PROJECT TRAFFIC ANALYSIS REPORT

Florida Department of Transportation

District 1

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

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

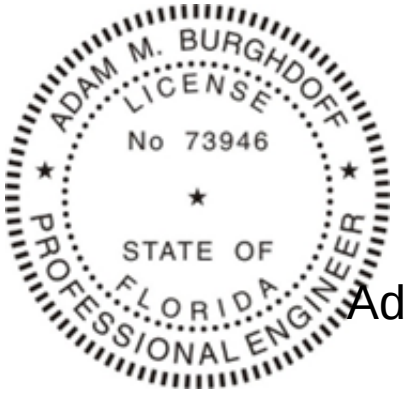
Lee County, Florida

Financial Management Number: 44321-1-22-01

ETDM Number: 6291

Date: February 21, 2024

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



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Section 1
Executive Summary

EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

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

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

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

Table 1. Scenarios Analyzed

Scenario	Description
Existing	No modifications to existing geometry.
No-Build	• Addition of northwest quadrant road per City of Bonita Springs plans
Displaced Left-Turn (DLT)	• Northbound and southbound left-turn displaced across US 41 • Enhance the northwest quadrant road with improvements to the EB approach to the US 41/quadrant road intersection • Addition of northeast quadrant road
Single-Point Urban Interchange (SPUI)	• Enhance the northwest quadrant road with improvements to the EB approach to the US 41/quadrant road intersection • Addition of northeast quadrant road *This build alternative was included in the ICE analysis before the PD&E project team was aware of the Angler's Paradise development. With the approval of the Anglers Paradise development, this alternative would have significantly impacted the approved development, was no longer geometrically feasible, and was removed from further analysis.*
Widened US 41	• Widening of US 41 to 8 lanes. • Enhance the northwest quadrant road with improvements to the EB approach to the US 41/quadrant road intersection • Addition of northeast quadrant road *This build alternative was not included in the ICE analysis. When the SPUI alternative was removed from the analysis, this build alternative was added to provide a second build alternative. This alternative was evaluated using Synchro and SPICE and the results were shown in the PD&E's comparative evaluation matrix.*

Section 2
Traffic Analysis Assumptions

Traffic forecast for the project was developed using:	
Travel Demand Model	Growth Rates
Type of Travel Demand Model Used: ☐ Metropolitan Planning Model ☒ Other Model (*specify*) US 41/Old US 41 Subarea Model	
Is the travel demand model based on the latest adopted Long Range Transportation Plan?	
☐YES	☒NO
2021 Date when MPO adopted the latest Long Range Transportation Plan	Explain why The latest adopted LRTP occurred after model development of the US 41/Old US 41 Subarea Model. The models inputs and outputs were compared to determine the AADT for future year analysis.
2020 Base Year of Travel Demand Model	
2040 Horizon Year of Travel Demand Model	
Long Range Transportation Plan documentation is available at (provide web address): https://leempo.com/programs-products/long-range-transportation-plan/	
Traffic Data and Factors	
Standard K = varies as shown in Table 3 D Factor = varies as shown in Table 3 T_{Daily} = varies as shown in Table 3	Data Collection Year = 2019/2022 Opening Year = 2030 Interim Year = N/A Design Year = 2050
Discuss any changes in land use, economics, population and employment data since the model was built. Comparison of the socioeconomic growth in the subarea model vs BEBR projections for 2045 indicated that the subarea model was over-estimating the growth by 2040. Additionally, the latest adopted model AADTs were approximately 10% less than the subarea model. Additional details can be found in the Future Year AADT Determination.	
Traffic Analysis Assumptions	
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs. The study area is US 41 from Woods Edge Parkway to the Center of Bonita Springs (North) Access and Bonita Beach Road from Vanderbilt Drive/Luke Street to Spanish Wells Boulevard. The analysis was conducted for an opening year of 2030 and a design year of 2050. Additional details as to the data calibration/validation parameters, analysis tools, and MOEs can be found in The Traffic Analysis Method section of this report and Appendix A. VISSIM was utilized for the future year analysis and Synchro was used to generate signal timings.	

Section 3
Introduction

INTRODUCTION

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

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

- Partial displaced left-turn intersection
- Single point interchange

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

The scope of this report includes:

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

The analysis years are:

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

PROJECT LOCATION

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

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

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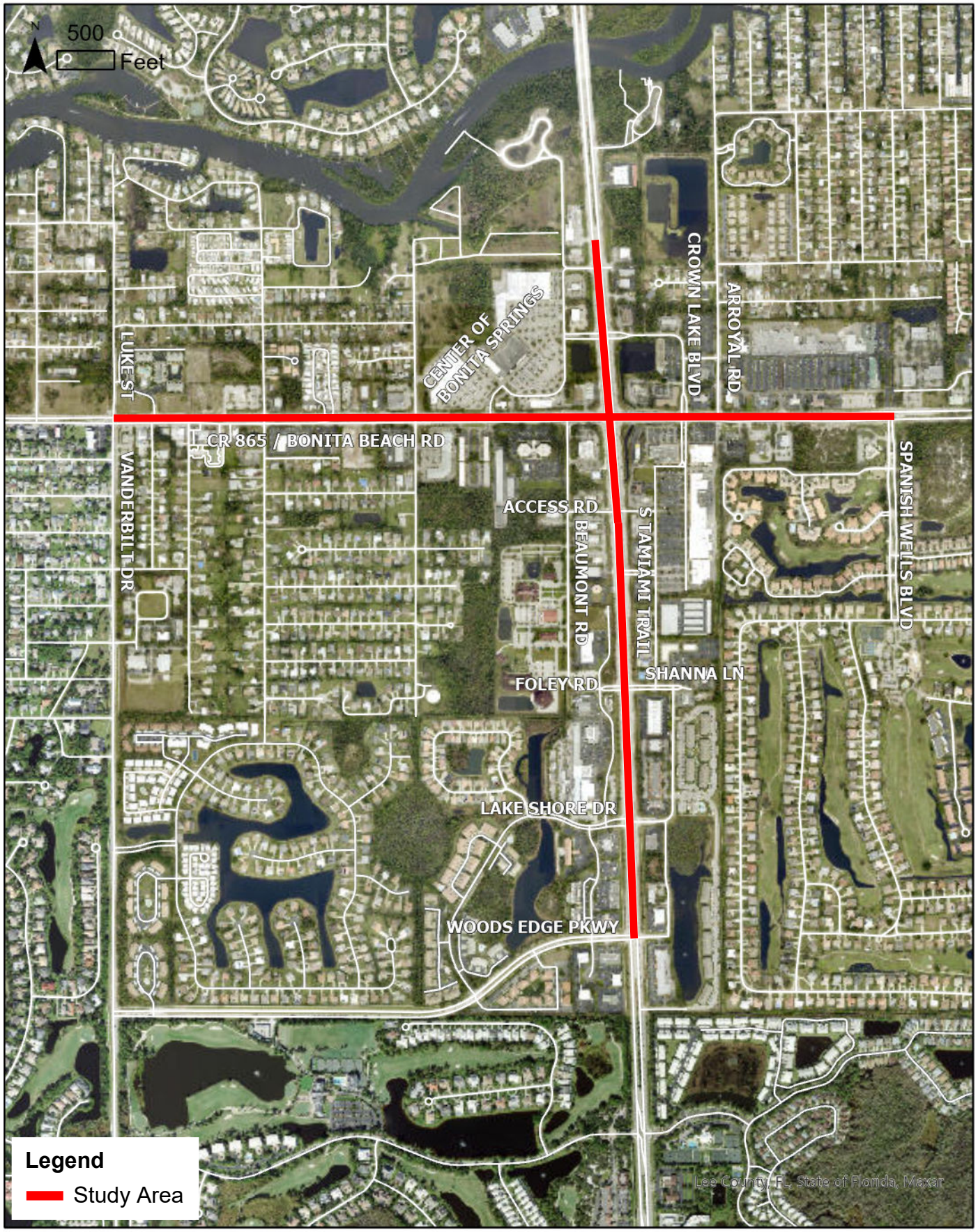
US 41 AT BONITA BEACH ROAD PD&E
FPID 444321-1-22-01

PROJECT VICINITY
BONITA SPRINGS, FL

FIGURE 1



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

STUDY AREA
BONITA SPRINGS, FL

FIGURE **2**

TRAFFIC ANALYSIS OBJECTIVES

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

Section 4
Traffic Analysis Method

TRAFFIC ANALYSIS METHOD

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

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

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

TRAFFIC ANALYSIS TIME PERIODS & STUDY AREA

Traffic analysis was carried out for the following scenarios:

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

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

DATA REQUIRED

INTERSECTION TURNING MOVEMENT COUNTS

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

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

Table 2. Intersection Turning Movement Count Locations

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

[1]*Intersection number on Figure 3*

ROADWAY SEGMENT DATA

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

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

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

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

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

FACILITY CHARACTERISTICS

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

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

STUDY AREA INTERSECTIONS
BONITA SPRINGS, FL

FIGURE **3**

TRAFFIC ANALYSIS TOOLS

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

TRAFFIC ANALYSIS MEASURES OF EFFECTIVENESS

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

Table 3. Measures of Effectiveness

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

Delay

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

Queue Length

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

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

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

Network Travel Time

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

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

Network Performance

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

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

Pedestrian Crossing Times

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

TRAFFIC FACTORS

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

Standard K

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

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

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

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

D Factor

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

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

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

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

T_{24} Factor

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

Recommended Traffic Factors

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

Table 4. Recommended Traffic Factors

Description	k	Mid-Day D	PM D	T24	DHT
US 41, North of BBR	0.11	50.2	57.4	2.6	1.3
US 41, South of BBR	0.11	50.9	59.5	3.2	1.6
BBR, East of US 41	0.11	50.8	60.4	6.0	3.0
BBR, West of US 41	0.11	52.3	53.5	3.6	1.8

Section 5
Existing Conditions Analysis

EXISTING CONDITIONS ANALYSIS

EXISTING TRAFFIC VOLUMES

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

AADT

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

Table 5. Estimated Existing AADT

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

PEAK HOUR ANALYSES

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

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

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

SEASONAL FACTOR

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

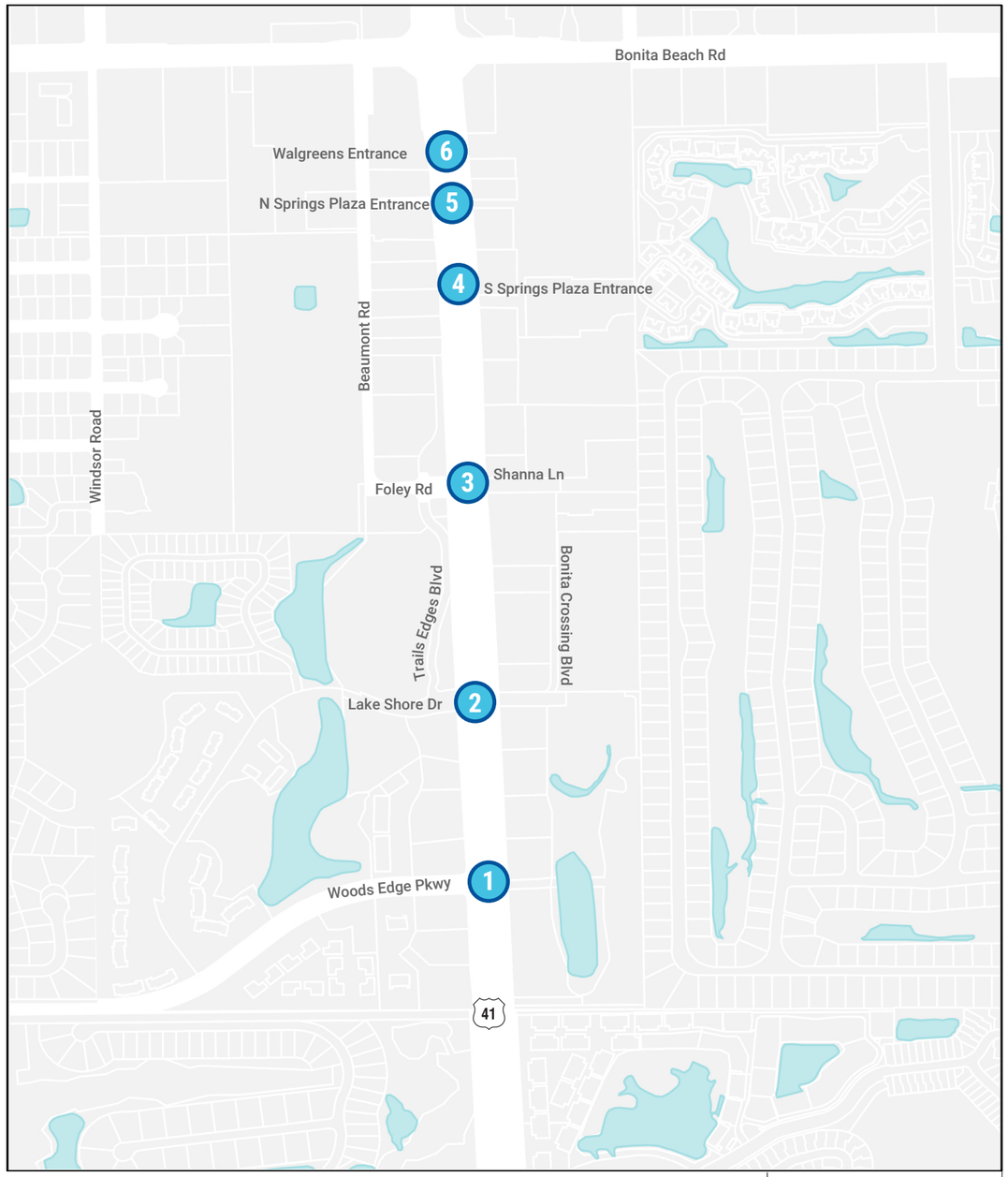
2019 turning movement counts and a seasonal factor of 1.04 was used for the August 28th, 2019 turning movement counts. The Bonita Beach Road and Vanderbilt Drive/Luke Street intersection was analyzed with a seasonal factor of 0.93. The seasonal factors are shown in **Appendix D**.

VOLUME BALANCING

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

EXISTING INTERSECTION CHARACTERISTICS

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



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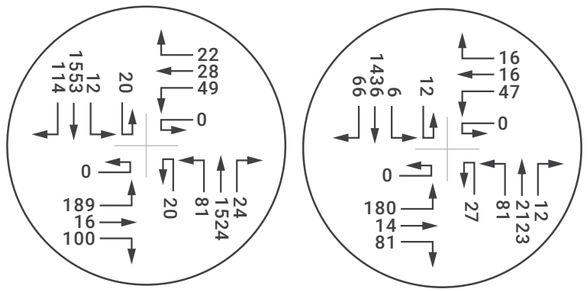
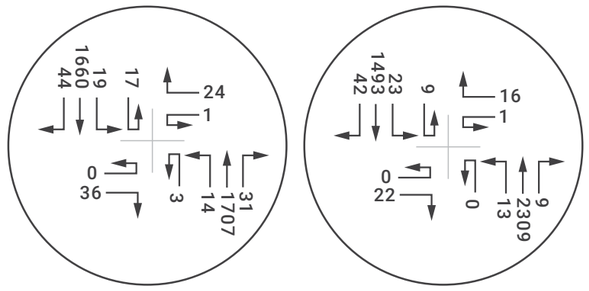
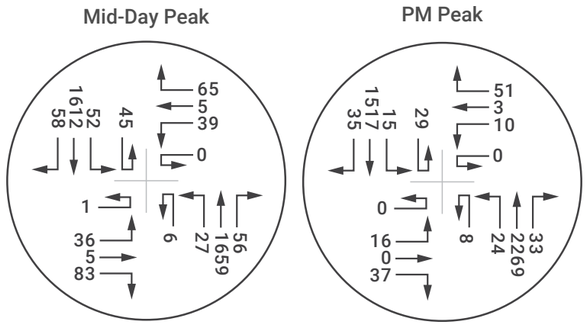


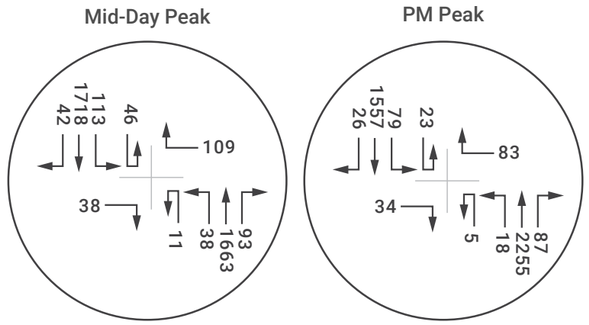
2 US 41 & Lake Shore Dr



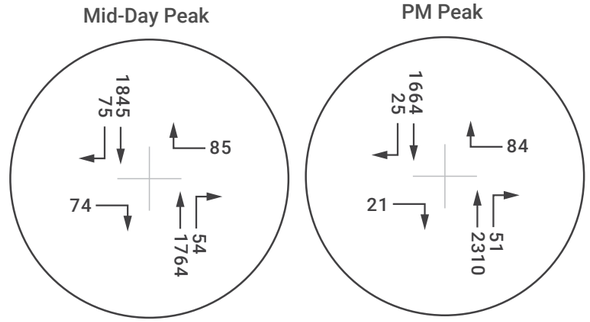
3 US 41 & Foley Rd/Shanna Ln



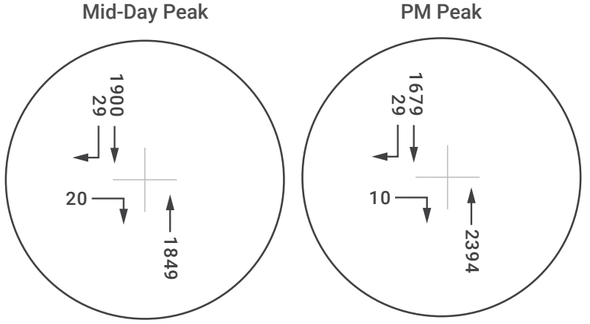
4 US 41 & S Springs Plaza Entrance



5 US 41 & N Springs Plaza Entrance



6 US 41 & Walgreens Entrance



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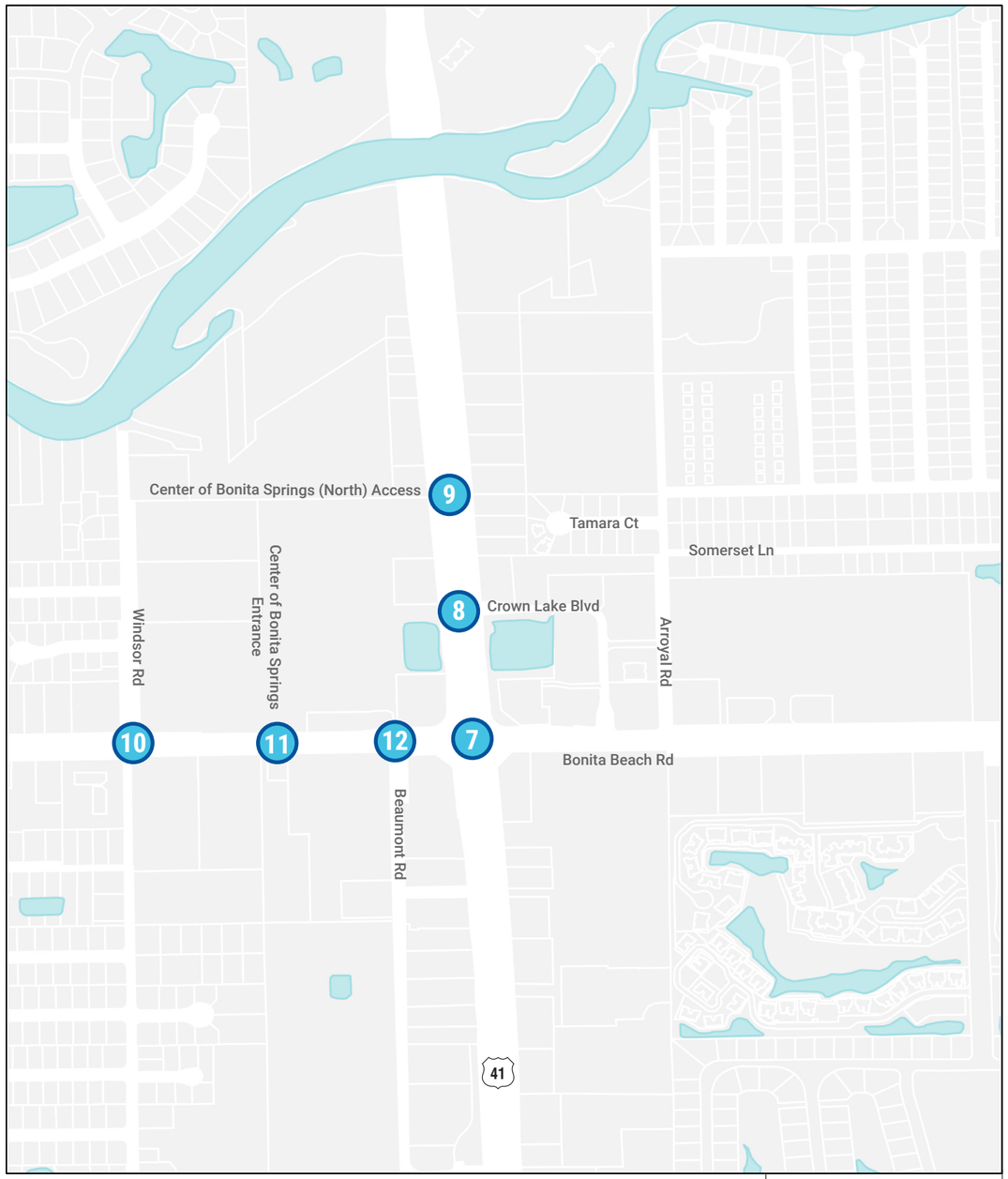
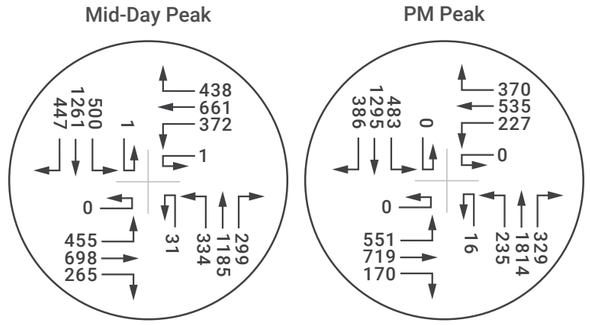
2019 Existing TMCs

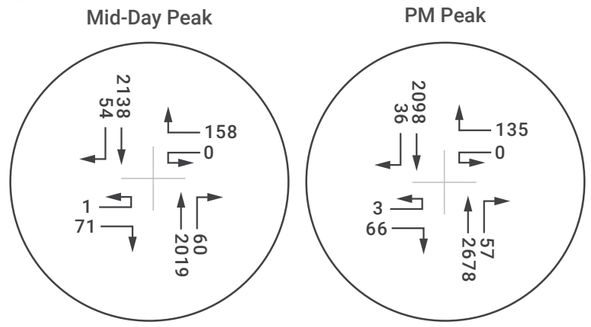
FIGURE 4A



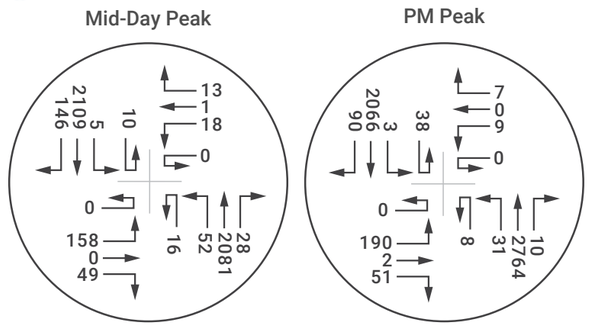
7 US 41 & Bonita Beach Rd



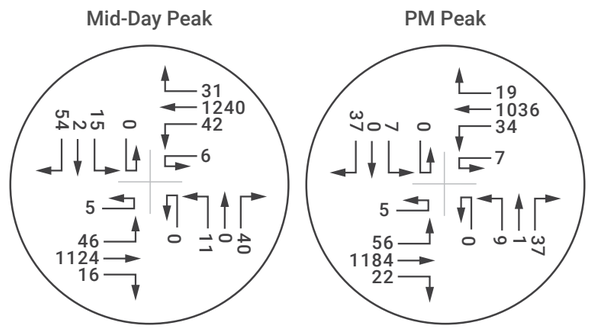
8 US 41 & Crown Lake Blvd



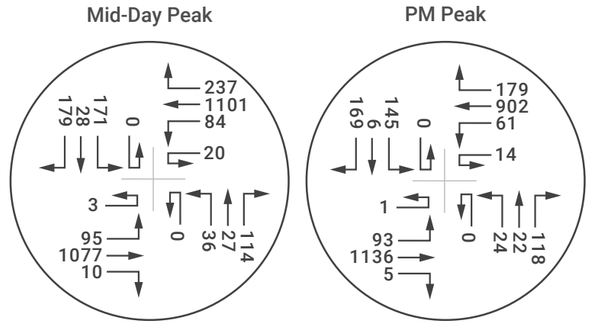
9 US 41 & Center of Bonita Springs (North) Access



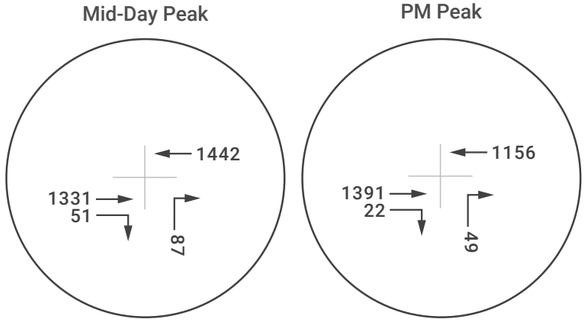
10 Windsor Rd & Bonita Beach Rd



11 Center of Bonita Springs Entrance & Bonita Beach Rd



12 Beaumont Rd & Bonita Beach Rd



US 41 & Bonita Beach Road PD&E Study | Bonita Springs

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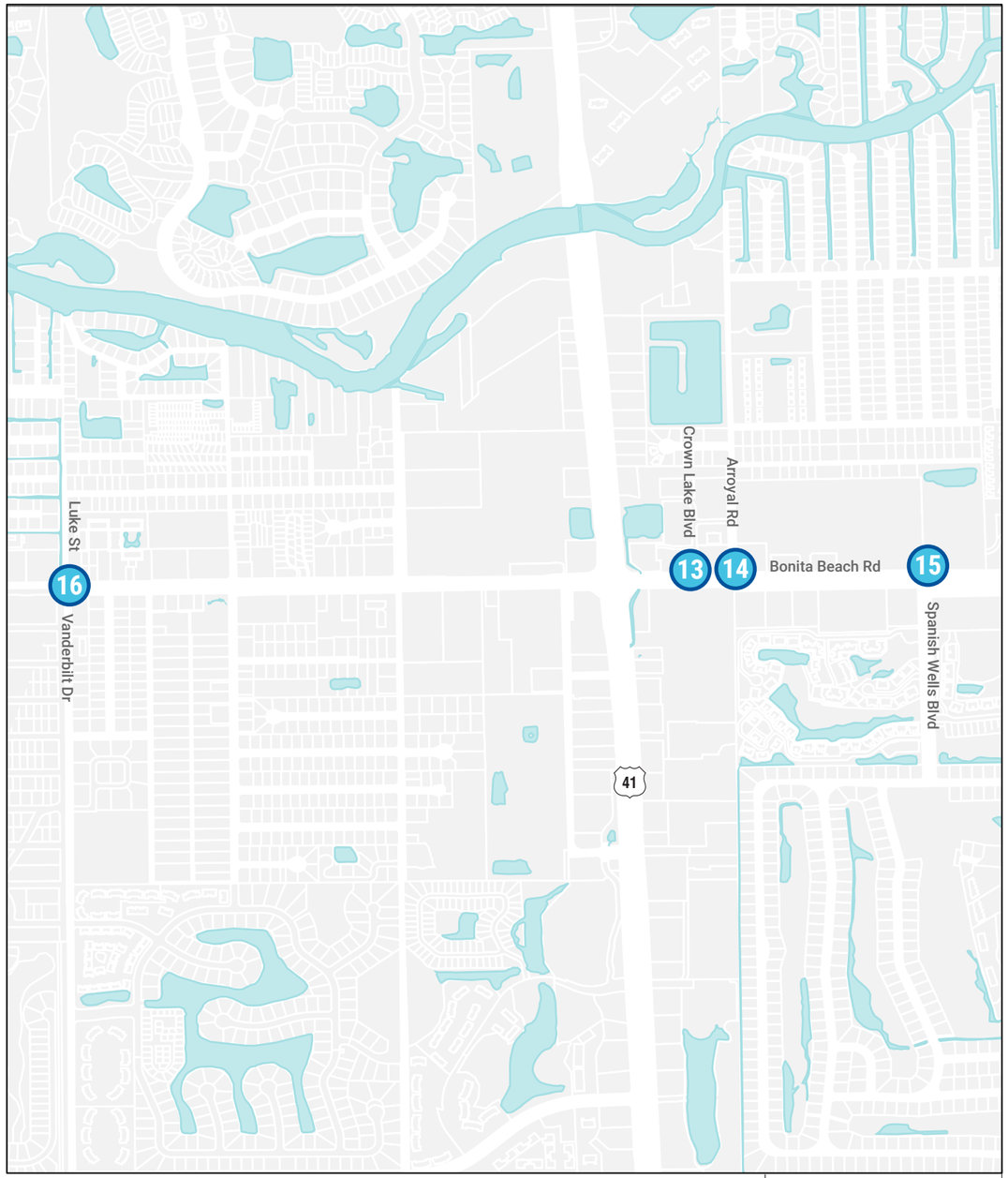
2019 Existing TMCs

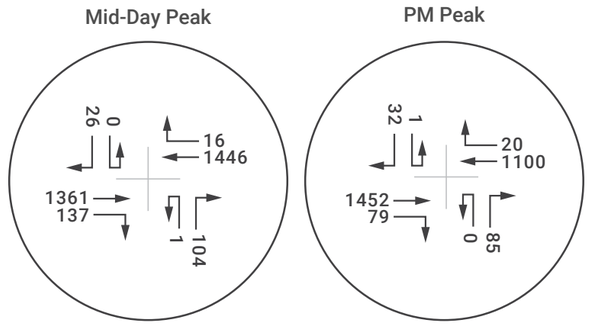
FIGURE 4B



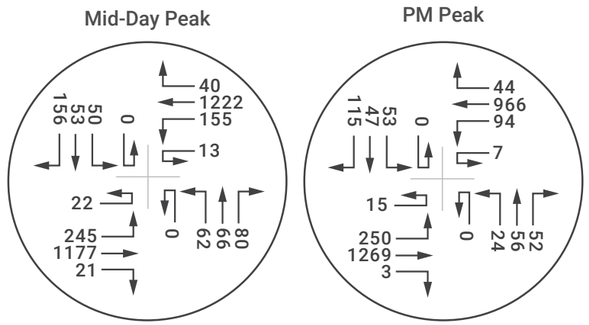
Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

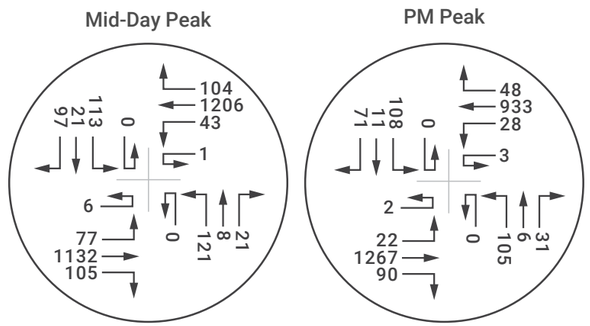
13 Crown Lake Blvd & Bonita Beach Rd



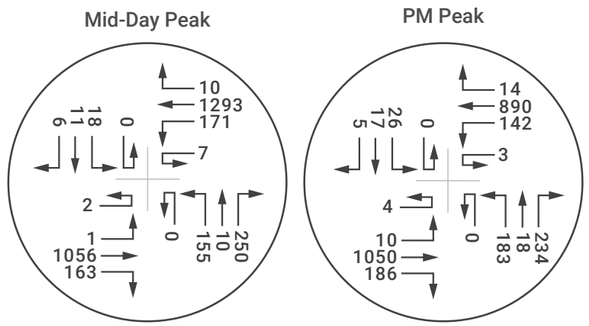
14 Arroyal Rd & Bonita Beach Rd



15 Spanish Wells Blvd & Bonita Beach Rd



16 Vanderbilt Dr/Luke St & Bonita Beach Rd

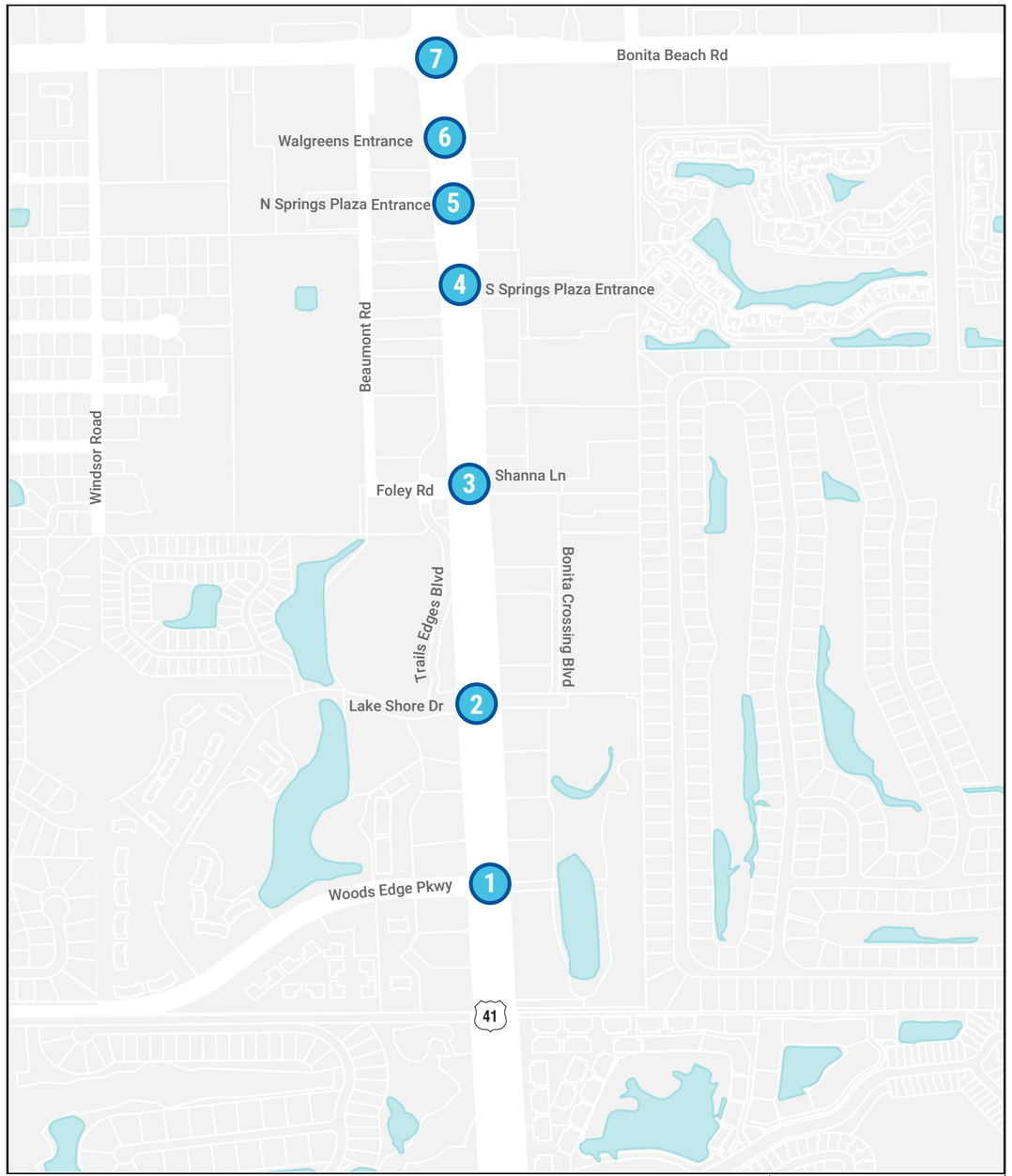


US 41 & Bonita Beach Road PD&E Study | Bonita Springs

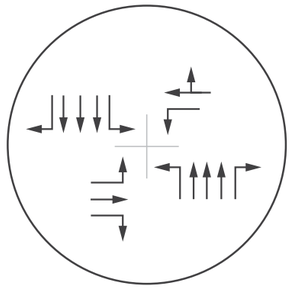
FPID 444321-1-22-01

2019 Existing TMCs

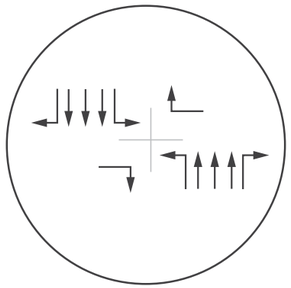
FIGURE 4C



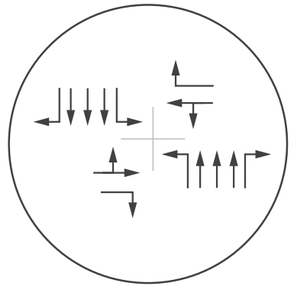
1 US 41 & Woods Edge Pkwy



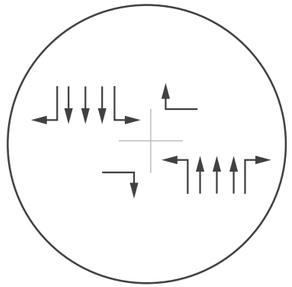
2 US 41 & Lake Shore Dr



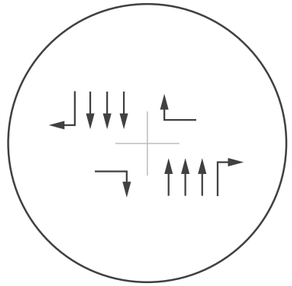
3 US 41 & Foley Rd/Shanna Ln



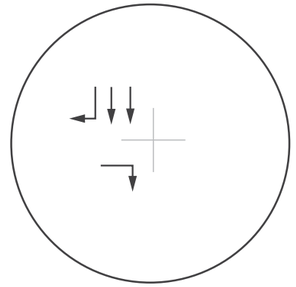
4 US 41 & S Springs Plaza Entrance



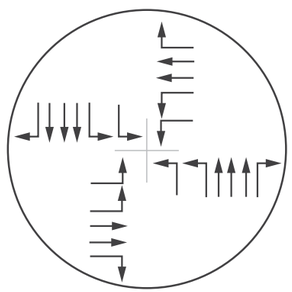
5 US 41 & N Springs Plaza Entrance



6 US 41 & Walgreens Entrance



7 US 41 & Bonita Beach Rd



US 41 & Bonita Beach Road PD&E Study | Bonita Springs

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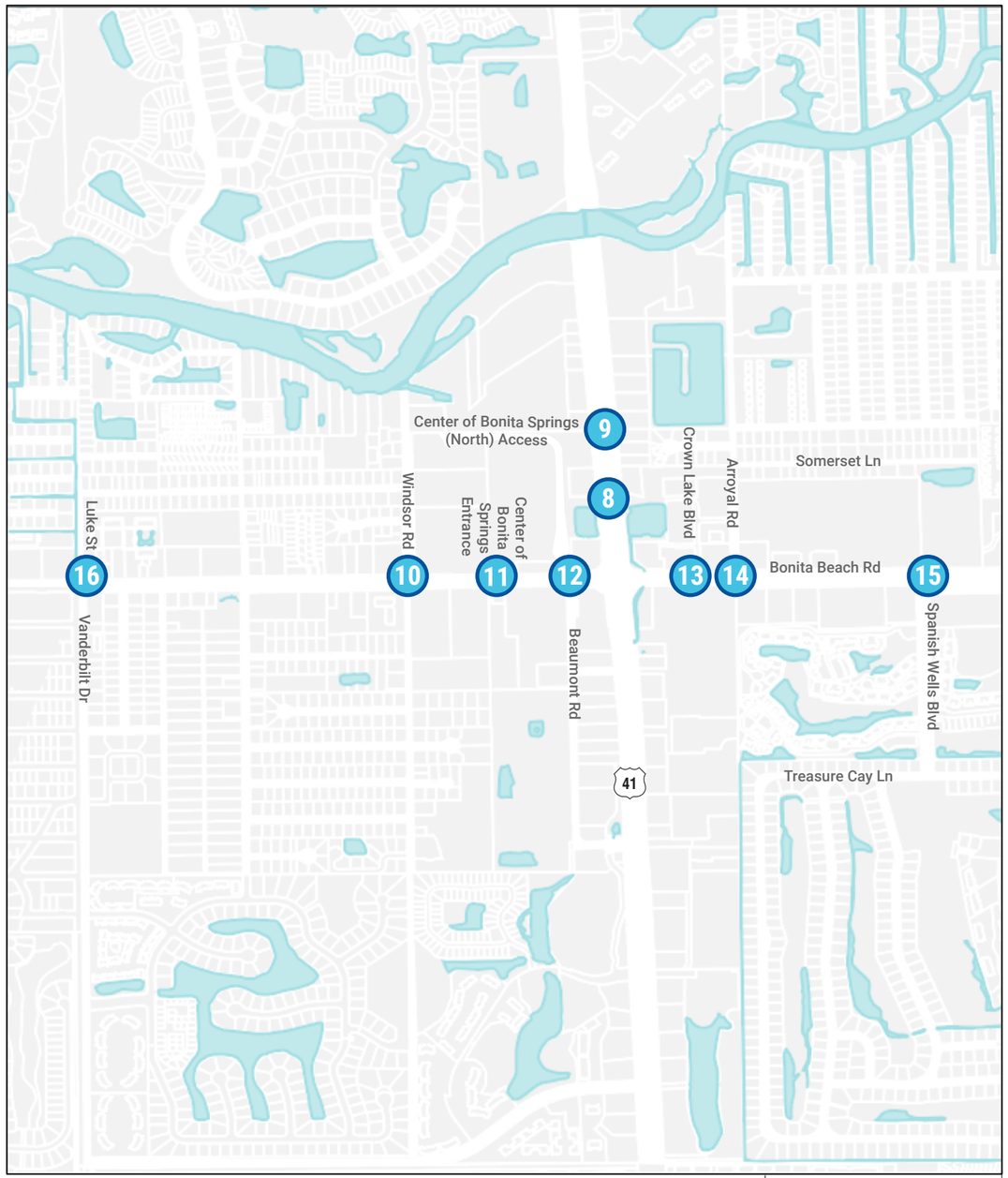
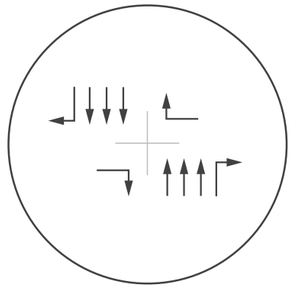
Existing Turn Lane Configurations

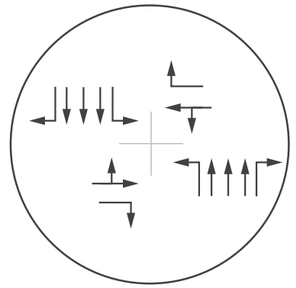
FIGURE 5A



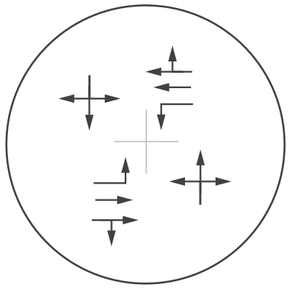
8 **US 41 & Crown Lake Blvd**



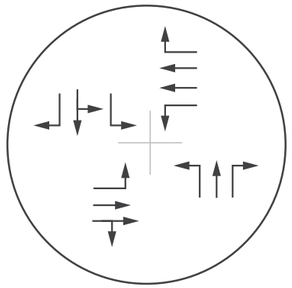
9 **US 41 & Center of Bonita Springs (North) Access**



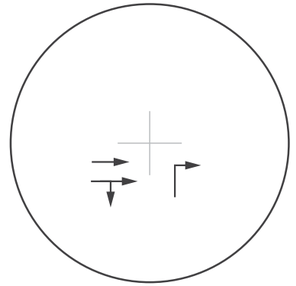
10 **Windsor Rd & Bonita Beach Rd**



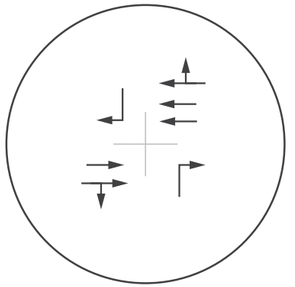
11 **Center of Bonita Springs Entrance & Bonita Beach Rd**



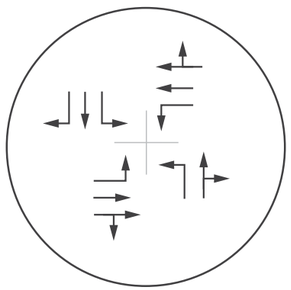
12 **Beaumont Rd & Bonita Beach Rd**



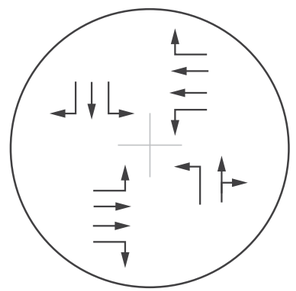
13 **Crown Lake Blvd & Bonita Beach Rd**



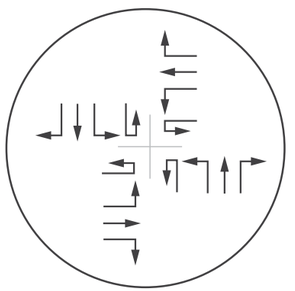
14 **Arroyal Rd & Bonita Beach Rd**



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



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



US 41 & Bonita Beach Road PD&E Study | Bonita Springs

FPID 444321-1-22-01

Existing Turn Lane Configurations

FIGURE 5B

EXISTING OPERATIONAL ANALYSIS

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

EXISTING CONDITIONS SYNCHRO ANALYSIS

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

Appendix Table G-1. Existing Operational Analysis – Mid Day Peak
Appendix Table G-2. Existing Operational Analysis – PM Peak

Table 6. Existing Condition Signalized Intersection Delay Summary

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

[1]Based on 2022 data

EXISTING CONDITIONS SUMMARY

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

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

Intersections:

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

Roadway Segments:

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

Section 6
Development of Future Year Traffic Forecast

DEVELOPMENT OF FUTURE YEAR TRAFFIC FORECAST

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

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

MODEL VOLUMES

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

Table 7. D1RPM Corridor Forecast Traffic

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

HISTORIC AADT

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

BEBR PROJECTIONS

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

Table 8. Historic AADT

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

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

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

Table 9. BEBR Projections

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

FUTURE YEAR AADT DETERMINATION

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

Table 10. Roadway Segment AADTs

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

FUTURE TURNING MOVEMENT VOLUMES

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

Table 11. Roadway Segment DDHVs

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

TRAFFIC DIVERSION

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

Select Link Analysis

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

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

Table 12. Select Link Diversion Calculations

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

Quadrant Road Diversion

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

Table 13. Quadrant Road Diversion Calculations

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

Resulting Volume Diversion

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

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

Table 14. New Roadway Volume Assumptions

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

Table 15. New Roadway Directional Volume Assumptions

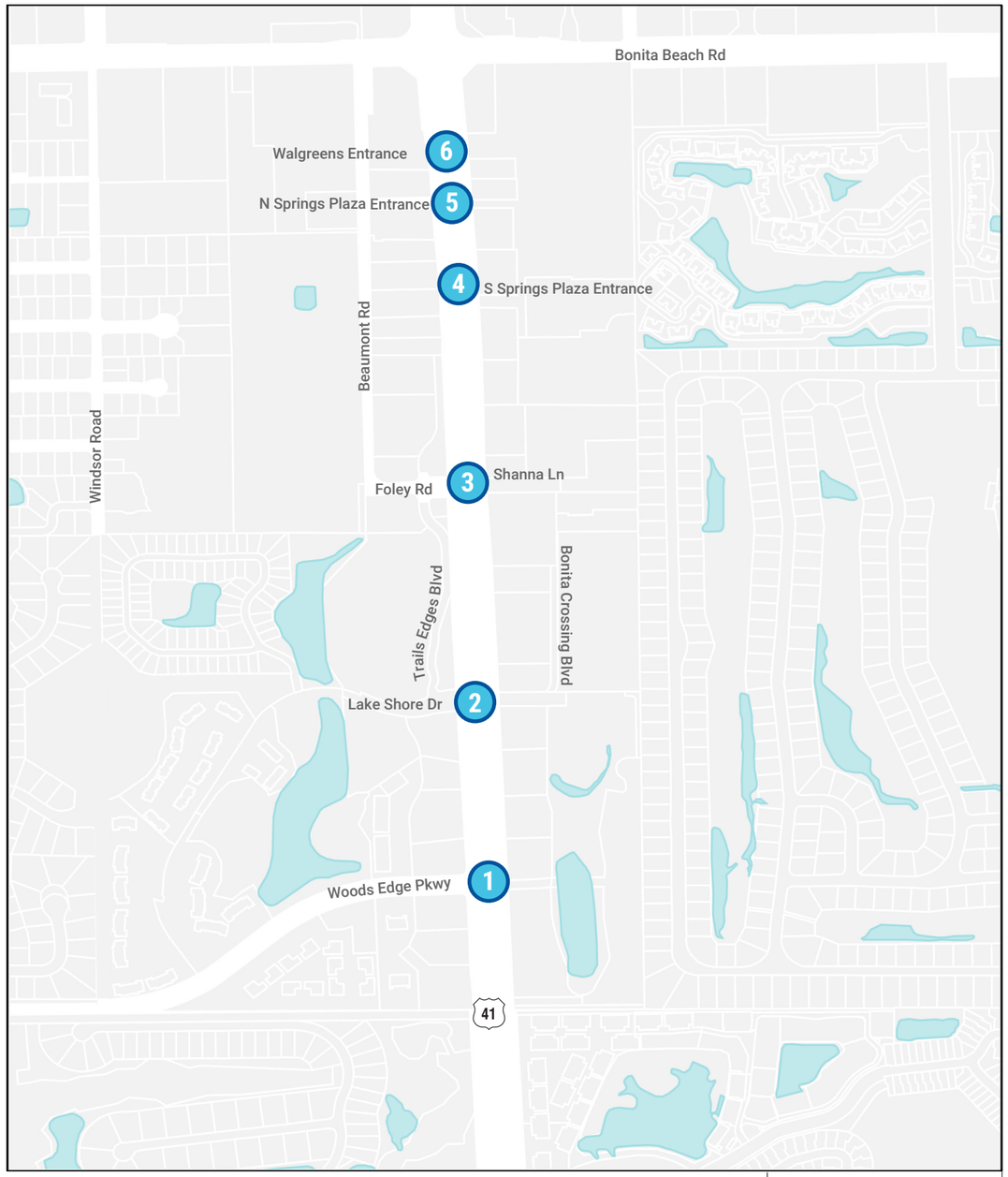
Quadrant	Movement	Mid-Day Peak			PM Peak		
		2050 TMV	Two-Way Volume	Volume Diverted	2050 TMV	Two-Way Volume	Volume Diverted
Northwest	Eastbound Left	936	660	328	1,045	660	366
	Southbound Right	951		333	799		280
Northeast	Southbound Left	846	740	296	938	740	328
	Westbound Right	891		312	644		225
Southwest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

TURNING MOVEMENT VOLUME CALCULATIONS

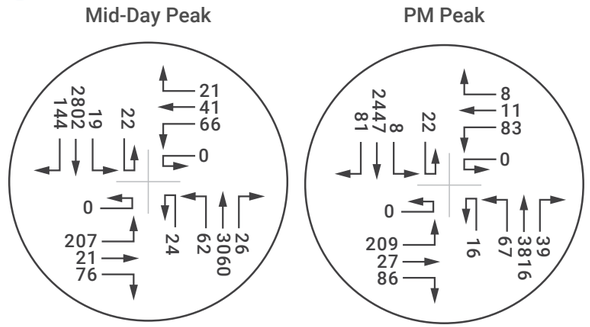
The DDHVs (shown in **Table 11**) were converted to turning movement volumes at the US 41 and Bonita Beach Road intersection using the Iterative Direction Volume Estimation Method documented in NCHRP Report 765, which utilizes the referenced NCHRP 255 TURNS excel spreadsheet. The known turning movements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

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

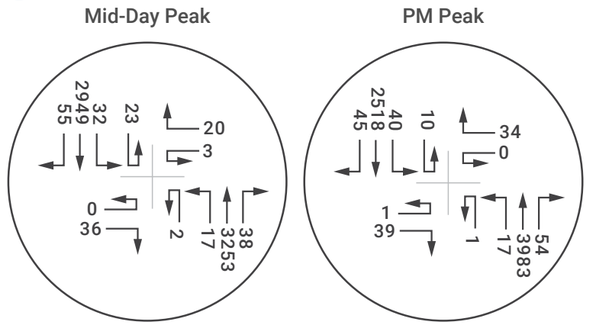
Once the initial growth was applied to all intersections within the study area, the diverted trips due to the planned additional roadway network were applied to the appropriate intersections. The resulting design year turning movement volumes for the no-build scenario, including the northwest quadrant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



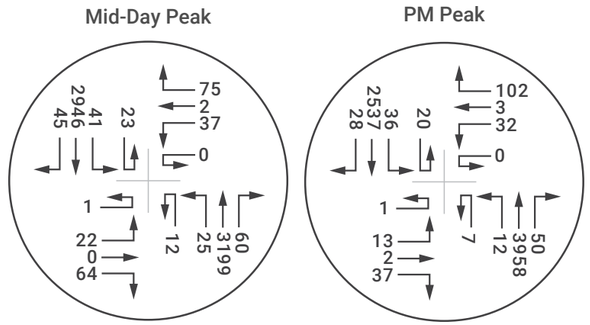
1 US 41 & Woods Edge Pkwy



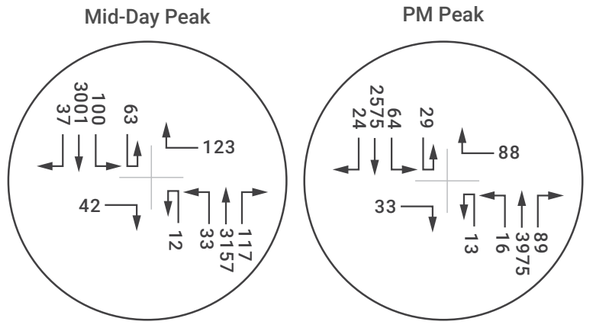
2 US 41 & Lake Shore Dr



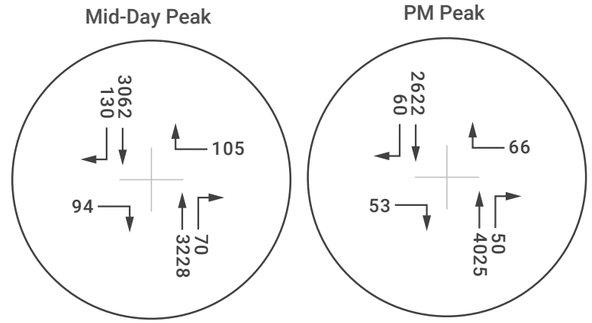
3 US 41 & Foley Rd/Shanna Ln



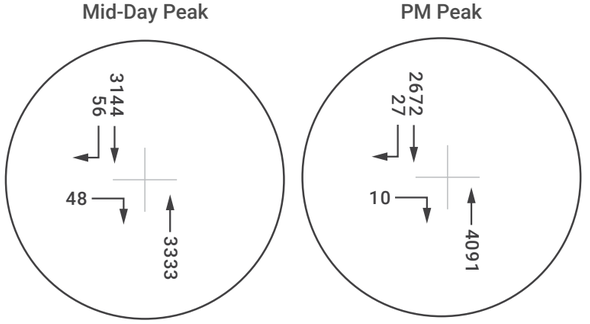
4 US 41 & S Springs Plaza Entrance



5 US 41 & N Springs Plaza Entrance



6 US 41 & Walgreens Entrance

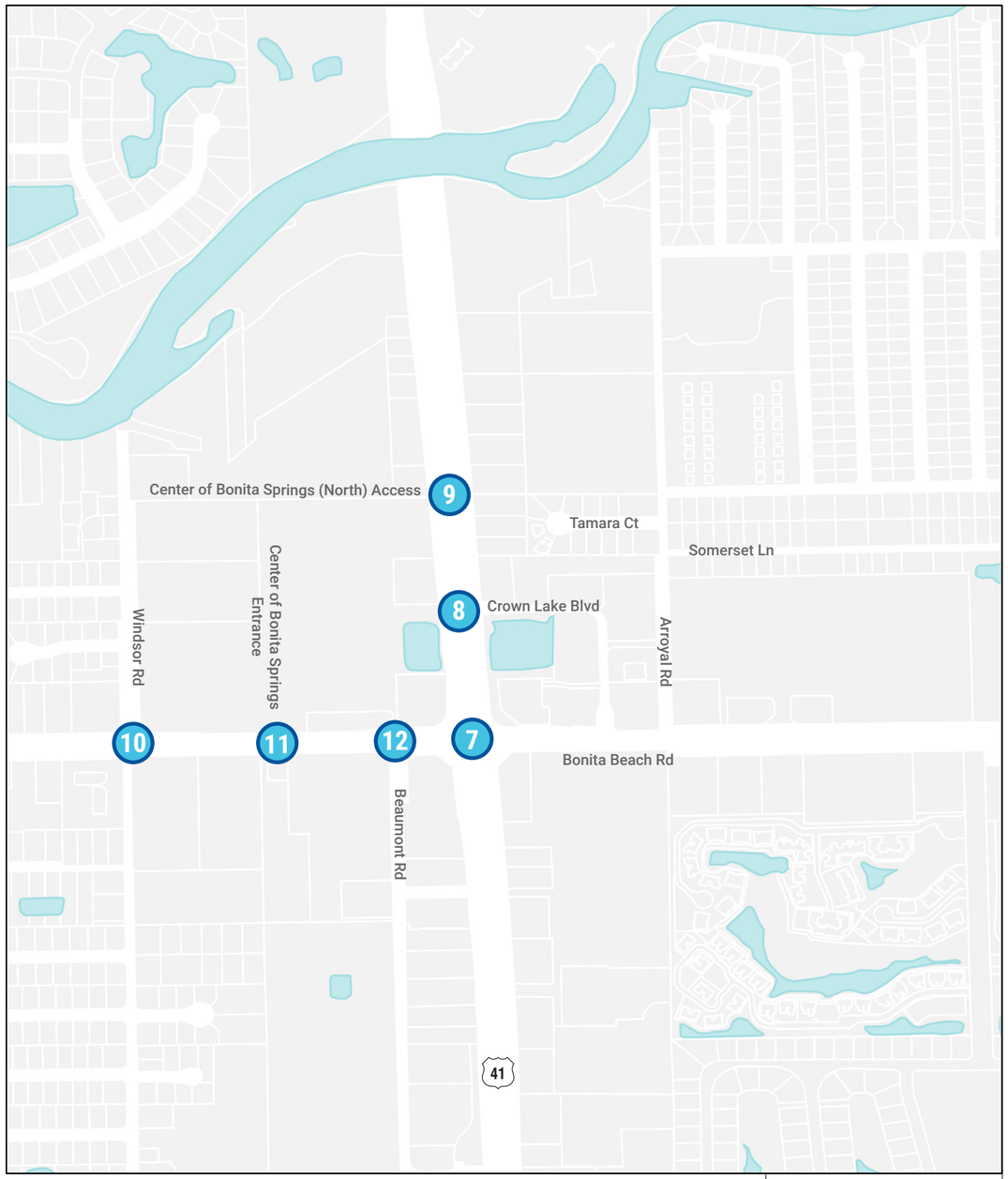


US 41 & Bonita Beach Road PD&E Study | Bonita Springs

FPID 444321-1-22-01

2050 No Build TMCs (NW Quadrant)

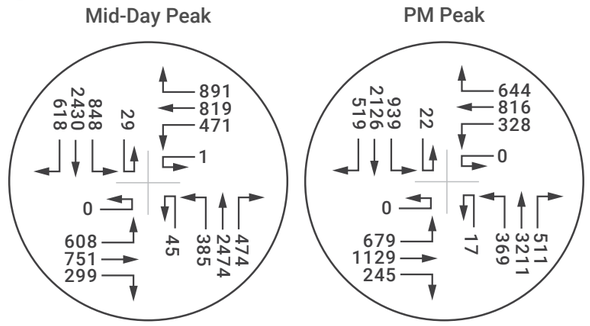
FIGURE 6A



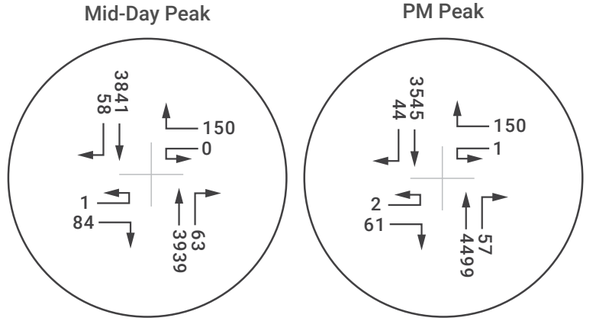
Scale in Feet
0 750 North

LEGEND
- Study Intersection
- Turning Movement Volumes

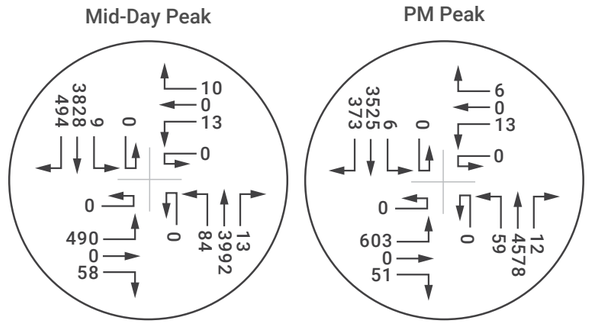
7 US 41 & Bonita Beach Rd



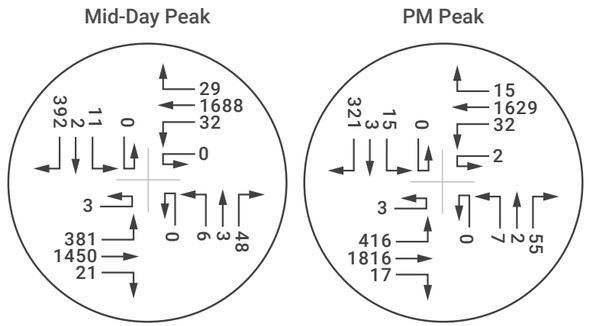
8 US 41 & Crown Lake Blvd



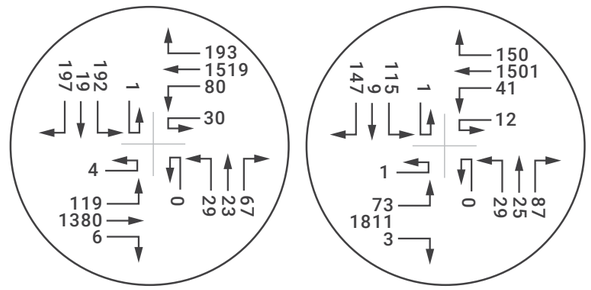
9 US 41 & Center of Bonita Springs (North) Access



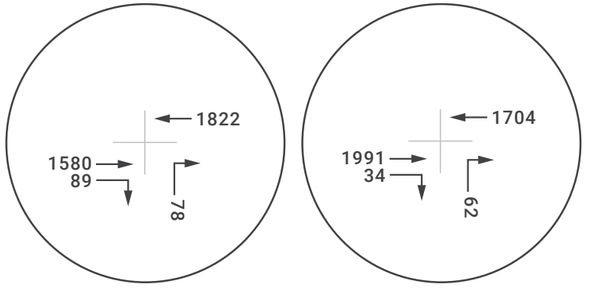
10 Windsor Rd & Bonita Beach Rd



11 Center of Bonita Springs Entrance & Bonita Beach Rd



12 Beaumont Rd & Bonita Beach Rd

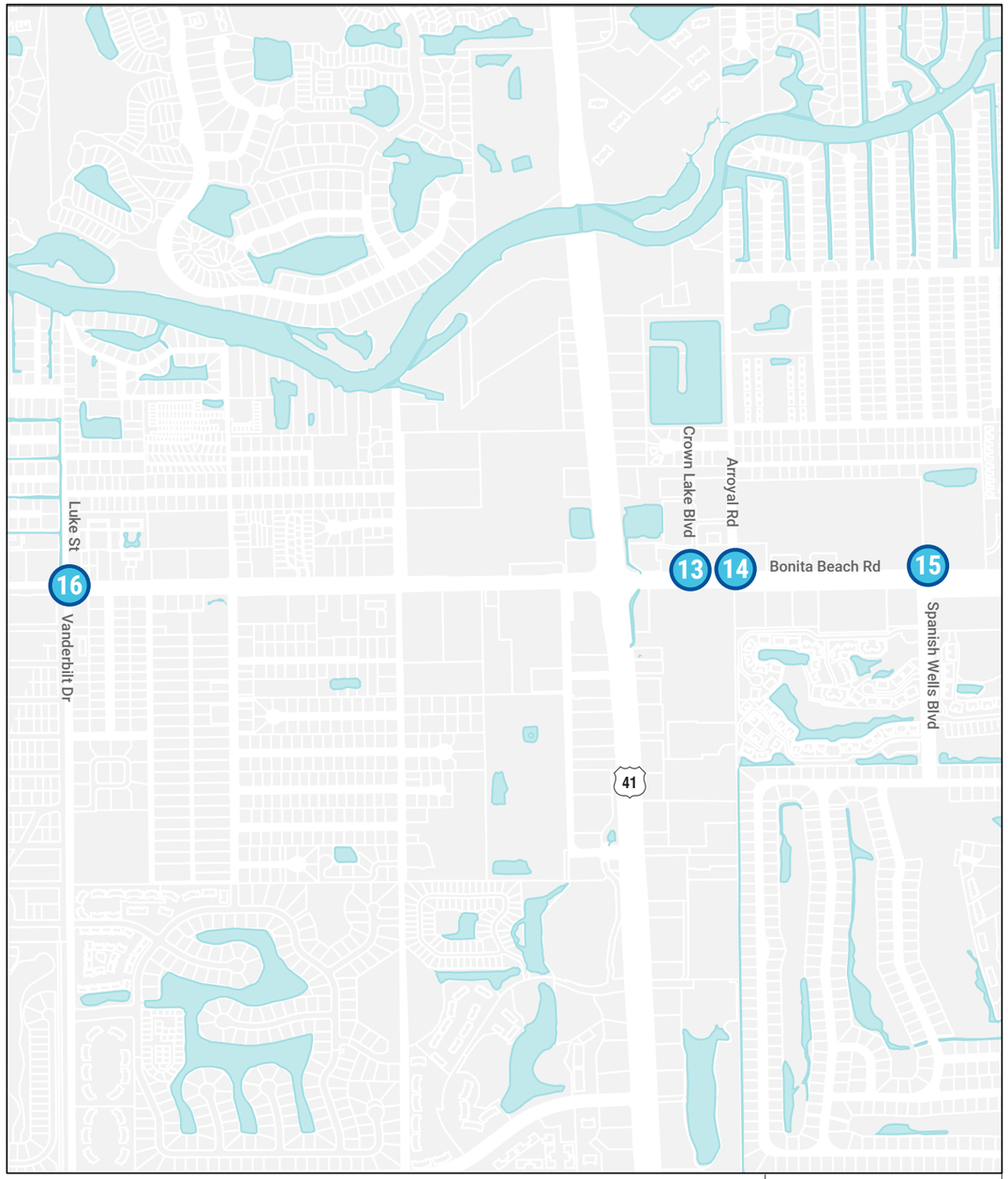


US 41 & Bonita Beach Road PD&E Study | Bonita Springs

FPID 444321-1-22-01

2050 No Build TMCs (NW Quadrant)

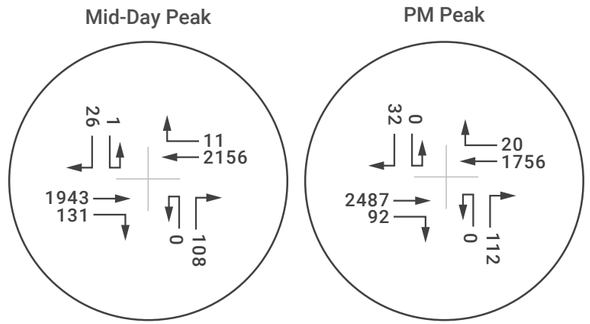
FIGURE 6B



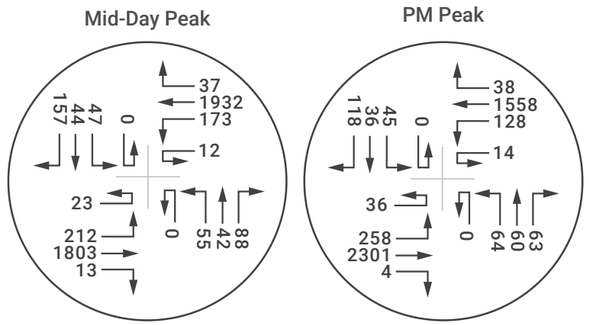
Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

