06/2018	0.98	0.97	1.00	0.98
2	01/07/2018 - 01/13/2018	0.98	0.97	1.00	0.98
3	01/14/2018 - 01/20/2018	0.98	0.97	1.00	0.98
4	01/21/2018 - 01/27/2018	0.98	0.97	1.00	0.98
5	01/28/2018 - 02/03/2018	0.98	0.97	1.00	0.98
6	02/04/2018 - 02/10/2018	0.98	0.97	1.00	0.98
7	02/11/2018 - 02/17/2018	0.98	0.97	1.00	0.98
8	02/18/2018 - 02/24/2018	0.98	0.97	1.00	0.98
9	02/25/2018 - 03/03/2018	0.98	0.97	1.00	0.98
10	03/04/2018 - 03/10/2018	0.98	0.97	1.00	0.98
11	03/11/2018 - 03/17/2018	0.98	0.97	1.00	0.98
12	03/18/2018 - 03/24/2018	0.98	0.97	1.00	0.98
13	03/25/2018 - 03/31/2018	0.98	0.97	1.00	0.98
14	04/01/2018 - 04/07/2018	0.98	0.97	1.00	0.98
15	04/08/2018 - 04/14/2018	0.98	0.97	1.00	0.98
16	04/15/2018 - 04/21/2018	0.98	0.97	1.00	0.98
17	04/22/2018 - 04/28/2018	0.98	0.97	1.00	0.98
18	04/29/2018 - 05/05/2018	0.98	0.97	1.00	0.98
19	05/06/2018 - 05/12/2018	0.98	0.97	1.00	0.97
20	05/13/2018 - 05/19/2018	0.98	0.97	1.00	0.97
21	05/20/2018 - 05/26/2018	0.98	0.97	1.00	0.97
22	05/27/2018 - 06/02/2018	0.98	0.97	1.00	0.98
23	06/03/2018 - 06/09/2018	0.98	0.97	1.00	0.98
24	06/10/2018 - 06/16/2018	0.98	0.97	1.00	0.98
25	06/17/2018 - 06/23/2018	0.98	0.97	1.00	0.98
26	06/24/2018 - 06/30/2018	0.98	0.97	1.00	0.98
27	07/01/2018 - 07/07/2018	0.98	0.97	1.00	0.98
28	07/08/2018 - 07/14/2018	0.98	0.97	1.00	0.98
29	07/15/2018 - 07/21/2018	0.98	0.97	1.00	0.98
30	07/22/2018 - 07/28/2018	0.98	0.97	1.00	0.98
31	07/29/2018 - 08/04/2018	0.98	0.97	1.00	0.98
32	08/05/2018 - 08/11/2018	0.98	0.97	1.00	0.98
33	08/12/2018 - 08/18/2018	0.98	0.97	1.00	0.98
34	08/19/2018 - 08/25/2018	0.98	0.97	1.00	0.98
35	08/26/2018 - 09/01/2018	0.98	0.97	1.00	0.98
36	09/02/2018 - 09/08/2018	0.98	0.97	1.00	0.98
37	09/09/2018 - 09/15/2018	0.98	0.97	1.00	0.98
38	09/16/2018 - 09/22/2018	0.98	0.97	1.00	0.98
39	09/23/2018 - 09/29/2018	0.98	0.97	1.00	0.98
40	09/30/2018 - 10/06/2018	0.98	0.97	1.00	0.98
41	10/07/2018 - 10/13/2018	0.98	0.97	1.00	0.98
42	10/14/2018 - 10/20/2018	0.98	0.97	1.00	0.98
43	10/21/2018 - 10/27/2018	0.98	0.97	1.00	0.98
44	10/28/2018 - 11/03/2018	0.98	0.97	1.00	0.98
45	11/04/2018 - 11/10/2018	0.98	0.97	1.00	0.98
46	11/11/2018 - 11/17/2018	0.98	0.97	1.00	0.98
47	11/18/2018 - 11/24/2018	0.98	0.97	1.00	0.98
48	11/25/2018 - 12/01/2018	0.98	0.97	1.00	0.98
49	12/02/2018 - 12/08/2018	0.98	0.97	1.00	0.98
50	12/09/2018 - 12/15/2018	0.98	0.97	1.00	0.98
51	12/16/2018 - 12/22/2018	0.98	0.97	1.00	0.98
52	12/23/2018 - 12/29/2018	0.98	0.97	1.00	0.98
53	12/30/2018 - 12/31/2018	0.98	0.97	1.00	0.98

Appendix D: Subarea Travel Demand Model Validation Memo

Technical Memorandum:

Date: 10/08/2019
To: Chris Simpron, Systems Planning Office, FDOT District One
From: RS&H Inc.
Subject: Travel Demand Forecasting Subarea/Corridor Validation Tech Memo for The
Old US 41 (CR 887) PD&E Study

Introduction

This memorandum outlines the travel demand forecasting methodology used in the review and subarea/corridor validation of the District One Regional Planning Model (D1RPM) for the Old US 41 (CR 887) PD&E study. The study will evaluate existing traffic conditions of the corridor from Bonita Beach Rd to US 41 in Lee and Collier County. Traffic forecasts will be used to estimate design traffic for a 2040 design year.

Review of Existing Travel Demand Model

This study utilizes the latest version of D1RPM (v1.0.6) for evaluating Old US 41 corridor for both base and future years (2010 & 2040). In order to maintain consistency with traffic development guidelines set forth in the FDOT PD&E Manual and the 2014 FDOT Project Traffic Forecasting Handbook, the D1RPM will be used to forecast future AADTs which will then be converted to design traffic. Refinements were made to the model for the study subarea.

Review of Base Model Assignments

A review of the D1RPM was conducted to assess whether the model is replicating travel patterns in the study area of influence at a reasonable and acceptable level. The guidelines set forth in the FDOT FSUTMS Model Calibration and Validation Standards and FDOT Project Traffic Forecasting Handbook were used in the assessment of the model accuracy and later in validation process. The project analysis limits were defined by the project team based on an identified area of influence which includes Old US 41 corridor from Bonita Beach RD to US 41, the primary parallel routes such as US 41, Imperial Pkwy/ Livingston Rd (CR 881) and Vanderbilt Dr (CR 901) and the primary cross roads such as Bonita Beach Rd and Immokalee Rd (CR 846). Figure 1 illustrates the subarea and network links that were evaluated.

Figure 1: Subarea Validation Area of Influence



The primary measures used to assess the performance of the 2010 Base model include, the percent deviation between the counts and assigned volumes, and the percent Root Mean Square Error (%RMSE) of these deviations. The results of this evaluation served as the basis for determining the necessity and scale of a subarea model validation.

Counts coded into the D1RPM were verified by the 2010 FDOT FTI database and were the primary inputs used to evaluate the base year model. D1RPM Peak Season Weekday Average Daily Traffic (PSWADT) values were converted to AADTs using a Model Output Conversion Factor (MOCF) for the study area. Model AADTs were then compared to 2010 counts. Figure 2 shows the location of the count stations and 2010 count AADTs in the study area. In addition to the coded counts in D1RPM, one additional count data on Old US 41 corridor north of Bonita Beach Rd was estimated using Lee County Traffic Count Reports¹. The reports provide count AADT for this location from 2002 to 2007. Using this historical data, a count AADT was estimated for 2010 using a moving average regression model. Table 1 shows historical count data and estimated 2010 AADT.

¹ <http://www.leegov.com/dot/traffic/trafficcountreports> accessed on 09/15/2019.

Figure 2: 2010 Count AADTs in the Study Area

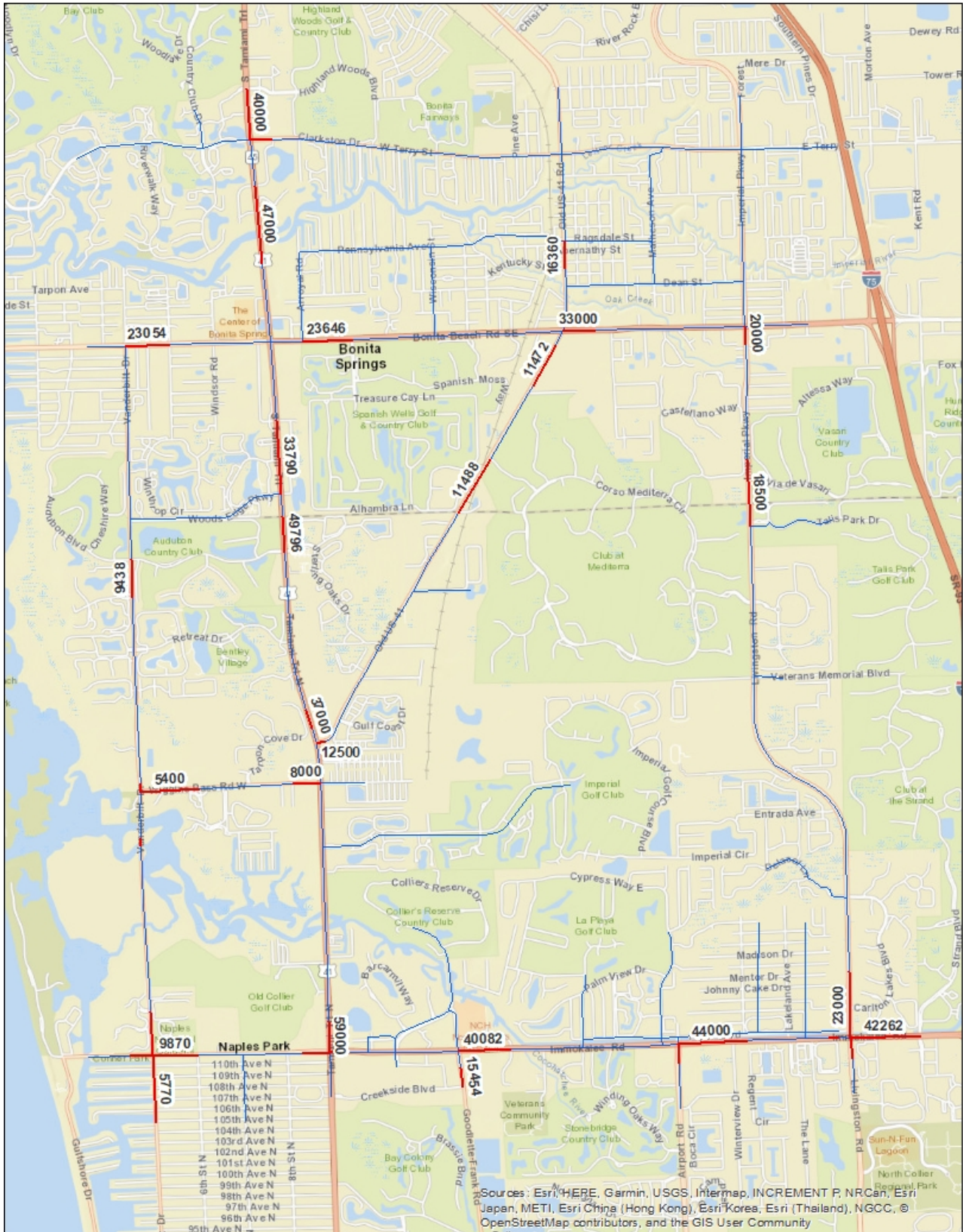


Table 1: Historical Count AADT on Old US 41 North of Bonita Beach Rd

Year	AADT
2002	17,000
2003	18,800
2004	20,800
2005	19,400
2006	19,300
2007	16,600
2010	16,360

The model evaluation and subsequent subarea validation focused on daily assignments. Table 2 illustrates volume/count ratio summaries by facility type and Table 3 illustrates RMSE values and comparisons to established thresholds as outlined in the FDOT Project Forecasting Handbook. Table 4 provides a detailed summary of volume/count ratios for the individual corridors in the study area.