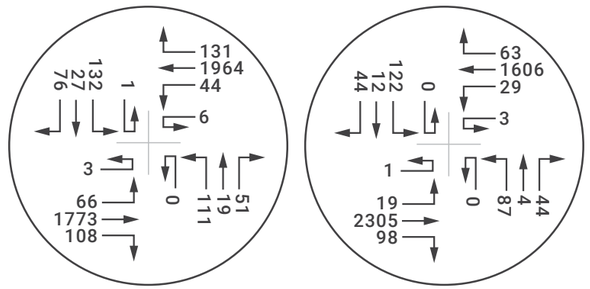
13 Crown Lake Blvd & Bonita Beach Rd



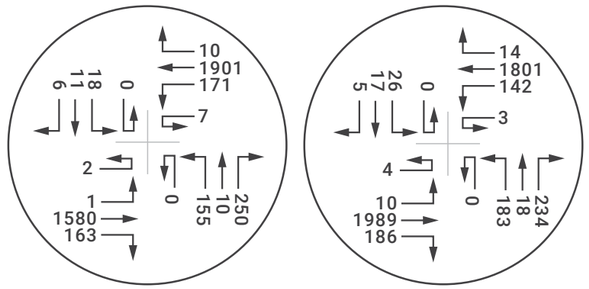
14 Arroyal Rd & Bonita Beach Rd



15 Spanish Wells Blvd & Bonita Beach Rd



16 Vanderbilt Dr/Luke St & Bonita Beach Rd

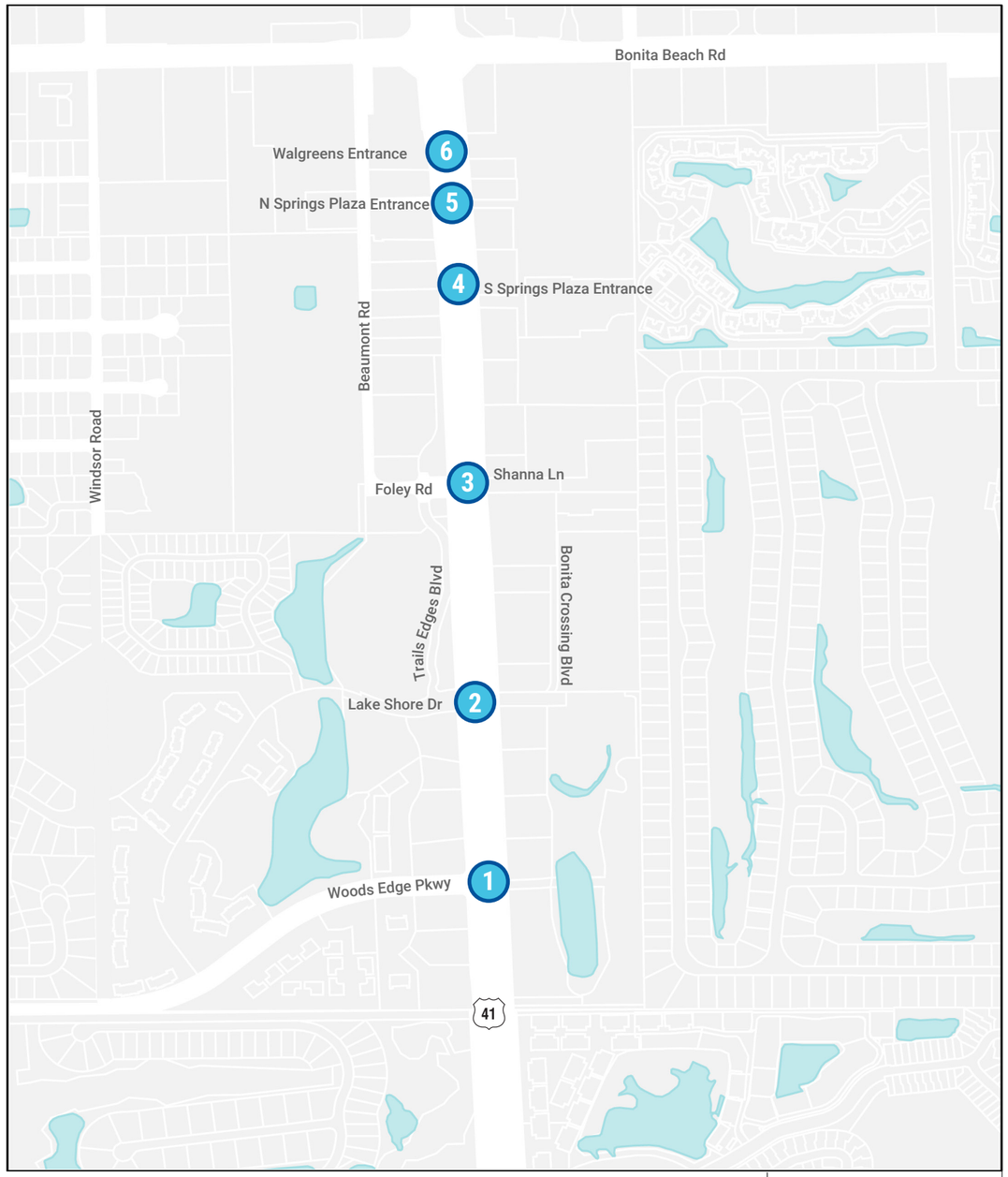


US 41 & Bonita Beach Road PD&E Study | Bonita Springs

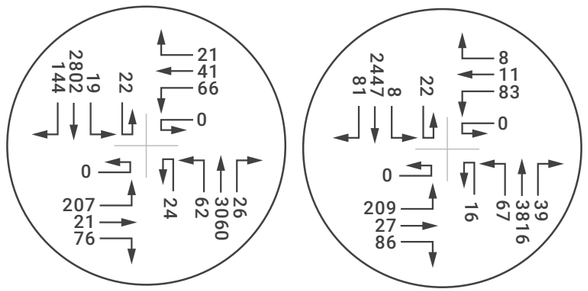
FPID 444321-1-22-01

2050 No Build TMCs (NW Quadrant)

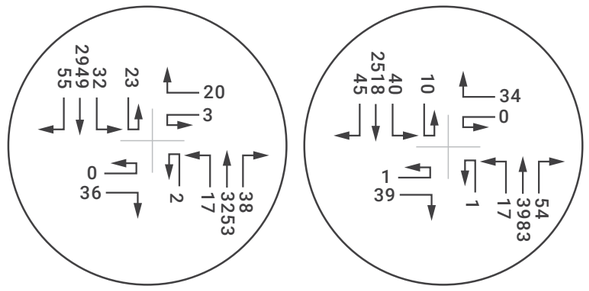
FIGURE 6C



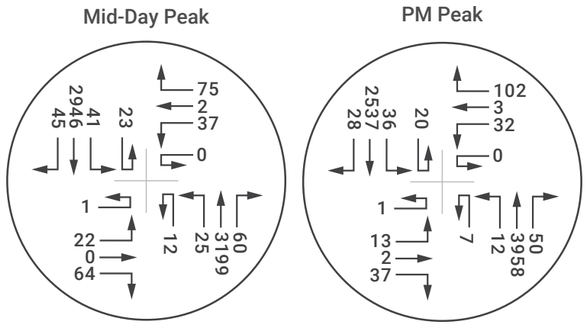
1 US 41 & Woods Edge Pkwy



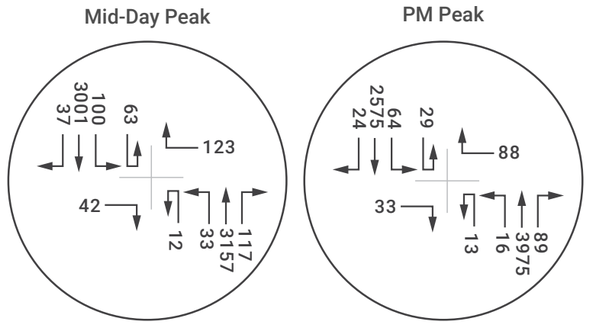
2 US 41 & Lake Shore Dr



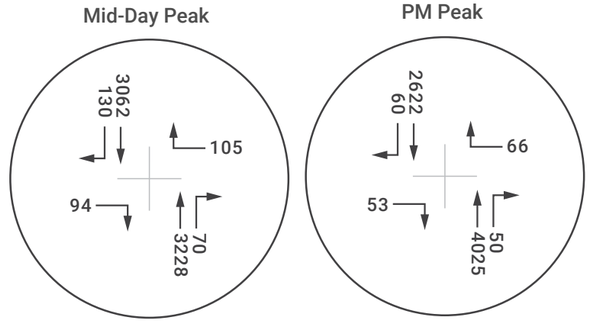
3 US 41 & Foley Rd/Shanna Ln



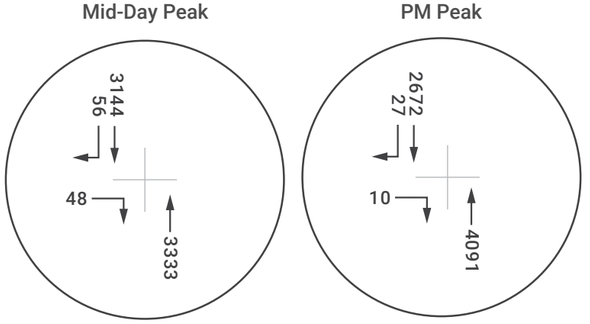
4 US 41 & S Springs Plaza Entrance



5 US 41 & N Springs Plaza Entrance



6 US 41 & Walgreens Entrance

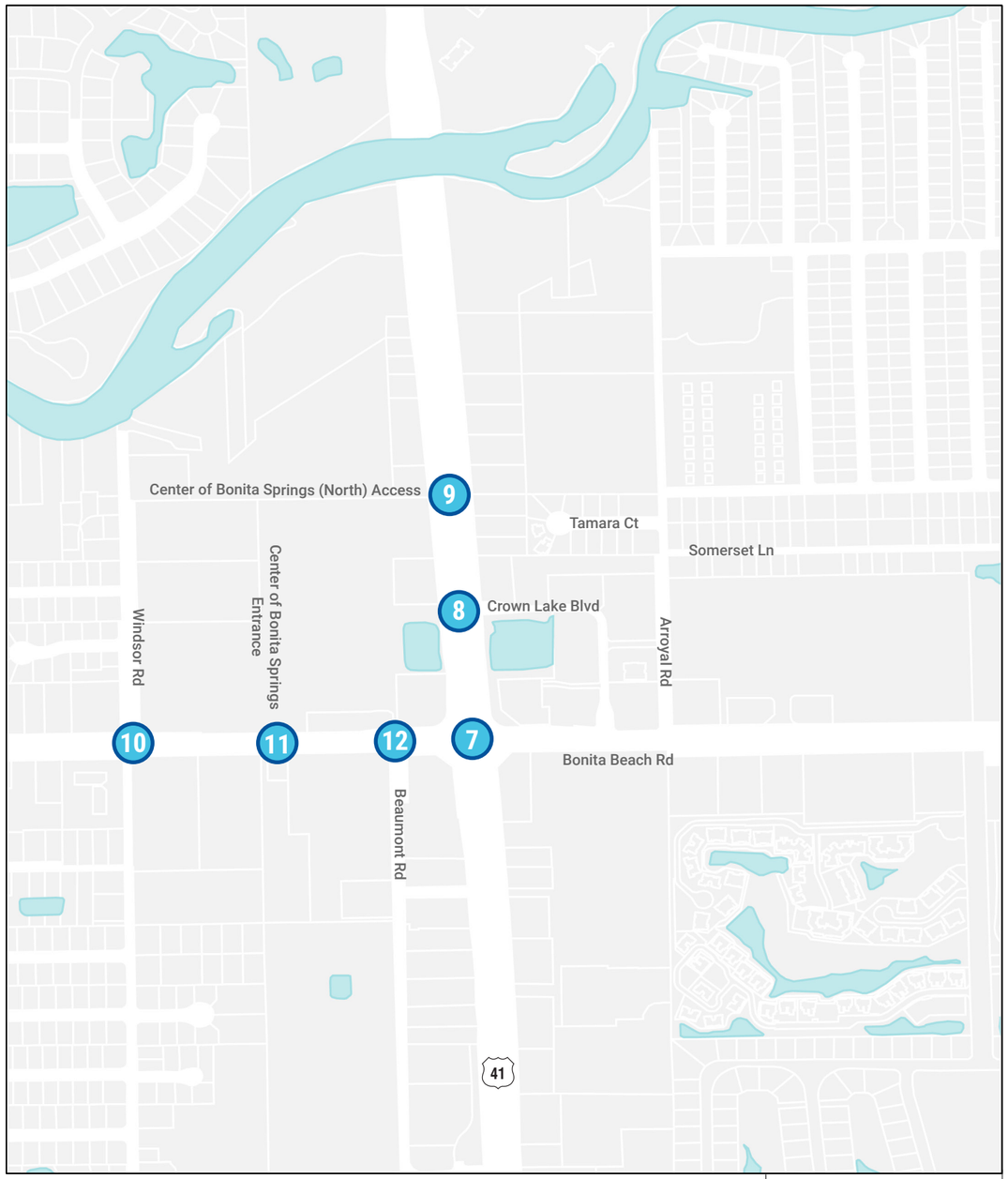


US 41 & Bonita Beach Road PD&E Study | Bonita Springs

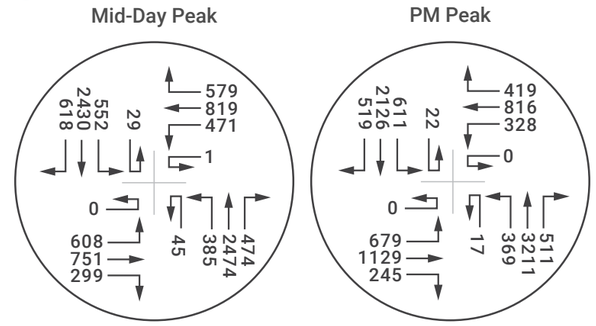
FPID 444321-1-22-01

2050 Build TMCs (NW & NE Quadrant)

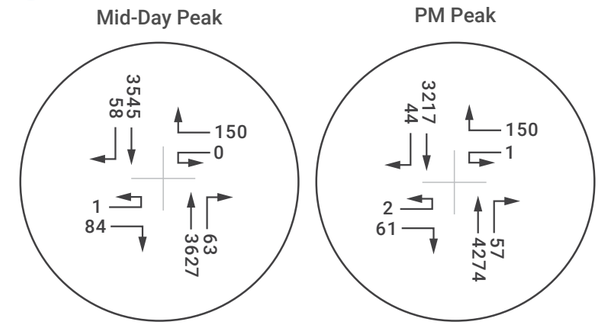
FIGURE 7A



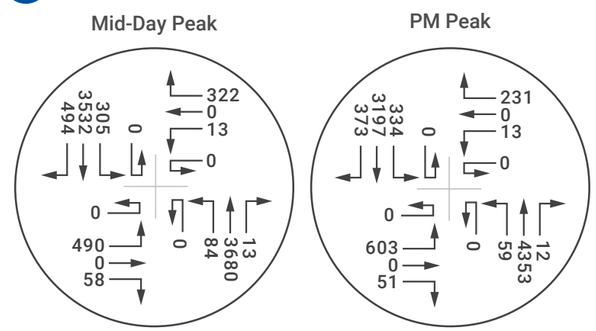
7 US 41 & Bonita Beach Rd



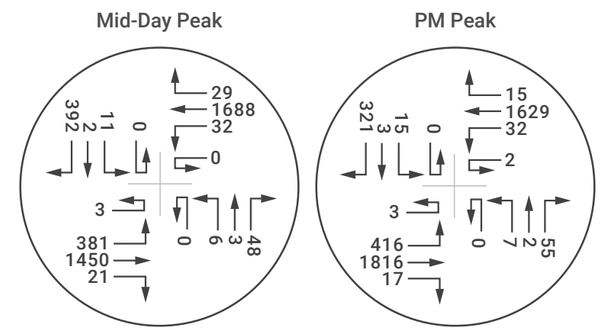
8 US 41 & Crown Lake Blvd



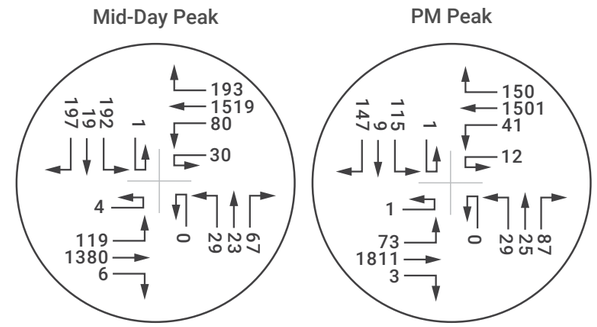
9 US 41 & Center of Bonita Springs (North) Access



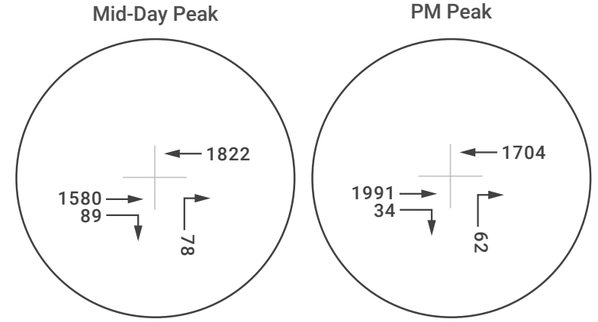
10 Windsor Rd & Bonita Beach Rd



11 Center of Bonita Springs Entrance & Bonita Beach Rd



12 Beaumont Rd & Bonita Beach Rd



US 41 & Bonita Beach Road PD&E Study | Bonita Springs

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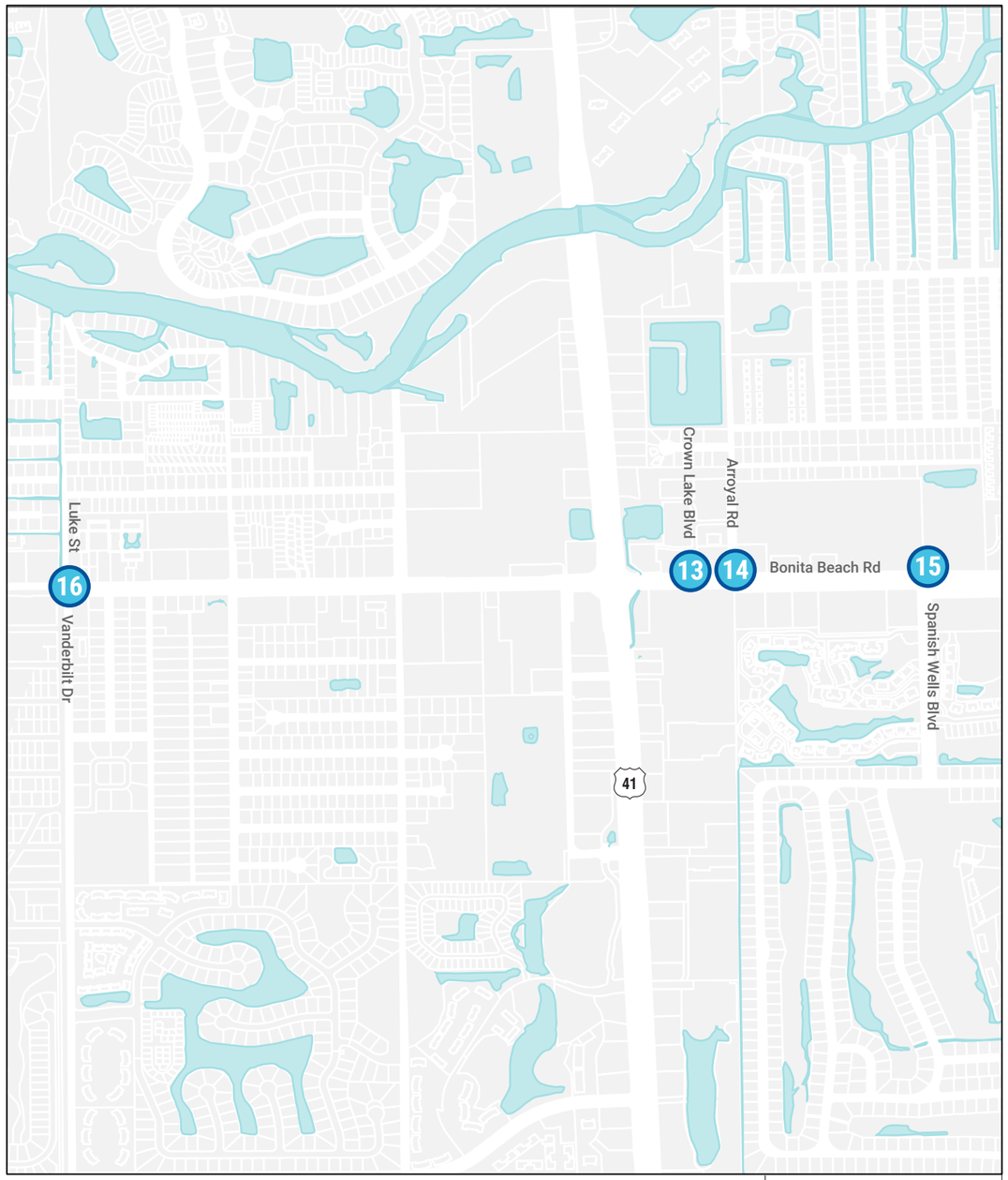
2050 Build TMCs (NW & NE Quadrant)

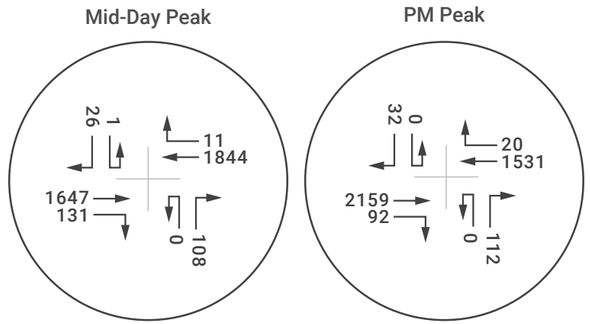
FIGURE 7B



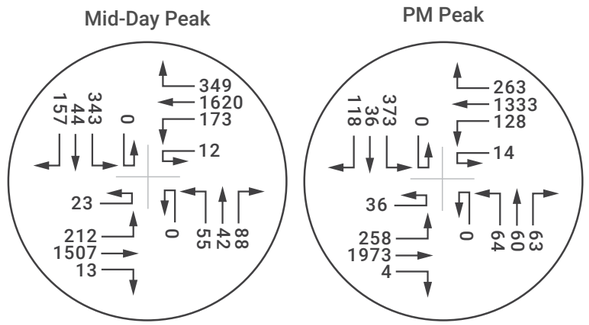
Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

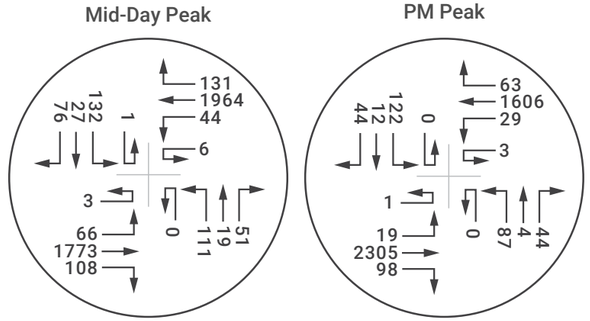
13 Crown Lake Blvd & Bonita Beach Rd



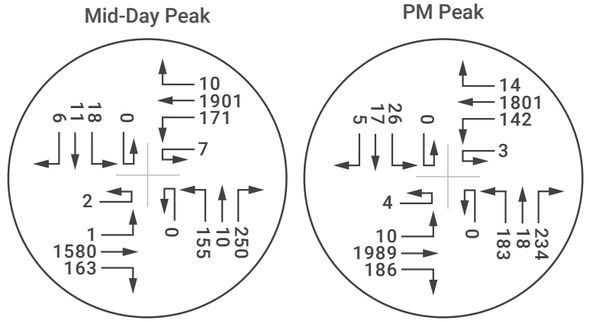
14 Arroyal Rd & Bonita Beach Rd



15 Spanish Wells Blvd & Bonita Beach Rd



16 Vanderbilt Dr/Luke St & Bonita Beach Rd

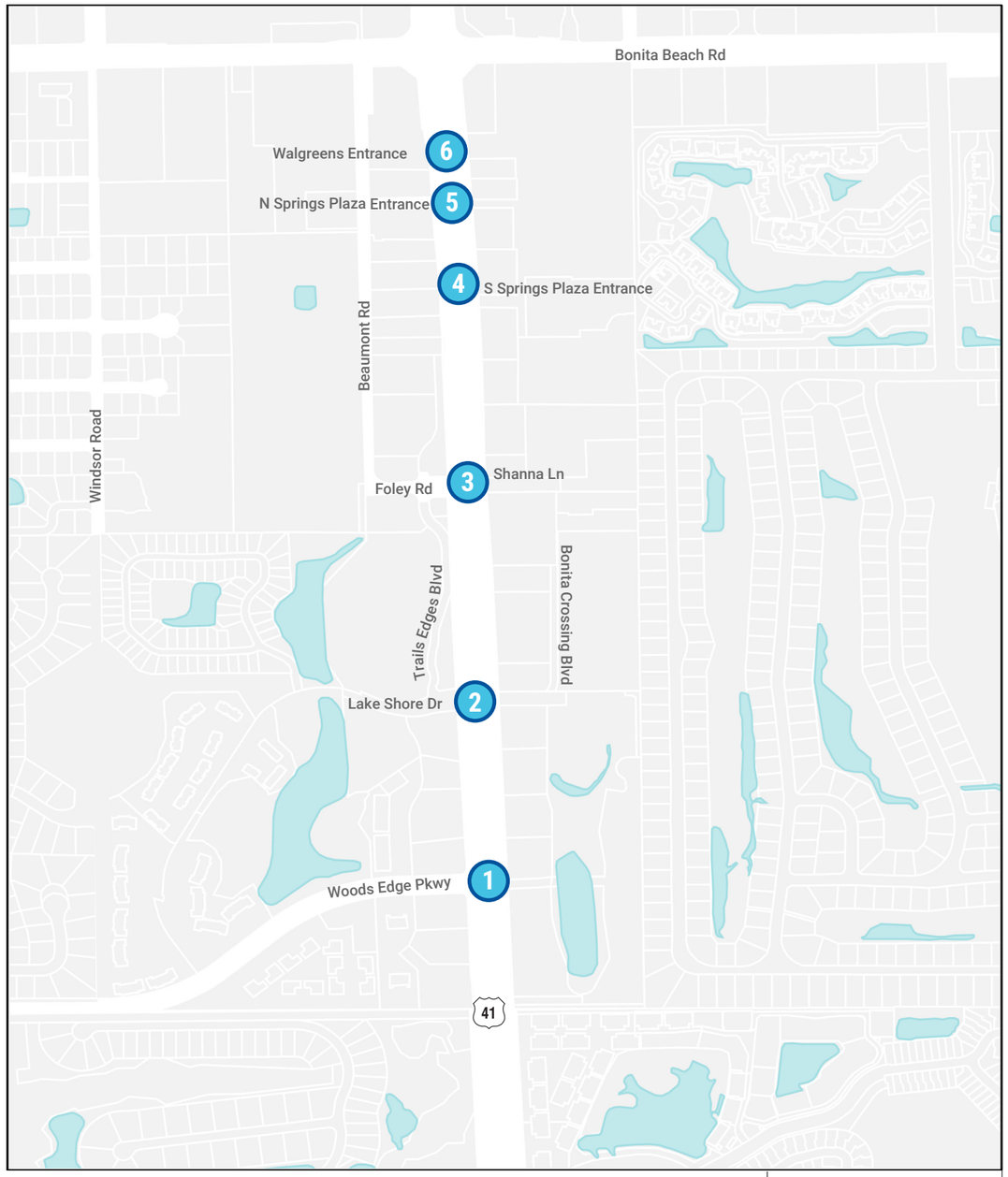


US 41 & Bonita Beach Road PD&E Study | Bonita Springs

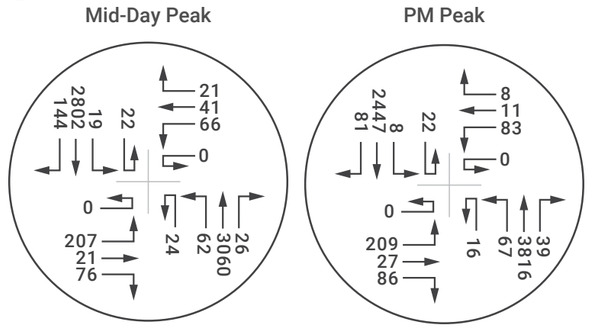
FPID 444321-1-22-01

2050 Build TMCs (NW & NE Quadrant)

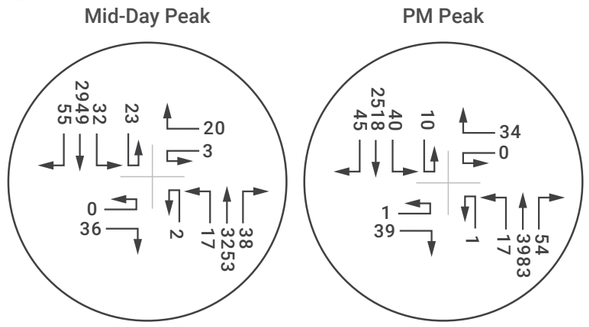
FIGURE 7C



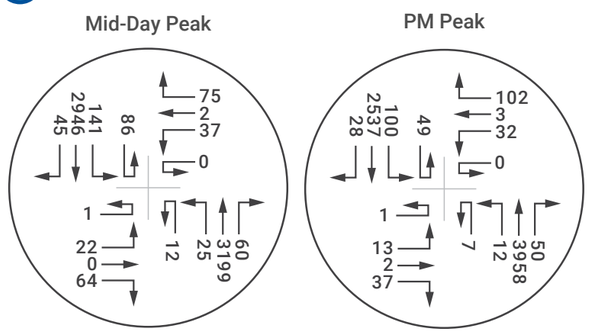
1 US 41 & Woods Edge Pkwy



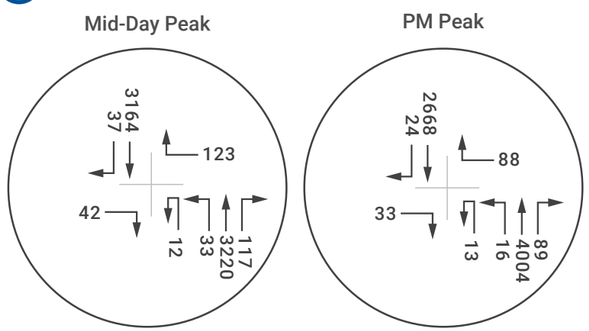
2 US 41 & Lake Shore Dr



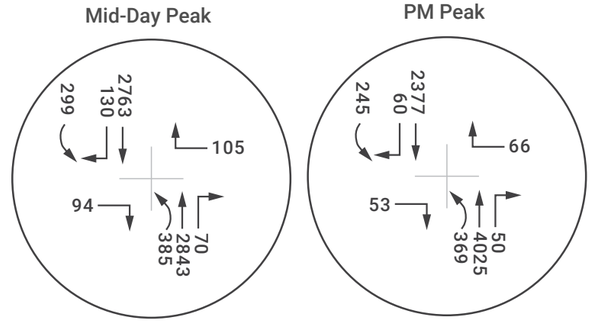
3 US 41 & Foley Rd/Shanna Ln



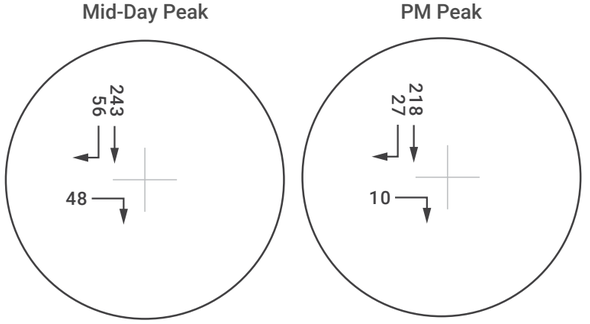
4 US 41 & S Springs Plaza Entrance



5 US 41 & N Springs Plaza Entrance



6 US 41 & Walgreens Entrance



US 41 & Bonita Beach Road PD&E Study | Bonita Springs

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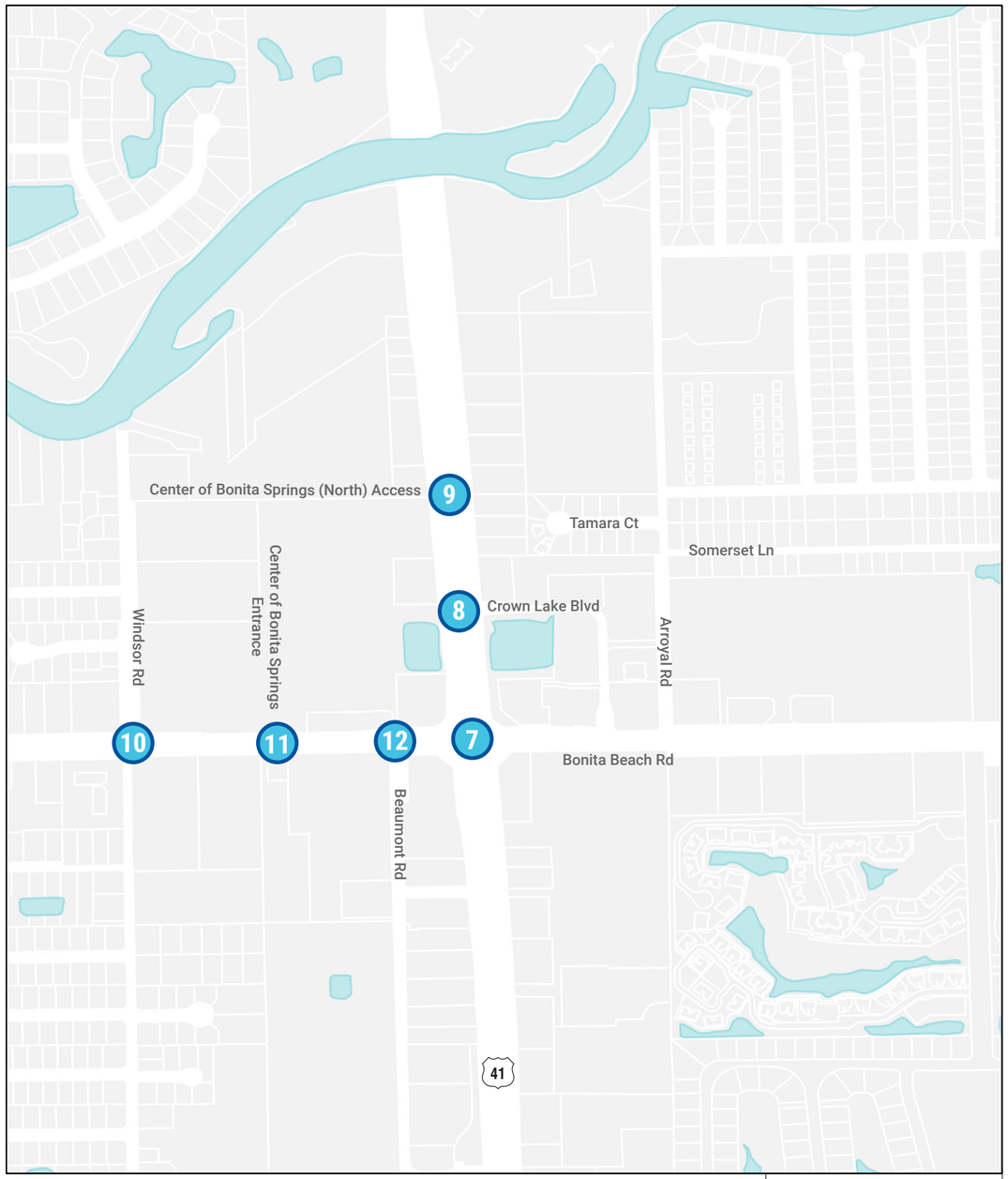
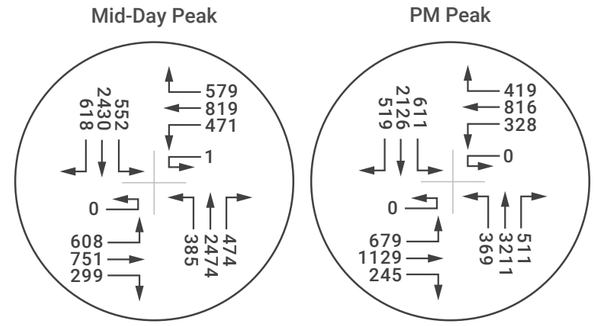
2050 Build DLT TMCs (NW & NE Quadrant)

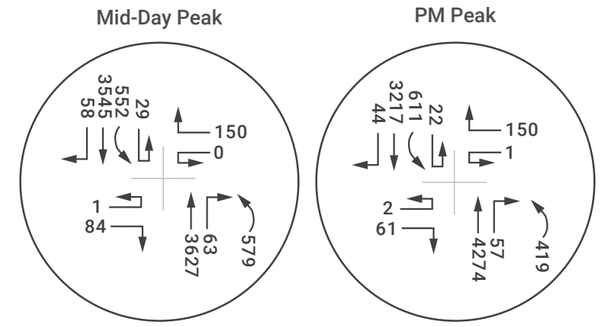
FIGURE 7D



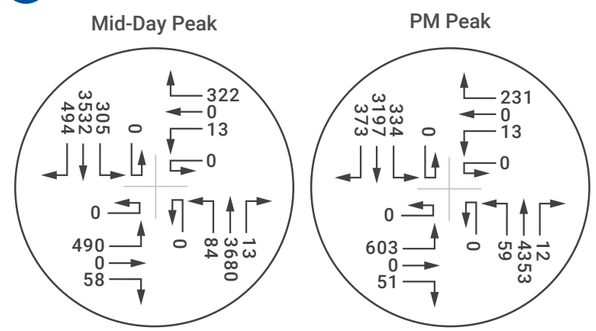
7 US 41 & Bonita Beach Rd



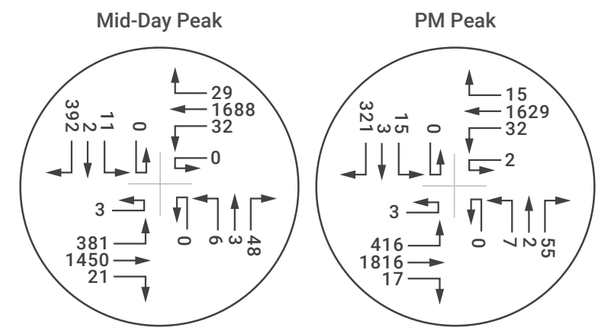
8 US 41 & Crown Lake Blvd



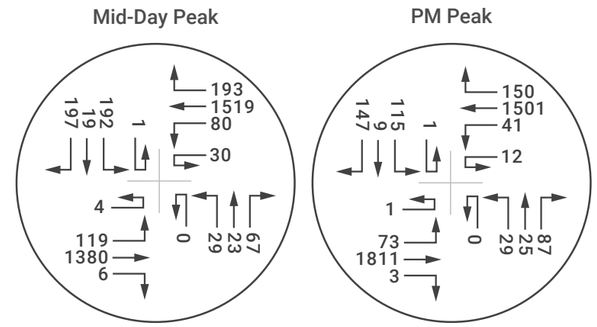
9 US 41 & Center of Bonita Springs (North) Access



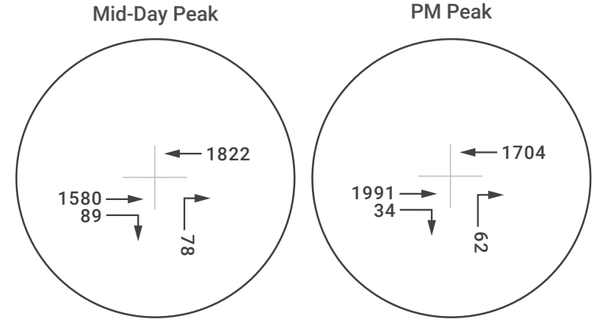
10 Windsor Rd & Bonita Beach Rd



11 Center of Bonita Springs Entrance & Bonita Beach Rd



12 Beaumont Rd & Bonita Beach Rd



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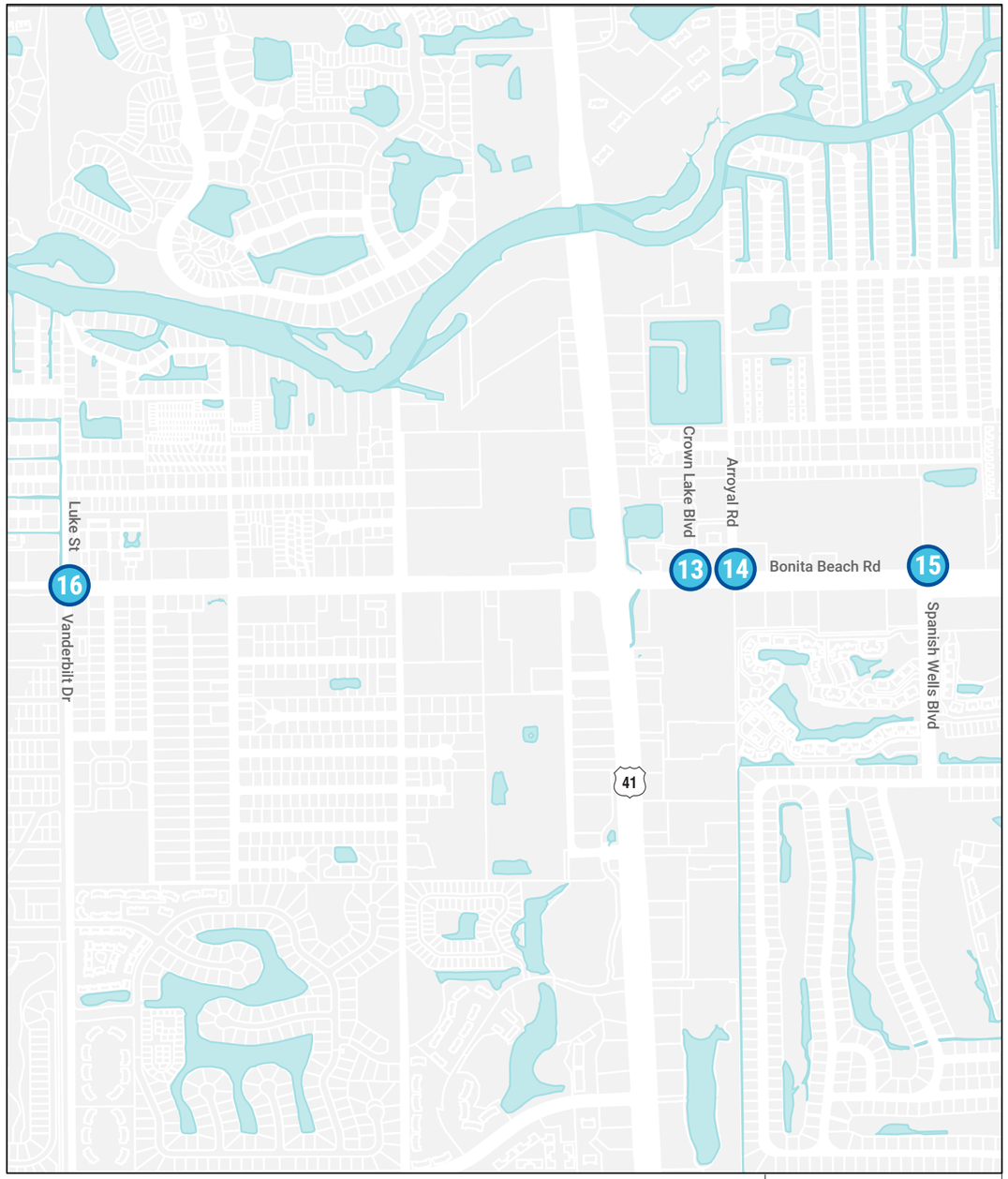
2050 Build DLT TMCs (NW & NE Quadrant)

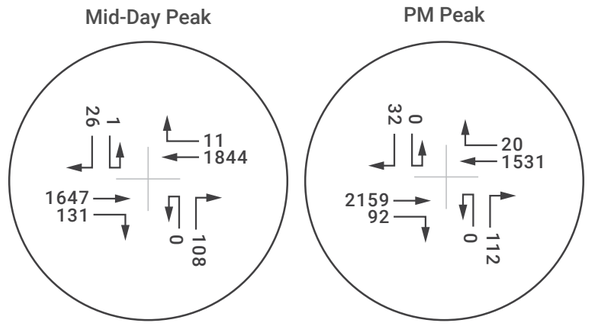
FIGURE 7E



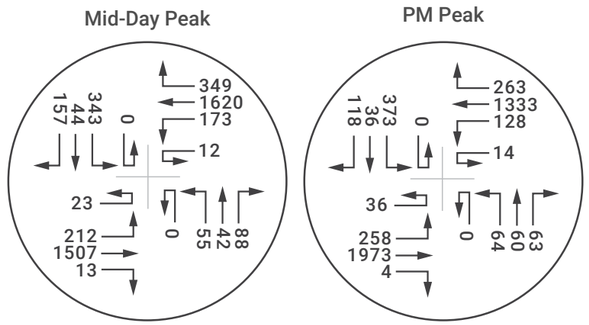
Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

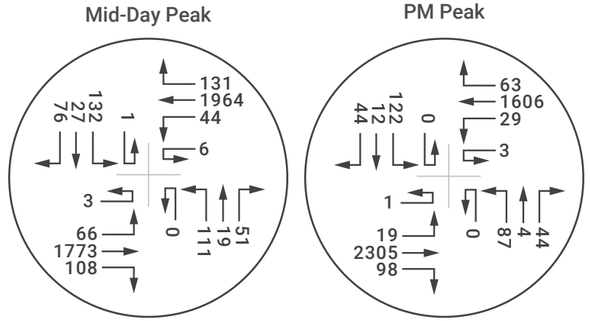
13 Crown Lake Blvd & Bonita Beach Rd



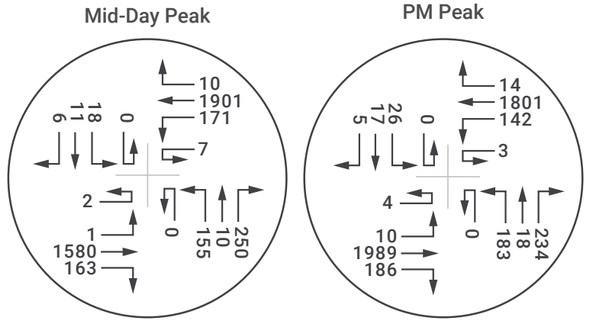
14 Arroyal Rd & Bonita Beach Rd



15 Spanish Wells Blvd & Bonita Beach Rd



16 Vanderbilt Dr/Luke St & Bonita Beach Rd



US 41 & Bonita Beach Road PD&E Study | Bonita Springs

FPID 444321-1-22-01

2050 Build DLT TMCs (NW & NE Quadrant)

FIGURE 7F

Section 7
Alternatives Analysis

ALTERNATIVE ANALYSIS

STAGE 1 ICE ANALYSIS

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

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

Table 16. Summary of Stage 1 ICE Results

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

ALTERNATIVE REFINEMENT

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

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

NO-BUILD ANALYSIS

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

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

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

Appendix Table L-1. 2030 No-Build Mid-Day Operations
Appendix Table L-2. 2030 No-Build PM Operations
Appendix Table L-3. 2050 No-Build Mid-Day Operations
Appendix Table L-4. 2050 No-Build PM Operations

Table 17. No-Build Network Measures of Effectiveness

	Opening Year (2030)		Design Year (2050)	
	MD Peak	PM Peak	MD Peak	PM Peak
Average Delay (s)	236.5	342.7	379.1	427.8
Average Speed (mph)	12.5	9.4	8.6	7.9
Total Delay (hr)	906.1	1299.1	1467.0	1631.5
Active Vehicles (at end of peak hour)	1,455	1,987	1,922	2,056
Vehicles Arrived (during peak hour)	12,350	11,659	12,022	11,673
Total peak hour vehicles (Active + Arrived)	13,805	13,646	13,944	13,729
Latent Demand (at end of peak hour)	670.3	778.7	3796.2	4294.3
Latent Demand as Percentage of Total Volume	5%	6%	27%	31%
Latent Delay (hr)	191.8	295.7	1710.8	2154.4
Latent Delay as Percentage of Total Delay	21%	23%	117%	132%
Travel Time (s): Northbound US 41	342.6	601.5	698.7	708.9
Travel Time (s): Southbound US 41	359.5	372.0	554.9	361.0
Travel Time (s): Northbound Left-Turn	589.0	722.3	1026.1	828.1
Travel Time (s): Southbound Left-Turn	423.2	487.1	454.5	483.2
Travel Time (s): Eastbound Left-Turn	325.9	614.6	406.9	728.2

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

Intersection	Opening Year (2030)		Design Year (2050)	
	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS
US 41 & Woods Edge Pkwy	23.2 C	62.5 E	70.7 E	99.3 F
US 41 & Bonita Beach Rd	91.2 F	88.4 F	102.1 F	87.6 F
US 41 & Center of Bonita Springs (North) Access	47.3 D	60.3 E	67.0 E	63.6 E
Vanderbilt Dr/Luke St & Bonita Beach Rd	52.3 D	84.7 F	54.2 D	97.8 F
Windsor Rd & Bonita Beach Rd	25.3 C	95.0 F	38.1 D	108.3 F
Center of Bonita Springs & Bonita Beach Rd	76.2 E	62.3 E	84.4 F	81.2 F
Arroyal Rd & Bonita Beach Rd	91.9 F	50.4 D	121.1 F	116.5 F
Spanish Wells Blvd & Bonita Beach Rd	22.5 C	45.8 D	23.1 C	66.4 E

Table 19. No-Build Pedestrian Analysis

Intersection Leg	Total Crossing Distance (ft)	Cycle Length (s)		Average Crossing Time (s)			
				Opening Year (2030)		Design Year (2050)	
		MD Peak	PM Peak	MD Peak	PM Peak	MD Peak	PM Peak
West (Bonita Beach Rd)	150	180	210	121.3	126.2	121.3	122.6
East (Bonita Beach Rd)	162			127.1	133.0	128.2	132.9
North (US 41)	206			125.0	134.8	123.9	134.7
South (US 41)	209			127.0	157.4	130.8	155.8

DISPLACED LEFT-TURN

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

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

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

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

Appendix Table M-1. 2030 DLT Mid-Day Operations
Appendix Table M-2. 2030 DLT PM Operations
Appendix Table M-3. 2050 DLT Mid-Day Operations
Appendix Table M-4. 2050 DLT PM Operations

Table 20. Displaced Left-Turn Measures of Effectiveness

	Opening Year (2030)		Design Year (2050)	
	MD Peak	PM Peak	MD Peak	PM Peak
Average Delay (s)	112.8	135.1	165.0	193.9
Average Speed (mph)	19.1	17.7	15.6	14.4
Total Delay (hr)	468.0	537.5	783.5	910.2
Active Vehicles (at end of peak hour)	871	923	1,290	1,310
Vehicles Arrived (during peak hour)	14,062	13,397	15,807	15,594
Total peak hour vehicles (Active + Arrived)	14,933	14,320	17,097	16,904
Latent Demand (at end of peak hour)	5.8	317.4	995.8	1213.9
Latent Demand as Percentage of Total Volume	<1%	2%	6%	7%
Latent Delay (hr)	1.5	104.6	450.6	635.2
Latent Delay as Percentage of Total Delay	<1%	19%	58%	70%
Travel Time (s): Northbound US 41	163.8	169.7	195.6	333.5
Travel Time (s): Southbound US 41	211.3	175.9	240.3	219.7
Travel Time (s): Northbound Left-Turn	289.6	340.8	323.8	551.4
Travel Time (s): Southbound Left-Turn	308.2	306.6	331.5	400.0
Travel Time (s): Eastbound Left-Turn	284.0	588.2	434.1	548.9

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

Intersection	Opening Year (2030)		Design Year (2050)	
	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS
US 41 & Woods Edge Pkwy	22.6 C	19.7 B	24.1 C	36.6 D
US 41 & Foley Rd/Shanna Ln	18.8 B	11.4 B	19.7 B	29.6 C
US 41 & Bonita Beach Rd	50.8 D	57.3 E	54.5 D	75.4 E
US 41 & Center of Bonita Springs (North) Access	26.3 C	27.4 C	35.1 D	38.7 D
Vanderbilt Dr/Luke St & Bonita Beach Rd	54.4 D	60.3 E	53.3 D	54.6 D
Windsor Rd & Bonita Beach Rd	18.9 B	23.8 C	22.3 C	41.9 D
Center of Bonita Springs & Bonita Beach Rd	46.7 D	40.7 D	65.1 E	57.1 E
Arroyal Rd & Bonita Beach Rd	22.0 C	13.6 B	65.0 E	17.8 B
Spanish Wells Blvd & Bonita Beach Rd	20.3 C	53.8 D	45.2 D	73.0 E

Table 22. Displaced Left-Turn Pedestrian Analysis

Intersection Leg	Total Crossing Distance (ft)	Cycle Length (s)		Average Crossing Time (s)			
				Opening Year (2030)		Design Year (2050)	
		MD Peak	PM Peak	MD Peak	PM Peak	MD Peak	PM Peak
West (Bonita Beach Rd)	336	180	210	221.4	231.3	222.2	235.0
East (Bonita Beach Rd)	338			182.3	195.9	179.7	198.3
North (US 41)	276			150.8	166.4	150.8	166.5
South (US 41)	279			138.0	159.3	138.0	159.3

US 41 WIDENING ALTERNATIVE

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

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

Table 23. Widened US 41 Network Measures of Effectiveness

	Opening Year (2030)		Design Year (2050)	
	MD Peak	PM Peak	MD Peak	PM Peak
Average Delay (s)	142.4	184.8	188.8	262.8
Average Speed (mph)	17.0	14.7	14.6	11.6
Total Delay (hr)	577.7	724.8	867.0	1145.3
Active Vehicles (at end of peak hour)	1,036	1,200	1,378	1,665
Vehicles Arrived (during peak hour)	13,567	12,930	15,160	14,026
Total peak hour vehicles (Active + Arrived)	14,603	14,130	16,538	15,691
Latent Demand (at end of peak hour)	401.1	658.3	1646.6	2538.6
Latent Demand as Percentage of Total Volume	3%	5%	10%	16%
Latent Delay (hr)	211.9	281.2	788.1	1227.9
Latent Delay as Percentage of Total Delay	37%	39%	91%	107%
Travel Time (s): Northbound US 41	187.4	212.7	220.7	389.0
Travel Time (s): Southbound US 41	229.7	232.7	253.1	270.9
Travel Time (s): Northbound Left-Turn	344.8	301.5	382.7	507.5
Travel Time (s): Southbound Left-Turn	342.4	547.3	325.3	565.4
Travel Time (s): Eastbound Left-Turn	357.5	521.6	476.2	594.2

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

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

Table 24. Widened US 41 Signalized Intersection Average Delay

Intersection	Opening Year (2030)		Design Year (2050)	
	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS
US 41 & Woods Edge Pkwy	24.5 C	24.4 C	28.0 C	39.8 D
US 41 & Foley Rd/Shanna Ln	12.3 B	8.7 A	17.7 B	30.1 C
US 41 & Bonita Beach Rd	46.3 D	60.0 E	50.2 D	67.9 E
US 41 & Center of Bonita Springs (North) Access	41.5 D	45.9 D	44.3 D	48.1 D
Vanderbilt Dr/Luke St & Bonita Beach Rd	59.0 E	63.8 E	57.9 E	60.5 E
Windsor Rd & Bonita Beach Rd	52.6 D	26.8 C	54.7 D	30.0 C
Center of Bonita Springs & Bonita Beach Rd	56.4 E	71.2 E	69.8 E	84.4 F
Arroyal Rd & Bonita Beach Rd	25.1 C	31.4 C	55.3 E	48.7 D
Spanish Wells Blvd & Bonita Beach Rd	18.9 B	48.3 D	40.3 D	62.5 E

Table 25. Widened US 41 Pedestrian Analysis

Intersection Leg	Total Crossing Distance (ft)	Cycle Length (s)		Average Crossing Time (s)			
				Opening Year (2030)		Design Year (2050)	
		MD Peak	PM Peak	MD Peak	PM Peak	MD Peak	PM Peak
West (Bonita Beach Rd)	266	180	210	132.3	167.9	133.3	169.6
East (Bonita Beach Rd)	257			144.6	152.6	142.9	159.4
North (US 41)	267			131.2	149.0	129.7	149.0
South (US 41)	240			119.4	142.9	120.1	142.9

Section 8
Summary of Analysis Results

SUMMARY OF ANALYSIS RESULTS

ALTERNATIVE COMPARISON

NETWORK OPERATIONS

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

Table 26. Network Operations Summary

Scenario	Mid-Day Peak		PM Peak	
	2030	2050	2030	2050
Average Delay (s)				
No-Build	236.5	379.1	342.7	427.8
Displaced Left-Turn	112.8	165.0	135.1	193.9
Widened US 41	142.4	188.8	184.8	262.8
Total Delay (hr)				
No-Build	906.1	1,467.0	1,299.1	1,631.5
Displaced Left-Turn	468.0	783.5	537.5	910.2
Widened US 41	577.7	867.0	724.8	1,145.3
Vehicles Served (vehicles)				
No-Build	13,805	13,944	13,646	13,729
Displaced Left-Turn	14,933	17,097	14,320	16,904
Widened US 41	14,603	16,538	14,130	15,691

TRAVEL TIMES

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

Table 27. Travel Time Summary

Scenario	Mid-Day Peak 2030	Mid-Day Peak 2050	PM Peak 2030	PM Peak 2050
Eastbound Bonita Beach Road to Northbound US 41 (s)				
No-Build	423.2	454.5	487.1	483.2
Displaced Left-Turn	308.2	331.5	306.6	400.0
Widened US 41	342.4	325.3	547.3	565.4
Southbound US 41 to Eastbound Bonita Beach Road (s)				
No-Build	325.9	406.9	614.6	728.2
Displaced Left-Turn	284.0	434.1	588.2	548.9
Widened US 41	357.5	476.2	521.6	594.2

US 41 AND BONITA BEACH ROAD

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

Table 28. US 41 and Bonita Beach Road Operational Comparison

Scenario	Mid-Day Peak Delay (s) and LOS 2030	Mid-Day Peak Delay (s) and LOS 2050	PM Peak Delay (s) and LOS 2030	PM Peak Delay (s) and LOS 2050
No-Build	91.2 F	102.1 F	88.4 F	87.6 F
Displaced Left-Turn	50.8 D	54.5 D	57.3 E	75.4 E
Widened US 41	46.3 D	50.2 D	60.0 E	67.9 E

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

CONCLUSIONS

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

Section 9
Refined DLT Alternative

REFINED DLT ALTERNATIVE

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

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

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

Table 29. Refined Displaced Left-Turn Measures of Effectiveness

	Opening Year (2030)		Design Year (2050)	
	MD Peak	PM Peak	MD Peak	PM Peak
Average Delay (s)	110.3	133.4	150.2	189.9
Average Speed (mph)	19.4	17.8	16.6	14.6
Total Delay (hr)	456.9	530.2	720.0	891.4
Active Vehicles (at end of peak hour)	865	922	1,213	1,255
Vehicles Arrived (during peak hour)	14,055	13,386	16,041	15,647
Total peak hour vehicles (Active + Arrived)	14,920	14,308	17,254	16,902
Latent Demand (at end of peak hour)	13.0	319.2	839.9	1216.9
Latent Demand as Percentage of Total Volume	<1%	2%	5%	7%
Latent Delay (hr)	2.0	108.4	408.3	601.4
Latent Delay as Percentage of Total Delay	<1%	20%	57%	67%
Travel Time (s): Northbound US 41	164.4	169.8	197.0	326.6
Travel Time (s): Southbound US 41	211.1	176.7	244.6	217.0
Travel Time (s): Northbound Left-Turn	287.0	339.8	326.6	550.0
Travel Time (s): Southbound Left-Turn	305.6	304.0	329.8	389.3
Travel Time (s): Eastbound Left-Turn	288.0	586.6	433.0	550.7

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

Appendix Table O-1. 2030 Refined DLT Mid-Day Operations
Appendix Table O-2. 2030 Refined DLT PM Operations

Appendix Table O-3. 2050 Refined DLT Mid-Day Operations
Appendix Table O-4. 2050 Refined DLT Operations

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

Intersection	Opening Year (2030)		Design Year (2050)	
	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS	MD Peak Delay (s) and LOS	PM Peak Delay (s) and LOS
US 41 & Woods Edge Pkwy	22.6 C	19.9 B	24.2 C	36.0 D
US 41 & Foley Rd/Shanna Ln	18.9 B	11.5 B	19.6 B	29.1 C
US 41 & Bonita Beach Rd	51.0 D	57.3 E	57.2 E	74.8 E
US 41 & Center of Bonita Springs (North) Access	26.2 C	27.2 C	35.5 D	38.3 D
Vanderbilt Dr/Luke St & Bonita Beach Rd	54.2 D	59.5 E	54.1 D	54.6 D
Windsor Rd & Bonita Beach Rd	18.7 B	23.6 C	24.4 C	43.9 D
Center of Bonita Springs & Bonita Beach Rd	36.8 D	36.0 D	53.2 D	49.0 D
Arroyal Rd & Bonita Beach Rd	20.6 C	13.8 B	35.8 D	15.1 B
Spanish Wells Blvd & Bonita Beach Rd	21.0 C	53.9 D	44.3 D	72.9 E

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

Table 31. DLT Scenarios Network Operations Comparison

Scenario	Mid-Day Peak		PM Peak	
	2030	2050	2030	2050
Average Delay (s)				
Displaced Left-Turn	112.8	165.0	135.1	193.9
Refined Displaced Left-Turn	110.3	150.2	133.4	189.9
Total Delay (hr)				
Displaced Left-Turn	468.0	783.5	537.5	910.2
Refined Displaced Left-Turn	456.9	720.0	530.2	891.4
Vehicles Served (vehicles)				
Displaced Left-Turn	14,933	17,097	14,320	16,904
Refined Displaced Left-Turn	14,920	17,254	14,308	16,902

Appendix A. Methodology

Traffic Analysis Methodology

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

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

Bonita Springs, Florida

October 2023

Traffic Analysis Methodology

US 41 at Bonita Beach Road PD&E

Bonita Springs, Florida

Prepared For:
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APPENDICES

Appendix 1 VISSIM Calibration

INTRODUCTION

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

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

PROJECT DESCRIPTION

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

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

TRAFFIC ANALYSIS OBJECTIVE

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

TECHNICAL GUIDEANCE AND STANDARDS

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

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

PROJECT VICINITY
BONITA SPRINGS, FL

FIGURE 1

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

STUDY AREA
BONITA SPRINGS, FL

FIGURE **2**

H:\123\23707 - US 41 & Bonita Beach Road PD&E Study\GIS\mxd\Study Area Figure.aprx

TRAFFIC ANALYSIS ASSUMPTIONS

STUDY AREA

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

Study Area Intersections are:

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

ANALYSIS PERIODS AND YEARS

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

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

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

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

STUDY AREA
BONITA SPRINGS, FL

FIGURE **3**

PROJECT ALTERNATIVES

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

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

TRAFFIC ANALYSIS TOOLS

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

PERFORMANCE MEASURES

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

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

Table 1. Performance Measures

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

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

DELAY

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

QUEUE LENGTH

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

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

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

NETWORK TRAVEL TIME

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

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

NETWORK PERFORMANCE

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

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

PEDESTRIAN CROSSING TIMES

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

ANALYSIS TOOL SELECTION

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

Table 2. Analysis Tools

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

SYNCHRO

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

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

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

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

VISSIM

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

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

TRAFFIC DATA COLLECTION

REQUIRED DATA

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

- 72 Hour Tube Counts (April 16th-18th, 2019)

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

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

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

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

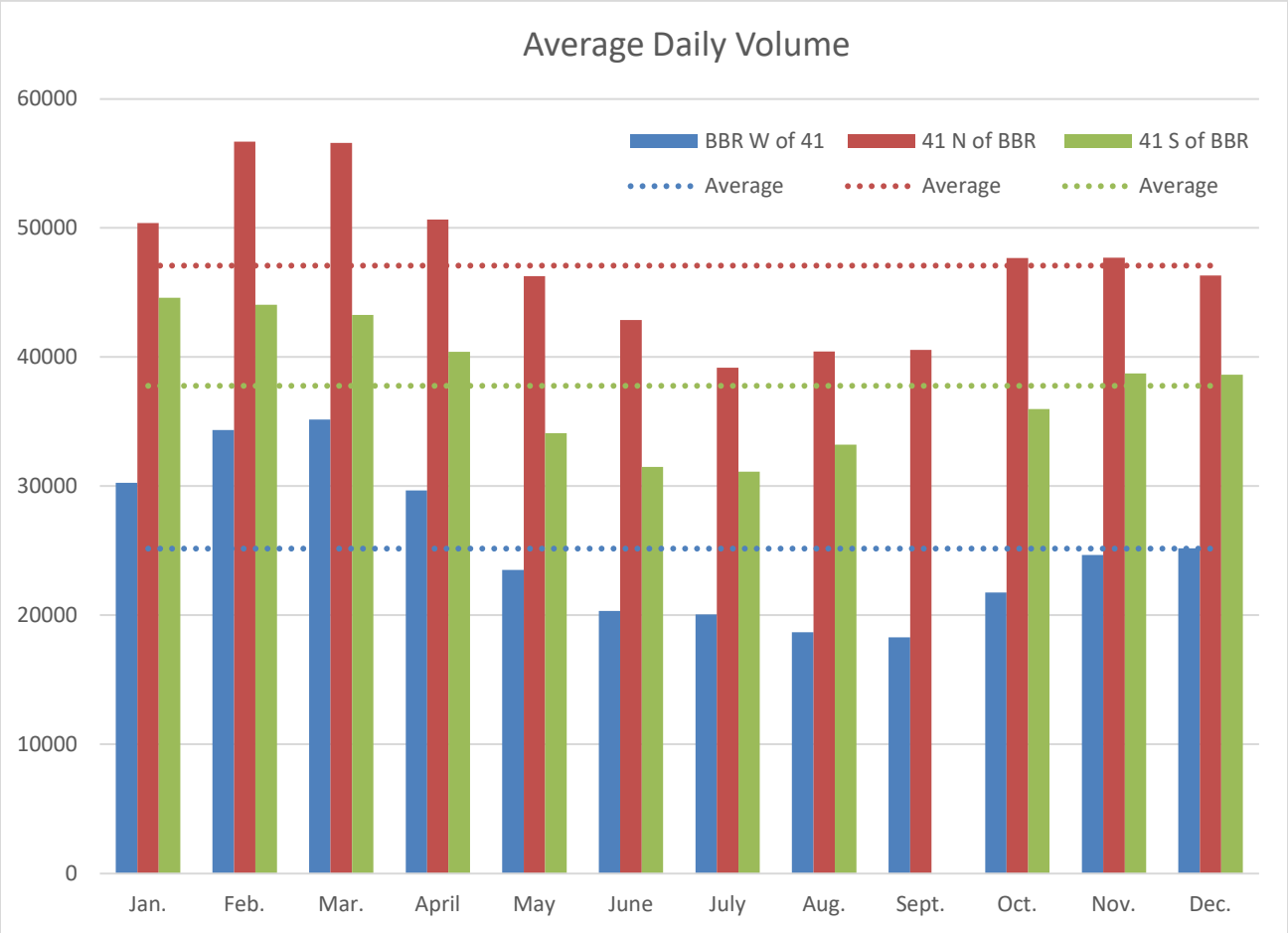
All count data will be adjusted for seasonal variation by applying the seasonal factor from the 2022 Peak Season Factor Category Report from Florida Traffic Online (0.96 for the April 5th, 2022).