Table 2: 2010 Original Volume/Count Ratio by Facility Type

Facility Type	Description	Links	Average Model AADT	Average Count AADT	V/C	Acceptable Threshold	Preferable Threshold
2x	Divided Arterials	20	33,989	32,339	0.95	+/- 15	+/- 10
3x	Undivided Arterials	1	15,454	7,658	0.50	+/- 15	+/- 10
4x	Collectors	13	9,399	8,404	0.89	+/- 25	+/- 20

Table 3: 2010 %RMSE by Volume Group

Volume Group	No. 2010		%RMSE	Acceptable Error Threshold	Preferable Error Threshold	
	Links (count stations)	Model AADT				COUNT AADT
Less Than 5,000	1	5,088	4,900	4%	100%	45%
5,000 - 9,999	8	5,208	8,041	39%	45%	35%
10,000 - 14,999	3	17,128	11,820	48%	35%	27%
15,000 - 19,999	4	13,643	16,954	30%	30%	25%
20,000 - 29,999	6	22,853	23,131	33%	27%	15%
30,000 - 49,999	11	38,338	40,649	14%	25%	15%
50,000 - 59,999	1	52156	59000	0	20%	10%
60,000+	-	-	-	-	19%	10%
Area-wide	34	22,462	24,042	23%	45%	35%

Initial review of the model subarea revealed that overall model volume for CR 887 were overestimated and volume to count ratios are above the acceptable ranges for all links of the corridor as defined in the FDOT Project Forecasting Handbook. However, the modeled volumes for the parallel facilities including US 41, CR 901 corridor were underestimated compared to the observed

traffic. It was also discovered that assignment issues exist on East-West facilities including Bonita Beach Rd and CR 846 the model both underestimated and overestimated the volumes which can relates to issues in distribution of trips to the corridors. The review of the subarea model showed a need for moderate validation of the model to better replicate observed traffic patterns in the study area.

Table 4: D1RPM Original 2010 Volume/Count Ratios

Link	Area Type	Facility Type	Lanes	Road	Direction	DESCRIPTION	MODEL AADT	COUNT AADT	V/C
1	31	23	2	BONITA BEACH RD	E	BONITA BEACH RD E OF VANDERBILT RD	22,782	23,053	0.99
2	42	23	2	BONITA BEACH RD	E	BONITA BEACH RD/CR 865, E OF OLD 41 RD/CR 887 LC 226	26,996	33,000	0.82
3	42	23	2	BONITA BEACH RD	E	BONITA BEACH RD SE E OF ARROYAL RD	31,795	23,646	1.34
4	42	23	2	CR 31	S	Airport Rd (CR 31) south of Immokalee Rd (CR 846)	9,970	26,089	0.38
5	42	24	3	CR 846	E	IMMOKALEE RD/CR 846, E OF AIRPORT RD CC 567	37,705	44,000	0.86
6	41	43	1	CR 846	E	Immokalee Rd (CR 846) west of Tamiami Tr (US 41/SR 45)	11,115	17,503	0.64
7	41	23	3	CR 846	E	Immokalee Rd (CR 846) east of Tamiami Tr (US 41/SR 45)	34,586	35,924	0.96
8	42	24	3	CR 846	E	Immokalee Rd (CR 846) east of Goodlette Rd (CR 851)	35,257	40,082	0.88
9	42	24	3	CR 846	E	Immokalee Rd (CR 846) east of Airport Rd (CR 31)	43,771	44,284	0.99
10	42	24	3	CR 846	W	Immokalee Rd (CR 846) west of I-75 (SR 93)	47,853	42,261	1.13
11	31	47	1	CR 846	E	111th Avenue North west of Vanderbilt Dr (CR 901)	5,088	4,900	1.04
12	31	43	1	CR 846	E	111th Avenue North east of Vanderbilt Dr (CR 901)	6,332	9,869	0.64
13	31	32	1	CR 851	NW	Goodlette Rd (CR 851) south of Immokalee Rd (CR 846)	7,658	15,454	0.50
14	31	23	2	CR 881	S	IMPERIAL ST, S OF CR 865/BONITA BEACH RD LC 492	20,837	20,000	1.04
15	31	22	2	CR 881	S	Livingston Rd (CR 881) north of Mediterra	20,250	18,500	1.09
16	31	22	3	CR 881	N	CR 881 Livingston Rd north of Immokalee Road (CR 846)	24,402	23,000	1.06
17	31	22	3	CR 881	NW	CR 881 Livingston Rd south of Immokalee Rd (CR 846)	27,335	23,000	1.19
18	31	41	1	CR 887	NE	OLD 41 RD N OF COLLIER CO LINE	19,325	11,472	1.68
19	31	42	1	CR 887	NE	Old US 41 (CR 887) at Lee County Line	16,257	11,488	1.42
20	31	23	1	CR 887	N	Old US 41 (CR 887) N OF BONITA BEACH RD	15,548	16,360	0.95
21	42	43	1	CR 887	E	Old US 41 (CR 887) E of US 41	15,801	12,500	1.26
22	31	43	1	CR 888	E	CR 888 Wiggins Pass Rd east of Vanderbilt Dr (CR 901)	3,369	5,400	0.62
23	42	43	1	CR 888	E	CR 888 Wiggins Pass Rd west of Tamiami Tr (US 41/SR 45)	7,244	8,000	0.91
24	31	46	1	CR 901	N	Vanderbilt Dr (CR 901) south of 111th Ave N	3,551	5,770	0.62
25	31	45	1	CR 901	S	Vanderbilt Dr (CR 901) north of 111th Avenue North	4,333	9,748	0.44
26	31	45	1	CR 901	S	CR 901 Vanderbilt Dr, N OF 111TH AVE NORTH CC 578	4,824	8,300	0.58
27	31	45	1	CR 901	S	CR 901 Vanderbilt Dr, N OF WIGGINS PASS RD/CR 888 CC 548	5,658	7,800	0.73
28	31	45	1	CR 901	S	Vanderbilt Dr (CR 901) north of Wiggins Pass Rd (CR 888)	6,354	9,437	0.67
29	42	23	3	SR 45-US 41	S	S TAMIAMI TRL N OF BONITA BEACH RD	38,765	47,000	0.82

30	42	23	3	SR 45-US 41	SE	SR-45/US-41 N OF CR 887/OLD US 41	37,637	37,000	1.02
31	31	23	3	SR 45-US 41	S	Tamiami Trail (US 41/SR 45) at Lee County Line	38,721	49,796	0.78
32	31	23	3	SR 45-US 41	S	SR 45/US 41, NORTH OF WEST TERRY STREET LC433	40,750	40,000	1.02
33	41	23	3	SR 45-US 41	S	Tamiami Trail (US 41/SR 45) north of Immokalee Rd (CR 864)	52,156	59,000	0.88
34	42	23	3	SR 45-US 41	S	US-41 025 MI N OF COLLIER CO/L PTMS 42 LCPR 23	39,676	33,789	1.17

*Source: D1RPM 2010 Base Model

Subarea Model Validation

For this study, FDOT standard measures of travel demand assignment validation were used to compare the assigned daily model volumes to observed 24 hour traffic counts within the subarea. These measures included the percent deviation between the counts and assigned volumes, and the percent Root Mean Square Error (%RMSE) of these deviations. These measures serve as a tool to validate that the demand model is representing the demand for the corridor accurately.

Based on the results of the D1RPM review, it was determined that a subarea validation was necessary to further refine the traffic forecasting capabilities of the model in the study area. Based on potential deficiencies identified in the model review, the following refinements were made:

- Road functional classification adjustments were made to regional and distribution routes in the study area to better balance the volume estimations:
 - CR 887 from Bonita Beach Rd to Compound Rd: Revised coding from FTYPE 41 to FTYPE 44
 - CR 887 from Compound Rd to Performance Way: Revised coding from FTYPE 42 to FTYPE 45
 - CR 887 from Performance Way to US 41: Revised coding from FTYPE 43 to FTYPE 46
 - US 41 from Bonita Beach Rd to Immokalee Rd (CR 846): Revised coding from FTYPE 23 to FTYPE 24
 - CR 901 from Bonita Beach Rd to CR 846: Revised coding from FTYPE 45 to FTYPE 42
 - 111th Ave (CR 846) from CR 901 to US 41: Revised coding from FTYPE 43 to FTYPE 35
 - Arroyal Rd/Pennsylvania Ave from Bonita Beach Rd to Old US 41: Revised coding from FTYPE 46 to FTYPE 43
 - Bonita Beach Rd from US 41 to Old US 41: Revised coding from FTYPE 23 to FTYPE 24
 - W Terry St from US 41 to Old US 41: Revised coding from FTYPE 41 to FTYPE 32
- Adjustments were made to the location of TAZ centroids and centroid connectors to provide better distribution of trips to facilities in the subarea. The modified TAZ centroid connectors include 3192, 3242, 3263, 1649, 3247, 1665, 1653, 1712, 1674, 3196, 3259, 3267, 3260.

The implementation of the network coding adjustments listed above resulted in some improvement to the overall validation of model volumes to counts in the study subarea as illustrated in the following tables. The overall corridor V/C ratio for CR 887 was improved from 1.29 to 0.97 while the overall V/C ratio for the entire study area was improved from 0.93 to 1.00.

Table 5 illustrates subarea validated volume/count ratio summaries by facility type while Table 6 illustrates subarea validated RMSE values and comparisons to established thresholds as outlined in the FDOT Project Forecasting Handbook. Table 7 provides a detail summary of subarea validated volume/count ratios for the individual corridors in the study area.