TRAFFIC FACTORS

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

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

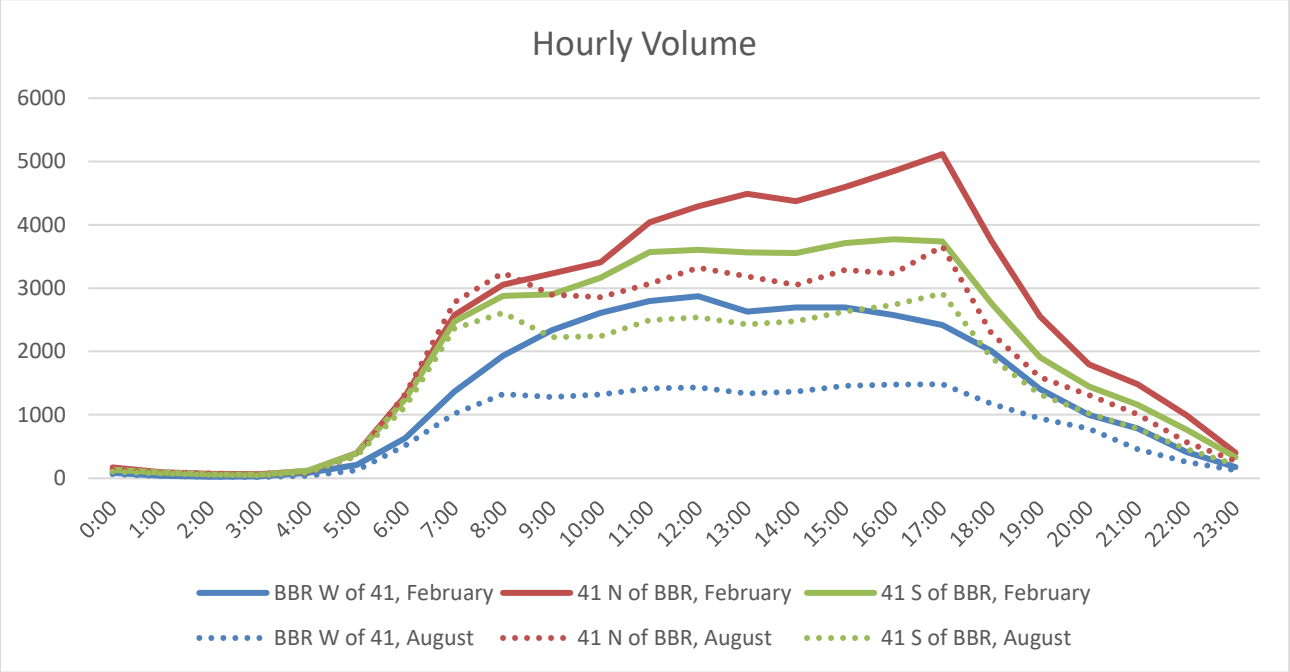
Figure 4. Average Daily Volume



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

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

Figure 5. Hourly Volume



K Factor

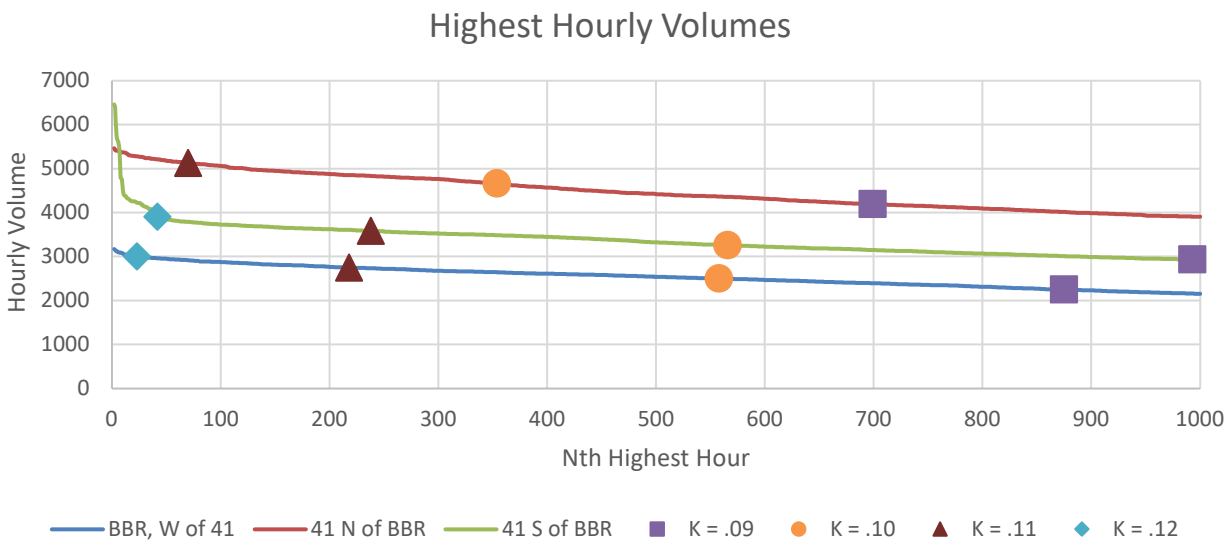
In standard practice, the K factor – the ratio of Design Hour Volumes to AADT – is set to 0.09 in urban areas. Due to the study area's roadways unique seasonal characteristics, special consideration has to be taken in determining whether the standard K factor is appropriate for the study intersection's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

Table 3. K Factor Calculations

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

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

Figure 6. K Factors vs Hourly Volumes



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

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

D Factor

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

Table 4. Calculated D Factors

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

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

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

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

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

Table 5. Historical D Data

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

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

T_{24} Factor

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

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

Table 6. Historical T_{24} Data

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

Recommended Traffic Factors

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

Table 7. Recommended Traffic Factors

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

TRAFFIC FORECASTING

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

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

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

QUADRANT ROAD

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

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

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

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

Select Link Analysis

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

Quadrant Road Diversion

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

Resulting Volume Diversion

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

PROJECT GROWTH RATE DETERMINATION

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

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

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

DESIGN YEAR MEASURES OF EFFECTIVENESS

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

SAFETY

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

DOCUMENTS FOR SUBMITTAL

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

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

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

Appendix 1 VISSIM Calibration

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

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

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

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

Base Model Development

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

Basic Settings

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

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

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

Routing Decisions

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

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

Desired Speed Distributions

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

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

Speed Decisions

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

Reduced Speed Areas

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

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

Conflicts Areas/Priority Rules

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

Signal Control

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

Error Checking

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

Existing Condition Model Calibration

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

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

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

Table 8. Calibration Criteria and Acceptance Targets

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

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

Alternatives Analysis

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

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

Final Report and Technical Documentation

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

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

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

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

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

Jack Freeman <jfreeman@kittelson.com>
Fri 10/13/2023 2:37 PM
To:Stephanie Shealey <sshealey@kittelson.com>
Cc:Adam Burghdoff <aburghdoff@kittelson.com>

John R. Freeman, Jr., P.E., PTOE, RSP1
Senior Principal
Kittelson & Associates, Inc.

From: Bateman, Patrick <Patrick.Bateman@dot.state.fl.us>
Sent: Friday, June 17, 2022 11:13 AM
To: Jack Freeman <jfreeman@kittelson.com>
Cc: Adam Burghdoff <aburghdoff@kittelson.com>; Oujevolk, Richard <Richard.Oujevolk@dot.state.fl.us>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>
Subject: RE: RE: 198230-1-22-13 Bonita Beach Road

Jack,

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

For the third point, I take that this is only the driveway turning movement volumes, not the major roads, as those would use AADT with TURNS5 to generate turning movement volumes. For roadway volumes, we were changing the design year, but keeping the same volume, so those growth rates would need to adjust to fit from the base year to new design year. I think the same method should apply for growing turning movement counts, so only the only update should be for the newly added intersections.

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

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

From: Jack Freeman <jfreeman@kittelson.com>
Sent: Wednesday, June 8, 2022 9:04 AM
To: Bateman, Patrick <Patrick.Bateman@dot.state.fl.us>
Cc: Burghdoff, Adam <aburghdoff@kittelson.com>; Oujevolk, Richard <Richard.Oujevolk@dot.state.fl.us>
Subject: RE: RE: 198230-1-22-13 Bonita Beach Road

Patrick,

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

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

Do you agree with these scope items?

Thanks,
Jack

John R. Freeman, Jr., P.E., PTOE, RSP
Senior Principal
RSP is certification as a Road Safety Professional
Kittelson & Associates, Inc.
Transportation Engineering / Planning
225 East Robinson Street, Suite 355
Orlando, Florida 32801
407.540.0555
407.373.1103 (direct)
407.701.0185 (cell)

Streetwise Twitter Facebook

From: Bateman, Patrick <Patrick.Bateman@dot.state.fl.us>
Sent: Friday, June 3, 2022 3:34 PM
To: Jack Freeman <jfreeman@kittelson.com>
Cc: Adam Burghdoff <aburghdoff@kittelson.com>; Oujevolk, Richard <Richard.Oujevolk@dot.state.fl.us>
Subject: RE: RE: 198230-1-22-13 Bonita Beach Road

Jack,

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

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

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

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

Patrick,

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

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

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

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

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

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

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

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

Jack

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

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

Streetwise Twitter Facebook

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

Jack,

Did you pick the hours yet?

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

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

EXTERNAL SENDER: Use caution with links and attachments.

Hi Patrick,

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

Thanks,

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

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

Hi Patrick,

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

Please contact me if you have any questions.

Thank you,

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

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

Jack Freeman <jfreeman@kittelson.com>
Wed 11/22/2023 12:14 PM
To:Stephanie Shealey <sshealey@kittelson.com>;Adam Burghdoff <aburghdoff@kittelson.com>

1 attachments (2 MB)
444321_US 41 BBR_Future Volumes Tech Memo_05152020.pdf;

Stephanie and Adam,

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

Jack

John R. Freeman, Jr., P.E., PTOE, RSP1
Senior Principal
Kittelson & Associates, Inc.

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

Jack,

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

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

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

Good morning Patrick,

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

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

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

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

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

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

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

KYLE PURVIS, EI
Systems Planning Administrator
FDOT, District 1
Office: (863) 519 - 2395
Cell: (863) 220 - 3450
Kyle.Purvis@dot.state.fl.us

From: Bateman, Patrick <Patrick.Bateman@dot.state.fl.us>
Sent: Friday, April 1, 2022 9:49 AM
To: Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>; Bowne, Elias <Elias.Bowne@dot.state.fl.us>
Subject: 444321 US 41 at Bonita Beach Road - D1 RPM update

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

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

Appendix B. Turning Movement Counts

Bonita Beach Road & Beaumont Rd
Wednesday TMC

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

Count Name: 1_Bonita Beach Road & Beaumont Rd
Site Code: 1
Start Date: 08-28-2019

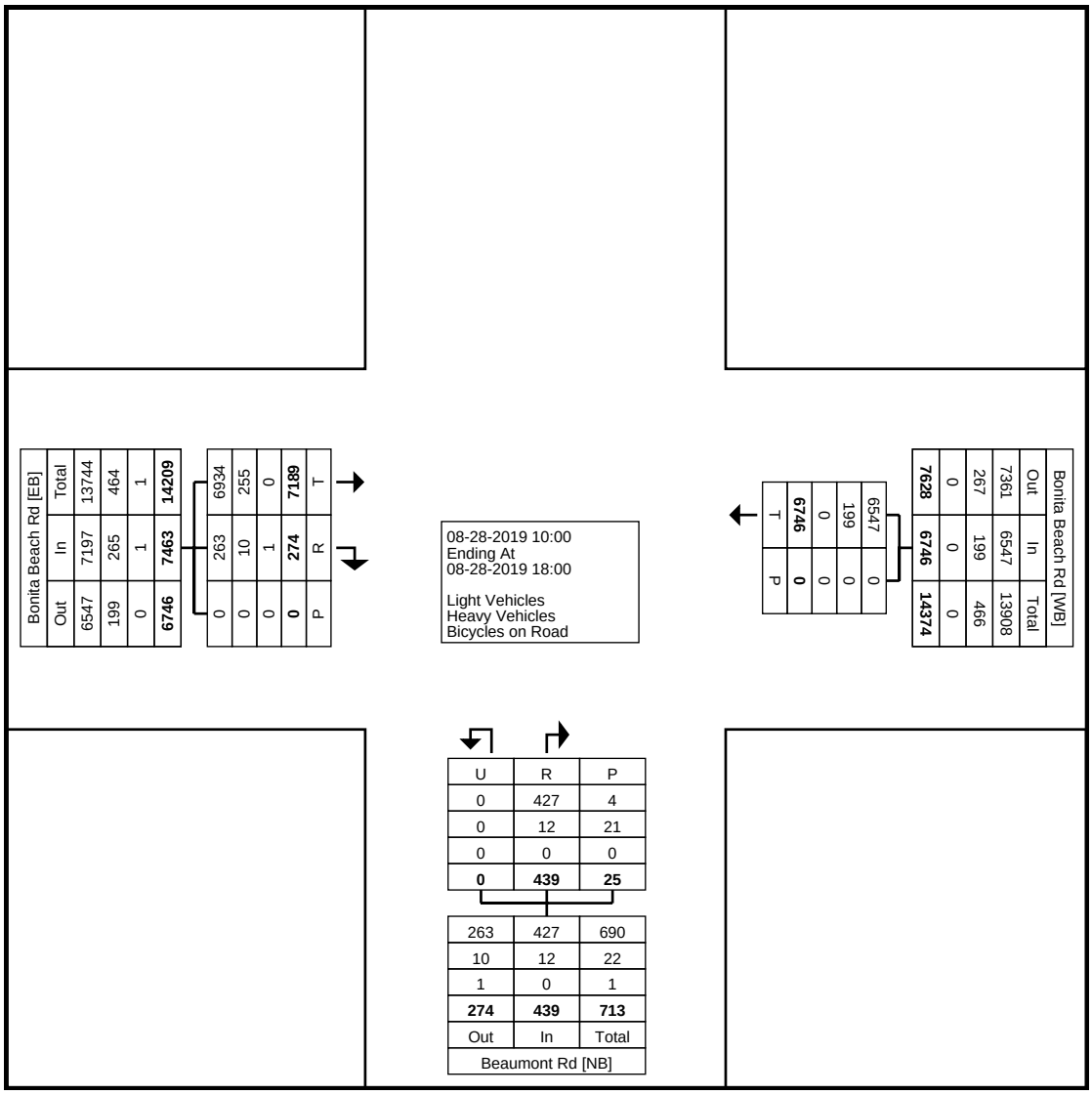
Turning Movement Data

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

Bonita Beach Road & Beaumont Rd
Wednesday TMC

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

Count Name: 1_Bonita Beach Road & Beaumont Rd
Site Code: 1
Start Date: 08-28-2019



Turning Movement Data Plot

Bonita Beach Road & Beaumont Rd
Wednesday TMC

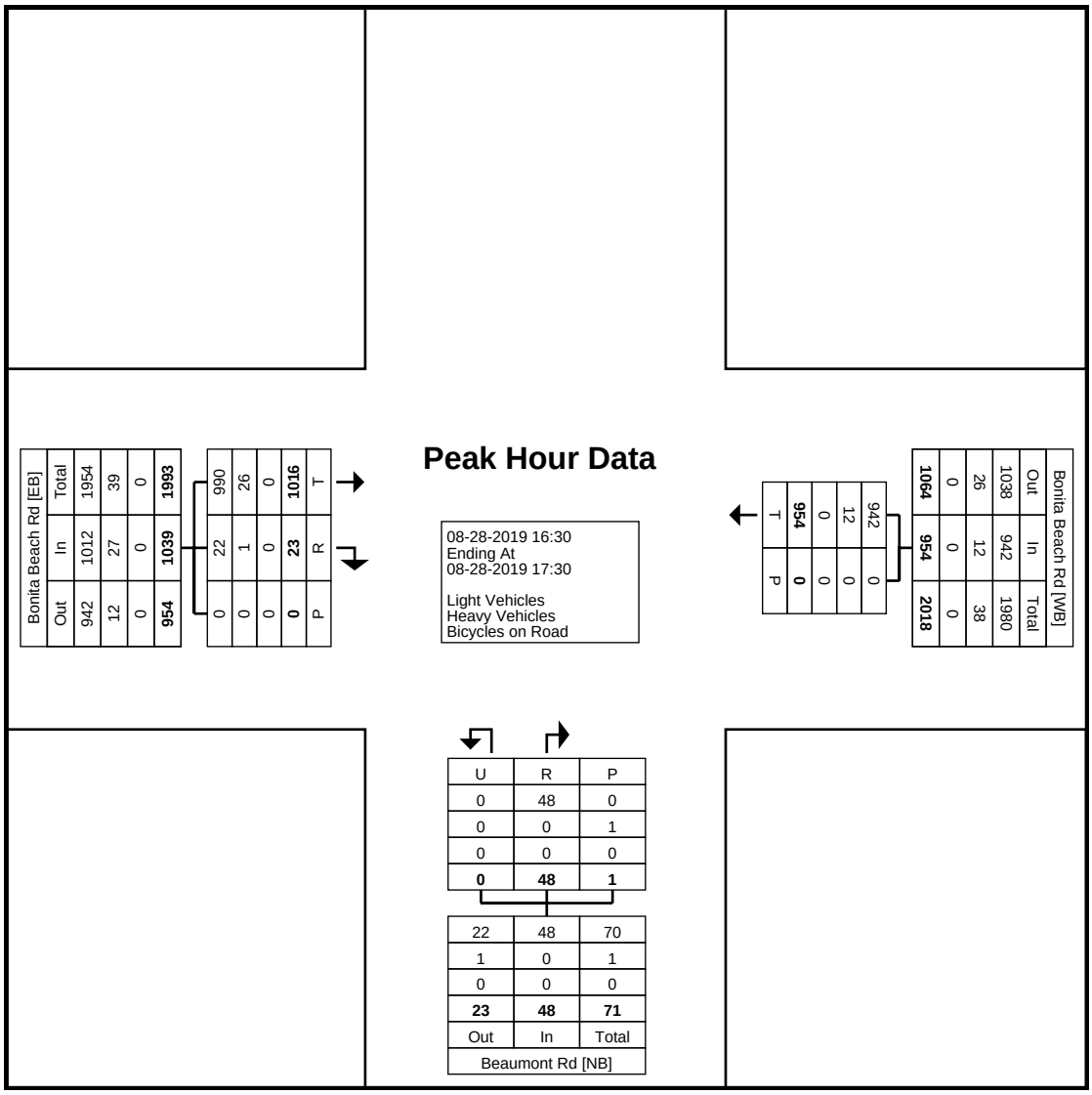
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: 1_Bonita Beach Road & Beaumont Rd
Site Code: 1
Start Date: 08-28-2019

Turning Movement Peak Hour Data (16:30)

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

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



Turning Movement Peak Hour Data Plot (16:30)

US 41 & Walgreens Driveway
Wednesday TMC

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

Count Name: 2_US 41 & Walgreens Driveway
Site Code: 2
Start Date: 08-28-2019

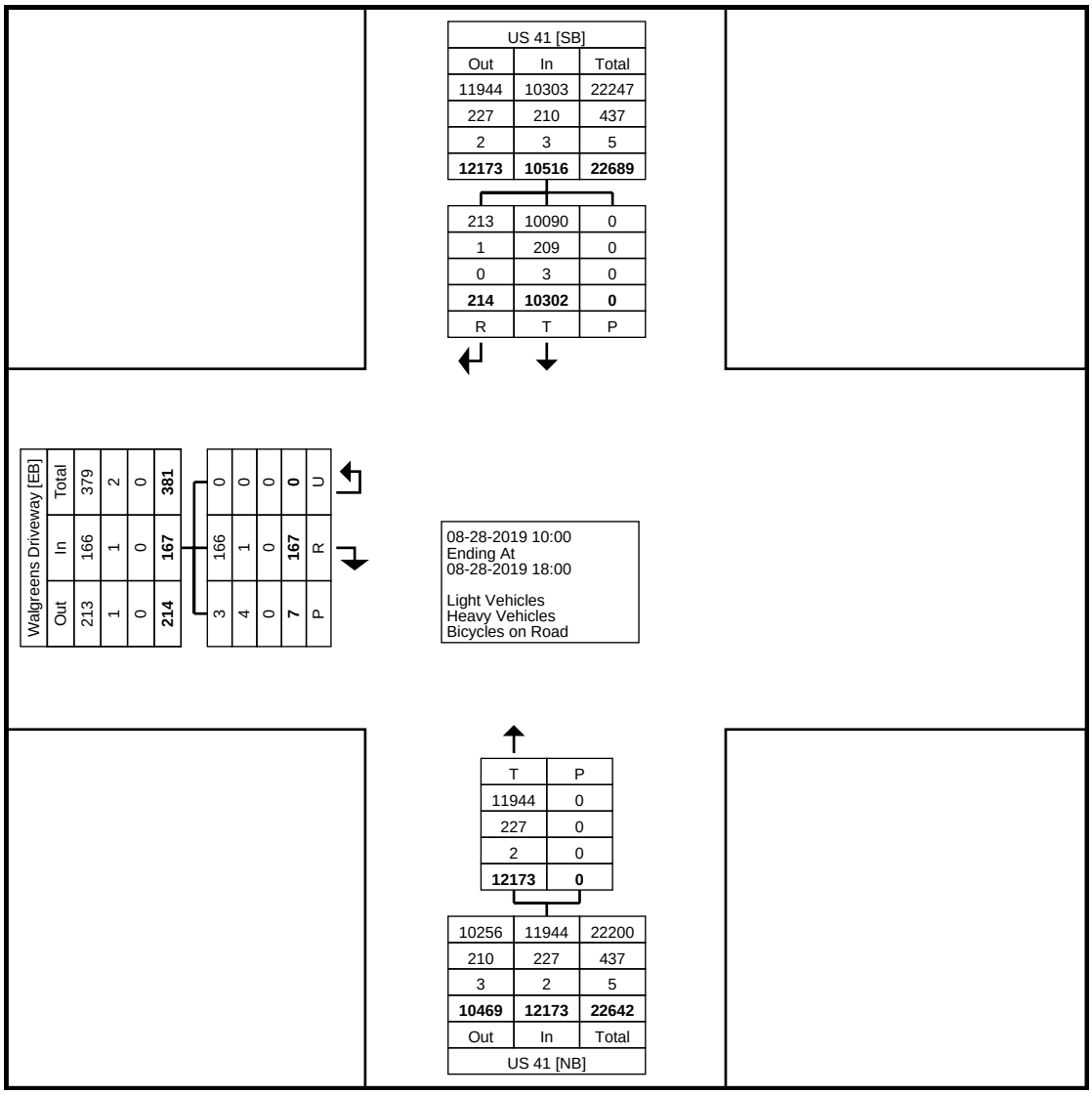
Turning Movement Data

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

US 41 & Walgreens Driveway
Wednesday TMC

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

Count Name: 2_US 41 & Walgreens Driveway
Site Code: 2
Start Date: 08-28-2019



Turning Movement Data Plot

US 41 & Walgreens Driveway
Wednesday TMC

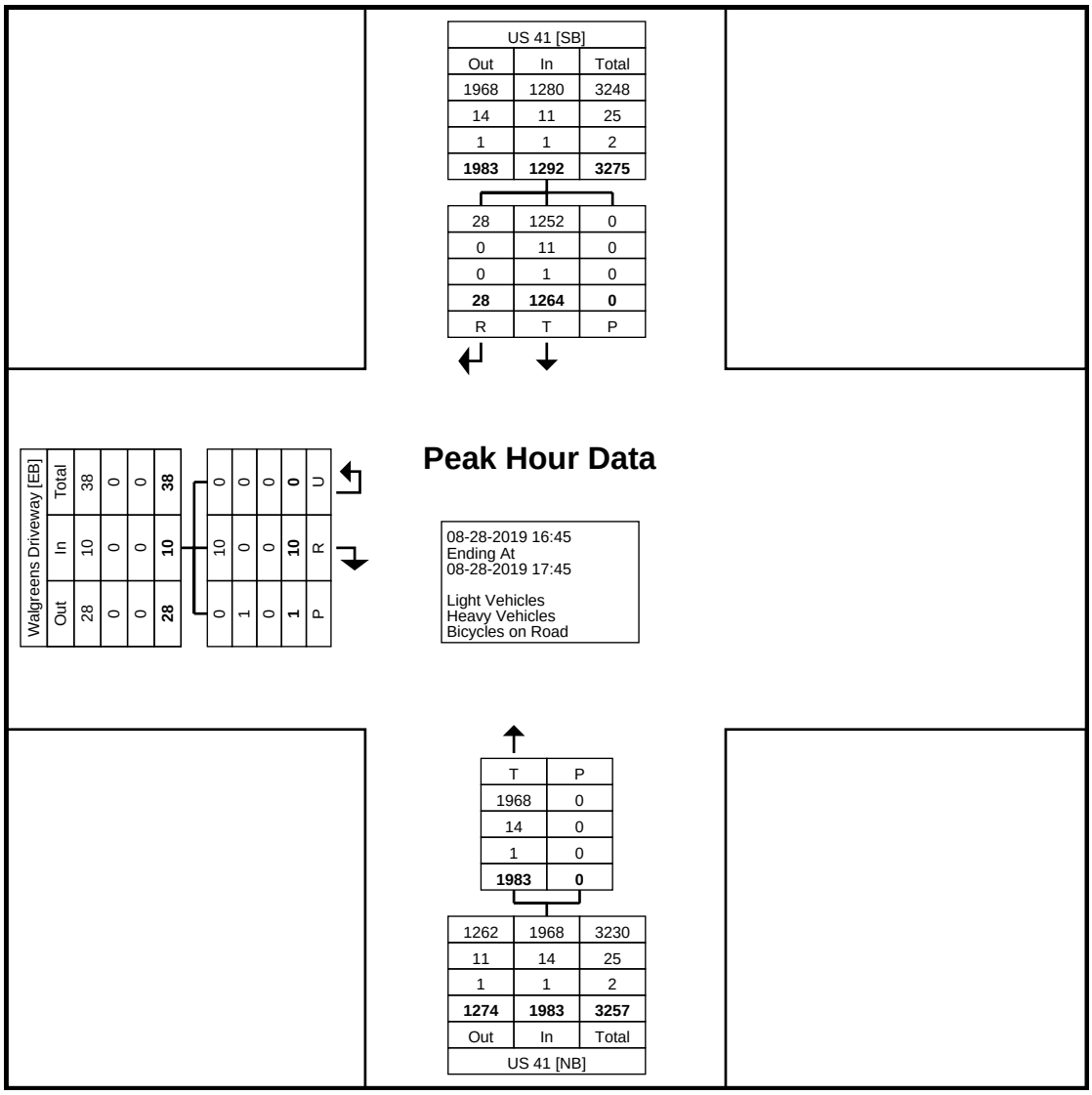
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: 2_US 41 & Walgreens Driveway
Site Code: 2
Start Date: 08-28-2019

Turning Movement Peak Hour Data (16:45)

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

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



Turning Movement Peak Hour Data Plot (16:45)

US 41 & Southern Springs Plaza Entrance
Wednesday TMC

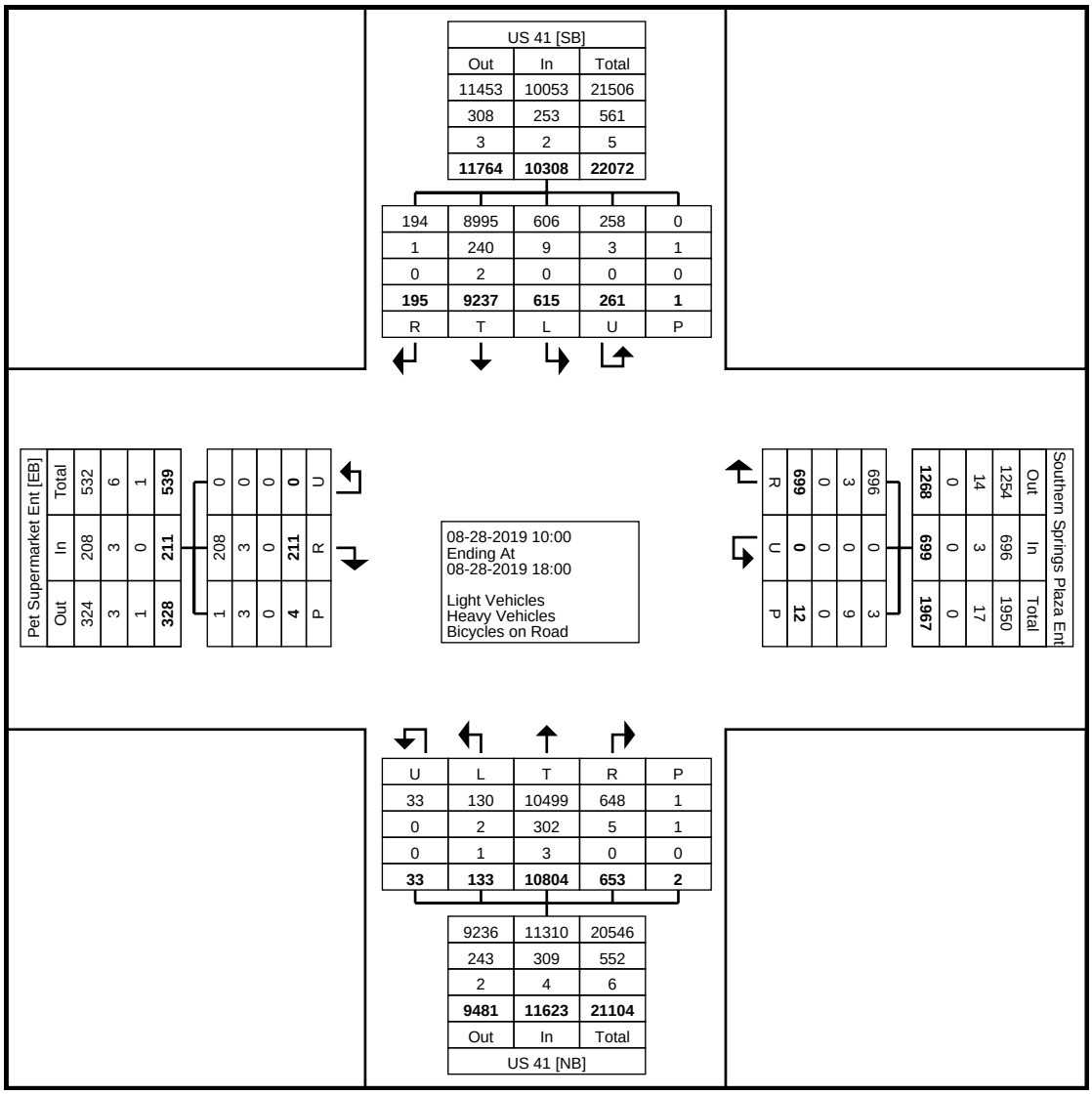
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: 3_US 41 & Southern Springs Plaza Entrance
Site Code: 3
Start Date: 08-28-2019

Turning Movement Data

Start Time	Pet Supermarket Ent Eastbound				Southern Springs Plaza Ent Westbound				US 41 Northbound						US 41 Southbound						
	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
10:00	0	3	0	3	0	14	0	14	0	4	242	19	0	265	11	22	304	1	0	338	620
10:15	0	2	0	2	0	27	1	27	1	2	253	21	0	277	4	20	280	4	0	308	614
10:30	0	2	0	2	0	28	2	28	1	3	256	20	0	280	11	15	293	2	0	321	631
10:45	0	4	0	4	0	18	0	18	0	0	244	15	0	259	9	22	331	5	0	367	648
Hourly Total	0	11	0	11	0	87	3	87	2	9	995	75	0	1081	35	79	1208	12	0	1334	2513
11:00	0	2	0	2	0	18	0	18	2	4	280	19	0	305	1	17	283	4	0	305	630
11:15	0	7	1	7	0	20	0	20	0	1	309	19	0	329	6	15	308	6	0	335	691
11:30	0	1	0	1	0	24	0	24	1	1	278	21	0	301	6	25	354	7	0	392	718
11:45	0	7	0	7	0	33	0	33	0	2	288	22	0	312	12	19	303	8	0	342	694
Hourly Total	0	17	1	17	0	95	0	95	3	8	1155	81	0	1247	25	76	1248	25	0	1374	2733
12:00	0	9	0	9	0	29	0	29	3	18	336	24	0	381	9	25	287	7	0	328	747
12:15	0	5	0	5	0	26	0	26	3	14	289	17	0	323	10	28	265	11	0	314	668
12:30	0	12	0	12	0	28	0	28	4	2	296	25	0	327	12	32	382	10	0	436	803
12:45	0	11	0	11	0	22	0	22	1	3	271	23	0	298	13	24	297	12	0	346	677
Hourly Total	0	37	0	37	0	105	0	105	11	37	1192	89	0	1329	44	109	1231	40	0	1424	2895
13:00	0	10	0	10	0	27	1	27	3	4	296	19	0	322	7	28	290	13	0	338	697
13:15	0	8	0	8	0	35	0	35	1	5	320	22	0	348	12	18	300	7	0	337	728
13:30	0	9	0	9	0	21	0	21	1	6	310	22	0	339	9	21	265	5	0	300	669
13:45	0	8	0	8	0	18	1	18	0	1	339	18	0	358	8	17	300	6	0	331	715
Hourly Total	0	35	0	35	0	101	2	101	5	16	1265	81	0	1367	36	84	1155	31	0	1306	2809
14:00	0	8	0	8	0	22	0	22	1	5	326	21	0	353	24	22	260	9	0	315	698
14:15	0	7	0	7	0	27	0	27	1	4	310	22	0	337	7	20	304	2	0	333	704
14:30	0	7	0	7	0	25	1	25	0	2	303	25	0	330	9	17	269	5	0	300	662
14:45	0	4	0	4	0	16	2	16	2	4	355	19	0	380	2	13	288	4	0	307	707
Hourly Total	0	26	0	26	0	90	3	90	4	15	1294	87	0	1400	42	72	1121	20	0	1255	2771
15:00	0	6	0	6	0	20	0	20	0	6	348	18	0	372	5	8	241	3	0	257	655
15:15	0	4	0	4	0	15	0	15	0	4	320	12	0	336	8	13	290	3	0	314	669
15:30	0	7	0	7	0	14	0	14	0	6	402	26	1	434	6	15	266	6	0	293	748
15:45	0	4	0	4	0	20	0	20	1	2	393	16	0	412	9	22	275	1	0	307	743
Hourly Total	0	21	0	21	0	69	0	69	1	18	1463	72	1	1554	28	58	1072	13	0	1171	2815
16:00	0	2	0	2	0	19	2	19	0	1	418	19	0	438	13	11	296	8	0	328	787
16:15	0	12	0	12	0	18	0	18	1	4	418	26	0	449	8	18	262	11	0	299	778
16:30	0	7	1	7	0	15	0	15	1	3	431	23	0	458	5	14	240	4	1	263	743
16:45	0	5	0	5	0	22	2	22	4	3	404	18	0	429	4	17	261	5	0	287	743
Hourly Total	0	26	1	26	0	74	4	74	6	11	1671	86	0	1774	30	60	1059	28	1	1177	3051
17:00	0	10	0	10	0	16	0	16	1	4	493	22	0	520	6	25	284	7	0	322	868
17:15	0	10	0	10	0	24	0	24	0	5	459	22	0	486	7	16	336	6	0	365	885
17:30	0	8	1	8	0	18	0	18	0	5	476	22	1	503	5	18	273	7	0	303	832
17:45	0	10	1	10	0	20	0	20	0	5	341	16	0	362	3	18	250	6	0	277	669
Hourly Total	0	38	2	38	0	78	0	78	1	19	1769	82	1	1871	21	77	1143	26	0	1267	3254
Grand Total	0	211	4	211	0	699	12	699	33	133	10804	653	2	11623	261	615	9237	195	1	10308	22841
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	0.3	1.1	93.0	5.6	-	-	2.5	6.0	89.6	1.9	-	-	-
Total %	0.0	0.9	-	0.9	0.0	3.1	-	3.1	0.1	0.6	47.3	2.9	-	50.9	1.1	2.7	40.4	0.9	-	45.1	-
Light Vehicles	0	208	1	208	0	696	3	696	33	130	10499	648	1	11310	258	606	8995	194	0	10053	22267
% Light Vehicles	-	98.6	25.0	98.6	-	99.6	25.0	99.6	100.0	97.7	97.2	99.2	50.0	97.3	98.9	98.5	97.4	99.5	0.0	97.5	97.5
Heavy Vehicles	0	3	3	3	0	3	9	3	0	2	302	5	1	309	3	9	240	1	1	253	568
% Heavy Vehicles	-	1.4	75.0	1.4	-	0.4	75.0	0.4	0.0	1.5	2.8	0.8	50.0	2.7	1.1	1.5	2.6	0.5	100.0	2.5	2.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	2	0	0	2	6
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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



Turning Movement Data Plot

US 41 & Southern Springs Plaza Entrance
Wednesday TMC

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

Count Name: 3_US 41 & Southern Springs Plaza Entrance
Site Code: 3
Start Date: 08-28-2019

Turning Movement Peak Hour Data (16:45)

Start Time	Pet Supermarket Ent Eastbound				Southern Springs Plaza Ent Westbound				US 41 Northbound						US 41 Southbound						
	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
16:45	0	5	0	5	0	22	2	22	4	3	404	18	0	429	4	17	261	5	0	287	743
17:00	0	10	0	10	0	16	0	16	1	4	493	22	0	520	6	25	284	7	0	322	868
17:15	0	10	0	10	0	24	0	24	0	5	459	22	0	486	7	16	336	6	0	365	885
17:30	0	8	1	8	0	18	0	18	0	5	476	22	1	503	5	18	273	7	0	303	832
Total	0	33	1	33	0	80	2	80	5	17	1832	84	1	1938	22	76	1154	25	0	1277	3328
Approach %	0.0	100.0	-	-	0.0	100.0	-	-	0.3	0.9	94.5	4.3	-	-	1.7	6.0	90.4	2.0	-	-	-
Total %	0.0	1.0	-	1.0	0.0	2.4	-	2.4	0.2	0.5	55.0	2.5	-	58.2	0.7	2.3	34.7	0.8	-	38.4	-
PHF	0.000	0.825	-	0.825	0.000	0.833	-	0.833	0.313	0.850	0.929	0.955	-	0.932	0.786	0.760	0.859	0.893	-	0.875	0.940
Light Vehicles	0	33	1	33	0	80	1	80	5	17	1805	84	1	1911	22	76	1139	25	0	1262	3286
% Light Vehicles	-	100.0	100.0	100.0	-	100.0	50.0	100.0	100.0	100.0	98.5	100.0	100.0	98.6	100.0	100.0	98.7	100.0	-	98.8	98.7
Heavy Vehicles	0	0	0	0	0	0	1	0	0	0	26	0	0	26	0	0	14	0	0	14	40
% Heavy Vehicles	-	0.0	0.0	0.0	-	0.0	50.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0	1.2	0.0	-	1.1	1.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	-	0.1	0.1

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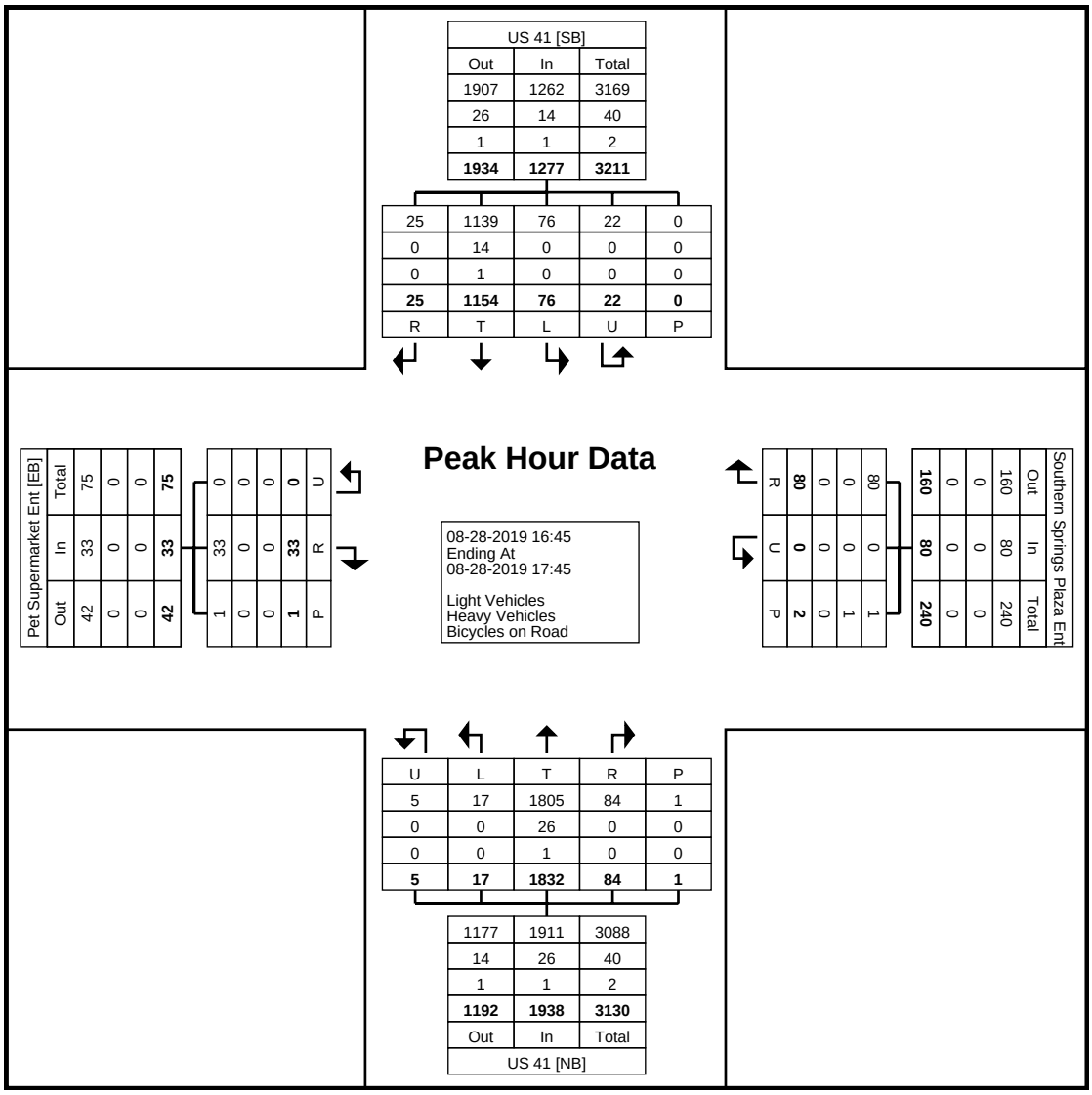


Turning Movement Peak Hour Data Plot (16:45)

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

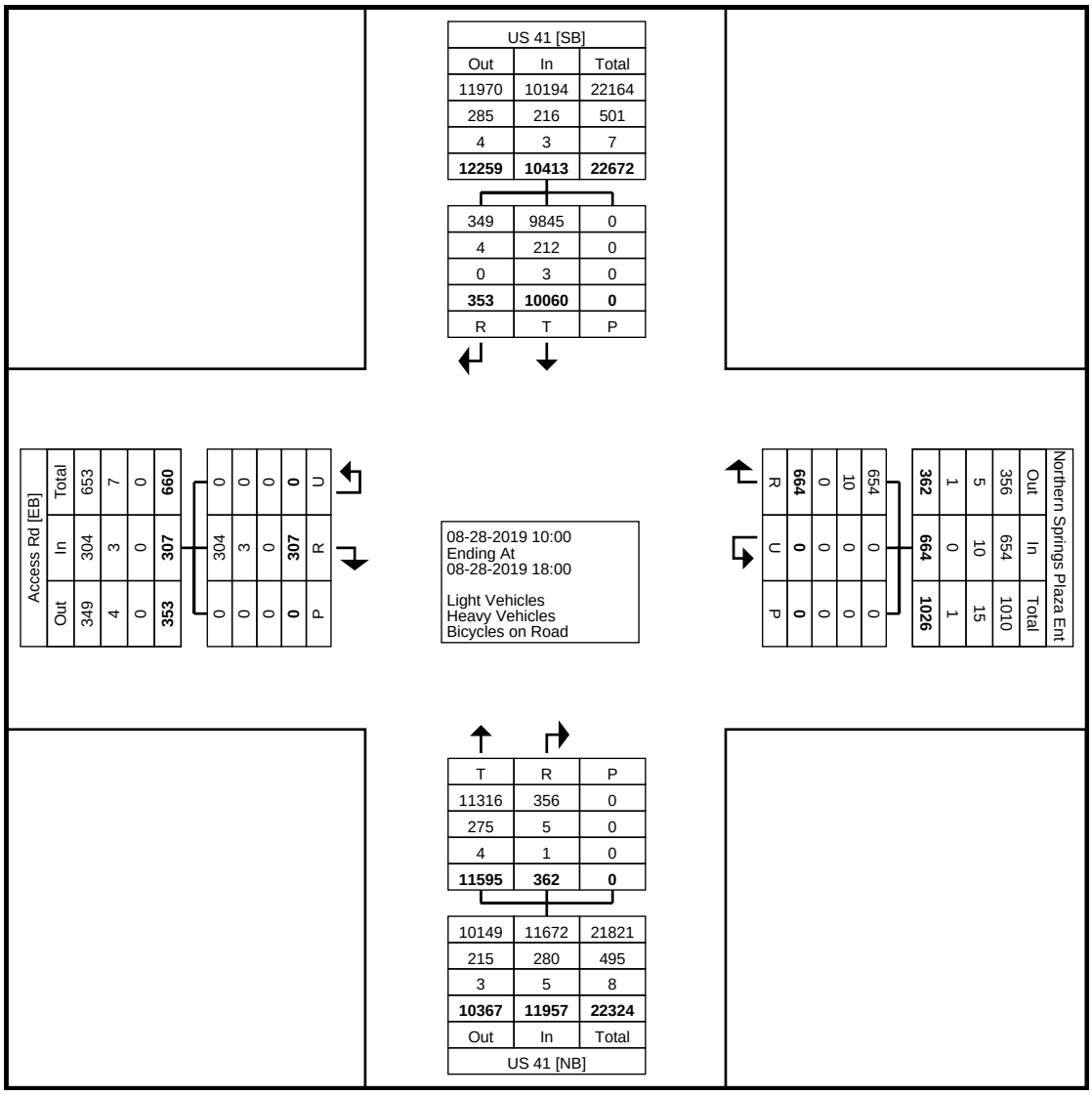
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: 4_US 41 & Northern Springs Plaza Entrance/Access Rd
Site Code: 4
Start Date: 08-28-2019

Turning Movement Data

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

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



Turning Movement Data Plot

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

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

Count Name: 4_US 41 &
Northern Springs Plaza
Entrance/Access Rd
Site Code: 4
Start Date: 08-28-2019

Turning Movement Peak Hour Data (16:45)

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

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(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
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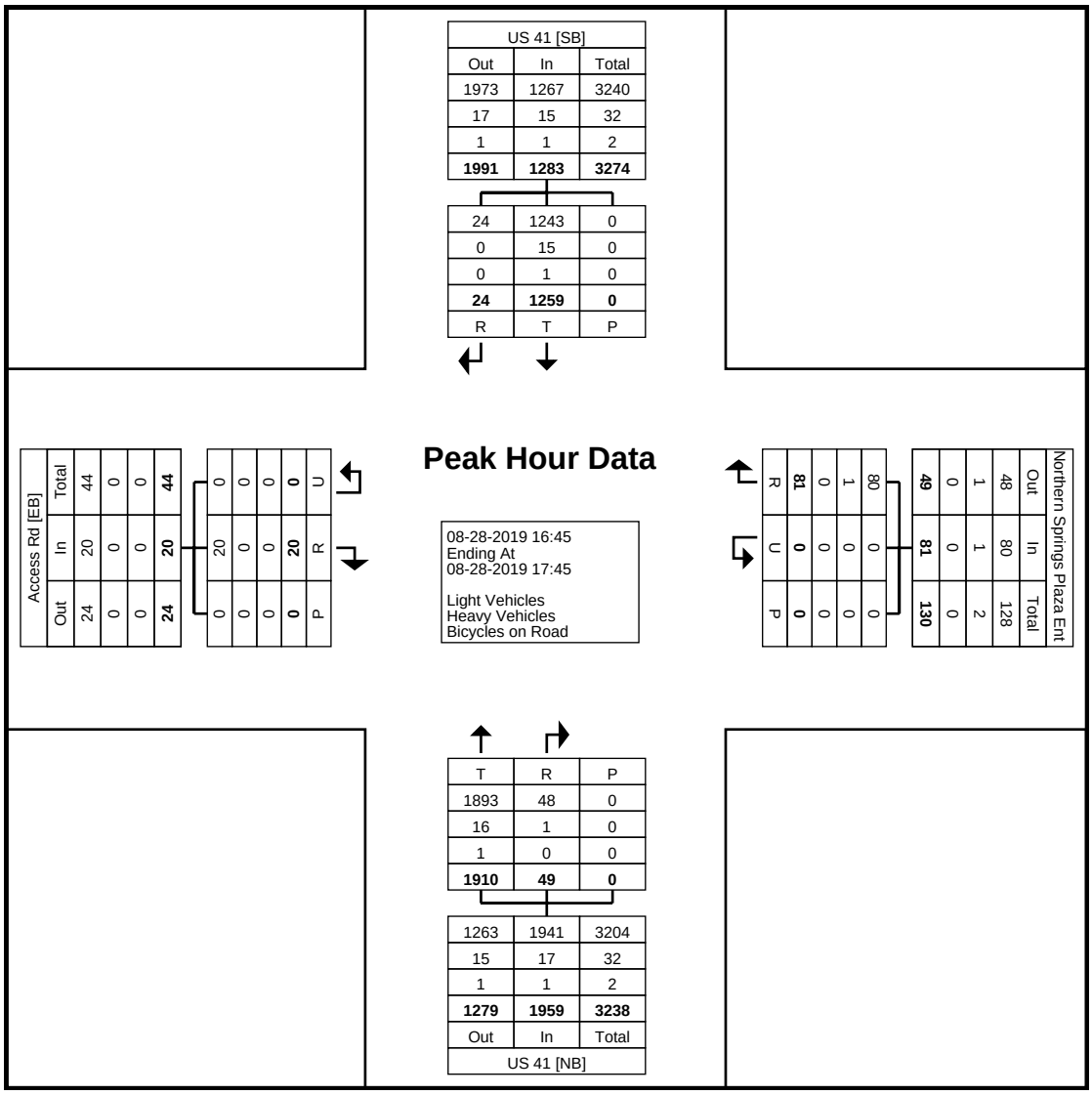


Turning Movement Peak Hour Data Plot (16:45)

Bonita Beach Rd at Arroyal Rd
Wednesday TMC

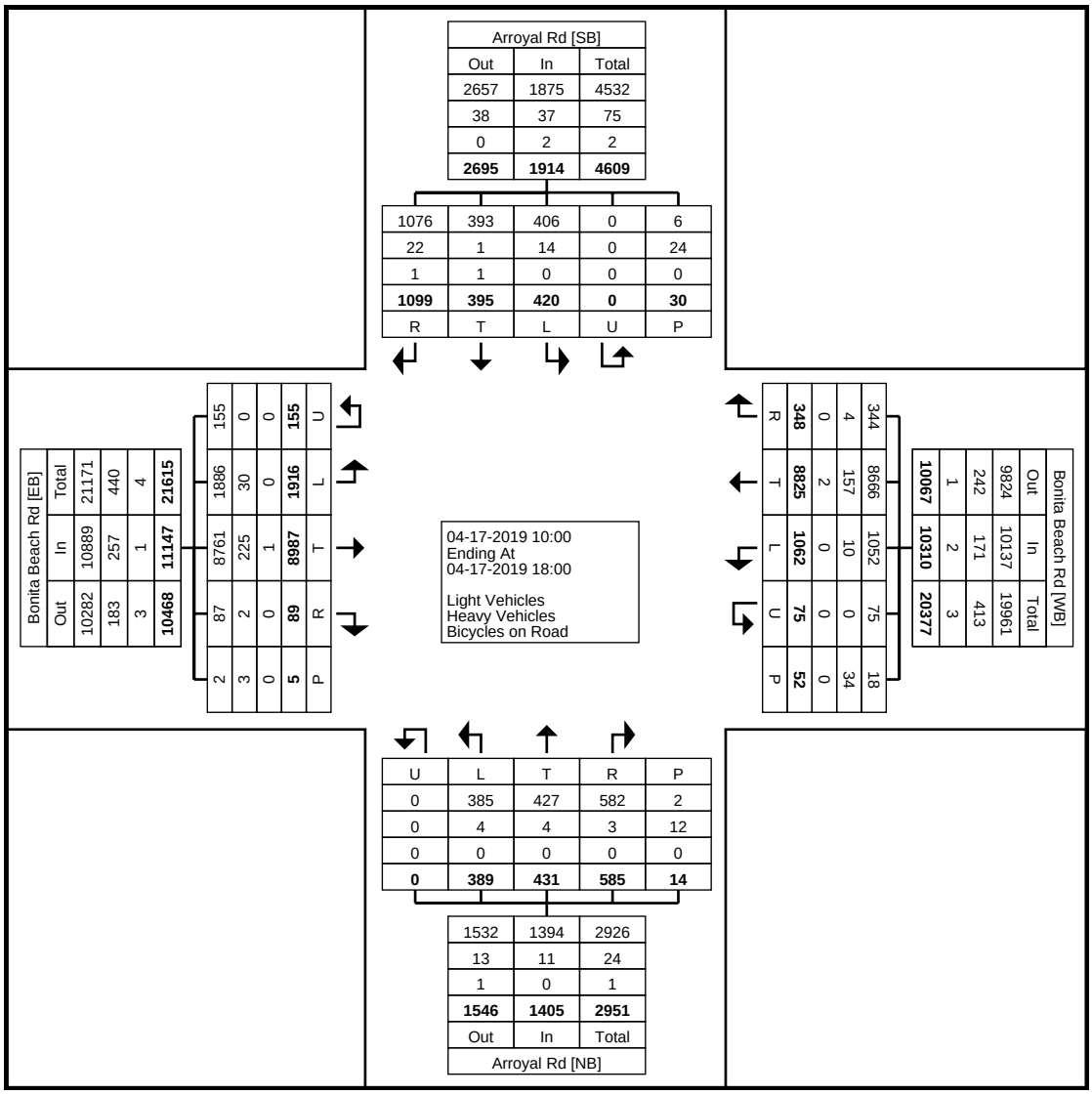
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-1_Bonita Beach Rd at Arroyal Rd
Site Code: 1
Start Date: 04-17-2019

Turning Movement Data

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

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



Turning Movement Data Plot

Bonita Beach Rd at Arroyal Rd
Wednesday TMC

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

Count Name: T-1_Bonita Beach Rd at Arroyal Rd
Site Code: 1
Start Date: 04-17-2019

Turning Movement Peak Hour Data (11:45)

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

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(FTE)
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Punta Gorda, Florida, United States 33950
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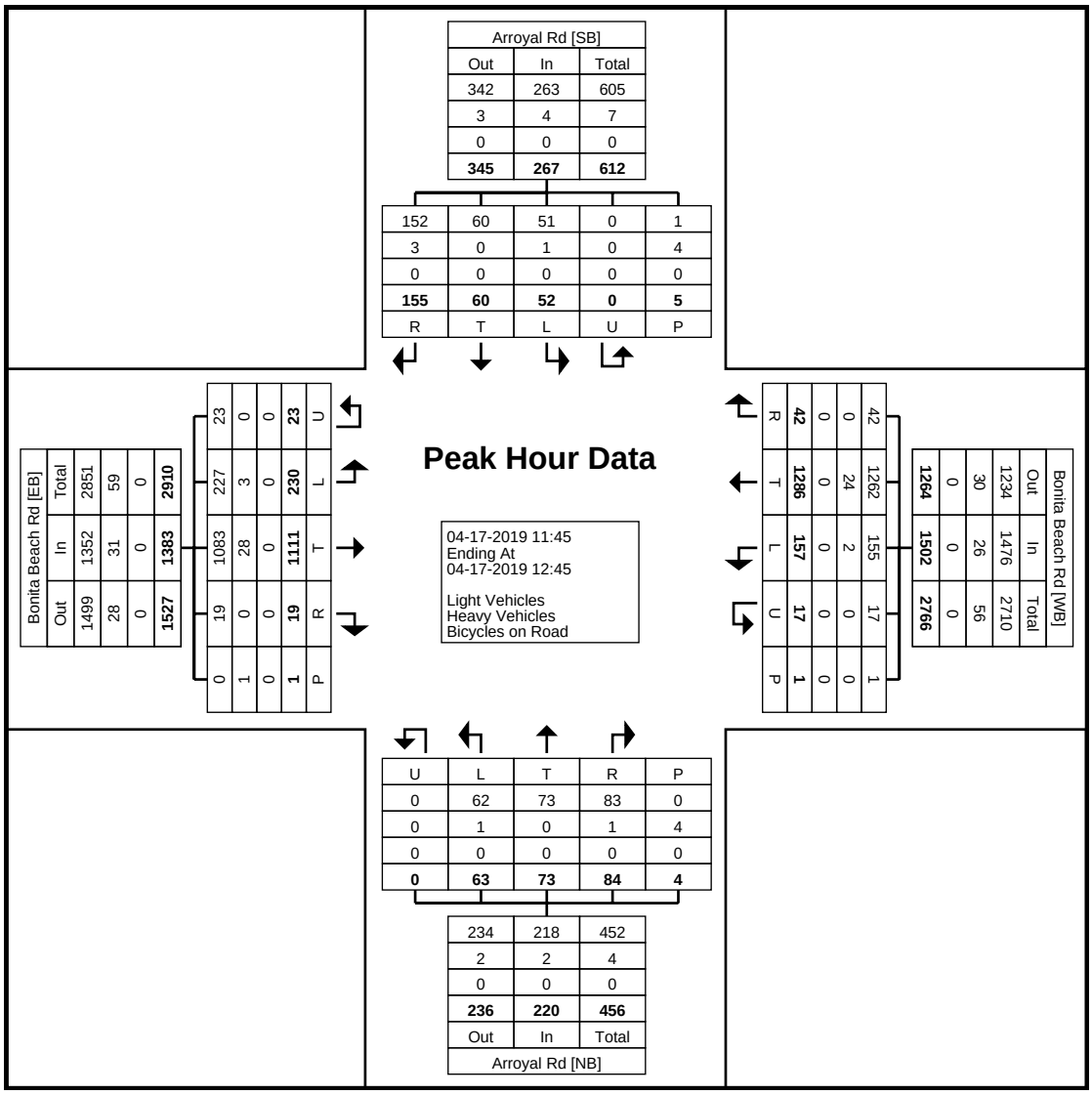

Turning Movement Peak Hour Data Plot (11:45)

Bonita Beach Rd at Center of Bonita Springs
Wednesday TMC

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

Count Name: T-2_Bonita Beach Rd at Center of Bonita Springs
Site Code: 2
Start Date: 04-17-2019

Turning Movement Data

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

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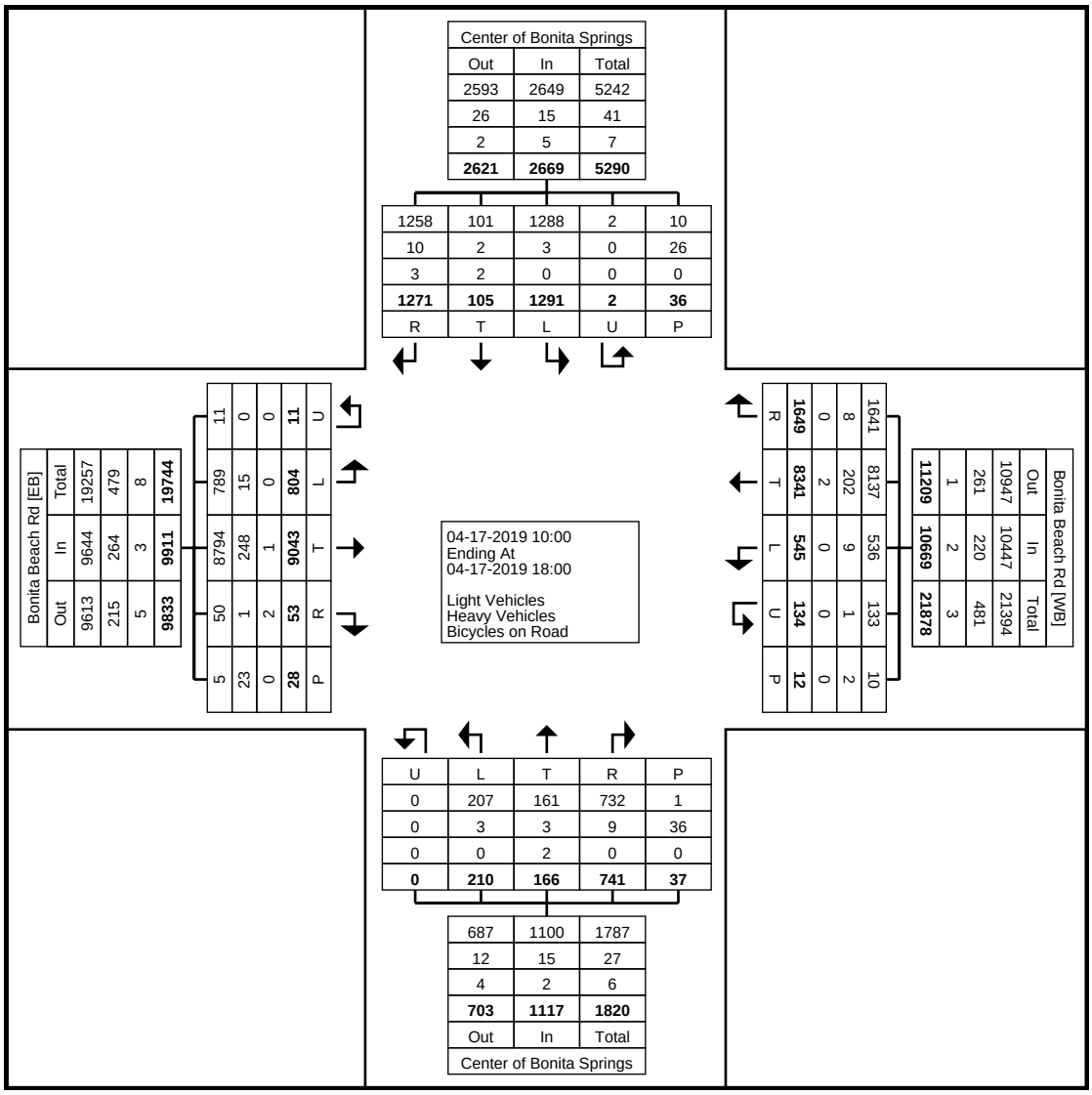
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851



Turning Movement Data Plot

Bonita Beach Rd at Center of Bonita Springs
Wednesday TMC

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

Count Name: T-2_Bonita Beach Rd at Center of Bonita Springs
Site Code: 2
Start Date: 04-17-2019

Turning Movement Peak Hour Data (12:15)

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

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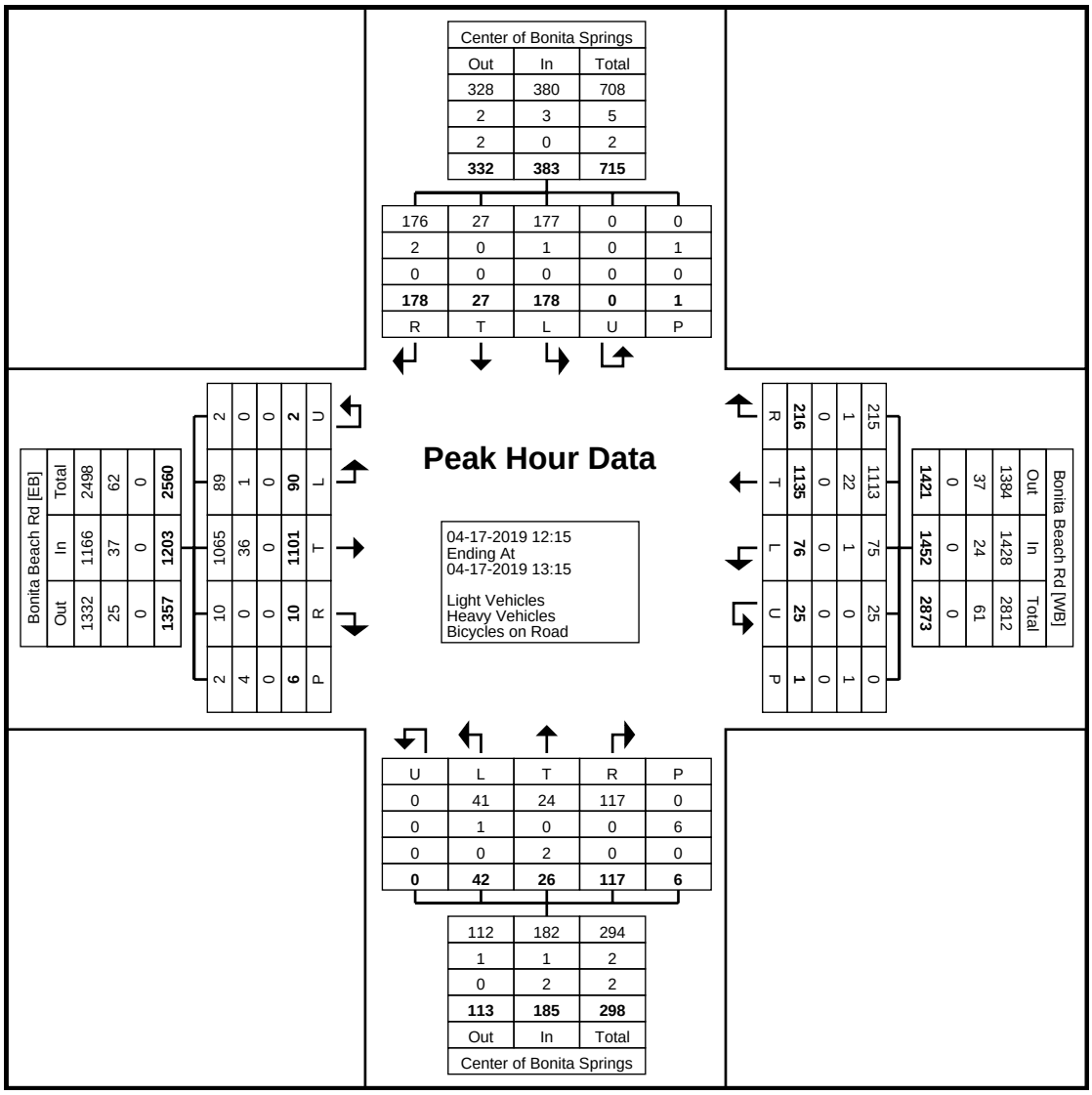

Turning Movement Peak Hour Data Plot (12:15)

Bonita Beach Rd at Crown Lakes Blvd
Wednesday TMC

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

Count Name: T-3_Bonita Beach Rd at Crown Lakes Blvd
Site Code: 3
Start Date: 04-17-2019

Turning Movement Data

Start Time	Bonita Beach Rd Eastbound				Bonita Beach Rd Westbound				Crown Lakes Blvd Northbound				Crown Lakes Blvd Southbound				Int. Total
	Thru	Right	Peds	App. Total	Thru	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	
10:00	320	22	0	342	346	7	0	353	0	23	0	23	0	12	4	12	730
10:15	304	27	0	331	354	8	0	362	0	12	0	12	0	12	2	12	717
10:30	298	24	0	322	371	4	0	375	0	19	1	19	0	12	1	12	728
10:45	306	18	0	324	378	7	0	385	0	22	1	22	0	15	2	15	746
Hourly Total	1228	91	0	1319	1449	26	0	1475	0	76	2	76	0	51	9	51	2921
11:00	286	30	0	316	374	4	0	378	0	26	0	26	0	13	1	13	733
11:15	316	33	0	349	355	2	0	357	0	30	3	30	0	11	0	11	747
11:30	339	27	0	366	358	2	0	360	0	23	0	23	0	3	3	3	752
11:45	296	25	0	321	381	2	1	383	0	16	1	16	0	5	2	5	725
Hourly Total	1237	115	0	1352	1468	10	1	1478	0	95	4	95	0	32	6	32	2957
12:00	318	30	0	348	387	7	0	394	0	23	2	23	0	10	3	10	775
12:15	342	40	0	382	367	3	0	370	0	25	1	25	0	5	0	5	782
12:30	318	39	0	357	386	3	0	389	1	35	0	36	0	4	0	4	786
12:45	343	32	0	375	323	3	0	326	0	24	0	24	0	8	1	8	733
Hourly Total	1321	141	0	1462	1463	16	0	1479	1	107	3	108	0	27	4	27	3076
13:00	298	35	0	333	335	2	0	337	1	24	2	25	0	8	0	8	703
13:15	372	27	0	399	336	1	0	337	0	36	0	36	0	4	0	4	776
13:30	343	24	0	367	373	4	0	377	0	33	0	33	0	7	3	7	784
13:45	324	19	0	343	282	4	0	286	0	24	1	24	0	7	1	7	660
Hourly Total	1337	105	0	1442	1326	11	0	1337	1	117	3	118	0	26	4	26	2923
14:00	322	30	0	352	308	1	0	309	0	17	0	17	0	11	1	11	689
14:15	358	27	0	385	266	5	0	271	0	18	0	18	0	8	3	8	682
14:30	345	21	0	366	315	2	0	317	0	23	0	23	0	12	1	12	718
14:45	344	15	0	359	302	4	0	306	0	18	2	18	0	3	0	3	686
Hourly Total	1369	93	0	1462	1191	12	0	1203	0	76	2	76	0	34	5	34	2775
15:00	357	19	0	376	320	3	0	323	0	21	0	21	0	6	3	6	726
15:15	377	18	0	395	273	6	0	279	0	27	0	27	0	1	0	1	702
15:30	349	14	0	363	320	7	0	327	0	25	1	25	0	5	1	5	720
15:45	352	21	0	373	312	6	0	318	0	20	0	20	0	3	5	3	714
Hourly Total	1435	72	0	1507	1225	22	0	1247	0	93	1	93	0	15	9	15	2862
16:00	360	19	0	379	301	4	0	305	0	30	1	30	0	8	3	8	722
16:15	351	19	0	370	277	3	0	280	0	19	0	19	0	7	4	7	676
16:30	328	19	0	347	288	13	0	301	0	22	1	22	0	11	0	11	681
16:45	315	19	0	334	261	2	0	263	0	14	1	14	0	8	1	8	619
Hourly Total	1354	76	0	1430	1127	22	0	1149	0	85	3	85	0	34	8	34	2698
17:00	395	17	0	412	319	5	0	324	0	25	0	25	1	6	1	7	768
17:15	363	23	1	386	264	7	0	271	0	22	0	22	0	11	2	11	690
17:30	353	22	0	375	290	7	0	297	0	27	0	27	0	8	0	8	707
17:45	277	21	0	298	247	4	0	251	0	23	0	23	0	11	1	11	583
Hourly Total	1388	83	1	1471	1120	23	0	1143	0	97	0	97	1	36	4	37	2748
Grand Total	10669	776	1	11445	10369	142	1	10511	2	746	18	748	1	255	49	256	22960
Approach %	93.2	6.8	-	-	98.6	1.4	-	-	0.3	99.7	-	-	0.4	99.6	-	-	-
Total %	46.5	3.4	-	49.8	45.2	0.6	-	45.8	0.0	3.2	-	3.3	0.0	1.1	-	1.1	-
Light Vehicles	10396	771	1	11167	10152	139	0	10291	2	738	3	740	1	252	10	253	22451
% Light Vehicles	97.4	99.4	100.0	97.6	97.9	97.9	0.0	97.9	100.0	98.9	16.7	98.9	100.0	98.8	20.4	98.8	97.8
Heavy Vehicles	273	5	0	278	216	3	1	219	0	8	15	8	0	3	39	3	508
% Heavy Vehicles	2.6	0.6	0.0	2.4	2.1	2.1	100.0	2.1	0.0	1.1	83.3	1.1	0.0	1.2	79.6	1.2	2.2
Bicycles on Road	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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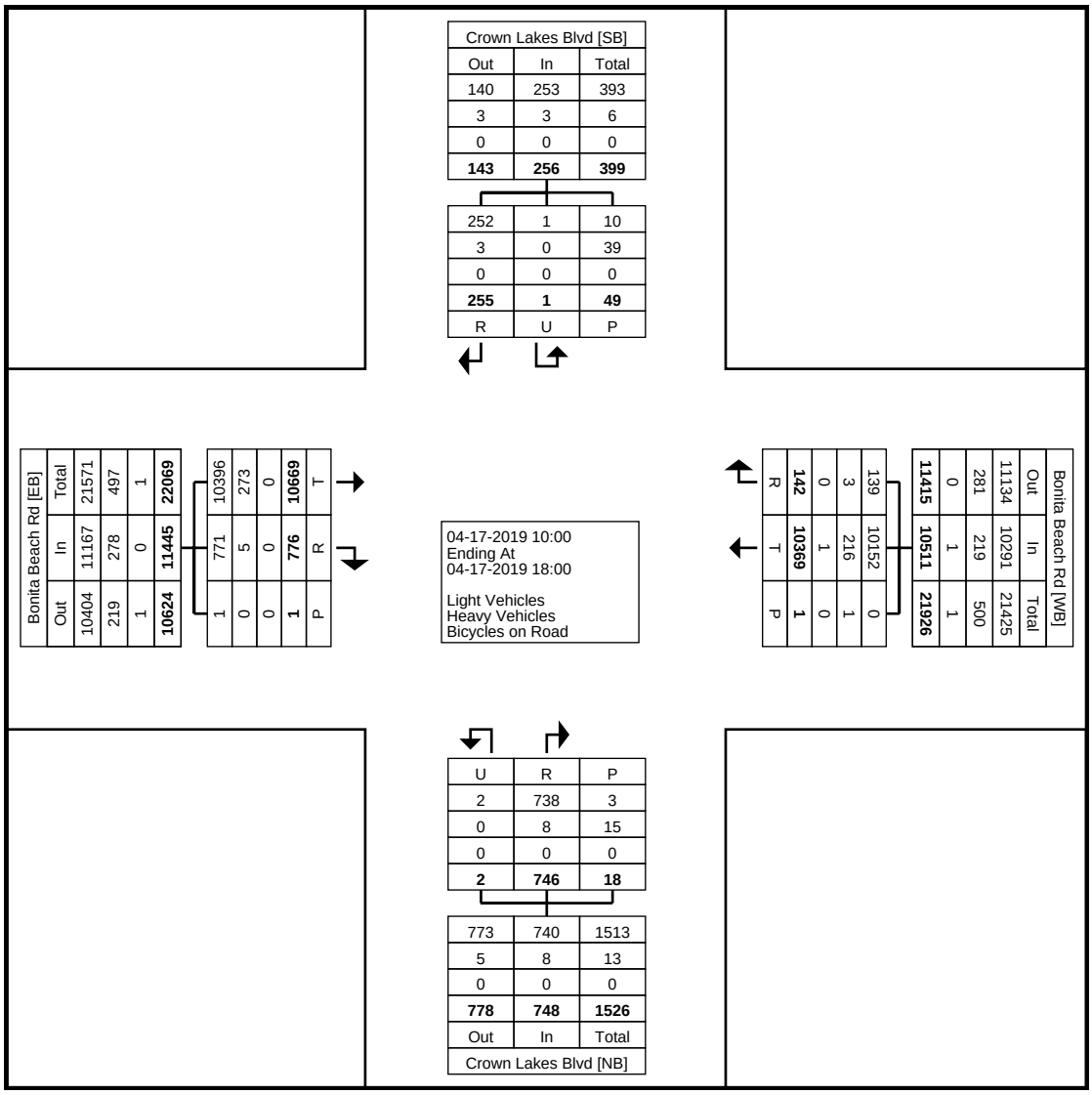

Turning Movement Data Plot

Bonita Beach Rd at Crown Lakes Blvd
Wednesday TMC

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

Count Name: T-3_Bonita Beach Rd at Crown Lakes Blvd
Site Code: 3
Start Date: 04-17-2019

Turning Movement Peak Hour Data (12:00)

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

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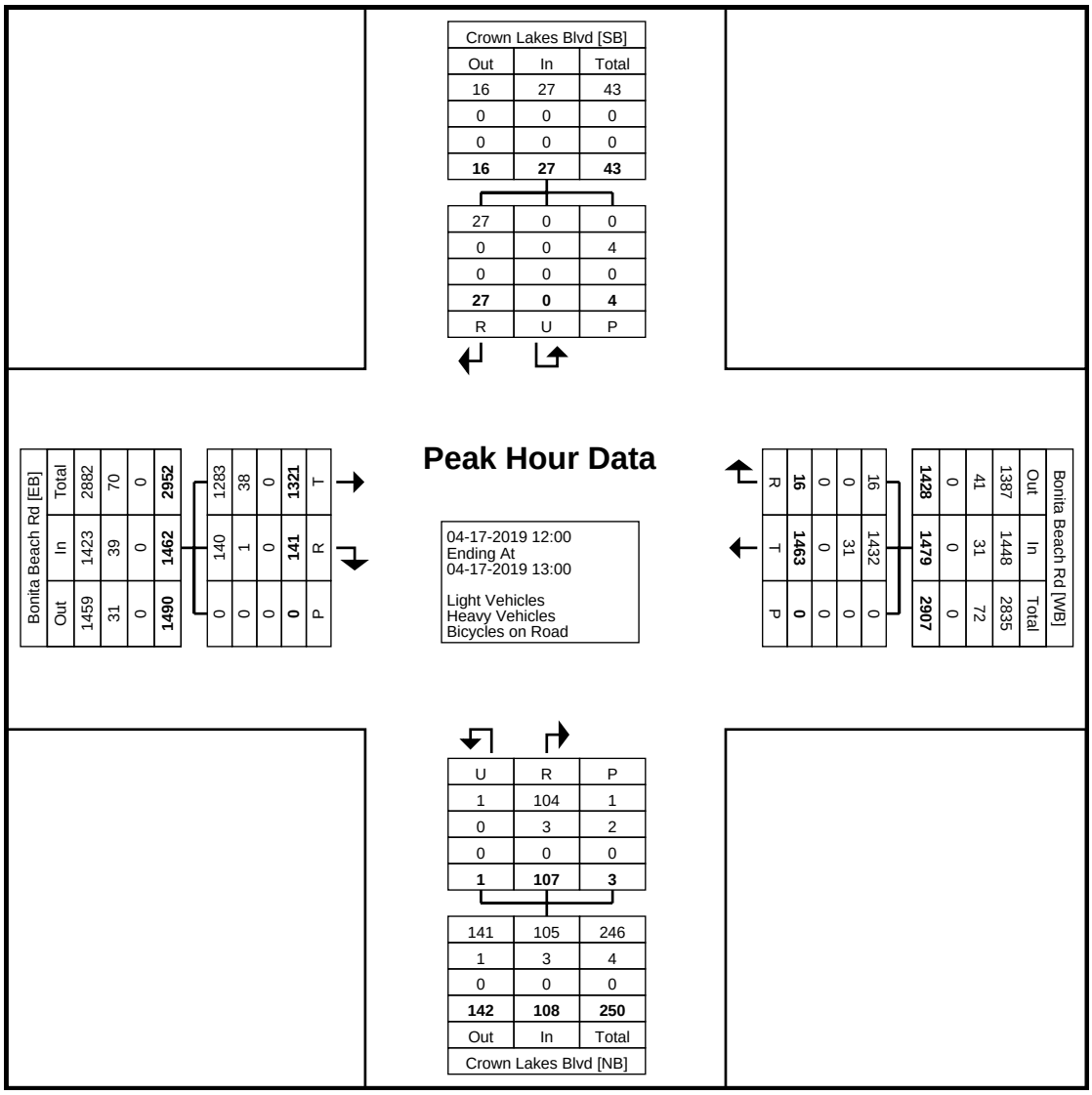


Turning Movement Peak Hour Data Plot (12:00)

Bonita Beach Rd at Spanish Wells Blvd
Wednesday TMC

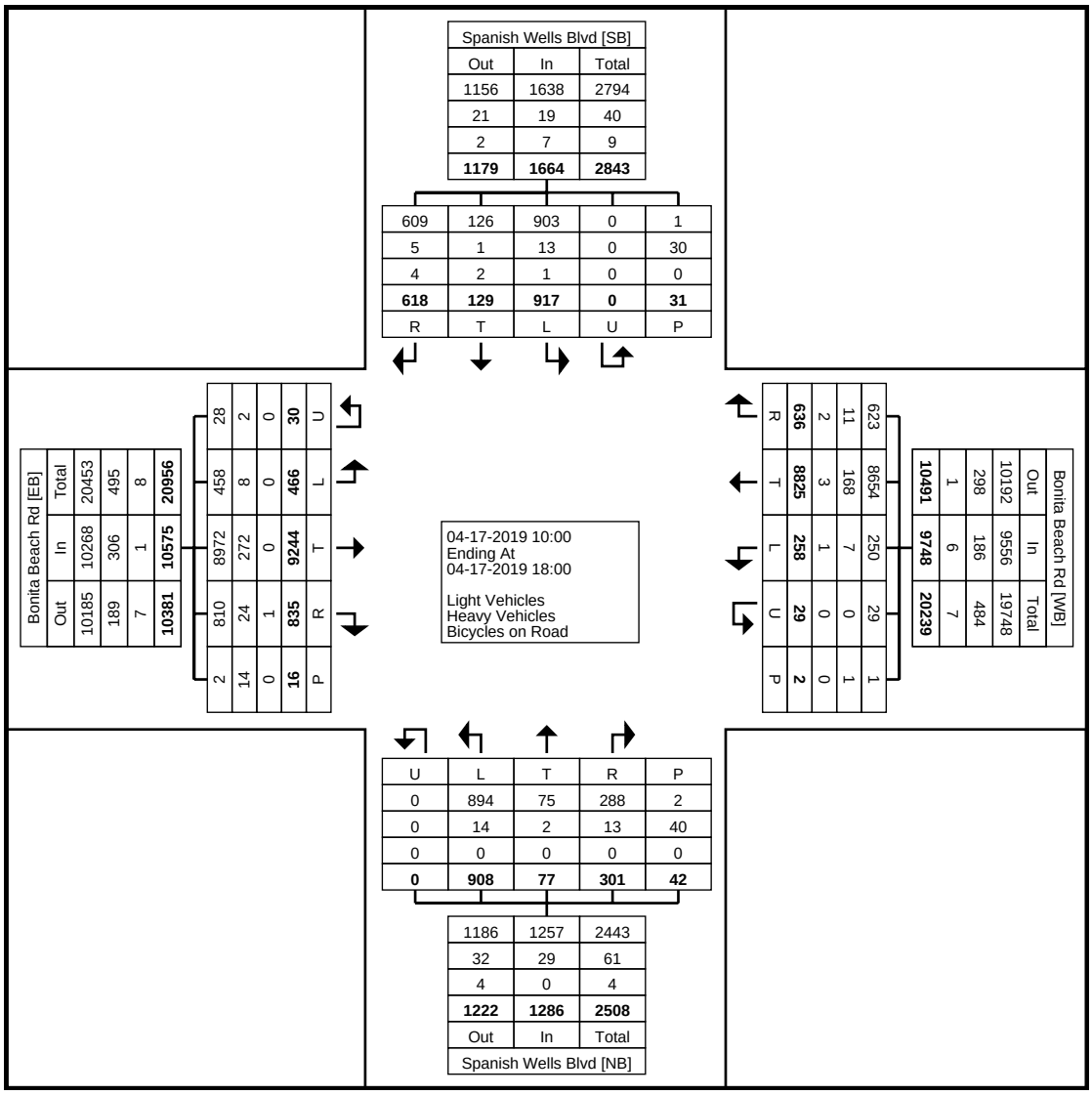
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-4_Bonita Beach Rd at Spanish Wells Blvd
Site Code: 4
Start Date: 04-17-2019

Turning Movement Data

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

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



Turning Movement Data Plot

Bonita Beach Rd at Spanish Wells Blvd
Wednesday TMC

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

Count Name: T-4_Bonita Beach Rd at Spanish Wells Blvd
Site Code: 4
Start Date: 04-17-2019

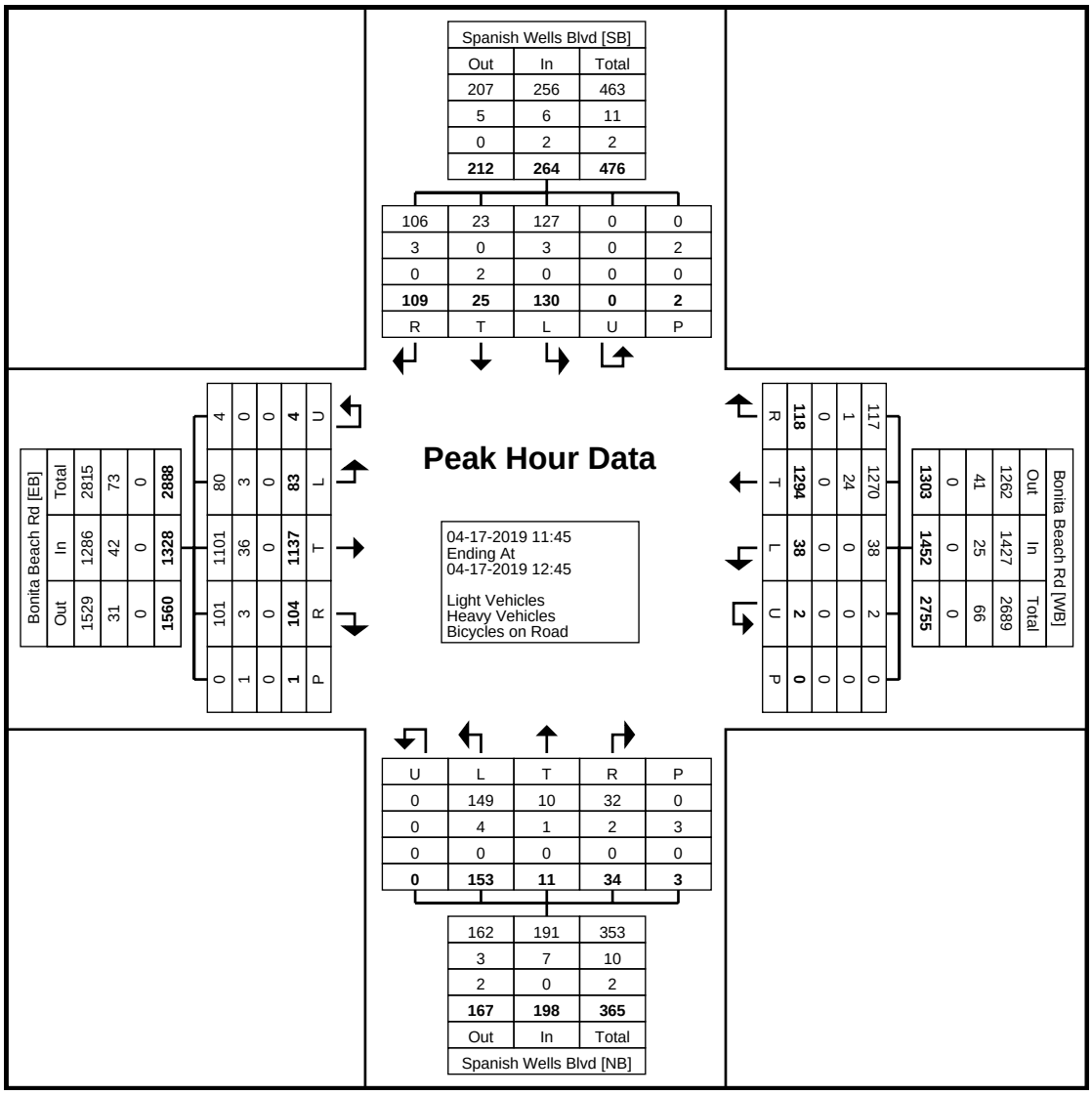
Turning Movement Peak Hour Data (11:45)

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

Bonita Beach Rd at Spanish Wells Blvd
Wednesday TMC

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

Count Name: T-4_Bonita Beach Rd at Spanish Wells Blvd
Site Code: 4
Start Date: 04-17-2019



Turning Movement Peak Hour Data Plot (11:45)

Bonita Beach Rd at US 41
Wednesday TMC

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

Count Name: T-5_Bonita Beach Rd at US 41
Site Code: 5
Start Date: 04-17-2019

Turning Movement Data

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

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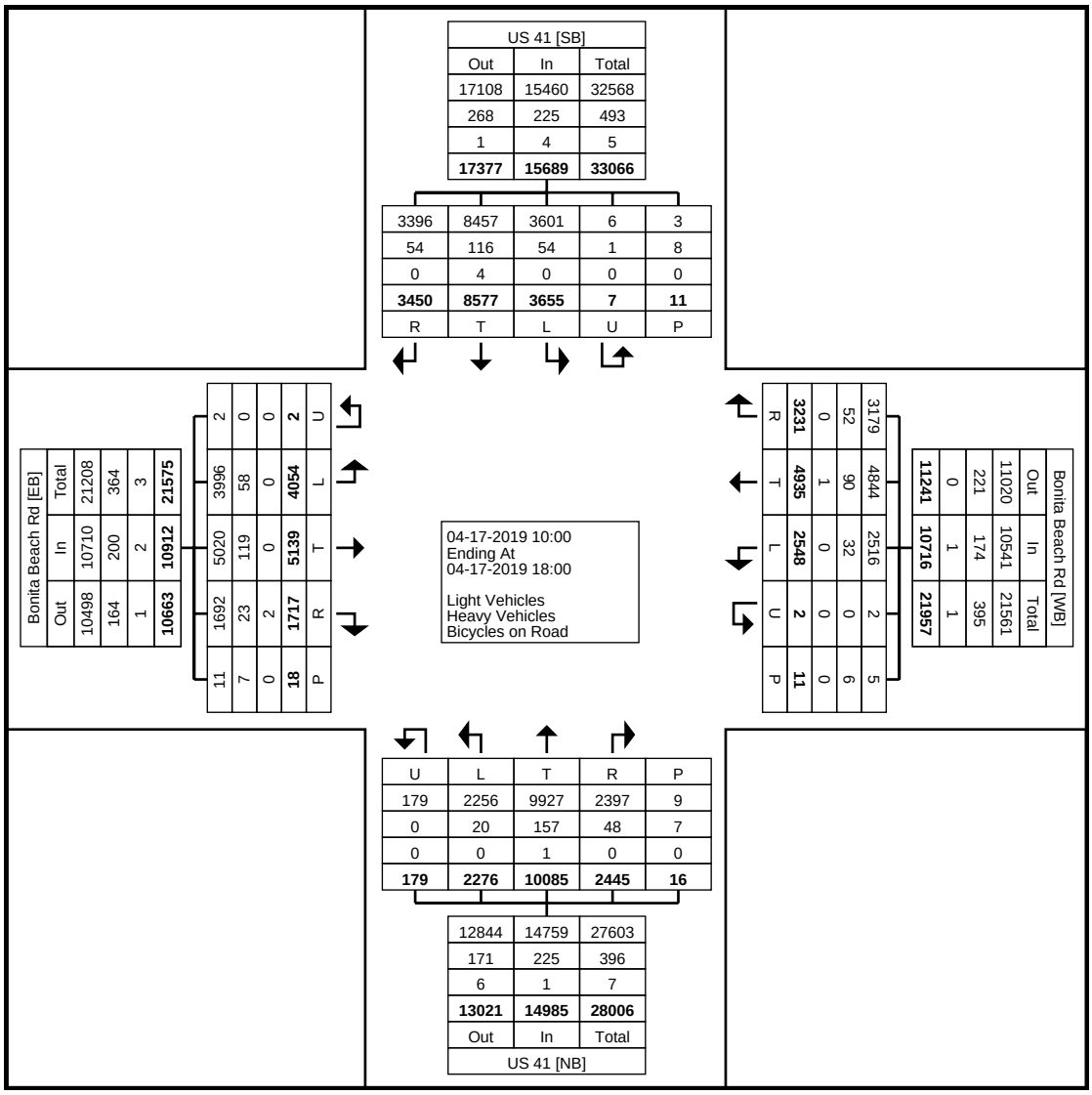


Turning Movement Data Plot

Bonita Beach Rd at US 41
Wednesday TMC

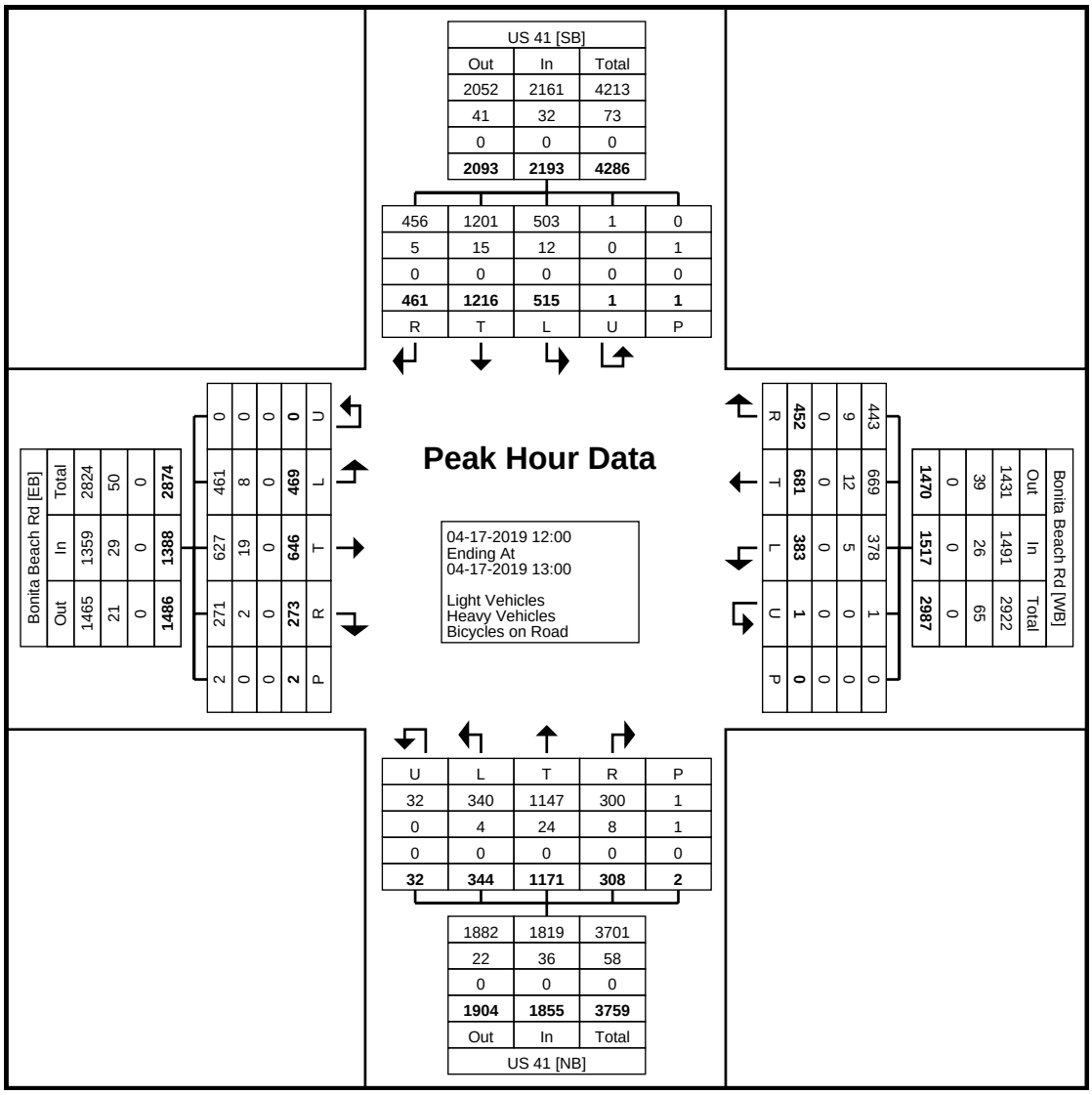
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-5_Bonita Beach Rd at US 41
Site Code: 5
Start Date: 04-17-2019

Turning Movement Peak Hour Data (12:00)

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

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



Turning Movement Peak Hour Data Plot (12:00)

Bonita Beach Rd at Windsor Rd
Wednesday TMC

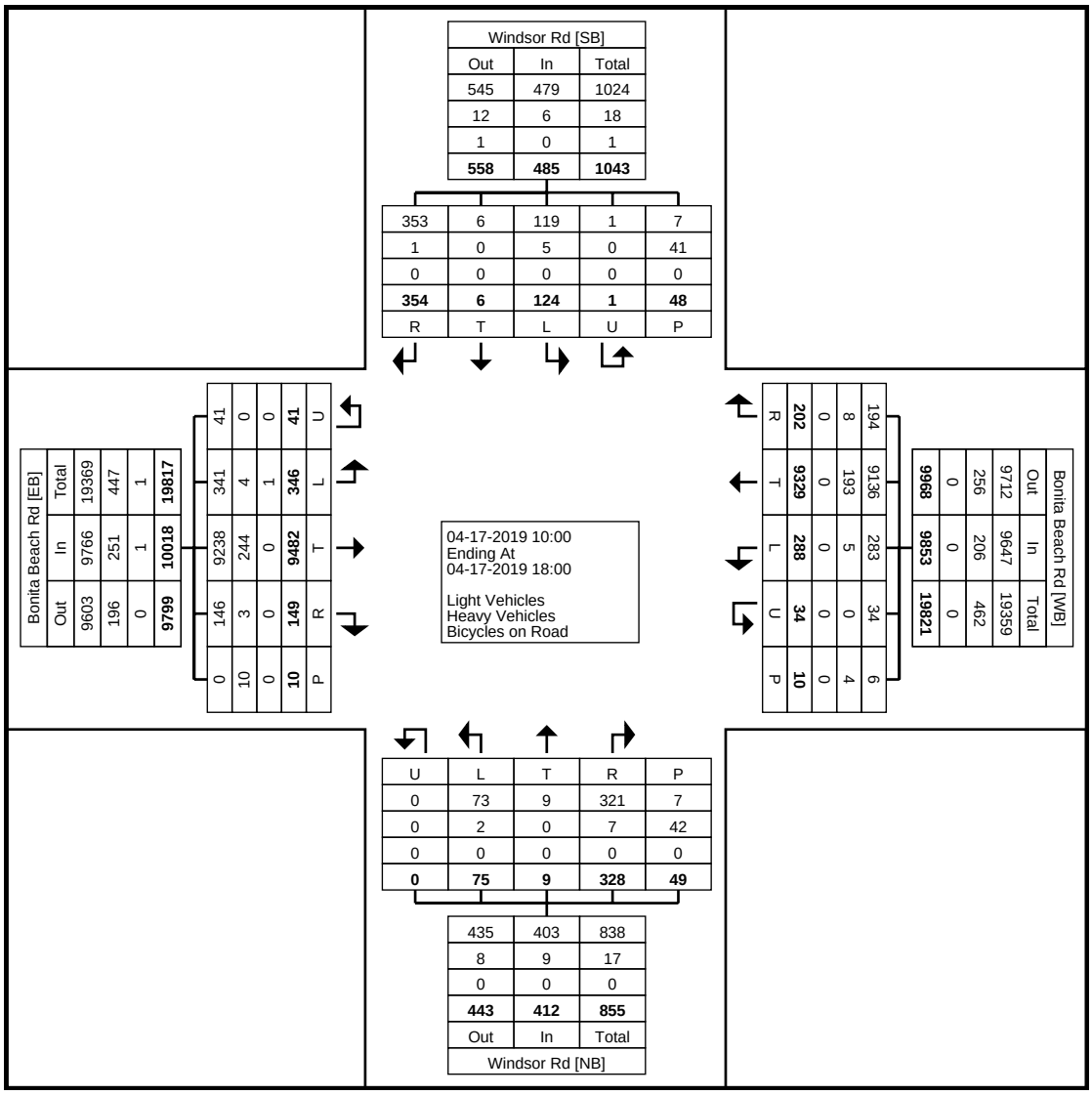
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-6_Bonita Beach Rd at Windsor Rd
Site Code: 6
Start Date: 04-17-2019

Turning Movement Data

Start Time	Bonita Beach Rd Eastbound						Bonita Beach Rd Westbound						Windsor Rd Northbound						Windsor Rd Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
10:00	1	10	236	0	0	247	1	10	315	5	1	331	0	4	0	18	1	22	0	3	0	10	1	13	613
10:15	2	11	286	5	0	304	1	11	337	6	0	355	0	3	0	7	6	10	0	4	0	14	3	18	687
10:30	1	7	256	3	0	267	1	7	355	8	1	371	0	1	1	9	5	11	0	0	0	17	3	17	666
10:45	3	6	275	3	1	287	0	8	336	12	0	356	0	5	0	14	1	19	0	6	0	8	1	14	676
Hourly Total	7	34	1053	11	1	1105	3	36	1343	31	2	1413	0	13	1	48	13	62	0	13	0	49	8	62	2642
11:00	1	6	276	5	0	288	0	10	329	9	0	348	0	2	0	7	3	9	0	3	0	5	0	8	653
11:15	0	8	296	5	0	309	2	9	340	7	0	358	0	0	0	11	0	11	0	4	1	10	1	15	693
11:30	3	4	292	10	0	309	0	8	328	4	2	340	0	3	0	10	2	13	0	5	0	9	4	14	676
11:45	2	10	268	5	0	285	0	10	339	6	1	355	0	1	1	9	2	11	0	6	0	10	1	16	667
Hourly Total	6	28	1132	25	0	1191	2	37	1336	26	3	1401	0	6	1	37	7	44	0	18	1	34	6	53	2689
12:00	1	12	263	2	0	278	1	7	293	7	0	308	0	4	0	7	0	11	0	4	1	13	2	18	615
12:15	1	12	278	3	1	294	0	12	311	7	0	330	0	6	0	6	1	12	0	4	0	16	1	20	656
12:30	1	13	285	7	0	306	4	9	334	10	0	357	0	1	0	9	3	10	0	4	0	14	1	18	691
12:45	2	10	276	5	0	293	1	15	334	8	2	358	0	0	0	19	0	19	0	3	1	13	0	17	687
Hourly Total	5	47	1102	17	1	1171	6	43	1272	32	2	1353	0	11	0	41	4	52	0	15	2	56	4	73	2649
13:00	2	13	300	5	1	320	4	11	292	1	0	308	0	3	2	10	4	15	0	2	0	11	2	13	656
13:15	1	8	331	5	0	345	2	10	277	4	0	293	0	3	0	10	1	13	0	3	0	14	0	17	668
13:30	1	5	298	4	0	308	0	8	280	4	0	292	0	3	0	12	2	15	0	2	0	10	0	12	627
13:45	0	11	265	2	0	278	1	7	239	9	0	256	0	3	0	14	3	17	0	4	0	13	2	17	568
Hourly Total	4	37	1194	16	1	1251	7	36	1088	18	0	1149	0	12	2	46	10	60	0	11	0	48	4	59	2519
14:00	0	12	312	3	0	327	2	6	272	6	0	286	0	3	0	12	2	15	0	4	0	10	2	14	642
14:15	1	10	340	5	0	356	1	5	252	4	0	262	0	0	0	5	0	5	1	7	0	7	0	15	638
14:30	1	6	336	8	0	351	1	12	277	2	0	292	0	5	0	14	0	19	0	4	1	10	3	15	677
14:45	3	7	300	5	1	315	0	4	284	8	0	296	0	2	0	8	2	10	0	5	0	14	2	19	640
Hourly Total	5	35	1288	21	1	1349	4	27	1085	20	0	1136	0	10	0	39	4	49	1	20	1	41	7	63	2597
15:00	1	12	359	7	0	379	2	10	298	5	0	315	0	3	1	7	1	11	0	5	0	10	0	15	720
15:15	2	17	317	4	0	340	0	11	286	10	0	307	0	3	2	7	1	12	0	2	2	8	1	12	671
15:30	2	22	320	6	0	350	2	8	268	7	1	285	0	0	0	15	1	15	0	5	0	9	2	14	664
15:45	0	26	307	2	4	335	0	10	267	6	0	283	0	2	1	11	1	14	0	1	0	13	3	14	646
Hourly Total	5	77	1303	19	4	1404	4	39	1119	28	1	1190	0	8	4	40	4	52	0	13	2	40	6	55	2701
16:00	1	5	307	4	0	317	1	6	258	8	0	273	0	0	0	7	0	7	0	8	0	14	3	22	619
16:15	2	12	318	4	0	336	0	11	274	9	0	294	0	4	0	13	2	17	0	7	0	15	2	22	669
16:30	0	6	311	5	0	322	0	9	248	7	0	264	0	2	0	10	0	12	0	8	0	6	1	14	612
16:45	3	13	297	5	0	318	3	13	240	8	0	264	0	3	1	10	0	14	0	3	0	11	1	14	610
Hourly Total	6	36	1233	18	0	1293	4	39	1020	32	0	1095	0	9	1	40	2	50	0	26	0	46	7	72	2510
17:00	1	9	315	7	0	332	0	8	263	4	1	275	0	3	0	11	2	14	0	1	0	10	0	11	632
17:15	0	24	302	1	0	327	1	4	270	4	1	279	0	0	0	10	1	10	0	1	0	12	4	13	629
17:30	1	12	307	10	2	330	3	10	273	4	0	290	0	3	0	7	1	10	0	2	0	5	2	7	637
17:45	1	7	253	4	0	265	0	9	260	3	0	272	0	0	0	9	1	9	0	4	0	13	0	17	563
Hourly Total	3	52	1177	22	2	1254	4	31	1066	15	2	1116	0	6	0	37	5	43	0	8	0	40	6	48	2461
Grand Total	41	346	9482	149	10	10018	34	288	9329	202	10	9853	0	75	9	328	49	412	1	124	6	354	48	485	20768
Approach %	0.4	3.5	94.6	1.5	-	-	0.3	2.9	94.7	2.1	-	-	0.0	18.2	2.2	79.6	-	-	0.2	25.6	1.2	73.0	-	-	-
Total %	0.2	1.7	45.7	0.7	-	48.2	0.2	1.4	44.9	1.0	-	47.4	0.0	0.4	0.0	1.6	-	2.0	0.0	0.6	0.0	1.7	-	2.3	-
Light Vehicles	41	341	9238	146	0	9766	34	283	9136	194	6	9647	0	73	9	321	7	403	1	119	6	353	7	479	20295
% Light Vehicles	100.0	98.6	97.4	98.0	0.0	97.5	100.0	98.3	97.9	96.0	60.0	97.9	-	97.3	100.0	97.9	14.3	97.8	100.0	96.0	100.0	99.7	14.6	98.8	97.7
Heavy Vehicles	0	4	244	3	10	251	0	5	193	8	4	206	0	2	0	7	42	9	0	5	0	1	41	6	472
% Heavy Vehicles	0.0	1.2	2.6	2.0	100.0	2.5	0.0	1.7	2.1	4.0	40.0	2.1	-	2.7	0.0	2.1	85.7	2.2	0.0	4.0	0.0	0.3	85.4	1.2	2.3
Bicycles on Road	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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



Turning Movement Data Plot

Bonita Beach Rd at Windsor Rd
Wednesday TMC

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

Count Name: T-6_Bonita Beach Rd at Windsor Rd
Site Code: 6
Start Date: 04-17-2019

Turning Movement Peak Hour Data (14:30)

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

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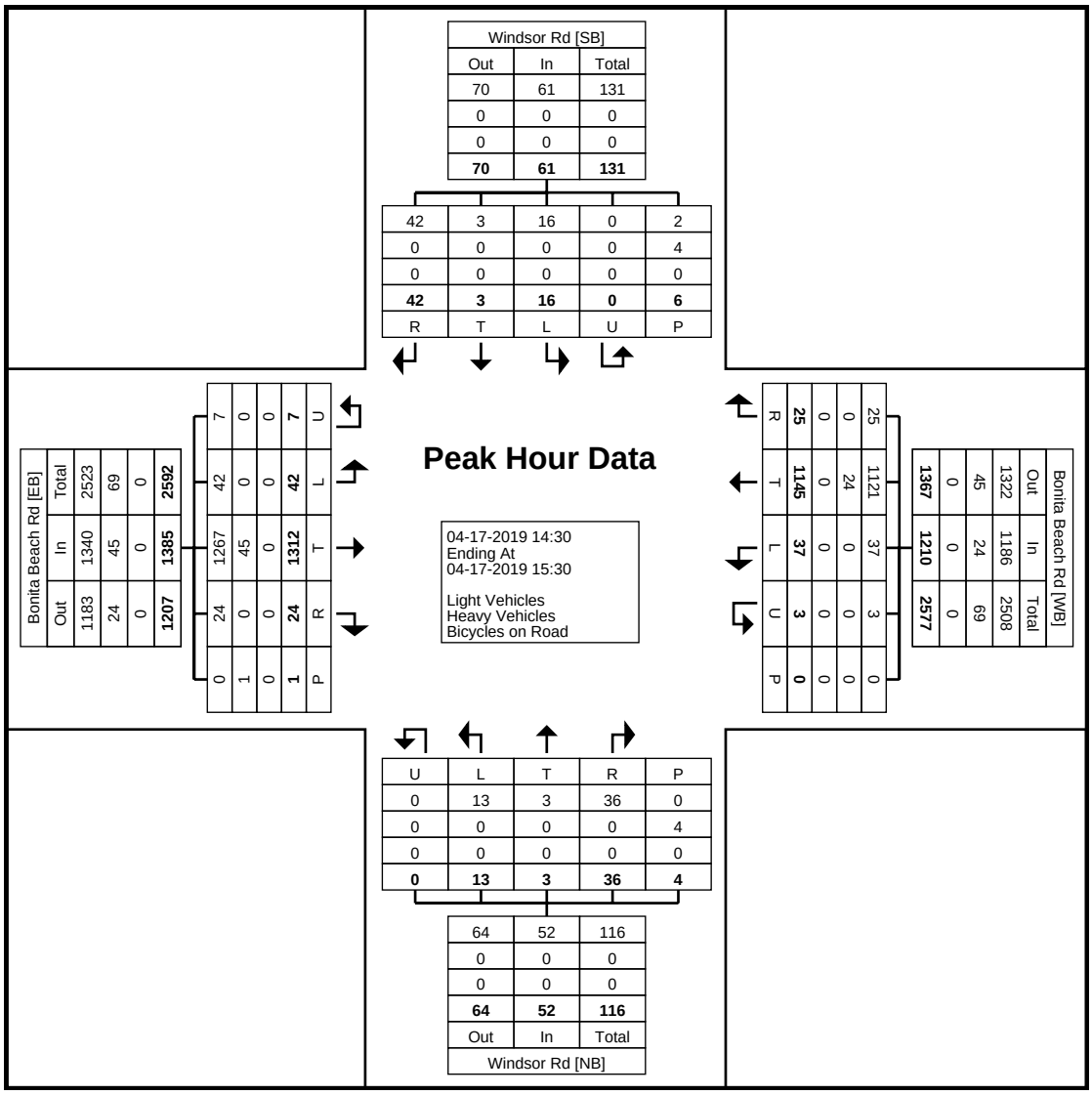
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851



Turning Movement Peak Hour Data Plot (14:30)

US 41 at Beaumont Rd
Wednesday TMC

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

Count Name: T-7_US 41 at Beaumont Rd
Site Code: 7
Start Date: 04-17-2019

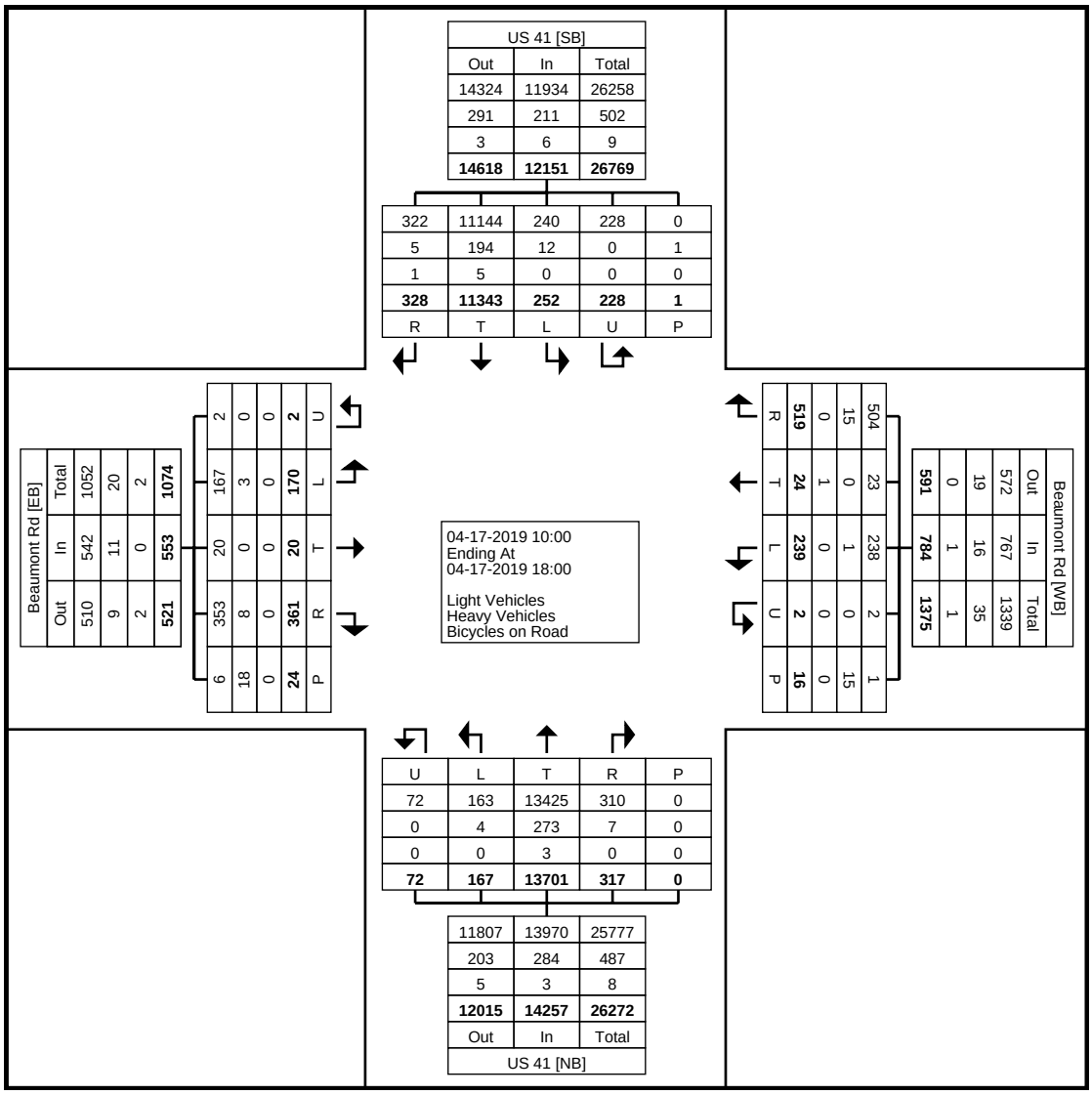
Turning Movement Data

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

US 41 at Beaumont Rd
Wednesday TMC

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

Count Name: T-7_US 41 at Beaumont Rd
Site Code: 7
Start Date: 04-17-2019
Page No: 2



Turning Movement Data Plot

US 41 at Beaumont Rd
Wednesday TMC

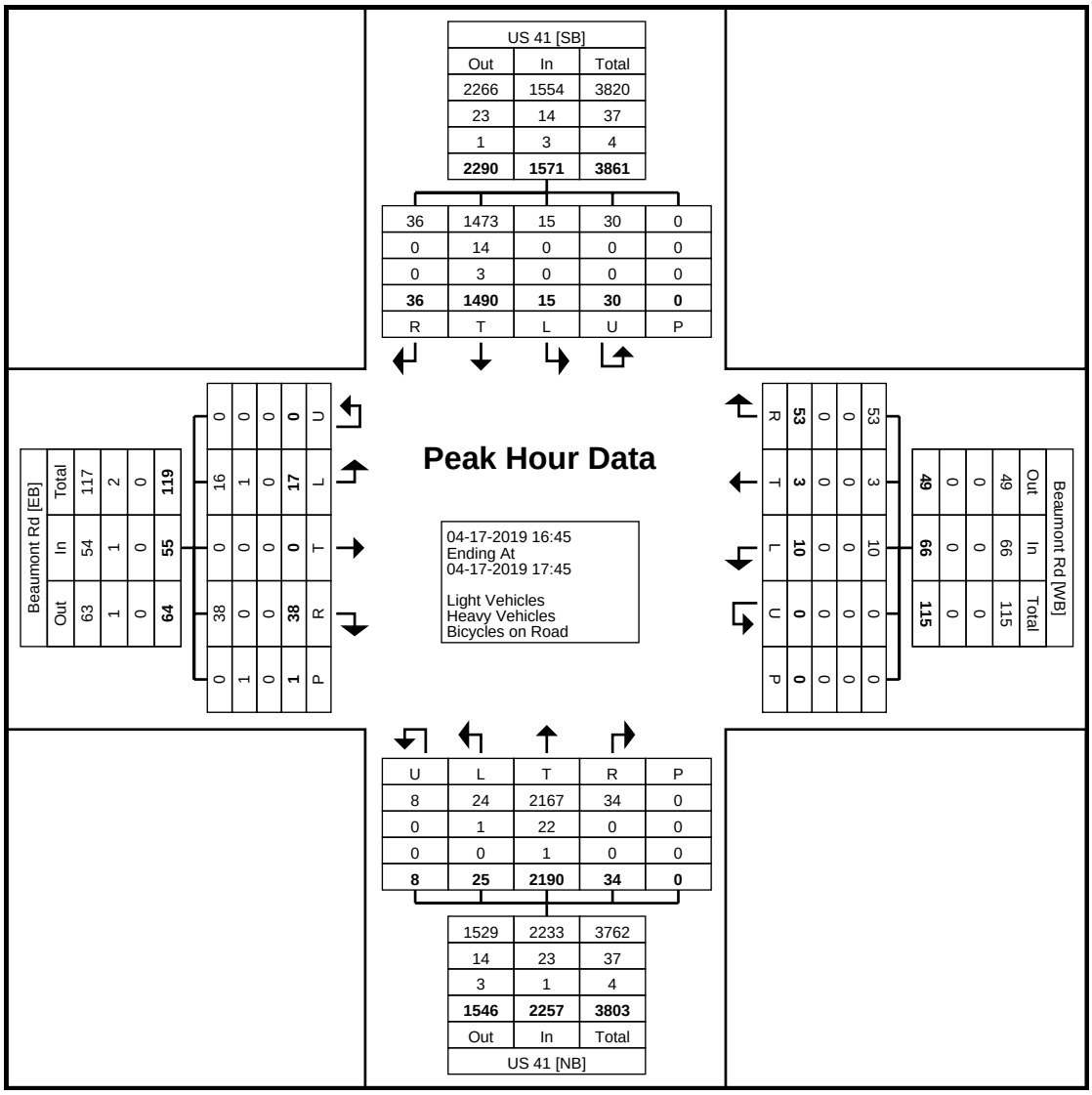
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-7_US 41 at Beaumont Rd
Site Code: 7
Start Date: 04-17-2019

Turning Movement Peak Hour Data (16:45)

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

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



Turning Movement Peak Hour Data Plot (16:45)

US 41 at Boston Rd
Wednesday TMC

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

Count Name: T-8_US 41 at Boston Rd
Site Code: 8
Start Date: 04-17-2019

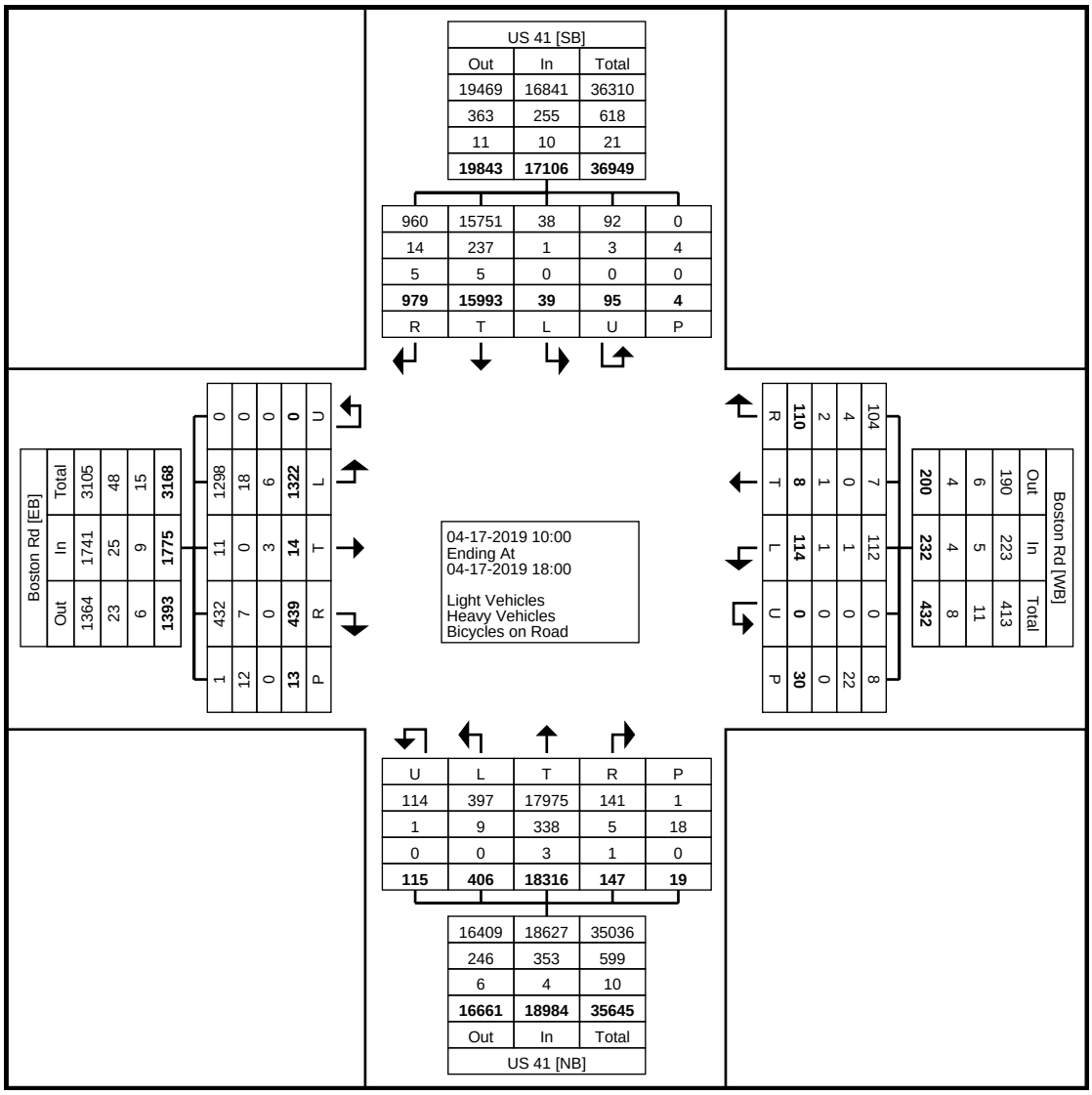
Turning Movement Data

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

US 41 at Boston Rd
Wednesday TMC

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

Count Name: T-8_US 41 at Boston Rd
Site Code: 8
Start Date: 04-17-2019



Turning Movement Data Plot

US 41 at Boston Rd
Wednesday TMC

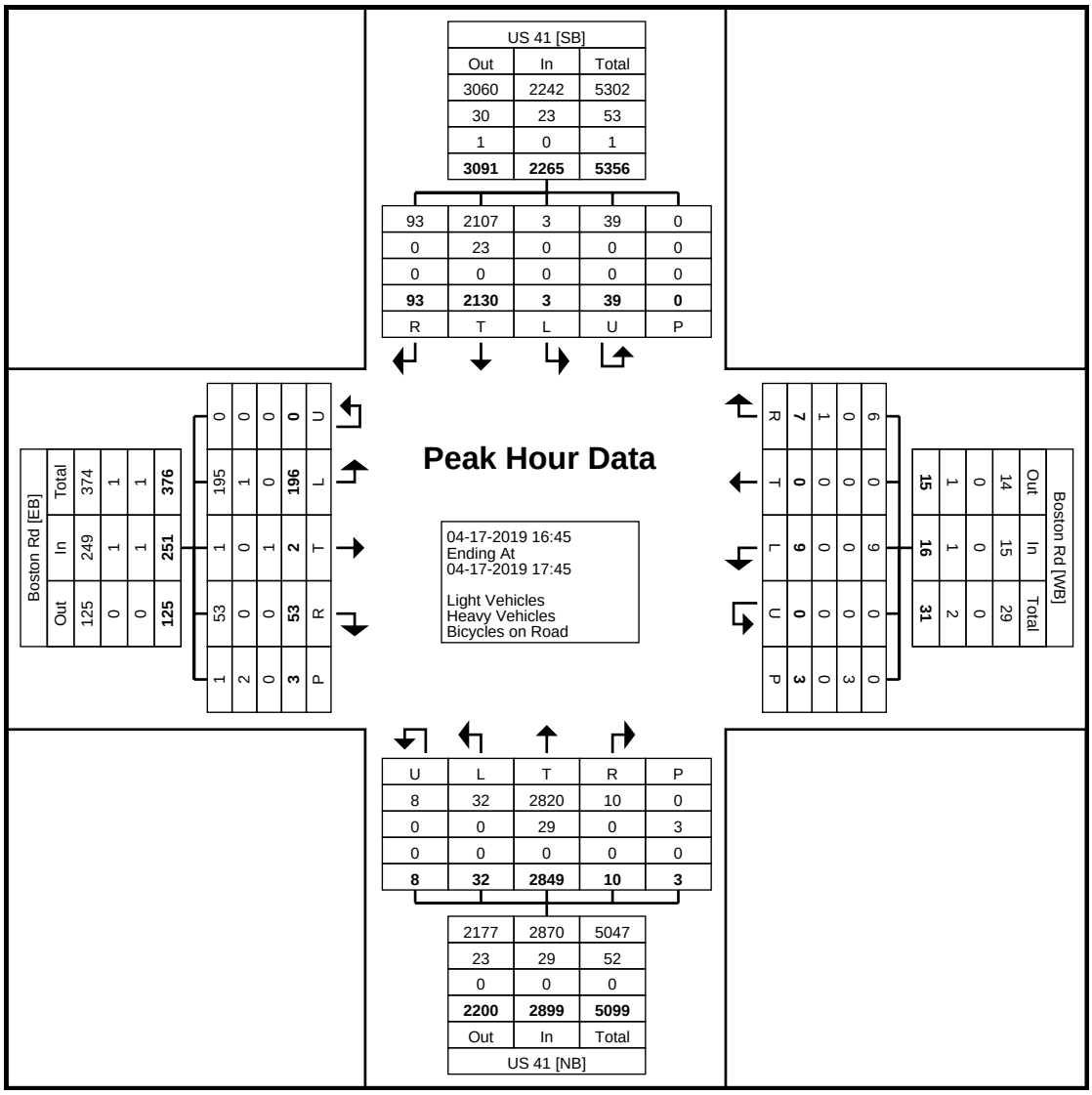
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-8_US 41 at Boston Rd
Site Code: 8
Start Date: 04-17-2019

Turning Movement Peak Hour Data (16:45)

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

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



Turning Movement Peak Hour Data Plot (16:45)

US 41 at Crown Lakes Blvd
Wednesday TMC

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

Count Name: T-9_US 41 at Crown Lakes Blvd
Site Code: 9
Start Date: 04-17-2019

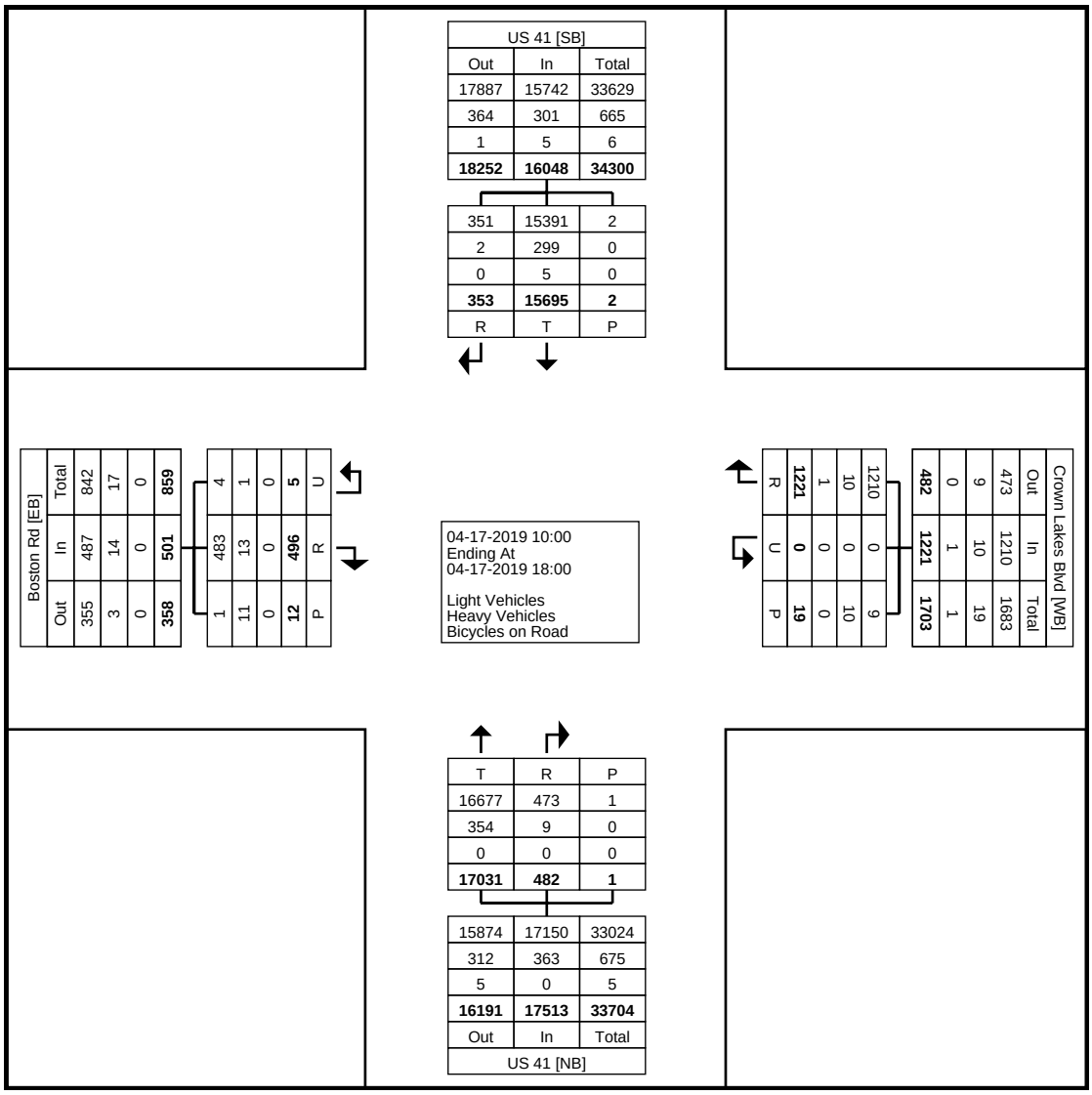
Turning Movement Data

Start Time	Boston Rd Eastbound				Crown Lakes Blvd Westbound				US 41 Northbound				US 41 Southbound				Int. Total
	U-Turn	Right	Peds	App. Total	U-Turn	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
10:00	0	10	0	10	0	38	4	38	405	12	0	417	439	6	0	445	910
10:15	0	7	0	7	0	38	1	38	414	8	0	422	513	11	0	524	991
10:30	0	16	0	16	0	45	1	45	423	17	0	440	500	16	0	516	1017
10:45	0	11	1	11	0	38	0	38	456	15	0	471	495	12	1	507	1027
Hourly Total	0	44	1	44	0	159	6	159	1698	52	0	1750	1947	45	1	1992	3945
11:00	0	8	0	8	0	47	0	47	461	10	0	471	526	10	0	536	1062
11:15	0	14	0	14	0	40	0	40	426	11	0	437	584	15	0	599	1090
11:30	0	9	0	9	0	35	0	35	451	19	0	470	479	11	0	490	1004
11:45	0	17	1	17	0	35	1	35	475	12	0	487	515	15	0	530	1069
Hourly Total	0	48	1	48	0	157	1	157	1813	52	0	1865	2104	51	0	2155	4225
12:00	1	22	0	23	0	50	0	50	490	10	0	500	554	12	0	566	1139
12:15	0	18	0	18	0	38	2	38	488	19	0	507	579	8	0	587	1150
12:30	0	12	0	12	0	40	0	40	555	14	0	569	564	16	0	580	1201
12:45	0	21	1	21	0	35	0	35	502	19	0	521	497	20	0	517	1094
Hourly Total	1	73	1	74	0	163	2	163	2035	62	0	2097	2194	56	0	2250	4584
13:00	0	15	0	15	0	33	0	33	500	17	0	517	505	8	0	513	1078
13:15	0	15	0	15	0	40	0	40	523	24	0	547	475	11	0	486	1088
13:30	0	15	2	15	0	34	0	34	496	14	0	510	440	12	0	452	1011
13:45	0	10	0	10	0	33	0	33	482	18	0	500	462	11	0	473	1016
Hourly Total	0	55	2	55	0	140	0	140	2001	73	0	2074	1882	42	0	1924	4193
14:00	0	20	0	20	0	53	0	53	502	20	0	522	485	11	0	496	1091
14:15	0	17	0	17	0	28	1	28	478	14	0	492	444	12	0	456	993
14:30	0	17	0	17	0	41	0	41	621	9	0	630	468	5	0	473	1161
14:45	0	18	1	18	0	42	0	42	550	21	1	571	439	12	0	451	1082
Hourly Total	0	72	1	72	0	164	1	164	2151	64	1	2215	1836	40	0	1876	4327
15:00	0	16	1	16	0	34	2	34	557	9	0	566	511	6	0	517	1133
15:15	0	24	1	24	0	36	0	36	537	10	0	547	457	7	0	464	1071
15:30	0	16	1	16	0	36	0	36	609	16	0	625	468	18	0	486	1163
15:45	1	20	0	21	0	35	1	35	510	20	0	530	440	11	0	451	1037
Hourly Total	1	76	3	77	0	141	3	141	2213	55	0	2268	1876	42	0	1918	4404
16:00	0	17	0	17	0	53	0	53	622	17	0	639	477	8	0	485	1194
16:15	0	13	0	13	0	40	2	40	611	17	0	628	455	15	0	470	1151
16:30	0	17	0	17	0	37	0	37	674	18	0	692	447	10	0	457	1203
16:45	0	16	1	16	0	46	0	46	574	15	0	589	423	11	0	434	1085
Hourly Total	0	63	1	63	0	176	2	176	2481	67	0	2548	1802	44	0	1846	4633
17:00	1	14	0	15	0	42	0	42	746	17	0	763	565	9	0	574	1394
17:15	1	22	2	23	0	30	1	30	644	16	0	660	543	8	1	551	1264
17:30	1	16	0	17	0	21	1	21	712	11	0	723	517	9	0	526	1287
17:45	0	13	0	13	0	28	2	28	537	13	0	550	429	7	0	436	1027
Hourly Total	3	65	2	68	0	121	4	121	2639	57	0	2696	2054	33	1	2087	4972
Grand Total	5	496	12	501	0	1221	19	1221	17031	482	1	17513	15695	353	2	16048	35283
Approach %	1.0	99.0	-	-	0.0	100.0	-	-	97.2	2.8	-	-	97.8	2.2	-	-	-
Total %	0.0	1.4	-	1.4	0.0	3.5	-	3.5	48.3	1.4	-	49.6	44.5	1.0	-	45.5	-
Light Vehicles	4	483	1	487	0	1210	9	1210	16677	473	1	17150	15391	351	2	15742	34589
% Light Vehicles	80.0	97.4	8.3	97.2	-	99.1	47.4	99.1	97.9	98.1	100.0	97.9	98.1	99.4	100.0	98.1	98.0
Heavy Vehicles	1	13	11	14	0	10	10	10	354	9	0	363	299	2	0	301	688
% Heavy Vehicles	20.0	2.6	91.7	2.8	-	0.8	52.6	0.8	2.1	1.9	0.0	2.1	1.9	0.6	0.0	1.9	1.9
Bicycles on Road	0	0	0	0	0	1	0	1	0	0	0	0	5	0	0	5	6
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