Table 5: D1RPM Subarea Validated 2010 Volume/Count Ratio by Facility Type

Facility Type	Description	Links	Average Model AADT	Average Count AADT	V/C	Acceptable Threshold	Preferable Threshold
2x	Divided Arterials	20	33,989	31,947	0.96	+/- 15	+/- 10
3x	Undivided Arterials	3	14,275	11,399	0.97	+/- 15	+/- 10
4x	Collector Facilities	11	8,620	7,425	0.85	+/- 25	+/- 20

Table 6: D1RPM Subarea Validated 2010 %RMSE by Volume Group

Volume Group	No. 2010			%RMSE	Acceptable Error Threshold	Preferable Error Threshold
	Links (count stations)	Model AADT	COUNT AADT			
Less Than 5,000	1	3,921	4,900	20%	100%	45%
5,000 - 9,999	8	6,538	8,041	26%	45%	35%
10,000 - 14,999	3	12,061	11,820	12%	35%	27%
15,000 - 19,999	4	14,488	16,954	25%	30%	25%
20,000 - 29,999	6	21,889	23,131	30%	27%	15%
30,000 - 49,999	11	38,391	40,649	14%	25%	15%
50,000 - 59,999	1	50820	59000	14%	20%	10%
60,000+	-	-	-	-	19%	10%
Area-wide	34	22,200	24,042	20%	45%	35%

Table 7: D1RPM Subarea Validated 2010 Volume/Count Ratios by Corridor

Link	Area Type	Facility Type	Lanes	Road	Direction	DESCRIPTION	MODEL AADT	COUNT AADT	V/C
1	31	23	2	BONITA BEACH RD	E	BONITA BEACH RD E OF VANDERBILT RD	22,228	23,053	0.96
2	42	23	2	BONITA BEACH RD	E	BONITA BEACH RD/CR 865, E OF OLD 41 RD/CR 887 LC 226	28,369	33,000	0.86
3	42	23	2	BONITA BEACH RD	E	BONITA BEACH RD SE E OF ARROYAL RD	27,346	23,646	1.16
4	42	23	2	CR 31	S	Airport Rd (CR 31) south of Immokalee Rd (CR 846)	9,988	26,089	0.38
5	42	24	3	CR 846	E	IMMOKALEE RD/CR 846, E OF AIRPORT RD CC 567	38,262	44,000	0.87
6	41	35	1	CR 846	E	Immokalee Rd (CR 846) west of Tamiami Tr (US 41/SR 45)	15,822	17,503	0.90
7	41	23	3	CR 846	E	Immokalee Rd (CR 846) east of Tamiami Tr (US 41/SR 45)	33,917	35,924	0.94
8	42	24	3	CR 846	E	Immokalee Rd (CR 846) east of Goodlette Rd (CR 851)	35,565	40,082	0.89
9	42	24	3	CR 846	E	Immokalee Rd (CR 846) east of Airport Rd (CR 31)	44,407	44,284	1.00
10	42	24	3	CR 846	W	Immokalee Rd (CR 846) west of I-75 (SR 93)	47,390	42,261	1.12
11	31	47	1	CR 846	E	111th Avenue North west of Vanderbilt Dr (CR 901)	3,921	4,900	0.80
12	31	35	1	CR 846	E	111th Avenue North east of Vanderbilt Dr (CR 901)	10,736	9,869	1.09
13	31	32	1	CR 851	SE	Goodlette Rd (CR 851) south of Immokalee Rd (CR 846)	7,639	15,454	0.49
14	31	23	2	CR 881	S	IMPERIAL ST, S OF CR 865/BONITA BEACH RD LC 492	20,722	20,000	1.04
15	31	22	2	CR 881	S	Livingston Rd (CR 881) north of Mediterra	20,186	18,500	1.09
16	31	22	3	CR 881	N	CR 881 Livingston Rd north of Immokalee Road (CR 846)	24,257	23,000	1.05
17	31	22	3	CR 881	NW	CR 881 Livingston Rd south of Immokalee Rd (CR 846)	26,792	23,000	1.16
18	31	44	1	CR 887	NE	OLD 41 RD N OF COLLIER CO LINE	12,333	11,472	1.08
19	31	45	1	CR 887	NE	Old US 41 (CR 887) at Lee County Line	13,038	11,488	1.13
20	31	23	1	CR 887	N	Old US 41 (CR 887) North of Bonita Beach Rd	14,305	16,360	0.87
21	42	46	1	CR 887	E	Old US 41 (CR 887) E of US 41	10,812	12,500	0.86
22	31	43	1	CR 888	E	CR 888 Wiggins Pass Rd east of Vanderbilt Dr (CR 901)	1,477	5,400	0.27
23	42	43	1	CR 888	E	CR 888 Wiggins Pass Rd west of Tamiami Tr (US 41/SR 45)	5,220	8,000	0.65
24	31	46	1	CR 901	S	Vanderbilt Dr (CR 901) south of 111th Ave N	5,606	5,770	0.97
25	31	42	1	CR 901	S	Vanderbilt Dr (CR 901) north of 111th Avenue North	7,434	9,748	0.76
26	31	42	1	CR 901	S	CR 901 Vanderbilt Dr, N OF 111TH AVE NORTH CC 578	6,912	8,300	0.83
27	31	42	1	CR 901	S	CR 901 Vanderbilt Dr, N OF WIGGINS PASS RD/CR 888 CC 548	7,102	7,800	0.91
28	31	42	1	CR 901	S	Vanderbilt Dr (CR 901) north of Wiggins Pass Rd (CR 888)	7,815	9,437	0.83
29	42	23	3	SR 45-US 41	S	S TAMIAMI TRL N OF BONITA BEACH RD	37,089	47,000	0.79

30	42	24	3	SR 45-US 41	SE	SR-45/US-41 N OF CR 887/OLD US 41	38,628	37,000	1.04
31	31	24	3	SR 45-US 41	S	Tamiami Trail (US 41/SR 45) at Lee County Line	38,995	49,796	0.78
32	31	23	3	SR 45-US 41	S	SR 45/US 41, NORTH OF WEST TERRY STREET LC433	40,684	40,000	1.02
33	41	24	3	SR 45-US 41	S	Tamiami Trail (US 41/SR 45) north of Immokalee Rd (CR 864)	50,820	59,000	0.86
34	42	24	3	SR 45-US 41	S	US-41 025 MI N OF COLLIER CO/L PTMS 42 LCPR 23	38,991	33,789	1.15

*Source: D1RPM 2010 Validated Base Model

Future Traffic Forecasts

A review of the D1RPM 2040 Cost Feasible Network model runs were conducted to assess the reasonableness of future traffic projections in the study area. The study area model review checked for illogical speed and capacity calculations, illogical trip pathing, reasonableness of trip distribution and assignment, and the reasonableness of population and employment growth.

The subarea validation coding adjustments were applied to the D1RPM 2040 Cost Feasible model and the resulting outputs were reviewed for reasonableness. In addition, revisions were made for the SE data for 3 TAZs in the study area per Lee County's MPO recommendation. These revisions include:

- Zone 3265 – increase the multi-family from 645 to 852
- Zone 3252 – increase the multi-family from 524 to 900
- Zone 3231 – increase the multi-family from 456 to 990

Table 8 illustrates the project traffic volume growth for CR 887 corridor.

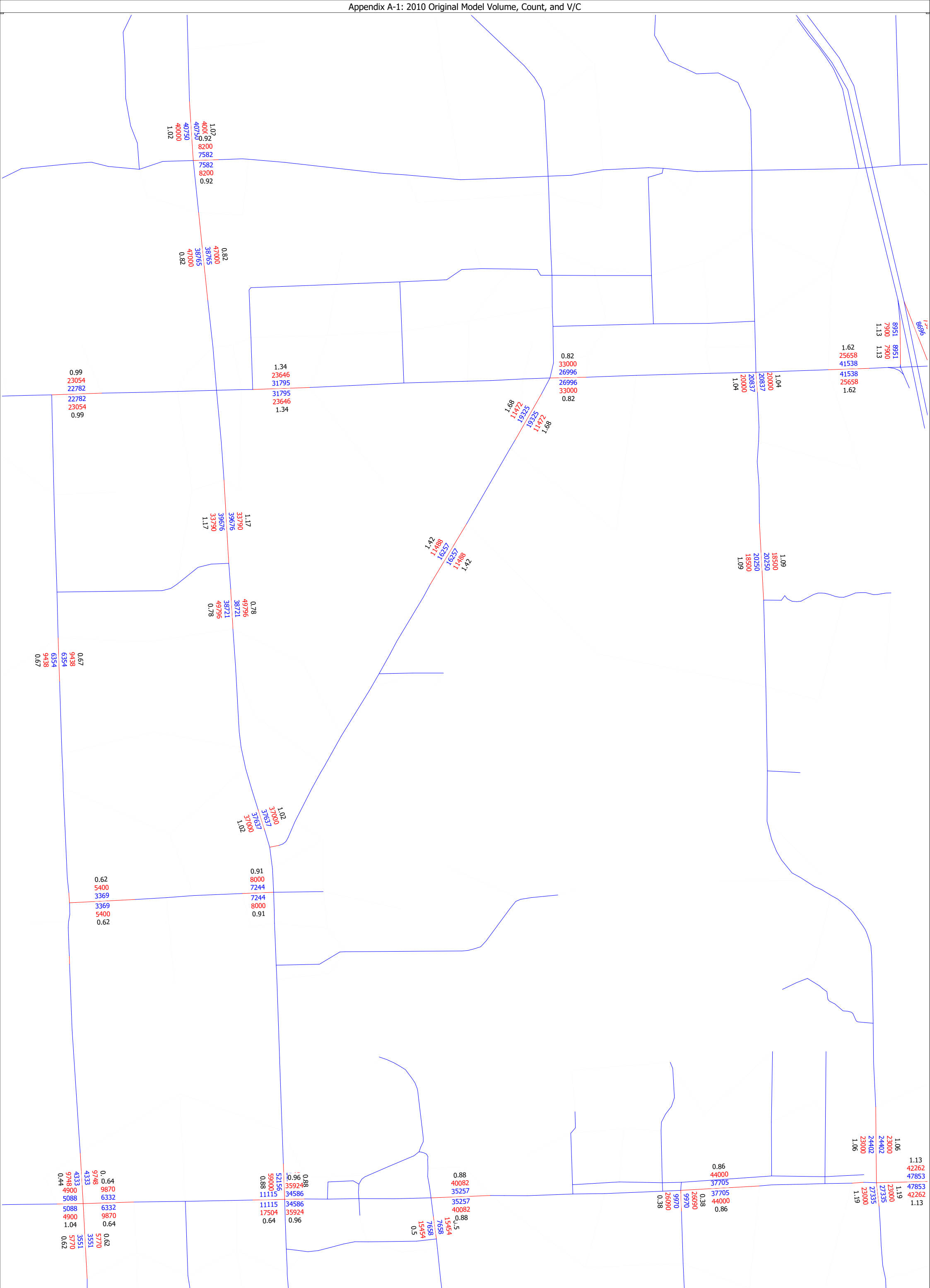
Table 8: D1RPM Corridor Forecast Traffic Growth

Road	Segment	2010 Model Volume	2040 Model Volume	Annual Growth Rate*
CR 887	From Bonita Beach Rd to Compound Rd	13,764	42,436	6.9%
CR 887	From Compound Rd to Mediterra Dr	15,255	45,977	6.7%
CR 887	From Mediterra Dr to Performance Way	14,487	44,812	7.0%
CR 887	From Performance Way to Rail Head Blvd	14,458	44,728	7.0%
CR 887	From Rail Head Blvd to Sterling Oaks Dr	12,226	42,548	8.3%
CR 887	From Sterling Oaks Dr to Turtle Creek Blvd	11,875	43,241	8.8%
CR 887	From Turtle Creek Blvd to Veterans Memorial Blvd	11,857	43,501	8.9%
CR 887	From Veterans Memorial Blvd to Gulf Coast Dr	11,857	33,993	6.2%
CR 887	From Gulf Coast Dr to US 41	12,286	33,719	5.8%