US 41 at Crown Lakes Blvd
Wednesday TMC

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

Count Name: T-9_US 41 at Crown Lakes Blvd
Site Code: 9
Start Date: 04-17-2019
Page No: 2



Turning Movement Data Plot

US 41 at Crown Lakes Blvd
Wednesday TMC

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

Count Name: T-9_US 41 at Crown Lakes Blvd
Site Code: 9
Start Date: 04-17-2019

Turning Movement Peak Hour Data (16:45)

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

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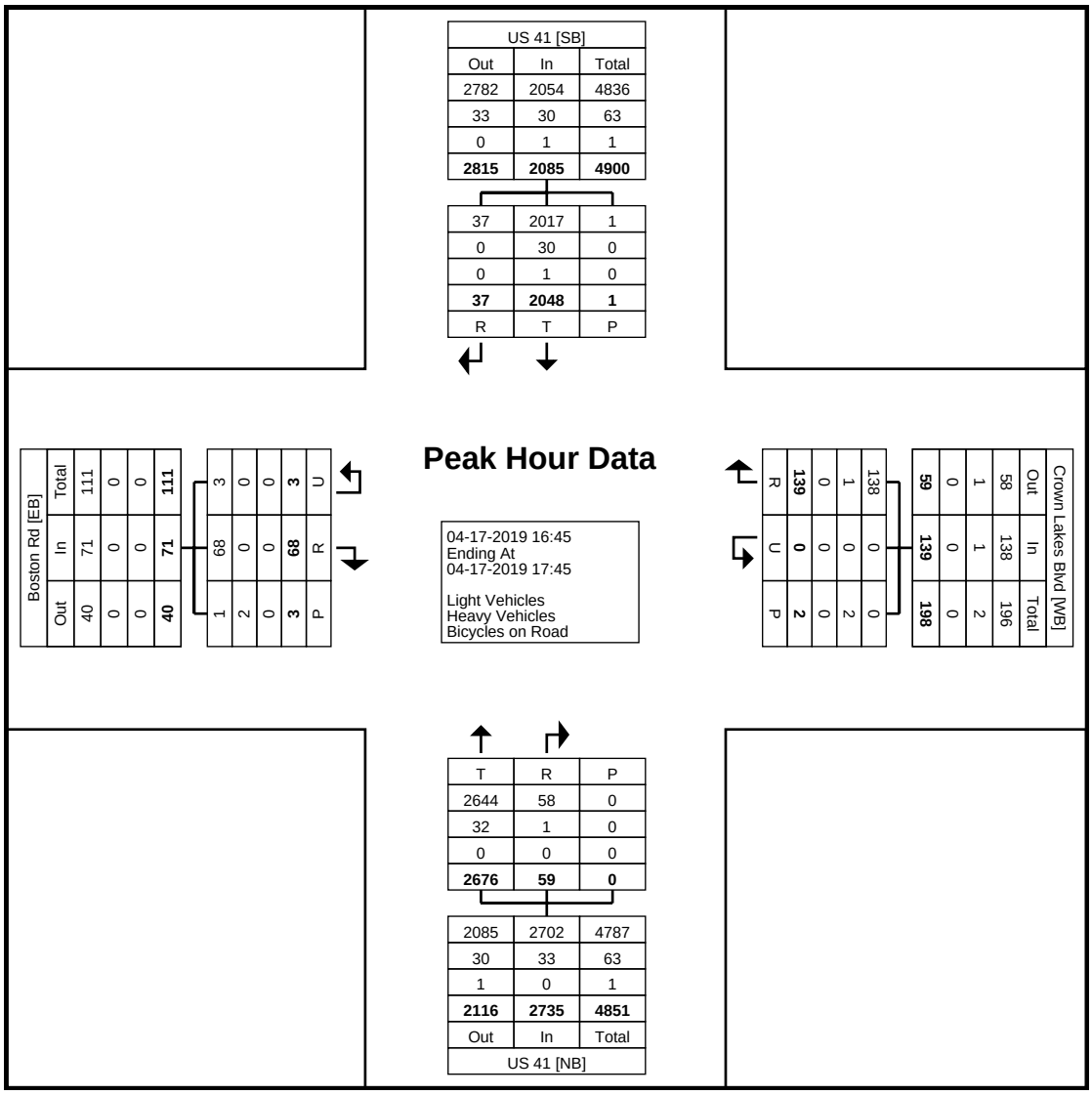

Turning Movement Peak Hour Data Plot (16:45)

US 41 at Lake Shore Dr
Wednesday TMC

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

Count Name: T-10_US 41 at Lake Shore Dr
Site Code: 10
Start Date: 04-17-2019

Turning Movement Data

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

Florida Transportation Engineering, Inc.
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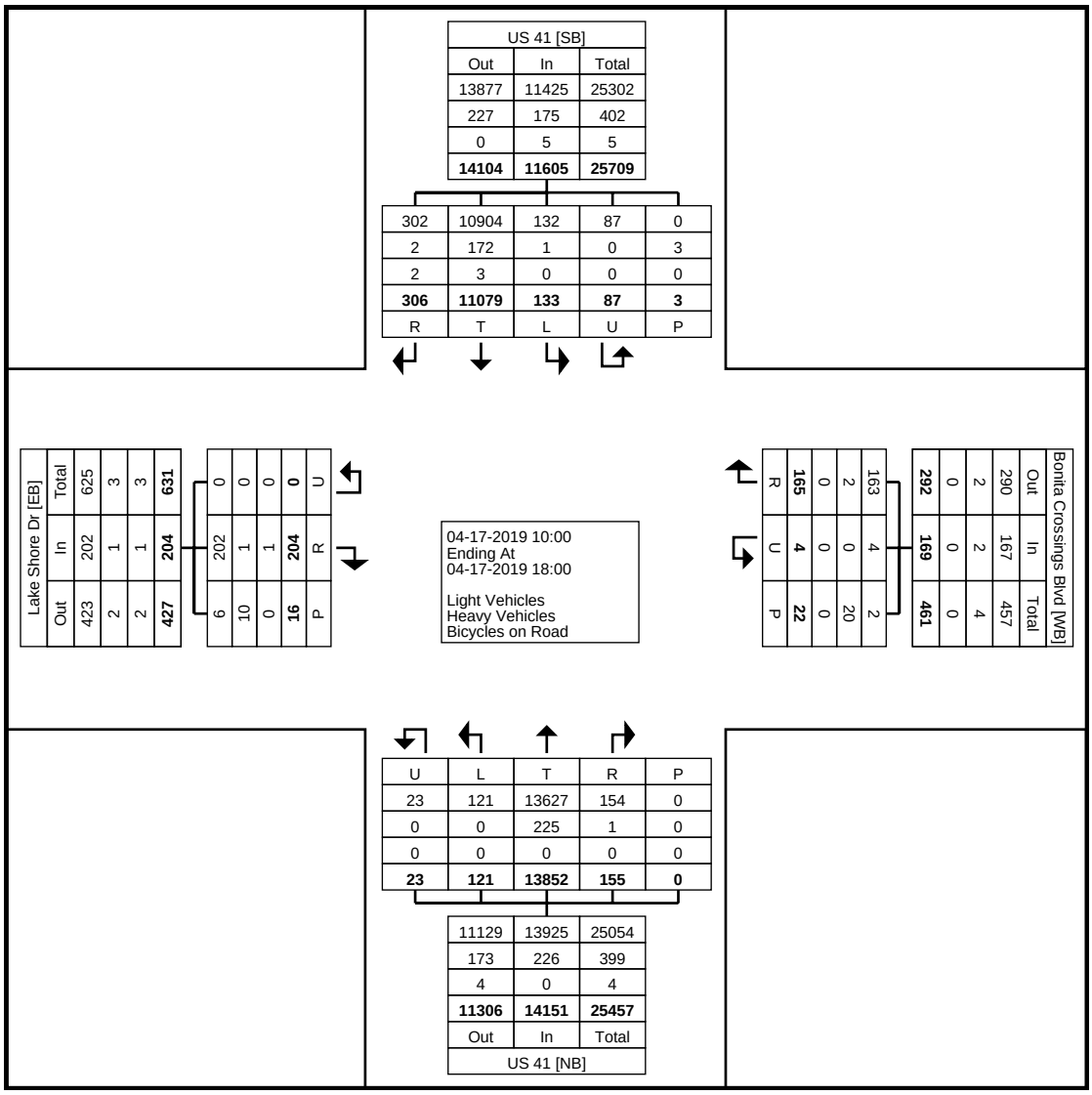

Turning Movement Data Plot

US 41 at Lake Shore Dr
Wednesday TMC

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

Count Name: T-10_US 41 at Lake Shore Dr
Site Code: 10
Start Date: 04-17-2019

Turning Movement Peak Hour Data (16:30)

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

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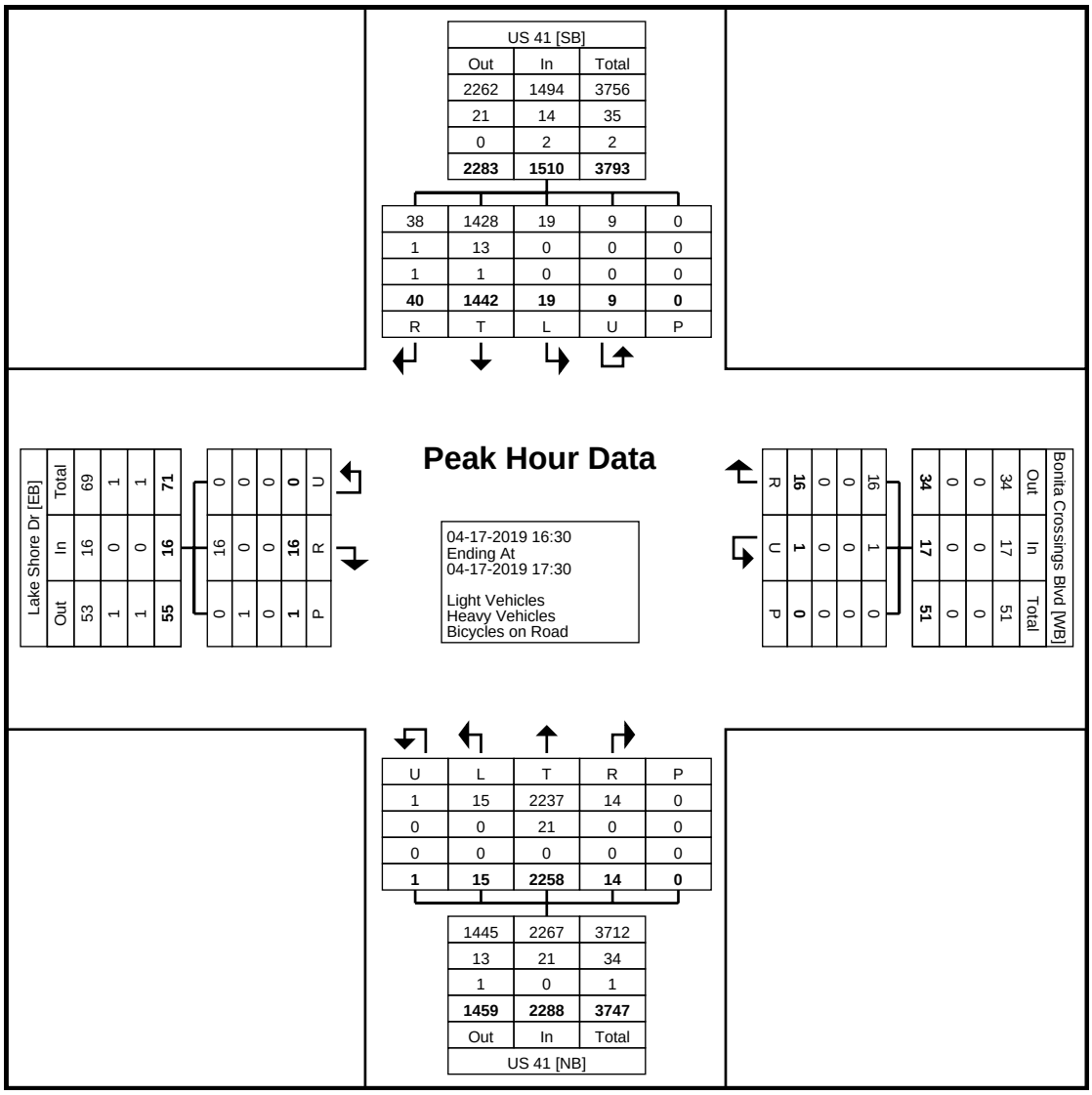


Turning Movement Peak Hour Data Plot (16:30)

US 41 at Woods Edge Pkwy
Wednesday TMC

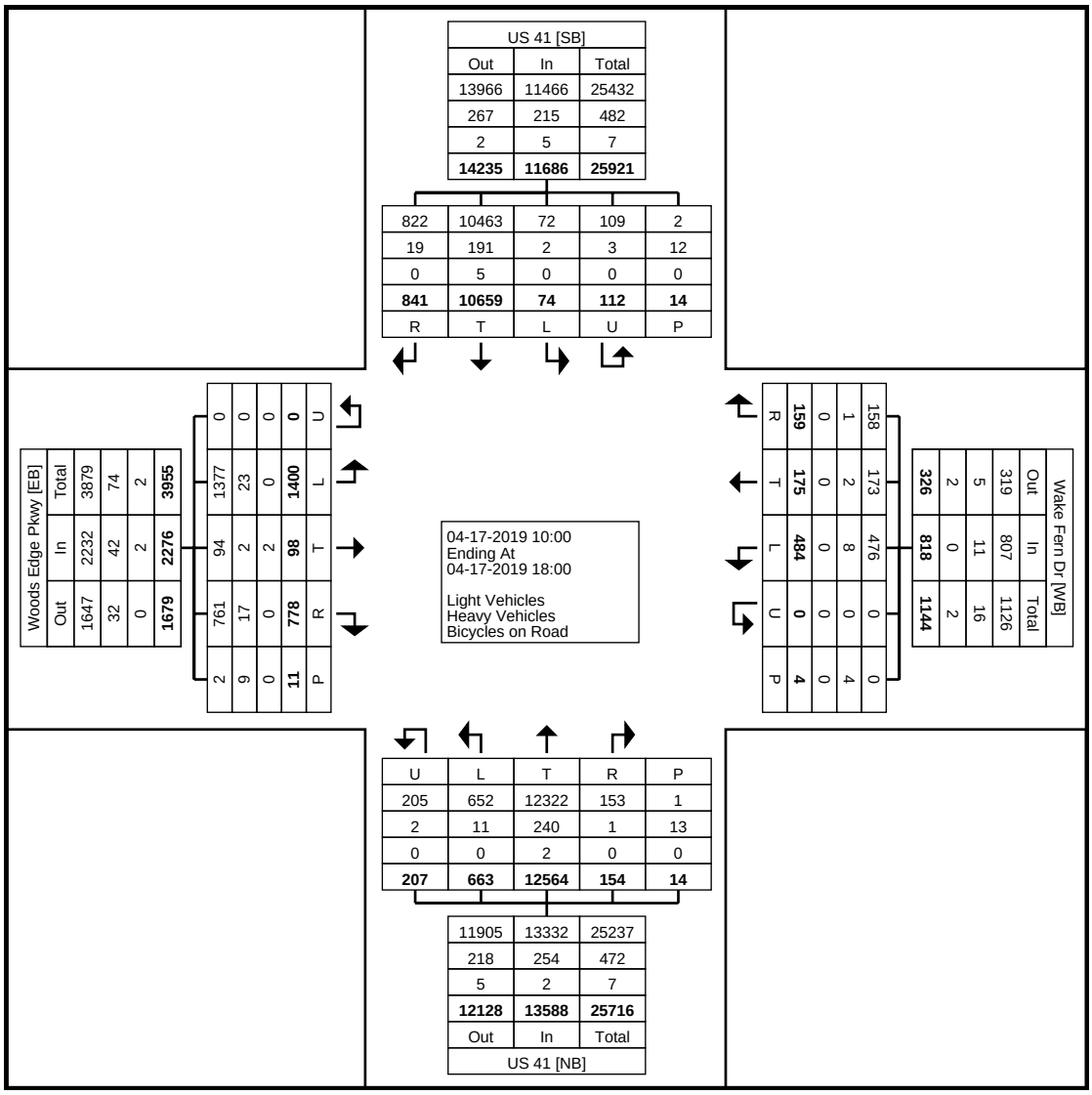
Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639-4851

Count Name: T-11_US 41 at Woods Edge Pkwy
Site Code: 11
Start Date: 04-17-2019

Turning Movement Data

Start Time	Woods Edge Pkwy Eastbound						Wake Fern Dr Westbound						US 41 Northbound						US 41 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
10:00	0	44	5	22	0	71	0	8	4	1	0	13	5	23	306	2	0	336	3	3	285	29	0	320	740
10:15	0	42	0	23	0	65	0	15	2	1	0	18	10	21	274	4	1	309	1	3	337	24	1	365	757
10:30	0	41	7	30	2	78	0	20	9	9	0	38	12	18	299	4	2	333	7	6	316	24	2	353	802
10:45	0	31	4	25	2	60	0	16	1	4	0	21	8	18	330	5	0	361	4	2	352	26	0	384	826
Hourly Total	0	158	16	100	4	274	0	59	16	15	0	90	35	80	1209	15	3	1339	15	14	1290	103	3	1422	3125
11:00	0	43	3	23	0	69	0	19	2	4	0	25	6	16	299	4	0	325	4	1	340	35	0	380	799
11:15	0	46	3	36	0	85	0	19	11	9	0	39	12	17	322	10	0	361	6	1	366	24	0	397	882
11:30	0	45	3	32	0	80	0	20	4	5	0	29	9	30	323	4	1	366	3	4	341	33	1	381	856
11:45	0	38	2	33	1	73	0	13	10	6	0	29	4	23	386	6	0	419	4	3	341	26	0	374	895
Hourly Total	0	172	11	124	1	307	0	71	27	24	0	122	31	86	1330	24	1	1471	17	9	1388	118	1	1532	3432
12:00	0	51	4	24	0	79	0	12	10	7	0	29	4	16	428	3	0	451	4	3	358	21	0	386	945
12:15	0	43	5	23	0	71	0	13	5	1	0	19	7	24	351	10	0	392	6	4	374	38	4	422	904
12:30	0	60	3	24	0	87	0	18	7	6	0	31	5	18	366	5	0	394	9	4	398	30	0	441	953
12:45	0	41	4	32	0	77	0	7	7	9	0	23	5	25	348	7	0	385	2	1	336	29	0	368	853
Hourly Total	0	195	16	103	0	314	0	50	29	23	0	102	21	83	1493	25	0	1622	21	12	1466	118	4	1617	3655
13:00	0	41	0	17	0	58	0	9	2	4	0	15	7	19	336	5	0	367	4	1	347	21	0	373	813
13:15	0	33	1	22	0	56	0	21	6	6	0	33	5	29	389	5	0	428	5	4	377	39	0	425	942
13:30	0	40	2	28	0	70	0	22	7	2	0	31	8	17	355	6	0	386	0	2	342	31	0	375	862
13:45	0	31	2	26	1	59	0	11	2	6	0	19	2	16	376	1	0	395	1	2	317	26	1	346	819
Hourly Total	0	145	5	93	1	243	0	63	17	18	0	98	22	81	1456	17	0	1576	10	9	1383	117	1	1519	3436
14:00	0	37	2	24	1	63	0	10	6	3	2	19	3	18	388	9	1	418	4	2	324	29	0	359	859
14:15	0	40	5	18	0	63	0	21	8	7	0	36	9	24	339	2	1	374	4	1	314	29	0	348	821
14:30	0	43	5	20	0	68	0	13	5	5	0	23	6	26	443	6	0	481	2	5	299	46	3	352	924
14:45	0	39	1	24	0	64	0	18	8	7	0	33	6	28	351	6	0	391	3	2	319	25	1	349	837
Hourly Total	0	159	13	86	1	258	0	62	27	22	2	111	24	96	1521	23	2	1664	13	10	1256	129	4	1408	3441
15:00	0	64	6	24	0	94	0	18	8	7	0	33	6	19	367	5	0	397	3	1	288	26	0	318	842
15:15	0	37	5	24	0	66	0	17	7	3	0	27	3	17	443	2	0	465	3	0	326	25	0	354	912
15:30	0	62	2	19	0	83	0	15	5	0	2	20	7	26	398	4	1	435	5	2	279	20	0	306	844
15:45	0	40	3	31	0	74	0	13	4	8	0	25	2	16	381	5	0	404	5	2	338	24	0	369	872
Hourly Total	0	203	16	98	0	317	0	63	24	18	2	105	18	78	1589	16	1	1701	16	5	1231	95	0	1347	3470
16:00	0	54	4	26	0	84	0	10	5	10	0	25	7	16	516	7	2	546	2	2	268	21	0	293	948
16:15	0	40	1	18	0	59	0	28	8	6	0	42	6	23	444	6	0	479	1	5	346	26	0	378	958
16:30	0	60	2	24	2	86	0	20	4	3	0	27	5	17	544	4	1	570	1	1	296	25	0	323	1006
16:45	0	40	1	21	0	62	0	18	4	5	0	27	8	31	497	4	3	540	5	0	329	16	1	350	979
Hourly Total	0	194	8	89	2	291	0	76	21	24	0	121	26	87	2001	21	6	2135	9	8	1239	88	1	1344	3891
17:00	0	55	6	23	0	84	0	11	6	5	0	22	5	13	534	0	0	552	3	0	351	16	0	370	1028
17:15	0	36	2	18	0	56	0	7	3	2	0	12	9	16	453	5	0	483	3	2	397	13	0	415	966
17:30	0	55	5	22	0	82	0	12	4	5	0	21	6	23	525	3	1	557	1	4	325	23	0	353	1013
17:45	0	28	0	22	2	50	0	10	1	3	0	14	10	20	453	5	0	488	4	1	333	21	0	359	911
Hourly Total	0	174	13	85	2	272	0	40	14	15	0	69	30	72	1965	13	1	2080	11	7	1406	73	0	1497	3918
Grand Total	0	1400	98	778	11	2276	0	484	175	159	4	818	207	663	12564	154	14	13588	112	74	10659	841	14	11686	28368
Approach %	0.0	61.5	4.3	34.2	-	-	0.0	59.2	21.4	19.4	-	-	1.5	4.9	92.5	1.1	-	-	1.0	0.6	91.2	7.2	-	-	-
Total %	0.0	4.9	0.3	2.7	-	8.0	0.0	1.7	0.6	0.6	-	2.9	0.7	2.3	44.3	0.5	-	47.9	0.4	0.3	37.6	3.0	-	41.2	-
Light Vehicles	0	1377	94	761	2	2232	0	476	173	158	0	807	205	652	12322	153	1	13332	109	72	10463	822	2	11466	27837
% Light Vehicles	-	98.4	95.9	97.8	18.2	98.1	-	98.3	98.9	99.4	0.0	98.7	99.0	98.3	98.1	99.4	7.1	98.1	97.3	97.3	98.2	97.7	14.3	98.1	98.1
Heavy Vehicles	0	23	2	17	9	42	0	8	2	1	4	11	2	11	240	1	13	254	3	2	191	19	12	215	522
% Heavy Vehicles	-	1.6	2.0	2.2	81.8	1.8	-	1.7	1.1	0.6	100.0	1.3	1.0	1.7	1.9	0.6	92.9	1.9	2.7	2.7	1.8	2.3	85.7	1.8	1.8
Bicycles on Road	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	5	0	0	5	9
% Bicycles on Road	-	0.0	2.0	0.0	0.0	0.1	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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



Turning Movement Data Plot

US 41 at Woods Edge Pkwy
Wednesday TMC

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

Count Name: T-11_US 41 at Woods Edge Pkwy
Site Code: 11
Start Date: 04-17-2019

Turning Movement Peak Hour Data (16:45)

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

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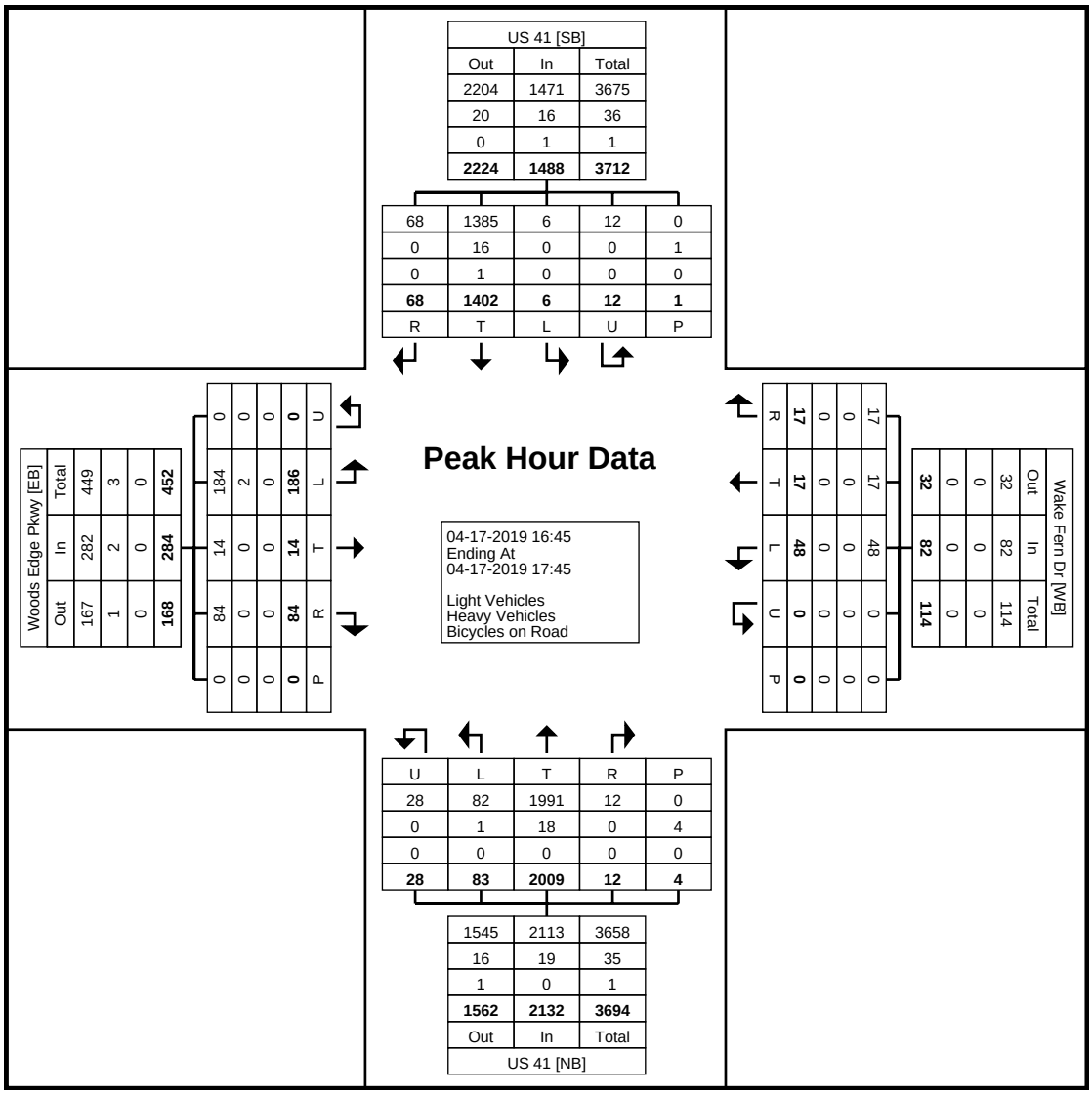


Turning Movement Peak Hour Data Plot (16:45)

Intersection Turning Movement Count

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

File Name : US41&WoodsEdge
Site Code : 18025
Start Date : 4/5/2022

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

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

Intersection Turning Movement Count

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

	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	10:45 AM					11:45 AM					04:45 PM					03:30 PM					
+0 mins.	10	416	26	4	456	23	10	0	2	35	**31**	440	8	3	482	57	3	7	**19**	86	
+15 mins.	6	348	21	5	380	13	**13**	**4**	1	31	23	518	1	**7**	549	**67**	5	8	10	90	
+30 mins.	5	368	25	**10**	408	18	9	1	**3**	31	21	**521**	**9**	6	**557**	67	**7**	**11**	13	**98**	
+45 mins.	**14**	**435**	**33**	7	**489**	**29**	6	2	2	**39**	17	492	3	1	513	60	4	4	17	85	
Total Volume	35	1567	105	26	1733	83	38	7	8	136	92	1971	21	17	2101	251	19	30	59	359	
% App. Total	2	90.4	6.1	1.5		61	27.9	5.1	5.9		4.4	93.8	1	0.8		69.9	5.3	8.4	16.4		
PHF	.625	.901	.795	.650	.886	.716	.731	.438	.667	.872	.742	.946	.583	.607	.943	.937	.679	.682	.776	.916	
Passenger Vehicles	12	1530	103	25	1670	82	37	7	7	133	69	1943	21	17	2050	246	19	30	59	354	
% Passenger Vehicles	34.3	97.6	98.1	96.2	96.4	98.8	97.4	100	87.5	97.8	75	98.6	100	100	97.6	98	100	100	100	98.6	
Heavy Vehicles	1	37	2	1	41	1	1	0	1	3	2	28	0	0	30	5	0	0	0	5	
% Heavy Vehicles	2.9	2.4	1.9	3.8	2.4	1.2	2.6	0	12.5	2.2	2.2	1.4	0	0	1.4	2	0	0	0	1.4	
UTurns	22	0	0	0	22	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0	
% UTurns	62.9	0	0	0	1.3	0	0	0	0	0	22.8	0	0	0	1	0	0	0	0	0	

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : US41&WoodsEdge
Site Code : 18025
Start Date : 4/5/2022

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : US41&WoodsEdge
Site Code : 18025
Start Date : 4/5/2022

Groups Printed- UTurns

	US 41 Southbound					SERVICE ROAD Westbound					US 41 Northbound					WOODS EDGE PARKWAY Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	11
10:15 AM	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	6
10:30 AM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
10:45 AM	7	0	0	0	7	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	12
Total	17	0	0	0	17	0	0	0	0	0	18	0	0	0	18	1	0	0	0	1	36
11:00 AM	3	0	0	0	3	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	17
11:15 AM	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8
11:30 AM	9	0	0	0	9	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	15
11:45 AM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
Total	19	0	0	0	19	0	0	0	0	0	30	0	0	0	30	0	0	0	0	0	49
12:00 PM	7	0	0	0	7	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	16
12:15 PM	6	0	0	0	6	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	12
12:30 PM	6	0	0	0	6	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8
12:45 PM	9	0	0	0	9	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	11
Total	28	0	0	0	28	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	47
01:00 PM	5	0	0	0	5	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	11
01:15 PM	4	0	0	0	4	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	16
01:30 PM	7	0	0	0	7	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	15
01:45 PM	3	0	0	0	3	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	14
Total	19	0	0	0	19	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	56
02:00 PM	5	0	0	0	5	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	14
02:15 PM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
02:30 PM	9	0	0	0	9	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	12
02:45 PM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
Total	20	0	0	0	20	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	38
03:00 PM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
03:15 PM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
03:30 PM	7	0	0	0	7	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	17
03:45 PM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
Total	13	0	0	0	13	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	33
04:00 PM	5	0	0	0	5	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	13
04:15 PM	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	12
04:30 PM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
04:45 PM	7	0	0	0	7	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	15
Total	20	0	0	0	20	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	44

Intersection Turning Movement Count

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

Groups Printed- UTurns

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

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

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

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

Intersection Pedestrian & Bicycle Count

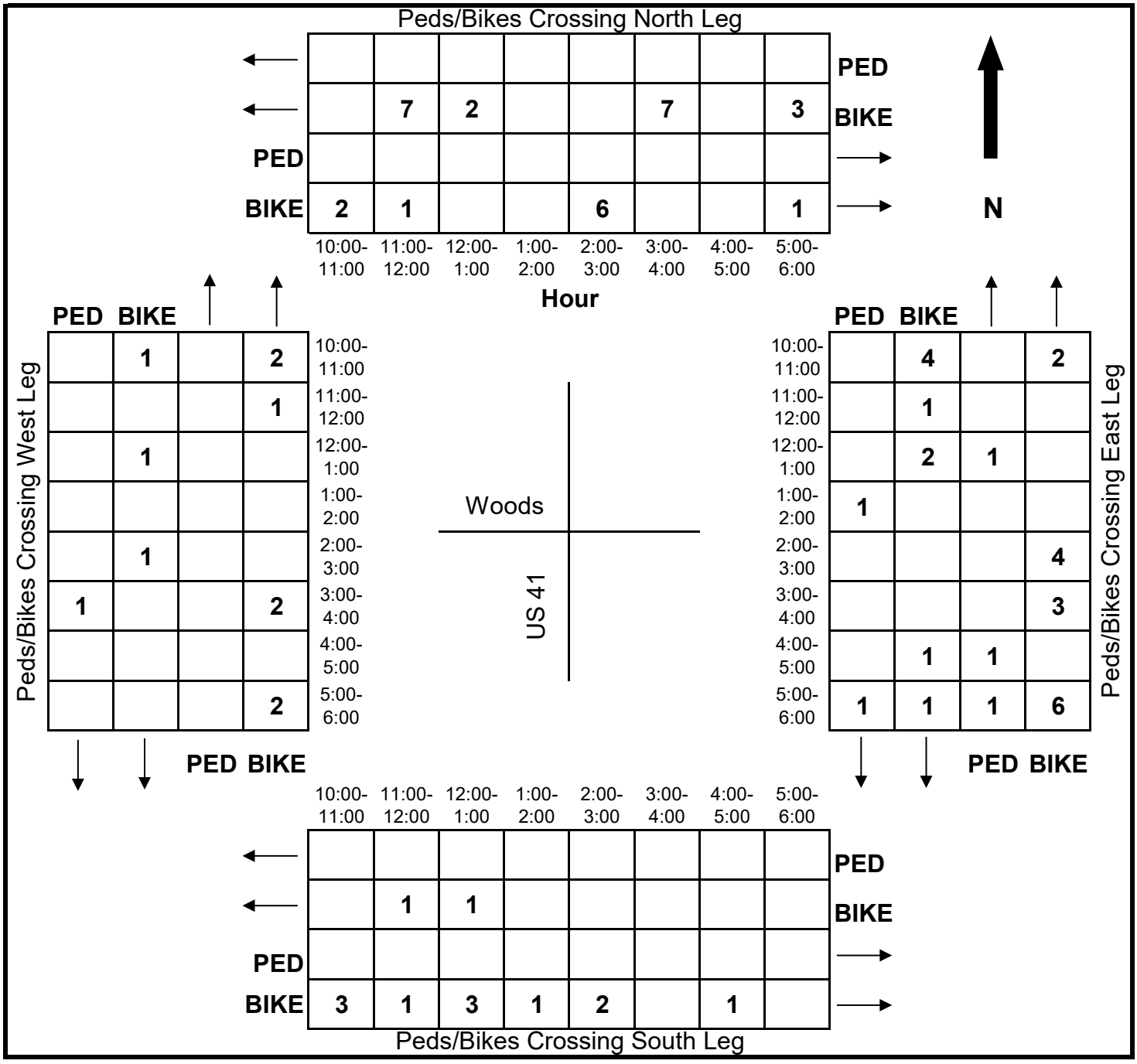
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

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

Comments:

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



Hour	Peds/Bikes Crossing North Leg: PED	BIKE	PED	BIKE
10:00-11:00				2
11:00-12:00		7		1
12:00-1:00		2		
1:00-2:00				
2:00-3:00			6	
3:00-4:00		7		
4:00-5:00				
5:00-6:00		3		1

Hour	Peds/Bikes Crossing West Leg: PED	BIKE	PED	BIKE
10:00-11:00		1		2
11:00-12:00				1
12:00-1:00		1		
1:00-2:00				
2:00-3:00		1		
3:00-4:00	1			2
4:00-5:00				
5:00-6:00				2

Hour	Peds/Bikes Crossing East Leg: PED	BIKE	PED	BIKE
10:00-11:00		4		2
11:00-12:00		1		
12:00-1:00		2	1	
1:00-2:00	1			
2:00-3:00				4
3:00-4:00				3
4:00-5:00		1	1	
5:00-6:00	1	1	1	6

Hour	Peds/Bikes Crossing South Leg: PED	BIKE	PED	BIKE
10:00-11:00				3
11:00-12:00		1		1
12:00-1:00		1		3
1:00-2:00				1
2:00-3:00				2
3:00-4:00				
4:00-5:00				1
5:00-6:00				

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

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

Intersection Turning Movement Count

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

File Name : US41&LakeShore
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Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : US41&LakeShore
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Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : US41&LakeShore
Site Code : 18025
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Groups Printed- UTurns

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

Intersection Turning Movement Count

File Name : US41&LakeShore
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Groups Printed- UTurns

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

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

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

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

Intersection Pedestrian & Bicycle Count

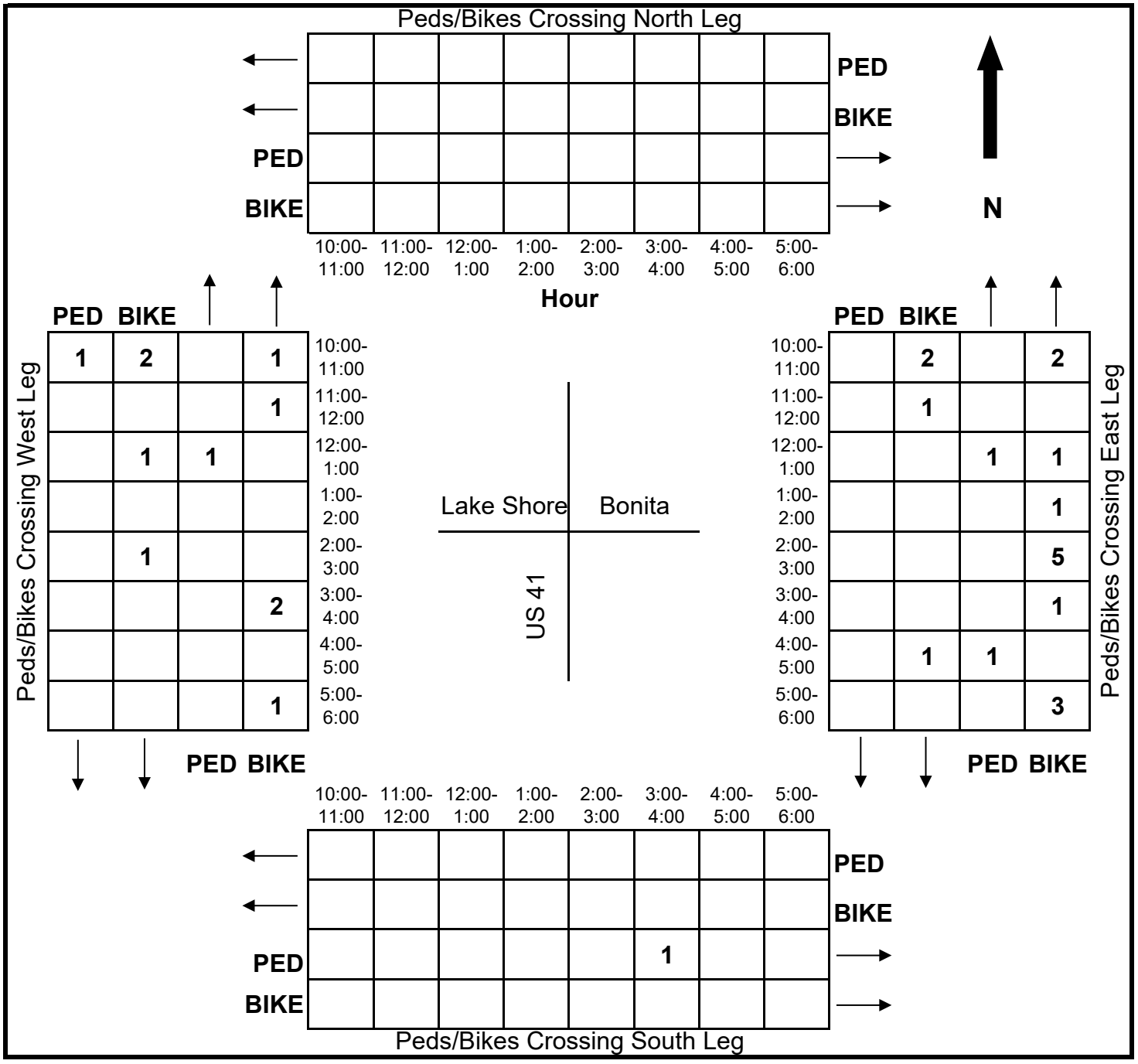
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

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

Comments:

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

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

Intersection Turning Movement Count

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

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

Intersection Turning Movement Count

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

Groups Printed- UTurns

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

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

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

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

Intersection Pedestrian & Bicycle Count

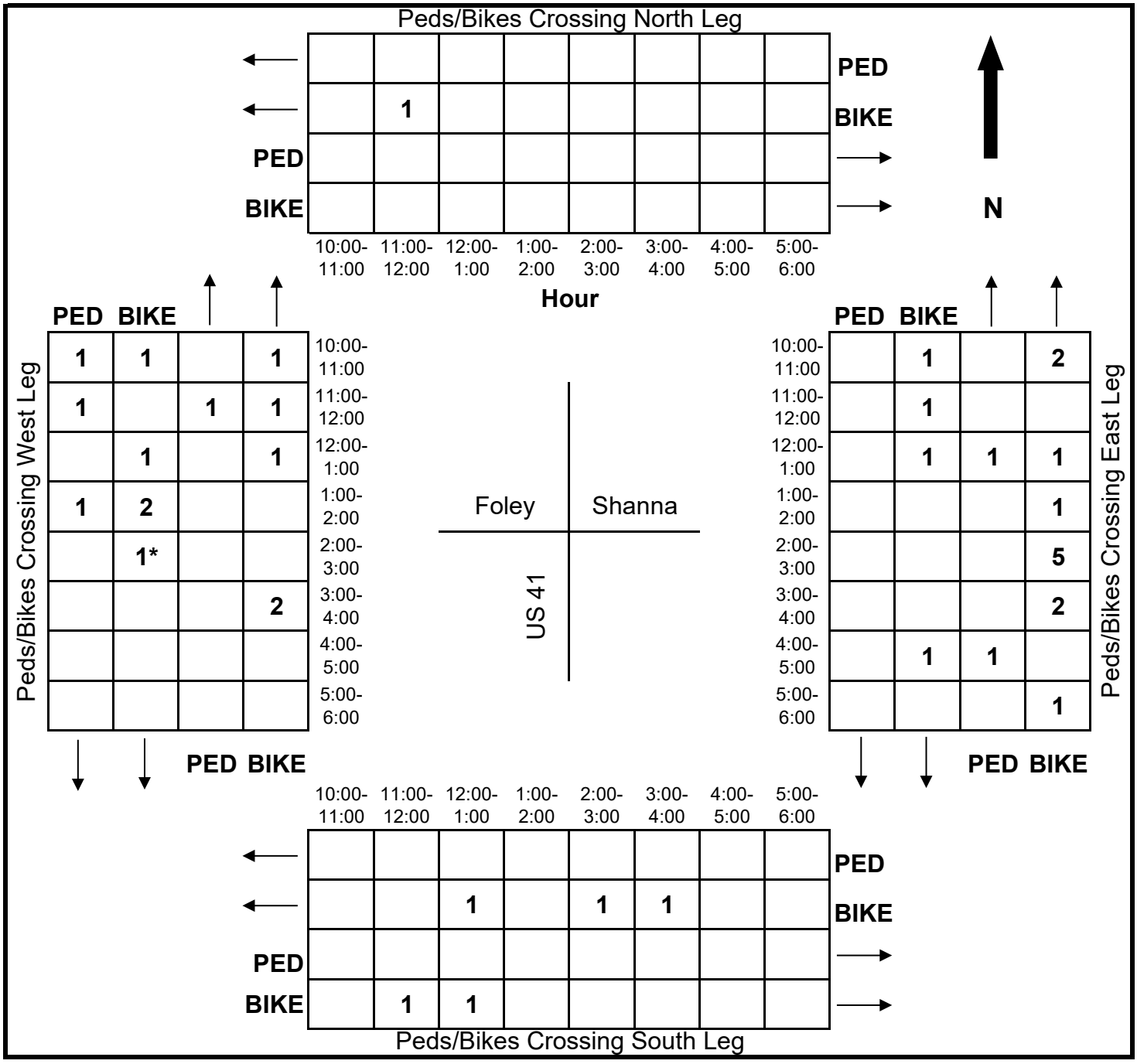
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

Intersection: US 41 at Foley Road/Shanna Lane

Comments: ***Scooter**

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



Intersection Turning Movement Count

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

File Name : US41&SpringsPlaza
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

File Name : US41&SpringsPlaza
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

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

Intersection Turning Movement Count

File Name : US41&SpringsPlaza
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Start Date : 4/5/2022
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	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				SPORTSMANS/KFC Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:15 AM				12:00 PM				04:30 PM				12:00 PM				
+0 mins.	40	**462**	7	**509**	0	0	33	33	10	553	24	587	0	0	**15**	**15**	
+15 mins.	34	455	9	498	0	0	**37**	**37**	6	481	25	512	0	0	11	11	
+30 mins.	**50**	410	10	470	0	0	37	37	4	560	17	581	0	0	9	9	
+45 mins.	46	438	**13**	497	0	0	35	35	**11**	**568**	**27**	**606**	0	0	12	12	
Total Volume	170	1765	39	1974	0	0	142	142	31	2162	93	2286	0	0	47	47	
% App. Total	8.6	89.4	2		0	0	100		1.4	94.6	4.1		0	0	100		
PHF	.850	.955	.750	.970	.000	.000	.959	.959	.705	.952	.861	.943	.000	.000	.783	.783	
Passenger Vehicles	103	1721	39	1863	0	0	139	139	16	2125	93	2234	0	0	47	47	
% Passenger Vehicles	60.6	97.5	100	94.4	0	0	97.9	97.9	51.6	98.3	100	97.7	0	0	100	100	
Heavy Vehicles	1	44	0	45	0	0	3	3	1	37	0	38	0	0	0	0	
% Heavy Vehicles	0.6	2.5	0	2.3	0	0	2.1	2.1	3.2	1.7	0	1.7	0	0	0	0	
UTurns	66	0	0	66	0	0	0	0	14	0	0	14	0	0	0	0	
% UTurns	38.8	0	0	3.3	0	0	0	0	45.2	0	0	0.6	0	0	0	0	

Intersection Turning Movement Count

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

File Name : US41&SpringsPlaza
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

File Name : US41&SpringsPlaza
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Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : US41&SpringsPlaza
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : US41&SpringsPlaza
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- UTurns

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

Intersection Turning Movement Count

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

Groups Printed- UTurns

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

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

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

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

Intersection Pedestrian & Bicycle Count

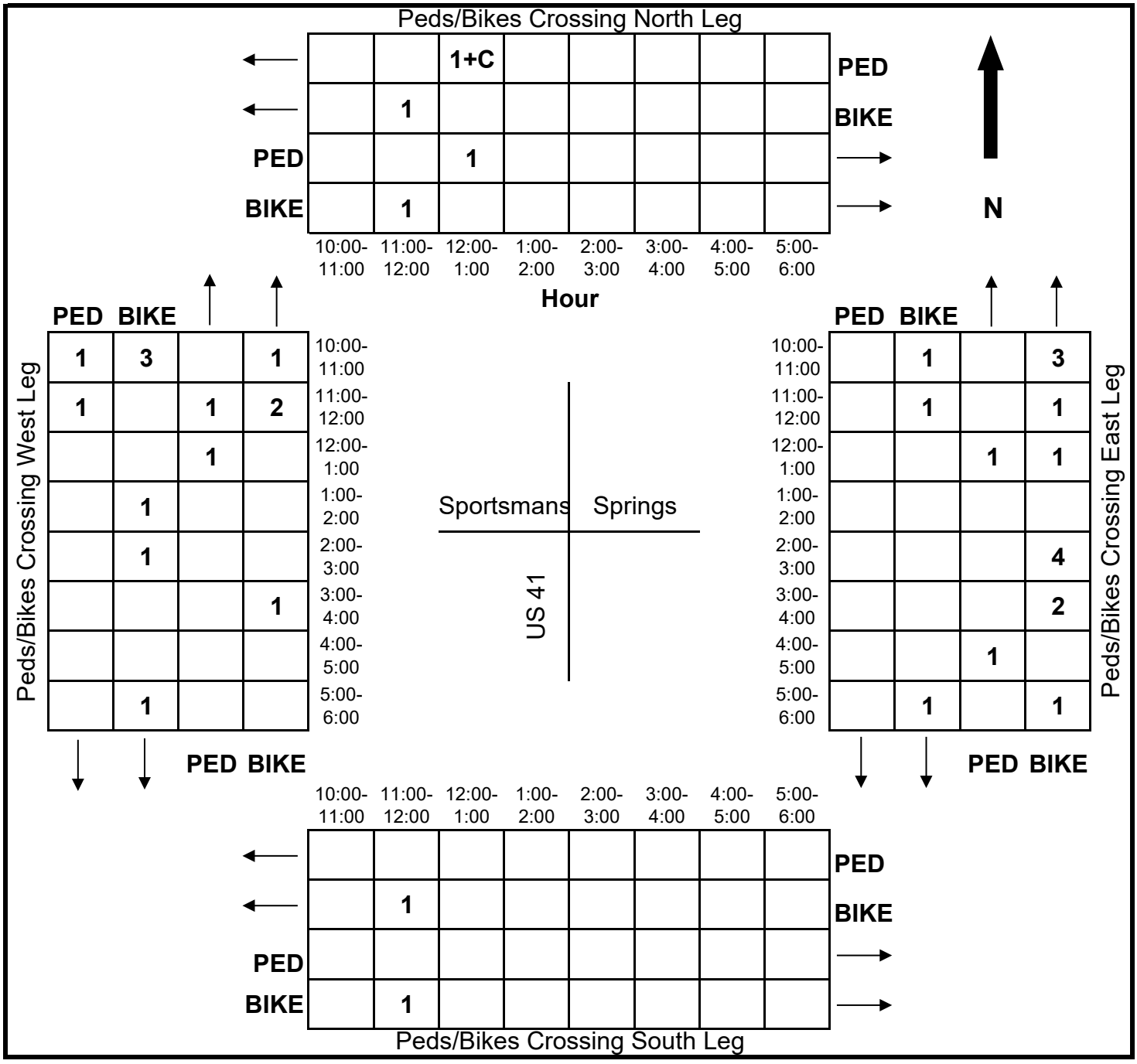
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

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

Comments:

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				BEAUMONT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	0	5	5	0	0	27	27	0	0	17	17	0	0	3	3	52
10:15 AM	0	0	10	10	0	0	26	26	0	0	9	9	0	0	1	1	46
10:30 AM	0	0	17	17	0	0	29	29	0	0	12	12	0	0	4	4	62
10:45 AM	0	0	18	18	0	0	21	21	0	0	24	24	0	0	8	8	71
Total	0	0	50	50	0	0	103	103	0	0	62	62	0	0	16	16	231
11:00 AM	0	0	18	18	0	0	22	22	0	0	20	20	0	0	9	9	69
11:15 AM	0	0	17	17	0	0	31	31	0	0	14	14	0	0	25	25	87
11:30 AM	0	0	42	42	0	0	28	28	0	0	17	17	0	0	16	16	103
11:45 AM	0	0	39	39	0	0	28	28	0	0	23	23	0	0	23	23	113
Total	0	0	116	116	0	0	109	109	0	0	74	74	0	0	73	73	372
12:00 PM	0	0	37	37	0	0	22	22	0	0	19	19	0	0	34	34	112
12:15 PM	0	0	45	45	0	0	28	28	0	0	13	13	0	0	32	32	118
12:30 PM	0	0	35	35	0	0	25	25	0	0	11	11	0	0	30	30	101
12:45 PM	0	0	32	32	0	0	17	17	0	0	17	17	0	0	37	37	103
Total	0	0	149	149	0	0	92	92	0	0	60	60	0	0	133	133	434
01:00 PM	0	0	23	23	0	0	28	28	0	0	26	26	0	0	25	25	102
01:15 PM	0	0	32	32	0	0	32	32	0	0	19	19	0	0	27	27	110
01:30 PM	0	0	20	20	0	0	30	30	0	0	11	11	0	0	29	29	90
01:45 PM	0	0	16	16	0	0	29	29	0	0	11	11	0	0	13	13	69
Total	0	0	91	91	0	0	119	119	0	0	67	67	0	0	94	94	371
02:00 PM	0	0	9	9	0	0	22	22	0	0	14	14	0	0	23	23	68
02:15 PM	0	0	23	23	0	0	29	29	0	0	20	20	0	0	24	24	96
02:30 PM	0	0	22	22	0	0	16	16	0	0	15	15	0	0	12	12	65
02:45 PM	0	0	18	18	0	0	23	23	0	0	10	10	0	0	12	12	63
Total	0	0	72	72	0	0	90	90	0	0	59	59	0	0	71	71	292
03:00 PM	0	0	18	18	0	0	18	18	0	0	15	15	0	0	11	11	62
03:15 PM	0	0	24	24	0	0	15	15	0	0	12	12	0	0	19	19	70
03:30 PM	0	0	14	14	0	0	19	19	0	0	15	15	0	0	16	16	64
03:45 PM	0	0	13	13	0	0	21	21	0	0	14	14	0	0	9	9	57
Total	0	0	69	69	0	0	73	73	0	0	56	56	0	0	55	55	253
04:00 PM	0	0	13	13	0	0	20	20	0	0	20	20	0	0	13	13	66
04:15 PM	0	0	11	11	0	0	9	9	0	0	17	17	0	0	8	8	45
04:30 PM	0	0	13	13	0	0	19	19	0	0	11	11	0	0	10	10	53
04:45 PM	0	0	10	10	0	0	17	17	0	0	10	10	0	0	15	15	52
Total	0	0	47	47	0	0	65	65	0	0	58	58	0	0	46	46	216
05:00 PM	0	0	16	16	0	0	15	15	0	0	13	13	0	0	24	24	68
05:15 PM	0	0	24	24	0	0	18	18	0	0	18	18	0	0	6	6	66
05:30 PM	0	0	13	13	0	0	24	24	0	0	22	22	0	0	13	13	72
05:45 PM	0	0	16	16	0	0	13	13	0	0	12	12	0	0	11	11	52
Total	0	0	69	69	0	0	70	70	0	0	65	65	0	0	54	54	258
Grand Total	0	0	663	663	0	0	721	721	0	0	501	501	0	0	542	542	2427
Apprch %	0	0	100		0	0	100		0	0	100		0	0	100		
Total %	0	0	27.3	27.3	0	0	29.7	29.7	0	0	20.6	20.6	0	0	22.3	22.3	
Passenger Vehicles	0	0	658	658	0	0	711	711	0	0	492	492	0	0	537	537	2398
% Passenger Vehicles	0	0	99.2	99.2	0	0	98.6	98.6	0	0	98.2	98.2	0	0	99.1	99.1	98.8
Heavy Vehicles	0	0	5	5	0	0	10	10	0	0	9	9	0	0	5	5	29
% Heavy Vehicles	0	0	0.8	0.8	0	0	1.4	1.4	0	0	1.8	1.8	0	0	0.9	0.9	1.2
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

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

	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				BEAUMONT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	42	42	0	0	**28**	**28**	0	0	17	17	0	0	16	16	103
11:45 AM	0	0	39	39	0	0	28	28	0	0	**23**	**23**	0	0	23	23	113
12:00 PM	0	0	37	37	0	0	22	22	0	0	19	19	0	0	**34**	**34**	112
12:15 PM	0	0	**45**	**45**	0	0	28	28	0	0	13	13	0	0	32	32	**118**
Total Volume	0	0	163	163	0	0	106	106	0	0	72	72	0	0	105	105	446
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.906	.906	.000	.000	.946	.946	.000	.000	.783	.783	.000	.000	.772	.772	.945
Passenger Vehicles	0	0	161	161	0	0	105	105	0	0	69	69	0	0	104	104	439
% Passenger Vehicles	0	0	98.8	98.8	0	0	99.1	99.1	0	0	95.8	95.8	0	0	99.0	99.0	98.4
Heavy Vehicles	0	0	2	2	0	0	1	1	0	0	3	3	0	0	1	1	7
% Heavy Vehicles	0	0	1.2	1.2	0	0	0.9	0.9	0	0	4.2	4.2	0	0	1.0	1.0	1.6
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

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

Intersection Turning Movement Count

File Name : US41&Beaumont
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	US 41 Southbound				SPRINGS PLAZA Westbound				US 41 Northbound				BEAUMONT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:45 AM				03:30 PM				11:15 AM				11:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	
+30 mins.	0	0	1	1	0	0	**2**	**2**	0	0	1	1	0	0	0	0	
+45 mins.	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	
Total Volume	0	0	3	3	0	0	3	3	0	0	3	3	0	0	2	2	
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.750	.750	.000	.000	.375	.375	.000	.000	.750	.750	.000	.000	.500	.500	

Intersection Pedestrian & Bicycle Count

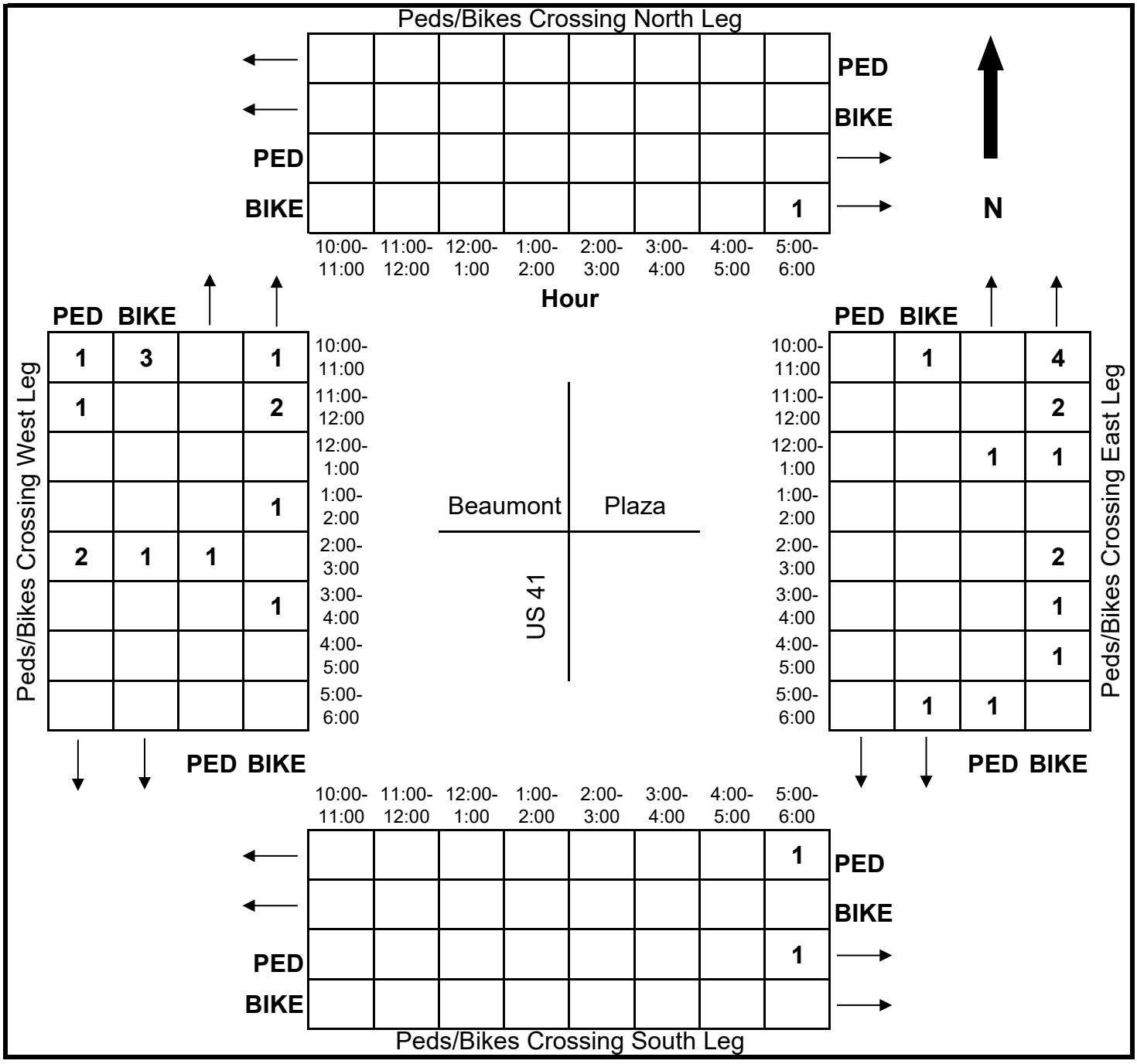
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

Intersection: US 41 at Beaumont Road/Springs Plaza

Comments:

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



Intersection Turning Movement Count

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

File Name : US41&AspenDental
Site Code : 18025
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 41 Southbound				US 41 Northbound				ASPEN DENTAL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	0	14	14	0	0	0	0	0	0	14	14	28
10:15 AM	0	0	10	10	0	0	0	0	0	0	8	8	18
10:30 AM	0	0	16	16	0	0	0	0	0	0	15	15	31
10:45 AM	0	0	17	17	0	0	0	0	0	0	10	10	27
Total	0	0	57	57	0	0	0	0	0	0	47	47	104
11:00 AM	0	0	16	16	0	0	0	0	0	0	9	9	25
11:15 AM	0	0	15	15	0	0	0	0	0	0	11	11	26
11:30 AM	0	0	12	12	0	0	0	0	0	0	10	10	22
11:45 AM	0	0	16	16	0	0	0	0	0	0	14	14	30
Total	0	0	59	59	0	0	0	0	0	0	44	44	103
12:00 PM	0	0	15	15	0	0	0	0	0	0	15	15	30
12:15 PM	0	0	12	12	0	0	0	0	0	0	11	11	23
12:30 PM	0	0	13	13	0	0	0	0	0	0	8	8	21
12:45 PM	0	0	12	12	0	0	0	0	0	0	7	7	19
Total	0	0	52	52	0	0	0	0	0	0	41	41	93
01:00 PM	0	0	14	14	0	0	0	0	0	0	13	13	27
01:15 PM	0	0	11	11	0	0	0	0	0	0	10	10	21
01:30 PM	0	0	13	13	0	0	0	0	0	0	11	11	24
01:45 PM	0	0	20	20	0	0	0	0	0	0	12	12	32
Total	0	0	58	58	0	0	0	0	0	0	46	46	104
02:00 PM	0	0	11	11	0	0	0	0	0	0	7	7	18
02:15 PM	0	0	10	10	0	0	0	0	0	0	14	14	24
02:30 PM	0	0	7	7	0	0	0	0	0	0	6	6	13
02:45 PM	0	0	13	13	0	0	0	0	0	0	9	9	22
Total	0	0	41	41	0	0	0	0	0	0	36	36	77
03:00 PM	0	0	11	11	0	0	0	0	0	0	11	11	22
03:15 PM	0	0	8	8	0	0	0	0	0	0	9	9	17
03:30 PM	0	0	7	7	0	0	0	0	0	0	9	9	16
03:45 PM	0	0	9	9	0	0	0	0	0	0	7	7	16
Total	0	0	35	35	0	0	0	0	0	0	36	36	71
04:00 PM	0	0	12	12	0	0	0	0	0	0	6	6	18
04:15 PM	0	0	16	16	0	0	0	0	0	0	5	5	21
04:30 PM	0	0	12	12	0	0	0	0	0	0	8	8	20
04:45 PM	0	0	10	10	0	0	0	0	0	0	7	7	17
Total	0	0	50	50	0	0	0	0	0	0	26	26	76
05:00 PM	0	0	16	16	0	0	0	0	0	0	13	13	29
05:15 PM	0	0	11	11	0	0	0	0	0	0	9	9	20
05:30 PM	0	0	12	12	0	0	0	0	0	0	10	10	22
05:45 PM	0	0	11	11	0	0	0	0	0	0	6	6	17
Total	0	0	50	50	0	0	0	0	0	0	38	38	88
Grand Total	0	0	402	402	0	0	0	0	0	0	314	314	716
Apprch %	0	0	100		0	0	0		0	0	100		
Total %	0	0	56.1	56.1	0	0	0	0	0	0	43.9	43.9	
Passenger Vehicles	0	0	399	399	0	0	0	0	0	0	310	310	709
% Passenger Vehicles	0	0	99.3	99.3	0	0	0	0	0	0	98.7	98.7	99
Heavy Vehicles	0	0	3	3	0	0	0	0	0	0	4	4	7
% Heavy Vehicles	0	0	0.7	0.7	0	0	0	0	0	0	1.3	1.3	1
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