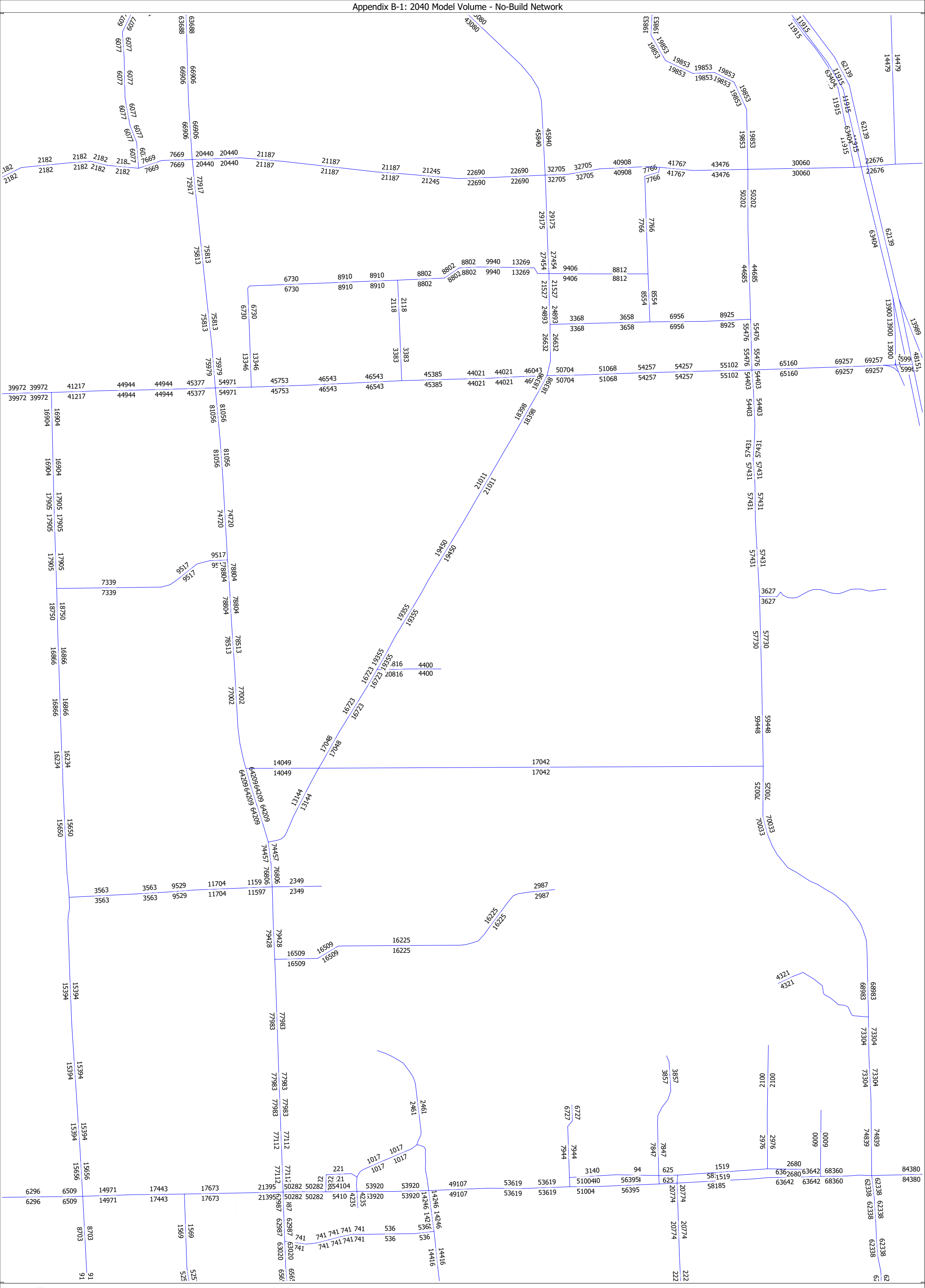
*Based on linear regression

As indicated in the table, the overall average annual traffic growth in the CR 887 corridor is projected to be 7.3%. This is higher than the 5.0% annual population growth and 3.0% annual employment growth projected for TAZs in the subarea. The improvements of CR 887 corridor and the extension of Veterans Memorial Blvd contributes to the high growth on this corridor. Review of the 2040 Cost Feasible model did not reveal any issues that could be considered causes for concern.

The 2040 No-Build model network was developed by removing all Cost Feasible improvements from the Old US 41 project corridor. 2010 AADT plots are presented in Appendix A and 2040 no-build model volume plot is included in Appendix B.



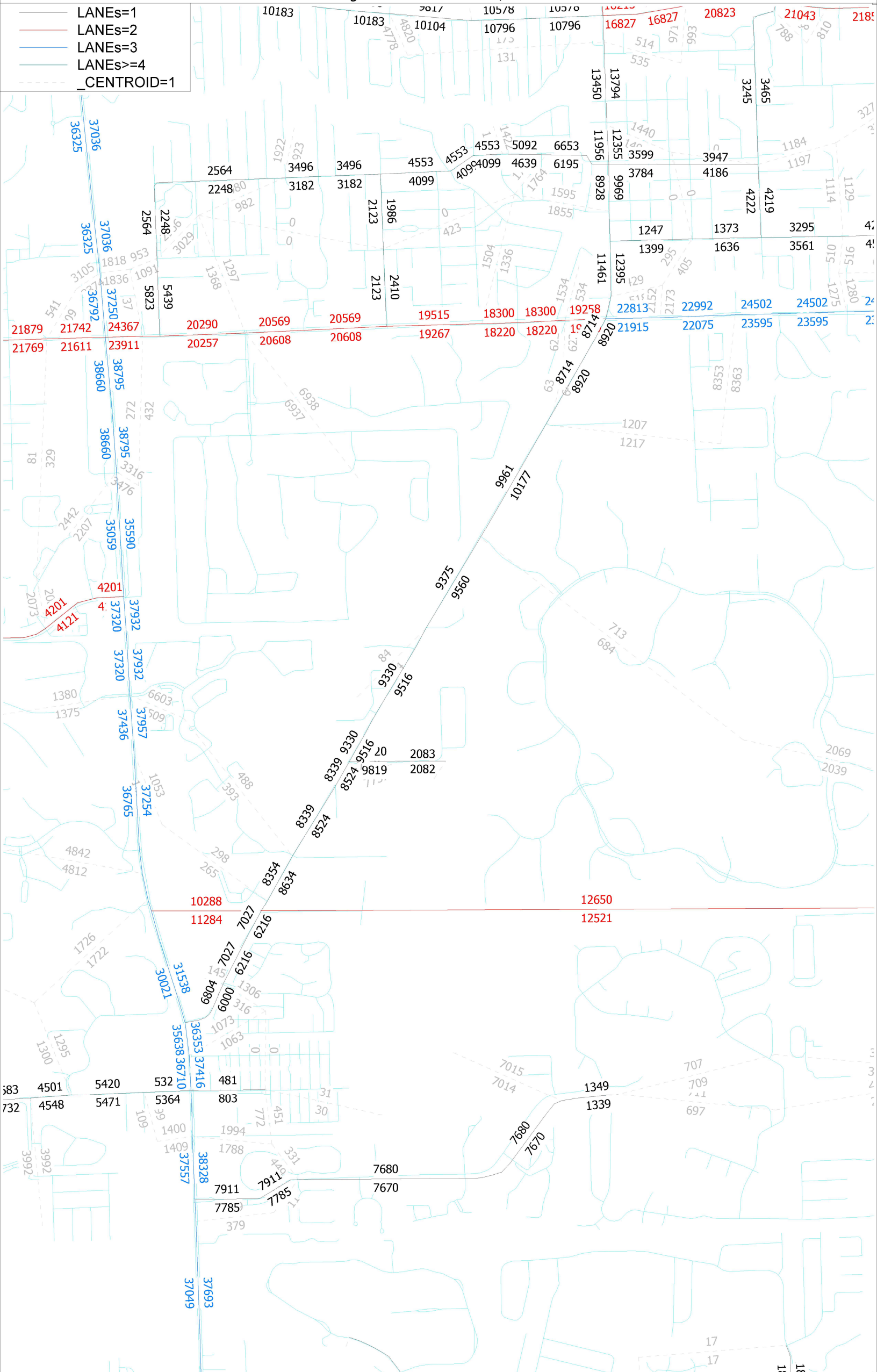
Appendix B-1: 2040 Model Volume - No-Build Network



Appendix E: Model Plots for Alternatives

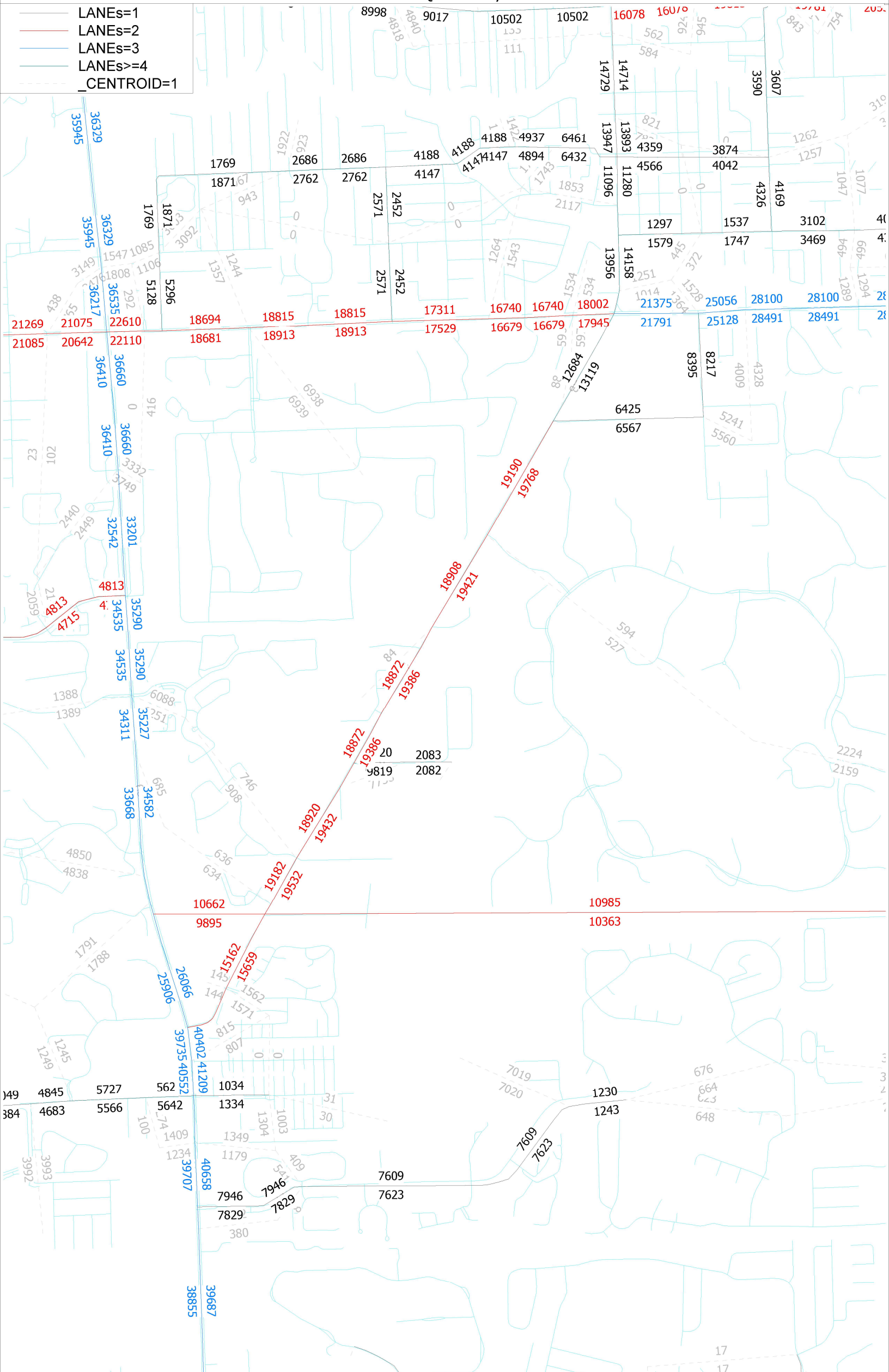
2040 No-Build (CF_40A)
Showing Four-Lane on CR 887 / Old US 41