File Name : US41&AspenDental
Site Code : 18025
Start Date : 4/5/2022
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	US 41 Southbound				US 41 Northbound				ASPEN DENTAL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 10:30 AM													
10:30 AM	0	0	16	16	0	0	0	0	0	0	**15**	**15**	**31**
10:45 AM	0	0	**17**	**17**	0	0	0	0	0	0	10	10	27
11:00 AM	0	0	16	16	0	0	0	0	0	0	9	9	25
11:15 AM	0	0	15	15	0	0	0	0	0	0	11	11	26
Total Volume	0	0	64	64	0	0	0	0	0	0	45	45	109
% App. Total	0	0	100		0	0	0		0	0	100		
PHF	.000	.000	.941	.941	.000	.000	.000	.000	.000	.000	.750	.750	.879
Passenger Vehicles	0	0	62	62	0	0	0	0	0	0	44	44	106
% Passenger Vehicles	0	0	96.9	96.9	0	0	0	0	0	0	97.8	97.8	97.2
Heavy Vehicles	0	0	2	2	0	0	0	0	0	0	1	1	3
% Heavy Vehicles	0	0	3.1	3.1	0	0	0	0	0	0	2.2	2.2	2.8
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

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

	10:30 AM				10:00 AM				11:15 AM			
+0 mins.	0	0	16	16	0	0	0	0	0	0	11	11
+15 mins.	0	0	**17**	**17**	0	0	0	0	0	0	10	10
+30 mins.	0	0	16	16	0	0	0	0	0	0	14	14
+45 mins.	0	0	15	15	0	0	0	0	0	0	**15**	**15**
Total Volume	0	0	64	64	0	0	0	0	0	0	50	50
% App. Total	0	0	100		0	0	0		0	0	100	
PHF	.000	.000	.941	.941	.000	.000	.000	.000	.000	.000	.833	.833
Passenger Vehicles	0	0	62	62	0	0	0	0	0	0	48	48
% Passenger Vehicles	0	0	96.9	96.9	0	0	0	0	0	0	96	96
Heavy Vehicles	0	0	2	2	0	0	0	0	0	0	2	2
% Heavy Vehicles	0	0	3.1	3.1	0	0	0	0	0	0	4	4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

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

File Name : US41&AspenDental
Site Code : 18025
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Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

File Name : US41&AspenDental
Site Code : 18025
Start Date : 4/5/2022
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	US 41 Southbound				US 41 Northbound				ASPEN DENTAL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 10:30 AM													
10:30 AM	0	0	15	15	0	0	0	0	0	0	**15**	**15**	**30**
10:45 AM	0	0	**17**	**17**	0	0	0	0	0	0	10	10	27
11:00 AM	0	0	15	15	0	0	0	0	0	0	9	9	24
11:15 AM	0	0	15	15	0	0	0	0	0	0	10	10	25
Total Volume	0	0	62	62	0	0	0	0	0	0	44	44	106
% App. Total	0	0	100		0	0	0		0	0	100		
PHF	.000	.000	.912	.912	.000	.000	.000	.000	.000	.000	.733	.733	.883

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

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

Intersection Turning Movement Count

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

File Name : US41&AspenDental
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Pedestrian & Bicycle Count

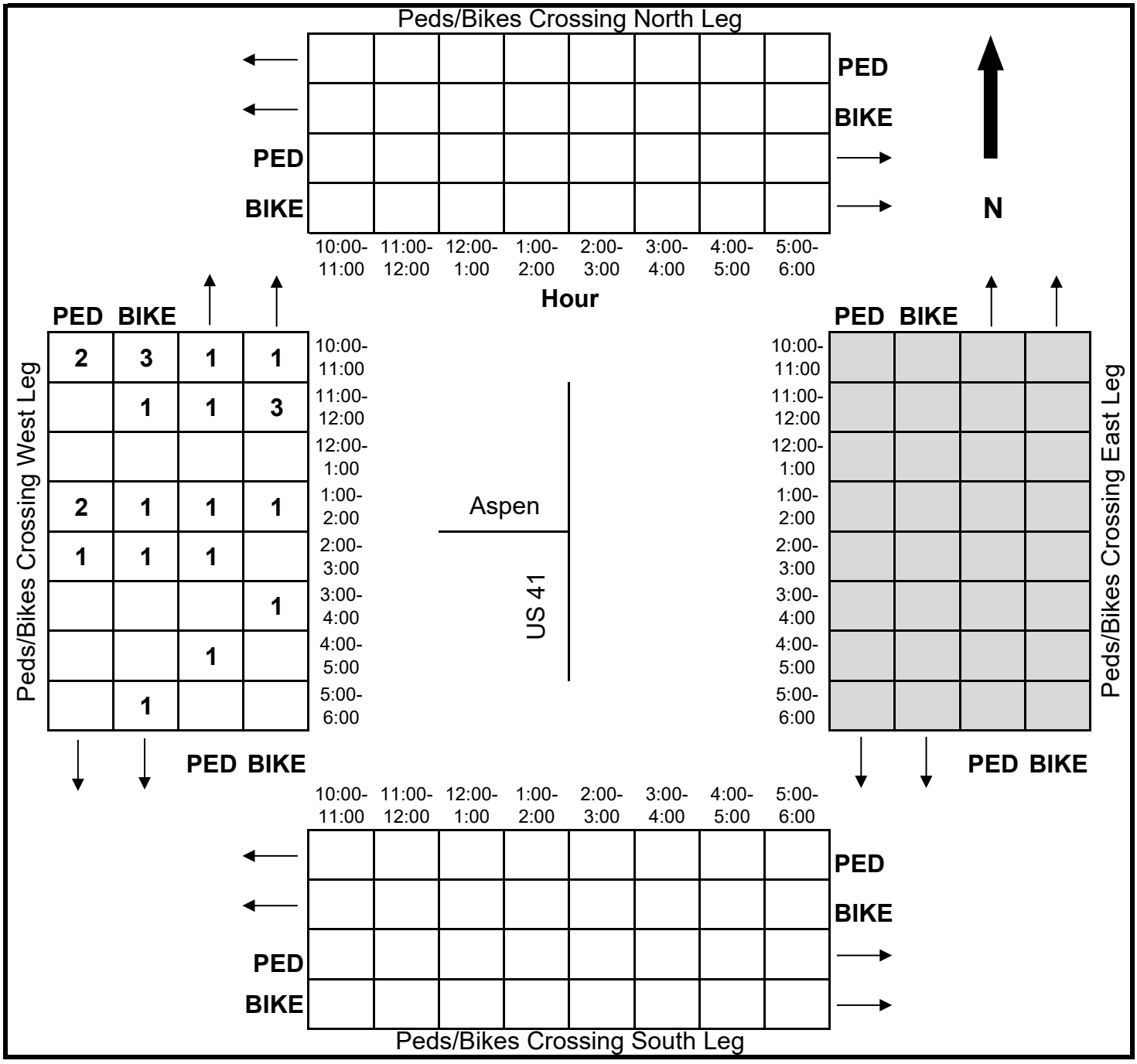
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

Intersection: US 41 at Aspen Dental

Comments:

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	119	279	85	23	506	84	182	46	49	361	58	227	30	34	349	94	141	29	20	284	1500
10:15 AM	106	316	93	41	556	94	182	64	52	392	75	228	44	27	374	109	173	31	18	331	1653
10:30 AM	117	341	95	44	597	73	182	59	42	356	72	248	45	31	396	109	143	42	15	309	1658
10:45 AM	130	328	104	59	621	114	153	47	36	350	67	271	54	24	416	133	136	45	18	332	1719
Total	472	1264	377	167	2280	365	699	216	179	1459	272	974	173	116	1535	445	593	147	71	1256	6530
11:00 AM	112	272	85	32	501	100	198	55	52	405	72	262	49	33	416	113	159	42	29	343	1665
11:15 AM	130	349	95	66	640	95	194	74	53	416	77	301	54	29	461	120	138	37	24	319	1836
11:30 AM	129	337	84	44	594	103	177	49	58	387	95	291	70	23	479	132	160	42	26	360	1820
11:45 AM	133	302	78	67	580	97	176	60	50	383	108	254	63	29	454	144	163	34	36	377	1794
Total	504	1260	342	209	2315	395	745	238	213	1591	352	1108	236	114	1810	509	620	155	115	1399	7115
12:00 PM	137	317	71	69	594	94	184	68	49	395	73	284	52	24	433	130	193	31	39	393	1815
12:15 PM	143	319	91	54	607	104	170	69	36	379	97	269	45	27	438	126	174	20	43	363	1787
12:30 PM	112	354	56	62	584	79	172	63	43	357	89	319	51	29	488	127	166	39	40	372	1801
12:45 PM	120	258	54	50	482	72	156	39	55	322	61	336	55	27	479	126	200	44	23	393	1676
Total	512	1248	272	235	2267	349	682	239	183	1453	320	1208	203	107	1838	509	733	134	145	1521	7079
01:00 PM	126	272	83	31	512	95	151	51	76	373	98	321	54	36	509	122	158	29	37	346	1740
01:15 PM	106	260	67	46	479	95	165	52	45	357	79	289	37	34	439	155	189	30	33	407	1682
01:30 PM	143	330	92	42	607	71	135	44	54	304	84	308	55	30	477	112	151	37	20	320	1708
01:45 PM	132	275	71	29	507	86	149	53	64	352	83	320	44	39	486	172	172	30	30	404	1749
Total	507	1137	313	148	2105	347	600	200	239	1386	344	1238	190	139	1911	561	670	126	120	1477	6879
02:00 PM	134	299	66	55	554	47	140	43	59	289	74	370	43	54	541	126	153	24	29	332	1716
02:15 PM	129	225	47	50	451	90	174	54	53	371	49	319	31	57	456	190	212	41	27	470	1748
02:30 PM	145	335	68	43	591	77	128	58	57	320	74	403	38	32	547	149	164	20	29	362	1820
02:45 PM	128	229	43	78	478	86	187	47	62	382	72	292	43	43	450	191	207	28	28	454	1764
Total	536	1088	224	226	2074	300	629	202	231	1362	269	1384	155	186	1994	656	736	113	113	1618	7048
03:00 PM	119	279	52	31	481	80	122	63	45	310	65	407	53	39	564	141	158	27	29	355	1710
03:15 PM	111	228	41	66	446	79	183	64	59	385	75	346	36	42	499	193	225	22	23	463	1793
03:30 PM	140	316	50	53	559	67	131	63	47	308	54	413	45	38	550	149	156	27	29	361	1778
03:45 PM	117	221	47	54	439	94	164	48	63	369	62	338	44	47	491	196	208	36	29	469	1768
Total	487	1044	190	204	1925	320	600	238	214	1372	256	1504	178	166	2104	679	747	112	110	1648	7049
04:00 PM	146	302	37	48	533	77	127	48	48	300	52	432	48	40	572	141	166	22	24	353	1758
04:15 PM	125	236	51	44	456	84	147	68	29	328	39	347	47	36	469	187	206	46	25	464	1717
04:30 PM	145	320	68	32	565	76	117	52	56	301	52	496	43	31	622	134	163	9	32	338	1826
04:45 PM	132	275	59	50	516	66	141	61	54	322	62	376	39	43	520	185	191	15	35	426	1784
Total	548	1133	215	174	2070	303	532	229	187	1251	205	1651	177	150	2183	647	726	92	116	1581	7085

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

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

Intersection Turning Movement Count

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

	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					11:00 AM					04:30 PM					03:00 PM					
+0 mins.	130	**349**	**95**	66	**640**	100	**198**	55	52	405	52	**496**	43	31	**622**	141	158	27	**29**	355	
+15 mins.	129	337	84	44	594	95	194	**74**	53	**416**	**62**	376	39	43	520	193	**225**	22	23	463	
+30 mins.	133	302	78	67	580	**103**	177	49	**58**	387	58	444	**63**	31	596	149	156	27	29	361	
+45 mins.	**137**	317	71	**69**	594	97	176	60	50	383	57	415	39	**44**	555	**196**	208	**36**	29	**469**	
Total Volume	529	1305	328	246	2408	395	745	238	213	1591	229	1731	184	149	2293	679	747	112	110	1648	
% App. Total	22	54.2	13.6	10.2		24.8	46.8	15	13.4		10	75.5	8	6.5		41.2	45.3	6.8	6.7		
PHF	.965	.935	.863	.891	.941	.959	.941	.804	.918	.956	.923	.872	.730	.847	.922	.866	.830	.778	.948	.878	
Passenger Vehicles	482	1277	319	243	2321	388	735	233	211	1567	206	1706	178	146	2236	656	727	111	108	1602	
% Passenger Vehicles	91.1	97.9	97.3	98.8	96.4	98.2	98.7	97.9	99.1	98.5	90	98.6	96.7	98	97.5	96.6	97.3	99.1	98.2	97.2	
Heavy Vehicles	17	28	9	3	57	6	10	5	2	23	5	25	6	3	39	23	20	1	2	46	
% Heavy Vehicles	3.2	2.1	2.7	1.2	2.4	1.5	1.3	2.1	0.9	1.4	2.2	1.4	3.3	2	1.7	3.4	2.7	0.9	1.8	2.8	
UTurns	30	0	0	0	30	1	0	0	0	1	18	0	0	0	18	0	0	0	0	0	
% UTurns	5.7	0	0	0	1.2	0.3	0	0	0	0.1	7.9	0	0	0	0.8	0	0	0	0	0	

Intersection Turning Movement Count

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

File Name : US41&BonitaBeach
Site Code : 18025
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Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

File Name : US41&BonitaBeach
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : US41&BonitaBeach
Site Code : 18025
Start Date : 4/5/2022

Groups Printed- UTurns

	US 41 Southbound					BONITA BEACH ROAD Westbound					US 41 Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	11
10:15 AM	5	0	0	0	5	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	18
10:30 AM	7	0	0	0	7	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	17
10:45 AM	5	0	0	0	5	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	17
Total	21	0	0	0	21	0	0	0	0	0	42	0	0	0	42	0	0	0	0	0	63
11:00 AM	3	0	0	0	3	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	10
11:15 AM	13	0	0	0	13	1	0	0	0	1	10	0	0	0	10	0	0	0	0	0	24
11:30 AM	2	0	0	0	2	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	11
11:45 AM	7	0	0	0	7	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	20
Total	25	0	0	0	25	1	0	0	0	1	39	0	0	0	39	0	0	0	0	0	65
12:00 PM	8	0	0	0	8	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	23
12:15 PM	8	0	0	0	8	1	0	0	0	1	15	0	0	0	15	0	0	0	0	0	24
12:30 PM	4	0	0	0	4	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	13
12:45 PM	8	0	0	0	8	1	0	0	0	1	7	0	0	0	7	1	0	0	0	1	17
Total	28	0	0	0	28	2	0	0	0	2	46	0	0	0	46	1	0	0	0	1	77
01:00 PM	5	0	0	0	5	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	14
01:15 PM	4	0	0	0	4	0	0	0	0	0	13	0	0	0	13	1	0	0	0	1	18
01:30 PM	4	0	0	0	4	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	16
01:45 PM	5	0	0	0	5	1	0	0	0	1	9	0	0	0	9	0	0	0	0	0	15
Total	18	0	0	0	18	1	0	0	0	1	43	0	0	0	43	1	0	0	0	1	63
02:00 PM	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	11
02:15 PM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
02:30 PM	4	0	0	0	4	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	14
02:45 PM	4	0	0	0	4	2	0	0	0	2	7	0	0	0	7	0	0	0	0	0	13
Total	17	0	0	0	17	2	0	0	0	2	25	0	0	0	25	0	0	0	0	0	44
03:00 PM	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	12
03:15 PM	11	0	0	0	11	1	0	0	0	1	10	0	0	0	10	0	0	0	0	0	22
03:30 PM	3	0	0	0	3	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	11
03:45 PM	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
Total	23	0	0	0	23	1	0	0	0	1	28	0	0	0	28	0	0	0	0	0	52
04:00 PM	8	0	0	0	8	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	13
04:15 PM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
04:30 PM	6	0	0	0	6	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	10
04:45 PM	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	11
Total	23	0	0	0	23	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	38

Intersection Turning Movement Count

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

Groups Printed- UTurns

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

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

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

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

Intersection Pedestrian & Bicycle Count

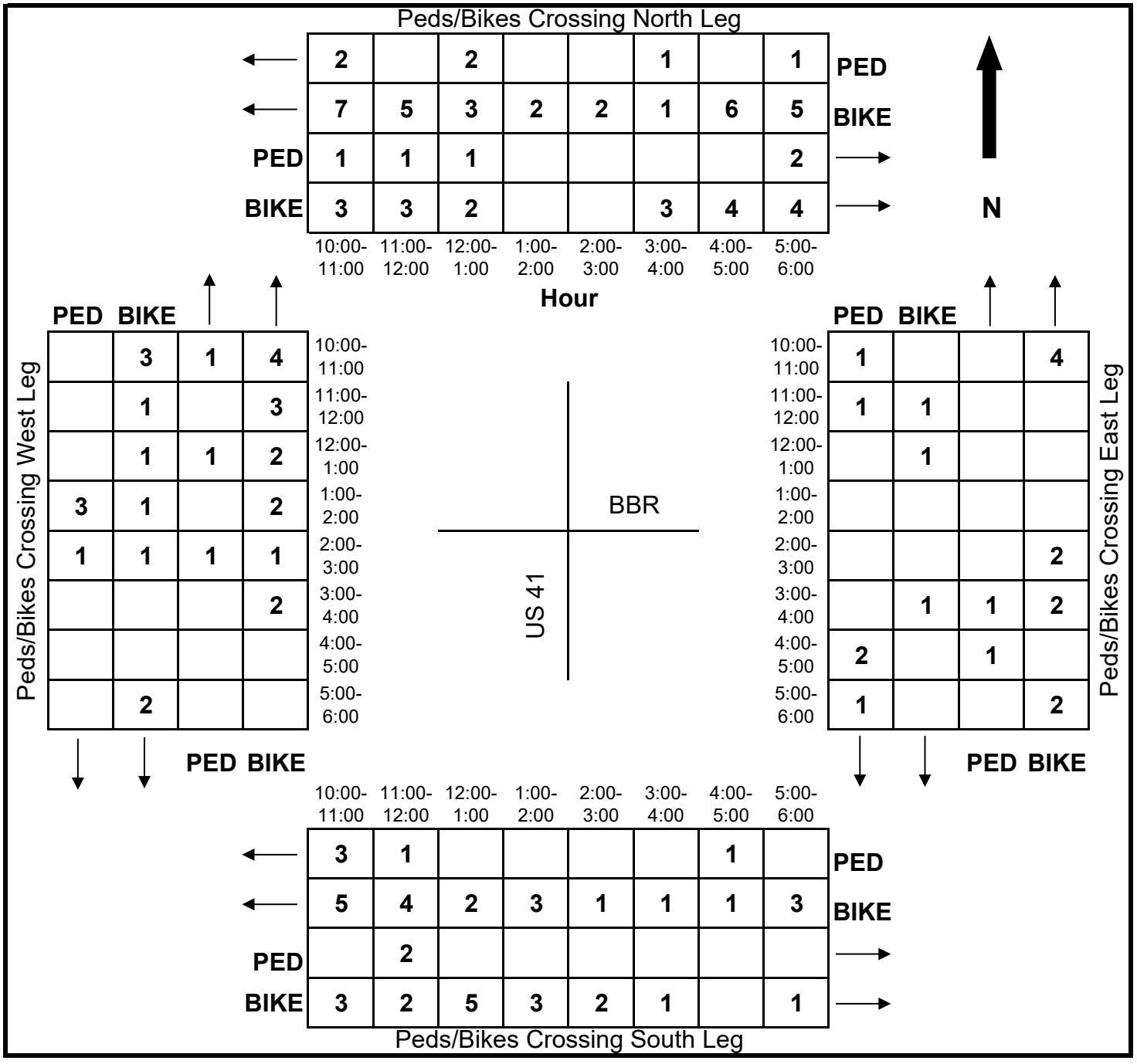
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

Intersection: US 41 at Bonita Beach Road

Comments:

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

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

Intersection Turning Movement Count

File Name : US41&CrownLake
Site Code : 18025
Start Date : 4/5/2022
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	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	11:15 AM				03:15 PM				04:30 PM				03:30 PM				
+0 mins.	0	**624**	**17**	**641**	0	0	52	52	0	**734**	**19**	**753**	0	0	**26**	**26**	
+15 mins.	0	578	10	588	0	0	56	56	0	671	12	683	0	0	20	20	
+30 mins.	0	580	17	597	0	0	**60**	**60**	0	657	13	670	0	0	20	20	
+45 mins.	0	559	15	574	0	0	59	59	0	688	15	703	0	0	22	22	
Total Volume	0	2341	59	2400	0	0	227	227	0	2750	59	2809	0	0	88	88	
% App. Total	0	97.5	2.5		0	0	100		0	97.9	2.1		0	0	100		
PHF	.000	.938	.868	.936	.000	.000	.946	.946	.000	.937	.776	.933	.000	.000	.846	.846	
Passenger Vehicles	0	2282	58	2340	0	0	226	226	0	2692	57	2749	0	0	87	87	
% Passenger Vehicles	0	97.5	98.3	97.5	0	0	99.6	99.6	0	97.9	96.6	97.9	0	0	98.9	98.9	
Heavy Vehicles	0	59	1	60	0	0	1	1	0	58	2	60	0	0	1	1	
% Heavy Vehicles	0	2.5	1.7	2.5	0	0	0.4	0.4	0	2.1	3.4	2.1	0	0	1.1	1.1	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

File Name : US41&CrownLake
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

File Name : US41&CrownLake
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : US41&CrownLake
Site Code : 18025
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Groups Printed- UTurns

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

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

Intersection Turning Movement Count

File Name : US41&CrownLake
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	US 41 Southbound				CROWN LAKE BOULEVARD Westbound				US 41 Northbound				BOSTON ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	10:00 AM				04:30 PM				10:00 AM				01:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1	0	0	1	
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.500	.000	.000	.500	

Intersection Pedestrian & Bicycle Count

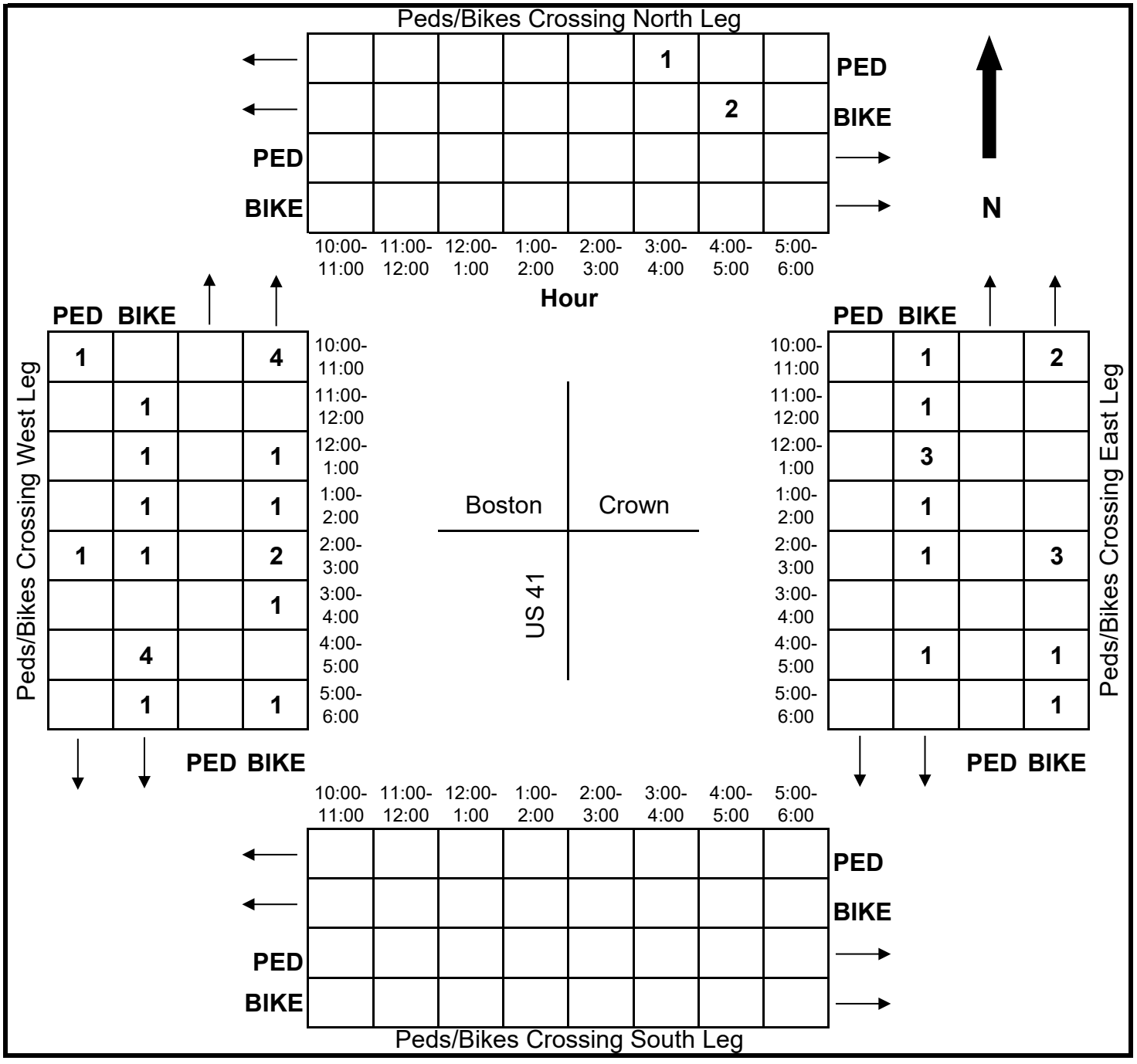
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

Intersection: US 41 at Boston Road/Crown Lake Boulevard

Comments:

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



Intersection Turning Movement Count

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

File Name : US41&Publix
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	3	481	35	4	523	1	2	2	1	6	25	410	4	0	439	16	1	0	10	27	995
10:15 AM	7	591	39	9	646	2	0	0	0	2	19	442	4	0	465	27	0	5	8	40	1153
10:30 AM	0	581	21	9	611	3	2	1	0	6	20	469	1	1	491	34	1	7	12	54	1162
10:45 AM	3	569	27	8	607	1	1	0	1	3	22	516	1	0	539	27	2	7	6	42	1191
Total	13	2222	122	30	2387	7	5	3	2	17	86	1837	10	1	1934	104	4	19	36	163	4501
11:00 AM	7	512	24	9	552	4	1	4	3	12	23	467	5	2	497	45	0	4	11	60	1121
11:15 AM	4	620	30	6	660	2	0	3	0	5	29	542	2	0	573	37	0	7	9	53	1291
11:30 AM	4	574	26	5	609	0	0	0	2	2	20	517	2	0	539	36	0	4	7	47	1197
11:45 AM	5	574	45	12	636	5	1	0	0	6	19	524	2	1	546	47	0	8	9	64	1252
Total	20	2280	125	32	2457	11	2	7	5	25	91	2050	11	3	2155	165	0	23	36	224	4861
12:00 PM	7	584	38	6	635	6	0	3	2	11	20	525	6	1	552	44	2	6	8	60	1258
12:15 PM	2	597	34	5	638	1	2	2	2	7	18	530	4	0	552	39	0	6	13	58	1255
12:30 PM	4	544	27	12	587	4	0	2	0	6	23	578	1	1	603	34	1	3	8	46	1242
12:45 PM	4	494	23	10	531	1	3	1	3	8	18	532	7	1	558	40	0	2	6	48	1145
Total	17	2219	122	33	2391	12	5	8	7	32	79	2165	18	3	2265	157	3	17	35	212	4900
01:00 PM	3	501	42	2	548	3	0	0	2	5	29	598	2	3	632	23	1	2	6	32	1217
01:15 PM	1	470	21	8	500	2	1	1	1	5	24	495	3	0	522	42	2	3	15	62	1089
01:30 PM	5	642	26	15	688	1	1	0	3	5	22	578	2	0	602	46	0	11	12	69	1364
01:45 PM	3	479	26	7	515	3	1	0	1	5	30	558	5	1	594	37	1	10	9	57	1171
Total	12	2092	115	32	2251	9	3	1	7	20	105	2229	12	4	2350	148	4	26	42	220	4841
02:00 PM	2	539	33	5	579	2	1	3	2	8	17	626	4	2	649	50	0	8	12	70	1306
02:15 PM	4	460	31	9	504	1	0	1	1	3	20	633	1	1	655	42	0	6	9	57	1219
02:30 PM	3	530	26	16	575	2	1	0	2	5	26	694	5	0	725	44	0	7	14	65	1370
02:45 PM	8	492	22	6	528	2	1	0	1	4	24	609	3	1	637	38	1	5	15	59	1228
Total	17	2021	112	36	2186	7	3	4	6	20	87	2562	13	4	2666	174	1	26	50	251	5123
03:00 PM	3	426	25	10	464	1	2	0	2	5	20	714	4	0	738	57	1	6	20	84	1291
03:15 PM	1	452	20	4	477	4	1	2	2	9	23	685	4	0	712	50	1	7	10	68	1266
03:30 PM	5	509	19	4	537	6	2	0	4	12	15	724	2	1	742	32	1	2	14	49	1340
03:45 PM	1	495	22	8	526	3	0	5	2	10	20	674	6	0	700	64	1	3	10	78	1314
Total	10	1882	86	26	2004	14	5	7	10	36	78	2797	16	1	2892	203	4	18	54	279	5211
04:00 PM	3	485	22	8	518	2	0	1	1	4	17	720	1	1	739	56	1	5	12	74	1335
04:15 PM	2	479	19	6	506	3	0	0	1	4	15	652	0	0	667	59	0	2	11	72	1249
04:30 PM	3	511	20	1	535	2	0	1	1	4	16	769	5	1	791	54	0	6	14	74	1404
04:45 PM	3	444	23	7	477	4	1	1	2	8	16	690	0	0	706	62	1	4	6	73	1264
Total	11	1919	84	22	2036	11	1	3	5	20	64	2831	6	2	2903	231	2	17	43	293	5252

Intersection Turning Movement Count

File Name : US41&Publix
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

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

Intersection Turning Movement Count

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	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					03:00 PM					04:30 PM					03:45 PM					
+0 mins.	4	**620**	30	6	**660**	1	**2**	0	2	5	16	**769**	**5**	**1**	**791**	**64**	**1**	3	10	**78**	
+15 mins.	4	574	26	5	609	4	1	2	2	9	16	690	0	0	706	56	1	5	12	74	
+30 mins.	5	574	**45**	**12**	636	**6**	2	0	**4**	**12**	11	689	2	1	703	59	0	2	11	72	
+45 mins.	**7**	584	38	6	635	3	0	**5**	2	10	**19**	697	4	0	720	54	0	**6**	**14**	74	
Total Volume	20	2352	139	29	2540	14	5	7	10	36	62	2845	11	2	2920	233	2	16	47	298	
% App. Total	0.8	92.6	5.5	1.1		38.9	13.9	19.4	27.8		2.1	97.4	0.4	0.1		78.2	0.7	5.4	15.8		
PHF	.714	.948	.772	.604	.962	.583	.625	.350	.625	.750	.816	.925	.550	.500	.923	.910	.500	.667	.839	.955	
Passenger Vehicles	9	2294	137	28	2468	14	4	7	9	34	37	2788	11	2	2838	233	2	16	47	298	
% Passenger Vehicles	45	97.5	98.6	96.6	97.2	100	80	100	90	94.4	59.7	98	100	100	97.2	100	100	100	100	100	
Heavy Vehicles	0	58	2	1	61	0	1	0	1	2	0	57	0	0	57	0	0	0	0	0	
% Heavy Vehicles	0	2.5	1.4	3.4	2.4	0	20	0	10	5.6	0	2	0	0	2	0	0	0	0	0	
UTurns	11	0	0	0	11	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0	
% UTurns	55	0	0	0	0.4	0	0	0	0	0	40.3	0	0	0	0.9	0	0	0	0	0	

Intersection Turning Movement Count

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

File Name : US41&Publix
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

File Name : US41&Publix
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : US41&Publix
Site Code : 18025
Start Date : 4/5/2022

Groups Printed- UTurns

	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
10:15 AM	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	9
10:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
10:45 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Total	10	0	0	0	10	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	22
11:00 AM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
11:15 AM	4	0	0	0	4	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	10
11:30 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
11:45 AM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
Total	10	0	0	0	10	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	23
12:00 PM	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5
12:15 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
12:30 PM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
12:45 PM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
Total	11	0	0	0	11	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	23
01:00 PM	2	0	0	0	2	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	10
01:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
01:30 PM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
01:45 PM	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	9
Total	6	0	0	0	6	0	0	0	0	0	26	0	0	0	26	0	0	0	0	0	32
02:00 PM	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
02:15 PM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
02:30 PM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
02:45 PM	6	0	0	0	6	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	10
Total	12	0	0	0	12	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	27
03:00 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
03:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
03:30 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
03:45 PM	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
Total	6	0	0	0	6	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	19
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	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
04:30 PM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
04:45 PM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
Total	8	0	0	0	8	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	23

Intersection Turning Movement Count

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

Groups Printed- UTurns

	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
05:15 PM	3	0	0	0	3	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	14
05:30 PM	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	11
05:45 PM	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	9
Total	13	0	0	0	13	0	0	0	0	0	27	0	0	0	27	0	0	0	0	0	40
Grand Total	76	0	0	0	76	0	0	0	0	0	133	0	0	0	133	0	0	0	0	0	209
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	36.4	0	0	0	36.4	0	0	0	0	0	63.6	0	0	0	63.6	0	0	0	0	0	

	US 41 Southbound					ADVANCE AUTO PARTS Westbound					US 41 Northbound					PUBLIX PLAZA Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
05:15 PM	3	0	0	0	3	0	0	0	0	0	**11**	0	0	0	**11**	0	0	0	0	0	**14**
05:30 PM	**6**	0	0	0	**6**	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	11
05:45 PM	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	9
Total Volume	13	0	0	0	13	0	0	0	0	0	27	0	0	0	27	0	0	0	0	0	40
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.542	.000	.000	.000	.542	.000	.000	.000	.000	.000	.614	.000	.000	.000	.614	.000	.000	.000	.000	.000	.714

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

	02:15 PM					10:00 AM					05:00 PM					10:00 AM				
+0 mins.	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
+15 mins.	2	0	0	0	2	0	0	0	0	0	**11**	0	0	0	**11**	0	0	0	0	0
+30 mins.	**6**	0	0	0	**6**	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
+45 mins.	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0
Total Volume	14	0	0	0	14	0	0	0	0	0	27	0	0	0	27	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.583	.000	.000	.000	.583	.000	.000	.000	.000	.000	.614	.000	.000	.000	.614	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

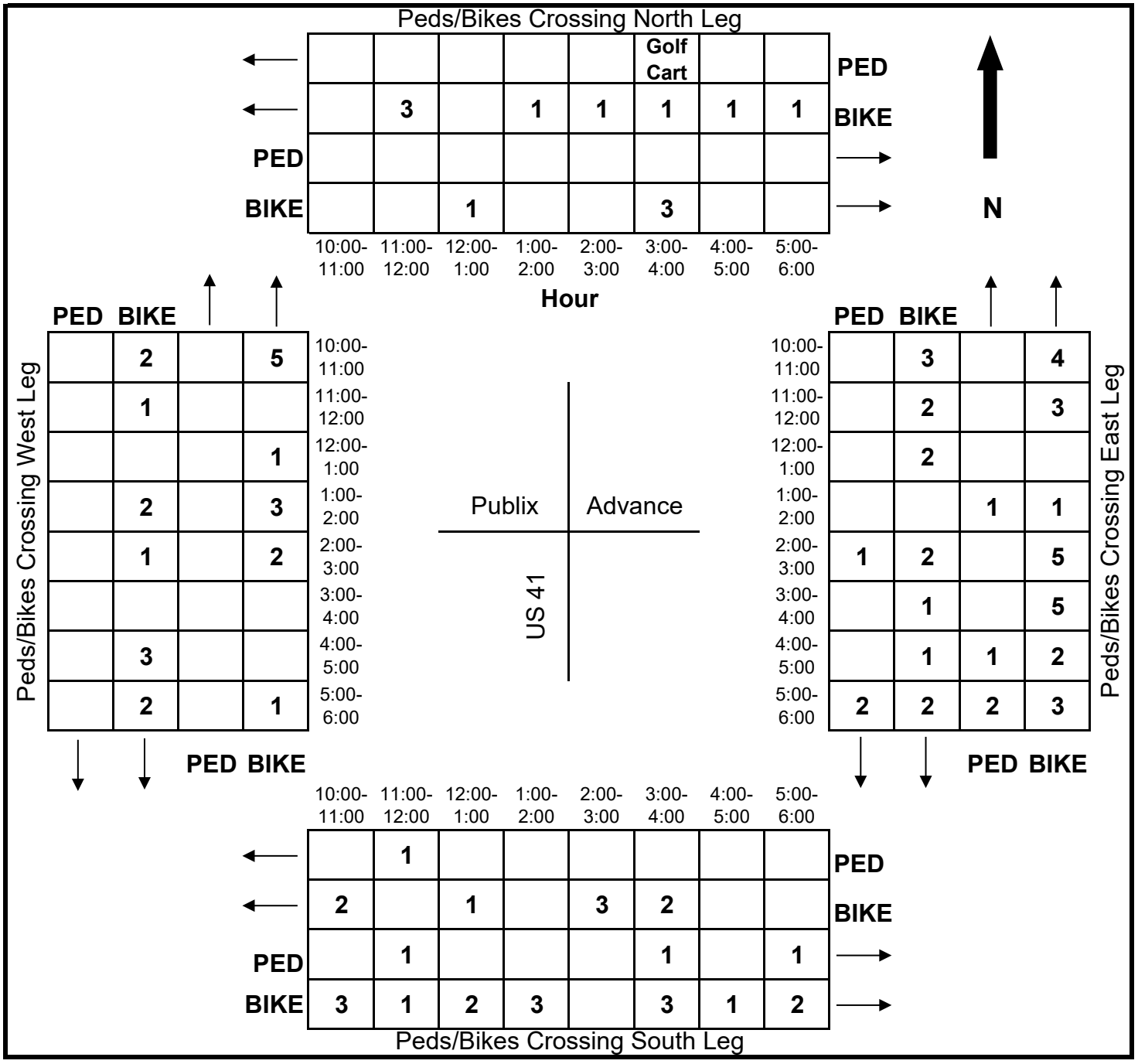
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

Intersection: US 41 at Publix Plaza/Advance Auto Parts

Comments:

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

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

Intersection Turning Movement Count

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : BonitaBeach&Vanderbilt
Site Code : 18025
Start Date : 4/5/2022

Groups Printed- UTurns

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

Intersection Turning Movement Count

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

Groups Printed- UTurns

	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
05:45 PM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	9
Grand Total	2	0	0	0	2	37	0	0	0	37	0	0	0	0	0	24	0	0	0	24	63
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	3.2	0	0	0	3.2	58.7	0	0	0	58.7	0	0	0	0	0	38.1	0	0	0	38.1	

	LUKE STREET Southbound					BONITA BEACH ROAD Westbound					VANDERBILT DRIVE Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
01:00 PM	0	0	0	0	0	**4**	0	0	0	**4**	0	0	0	0	0	**2**	0	0	0	**2**	**6**
Total Volume	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	5	0	0	0	5	13
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.542

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

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

Intersection Pedestrian & Bicycle Count

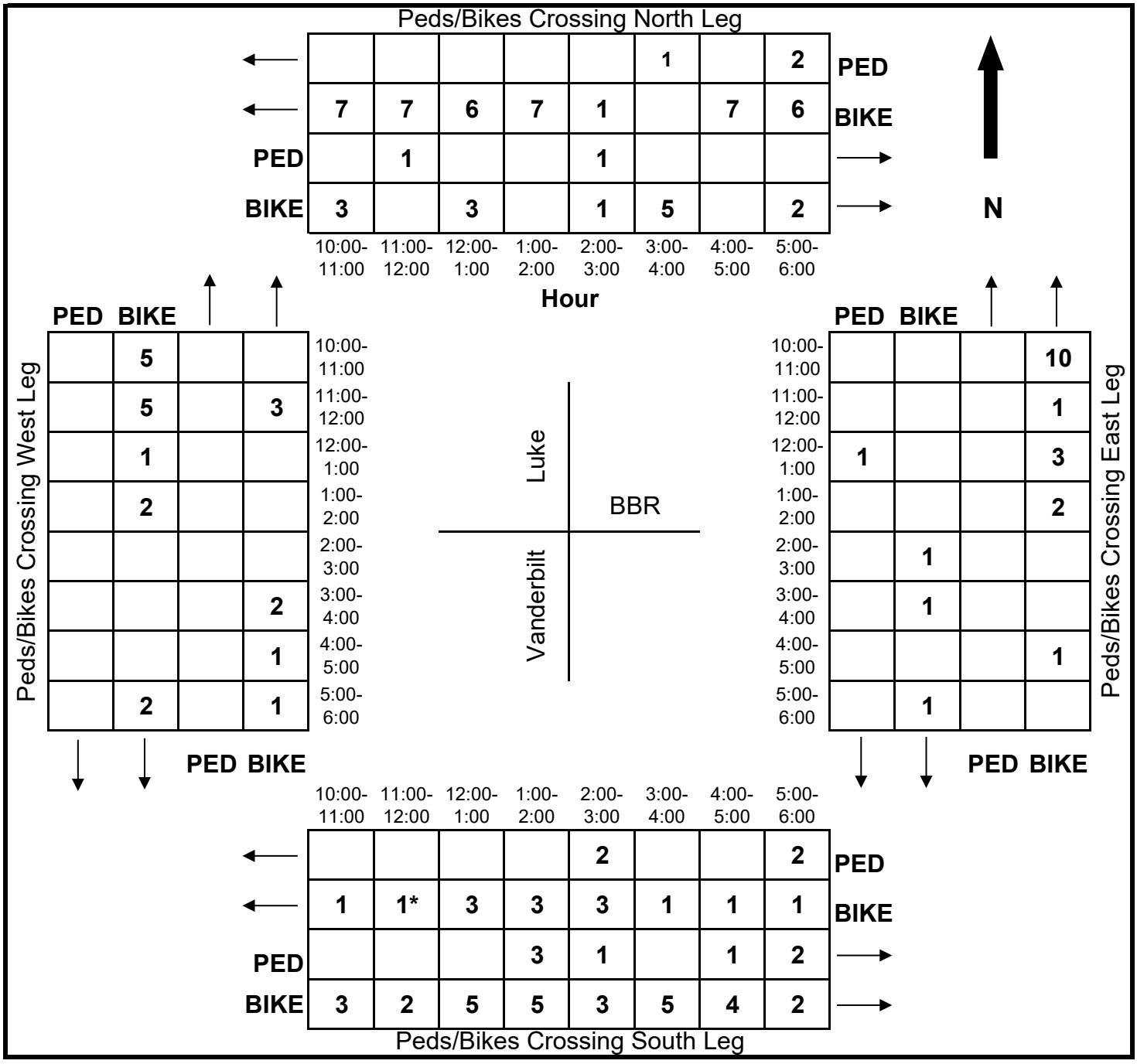
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

Intersection: Bonita Beach Road at Vanderbilt Drive/Luke Street

Comments: ***Scooter**

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

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

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

Intersection Turning Movement Count

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

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

Intersection Turning Movement Count

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

File Name : BonitaBeach&Windsor
Site Code : 18025
Start Date : 4/7/2022

Groups Printed- Passenger Vehicles

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

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles

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

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

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

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

Intersection Turning Movement Count

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

File Name : BonitaBeach&Windsor
Site Code : 18025
Start Date : 4/7/2022

Groups Printed- Heavy Vehicles

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

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
05:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	7	0	7	9
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	3	4
Total	0	1	0	1	0	4	0	4	0	0	1	1	0	20	0	20	26
Grand Total	5	1	11	17	8	183	13	204	1	2	14	17	5	279	4	288	526
Apprch %	29.4	5.9	64.7		3.9	89.7	6.4		5.9	11.8	82.4		1.7	96.9	1.4		
Total %	1	0.2	2.1	3.2	1.5	34.8	2.5	38.8	0.2	0.4	2.7	3.2	1	53	0.8	54.8	

	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	**1**	0	0	**1**	**1**	10	**2**	**13**	0	0	**1**	**1**	0	11	0	11	**26**
10:15 AM	0	0	0	0	0	**12**	0	12	0	0	0	0	0	**12**	0	**12**	24
10:30 AM	0	0	**1**	1	0	4	0	4	0	0	0	0	0	12	0	12	17
10:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	11	0	11	17
Total Volume	1	0	1	2	1	32	2	35	0	0	1	1	0	46	0	46	84
% App. Total	50	0	50		2.9	91.4	5.7		0	0	100		0	100	0		
PHF	.250	.000	.250	.500	.250	.667	.250	.673	.000	.000	.250	.250	.000	.958	.000	.958	.808

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

	10:30 AM				01:00 PM				12:00 PM				02:00 PM			
+0 mins.	0	0	1	1	**2**	**11**	0	**13**	0	0	1	1	0	8	**1**	9
+15 mins.	0	0	0	0	2	6	0	8	0	0	1	1	**1**	**16**	0	**17**
+30 mins.	0	0	1	1	0	6	0	6	0	**1**	0	1	1	9	0	10
+45 mins.	0	0	**2**	**2**	1	8	**1**	10	0	0	**2**	**2**	1	11	0	12
Total Volume	0	0	4	4	5	31	1	37	0	1	4	5	3	44	1	48
% App. Total	0	0	100		13.5	83.8	2.7		0	20	80		6.2	91.7	2.1	
PHF	.000	.000	.500	.500	.625	.705	.250	.712	.000	.250	.500	.625	.750	.688	.250	.706

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
10:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	8	0	0	8	0	0	0	0	3	0	0	3	11
11:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
*** BREAK ***																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
12:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
12:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	2	0	0	2	0	0	0	0	10	0	0	10	12
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
01:15 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	4	0	0	4	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	7	0	0	7	0	0	0	0	3	0	0	3	10
02:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
02:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
*** BREAK ***																	
02:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	4	0	0	4	0	0	0	0	6	0	0	6	10
03:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
03:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
03:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	1	0	0	1	2	0	0	2	0	0	0	0	6	0	0	6	9
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1

Intersection Turning Movement Count

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

Groups Printed- UTurns

	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	0	0	0	0	2	0	0	2	0	0	0	0	4	0	0	4	6
Grand Total	1	0	0	1	26	0	0	26	0	0	0	0	41	0	0	41	68
Apprch %	100	0	0		100	0	0		0	0	0		100	0	0		
Total %	1.5	0	0	1.5	38.2	0	0	38.2	0	0	0	0	60.3	0	0	60.3	

	WINDSOR ROAD Southbound				BONITA BEACH ROAD Westbound				WINDSOR ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**4**	0	0	**4**	**4**
12:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	2	0	0	2	3
12:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	10	0	0	10	12
% App. Total	0	0	0		100	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.625	.000	.000	.625	.750

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

	02:45 PM				10:00 AM				10:00 AM				12:00 PM				
+0 mins.	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	
+15 mins.	0	0	0	0	**4**	0	0	**4**	0	0	0	0	**4**	0	0	**4**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
+45 mins.	**1**	0	0	**1**	2	0	0	2	0	0	0	0	2	0	0	2	
Total Volume	1	0	0	1	8	0	0	8	0	0	0	0	10	0	0	10	
% App. Total	100	0	0		100	0	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.625	.000	.000	.625	

Intersection Pedestrian & Bicycle Count

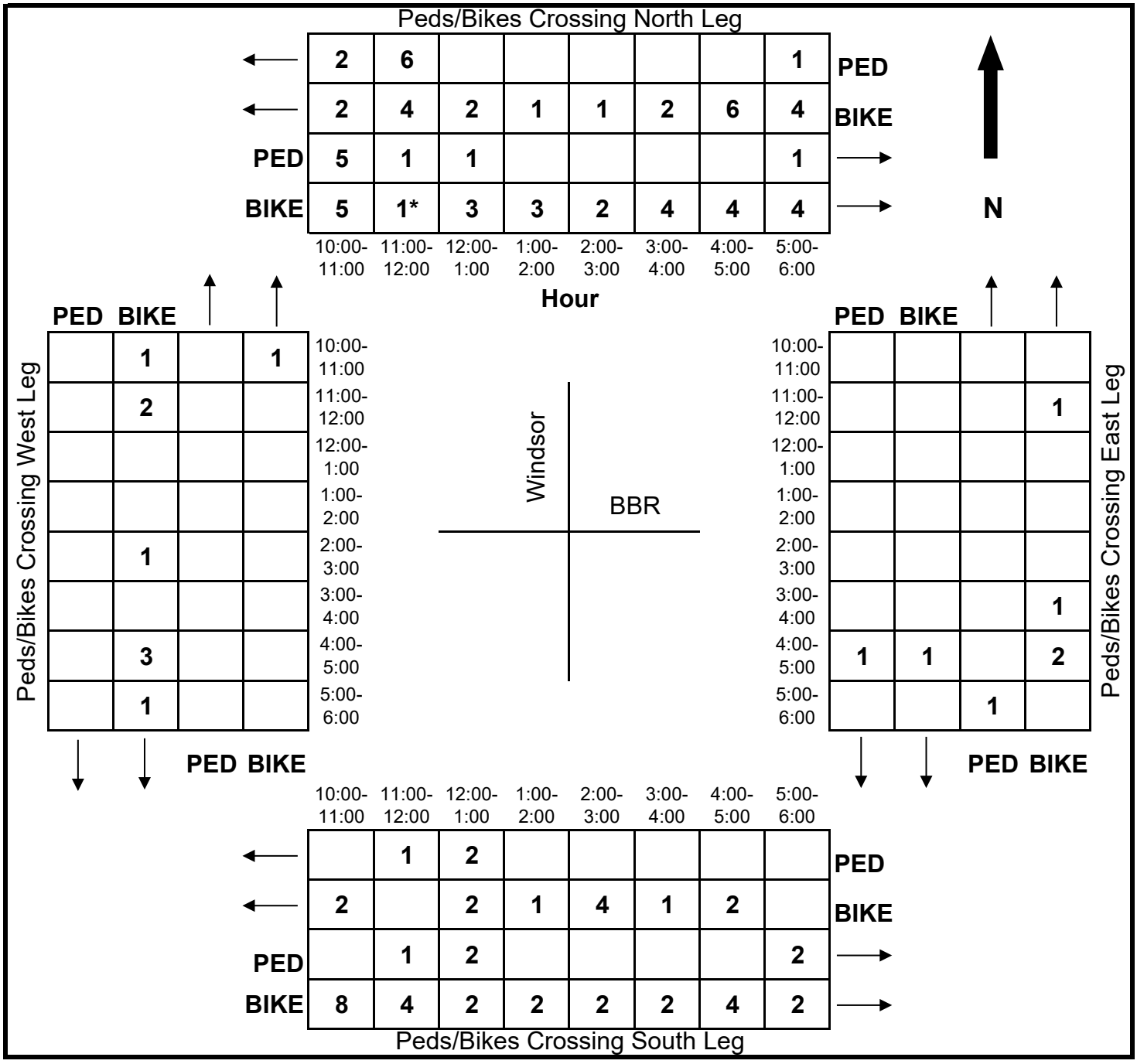
Date: 4/7/22 Day: Thursday

Count Times: 10am-6pm Weather: Rain 5:47-5:55pm

Intersection: Bonita Beach Road at Windsor Road

Comments: ***Scooter**

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	32	1	7	18	58	14	284	30	11	339	4	2	5	5	16	29	220	1	0	250	663
10:15 AM	53	2	16	19	90	16	282	38	11	347	5	2	1	9	17	29	289	2	0	320	774
10:30 AM	41	6	12	21	80	25	340	34	8	407	3	4	3	10	20	40	233	1	0	274	781
10:45 AM	37	7	9	30	83	20	290	42	7	359	5	7	3	7	22	39	286	2	0	327	791
Total	163	16	44	88	311	75	1196	144	37	1452	17	15	12	31	75	137	1028	6	0	1171	3009
11:00 AM	40	2	12	38	92	15	295	51	7	368	5	3	6	11	25	33	277	1	0	311	796
11:15 AM	43	13	28	34	118	26	362	50	5	443	4	5	2	10	21	31	252	1	1	285	867
11:30 AM	52	1	21	30	104	29	308	46	3	386	6	4	11	9	30	38	277	0	1	316	836
11:45 AM	52	4	19	23	98	35	320	29	18	402	11	6	12	4	33	30	310	1	0	341	874
Total	187	20	80	125	412	105	1285	176	33	1599	26	18	31	34	109	132	1116	3	2	1253	3373
12:00 PM	54	2	21	29	106	24	323	41	9	397	9	9	8	14	40	29	322	2	0	353	896
12:15 PM	42	4	19	48	113	20	325	43	17	405	13	8	14	2	37	26	284	6	0	316	871
12:30 PM	46	7	13	23	89	24	286	38	18	366	20	5	12	18	55	27	271	6	0	304	814
12:45 PM	34	2	12	28	76	24	248	36	18	326	12	11	10	15	48	33	315	7	0	355	805
Total	176	15	65	128	384	92	1182	158	62	1494	54	33	44	49	180	115	1192	21	0	1328	3386
01:00 PM	49	9	8	30	96	27	295	34	25	381	8	12	5	12	37	20	303	2	0	325	839
01:15 PM	41	8	7	31	87	19	286	39	10	354	9	10	4	11	34	18	290	6	0	314	789
01:30 PM	53	2	11	23	89	26	283	36	11	356	5	4	0	13	22	25	281	4	0	310	777
01:45 PM	36	5	7	39	87	18	252	38	4	312	14	11	7	17	49	20	310	0	0	330	778
Total	179	24	33	123	359	90	1116	147	50	1403	36	37	16	53	142	83	1184	12	0	1279	3183
02:00 PM	51	5	14	18	88	25	273	35	16	349	4	4	4	12	24	26	319	0	0	345	806
02:15 PM	40	1	7	25	73	18	251	42	6	317	7	4	4	12	27	23	335	0	0	358	775
02:30 PM	53	0	9	24	86	19	247	39	7	312	5	7	7	14	33	22	341	0	0	363	794
02:45 PM	34	3	13	27	77	20	278	46	6	350	7	5	7	8	27	25	320	1	1	347	801
Total	178	9	43	94	324	82	1049	162	35	1328	23	20	22	46	111	96	1315	1	1	1413	3176
03:00 PM	50	5	10	26	91	22	212	26	13	273	10	4	12	11	37	21	324	3	0	348	749
03:15 PM	41	1	9	17	68	15	256	56	12	339	10	8	11	10	39	24	363	0	0	387	833
03:30 PM	49	2	10	30	91	15	243	30	6	294	11	3	6	12	32	23	356	0	0	379	796
03:45 PM	41	2	13	28	84	19	240	54	8	321	14	5	6	7	32	16	328	1	1	346	783
Total	181	10	42	101	334	71	951	166	39	1227	45	20	35	40	140	84	1371	4	1	1460	3161
04:00 PM	44	0	16	34	94	14	208	28	13	263	2	7	9	6	24	34	365	1	0	400	781
04:15 PM	31	2	8	28	69	16	244	32	6	298	9	8	15	12	44	21	328	2	0	351	762
04:30 PM	36	2	11	31	80	13	227	23	9	272	8	6	10	3	27	16	345	0	0	361	740
04:45 PM	23	3	7	37	70	11	245	37	6	299	8	4	12	7	31	25	314	1	0	340	740
Total	134	7	42	130	313	54	924	120	34	1132	27	25	46	28	126	96	1352	4	0	1452	3023

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	33	1	10	25	69	8	235	34	7	284	6	9	16	19	50	17	289	0	0	306	709
05:15 PM	29	3	5	27	64	23	241	33	7	304	8	7	7	17	39	19	307	2	0	328	735
05:30 PM	27	0	16	33	76	17	213	35	9	274	8	5	5	15	33	18	317	1	0	336	719
05:45 PM	33	1	10	26	70	15	242	42	4	303	5	4	4	11	24	15	258	2	0	275	672
Total	122	5	41	111	279	63	931	144	27	1165	27	25	32	62	146	69	1171	5	0	1245	2835
Grand Total	1320	106	390	900	2716	632	8634	1217	317	10800	255	193	238	343	1029	812	9729	56	4	10601	25146
Apprch %	48.6	3.9	14.4	33.1		5.9	79.9	11.3	2.9		24.8	18.8	23.1	33.3		7.7	91.8	0.5	0		
Total %	5.2	0.4	1.6	3.6	10.8	2.5	34.3	4.8	1.3	42.9	1	0.8	0.9	1.4	4.1	3.2	38.7	0.2	0	42.2	
Passenger Vehicles	1310	105	386	892	2693	482	8447	1210	314	10453	252	192	237	338	1019	783	9478	55	4	10320	24485
% Passenger Vehicles	99.2	99.1	99	99.1	99.2	76.3	97.8	99.4	99.1	96.8	98.8	99.5	99.6	98.5	99	96.4	97.4	98.2	100	97.3	97.4
Heavy Vehicles	8	1	4	8	21	3	187	7	3	200	3	1	1	5	10	9	251	1	0	261	492
% Heavy Vehicles	0.6	0.9	1	0.9	0.8	0.5	2.2	0.6	0.9	1.9	1.2	0.5	0.4	1.5	1	1.1	2.6	1.8	0	2.5	2
UTurns	2	0	0	0	2	147	0	0	0	147	0	0	0	0	0	20	0	0	0	20	169
% UTurns	0.2	0	0	0	0.1	23.3	0	0	0	1.4	0	0	0	0	0	2.5	0	0	0	0.2	0.7

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	52	1	**21**	30	104	29	308	**46**	3	386	6	4	11	9	30	**38**	277	0	**1**	316	836
11:45 AM	52	**4**	19	23	98	**35**	320	29	**18**	402	11	6	12	4	33	30	310	1	0	341	874
12:00 PM	**54**	2	21	29	106	24	323	41	9	397	9	**9**	8	**14**	**40**	29	**322**	2	0	**353**	**896**
12:15 PM	42	4	19	**48**	**113**	20	**325**	43	17	**405**	**13**	8	**14**	2	37	26	284	**6**	0	316	871
Total Volume	200	11	80	130	421	108	1276	159	47	1590	39	27	45	29	140	123	1193	9	1	1326	3477
% App. Total	47.5	2.6	19	30.9		6.8	80.3	10	3		27.9	19.3	32.1	20.7		9.3	90	0.7	0.1		
PHF	.926	.688	.952	.677	.931	.771	.982	.864	.653	.981	.750	.750	.804	.518	.875	.809	.926	.375	.250	.939	.970
Passenger Vehicles	198	11	80	128	417	77	1242	158	46	1523	39	27	45	29	140	116	1157	9	1	1283	3363
% Passenger Vehicles	99.0	100	100	98.5	99.0	71.3	97.3	99.4	97.9	95.8	100	100	100	100	100	94.3	97.0	100	100	96.8	96.7
Heavy Vehicles	1	0	0	2	3	0	34	1	1	36	0	0	0	0	0	2	36	0	0	38	77
% Heavy Vehicles	0.5	0	0	1.5	0.7	0	2.7	0.6	2.1	2.3	0	0	0	0	0	1.6	3.0	0	0	2.9	2.2
UTurns	1	0	0	0	1	31	0	0	0	31	0	0	0	0	0	5	0	0	0	5	37
% UTurns	0.5	0	0	0	0.2	28.7	0	0	0	1.9	0	0	0	0	0	4.1	0	0	0	0.4	1.1

Intersection Turning Movement Count

File Name : BonitaBeach&PublixPlaza
Site Code : 18025
Start Date : 4/5/2022
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	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					11:15 AM					12:00 PM					03:15 PM					
+0 mins.	43	**13**	**28**	**34**	**118**	26	**362**	**50**	5	**443**	9	9	8	14	40	24	363	0	0	387	
+15 mins.	52	1	21	30	104	29	308	46	3	386	13	8	**14**	2	37	23	356	0	0	379	
+30 mins.	52	4	19	23	98	**35**	320	29	**18**	402	**20**	5	12	**18**	**55**	16	328	**1**	**1**	346	
+45 mins.	**54**	2	21	29	106	24	323	41	9	397	12	**11**	10	15	48	**34**	**365**	1	0	**400**	
Total Volume	201	20	89	116	426	114	1313	166	35	1628	54	33	44	49	180	97	1412	2	1	1512	
% App. Total	47.2	4.7	20.9	27.2		7	80.7	10.2	2.1		30	18.3	24.4	27.2		6.4	93.4	0.1	0.1		
PHF	.931	.385	.795	.853	.903	.814	.907	.830	.486	.919	.675	.750	.786	.681	.818	.713	.967	.500	.250	.945	
Passenger Vehicles	199	20	88	115	422	83	1282	165	35	1565	53	33	44	47	177	94	1371	2	1	1468	
% Passenger Vehicles	99	100	98.9	99.1	99.1	72.8	97.6	99.4	100	96.1	98.1	100	100	95.9	98.3	96.9	97.1	100	100	97.1	
Heavy Vehicles	1	0	1	1	3	0	31	1	0	32	1	0	0	2	3	1	41	0	0	42	
% Heavy Vehicles	0.5	0	1.1	0.9	0.7	0	2.4	0.6	0	2	1.9	0	0	4.1	1.7	1	2.9	0	0	2.8	
UTurns	1	0	0	0	1	31	0	0	0	31	0	0	0	0	0	2	0	0	0	2	
% UTurns	0.5	0	0	0	0.2	27.2	0	0	0	1.9	0	0	0	0	0	2.1	0	0	0	0.1	

Intersection Turning Movement Count

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

File Name : BonitaBeach&PublixPlaza
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	32	1	7	18	58	12	277	30	11	330	4	2	5	5	16	29	214	1	0	244	648
10:15 AM	52	2	16	19	89	14	271	37	11	333	5	2	1	8	16	27	280	2	0	309	747
10:30 AM	41	5	12	21	79	20	327	34	8	389	3	4	2	10	19	38	227	1	0	266	753
10:45 AM	37	7	9	30	83	12	285	41	7	345	5	7	3	7	22	37	275	2	0	314	764
Total	162	15	44	88	309	58	1160	142	37	1397	17	15	11	30	73	131	996	6	0	1133	2912
11:00 AM	40	2	11	38	91	10	289	50	7	356	5	3	6	11	25	32	271	1	0	304	776
11:15 AM	43	13	27	33	116	19	353	50	5	427	4	5	2	10	21	31	245	1	1	278	842
11:30 AM	50	1	21	30	102	21	302	45	3	371	6	4	11	9	30	38	267	0	1	306	809
11:45 AM	52	4	19	23	98	26	312	29	18	385	11	6	12	4	33	27	300	1	0	328	844
Total	185	20	78	124	407	76	1256	174	33	1539	26	18	31	34	109	128	1083	3	2	1216	3271
12:00 PM	54	2	21	29	106	17	315	41	9	382	9	9	8	14	40	28	314	2	0	344	872
12:15 PM	42	4	19	46	111	13	313	43	16	385	13	8	14	2	37	23	276	6	0	305	838
12:30 PM	46	7	13	23	89	16	275	38	18	347	20	5	12	18	55	26	260	5	0	291	782
12:45 PM	34	2	12	28	76	17	245	36	18	316	11	11	10	13	45	32	305	7	0	344	781
Total	176	15	65	126	382	63	1148	158	61	1430	53	33	44	47	177	109	1155	20	0	1284	3273
01:00 PM	49	9	8	30	96	23	293	34	25	375	7	12	5	12	36	20	298	2	0	320	827
01:15 PM	40	8	7	30	85	13	277	39	9	338	9	10	4	11	34	16	288	6	0	310	767
01:30 PM	53	2	11	23	89	15	277	36	11	339	5	4	0	12	21	24	273	4	0	301	750
01:45 PM	36	5	7	39	87	16	245	38	4	303	14	11	7	17	49	20	305	0	0	325	764
Total	178	24	33	122	357	67	1092	147	49	1355	35	37	16	52	140	80	1164	12	0	1256	3108
02:00 PM	50	5	13	18	86	18	267	35	16	336	4	4	4	12	24	26	305	0	0	331	777
02:15 PM	40	1	7	25	73	16	243	42	6	307	6	4	4	12	26	20	328	0	0	348	754
02:30 PM	52	0	9	23	84	15	240	37	7	299	5	7	7	14	33	20	332	0	0	352	768
02:45 PM	33	3	13	27	76	15	272	45	6	338	7	5	7	8	27	25	318	1	1	345	786
Total	175	9	42	93	319	64	1022	159	35	1280	22	20	22	46	110	91	1283	1	1	1376	3085
03:00 PM	50	5	10	25	90	18	207	26	13	264	10	4	12	11	37	21	314	3	0	338	729
03:15 PM	41	1	9	17	68	11	251	56	11	329	10	8	11	9	38	23	349	0	0	372	807
03:30 PM	48	2	10	29	89	13	241	30	6	290	11	3	6	12	32	23	346	0	0	369	780
03:45 PM	41	2	13	28	84	16	236	54	8	314	14	5	6	7	32	16	317	1	1	335	765
Total	180	10	42	99	331	58	935	166	38	1197	45	20	35	39	139	83	1326	4	1	1414	3081
04:00 PM	44	0	16	34	94	11	205	28	13	257	2	7	9	6	24	32	359	1	0	392	767
04:15 PM	31	2	8	28	69	15	239	32	6	292	9	8	15	12	44	20	324	2	0	346	751
04:30 PM	36	2	11	31	80	10	222	23	9	264	8	6	10	3	27	16	342	0	0	358	729
04:45 PM	23	3	7	37	70	10	244	37	6	297	8	3	12	7	30	25	301	1	0	327	724
Total	134	7	42	130	313	46	910	120	34	1110	27	24	46	28	125	93	1326	4	0	1423	2971

Intersection Turning Movement Count

File Name : BonitaBeach&PublixPlaza
Site Code : 18025
Start Date : 4/5/2022

Groups Printed- Passenger Vehicles

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	32	1	10	25	68	8	233	34	7	282	6	9	16	19	50	16	284	0	0	300	700
05:15 PM	28	3	5	26	62	15	237	33	7	292	8	7	7	17	39	19	301	2	0	322	715
05:30 PM	27	0	15	33	75	14	213	35	9	271	8	5	5	15	33	18	305	1	0	324	703
05:45 PM	33	1	10	26	70	13	241	42	4	300	5	4	4	11	24	15	255	2	0	272	666
Total	120	5	40	110	275	50	924	144	27	1145	27	25	32	62	146	68	1145	5	0	1218	2784
Grand Total	1310	105	386	892	2693	482	8447	1210	314	10453	252	192	237	338	1019	783	9478	55	4	10320	24485
Apprch %	48.6	3.9	14.3	33.1		4.6	80.8	11.6	3		24.7	18.8	23.3	33.2		7.6	91.8	0.5	0		
Total %	5.4	0.4	1.6	3.6	11	2	34.5	4.9	1.3	42.7	1	0.8	1	1.4	4.2	3.2	38.7	0.2	0	42.1	

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	43	**13**	**27**	**33**	**116**	19	**353**	**50**	5	**427**	4	5	2	10	21	31	245	1	**1**	278	842
11:30 AM	50	1	21	30	102	21	302	45	3	371	6	4	11	9	30	**38**	267	0	1	306	809
11:45 AM	52	4	19	23	98	**26**	312	29	**18**	385	**11**	6	**12**	4	33	27	300	1	0	328	844
12:00 PM	**54**	2	21	29	106	17	315	41	9	382	9	**9**	8	**14**	**40**	28	**314**	**2**	0	**344**	**872**
Total Volume	199	20	88	115	422	83	1282	165	35	1565	30	24	33	37	124	124	1126	4	2	1256	3367
% App. Total	47.2	4.7	20.9	27.3		5.3	81.9	10.5	2.2		24.2	19.4	26.6	29.8		9.9	89.6	0.3	0.2		
PHF	.921	.385	.815	.871	.909	.798	.908	.825	.486	.916	.682	.667	.688	.661	.775	.816	.896	.500	.500	.913	.965

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

	11:15 AM					11:15 AM					12:00 PM					03:15 PM				
+0 mins.	43	**13**	**27**	**33**	**116**	19	**353**	**50**	5	**427**	9	9	8	14	40	23	349	0	0	372
+15 mins.	50	1	21	30	102	21	302	45	3	371	13	8	**14**	2	37	23	346	0	0	369
+30 mins.	52	4	19	23	98	**26**	312	29	**18**	385	**20**	5	12	**18**	**55**	16	317	**1**	**1**	335
+45 mins.	**54**	2	21	29	106	17	315	41	9	382	11	**11**	10	13	45	**32**	**359**	1	0	**392**
Total Volume	199	20	88	115	422	83	1282	165	35	1565	53	33	44	47	177	94	1371	2	1	1468
% App. Total	47.2	4.7	20.9	27.3		5.3	81.9	10.5	2.2		29.9	18.6	24.9	26.6		6.4	93.4	0.1	0.1	
PHF	.921	.385	.815	.871	.909	.798	.908	.825	.486	.916	.663	.750	.786	.653	.805	.734	.955	.500	.250	.936

Intersection Turning Movement Count

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

File Name : BonitaBeach&PublixPlaza
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Heavy Vehicles

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	6	0	0	6	14
10:15 AM	1	0	0	0	1	1	11	1	0	13	0	0	0	1	1	1	9	0	0	10	25
10:30 AM	0	1	0	0	1	0	13	0	0	13	0	0	1	0	1	1	6	0	0	7	22
10:45 AM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	11	0	0	11	17
Total	1	1	0	0	2	2	36	2	0	40	0	0	1	1	2	2	32	0	0	34	78
11:00 AM	0	0	1	0	1	0	6	1	0	7	0	0	0	0	0	0	6	0	0	6	14
11:15 AM	0	0	1	1	2	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	18
11:30 AM	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	0	10	0	0	10	18
11:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18
Total	1	0	2	1	4	0	29	2	0	31	0	0	0	0	0	0	33	0	0	33	68
12:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
12:15 PM	0	0	0	2	2	0	12	0	1	13	0	0	0	0	0	2	8	0	0	10	25
12:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	11	1	0	13	24
12:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	2	3	1	10	0	0	11	17
Total	0	0	0	2	2	0	34	0	1	35	1	0	0	2	3	4	37	1	0	42	82
01:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	8
01:15 PM	1	0	0	1	2	0	9	0	1	10	0	0	0	0	0	1	2	0	0	3	15
01:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	1	1	0	8	0	0	8	15
01:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
Total	1	0	0	1	2	0	24	0	1	25	1	0	0	1	2	1	20	0	0	21	50
02:00 PM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	22
02:15 PM	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	7	0	0	7	16
02:30 PM	1	0	0	1	2	0	7	2	0	9	0	0	0	0	0	1	9	0	0	10	21
02:45 PM	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	0	2	0	0	2	10
Total	3	0	1	1	5	0	27	3	0	30	1	0	0	0	1	1	32	0	0	33	69
03:00 PM	0	0	0	1	1	1	5	0	0	6	0	0	0	0	0	0	10	0	0	10	17
03:15 PM	0	0	0	0	0	0	5	0	1	6	0	0	0	1	1	0	14	0	0	14	21
03:30 PM	1	0	0	1	2	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	14
03:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	15
Total	1	0	0	2	3	1	16	0	1	18	0	0	0	1	1	0	45	0	0	45	67
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	10
04:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
04:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	13	0	0	13	15
Total	0	0	0	0	0	0	14	0	0	14	0	1	0	0	1	1	26	0	0	27	42

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	8
05:15 PM	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	11
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	13
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	1	0	1	1	3	0	7	0	0	7	0	0	0	0	0	0	26	0	0	26	36
Grand Total	8	1	4	8	21	3	187	7	3	200	3	1	1	5	10	9	251	1	0	261	492
Apprch %	38.1	4.8	19	38.1		1.5	93.5	3.5	1.5		30	10	10	50		3.4	96.2	0.4	0		
Total %	1.6	0.2	0.8	1.6	4.3	0.6	38	1.4	0.6	40.7	0.6	0.2	0.2	1	2	1.8	51	0.2	0	53	

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18
12:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
12:15 PM	0	0	0	**2**	**2**	0	**12**	0	**1**	**13**	0	0	0	0	0	**2**	8	0	0	10	**25**
12:30 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	**11**	**1**	0	**13**	24
Total Volume	0	0	0	2	2	0	39	0	1	40	0	0	0	0	0	3	37	1	0	41	83
% App. Total	0	0	0	100		0	97.5	0	2.5		0	0	0	0		7.3	90.2	2.4	0		
PHF	.000	.000	.000	.250	.250	.000	.813	.000	.250	.769	.000	.000	.000	.000	.000	.375	.841	.250	.000	.788	.830

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

	02:00 PM					10:00 AM					12:45 PM					03:00 PM				
+0 mins.	**1**	0	**1**	0	**2**	**1**	7	0	0	8	**1**	0	0	**2**	**3**	0	10	0	0	10
+15 mins.	0	0	0	0	0	1	11	**1**	0	**13**	1	0	0	0	1	0	**14**	0	0	**14**
+30 mins.	1	0	0	**1**	2	0	**13**	0	0	13	0	0	0	0	0	0	10	0	0	10
+45 mins.	1	0	0	0	1	0	5	1	0	6	0	0	0	1	1	0	11	0	0	11
Total Volume	3	0	1	1	5	2	36	2	0	40	2	0	0	3	5	0	45	0	0	45
% App. Total	60	0	20	20		5	90	5	0		40	0	0	60		0	100	0	0	
PHF	.750	.000	.250	.250	.625	.500	.692	.500	.000	.769	.500	.000	.000	.375	.417	.000	.804	.000	.000	.804

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
10:30 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	6
10:45 AM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	2	0	0	0	2	10
Total	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	4	0	0	0	4	19
11:00 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	6
11:15 AM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
11:30 AM	1	0	0	0	1	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	9
11:45 AM	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	3	0	0	0	3	12
Total	1	0	0	0	1	29	0	0	0	29	0	0	0	0	0	4	0	0	0	4	34
12:00 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	8
12:15 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	8
12:30 PM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
12:45 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	29	0	0	0	29	0	0	0	0	0	2	0	0	0	2	31
01:00 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
01:15 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	7
01:30 PM	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	1	0	0	0	1	12
01:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	2	0	0	0	2	25
02:00 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
02:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	5
02:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
02:45 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	4	0	0	0	4	22
03:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
03:15 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
03:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	1	0	0	0	1	13
04:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
04:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	2	0	0	0	2	10

Intersection Turning Movement Count

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

Groups Printed- UTurns

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	1	0	0	0	1	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	9
05:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	0	0	1	13	0	0	0	13	0	0	0	0	0	1	0	0	0	1	15
Grand Total	2	0	0	0	2	147	0	0	0	147	0	0	0	0	0	20	0	0	0	20	169
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	1.2	0	0	0	1.2	87	0	0	0	87	0	0	0	0	0	11.8	0	0	0	11.8	

	PUBLIX PLAZA Southbound					BONITA BEACH ROAD Westbound					DRIVEWAY Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	**1**	0	0	0	**1**	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	9
11:45 AM	0	0	0	0	0	**9**	0	0	0	**9**	0	0	0	0	0	**3**	0	0	0	**3**	**12**
12:00 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	8
12:15 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	8
Total Volume	1	0	0	0	1	31	0	0	0	31	0	0	0	0	0	5	0	0	0	5	37
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.861	.000	.000	.000	.861	.000	.000	.000	.000	.000	.417	.000	.000	.000	.417	.771

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

	10:45 AM					11:15 AM					10:00 AM					10:15 AM					
+0 mins.	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	
+15 mins.	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	1	0	0	0	1	
+30 mins.	0	0	0	0	0	**9**	0	0	0	**9**	0	0	0	0	0	**2**	0	0	0	**2**	
+45 mins.	**1**	0	0	0	**1**	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	
Total Volume	1	0	0	0	1	31	0	0	0	31	0	0	0	0	0	5	0	0	0	5	
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.861	.000	.000	.000	.861	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	

Intersection Pedestrian & Bicycle Count

Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

Intersection: Bonita Beach Road at Publix Plaza

Comments:

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

Peds/Bikes Crossing North Leg

	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00
PED			1			1		
BIKE	4	5	2	3	2		4	2
PED								1
BIKE	2		2		1	2	3	1

Hour

N

Peds/Bikes Crossing West Leg

Hour	PED	BIKE
10:00-11:00	4	
11:00-12:00		1
12:00-1:00		2
1:00-2:00		2
2:00-3:00	2	2
3:00-4:00	2	
4:00-5:00		
5:00-6:00	3	

	PED	BIKE
	3	2
	1	1
	2	
	2	
	1	3
	4	
	2	

Peds/Bikes Crossing East Leg

Hour	PED	BIKE
10:00-11:00		
11:00-12:00		
12:00-1:00		
1:00-2:00		
2:00-3:00		
3:00-4:00		
4:00-5:00	1	
5:00-6:00		

	PED	BIKE
		1
	1	

Publix Plaza

BBR

Peds/Bikes Crossing South Leg

	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00
PED	1		2				2	
BIKE	5	1	2	2	2		1	
PED			3					
BIKE	4		8	4	3	2		

Intersection Turning Movement Count

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

File Name : BonitaBeach&Beaumont
Site Code : 18025
Start Date : 4/5/2022

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	0	0	0	0	0	9	9	0	0	15	15	24
10:15 AM	0	0	0	0	0	0	17	17	0	0	13	13	30
10:30 AM	0	0	0	0	0	0	19	19	0	0	11	11	30
10:45 AM	0	0	0	0	0	0	17	17	0	0	16	16	33
Total	0	0	0	0	0	0	62	62	0	0	55	55	117
11:00 AM	0	0	0	0	0	0	14	14	0	0	19	19	33
11:15 AM	0	0	0	0	0	0	22	22	0	0	21	21	43
11:30 AM	0	0	0	0	0	0	21	21	0	0	23	23	44
11:45 AM	0	0	0	0	0	0	20	20	0	0	25	25	45
Total	0	0	0	0	0	0	77	77	0	0	88	88	165
12:00 PM	0	0	0	0	0	0	18	18	0	0	24	24	42
12:15 PM	0	0	0	0	1	0	25	26	0	0	16	16	42
12:30 PM	0	0	0	0	0	0	34	34	0	0	15	15	49
12:45 PM	0	0	0	0	0	0	29	29	0	0	19	19	48
Total	0	0	0	0	1	0	106	107	0	0	74	74	181
01:00 PM	0	0	0	0	0	0	18	18	0	0	13	13	31
01:15 PM	0	0	0	0	0	0	28	28	0	0	20	20	48
01:30 PM	0	0	0	0	0	0	24	24	0	0	17	17	41
01:45 PM	0	0	0	0	0	0	14	14	0	0	18	18	32
Total	0	0	0	0	0	0	84	84	0	0	68	68	152
02:00 PM	0	0	0	0	0	0	26	26	0	0	21	21	47
02:15 PM	0	0	0	0	0	0	24	24	0	0	16	16	40
02:30 PM	0	0	0	0	0	0	22	22	0	0	8	8	30
02:45 PM	0	0	0	0	0	0	26	26	0	0	13	13	39
Total	0	0	0	0	0	0	98	98	0	0	58	58	156
03:00 PM	0	0	0	0	0	0	24	24	0	0	15	15	39
03:15 PM	0	0	0	0	0	0	22	22	0	0	19	19	41
03:30 PM	0	0	0	0	0	0	21	21	0	0	15	15	36
03:45 PM	0	0	0	0	0	0	16	16	0	0	9	9	25
Total	0	0	0	0	0	0	83	83	0	0	58	58	141
04:00 PM	0	0	0	0	0	0	18	18	0	0	10	10	28
04:15 PM	0	0	0	0	0	0	22	22	0	0	10	10	32
04:30 PM	0	0	0	0	0	0	19	19	0	0	11	11	30
04:45 PM	0	0	0	0	0	0	16	16	0	0	9	9	25
Total	0	0	0	0	0	0	75	75	0	0	40	40	115
05:00 PM	0	0	0	0	0	0	12	12	0	0	6	6	18
05:15 PM	0	0	0	0	0	0	18	18	0	0	9	9	27
05:30 PM	0	0	0	0	0	0	12	12	0	0	7	7	19
05:45 PM	0	0	0	0	0	0	15	15	0	0	10	10	25
Total	0	0	0	0	0	0	57	57	0	0	32	32	89
Grand Total	0	0	0	0	1	0	642	643	0	0	473	473	1116
Apprch %	0	0	0		0.2	0	99.8		0	0	100		
Total %	0	0	0	0	0.1	0	57.5	57.6	0	0	42.4	42.4	
Passenger Vehicles	0	0	0	0	0	0	632	632	0	0	460	460	1092
% Passenger Vehicles	0	0	0	0	0	0	98.4	98.3	0	0	97.3	97.3	97.8
Heavy Vehicles	0	0	0	0	0	0	10	10	0	0	13	13	23
% Heavy Vehicles	0	0	0	0	0	0	1.6	1.6	0	0	2.7	2.7	2.1
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	1
% UTurns	0	0	0	0	100	0	0	0.2	0	0	0	0	0.1

Intersection Turning Movement Count

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

	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	0	0	0	0	0	0	18	18	0	0	**24**	**24**	42
12:15 PM	0	0	0	0	**1**	0	25	26	0	0	16	16	42
12:30 PM	0	0	0	0	0	0	**34**	**34**	0	0	15	15	**49**
12:45 PM	0	0	0	0	0	0	29	29	0	0	19	19	48
Total Volume	0	0	0	0	1	0	106	107	0	0	74	74	181
% App. Total	0	0	0		0.9	0	99.1		0	0	100		
PHF	.000	.000	.000	.000	.250	.000	.779	.787	.000	.000	.771	.771	.923
Passenger Vehicles	0	0	0	0	0	0	106	106	0	0	71	71	177
% Passenger Vehicles	0	0	0	0	0	0	100	99.1	0	0	95.9	95.9	97.8
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	3	3	3
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	4.1	4.1	1.7
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	1
% UTurns	0	0	0	0	100	0	0	0.9	0	0	0	0	0.6

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

	10:00 AM				12:30 PM				11:15 AM				
+0 mins.	0	0	0	0	0	0	**34**	**34**	0	0	21	21	
+15 mins.	0	0	0	0	0	0	29	29	0	0	23	23	
+30 mins.	0	0	0	0	0	0	18	18	0	0	**25**	**25**	
+45 mins.	0	0	0	0	0	0	28	28	0	0	24	24	
Total Volume	0	0	0	0	0	0	109	109	0	0	93	93	
% App. Total	0	0	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.801	.801	.000	.000	.930	.930	
Passenger Vehicles	0	0	0	0	0	0	106	106	0	0	91	91	
% Passenger Vehicles	0	0	0	0	0	0	97.2	97.2	0	0	97.8	97.8	
Heavy Vehicles	0	0	0	0	0	0	3	3	0	0	2	2	
% Heavy Vehicles	0	0	0	0	0	0	2.8	2.8	0	0	2.2	2.2	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	0	0	0	0	0	9	9	0	0	14	14	23
10:15 AM	0	0	0	0	0	0	17	17	0	0	12	12	29
10:30 AM	0	0	0	0	0	0	19	19	0	0	11	11	30
10:45 AM	0	0	0	0	0	0	17	17	0	0	16	16	33
Total	0	0	0	0	0	0	62	62	0	0	53	53	115
11:00 AM	0	0	0	0	0	0	14	14	0	0	18	18	32
11:15 AM	0	0	0	0	0	0	19	19	0	0	21	21	40
11:30 AM	0	0	0	0	0	0	21	21	0	0	22	22	43
11:45 AM	0	0	0	0	0	0	20	20	0	0	24	24	44
Total	0	0	0	0	0	0	74	74	0	0	85	85	159
12:00 PM	0	0	0	0	0	0	18	18	0	0	24	24	42
12:15 PM	0	0	0	0	0	0	25	25	0	0	16	16	41
12:30 PM	0	0	0	0	0	0	34	34	0	0	13	13	47
12:45 PM	0	0	0	0	0	0	29	29	0	0	18	18	47
Total	0	0	0	0	0	0	106	106	0	0	71	71	177
01:00 PM	0	0	0	0	0	0	17	17	0	0	13	13	30
01:15 PM	0	0	0	0	0	0	26	26	0	0	20	20	46
01:30 PM	0	0	0	0	0	0	24	24	0	0	16	16	40
01:45 PM	0	0	0	0	0	0	14	14	0	0	17	17	31
Total	0	0	0	0	0	0	81	81	0	0	66	66	147
02:00 PM	0	0	0	0	0	0	26	26	0	0	21	21	47
02:15 PM	0	0	0	0	0	0	21	21	0	0	16	16	37
02:30 PM	0	0	0	0	0	0	22	22	0	0	8	8	30
02:45 PM	0	0	0	0	0	0	26	26	0	0	13	13	39
Total	0	0	0	0	0	0	95	95	0	0	58	58	153
03:00 PM	0	0	0	0	0	0	24	24	0	0	15	15	39
03:15 PM	0	0	0	0	0	0	22	22	0	0	19	19	41
03:30 PM	0	0	0	0	0	0	21	21	0	0	15	15	36
03:45 PM	0	0	0	0	0	0	16	16	0	0	9	9	25
Total	0	0	0	0	0	0	83	83	0	0	58	58	141
04:00 PM	0	0	0	0	0	0	18	18	0	0	10	10	28
04:15 PM	0	0	0	0	0	0	22	22	0	0	9	9	31
04:30 PM	0	0	0	0	0	0	18	18	0	0	10	10	28
04:45 PM	0	0	0	0	0	0	16	16	0	0	9	9	25
Total	0	0	0	0	0	0	74	74	0	0	38	38	112
05:00 PM	0	0	0	0	0	0	12	12	0	0	6	6	18
05:15 PM	0	0	0	0	0	0	18	18	0	0	9	9	27
05:30 PM	0	0	0	0	0	0	12	12	0	0	7	7	19
05:45 PM	0	0	0	0	0	0	15	15	0	0	9	9	24
Total	0	0	0	0	0	0	57	57	0	0	31	31	88
Grand Total	0	0	0	0	0	0	632	632	0	0	460	460	1092
Apprch %	0	0	0		0	0	100		0	0	100		
Total %	0	0	0	0	0	0	57.9	57.9	0	0	42.1	42.1	

Intersection Turning Movement Count

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

	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	0	0	0	0	0	0	18	18	0	0	**24**	**24**	42
12:15 PM	0	0	0	0	0	0	25	25	0	0	16	16	41
12:30 PM	0	0	0	0	0	0	**34**	**34**	0	0	13	13	**47**
12:45 PM	0	0	0	0	0	0	29	29	0	0	18	18	47
Total Volume	0	0	0	0	0	0	106	106	0	0	71	71	177
% App. Total	0	0	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.779	.779	.000	.000	.740	.740	.941

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

	10:00 AM				12:00 PM				11:15 AM				
+0 mins.	0	0	0	0	0	0	18	18	0	0	21	21	
+15 mins.	0	0	0	0	0	0	25	25	0	0	22	22	
+30 mins.	0	0	0	0	0	0	**34**	**34**	0	0	**24**	**24**	
+45 mins.	0	0	0	0	0	0	29	29	0	0	24	24	
Total Volume	0	0	0	0	0	0	106	106	0	0	91	91	
% App. Total	0	0	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.779	.779	.000	.000	.948	.948	

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	0	2	2	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
11:15 AM	0	0	0	0	0	0	3	3	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	3	3	0	0	3	3	6
*** BREAK ***													
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	2	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	3	3	3
01:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	2	2	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	3	3	0	0	2	2	5
*** BREAK ***													
02:15 PM	0	0	0	0	0	0	3	3	0	0	0	0	3
*** BREAK ***													
Total	0	0	0	0	0	0	3	3	0	0	0	0	3
*** BREAK ***													
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	1	1	2
*** BREAK ***													
Total	0	0	0	0	0	0	1	1	0	0	2	2	3
*** BREAK ***													
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	10	10	0	0	13	13	23
Apprch %	0	0	0		0	0	100		0	0	100		
Total %	0	0	0	0	0	0	43.5	43.5	0	0	56.5	56.5	

	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
11:15 AM	0	0	0	0	0	0	**3**	**3**	0	0	0	0	**3**
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	3	3	0	0	3	3	6
% App. Total	0	0	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.750	.750	.500

Intersection Turning Movement Count

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

	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	10:00 AM				10:30 AM				11:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	
+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	1	1	
+45 mins.	0	0	0	0	0	0	**3**	**3**	0	0	1	1	
Total Volume	0	0	0	0	0	0	3	3	0	0	3	3	
% App. Total	0	0	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.750	.750	

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
12:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***													
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	

	BONITA BEACH ROAD Westbound				BEAUMONT ROAD Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	**1**
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

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

	10:00 AM				11:30 AM				10:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

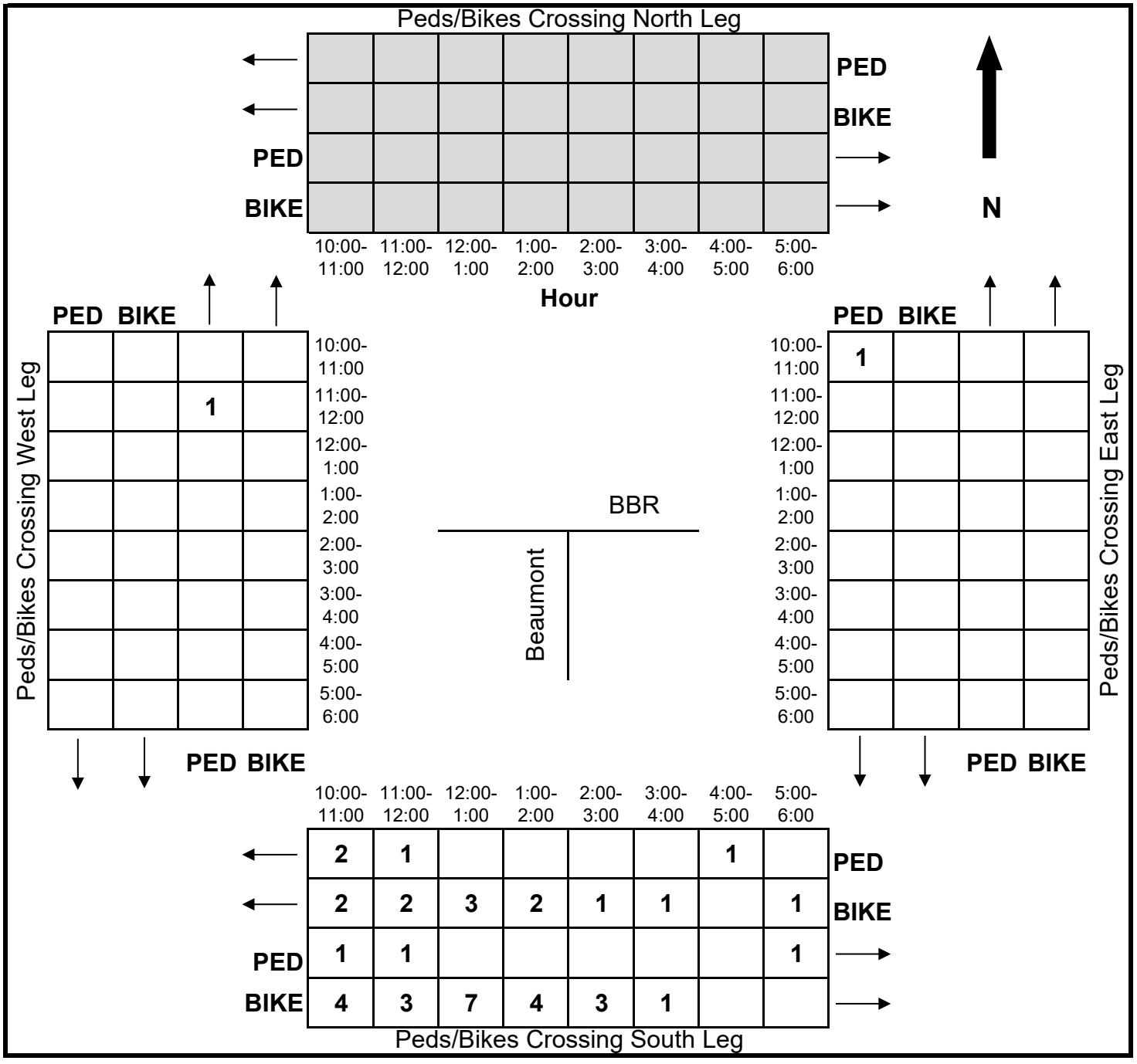
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

Intersection: Bonita Beach Road at Beaumont 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&Crown
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	0	7	7	0	0	4	4	0	0	23	23	0	0	29	29	63
10:15 AM	0	0	9	9	0	0	7	7	0	0	26	26	0	0	29	29	71
10:30 AM	1	0	8	9	0	0	4	4	0	0	28	28	0	0	29	29	70
10:45 AM	0	0	8	8	0	0	1	1	0	0	25	25	0	0	40	40	74
Total	1	0	32	33	0	0	16	16	0	0	102	102	0	0	127	127	278
11:00 AM	0	0	9	9	0	0	1	1	0	0	34	34	0	0	36	36	80
11:15 AM	1	0	11	12	0	0	5	5	0	0	27	27	0	0	32	32	76
11:30 AM	0	0	5	5	0	0	2	2	0	0	29	29	0	0	26	26	62
11:45 AM	0	0	5	5	0	0	2	2	0	0	28	28	0	0	42	42	77
Total	1	0	30	31	0	0	10	10	0	0	118	118	0	0	136	136	295
12:00 PM	0	0	6	6	0	0	2	2	0	0	29	29	0	0	36	36	73
12:15 PM	0	0	5	5	0	0	7	7	0	0	30	30	0	0	30	30	72
12:30 PM	0	0	10	10	0	0	2	2	0	0	35	35	0	0	44	44	91
12:45 PM	0	0	5	5	0	0	4	4	0	0	44	44	0	0	29	29	82
Total	0	0	26	26	0	0	15	15	0	0	138	138	0	0	139	139	318
01:00 PM	0	0	6	6	0	0	3	3	0	0	29	29	0	0	32	32	70
01:15 PM	0	0	8	8	0	0	6	6	0	0	25	25	0	0	43	43	82
01:30 PM	0	0	8	8	0	0	5	5	0	0	32	32	0	0	33	33	78
01:45 PM	1	0	6	7	0	0	4	4	0	0	34	34	0	0	27	27	72
Total	1	0	28	29	0	0	18	18	0	0	120	120	0	0	135	135	302
02:00 PM	0	0	7	7	0	0	2	2	0	0	40	40	0	0	33	33	82
02:15 PM	0	0	8	8	0	0	6	6	0	0	39	39	0	0	30	30	83
02:30 PM	0	0	5	5	0	0	6	6	0	0	26	26	0	0	43	43	80
02:45 PM	0	0	13	13	0	0	12	12	0	0	32	32	0	0	25	25	82
Total	0	0	33	33	0	0	26	26	0	0	137	137	0	0	131	131	327
03:00 PM	0	0	5	5	0	0	8	8	0	0	27	27	0	0	37	37	77
03:15 PM	0	0	11	11	0	0	8	8	0	0	29	29	0	0	17	17	65
03:30 PM	0	0	9	9	0	0	13	13	0	0	17	17	0	0	30	30	69
03:45 PM	0	0	5	5	0	0	4	4	0	0	37	37	0	0	40	40	86
Total	0	0	30	30	0	0	33	33	0	0	110	110	0	0	124	124	297
04:00 PM	0	0	8	8	0	0	4	4	0	0	44	44	0	0	32	32	88
04:15 PM	0	0	10	10	0	0	3	3	0	0	34	34	0	0	21	21	68
04:30 PM	0	0	6	6	0	0	6	6	0	0	26	26	0	0	30	30	68
04:45 PM	0	0	10	10	0	0	3	3	0	0	27	27	0	0	19	19	59
Total	0	0	34	34	0	0	16	16	0	0	131	131	0	0	102	102	283
05:00 PM	0	0	11	11	0	0	7	7	0	0	31	31	0	0	21	21	70
05:15 PM	0	0	6	6	0	0	5	5	0	0	33	33	0	0	26	26	70
05:30 PM	0	0	5	5	0	0	3	3	0	0	31	31	0	0	26	26	65
05:45 PM	0	0	2	2	0	0	5	5	0	0	29	29	0	0	21	21	57
Total	0	0	24	24	0	0	20	20	0	0	124	124	0	0	94	94	262
Grand Total	3	0	237	240	0	0	154	154	0	0	980	980	0	0	988	988	2362
Apprch %	1.2	0	98.8		0	0	100		0	0	100		0	0	100		
Total %	0.1	0	10	10.2	0	0	6.5	6.5	0	0	41.5	41.5	0	0	41.8	41.8	
Passenger Vehicles	0	0	233	233	0	0	151	151	0	0	969	969	0	0	981	981	2334
% Passenger Vehicles	0	0	98.3	97.1	0	0	98.1	98.1	0	0	98.9	98.9	0	0	99.3	99.3	98.8
Heavy Vehicles	0	0	4	4	0	0	3	3	0	0	11	11	0	0	7	7	25
% Heavy Vehicles	0	0	1.7	1.7	0	0	1.9	1.9	0	0	1.1	1.1	0	0	0.7	0.7	1.1
UTurns	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% UTurns	100	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Intersection Turning Movement Count

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

	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	7	7	0	0	2	2	0	0	**40**	**40**	0	0	33	33	82
02:15 PM	0	0	8	8	0	0	6	6	0	0	39	39	0	0	30	30	**83**
02:30 PM	0	0	5	5	0	0	6	6	0	0	26	26	0	0	**43**	**43**	80
02:45 PM	0	0	**13**	**13**	0	0	**12**	**12**	0	0	32	32	0	0	25	25	82
Total Volume	0	0	33	33	0	0	26	26	0	0	137	137	0	0	131	131	327
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.635	.635	.000	.000	.542	.542	.000	.000	.856	.856	.000	.000	.762	.762	.985
Passenger Vehicles	0	0	32	32	0	0	26	26	0	0	136	136	0	0	131	131	325
% Passenger Vehicles	0	0	97.0	97.0	0	0	100	100	0	0	99.3	99.3	0	0	100	100	99.4
Heavy Vehicles	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
% Heavy Vehicles	0	0	3.0	3.0	0	0	0	0	0	0	0.7	0.7	0	0	0	0	0.6
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

	10:30 AM				02:45 PM				01:30 PM				11:45 AM				
+0 mins.	**1**	0	8	9	0	0	12	12	0	0	32	32	0	0	42	42	
+15 mins.	0	0	8	8	0	0	8	8	0	0	34	34	0	0	36	36	
+30 mins.	0	0	9	9	0	0	8	8	0	0	**40**	**40**	0	0	30	30	
+45 mins.	1	0	**11**	**12**	0	0	**13**	**13**	0	0	39	39	0	0	**44**	**44**	
Total Volume	2	0	36	38	0	0	41	41	0	0	145	145	0	0	152	152	
% App. Total	5.3	0	94.7		0	0	100		0	0	100		0	0	100		
PHF	.500	.000	.818	.792	.000	.000	.788	.788	.000	.000	.906	.906	.000	.000	.864	.864	
Passenger Vehicles	0	0	35	35	0	0	39	39	0	0	142	142	0	0	151	151	
% Passenger Vehicles	0	0	97.2	92.1	0	0	95.1	95.1	0	0	97.9	97.9	0	0	99.3	99.3	
Heavy Vehicles	0	0	1	1	0	0	2	2	0	0	3	3	0	0	1	1	
% Heavy Vehicles	0	0	2.8	2.6	0	0	4.9	4.9	0	0	2.1	2.1	0	0	0.7	0.7	
UTurns	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	100	0	0	5.3	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
10:00 AM	0	0	7	7	0	0	4	4	0	0	23	23	0	0	29	29	63
10:15 AM	0	0	9	9	0	0	7	7	0	0	26	26	0	0	29	29	71
10:30 AM	0	0	8	8	0	0	3	3	0	0	28	28	0	0	29	29	68
10:45 AM	0	0	8	8	0	0	1	1	0	0	24	24	0	0	40	40	73
Total	0	0	32	32	0	0	15	15	0	0	101	101	0	0	127	127	275
11:00 AM	0	0	8	8	0	0	1	1	0	0	34	34	0	0	36	36	79
11:15 AM	0	0	11	11	0	0	5	5	0	0	27	27	0	0	31	31	74
11:30 AM	0	0	5	5	0	0	2	2	0	0	29	29	0	0	26	26	62
11:45 AM	0	0	5	5	0	0	2	2	0	0	27	27	0	0	42	42	76
Total	0	0	29	29	0	0	10	10	0	0	117	117	0	0	135	135	291
12:00 PM	0	0	6	6	0	0	2	2	0	0	29	29	0	0	36	36	73
12:15 PM	0	0	5	5	0	0	7	7	0	0	30	30	0	0	30	30	72
12:30 PM	0	0	10	10	0	0	2	2	0	0	34	34	0	0	43	43	89
12:45 PM	0	0	5	5	0	0	4	4	0	0	43	43	0	0	29	29	81
Total	0	0	26	26	0	0	15	15	0	0	136	136	0	0	138	138	315
01:00 PM	0	0	6	6	0	0	3	3	0	0	29	29	0	0	32	32	70
01:15 PM	0	0	8	8	0	0	6	6	0	0	25	25	0	0	42	42	81
01:30 PM	0	0	8	8	0	0	5	5	0	0	31	31	0	0	33	33	77
01:45 PM	0	0	6	6	0	0	4	4	0	0	33	33	0	0	27	27	70
Total	0	0	28	28	0	0	18	18	0	0	118	118	0	0	134	134	298
02:00 PM	0	0	7	7	0	0	2	2	0	0	40	40	0	0	33	33	82
02:15 PM	0	0	8	8	0	0	6	6	0	0	38	38	0	0	30	30	82
02:30 PM	0	0	4	4	0	0	6	6	0	0	26	26	0	0	43	43	79
02:45 PM	0	0	13	13	0	0	12	12	0	0	32	32	0	0	25	25	82
Total	0	0	32	32	0	0	26	26	0	0	136	136	0	0	131	131	325
03:00 PM	0	0	5	5	0	0	8	8	0	0	27	27	0	0	36	36	76
03:15 PM	0	0	11	11	0	0	7	7	0	0	29	29	0	0	17	17	64
03:30 PM	0	0	9	9	0	0	12	12	0	0	17	17	0	0	30	30	68
03:45 PM	0	0	4	4	0	0	4	4	0	0	37	37	0	0	40	40	85
Total	0	0	29	29	0	0	31	31	0	0	110	110	0	0	123	123	293
04:00 PM	0	0	8	8	0	0	4	4	0	0	43	43	0	0	32	32	87
04:15 PM	0	0	10	10	0	0	3	3	0	0	32	32	0	0	20	20	65
04:30 PM	0	0	6	6	0	0	6	6	0	0	26	26	0	0	30	30	68
04:45 PM	0	0	10	10	0	0	3	3	0	0	27	27	0	0	18	18	58
Total	0	0	34	34	0	0	16	16	0	0	128	128	0	0	100	100	278
05:00 PM	0	0	10	10	0	0	7	7	0	0	30	30	0	0	21	21	68
05:15 PM	0	0	6	6	0	0	5	5	0	0	33	33	0	0	26	26	70
05:30 PM	0	0	5	5	0	0	3	3	0	0	31	31	0	0	26	26	65
05:45 PM	0	0	2	2	0	0	5	5	0	0	29	29	0	0	20	20	56
Total	0	0	23	23	0	0	20	20	0	0	123	123	0	0	93	93	259
Grand Total	0	0	233	233	0	0	151	151	0	0	969	969	0	0	981	981	2334
Apprch %	0	0	100		0	0	100		0	0	100		0	0	100		
Total %	0	0	10	10	0	0	6.5	6.5	0	0	41.5	41.5	0	0	42	42	

Intersection Turning Movement Count

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

	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	7	7	0	0	2	2	0	0	**40**	**40**	0	0	33	33	**82**
02:15 PM	0	0	8	8	0	0	6	6	0	0	38	38	0	0	30	30	82
02:30 PM	0	0	4	4	0	0	6	6	0	0	26	26	0	0	**43**	**43**	79
02:45 PM	0	0	**13**	**13**	0	0	**12**	**12**	0	0	32	32	0	0	25	25	82
Total Volume	0	0	32	32	0	0	26	26	0	0	136	136	0	0	131	131	325
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.615	.615	.000	.000	.542	.542	.000	.000	.850	.850	.000	.000	.762	.762	.991

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

	02:45 PM				02:45 PM				01:30 PM				11:45 AM				
+0 mins.	0	0	**13**	**13**	0	0	**12**	**12**	0	0	31	31	0	0	42	42	
+15 mins.	0	0	5	5	0	0	8	8	0	0	33	33	0	0	36	36	
+30 mins.	0	0	11	11	0	0	7	7	0	0	**40**	**40**	0	0	30	30	
+45 mins.	0	0	9	9	0	0	12	12	0	0	38	38	0	0	**43**	**43**	
Total Volume	0	0	38	38	0	0	39	39	0	0	142	142	0	0	151	151	
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.731	.731	.000	.000	.813	.813	.000	.000	.888	.888	.000	.000	.878	.878	

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
10:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
11:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	3
*** BREAK ***																	
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	3
*** BREAK ***																	
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	3
*** BREAK ***																	
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
02:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	2	2	0	0	0	0	0	0	1	1	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	3
*** BREAK ***																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	3	3	0	0	2	2	5
05:00 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
*** BREAK ***																	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	3
Grand Total	0	0	4	4	0	0	3	3	0	0	11	11	0	0	7	7	25
Apprch %	0	0	100		0	0	100		0	0	100		0	0	100		
Total %	0	0	16	16	0	0	12	12	0	0	44	44	0	0	28	28	

	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	**1**	**1**	**3**
Total Volume	0	0	1	1	0	0	1	1	0	0	3	3	0	0	1	1	6
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100		
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.375	.375	.000	.000	.250	.250	.500

Intersection Turning Movement Count

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

	10:15 AM				02:45 PM				01:30 PM				12:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	**1**	0	0	1	1	0	0	1	1	0	0	1	1
Total Volume	0	0	1	1	0	0	2	2	0	0	3	3	0	0	2	2
% App. Total	0	0	100		0	0	100		0	0	100		0	0	100	
PHF	.000	.000	.250	.250	.000	.000	.500	.500	.000	.000	.750	.750	.000	.000	.500	.500

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
10:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
11:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
01:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Grand Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	100	0	0		0	0	0		0	0	0		0	0	0		
Total %	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	CROWN LAKE BOULEVARD Southbound				BONITA BEACH ROAD Westbound				SPRINGS PLAZA Northbound				BONITA BEACH ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:30 AM																	
10:30 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

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

Intersection Pedestrian & Bicycle Count

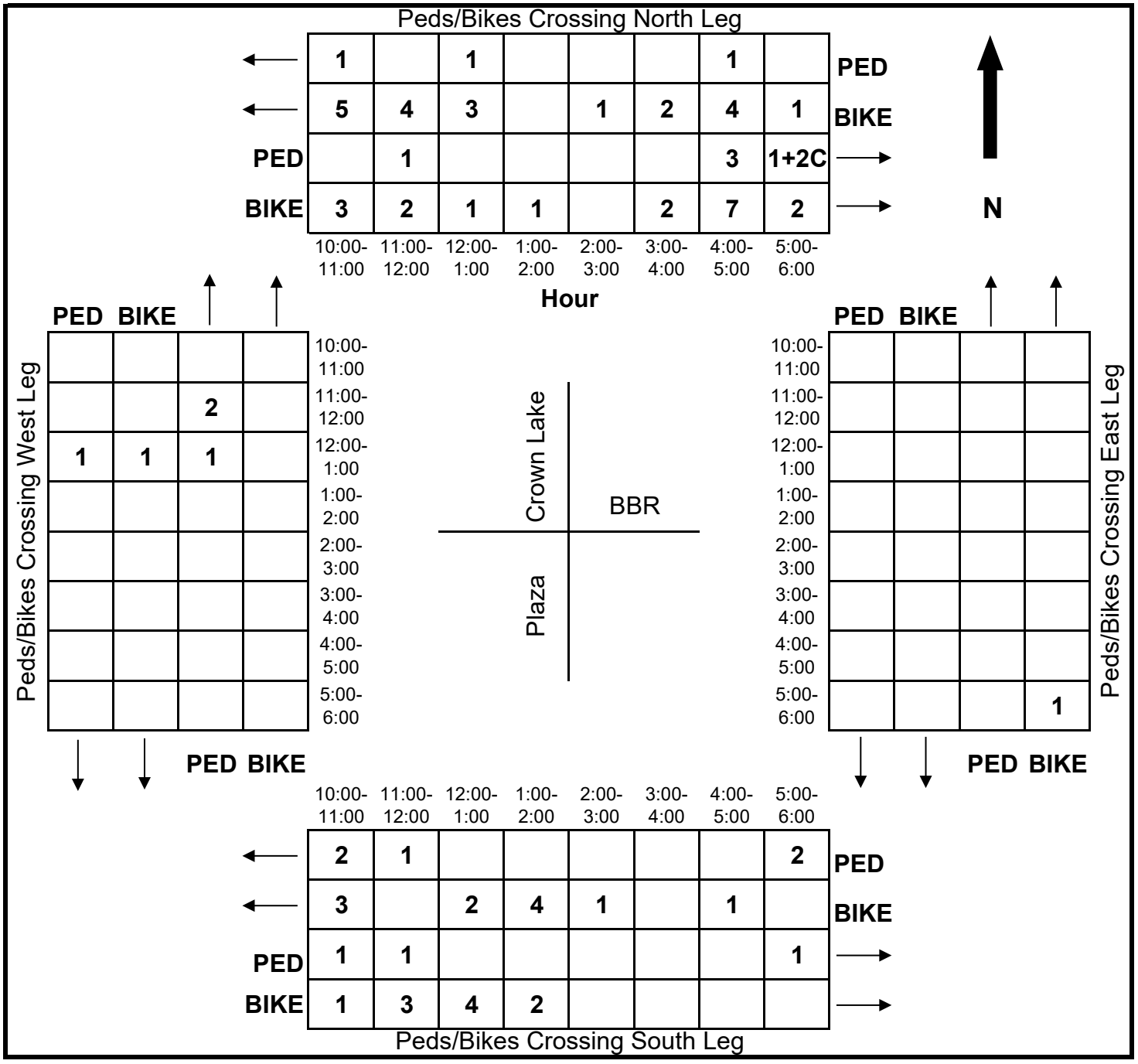
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

Intersection: Bonita Beach Road at Crown Lake Blvd/Springs Plaza

Comments:

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



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	20	13	23	15	71	41	304	18	0	363	11	9	5	6	31	55	251	5	0	311	776
10:15 AM	12	14	22	16	64	53	292	6	1	352	15	16	11	5	47	67	266	5	0	338	801
10:30 AM	11	20	14	19	64	50	324	7	0	381	16	12	17	5	50	53	247	2	0	302	797
10:45 AM	13	11	19	20	63	55	299	4	0	358	11	9	11	10	41	62	285	2	0	349	811
Total	56	58	78	70	262	199	1219	35	1	1454	53	46	44	26	169	237	1049	14	0	1300	3185
11:00 AM	16	12	27	4	59	45	338	17	0	400	18	9	18	11	56	51	277	2	0	330	845
11:15 AM	12	15	18	17	62	53	341	9	1	404	9	8	10	13	40	60	278	1	0	339	845
11:30 AM	15	8	22	26	71	42	325	10	0	377	14	12	10	9	45	73	294	3	0	370	863
11:45 AM	11	15	22	19	67	44	323	8	0	375	12	9	12	13	46	67	317	3	0	387	875
Total	54	50	89	66	259	184	1327	44	1	1556	53	38	50	46	187	251	1166	9	0	1426	3428
12:00 PM	11	8	28	12	59	54	324	10	1	389	22	15	14	11	62	43	326	7	0	376	886
12:15 PM	10	18	15	24	67	46	297	10	0	353	13	7	20	13	53	71	316	2	0	389	862
12:30 PM	8	9	13	16	46	53	310	8	0	371	14	9	12	13	48	81	269	3	0	353	818
12:45 PM	10	16	21	16	63	45	273	13	0	331	14	7	16	6	43	60	318	4	1	383	820
Total	39	51	77	68	235	198	1204	41	1	1444	63	38	62	43	206	255	1229	16	1	1501	3386
01:00 PM	16	16	20	14	66	58	318	5	2	383	18	17	23	12	70	75	304	3	0	382	901
01:15 PM	13	12	4	23	52	44	296	11	0	351	15	8	19	7	49	68	289	3	0	360	812
01:30 PM	6	16	9	15	46	54	256	11	0	321	21	15	17	8	61	66	298	3	0	367	795
01:45 PM	15	15	17	20	67	46	284	12	0	342	16	17	16	6	55	71	287	6	0	364	828
Total	50	59	50	72	231	202	1154	39	2	1397	70	57	75	33	235	280	1178	15	0	1473	3336
02:00 PM	19	16	13	18	66	37	233	11	1	282	27	22	15	8	72	62	285	3	0	350	770
02:15 PM	9	12	13	14	48	38	318	9	0	365	11	18	6	3	38	59	371	3	0	433	884
02:30 PM	9	10	24	19	62	39	265	7	0	311	18	16	16	6	56	66	306	4	0	376	805
02:45 PM	18	11	18	13	60	39	299	9	1	348	18	13	13	3	47	66	340	3	0	409	864
Total	55	49	68	64	236	153	1115	36	2	1306	74	69	50	20	213	253	1302	13	0	1568	3323
03:00 PM	15	12	17	10	54	37	293	14	1	345	15	13	15	9	52	77	288	1	0	366	817
03:15 PM	9	11	10	15	45	38	281	14	1	334	20	16	9	5	50	76	320	4	1	401	830
03:30 PM	14	12	15	18	59	42	268	15	1	326	24	22	19	7	72	73	274	1	0	348	805
03:45 PM	9	11	7	20	47	35	304	13	1	353	21	14	11	6	52	74	339	1	0	414	866
Total	47	46	49	63	205	152	1146	56	4	1358	80	65	54	27	226	300	1221	7	1	1529	3318
04:00 PM	13	17	13	19	62	45	255	15	0	315	11	16	15	11	53	68	325	6	0	399	829
04:15 PM	5	3	7	23	38	31	256	4	0	291	15	21	15	1	52	93	330	4	0	427	808
04:30 PM	18	11	6	17	52	42	266	13	0	321	23	20	10	4	57	66	312	3	0	381	811
04:45 PM	7	7	7	32	53	27	226	9	2	264	12	10	13	3	38	79	326	0	0	405	760
Total	43	38	33	91	205	145	1003	41	2	1191	61	67	53	19	200	306	1293	13	0	1612	3208

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	15	11	13	19	58	33	256	7	2	298	20	21	12	7	60	81	313	1	0	395	811
05:15 PM	7	8	13	16	44	46	255	7	0	308	12	11	10	7	40	80	321	0	0	401	793
05:30 PM	8	7	14	16	45	36	210	12	1	259	13	14	12	14	53	67	311	2	0	380	737
05:45 PM	8	8	8	19	43	32	208	8	0	248	5	11	13	5	34	76	268	2	0	346	671
Total	38	34	48	70	190	147	929	34	3	1113	50	57	47	33	187	304	1213	5	0	1522	3012
Grand Total	382	385	492	564	1823	1380	9097	326	16	10819	504	437	435	247	1623	2186	9651	92	2	11931	26196
Apprch %	21	21.1	27	30.9		12.8	84.1	3	0.1		31.1	26.9	26.8	15.2		18.3	80.9	0.8	0		
Total %	1.5	1.5	1.9	2.2	7	5.3	34.7	1.2	0.1	41.3	1.9	1.7	1.7	0.9	6.2	8.3	36.8	0.4	0	45.5	
Passenger Vehicles	369	384	480	556	1789	1247	8898	320	16	10481	496	435	433	245	1609	1917	9387	88	2	11394	25273
% Passenger Vehicles	96.6	99.7	97.6	98.6	98.1	90.4	97.8	98.2	100	96.9	98.4	99.5	99.5	99.2	99.1	87.7	97.3	95.7	100	95.5	96.5
Heavy Vehicles	13	1	12	8	34	9	199	6	0	214	8	2	2	2	14	42	264	4	0	310	572
% Heavy Vehicles	3.4	0.3	2.4	1.4	1.9	0.7	2.2	1.8	0	2	1.6	0.5	0.5	0.8	0.9	1.9	2.7	4.3	0	2.6	2.2
UTurns	0	0	0	0	0	124	0	0	0	124	0	0	0	0	0	227	0	0	0	227	351
% UTurns	0	0	0	0	0	9	0	0	0	1.1	0	0	0	0	0	10.4	0	0	0	1.9	1.3

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	**15**	8	22	**26**	**71**	42	**325**	**10**	0	377	14	12	10	9	45	**73**	294	3	0	370	863
11:45 AM	11	15	22	19	67	44	323	8	0	375	12	9	12	**13**	46	67	317	3	0	387	875
12:00 PM	11	8	**28**	12	59	**54**	324	10	**1**	**389**	**22**	**15**	14	11	**62**	43	**326**	**7**	0	376	**886**
12:15 PM	10	**18**	15	24	67	46	297	10	0	353	13	7	**20**	13	53	71	316	2	0	**389**	862
Total Volume	47	49	87	81	264	186	1269	38	1	1494	61	43	56	46	206	254	1253	15	0	1522	3486
% App. Total	17.8	18.6	33	30.7		12.4	84.9	2.5	0.1		29.6	20.9	27.2	22.3		16.7	82.3	1	0		
PHF	.783	.681	.777	.779	.930	.861	.976	.950	.250	.960	.693	.717	.700	.885	.831	.870	.961	.536	.000	.978	.984
Passenger Vehicles	45	49	84	81	259	171	1241	36	1	1449	61	43	56	46	206	229	1198	15	0	1442	3356
% Passenger Vehicles	95.7	100	96.6	100	98.1	91.9	97.8	94.7	100	97.0	100	100	100	100	100	90.2	95.6	100	0	94.7	96.3
Heavy Vehicles	2	0	3	0	5	2	28	2	0	32	0	0	0	0	0	5	55	0	0	60	97
% Heavy Vehicles	4.3	0	3.4	0	1.9	1.1	2.2	5.3	0	2.1	0	0	0	0	0	2.0	4.4	0	0	3.9	2.8
UTurns	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	20	0	0	0	20	33
% UTurns	0	0	0	0	0	7.0	0	0	0	0.9	0	0	0	0	0	7.9	0	0	0	1.3	0.9

Intersection Turning Movement Count

File Name : BonitaBeach&Arroyal
Site Code : 18025
Start Date : 4/5/2022
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	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:30 AM					11:00 AM					01:15 PM					03:45 PM					
+0 mins.	**15**	8	22	**26**	**71**	45	338	**17**	0	400	15	8	**19**	7	49	74	**339**	1	0	414	
+15 mins.	11	15	22	19	67	**53**	**341**	9	**1**	**404**	21	15	17	**8**	61	68	325	**6**	0	399	
+30 mins.	11	8	**28**	12	59	42	325	10	0	377	16	17	16	6	55	**93**	330	4	0	**427**	
+45 mins.	10	**18**	15	24	67	44	323	8	0	375	**27**	**22**	15	8	**72**	66	312	3	0	381	
Total Volume	47	49	87	81	264	184	1327	44	1	1556	79	62	67	29	237	301	1306	14	0	1621	
% App. Total	17.8	18.6	33	30.7		11.8	85.3	2.8	0.1		33.3	26.2	28.3	12.2		18.6	80.6	0.9	0		
PHF	.783	.681	.777	.779	.930	.868	.973	.647	.250	.963	.731	.705	.882	.906	.823	.809	.963	.583	.000	.949	
Passenger Vehicles	45	49	84	81	259	168	1304	43	1	1516	77	62	67	29	235	256	1273	14	0	1543	
% Passenger Vehicles	95.7	100	96.6	100	98.1	91.3	98.3	97.7	100	97.4	97.5	100	100	100	99.2	85	97.5	100	0	95.2	
Heavy Vehicles	2	0	3	0	5	2	23	1	0	26	2	0	0	0	2	7	33	0	0	40	
% Heavy Vehicles	4.3	0	3.4	0	1.9	1.1	1.7	2.3	0	1.7	2.5	0	0	0	0.8	2.3	2.5	0	0	2.5	
UTurns	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	38	0	0	0	38	
% UTurns	0	0	0	0	0	7.6	0	0	0	0.9	0	0	0	0	0	12.6	0	0	0	2.3	

Intersection Turning Movement Count

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

File Name : BonitaBeach&Arroyal
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	20	13	22	14	69	35	294	18	0	347	11	9	5	6	31	49	240	5	0	294	741
10:15 AM	11	14	22	15	62	50	276	6	1	333	15	15	10	5	45	60	261	4	0	325	765
10:30 AM	11	20	14	19	64	47	312	7	0	366	16	12	17	5	50	48	239	2	0	289	769
10:45 AM	13	11	19	20	63	47	297	4	0	348	10	9	11	10	40	57	277	2	0	336	787
Total	55	58	77	68	258	179	1179	35	1	1394	52	45	43	26	166	214	1017	13	0	1244	3062
11:00 AM	16	12	27	4	59	40	333	16	0	389	18	9	18	11	56	46	271	2	0	319	823
11:15 AM	12	15	18	17	62	51	337	9	1	398	9	8	10	13	40	53	272	1	0	326	826
11:30 AM	14	8	21	26	69	34	317	10	0	361	14	12	10	9	45	62	281	3	0	346	821
11:45 AM	10	15	21	19	65	43	317	8	0	368	12	9	12	13	46	61	302	3	0	366	845
Total	52	50	87	66	255	168	1304	43	1	1516	53	38	50	46	187	222	1126	9	0	1357	3315
12:00 PM	11	8	27	12	58	51	315	9	1	376	22	15	14	11	62	40	309	7	0	356	852
12:15 PM	10	18	15	24	67	43	292	9	0	344	13	7	20	13	53	66	306	2	0	374	838
12:30 PM	8	9	12	16	45	45	303	8	0	356	14	9	12	13	48	69	266	3	0	338	787
12:45 PM	10	16	19	16	61	40	270	13	0	323	14	7	16	5	42	50	306	4	1	361	787
Total	39	51	73	68	231	179	1180	39	1	1399	63	38	62	42	205	225	1187	16	1	1429	3264
01:00 PM	15	15	20	14	64	55	309	5	2	371	18	17	23	11	69	67	300	2	0	369	873
01:15 PM	13	12	4	23	52	42	289	11	0	342	15	8	19	7	49	61	283	3	0	347	790
01:30 PM	6	16	8	15	45	49	251	11	0	311	21	15	17	8	61	55	289	3	0	347	764
01:45 PM	15	15	17	18	65	42	281	12	0	335	15	17	16	6	54	63	280	6	0	349	803
Total	49	58	49	70	226	188	1130	39	2	1359	69	57	75	32	233	246	1152	14	0	1412	3230
02:00 PM	17	16	13	18	64	33	230	11	1	275	26	22	15	8	71	52	274	3	0	329	739
02:15 PM	9	12	12	12	45	32	309	9	0	350	11	18	6	3	38	49	356	3	0	408	841
02:30 PM	8	10	24	19	61	34	255	6	0	295	17	16	15	6	54	62	297	4	0	363	773
02:45 PM	17	11	17	13	58	35	293	9	1	338	18	13	13	3	47	59	331	3	0	393	836
Total	51	49	66	62	228	134	1087	35	2	1258	72	69	49	20	210	222	1258	13	0	1493	3189
03:00 PM	14	12	17	10	53	34	289	14	1	338	15	13	15	9	52	63	280	0	0	343	786
03:15 PM	8	11	10	15	44	37	273	13	1	324	19	16	9	5	49	67	311	4	1	383	800
03:30 PM	14	12	14	18	58	35	263	15	1	314	24	22	19	7	72	69	267	1	0	337	781
03:45 PM	8	11	6	20	45	30	298	12	1	341	21	14	11	6	52	67	331	1	0	399	837
Total	44	46	47	63	200	136	1123	54	4	1317	79	65	54	27	225	266	1189	6	1	1462	3204
04:00 PM	13	17	13	19	62	40	243	15	0	298	11	16	15	11	53	59	314	6	0	379	792
04:15 PM	5	3	7	23	38	27	250	4	0	281	15	21	15	1	52	80	322	4	0	406	777
04:30 PM	18	11	6	16	51	36	263	13	0	312	22	19	10	4	55	50	306	3	0	359	777
04:45 PM	7	7	7	32	53	23	225	9	2	259	12	10	13	3	38	68	323	0	0	391	741
Total	43	38	33	90	204	126	981	41	2	1150	60	66	53	19	198	257	1265	13	0	1535	3087

Intersection Turning Movement Count

File Name : BonitaBeach&Arroyal
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Passenger Vehicles

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	15	11	13	19	58	30	253	7	2	292	20	21	12	7	60	74	307	1	0	382	792
05:15 PM	6	8	13	16	43	43	248	7	0	298	11	11	10	7	39	72	313	0	0	385	765
05:30 PM	8	7	14	16	45	35	210	12	1	258	12	14	12	14	52	58	306	2	0	366	721
05:45 PM	7	8	8	18	41	29	203	8	0	240	5	11	13	5	34	61	267	1	0	329	644
Total	36	34	48	69	187	137	914	34	3	1088	48	57	47	33	185	265	1193	4	0	1462	2922
Grand Total	369	384	480	556	1789	1247	8898	320	16	10481	496	435	433	245	1609	1917	9387	88	2	11394	25273
Apprch %	20.6	21.5	26.8	31.1		11.9	84.9	3.1	0.2		30.8	27	26.9	15.2		16.8	82.4	0.8	0		
Total %	1.5	1.5	1.9	2.2	7.1	4.9	35.2	1.3	0.1	41.5	2	1.7	1.7	1	6.4	7.6	37.1	0.3	0	45.1	

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	**14**	8	21	**26**	**69**	34	**317**	**10**	0	361	14	12	10	9	45	62	281	3	0	346	821
11:45 AM	10	15	21	19	65	43	317	8	0	368	12	9	12	**13**	46	61	302	3	0	366	845
12:00 PM	11	8	**27**	12	58	**51**	315	9	**1**	**376**	**22**	**15**	14	11	**62**	40	**309**	**7**	0	356	**852**
12:15 PM	10	**18**	15	24	67	43	292	9	0	344	13	7	**20**	13	53	**66**	306	2	0	**374**	838
Total Volume	45	49	84	81	259	171	1241	36	1	1449	61	43	56	46	206	229	1198	15	0	1442	3356
% App. Total	17.4	18.9	32.4	31.3		11.8	85.6	2.5	0.1		29.6	20.9	27.2	22.3		15.9	83.1	1	0		
PHF	.804	.681	.778	.779	.938	.838	.979	.900	.250	.963	.693	.717	.700	.885	.831	.867	.969	.536	.000	.964	.985

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

	11:30 AM					11:00 AM					01:15 PM					03:45 PM				
+0 mins.	**14**	8	21	**26**	**69**	40	333	**16**	0	389	15	8	**19**	7	49	67	**331**	1	0	399
+15 mins.	10	15	21	19	65	**51**	**337**	9	**1**	**398**	21	15	17	**8**	61	59	314	**6**	0	379
+30 mins.	11	8	**27**	12	58	34	317	10	0	361	15	17	16	6	54	**80**	322	4	0	**406**
+45 mins.	10	**18**	15	24	67	43	317	8	0	368	**26**	**22**	15	8	**71**	50	306	3	0	359
Total Volume	45	49	84	81	259	168	1304	43	1	1516	77	62	67	29	235	256	1273	14	0	1543
% App. Total	17.4	18.9	32.4	31.3		11.1	86	2.8	0.1		32.8	26.4	28.5	12.3		16.6	82.5	0.9	0	
PHF	.804	.681	.778	.779	.938	.824	.967	.672	.250	.952	.740	.705	.882	.906	.827	.800	.961	.583	.000	.950

Intersection Turning Movement Count

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

File Name : BonitaBeach&Arroyal
Site Code : 18025
Start Date : 4/5/2022
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Groups Printed- Heavy Vehicles

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	0	0	1	1	2	0	10	0	0	10	0	0	0	0	0	1	11	0	0	12	24
10:15 AM	1	0	0	1	2	0	16	0	0	16	0	1	1	0	2	1	5	1	0	7	27
10:30 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	1	8	0	0	9	21
10:45 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	8	0	0	8	11
Total	1	0	1	2	4	0	40	0	0	40	1	1	1	0	3	3	32	1	0	36	83
11:00 AM	0	0	0	0	0	1	5	1	0	7	0	0	0	0	0	1	6	0	0	7	14
11:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	6	0	0	7	11
11:30 AM	1	0	1	0	2	1	8	0	0	9	0	0	0	0	0	1	13	0	0	14	25
11:45 AM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	15	0	0	15	23
Total	2	0	2	0	4	2	23	1	0	26	0	0	0	0	0	3	40	0	0	43	73
12:00 PM	0	0	1	0	1	0	9	1	0	10	0	0	0	0	0	1	17	0	0	18	29
12:15 PM	0	0	0	0	0	1	5	1	0	7	0	0	0	0	0	3	10	0	0	13	20
12:30 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	2	3	0	0	5	13
12:45 PM	0	0	2	0	2	1	3	0	0	4	0	0	0	1	1	2	12	0	0	14	21
Total	0	0	4	0	4	2	24	2	0	28	0	0	0	1	1	8	42	0	0	50	83
01:00 PM	1	1	0	0	2	0	9	0	0	9	0	0	0	1	1	0	4	1	0	5	17
01:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
01:30 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	9	0	0	10	16
01:45 PM	0	0	0	2	2	0	3	0	0	3	1	0	0	0	1	3	7	0	0	10	16
Total	1	1	1	2	5	0	24	0	0	24	1	0	0	1	2	4	26	1	0	31	62
02:00 PM	2	0	0	0	2	0	3	0	0	3	1	0	0	0	1	3	11	0	0	14	20
02:15 PM	0	0	1	2	3	1	9	0	0	10	0	0	0	0	0	1	15	0	0	16	29
02:30 PM	1	0	0	0	1	1	10	1	0	12	1	0	1	0	2	0	9	0	0	9	24
02:45 PM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	2	9	0	0	11	19
Total	4	0	2	2	8	2	28	1	0	31	2	0	1	0	3	6	44	0	0	50	92
03:00 PM	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	1	8	1	0	10	16
03:15 PM	1	0	0	0	1	0	8	1	0	9	1	0	0	0	1	1	9	0	0	10	21
03:30 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	1	7	0	0	8	14
03:45 PM	1	0	1	0	2	0	6	1	0	7	0	0	0	0	0	0	8	0	0	8	17
Total	3	0	2	0	5	1	23	2	0	26	1	0	0	0	1	3	32	1	0	36	68
04:00 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	1	11	0	0	12	24
04:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	4	8	0	0	12	18
04:30 PM	0	0	0	1	1	0	3	0	0	3	1	1	0	0	2	2	6	0	0	8	14
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	0	1	1	0	22	0	0	22	1	1	0	0	2	7	28	0	0	35	60

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	10
05:15 PM	1	0	0	0	1	1	7	0	0	8	1	0	0	0	1	1	8	0	0	9	19
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	5	0	0	8	9
05:45 PM	1	0	0	1	2	1	5	0	0	6	0	0	0	0	0	3	1	1	0	5	13
Total	2	0	0	1	3	2	15	0	0	17	2	0	0	0	2	8	20	1	0	29	51
Grand Total	13	1	12	8	34	9	199	6	0	214	8	2	2	2	14	42	264	4	0	310	572
Apprch %	38.2	2.9	35.3	23.5		4.2	93	2.8	0		57.1	14.3	14.3	14.3		13.5	85.2	1.3	0		
Total %	2.3	0.2	2.1	1.4	5.9	1.6	34.8	1	0	37.4	1.4	0.3	0.3	0.3	2.4	7.3	46.2	0.7	0	54.2	

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	**1**	0	**1**	0	**2**	**1**	8	0	0	9	0	0	0	0	0	1	13	0	0	14	25
11:45 AM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	15	0	0	15	23
12:00 PM	0	0	1	0	1	0	**9**	**1**	0	**10**	0	0	0	0	0	1	**17**	0	0	**18**	**29**
12:15 PM	0	0	0	0	0	1	5	1	0	7	0	0	0	0	0	**3**	10	0	0	13	20
Total Volume	2	0	3	0	5	2	28	2	0	32	0	0	0	0	0	5	55	0	0	60	97
% App. Total	40	0	60	0		6.2	87.5	6.2	0		0	0	0	0		8.3	91.7	0	0		
PHF	.500	.000	.750	.000	.625	.500	.778	.500	.000	.800	.000	.000	.000	.000	.000	.417	.809	.000	.000	.833	.836