- LANEs=1
- LANEs=2
- LANEs=3
- LANEs>=4
- _CENTROID=1



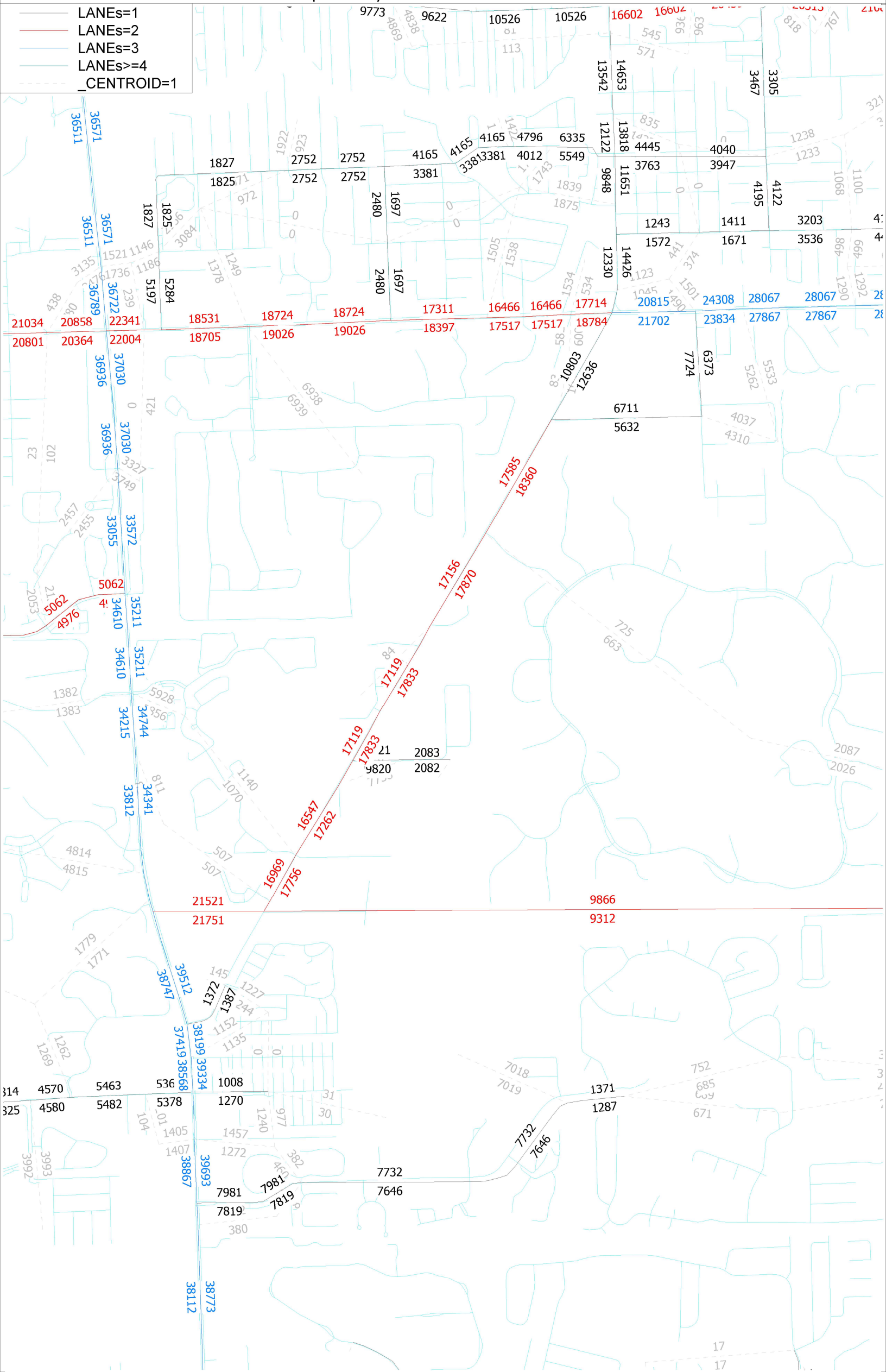
2040 Alternative 1 (CF_40A)
 Showing Four-Lane on CR 887 / Old US 41
 Northeast Quadrant System

- LANEs=1
- LANEs=2
- LANEs=3
- LANEs>=4
- - - _CENTROID=1



2040 Alternative 2 (CF_40A)
 Showing Four-Lane on CR 887 / Old US 41
 Northeast quadrant system and Culd-de-Sac North of GulfCoast

- LANEs=1
- LANEs=2
- LANEs=3
- LANEs>=4
- - - _CENTROID=1



Appendix F: TURNS5 Worksheets

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 12-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - No Build with 4-lane Veterans
County: Collier

Is this a 4 way intersection?
 Yes, my intersection has four approaches
 If not, which 3 approaches exist in the intersection?
 EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

Is the Mainline Oriented North/South?
 Yes
 No

K Factors	Mainline	D Factors	Mainline
	9.00%	Northbound (NB)	40.0%
	Side street	Southbound (SB)	60.0%
	9.00%		Side street
		Westbound (WB)	60.0%
		Eastbound (EB)	40.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Yes
 No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

Year	Rate (1.0% = 0.01)	
	Mainline	Side Street
Base		
Opening		
Mid		
Design		

Mainline Growth Function
 Linear
 Exponential
 Decaying

Side Street Growth Function
 Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0

Enter Project and Model Years

Year	
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West:	From East:	From North:	From South:	TOTAL
	EB Approach	WB Approach	SB Approach	NB Approach	
2019	7300	5900	47700	52500	113400
2045	11400	7600	63500	69000	151500

used initial 2045 AADTs

1st Guess Actual/Counted				First Guess Turning % Option Used	
Turning %'s for Traffic AADT Balancing for 2019				FSUTMS Model Year AADTs	
(EB LT)	West-to-North	36.4%	0	Existing Year AADTs	Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.
(EB THRU)	West-to-East	4.3%	0		
(EB RT)	West-to-South	59.3%	0		
(WB LT)	East-to-South	56.2%	0	Existing Turning Movement Counts	The turning percentages first guess is the same as the actual distribution of turning volumes entered . No balancing technique is used.
(WB THRU)	East-to-West	9.3%	0		
(WB RT)	East-to-North	34.5%	0		
(SB LT)	North-to-East	5.9%	0	FSUTMS Model Year AADTs	Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.
(SB THRU)	North-to-South	80.8%	0		
(SB RT)	North-to-West	13.3%	0		
(NB LT)	South-to-West	19.4%	0		
(NB THRU)	South-to-North	72.0%	0		
(NB RT)	South-to-East	8.6%	0		
Desired Closure:		0.01			

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	County:	Collier
Intersection:	Wiggins Pass	Analyst:	Daniel Miller
Project:	Old US 41 - No Build with 4-lane Veterans	Date:	12-Jan-21

Approach-To-Approach	2019	2019		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.364	0.242	64	0.245	73	0.248	88	0.251	103
West-To-East (Thru)	0.043	0.029	7	0.029	8	0.029	10	0.029	12
West-To-South (RT)	0.593	0.729	192	0.726	216	0.723	256	0.720	295
Total Flow From West:			263		297		354		410
East-To-South (LT)	0.562	0.697	222	0.690	235	0.682	256	0.675	277
East-To-West (Thru)	0.093	0.072	23	0.077	26	0.084	31	0.090	37
East-To-North (RT)	0.345	0.231	74	0.233	79	0.234	88	0.235	96
Total Flow From East:			319		340		375		410
North-To-East (LT)	0.059	0.035	90	0.035	97	0.035	109	0.035	120
North-To-South (Thru)	0.808	0.875	2254	0.868	2407	0.860	2666	0.852	2922
North-To-West (RT)	0.133	0.090	232	0.097	269	0.105	326	0.113	387
Total Flow From North:			2576		2773		3101		3429
South-To-West (LT)	0.194	0.218	412	0.229	464	0.243	548	0.254	631
South-To-North (Thru)	0.720	0.698	1319	0.688	1395	0.677	1528	0.667	1657
South-To-East (RT)	0.086	0.084	159	0.083	168	0.080	180	0.079	196
Total Flow From South:			1890		2027		2256		2484

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 12-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - No Build with 4-lane Veterans
County: Collier

Is this a 4 way intersection?

- Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- EB, WB, and SB
- EB, WB, and NB
- EB, SB, and NB
- WB, SB, and NB

Is the Mainline Oriented North/South?
 Enter Yes or No
 Yes
 No

K Factors	Mainline	D Factors	Mainline
	9.00%	Northbound (NB)	60.0%
	Side street	Southbound (SB)	40.0%
	9.00%		Side street
		Westbound (WB)	40.0%
		Eastbound (EB)	60.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Yes
 No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

Year	Rate (1.0% = 0.01)	
	Mainline	Side Street
Base		
Opening		
Mid		
Design		

Mainline Growth Function
 Linear
 Exponential
 Decaying

Side Street Growth Function
 Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0

Enter Project and Model Years

Year	
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West:	From East:	From North:	From South:	TOTAL	
	EB Approach	WB Approach	SB Approach	NB Approach		
2019	7300	5900	47700	52500	113400	
2045	11400	7600	63500	69000	151500	used initial 2045 AADTs

1st Guess Actual/Counted				First Guess Turning % Option Used	
Turning %'s for Traffic AADT Balancing for 2019				FSUTMS Model Year AADTs	
(EB LT)	West-to-North	54.2%	0	Existing Year AADTs	Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.
(EB THRU)	West-to-East	6.5%	0		
(EB RT)	West-to-South	39.3%	0		
(WB LT)	East-to-South	39.3%	0	Existing Turning Movement Counts	The turning percentages first guess is the same as the actual distribution of turning volumes entered . No balancing technique is used.
(WB THRU)	East-to-West	6.5%	0		
(WB RT)	East-to-North	54.2%	0		
(SB LT)	North-to-East	12.4%	0	FSUTMS Model Year AADTs	Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.
(SB THRU)	North-to-South	75.2%	0		
(SB RT)	North-to-West	12.4%	0		
(NB LT)	South-to-West	9.7%	0		
(NB THRU)	South-to-North	80.6%	0		
(NB RT)	South-to-East	9.7%	0		
Desired Closure:		0.01			

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	County:	Collier
Intersection:	Wiggins Pass	Analyst:	Daniel Miller
Project:	Old US 41 - No Build with 4-lane Veterans	Date:	12-Jan-21

Approach-To-Approach	2019	2019		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.542	0.458	180	0.461	205	0.464	246	0.466	287
West-To-East (Thru)	0.065	0.052	21	0.052	23	0.052	27	0.052	32
West-To-South (RT)	0.393	0.490	193	0.487	217	0.484	257	0.482	297
Total Flow From West:			394		445		530		616
East-To-South (LT)	0.393	0.485	103	0.480	109	0.474	119	0.469	129
East-To-West (Thru)	0.065	0.062	13	0.066	15	0.072	17	0.077	21
East-To-North (RT)	0.542	0.453	96	0.454	103	0.454	114	0.454	124
Total Flow From East:			212		227		250		274
North-To-East (LT)	0.124	0.087	149	0.086	159	0.086	178	0.085	194
North-To-South (Thru)	0.752	0.809	1389	0.803	1484	0.794	1641	0.787	1799
North-To-West (RT)	0.124	0.104	179	0.111	205	0.120	248	0.128	293
Total Flow From North:			1717		1848		2067		2286
South-To-West (LT)	0.097	0.110	312	0.116	353	0.125	423	0.132	492
South-To-North (Thru)	0.806	0.798	2262	0.793	2411	0.786	2659	0.780	2906
South-To-East (RT)	0.097	0.092	261	0.091	277	0.089	301	0.088	328
Total Flow From South:			2835		3041		3383		3726

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 12-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 8
County: Collier

Is this a 4 way intersection?
 Yes, my intersection has four approaches
 If not, which 3 approaches exist in the intersection?
 EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

Is the Mainline Oriented North/South?
 Yes
 No

K Factors	Mainline	D Factors	Mainline
	9.00%	Northbound (NB)	40.0%
	Side street	Southbound (SB)	60.0%
	9.00%		Side street
		Westbound (WB)	60.0%
		Eastbound (EB)	40.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
 Yes
 No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

Year	Rate (1.0% = 0.01)	
	Mainline	Side Street
Base		
Opening		
Mid		
Design		

Mainline Growth Function
 Linear
 Exponential
 Decaying

Side Street Growth Function
 Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0

Enter Project and Model Years

Year
Base
Opening
Mid
Design
Model

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West:	From East:	From North:	From South:	TOTAL
	EB Approach	WB Approach	SB Approach	NB Approach	
2019	7300	5900	47700	52500	113400
2045	11900	7600	69100	71800	160400

used 2045 initial AADT

1st Guess Actual/Counted
Turning %'s for Traffic
AADT Balancing for 2019

(EB LT)	West-to-North	37.5%	0
(EB THRU)	West-to-East	4.1%	0
(EB RT)	West-to-South	58.4%	0
(WB LT)	East-to-South	55.3%	0
(WB THRU)	East-to-West	9.2%	0
(WB RT)	East-to-North	35.5%	0
(SB LT)	North-to-East	5.7%	0
(SB THRU)	North-to-South	80.9%	0
(SB RT)	North-to-West	13.4%	0
(NB LT)	South-to-West	18.9%	0
(NB THRU)	South-to-North	73.1%	0
(NB RT)	South-to-East	8.0%	0

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

Desired Closure: 0.01

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the **actual distribution of turning volumes entered**. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	County:	Collier
Intersection:	Wiggins Pass	Analyst:	Daniel Miller
Project:	Old US 41 - Alternative 8	Date:	12-Jan-21

Approach-To-Approach	2019	2019		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.375	0.244	64	0.249	75	0.256	93	0.262	112
West-To-East (Thru)	0.041	0.029	8	0.029	9	0.029	11	0.028	12
West-To-South (RT)	0.584	0.727	191	0.722	217	0.715	261	0.710	304
Total Flow From West:			263		301		365		428
East-To-South (LT)	0.553	0.694	221	0.685	233	0.674	253	0.665	273
East-To-West (Thru)	0.092	0.073	24	0.078	26	0.085	32	0.090	37
East-To-North (RT)	0.355	0.233	74	0.237	81	0.241	90	0.245	100
Total Flow From East:			319		340		375		410
North-To-East (LT)	0.057	0.035	90	0.035	99	0.034	112	0.034	127
North-To-South (Thru)	0.809	0.874	2252	0.867	2464	0.859	2823	0.851	3175
North-To-West (RT)	0.134	0.091	234	0.098	279	0.107	352	0.115	429
Total Flow From North:			2576		2842		3287		3731
South-To-West (LT)	0.189	0.218	412	0.228	467	0.239	554	0.248	641
South-To-North (Thru)	0.731	0.698	1319	0.691	1417	0.685	1588	0.679	1755
South-To-East (RT)	0.080	0.084	159	0.081	166	0.076	176	0.073	189
Total Flow From South:			1890		2050		2318		2585

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 12-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 8
County: Collier

Is this a 4 way intersection?

- Yes, my intersection has four approaches

If not, which 3 approaches exist in the intersection?

- EB, WB, and SB
- EB, WB, and NB
- EB, SB, and NB
- WB, SB, and NB

Is the Mainline Oriented North/South?

Enter Yes or No

- Yes
- No

K Factors		D Factors	
	Mainline		Mainline
	9.00%	Northbound (NB)	60.0%
	Side street	Southbound (SB)	40.0%
	9.00%		Side street
		Westbound (WB)	40.0%
		Eastbound (EB)	60.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No

- Yes
- No

If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

Year	Rate (1.0% = 0.01)	
	Mainline	Side Street
Base		
Opening		
Mid		
Design		

Mainline Growth Function

- Linear
- Exponential
- Decaying

Side Street Growth Function

- Linear
- Exponential
- Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0

Enter Project and Model Years

Year	
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West:	From East:	From North:	From South:	TOTAL
	EB Approach	WB Approach	SB Approach	NB Approach	
2019	7300	5900	47700	52500	113400
2045	11900	7600	69100	71800	160400

used 2045 initial AADT

1st Guess Actual/Counted				First Guess Turning % Option Used	
Turning %'s for Traffic AADT Balancing for 2019				FSUTMS Model Year AADTs	
(EB LT)	West-to-North	55.5%	0	Existing Year AADTs	Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.
(EB THRU)	West-to-East	6.1%	0		
(EB RT)	West-to-South	38.4%	0		
(WB LT)	East-to-South	38.3%	0	Existing Turning Movement Counts	The turning percentages first guess is the same as the actual distribution of turning volumes entered . No balancing technique is used.
(WB THRU)	East-to-West	6.4%	0		
(WB RT)	East-to-North	55.3%	0		
(SB LT)	North-to-East	12.0%	0	FSUTMS Model Year AADTs	Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.
(SB THRU)	North-to-South	75.5%	0		
(SB RT)	North-to-West	12.5%	0		
(NB LT)	South-to-West	9.4%	0		
(NB THRU)	South-to-North	81.6%	0		
(NB RT)	South-to-East	9.0%	0		
Desired Closure:		0.01			

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	County:	Collier
Intersection:	Wiggins Pass	Analyst:	Daniel Miller
Project:	Old US 41 - Alternative 8	Date:	12-Jan-21

Approach-To-Approach	2019	2019		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.555	0.461	182	0.467	211	0.475	260	0.481	309
West-To-East (Thru)	0.061	0.052	20	0.052	24	0.050	27	0.049	32
West-To-South (RT)	0.384	0.487	192	0.481	217	0.475	260	0.470	302
Total Flow From West:			394		452		547		643
East-To-South (LT)	0.383	0.482	102	0.474	108	0.464	116	0.457	125
East-To-West (Thru)	0.064	0.062	13	0.067	15	0.072	18	0.076	21
East-To-North (RT)	0.553	0.456	97	0.459	104	0.464	116	0.467	128
Total Flow From East:			212		227		250		274
North-To-East (LT)	0.120	0.087	149	0.086	163	0.084	184	0.083	207
North-To-South (Thru)	0.755	0.809	1389	0.802	1520	0.794	1740	0.788	1960
North-To-West (RT)	0.125	0.104	179	0.112	212	0.122	267	0.129	321
Total Flow From North:			1717		1895		2191		2488
South-To-West (LT)	0.094	0.109	309	0.115	354	0.122	424	0.128	496
South-To-North (Thru)	0.816	0.800	2268	0.797	2451	0.794	2760	0.791	3067
South-To-East (RT)	0.090	0.091	258	0.088	271	0.084	292	0.081	314
Total Flow From South:			2835		3076		3476		3877

TURNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 14-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 9
County: Collier

Is this a 4 way intersection?
 Yes, my intersection has four approaches
 If not, which 3 approaches exist in the intersection?
 EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

Is the Mainline Oriented North/South?
 Yes
 No

K Factors	Mainline	D Factors	Mainline
	9.00%	Northbound (NB)	40.0%
	Side street	Southbound (SB)	60.0%
	9.00%		Side street
		Westbound (WB)	60.0%
		Eastbound (EB)	40.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No
 Yes
 No

If "Yes" go to cell C47

If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

Year	Rate (1.0% = 0.01)	
	Mainline	Side Street
Base		
Opening		
Mid		
Design		

Mainline Growth Function
 Linear
 Exponential
 Decaying

Side Street Growth Function
 Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:
(growth rates are used to calculate other project years)

From West:	From East:	From North:	From South:	TOTAL
EB Approach	WB Approach	SB Approach	NB Approach	
0	0	0	0	0

Enter Project and Model Years

Year
Base
Opening
Mid
Design
Model

Enter Base and Model Year AADTs for Volume Comparison:
(volumes for other project years are calculated by interpolation)

	From West:	From East:	From North:	From South:	TOTAL
	EB Approach	WB Approach	SB Approach	NB Approach	
2019	7300	5900	47700	52500	113400
2045	11400	7500	66400	70500	155800

using initial 2045 AADT

1st Guess Actual/Counted
Turning %'s for Traffic
AADT Balancing for 2019

(EB LT)	West-to-North	37.0%	0
(EB THRU)	West-to-East	4.1%	0
(EB RT)	West-to-South	58.9%	0
(WB LT)	East-to-South	55.9%	0
(WB THRU)	East-to-West	9.0%	0
(WB RT)	East-to-North	35.1%	0
(SB LT)	North-to-East	5.8%	0
(SB THRU)	North-to-South	81.1%	0
(SB RT)	North-to-West	13.1%	0
(NB LT)	South-to-West	18.8%	0
(NB THRU)	South-to-North	73.0%	0
(NB RT)	South-to-East	8.2%	0

Existing Year AADTs

Existing Turning Movement Counts

FSUTMS Model Year AADTs

Desired Closure: 0.01

First Guess Turning % Option Used
FSUTMS Model Year AADTs

Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

The turning percentages first guess is the same as the **actual distribution of turning volumes entered**. No balancing technique is used.

Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	County:	Collier
Intersection:	Wiggins Pass	Analyst:	Daniel Miller
Project:	Old US 41 - Alternative 9	Date:	14-Jan-21

Approach-To-Approach	2019	2019		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.370	0.243	64	0.247	73	0.252	89	0.256	105
West-To-East (Thru)	0.041	0.028	7	0.029	9	0.028	10	0.028	11
West-To-South (RT)	0.589	0.729	192	0.724	215	0.720	255	0.716	294
Total Flow From West:			263		297		354		410
East-To-South (LT)	0.559	0.696	222	0.689	234	0.680	253	0.672	272
East-To-West (Thru)	0.090	0.072	23	0.076	25	0.082	30	0.088	36
East-To-North (RT)	0.351	0.232	74	0.235	80	0.238	89	0.240	97
Total Flow From East:			319		339		372		405
North-To-East (LT)	0.058	0.035	90	0.035	98	0.035	112	0.034	122
North-To-South (Thru)	0.811	0.874	2252	0.868	2439	0.860	2749	0.855	3066
North-To-West (RT)	0.131	0.091	234	0.097	272	0.105	336	0.111	398
Total Flow From North:			2576		2809		3197		3586
South-To-West (LT)	0.188	0.218	412	0.227	463	0.238	545	0.247	627
South-To-North (Thru)	0.730	0.698	1319	0.691	1410	0.684	1565	0.678	1721
South-To-East (RT)	0.082	0.084	159	0.082	167	0.078	179	0.075	190
Total Flow From South:			1890		2040		2289		2538

URNS5 ANALYSIS SHEET - INPUT

Analyst: Daniel Miller
Date: 14-Jan-21
Highway: US 41
Intersection: Wiggins Pass
Project: Old US 41 - Alternative 9
County: Collier

Is this a 4 way intersection?
 Yes, my intersection has four approaches
 If not, which 3 approaches exist in the intersection?
 EB, WB, and SB
 EB, WB, and NB
 EB, SB, and NB
 WB, SB, and NB

Is the Mainline Oriented North/South?
 Enter Yes or No
 Yes
 No

K Factors	Mainline	D Factors	Mainline
	9.00%	Northbound (NB)	60.0%
	Side street	Southbound (SB)	40.0%
	9.00%		Side street
		Westbound (WB)	40.0%
		Eastbound (EB)	60.0%

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)
 Yes
 No
 If "Yes" go to cell C47 If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

Year	Rate (1.0% = 0.01)	
	Mainline	Side Street
Base		
Opening		
Mid		
Design		

Mainline Growth Function
 Linear
 Exponential
 Decaying

Side Street Growth Function
 Linear
 Exponential
 Decaying

Enter Base Year AADTs for Volume Comparison:
 (growth rates are used to calculate other project years)

From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
0	0	0	0	0

Enter Project and Model Years

Year	
Base	2019
Opening	2025
Mid	2035
Design	2045
Model	2045

Enter Base and Model Year AADTs for Volume Comparison:
 (volumes for other project years are calculated by interpolation)

	From West: EB Approach	From East: WB Approach	From North: SB Approach	From South: NB Approach	TOTAL
2019	7300	5900	47700	52500	113400
2045	11400	7500	66400	70500	155800

using initial 2045 AADT

		1st Guess	Actual/Counted
		Turning %'s for Traffic AADT Balancing for 2019	
(EB LT)	West-to-North	54.9%	0
(EB THRU)	West-to-East	6.2%	0
(EB RT)	West-to-South	38.9%	0
(WB LT)	East-to-South	38.8%	0
(WB THRU)	East-to-West	6.3%	0
(WB RT)	East-to-North	54.9%	0
(SB LT)	North-to-East	12.1%	0
(SB THRU)	North-to-South	75.7%	0
(SB RT)	North-to-West	12.2%	0
(NB LT)	South-to-West	9.3%	0
(NB THRU)	South-to-North	81.5%	0
(NB RT)	South-to-East	9.2%	0
Desired Closure:		0.01	

Existing Year AADTs	First Guess Turning % Option Used FSUTMS Model Year AADTs
Existing Turning Movement Counts	Only the existing year total departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.
FSUTMS Model Year AADTs	The turning percentages first guess is the same as the <u>actual distribution of turning volumes entered</u> . No balancing technique is used.
	Only the FSUTMS model year departure volumes [AADT*K*(1-D)] will be used to calculate the turning percentages first guess.

TURNS5 INITIAL TURNING VOLUME SUMMARY

Highway:	US 41	County:	Collier
Intersection:	Wiggins Pass	Analyst:	Daniel Miller
Project:	Old US 41 - Alternative 9	Date:	14-Jan-21

Approach-To-Approach	2019	2019		2025		2035		2045	
	Initial Estimate	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume	Final Estimate	Calculated Volume
West-To-North (LT)	0.549	0.459	181	0.463	206	0.469	249	0.474	292
West-To-East (Thru)	0.062	0.053	21	0.052	23	0.051	27	0.050	31
West-To-South (RT)	0.389	0.488	192	0.485	216	0.480	254	0.476	293
Total Flow From West:			394		445		530		616
East-To-South (LT)	0.388	0.483	102	0.477	108	0.469	116	0.463	125
East-To-West (Thru)	0.063	0.062	14	0.066	15	0.071	18	0.075	20
East-To-North (RT)	0.549	0.455	96	0.457	103	0.460	114	0.462	125
Total Flow From East:			212		226		248		270
North-To-East (LT)	0.121	0.087	149	0.086	161	0.085	181	0.083	198
North-To-South (Thru)	0.757	0.809	1389	0.804	1506	0.796	1696	0.791	1891
North-To-West (RT)	0.122	0.104	179	0.110	206	0.119	254	0.126	301
Total Flow From North:			1717		1873		2131		2390
South-To-West (LT)	0.093	0.109	309	0.114	349	0.121	415	0.127	483
South-To-North (Thru)	0.815	0.800	2268	0.797	2438	0.793	2723	0.789	3004
South-To-East (RT)	0.092	0.091	258	0.089	272	0.086	295	0.084	320
Total Flow From South:			2835		3059		3433		3807

Appendix G: Design Year Balancing Worksheets

Guide to Balancing Worksheets

Name and information about the intersection.

Each approach shows the raw/initial, balanced, RNSE difference, and turning % for each turning movement.

RNSE is a measure of error from the initial value to the balanced value. It is similar to root mean square error except it measures error from the initial value and not from the mean. The formula for $RNSE = \sqrt{(b-i)^2/i}$ where the initial value is i and the balanced value is b .

9: Veterans & Old US 41
Raw Count Date:

Old US 41

716	716	749
target	i	i

110	0	imbal
T	↑	target
1013	1007	1007

Local OD Raw

Local OD	1	2	3	4	est	tgt	err
1	0	182	569	167	918	860	0.07
2	153	0	252	0	843	843	0.00
3	316	314	0	0	749	716	0.05
4	316	571	192	0	1079	1080	0.00
est	595	1067	1013	913			
tgt	592	1066	1007	834			
err	0.01	0.00	0.01	0.10			0.22

RNSE 1.8 0.3 0.1 -

%	39%	17%	44%	0%
bal	277	123	316	0
raw	309	126	314	0

raw % bal % RNSE

T	252	30%	T	269	32%	1.1
Γ	437	52%	Γ	415	49%	1.1
Γ	153	18%	Γ	159	19%	0.5
C	0	0%	C	0	0%	-

Veterans

0	0	0	0			
0.1	18%	194	J	18%	192	J
0.2	53%	576	→	53%	571	→
0.3	29%	310	L	29%	316	L
RNSE	%	bal	%	raw	%	

Local OD Estimated

Local OD	1	2	3	4	est	tgt	err
1	0	174	544	121	843	843	0.00
2	159	0	269	0	843	843	0.00
3	123	316	0	0	716	716	0.00
4	310	576	194	0	1080	1080	0.00
est	592	1066	1007	834			
tgt	592	1066	1007	834			
err	0.00	0.00	0.00	0.00			0.00

“Local OD Raw” lists the raw/initial turning movements in OD format necessary for the volume balancing macro.

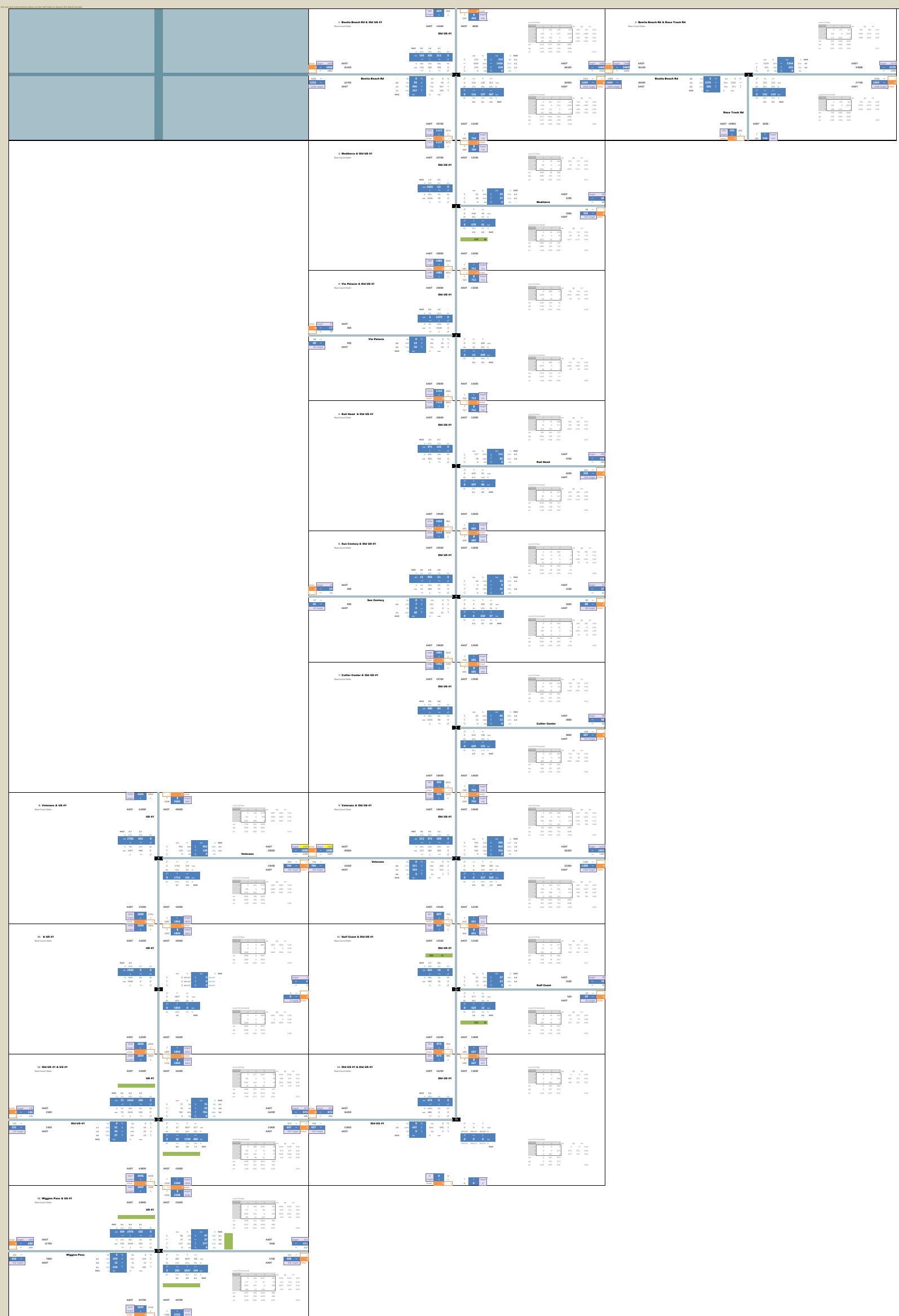
“Local OD Estimated” lists the balanced turning movements in OD format generated by the volume balancing macro.

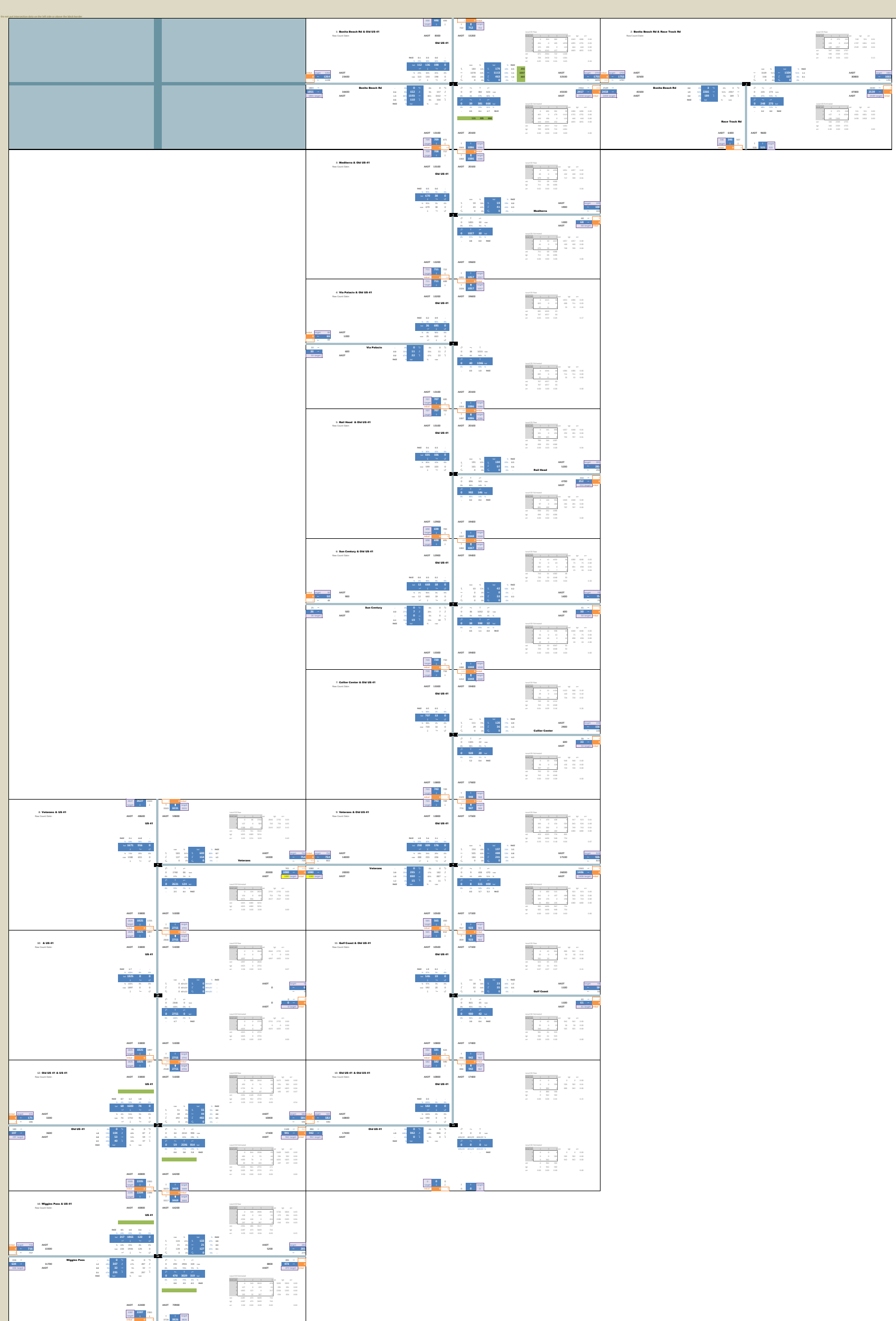
imbal target 834
-1 → 834
-133 ← 913

1079 →
1080 →
1080 target

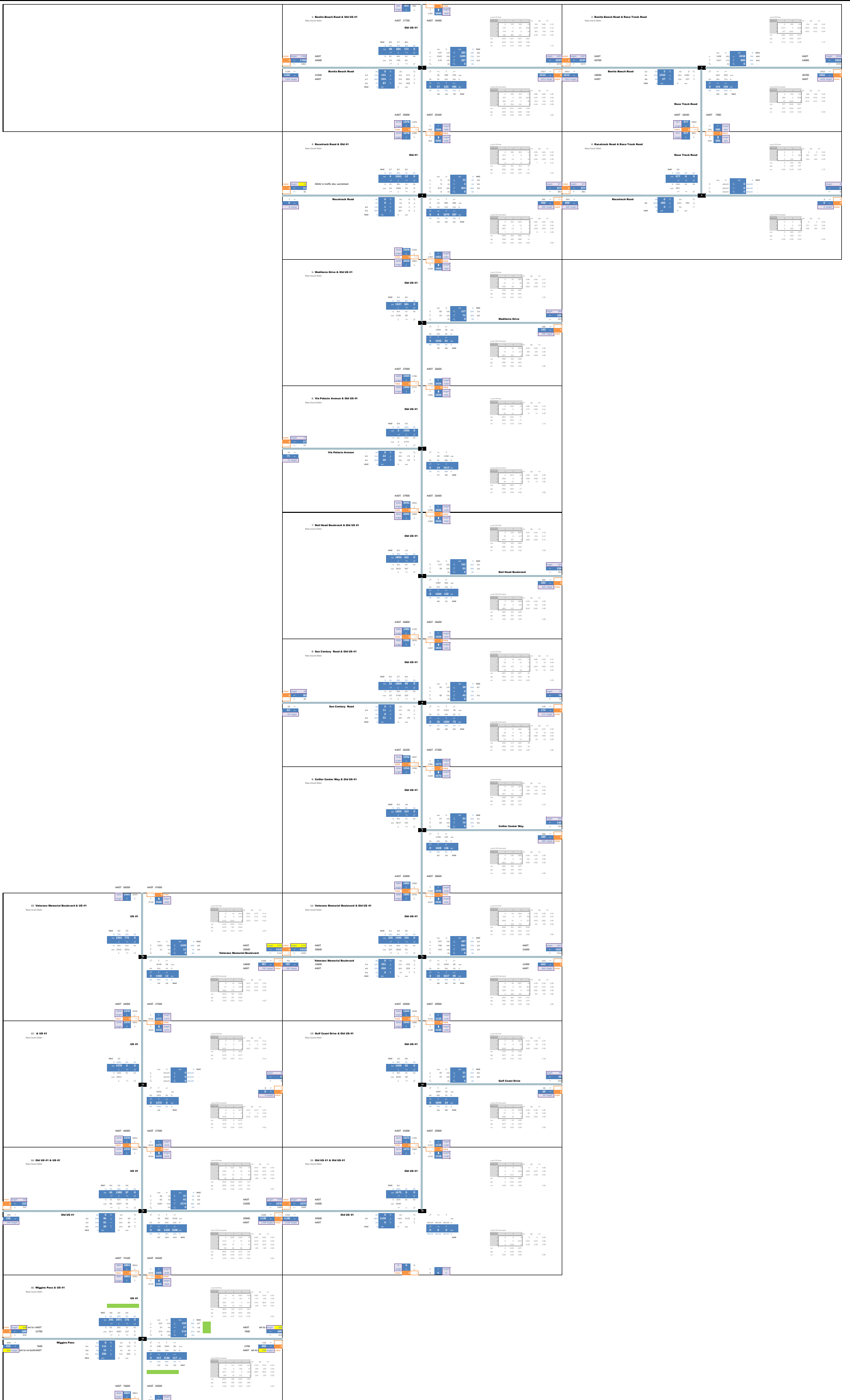
Cell Color Descriptions

- Imbalance to next intersection (orange box)
- Raw/initial Values (grey text)
- Target DDHV (highlighted if manually set.) (purple box)
- Balanced Values (blue box)

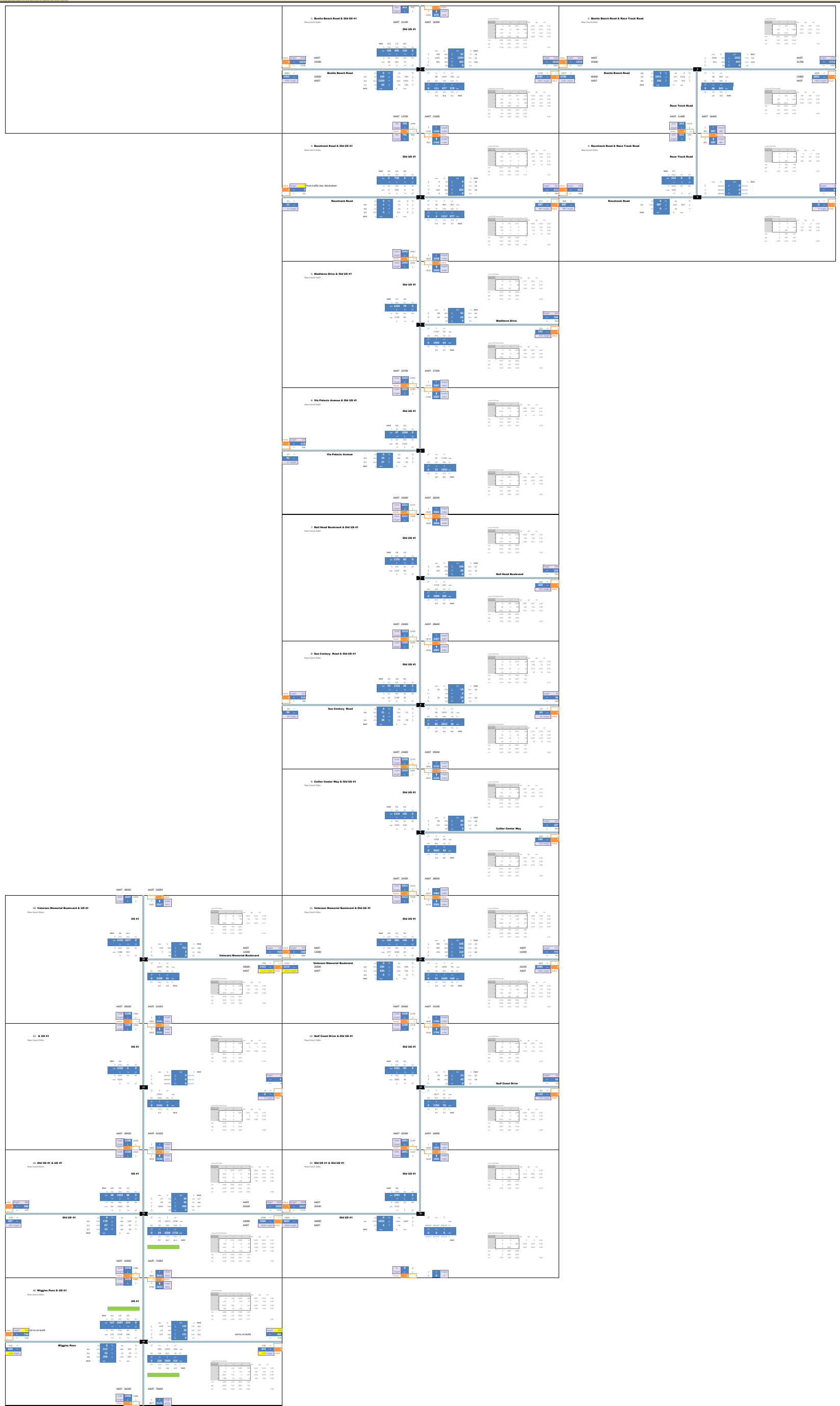




Project Name	104 04 01
Project Manager	...
Project Location	...
Project Start Date	...
Project End Date	...



Project Information
Project Name
Project Number
Project Date
Project Status



Project Information
Project Name
Project Number
Project Manager
Project Start Date
Project End Date