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

	01:30 PM					10:00 AM					01:45 PM					11:30 AM				
+0 mins.	0	0	**1**	0	1	0	10	0	0	10	**1**	0	0	0	1	1	13	0	0	14
+15 mins.	0	0	0	**2**	2	0	**16**	0	0	**16**	1	0	0	0	1	0	15	0	0	15
+30 mins.	**2**	0	0	0	2	0	12	0	0	12	0	0	0	0	0	1	**17**	0	0	**18**
+45 mins.	0	0	1	2	**3**	0	2	0	0	2	1	0	**1**	0	**2**	**3**	10	0	0	13
Total Volume	2	0	2	4	8	0	40	0	0	40	3	0	1	0	4	5	55	0	0	60
% App. Total	25	0	25	50		0	100	0	0		75	0	25	0		8.3	91.7	0	0	
PHF	.250	.000	.500	.500	.667	.000	.625	.000	.000	.625	.750	.000	.250	.000	.500	.417	.809	.000	.000	.833

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	11
10:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	9
10:30 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7
10:45 AM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	5	0	0	0	5	13
Total	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	20	0	0	0	20	40
11:00 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	8
11:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6	0	0	0	6	8
11:30 AM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	10	0	0	0	10	17
11:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	7
Total	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	26	0	0	0	26	40
12:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
12:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
12:30 PM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	10	0	0	0	10	18
12:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8	0	0	0	8	12
Total	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	22	0	0	0	22	39
01:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	8	0	0	0	8	11
01:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	9
01:30 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	10	0	0	0	10	15
01:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	9
Total	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	30	0	0	0	30	44
02:00 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	11
02:15 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9	0	0	0	9	14
02:30 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	8
02:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	9
Total	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	25	0	0	0	25	42
03:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	13	0	0	0	13	15
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8	0	0	0	8	9
03:30 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	10
03:45 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7	0	0	0	7	12
Total	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	31	0	0	0	31	46
04:00 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8	0	0	0	8	13
04:15 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9	0	0	0	9	13
04:30 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	14	0	0	0	14	20
04:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	11	0	0	0	11	15
Total	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	42	0	0	0	42	61

Intersection Turning Movement Count

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

Groups Printed- UTurns

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	9
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	9
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	7
05:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	12	0	0	0	12	14
Total	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	31	0	0	0	31	39
Grand Total	0	0	0	0	0	124	0	0	0	124	0	0	0	0	0	227	0	0	0	227	351
Apprch %	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	35.3	0	0	0	35.3	0	0	0	0	0	64.7	0	0	0	64.7	

	ARROYAL ROAD Southbound					BONITA BEACH ROAD Westbound					SPRINGS PLAZA Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8	0	0	0	8	13
04:15 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9	0	0	0	9	13
04:30 PM	0	0	0	0	0	**6**	0	0	0	**6**	0	0	0	0	0	**14**	0	0	0	**14**	**20**
04:45 PM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	11	0	0	0	11	15
Total Volume	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	42	0	0	0	42	61
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.792	.000	.000	.000	.792	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.763

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

	10:00 AM					10:45 AM					10:00 AM					04:00 PM					
+0 mins.	0	0	0	0	0	**8**	0	0	0	**8**	0	0	0	0	0	8	0	0	0	8	
+15 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	9	0	0	0	9	
+30 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	**14**	0	0	0	**14**	
+45 mins.	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	11	0	0	0	11	
Total Volume	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0	42	0	0	0	42	
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.656	.000	.000	.000	.656	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	

Intersection Pedestrian & Bicycle Count

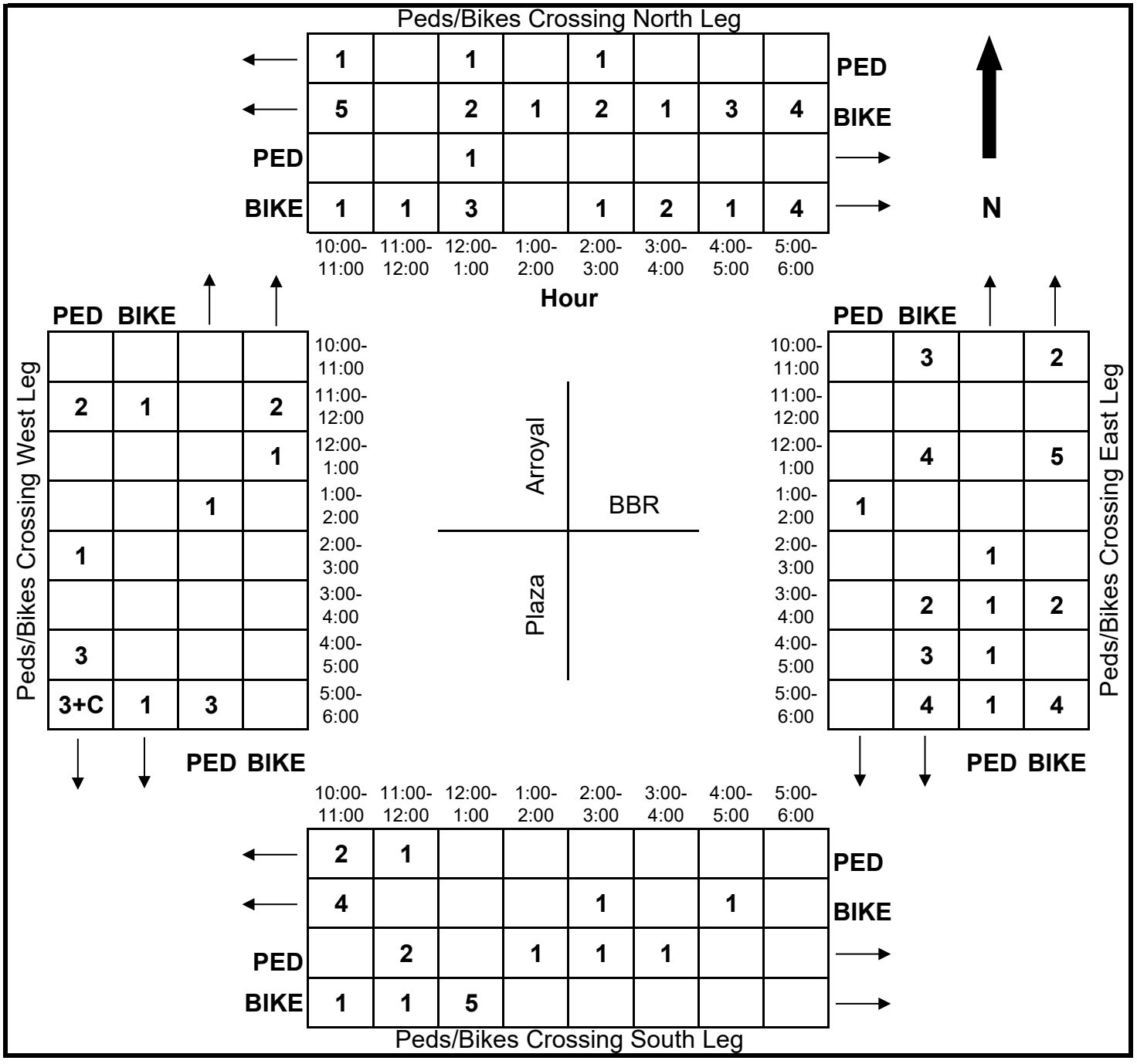
Date: 4/5/22 Day: Tuesday

Count Times: 10am-6pm Weather: Clear

Intersection: Bonita Beach Road at Arroyal Road/Springs Plaza

Comments:

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



Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Rain started @ 5:47pm
Comments:

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	21	3	7	9	40	10	269	19	11	309	30	3	3	10	46	19	211	12	7	249	644
10:15 AM	29	2	4	12	47	10	311	20	10	351	22	5	3	3	33	17	256	14	7	294	725
10:30 AM	25	4	6	16	51	7	287	17	15	326	28	4	7	8	47	20	254	13	7	294	718
10:45 AM	28	2	9	6	45	8	292	22	17	339	32	3	6	5	46	21	230	13	6	270	700
Total	103	11	26	43	183	35	1159	78	53	1325	112	15	19	26	172	77	951	52	27	1107	2787
11:00 AM	32	2	5	12	51	16	282	21	11	330	30	5	4	9	48	20	254	20	15	309	738
11:15 AM	24	7	5	9	45	13	310	27	14	364	29	2	4	5	40	17	240	14	15	286	735
11:30 AM	29	5	11	5	50	15	317	16	18	366	28	5	8	6	47	16	273	15	10	314	777
11:45 AM	43	9	22	6	80	17	329	22	10	378	26	7	9	8	50	18	287	10	18	333	841
Total	128	23	43	32	226	61	1238	86	53	1438	113	19	25	28	185	71	1054	59	58	1242	3091
12:00 PM	42	7	14	7	70	7	286	19	10	322	33	6	8	5	52	21	292	12	19	344	788
12:15 PM	33	5	9	8	55	12	324	17	12	365	30	3	6	13	52	26	269	17	8	320	792
12:30 PM	40	4	1	9	54	7	307	16	9	339	24	5	6	7	42	16	275	13	15	319	754
12:45 PM	32	10	7	8	57	17	281	18	12	328	25	6	12	3	46	24	286	18	10	338	769
Total	147	26	31	32	236	43	1198	70	43	1354	112	20	32	28	192	87	1122	60	52	1321	3103
01:00 PM	31	2	0	11	44	9	319	11	7	346	37	5	8	7	57	20	274	16	12	322	769
01:15 PM	21	6	4	19	50	13	290	13	10	326	29	3	10	9	51	22	302	19	16	359	786
01:30 PM	28	7	10	15	60	12	267	12	15	306	34	9	14	6	63	25	312	17	14	368	797
01:45 PM	24	2	9	15	50	7	349	10	12	378	25	4	5	9	43	18	303	11	9	341	812
Total	104	17	23	60	204	41	1225	46	44	1356	125	21	37	31	214	85	1191	63	51	1390	3164
02:00 PM	28	6	8	10	52	16	287	11	8	322	27	0	3	5	35	12	333	12	9	366	775
02:15 PM	28	3	4	15	50	13	263	16	6	298	18	0	2	7	27	16	292	18	17	343	718
02:30 PM	27	4	3	15	49	12	297	11	12	332	27	5	1	7	40	16	297	13	11	337	758
02:45 PM	34	7	3	15	59	10	285	12	8	315	23	4	3	4	34	9	296	18	13	336	744
Total	117	20	18	55	210	51	1132	50	34	1267	95	9	9	23	136	53	1218	61	50	1382	2995
03:00 PM	28	3	6	14	51	12	234	12	7	265	30	5	5	5	45	7	333	8	14	362	723
03:15 PM	27	4	3	17	51	11	294	14	10	329	14	4	1	7	26	11	312	19	8	350	756
03:30 PM	30	4	1	5	40	11	247	14	6	278	22	0	1	11	34	5	302	25	1	333	685
03:45 PM	32	4	3	12	51	14	278	11	8	311	28	2	2	11	43	13	313	20	12	358	763
Total	117	15	13	48	193	48	1053	51	31	1183	94	11	9	34	148	36	1260	72	35	1403	2927
04:00 PM	25	5	4	8	42	9	270	5	7	291	24	0	5	9	38	5	348	15	12	380	751
04:15 PM	26	2	0	12	40	9	228	9	6	252	28	1	1	5	35	9	355	19	8	391	718
04:30 PM	31	0	0	10	41	10	236	11	6	263	20	1	1	10	32	4	328	14	12	358	694
04:45 PM	28	3	2	5	38	7	211	12	5	235	26	2	2	11	41	7	358	16	5	386	700
Total	110	10	6	35	161	35	945	37	24	1041	98	4	9	35	146	25	1389	64	37	1515	2863

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	35	6	4	17	62	9	274	9	8	300	23	1	1	11	36	4	346	24	6	380	778
05:15 PM	33	4	1	7	45	7	228	9	6	250	22	0	2	8	32	6	337	19	6	368	695
05:30 PM	19	1	1	5	26	9	215	9	1	234	23	0	2	8	33	3	272	17	3	295	588
05:45 PM	19	0	1	7	27	7	182	5	6	200	26	2	6	11	45	2	261	11	12	286	558
Total	106	11	7	36	160	32	899	32	21	984	94	3	11	38	146	15	1216	71	27	1329	2619
Grand Total	932	133	167	341	1573	346	8849	450	303	9948	843	102	151	243	1339	449	9401	502	337	10689	23549
Apprch %	59.2	8.5	10.6	21.7		3.5	89	4.5	3		63	7.6	11.3	18.1		4.2	88	4.7	3.2		
Total %	4	0.6	0.7	1.4	6.7	1.5	37.6	1.9	1.3	42.2	3.6	0.4	0.6	1	5.7	1.9	39.9	2.1	1.4	45.4	
Passenger Vehicles	919	128	163	338	1548	292	8649	443	299	9683	836	98	142	232	1308	409	9131	496	330	10366	22905
% Passenger Vehicles	98.6	96.2	97.6	99.1	98.4	84.4	97.7	98.4	98.7	97.3	99.2	96.1	94	95.5	97.7	91.1	97.1	98.8	97.9	97	97.3
Heavy Vehicles	12	5	4	3	24	6	200	7	4	217	7	4	9	11	31	9	270	6	7	292	564
% Heavy Vehicles	1.3	3.8	2.4	0.9	1.5	1.7	2.3	1.6	1.3	2.2	0.8	3.9	6	4.5	2.3	2	2.9	1.2	2.1	2.7	2.4
UTurns	1	0	0	0	1	48	0	0	0	48	0	0	0	0	0	31	0	0	0	31	80
% UTurns	0.1	0	0	0	0.1	13.9	0	0	0	0.5	0	0	0	0	0	6.9	0	0	0	0.3	0.3

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	29	5	11	5	50	15	317	16	**18**	366	28	5	8	6	47	16	273	15	10	314	777
11:45 AM	**43**	**9**	**22**	6	**80**	**17**	**329**	**22**	10	**378**	26	**7**	**9**	8	50	18	287	10	18	333	**841**
12:00 PM	42	7	14	7	70	7	286	19	10	322	**33**	6	8	5	**52**	21	**292**	12	**19**	**344**	788
12:15 PM	33	5	9	**8**	55	12	324	17	12	365	30	3	6	**13**	52	**26**	269	**17**	8	320	792
Total Volume	147	26	56	26	255	51	1256	74	50	1431	117	21	31	32	201	81	1121	54	55	1311	3198
% App. Total	57.6	10.2	22	10.2		3.6	87.8	5.2	3.5		58.2	10.4	15.4	15.9		6.2	85.5	4.1	4.2		
PHF	.855	.722	.636	.813	.797	.750	.954	.841	.694	.946	.886	.750	.861	.615	.966	.779	.960	.794	.724	.953	.951
Passenger Vehicles	144	25	54	26	249	47	1234	73	50	1404	117	20	31	32	200	75	1090	52	55	1272	3125
% Passenger Vehicles	98.0	96.2	96.4	100	97.6	92.2	98.2	98.6	100	98.1	100	95.2	100	100	99.5	92.6	97.2	96.3	100	97.0	97.7
Heavy Vehicles	2	1	2	0	5	1	22	1	0	24	0	1	0	0	1	2	31	2	0	35	65
% Heavy Vehicles	1.4	3.8	3.6	0	2.0	2.0	1.8	1.4	0	1.7	0	4.8	0	0	0.5	2.5	2.8	3.7	0	2.7	2.0
UTurns	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	8
% UTurns	0.7	0	0	0	0.4	5.9	0	0	0	0.2	0	0	0	0	0	4.9	0	0	0	0.3	0.3

Intersection Turning Movement Count

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

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					11:00 AM					12:45 PM					04:00 PM					
+0 mins.	**43**	**9**	**22**	6	**80**	16	282	21	11	330	25	6	12	3	46	5	348	15	**12**	380	
+15 mins.	42	7	14	7	70	13	310	**27**	14	364	**37**	5	8	7	57	**9**	355	**19**	8	**391**	
+30 mins.	33	5	9	8	55	15	317	16	**18**	366	29	3	10	**9**	51	4	328	14	12	358	
+45 mins.	40	4	1	**9**	54	**17**	**329**	22	10	**378**	34	**9**	**14**	6	**63**	7	**358**	16	5	386	
Total Volume	158	25	46	30	259	61	1238	86	53	1438	125	23	44	25	217	25	1389	64	37	1515	
% App. Total	61	9.7	17.8	11.6		4.2	86.1	6	3.7		57.6	10.6	20.3	11.5		1.7	91.7	4.2	2.4		
PHF	.919	.694	.523	.833	.809	.897	.941	.796	.736	.951	.845	.639	.786	.694	.861	.694	.970	.842	.771	.969	
Passenger Vehicles	154	25	45	30	254	48	1208	86	53	1395	125	23	41	25	214	24	1351	64	36	1475	
% Passenger Vehicles	97.5	100	97.8	100	98.1	78.7	97.6	100	100	97	100	100	93.2	100	98.6	96	97.3	100	97.3	97.4	
Heavy Vehicles	3	0	1	0	4	2	30	0	0	32	0	0	3	0	3	0	38	0	1	39	
% Heavy Vehicles	1.9	0	2.2	0	1.5	3.3	2.4	0	0	2.2	0	0	6.8	0	1.4	0	2.7	0	2.7	2.6	
UTurns	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	1	0	0	0	1	
% UTurns	0.6	0	0	0	0.4	18	0	0	0	0.8	0	0	0	0	0	4	0	0	0	0.1	

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Rain started @ 5:47pm
Comments:

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

Groups Printed- Passenger Vehicles

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	21	2	7	9	39	7	255	19	11	292	28	3	3	10	44	17	202	12	7	238	613
10:15 AM	27	2	4	12	45	7	300	20	10	337	22	4	3	3	32	15	245	12	7	279	693
10:30 AM	25	4	6	16	51	6	279	17	15	317	28	4	6	8	46	20	247	13	6	286	700
10:45 AM	27	2	8	6	43	6	290	22	17	335	32	3	5	5	45	21	218	13	6	258	681
Total	100	10	25	43	178	26	1124	78	53	1281	110	14	17	26	167	73	912	50	26	1061	2687
11:00 AM	32	2	5	12	51	11	270	21	11	313	30	5	4	9	48	17	247	20	15	299	711
11:15 AM	24	7	5	9	45	9	301	27	14	351	29	2	3	4	38	16	237	14	14	281	715
11:30 AM	28	4	10	5	47	13	312	16	18	359	28	5	8	6	47	15	266	14	10	305	758
11:45 AM	42	9	21	6	78	15	325	22	10	372	26	6	9	8	49	17	282	10	18	327	826
Total	126	22	41	32	221	48	1208	86	53	1395	113	18	24	27	182	65	1032	58	57	1212	3010
12:00 PM	41	7	14	7	69	7	280	18	10	315	33	6	8	5	52	20	280	12	19	331	767
12:15 PM	33	5	9	8	55	12	317	17	12	358	30	3	6	13	52	23	262	16	8	309	774
12:30 PM	38	4	1	9	52	6	298	16	9	329	24	3	5	7	39	15	262	13	15	305	725
12:45 PM	32	9	7	8	56	14	275	18	12	319	25	6	11	3	45	22	280	18	10	330	750
Total	144	25	31	32	232	39	1170	69	43	1321	112	18	30	28	188	80	1084	59	52	1275	3016
01:00 PM	31	2	0	11	44	7	311	11	7	336	37	5	8	7	57	17	263	16	11	307	744
01:15 PM	21	5	4	19	49	12	280	13	9	314	29	3	10	9	51	20	293	18	16	347	761
01:30 PM	28	7	9	15	59	9	259	12	15	295	34	9	12	6	61	24	303	17	14	358	773
01:45 PM	24	2	9	15	50	6	343	10	12	371	25	4	4	9	42	17	298	11	9	335	798
Total	104	16	22	60	202	34	1193	46	43	1316	125	21	34	31	211	78	1157	62	50	1347	3076
02:00 PM	28	6	8	10	52	12	280	10	8	310	27	0	3	5	35	11	331	12	8	362	759
02:15 PM	28	3	4	14	49	13	253	15	6	287	18	0	2	6	26	15	278	17	16	326	688
02:30 PM	26	4	3	15	48	10	292	11	11	324	27	5	1	7	40	14	290	13	11	328	740
02:45 PM	33	7	3	15	58	8	278	12	8	306	21	4	3	4	32	8	286	18	13	325	721
Total	115	20	18	54	207	43	1103	48	33	1227	93	9	9	22	133	48	1185	60	48	1341	2908
03:00 PM	27	3	6	14	50	12	229	10	7	258	29	5	5	5	44	7	325	8	14	354	706
03:15 PM	26	4	3	17	50	10	287	14	10	321	14	4	1	5	24	10	304	19	8	341	736
03:30 PM	30	4	1	5	40	9	240	13	6	268	22	0	1	10	33	4	291	25	1	321	662
03:45 PM	32	4	3	12	51	11	270	11	6	298	28	2	2	10	42	8	301	20	12	341	732
Total	115	15	13	48	191	42	1026	48	29	1145	93	11	9	30	143	29	1221	72	35	1357	2836
04:00 PM	24	5	4	8	41	7	265	5	7	284	23	0	5	8	36	4	338	15	12	369	730
04:15 PM	26	2	0	12	40	8	224	8	6	246	28	1	0	4	33	9	350	19	8	386	705
04:30 PM	31	0	0	10	41	8	235	11	6	260	19	1	1	10	31	4	312	14	11	341	673
04:45 PM	28	3	2	5	38	7	210	12	5	234	26	2	2	10	40	7	351	16	5	379	691
Total	109	10	6	35	160	30	934	36	24	1024	96	4	8	32	140	24	1351	64	36	1475	2799

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	35	5	4	17	61	8	272	9	8	297	23	1	1	11	36	4	338	24	5	371	765
05:15 PM	33	4	1	7	45	7	227	9	6	249	22	0	2	8	32	5	328	19	6	358	684
05:30 PM	19	1	1	4	25	8	211	9	1	229	23	0	2	8	33	2	267	17	3	289	576
05:45 PM	19	0	1	6	26	7	181	5	6	199	26	2	6	9	43	1	256	11	12	280	548
Total	106	10	7	34	157	30	891	32	21	974	94	3	11	36	144	12	1189	71	26	1298	2573
Grand Total	919	128	163	338	1548	292	8649	443	299	9683	836	98	142	232	1308	409	9131	496	330	10366	22905
Apprch %	59.4	8.3	10.5	21.8		3	89.3	4.6	3.1		63.9	7.5	10.9	17.7		3.9	88.1	4.8	3.2		
Total %	4	0.6	0.7	1.5	6.8	1.3	37.8	1.9	1.3	42.3	3.6	0.4	0.6	1	5.7	1.8	39.9	2.2	1.4	45.3	

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	28	4	10	5	47	13	312	16	**18**	359	28	5	8	6	47	15	266	14	10	305	758
11:45 AM	**42**	**9**	**21**	6	**78**	**15**	**325**	**22**	10	**372**	26	**6**	**9**	8	49	17	**282**	10	18	327	**826**
12:00 PM	41	7	14	7	69	7	280	18	10	315	**33**	6	8	5	**52**	20	280	12	**19**	**331**	767
12:15 PM	33	5	9	**8**	55	12	317	17	12	358	30	3	6	**13**	52	**23**	262	**16**	8	309	774
Total Volume	144	25	54	26	249	47	1234	73	50	1404	117	20	31	32	200	75	1090	52	55	1272	3125
% App. Total	57.8	10	21.7	10.4		3.3	87.9	5.2	3.6		58.5	10	15.5	16		5.9	85.7	4.1	4.3		
PHF	.857	.694	.643	.813	.798	.783	.949	.830	.694	.944	.886	.833	.861	.615	.962	.815	.966	.813	.724	.961	.946

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

	11:45 AM					11:30 AM					12:45 PM					04:15 PM				
+0 mins.	**42**	**9**	**21**	6	**78**	13	312	16	**18**	359	25	6	11	3	45	**9**	350	19	8	**386**
+15 mins.	41	7	14	7	69	**15**	**325**	**22**	10	**372**	**37**	5	8	7	57	4	312	14	**11**	341
+30 mins.	33	5	9	8	55	7	280	18	10	315	29	3	10	**9**	51	7	**351**	16	5	379
+45 mins.	38	4	1	**9**	52	12	317	17	12	358	34	**9**	**12**	6	**61**	4	338	**24**	5	371
Total Volume	154	25	45	30	254	47	1234	73	50	1404	125	23	41	25	214	24	1351	73	29	1477
% App. Total	60.6	9.8	17.7	11.8		3.3	87.9	5.2	3.6		58.4	10.7	19.2	11.7		1.6	91.5	4.9	2	
PHF	.917	.694	.536	.833	.814	.783	.949	.830	.694	.944	.845	.639	.854	.694	.877	.667	.962	.760	.659	.957

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Rain started @ 5:47pm
Comments:

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

Groups Printed- Heavy Vehicles

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	0	1	0	0	1	0	14	0	0	14	2	0	0	0	2	1	9	0	0	10	27
10:15 AM	2	0	0	0	2	0	11	0	0	11	0	1	0	0	1	0	11	2	0	13	27
10:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	7	0	1	8	17
10:45 AM	1	0	1	0	2	0	2	0	0	2	0	0	1	0	1	0	12	0	0	12	17
Total	3	1	1	0	5	0	35	0	0	35	2	1	2	0	5	1	39	2	1	43	88
11:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	1	7	0	0	8	20
11:15 AM	0	0	0	0	0	1	9	0	0	10	0	0	1	1	2	0	3	0	1	4	16
11:30 AM	1	1	1	0	3	1	5	0	0	6	0	0	0	0	0	1	7	1	0	9	18
11:45 AM	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	0	5	0	0	5	11
Total	1	1	2	0	4	2	30	0	0	32	0	1	1	1	3	2	22	1	1	26	65
12:00 PM	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	0	12	0	0	12	20
12:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	7	1	0	9	16
12:30 PM	2	0	0	0	2	0	9	0	0	9	0	2	1	0	3	0	13	0	0	13	27
12:45 PM	0	1	0	0	1	0	6	0	0	6	0	0	1	0	1	0	6	0	0	6	14
Total	3	1	0	0	4	0	28	1	0	29	0	2	2	0	4	1	38	1	0	40	77
01:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	11	0	1	13	21
01:15 PM	0	1	0	0	1	1	10	0	1	12	0	0	0	0	0	1	9	1	0	11	24
01:30 PM	0	0	1	0	1	0	8	0	0	8	0	0	2	0	2	0	9	0	0	9	20
01:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	5	0	0	5	12
Total	0	1	1	0	2	1	32	0	1	34	0	0	3	0	3	2	34	1	1	38	77
02:00 PM	0	0	0	0	0	1	7	1	0	9	0	0	0	0	0	0	2	0	1	3	12
02:15 PM	0	0	0	1	1	0	10	1	0	11	0	0	0	1	1	0	14	1	1	16	29
02:30 PM	1	0	0	0	1	1	5	0	1	7	0	0	0	0	0	0	7	0	0	7	15
02:45 PM	1	0	0	0	1	1	7	0	0	8	2	0	0	0	2	0	10	0	0	10	21
Total	2	0	0	1	3	3	29	2	1	35	2	0	0	1	3	0	33	1	2	36	77
03:00 PM	1	0	0	0	1	0	5	2	0	7	1	0	0	0	1	0	8	0	0	8	17
03:15 PM	1	0	0	0	1	0	7	0	0	7	0	0	0	2	2	0	8	0	0	8	18
03:30 PM	0	0	0	0	0	0	7	1	0	8	0	0	0	1	1	0	11	0	0	11	20
03:45 PM	0	0	0	0	0	0	8	0	2	10	0	0	0	1	1	1	12	0	0	13	24
Total	2	0	0	0	2	0	27	3	2	32	1	0	0	4	5	1	39	0	0	40	79
04:00 PM	1	0	0	0	1	0	5	0	0	5	1	0	0	1	2	0	10	0	0	10	18
04:15 PM	0	0	0	0	0	0	4	1	0	5	0	0	1	1	2	0	5	0	0	5	12
04:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	16	0	1	17	19
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	7	0	0	7	9
Total	1	0	0	0	1	0	11	1	0	12	2	0	1	3	6	0	38	0	1	39	58

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	8	0	1	9	12
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	10
05:30 PM	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	11
05:45 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	2	2	1	5	0	0	6	10
Total	0	1	0	2	3	0	8	0	0	8	0	0	0	2	2	2	27	0	1	30	43
Grand Total	12	5	4	3	24	6	200	7	4	217	7	4	9	11	31	9	270	6	7	292	564
Apprch %	50	20.8	16.7	12.5		2.8	92.2	3.2	1.8		22.6	12.9	29	35.5		3.1	92.5	2.1	2.4		
Total %	2.1	0.9	0.7	0.5	4.3	1.1	35.5	1.2	0.7	38.5	1.2	0.7	1.6	2	5.5	1.6	47.9	1.1	1.2	51.8	

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:00 AM																					
10:00 AM	0	**1**	0	0	1	0	**14**	0	0	**14**	**2**	0	0	0	**2**	**1**	9	0	0	10	**27**
10:15 AM	**2**	0	0	0	**2**	0	11	0	0	11	0	**1**	0	0	1	0	11	**2**	0	**13**	27
10:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	**1**	0	1	0	7	0	**1**	8	17
10:45 AM	1	0	**1**	0	2	0	2	0	0	2	0	0	1	0	1	0	**12**	0	0	12	17
Total Volume	3	1	1	0	5	0	35	0	0	35	2	1	2	0	5	1	39	2	1	43	88
% App. Total	60	20	20	0		0	100	0	0		40	20	40	0		2.3	90.7	4.7	2.3		
PHF	.375	.250	.250	.000	.625	.000	.625	.000	.000	.625	.250	.250	.500	.000	.625	.250	.813	.250	.250	.827	.815

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

	10:00 AM					10:00 AM					02:45 PM					03:45 PM				
+0 mins.	0	**1**	0	0	1	0	**14**	0	0	**14**	**2**	0	0	0	**2**	**1**	12	0	0	13
+15 mins.	**2**	0	0	0	**2**	0	11	0	0	11	1	0	0	0	1	0	10	0	0	10
+30 mins.	0	0	0	0	0	0	8	0	0	8	0	0	0	**2**	2	0	5	0	0	5
+45 mins.	1	0	**1**	0	2	0	2	0	0	2	0	0	0	1	1	0	**16**	0	**1**	**17**
Total Volume	3	1	1	0	5	0	35	0	0	35	3	0	0	3	6	1	43	0	1	45
% App. Total	60	20	20	0		0	100	0	0		50	0	0	50		2.2	95.6	0	2.2	
PHF	.375	.250	.250	.000	.625	.000	.625	.000	.000	.625	.375	.000	.000	.375	.750	.250	.672	.000	.250	.662

Intersection Turning Movement Count

City/County: Bonita Springs/Lee
Weather: Rain started @ 5:47pm
Comments:

File Name : BonitaBeach&SunshinePlaza
Site Code : 18025
Start Date : 4/7/2022

Groups Printed- UTurns

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
10:00 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
10:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
10:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	3	0	0	0	3	12
11:00 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	7
11:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	4
Total	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	4	0	0	0	4	16
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6	0	0	0	6	10
01:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
01:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
01:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	11
02:00 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
02:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	10
*** BREAK ***																					
03:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
03:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
03:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7
Total	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6	0	0	0	6	12
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	6

Intersection Turning Movement Count

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

Groups Printed- UTurns

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
Grand Total	1	0	0	0	1	48	0	0	0	48	0	0	0	0	0	31	0	0	0	31	80
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	1.2	0	0	0	1.2	60	0	0	0	60	0	0	0	0	0	38.8	0	0	0	38.8	

	SUNSHINE PLAZA Southbound					BONITA BEACH ROAD Westbound					SPANISH WELLS BOULEVARD Northbound					BONITA BEACH ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	0	0	0	0	**5**	0	0	0	**5**	0	0	0	0	0	**2**	0	0	0	**2**	**7**
11:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	**1**	0	0	0	**1**	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	4
Total Volume	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	4	0	0	0	4	16
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.550	.000	.000	.000	.550	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.571

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

	11:00 AM					10:15 AM					10:00 AM					12:15 PM					
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	**2**	0	0	0	**2**	
+15 mins.	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	
+30 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	
+45 mins.	**1**	0	0	0	**1**	**5**	0	0	0	**5**	0	0	0	0	0	2	0	0	0	2	
Total Volume	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	7	0	0	0	7	
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.550	.000	.000	.000	.550	.000	.000	.000	.000	.000	.875	.000	.000	.000	.875	

Intersection Pedestrian & Bicycle Count

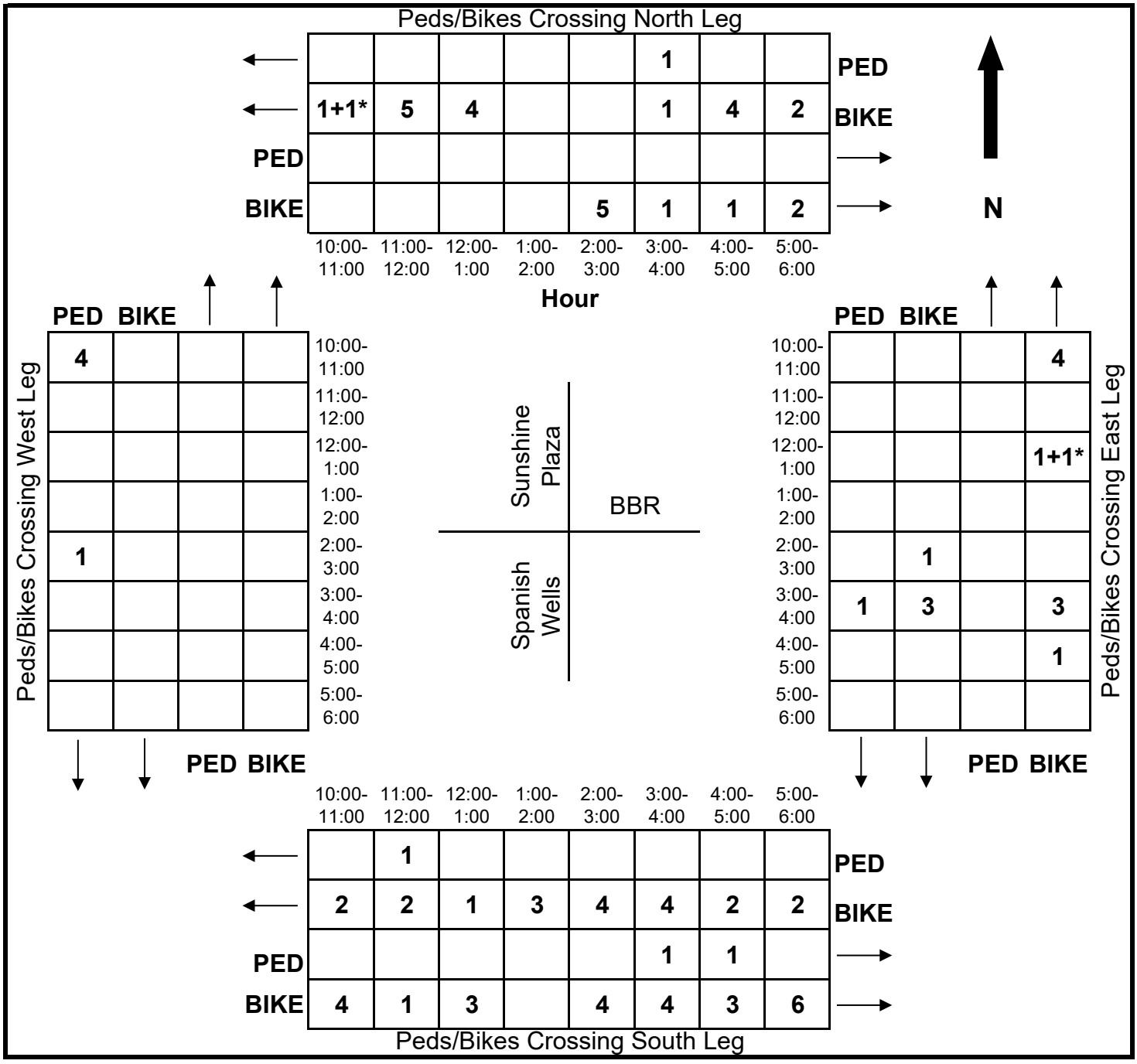
Date: 4/7/22 Day: Thursday

Count Times: 10am-6pm Weather: Rain 5:47-5:55pm

Intersection: Bonita Beach Road at Sunshine Plaza/Spanish Wells Boulevard`

Comments: ***Scooter**

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



Appendix C. Roadway Segment Data

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150822000000
Station ID: 124102111100
US-41 S/O BEAUMONT RD

Start Time	16-Apr-19 Tue	NB	SB	Combined Total
12:00 AM		68	51	119
01:00		58	36	94
02:00		23	29	52
03:00		29	41	70
04:00		44	67	111
05:00		91	240	331
06:00		296	878	1174
07:00		742	1478	2220
08:00		986	1634	2620
09:00		1127	1459	2586
10:00		1260	1374	2634
11:00		1374	1413	2787
12:00 PM		1529	1507	3036
01:00		1484	1377	2861
02:00		1674	1367	3041
03:00		1805	1372	3177
04:00		1932	1275	3207
05:00		1886	1291	3177
06:00		1305	999	2304
07:00		883	627	1510
08:00		743	532	1275
09:00		590	416	1006
10:00		453	248	701
11:00		187	101	288
Total		20569	19812	
Percent		50.9%	49.1%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150822000000
Station ID: 124102111100
US-41 S/O BEAUMONT RD

Start Time	17-Apr-19 Wed	NB	SB	Combined Total
12:00 AM		57	56	113
01:00		49	28	77
02:00		25	25	50
03:00		22	43	65
04:00		41	58	99
05:00		95	251	346
06:00		317	855	1172
07:00		748	1479	2227
08:00		1016	1654	2670
09:00		1090	1464	2554
10:00		1255	1323	2578
11:00		1411	1494	2905
12:00 PM		1604	1544	3148
01:00		1527	1419	2946
02:00		1614	1319	2933
03:00		1659	1283	2942
04:00		1986	1297	3283
05:00		1952	1418	3370
06:00		1411	999	2410
07:00		1127	725	1852
08:00		847	540	1387
09:00		601	427	1028
10:00		421	269	690
11:00		172	113	285
Total		21047	20083	
Percent		51.2%	48.8%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150822000000
Station ID: 124102111100
US-41 S/O BEAUMONT RD

Start Time	18-Apr-19 Thu	NB	SB	Combined Total
12:00 AM		76	45	121
01:00		55	32	87
02:00		50	40	90
03:00		29	40	69
04:00		51	55	106
05:00		110	226	336
06:00		269	855	1124
07:00		781	1488	2269
08:00		965	1594	2559
09:00		1082	1445	2527
10:00		1255	1417	2672
11:00		1408	1551	2959
12:00 PM		1535	1454	2989
01:00		1606	1398	3004
02:00		1691	1414	3105
03:00		1786	1281	3067
04:00		1998	1252	3250
05:00		1965	1411	3376
06:00		1407	1041	2448
07:00		942	684	1626
08:00		920	666	1586
09:00		693	454	1147
10:00		466	325	791
11:00		210	127	337
Total		21350	20295	
Percent		51.3%	48.7%	
Grand Total		62966	60190	
Percentage		51.1%	48.9%	
ADT		ADT 41,052		AADT 41,052

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150822000000
Station ID: 124102111100
US-41 S/O BEAUMONT RD

Start	16-Apr-19	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	389			19	351				
12:15		19	374			11	364				
12:30		21	377			15	395				
12:45		10	389	68	1529	6	397	51	1507	119	3036
01:00		15	339			7	336				
01:15		15	359			13	358				
01:30		10	402			9	356				
01:45		18	384	58	1484	7	327	36	1377	94	2861
02:00		5	410			7	359				
02:15		3	440			10	339				
02:30		8	403			7	328				
02:45		7	421	23	1674	5	341	29	1367	52	3041
03:00		6	438			8	361				
03:15		6	461			11	340				
03:30		9	477			10	377				
03:45		8	429	29	1805	12	294	41	1372	70	3177
04:00		6	505			20	321				
04:15		6	477			13	316				
04:30		10	424			13	322				
04:45		22	526	44	1932	21	316	67	1275	111	3207
05:00		20	472			24	329				
05:15		14	514			59	357				
05:30		25	449			74	322				
05:45		32	451	91	1886	83	283	240	1291	331	3177
06:00		48	397			121	251				
06:15		60	360			210	293				
06:30		68	295			260	234				
06:45		120	253	296	1305	287	221	878	999	1174	2304
07:00		143	265			292	198				
07:15		156	220			357	174				
07:30		206	220			419	131				
07:45		237	178	742	883	410	124	1478	627	2220	1510
08:00		226	187			448	140				
08:15		257	203			389	139				
08:30		260	178			369	144				
08:45		243	175	986	743	428	109	1634	532	2620	1275
09:00		270	170			367	108				
09:15		282	169			361	117				
09:30		275	130			368	106				
09:45		300	121	1127	590	363	85	1459	416	2586	1006
10:00		298	131			305	60				
10:15		320	151			326	58				
10:30		332	85			350	54				
10:45		310	86	1260	453	393	76	1374	248	2634	701
11:00		324	50			364	28				
11:15		347	58			339	28				
11:30		366	48			382	21				
11:45		337	31	1374	187	328	24	1413	101	2787	288
Total		6098	14471			8700	11112			14798	25583
Percent		29.6%	70.4%			43.9%	56.1%			36.6%	63.4%

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150822000000
Station ID: 124102111100
US-41 S/O BEAUMONT RD

Start	17-Apr-19	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		20	454			15	360				
12:15		15	380			24	402				
12:30		10	391			8	422				
12:45		12	379	57	1604	9	360	56	1544	113	3148
01:00		14	366			9	356				
01:15		9	410			10	394				
01:30		12	369			5	355				
01:45		14	382	49	1527	4	314	28	1419	77	2946
02:00		9	386			5	331				
02:15		5	392			5	331				
02:30		5	405			8	333				
02:45		6	431	25	1614	7	324	25	1319	50	2933
03:00		6	380			12	330				
03:15		7	460			6	311				
03:30		6	449			15	298				
03:45		3	370	22	1659	10	344	43	1283	65	2942
04:00		9	454			8	312				
04:15		7	510			8	337				
04:30		9	504			23	330				
04:45		16	518	41	1986	19	318	58	1297	99	3283
05:00		19	520			36	368				
05:15		20	513			43	375				
05:30		23	466			77	363				
05:45		33	453	95	1952	95	312	251	1418	346	3370
06:00		42	453			118	276				
06:15		71	420			182	260				
06:30		85	283			298	245				
06:45		119	255	317	1411	257	218	855	999	1172	2410
07:00		125	280			291	210				
07:15		156	310			382	185				
07:30		210	271			437	173				
07:45		257	266	748	1127	369	157	1479	725	2227	1852
08:00		237	218			454	157				
08:15		248	236			375	150				
08:30		267	217			456	111				
08:45		264	176	1016	847	369	122	1654	540	2670	1387
09:00		245	162			387	126				
09:15		286	157			376	119				
09:30		262	150			373	99				
09:45		297	132	1090	601	328	83	1464	427	2554	1028
10:00		305	124			294	82				
10:15		289	133			337	56				
10:30		331	93			335	71				
10:45		330	71	1255	421	357	60	1323	269	2578	690
11:00		296	47			368	37				
11:15		363	56			374	31				
11:30		353	41			372	20				
11:45		399	28	1411	172	380	25	1494	113	2905	285
Total		6126	14921			8730	11353			14856	26274
Percent		29.1%	70.9%			43.5%	56.5%			36.1%	63.9%

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

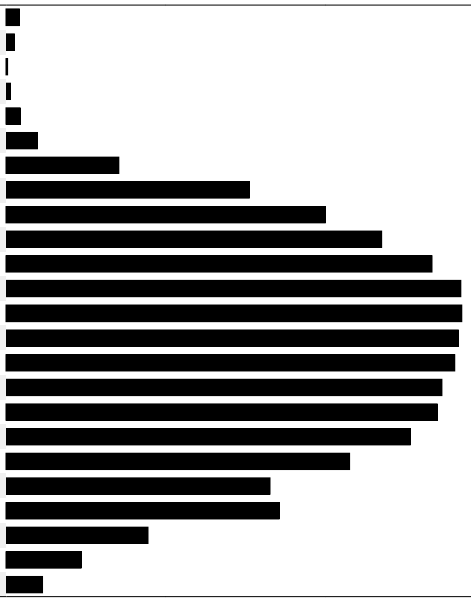
Site Code: 150822000000
Station ID: 124102111100
US-41 S/O BEAUMONT RD

Start	18-Apr-19	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		30	410			19	352				
12:15		11	357			7	361				
12:30		16	406			9	380				
12:45		19	362	76	1535	10	361	45	1454	121	2989
01:00		15	404			5	376				
01:15		18	389			9	349				
01:30		12	432			11	366				
01:45		10	381	55	1606	7	307	32	1398	87	3004
02:00		15	410			6	329				
02:15		10	416			10	371				
02:30		8	400			9	370				
02:45		17	465	50	1691	15	344	40	1414	90	3105
03:00		10	415			7	310				
03:15		7	429			9	320				
03:30		6	457			8	307				
03:45		6	485	29	1786	16	344	40	1281	69	3067
04:00		5	485			12	337				
04:15		6	505			9	306				
04:30		18	488			17	290				
04:45		22	520	51	1998	17	319	55	1252	106	3250
05:00		17	522			24	363				
05:15		21	555			52	385				
05:30		24	450			74	348				
05:45		48	438	110	1965	76	315	226	1411	336	3376
06:00		45	373			145	264				
06:15		61	418			180	270				
06:30		68	324			270	238				
06:45		95	292	269	1407	260	269	855	1041	1124	2448
07:00		136	254			280	179				
07:15		172	238			346	204				
07:30		224	237			442	171				
07:45		249	213	781	942	420	130	1488	684	2269	1626
08:00		226	201			403	170				
08:15		230	268			407	196				
08:30		250	240			399	160				
08:45		259	211	965	920	385	140	1594	666	2559	1586
09:00		231	210			370	115				
09:15		252	177			365	101				
09:30		278	175			357	134				
09:45		321	131	1082	693	353	104	1445	454	2527	1147
10:00		280	137			318	109				
10:15		329	150			350	60				
10:30		298	99			374	78				
10:45		348	80	1255	466	375	78	1417	325	2672	791
11:00		337	74			366	45				
11:15		329	53			381	29				
11:30		382	42			393	36				
11:45		360	41	1408	210	411	17	1551	127	2959	337
Total		6131	15219			8788	11507			14919	26726
Percent		28.7%	71.3%			43.3%	56.7%			35.8%	64.2%
Grand Total		18355	44611			26218	33972			44573	78583
Percent		29.2%	70.8%			43.6%	56.4%			36.2%	63.8%
ADT		ADT 41,052		AADT 41,052							

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15333B000000
Station ID: 128653311100
BONITA BEACH RD W/O WINDSOR RD

Start Time	16-Apr-19 Tue	EB	WB	Combined Total
12:00 AM		30	44	74
01:00		18	28	46
02:00		7	4	11
03:00		17	8	25
04:00		53	24	77
05:00		92	78	170
06:00		303	306	609
07:00		641	669	1310
08:00		791	927	1718
09:00		928	1094	2022
10:00		1058	1234	2292
11:00		1121	1326	2447
12:00 PM		1165	1288	2453
01:00		1249	1184	2433
02:00		1279	1135	2414
03:00		1320	1026	2346
04:00		1300	1020	2320
05:00		1119	1056	2175
06:00		871	978	1849
07:00		665	757	1422
08:00		915	554	1469
09:00		370	395	765
10:00		214	192	406
11:00		106	92	198
Total		15632	15419	
Percent		50.3%	49.7%	



FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15333B000000
Station ID: 128653311100
BONITA BEACH RD W/O WINDSOR RD

Start Time	17-Apr-19 Wed	EB	WB	Combined Total
12:00 AM		36	54	90
01:00		14	28	42
02:00		13	14	27
03:00		14	19	33
04:00		54	24	78
05:00		105	70	175
06:00		313	325	638
07:00		670	693	1363
08:00		836	919	1755
09:00		929	1134	2063
10:00		1053	1343	2396
11:00		1135	1307	2442
12:00 PM		1120	1281	2401
01:00		1205	1122	2327
02:00		1279	1097	2376
03:00		1333	1132	2465
04:00		1222	1019	2241
05:00		1187	1047	2234
06:00		904	998	1902
07:00		689	823	1512
08:00		930	533	1463
09:00		461	414	875
10:00		216	217	433
11:00		100	91	191
Total		15818	15704	
Percent		50.2%	49.8%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15333B000000
Station ID: 128653311100
BONITA BEACH RD W/O WINDSOR RD

Start Time	18-Apr-19 Thu	EB	WB	Combined Total
12:00 AM		49	51	100
01:00		21	24	45
02:00		8	23	31
03:00		22	12	34
04:00		46	19	65
05:00		95	71	166
06:00		291	300	591
07:00		614	709	1323
08:00		821	901	1722
09:00		998	1134	2132
10:00		1078	1273	2351
11:00		1151	1377	2528
12:00 PM		1237	1333	2570
01:00		1150	1152	2302
02:00		1269	1141	2410
03:00		1402	1073	2475
04:00		1308	1052	2360
05:00		1076	1093	2169
06:00		913	992	1905
07:00		690	827	1517
08:00		916	618	1534
09:00		470	425	895
10:00		300	225	525
11:00		127	118	245
Total		16052	15943	
Percent		50.2%	49.8%	
Grand Total		47502	47066	
Percentage		50.2%	49.8%	
ADT		ADT 31,523		AADT 31,523

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15333B000000
Station ID: 128653311100
BONITA BEACH RD W/O WINDSOR RD

Start	16-Apr-19	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	278			18	314				
12:15		10	296			10	322				
12:30		8	285			7	313				
12:45		5	306	30	1165	9	339	44	1288	74	2453
01:00		9	302			10	290				
01:15		4	299			8	293				
01:30		2	315			8	316				
01:45		3	333	18	1249	2	285	28	1184	46	2433
02:00		3	322			3	320				
02:15		2	327			1	264				
02:30		1	270			0	260				
02:45		1	360	7	1279	0	291	4	1135	11	2414
03:00		2	344			1	253				
03:15		5	330			1	272				
03:30		5	334			4	251				
03:45		5	312	17	1320	2	250	8	1026	25	2346
04:00		5	332			3	258				
04:15		8	320			4	253				
04:30		20	319			7	252				
04:45		20	329	53	1300	10	257	24	1020	77	2320
05:00		14	302			12	264				
05:15		14	285			25	259				
05:30		28	286			18	245				
05:45		36	246	92	1119	23	288	78	1056	170	2175
06:00		39	261			39	223				
06:15		60	230			65	267				
06:30		99	188			70	226				
06:45		105	192	303	871	132	262	306	978	609	1849
07:00		113	174			136	190				
07:15		136	160			158	231				
07:30		198	159			189	201				
07:45		194	172	641	665	186	135	669	757	1310	1422
08:00		185	301			205	163				
08:15		196	266			193	129				
08:30		196	190			245	144				
08:45		214	158	791	915	284	118	927	554	1718	1469
09:00		197	98			268	110				
09:15		226	108			248	110				
09:30		255	90			261	105				
09:45		250	74	928	370	317	70	1094	395	2022	765
10:00		274	55			302	70				
10:15		249	64			318	49				
10:30		260	48			304	32				
10:45		275	47	1058	214	310	41	1234	192	2292	406
11:00		281	38			319	40				
11:15		273	28			348	24				
11:30		291	22			306	14				
11:45		276	18	1121	106	353	14	1326	92	2447	198
Total		5059	10573			5742	9677			10801	20250
Percent		32.4%	67.6%			37.2%	62.8%			34.8%	65.2%

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15333B000000
Station ID: 128653311100
BONITA BEACH RD W/O WINDSOR RD

Start Time	17-Apr-19 Wed	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		14	257			18	307				
12:15		10	289			13	316				
12:30		6	300			10	350				
12:45		6	274	36	1120	13	308	54	1281	90	2401
01:00		2	308			10	297				
01:15		7	323			10	275				
01:30		2	304			2	287				
01:45		3	270	14	1205	6	263	28	1122	42	2327
02:00		1	312			4	268				
02:15		3	338			6	266				
02:30		4	331			3	260				
02:45		5	298	13	1279	1	303	14	1097	27	2376
03:00		4	356			5	291				
03:15		2	335			6	294				
03:30		2	318			5	266				
03:45		6	324	14	1333	3	281	19	1132	33	2465
04:00		10	290			6	249				
04:15		14	318			4	282				
04:30		10	308			4	230				
04:45		20	306	54	1222	10	258	24	1019	78	2241
05:00		17	315			11	254				
05:15		13	325			16	269				
05:30		31	295			16	245				
05:45		44	252	105	1187	27	279	70	1047	175	2234
06:00		41	240			43	249				
06:15		63	220			65	280				
06:30		96	228			94	242				
06:45		113	216	313	904	123	227	325	998	638	1902
07:00		127	167			134	227				
07:15		164	183			177	210				
07:30		178	181			174	201				
07:45		201	158	670	689	208	185	693	823	1363	1512
08:00		188	333			196	162				
08:15		190	282			216	131				
08:30		228	172			233	124				
08:45		230	143	836	930	274	116	919	533	1755	1463
09:00		234	174			253	112				
09:15		235	102			280	122				
09:30		223	90			286	100				
09:45		237	95	929	461	315	80	1134	414	2063	875
10:00		239	61			309	59				
10:15		286	58			322	61				
10:30		251	59			362	47				
10:45		277	38	1053	216	350	50	1343	217	2396	433
11:00		275	44			305	28				
11:15		293	29			338	26				
11:30		297	15			336	15				
11:45		270	12	1135	100	328	22	1307	91	2442	191
Total		5172	10646			5930	9774			11102	20420
Percent		32.7%	67.3%			37.8%	62.2%			35.2%	64.8%

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15333B000000
Station ID: 128653311100
BONITA BEACH RD W/O WINDSOR RD

Start Time	18-Apr-19 Thu	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	304			14	331				
12:15		17	276			10	334				
12:30		10	319			17	326				
12:45		10	338	49	1237	10	342	51	1333	100	2570
01:00		8	269			7	280				
01:15		2	296			9	298				
01:30		4	279			3	319				
01:45		7	306	21	1150	5	255	24	1152	45	2302
02:00		1	317			5	303				
02:15		4	300			10	299				
02:30		0	325			5	271				
02:45		3	327	8	1269	3	268	23	1141	31	2410
03:00		2	363			2	256				
03:15		5	359			2	269				
03:30		6	316			5	269				
03:45		9	364	22	1402	3	279	12	1073	34	2475
04:00		9	345			2	277				
04:15		11	314			1	268				
04:30		11	342			5	252				
04:45		15	307	46	1308	11	255	19	1052	65	2360
05:00		19	276			14	243				
05:15		19	312			12	296				
05:30		24	258			19	276				
05:45		33	230	95	1076	26	278	71	1093	166	2169
06:00		46	233			40	268				
06:15		70	242			57	250				
06:30		72	222			89	228				
06:45		103	216	291	913	114	246	300	992	591	1905
07:00		116	186			135	239				
07:15		142	183			180	223				
07:30		179	184			164	180				
07:45		177	137	614	690	230	185	709	827	1323	1517
08:00		190	291			198	165				
08:15		201	270			239	162				
08:30		210	208			203	153				
08:45		220	147	821	916	261	138	901	618	1722	1534
09:00		251	151			276	114				
09:15		231	112			261	116				
09:30		256	94			286	102				
09:45		260	113	998	470	311	93	1134	425	2132	895
10:00		256	97			333	78				
10:15		255	81			295	59				
10:30		289	63			327	52				
10:45		278	59	1078	300	318	36	1273	225	2351	525
11:00		302	46			341	39				
11:15		275	36			347	31				
11:30		296	26			343	27				
11:45		278	19	1151	127	346	21	1377	118	2528	245
Total		5194	10858			5894	10049			11088	20907
Percent		32.4%	67.6%			37.0%	63.0%			34.7%	65.3%
Grand Total		15425	32077			17566	29500			32991	61577
Percent		32.5%	67.5%			37.3%	62.7%			34.9%	65.1%

ADT ADT 31,523 AADT 31,523

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15335B000000
Station ID: 128654311100
BONITA BEACH RD W/O WISCONSIN ST

Start Time	16-Apr-19 Tue	EB	WB	Combined Total
12:00 AM		41	48	89
01:00		27	28	55
02:00		25	26	51
03:00		30	18	48
04:00		54	58	112
05:00		117	187	304
06:00		367	543	910
07:00		642	1071	1713
08:00		726	1383	2109
09:00		941	1204	2145
10:00		1008	1241	2249
11:00		1137	1276	2413
12:00 PM		1156	1223	2379
01:00		1254	1254	2508
02:00		1227	1130	2357
03:00		1321	1046	2367
04:00		1399	929	2328
05:00		1340	888	2228
06:00		867	744	1611
07:00		654	575	1229
08:00		717	369	1086
09:00		439	259	698
10:00		277	159	436
11:00		131	94	225
Total		15897	15753	
Percent		50.2%	49.8%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15335B000000
Station ID: 128654311100
BONITA BEACH RD W/O WISCONSIN ST

Start Time	17-Apr-19 Wed	EB	WB	Combined Total
12:00 AM		58	54	112
01:00		28	43	71
02:00		26	24	50
03:00		16	22	38
04:00		60	55	115
05:00		114	191	305
06:00		369	527	896
07:00		625	1095	1720
08:00		703	1321	2024
09:00		925	1332	2257
10:00		1045	1246	2291
11:00		1127	1257	2384
12:00 PM		1226	1221	2447
01:00		1206	1139	2345
02:00		1233	1019	2252
03:00		1296	1061	2357
04:00		1279	934	2213
05:00		1298	903	2201
06:00		934	792	1726
07:00		725	509	1234
08:00		727	427	1154
09:00		513	272	785
10:00		270	149	419
11:00		113	109	222
Total		15916	15702	
Percent		50.3%	49.7%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15335B000000
Station ID: 128654311100
BONITA BEACH RD W/O WISCONSIN ST

Start Time	18-Apr-19 Thu	EB	WB	Combined Total
12:00 AM		71	63	134
01:00		37	32	69
02:00		13	33	46
03:00		25	19	44
04:00		59	45	104
05:00		121	174	295
06:00		353	523	876
07:00		562	1146	1708
08:00		791	1380	2171
09:00		887	1288	2175
10:00		995	1240	2235
11:00		1209	1284	2493
12:00 PM		1187	1309	2496
01:00		1219	1140	2359
02:00		1291	1025	2316
03:00		1327	1007	2334
04:00		1272	942	2214
05:00		1316	872	2188
06:00		947	879	1826
07:00		711	577	1288
08:00		971	509	1480
09:00		482	287	769
10:00		340	178	518
11:00		169	130	299
Total		16355	16082	
Percent		50.4%	49.6%	
Grand Total		48168	47537	
Percentage		50.3%	49.7%	
ADT		ADT 31,902		AADT 31,902

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15335B000000
Station ID: 128654311100
BONITA BEACH RD W/O WISCONSIN ST

Start	16-Apr-19	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	281			12	321				
12:15		10	288			12	297				
12:30		10	271			7	302				
12:45		4	316	41	1156	17	303	48	1223	89	2379
01:00		8	333			8	301				
01:15		6	321			7	295				
01:30		6	289			4	334				
01:45		7	311	27	1254	9	324	28	1254	55	2508
02:00		6	300			13	261				
02:15		6	300			4	272				
02:30		4	309			5	283				
02:45		9	318	25	1227	4	314	26	1130	51	2357
03:00		6	313			2	256				
03:15		7	320			3	263				
03:30		11	362			5	257				
03:45		6	326	30	1321	8	270	18	1046	48	2367
04:00		13	349			10	240				
04:15		7	366			10	225				
04:30		10	341			15	220				
04:45		24	343	54	1399	23	244	58	929	112	2328
05:00		19	399			31	231				
05:15		24	334			49	224				
05:30		27	297			48	219				
05:45		47	310	117	1340	59	214	187	888	304	2228
06:00		50	273			78	181				
06:15		72	213			94	210				
06:30		116	202			152	204				
06:45		129	179	367	867	219	149	543	744	910	1611
07:00		120	171			196	181				
07:15		147	163			267	150				
07:30		165	170			287	129				
07:45		210	150	642	654	321	115	1071	575	1713	1229
08:00		185	193			340	98				
08:15		193	181			357	100				
08:30		168	172			340	90				
08:45		180	171	726	717	346	81	1383	369	2109	1086
09:00		229	117			285	83				
09:15		234	128			297	73				
09:30		244	103			291	52				
09:45		234	91	941	439	331	51	1204	259	2145	698
10:00		224	95			314	47				
10:15		275	79			321	44				
10:30		249	53			267	32				
10:45		260	50	1008	277	339	36	1241	159	2249	436
11:00		278	49			293	31				
11:15		291	40			320	16				
11:30		287	28			332	23				
11:45		281	14	1137	131	331	24	1276	94	2413	225
Total		5115	10782			7083	8670			12198	19452
Percent		32.2%	67.8%			45.0%	55.0%			38.5%	61.5%

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15335B000000
Station ID: 128654311100
BONITA BEACH RD W/O WISCONSIN ST

Start Time	17-Apr-19 Wed	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		27	316			11	304				
12:15		12	309			15	320				
12:30		13	313			18	309				
12:45		6	288	58	1226	10	288	54	1221	112	2447
01:00		10	264			12	285				
01:15		5	336			15	290				
01:30		6	320			7	285				
01:45		7	286	28	1206	9	279	43	1139	71	2345
02:00		10	283			5	248				
02:15		4	317			9	229				
02:30		4	317			4	254				
02:45		8	316	26	1233	6	288	24	1019	50	2252
03:00		3	324			5	275				
03:15		5	340			5	263				
03:30		5	308			7	253				
03:45		3	324	16	1296	5	270	22	1061	38	2357
04:00		10	331			4	244				
04:15		14	335			8	237				
04:30		10	326			11	229				
04:45		26	287	60	1279	32	224	55	934	115	2213
05:00		15	390			29	226				
05:15		20	324			38	233				
05:30		30	319			54	213				
05:45		49	265	114	1298	70	231	191	903	305	2201
06:00		59	266			55	221				
06:15		82	263			129	203				
06:30		112	213			150	186				
06:45		116	192	369	934	193	182	527	792	896	1726
07:00		126	204			208	151				
07:15		157	171			257	130				
07:30		186	175			289	119				
07:45		156	175	625	725	341	109	1095	509	1720	1234
08:00		168	198			312	126				
08:15		160	193			330	97				
08:30		205	176			348	94				
08:45		170	160	703	727	331	110	1321	427	2024	1154
09:00		226	170			352	83				
09:15		241	126			320	73				
09:30		234	110			331	63				
09:45		224	107	925	513	329	53	1332	272	2257	785
10:00		229	85			283	43				
10:15		273	75			320	39				
10:30		249	64			329	35				
10:45		294	46	1045	270	314	32	1246	149	2291	419
11:00		268	41			328	30				
11:15		281	32			287	18				
11:30		299	23			307	32				
11:45		279	17	1127	113	335	29	1257	109	2384	222
Total		5096	10820			7167	8535			12263	19355
Percent		32.0%	68.0%			45.6%	54.4%			38.8%	61.2%

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15335B000000
Station ID: 128654311100
BONITA BEACH RD W/O WISCONSIN ST

Start Time	18-Apr-19 Thu	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		19	310			18	335				
12:15		20	291			12	304				
12:30		17	277			19	343				
12:45		15	309	71	1187	14	327	63	1309	134	2496
01:00		10	309			8	273				
01:15		12	301			7	255				
01:30		4	300			7	306				
01:45		11	309	37	1219	10	306	32	1140	69	2359
02:00		4	316			10	269				
02:15		5	330			14	257				
02:30		2	314			1	258				
02:45		2	331	13	1291	8	241	33	1025	46	2316
03:00		4	327			4	244				
03:15		7	355			6	241				
03:30		5	321			7	234				
03:45		9	324	25	1327	2	288	19	1007	44	2334
04:00		15	308			5	255				
04:15		12	313			5	240				
04:30		13	337			11	248				
04:45		19	314	59	1272	24	199	45	942	104	2214
05:00		18	406			38	223				
05:15		26	366			34	225				
05:30		32	317			41	226				
05:45		45	227	121	1316	61	198	174	872	295	2188
06:00		52	273			72	202				
06:15		96	255			117	231				
06:30		98	212			139	248				
06:45		107	207	353	947	195	198	523	879	876	1826
07:00		113	195			235	163				
07:15		137	166			261	140				
07:30		150	173			277	149				
07:45		162	177	562	711	373	125	1146	577	1708	1288
08:00		170	320			310	193				
08:15		165	223			361	100				
08:30		200	247			332	107				
08:45		256	181	791	971	377	109	1380	509	2171	1480
09:00		214	152			320	77				
09:15		193	115			312	83				
09:30		240	105			311	60				
09:45		240	110	887	482	345	67	1288	287	2175	769
10:00		242	109			293	40				
10:15		235	94			293	42				
10:30		283	68			324	45				
10:45		235	69	995	340	330	51	1240	178	2235	518
11:00		301	52			339	37				
11:15		280	49			331	33				
11:30		305	38			316	30				
11:45		323	30	1209	169	298	30	1284	130	2493	299
Total		5123	11232			7227	8855			12350	20087
Percent		31.3%	68.7%			44.9%	55.1%			38.1%	61.9%
Grand Total		15334	32834			21477	26060			36811	58894
Percent		31.8%	68.2%			45.2%	54.8%			38.5%	61.5%

ADT ADT 31,902 AADT 31,902

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/27/1																
9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	4	2	0	2	0	0	0	0	0	0	0	0	0	0	8
07:00	3	6	5	2	1	0	0	0	0	0	0	0	0	0	0	17
08:00	0	15	9	0	2	0	0	0	0	0	0	0	0	0	0	26
09:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
10:00	0	14	3	0	1	1	0	0	0	0	0	0	0	0	0	19
11:00	0	15	8	0	2	0	0	0	0	0	0	0	0	0	0	25
12 PM	2	14	7	0	0	0	0	0	0	0	0	0	0	0	0	23
13:00	0	14	7	0	4	0	0	1	0	0	0	0	0	0	0	26
14:00	0	13	6	2	1	0	0	0	0	0	0	0	0	0	0	22
15:00	0	16	10	0	3	0	0	0	0	0	0	0	0	0	0	29
16:00	1	28	12	1	2	0	0	0	0	0	0	0	0	0	0	44
17:00	0	27	6	0	2	0	0	0	0	0	0	0	0	0	0	35
18:00	0	20	11	0	1	0	0	0	0	0	0	0	0	0	0	32
19:00	4	24	4	0	0	0	0	0	0	0	0	0	0	0	0	32
20:00	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
21:00	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	12	264	104	5	23	1	0	2	0	0	0	0	0	0	0	411
Percent	2.9%	64.2%	25.3%	1.2%	5.6%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/28/1																
9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
07:00	5	12	3	0	0	0	0	0	0	0	0	0	0	0	0	20
08:00	2	11	2	0	2	0	0	0	0	0	0	0	0	0	0	17
09:00	1	13	5	0	1	0	0	0	0	0	0	0	0	0	0	20
10:00	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
11:00	0	10	3	0	4	0	0	0	0	0	0	0	0	0	0	17
12 PM	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
13:00	2	18	10	0	1	0	0	0	0	0	0	0	0	0	0	31
14:00	2	18	4	0	2	0	0	0	0	0	0	0	0	0	0	26
15:00	3	25	6	1	1	0	0	0	0	0	0	0	0	0	0	36
16:00	1	32	13	1	4	1	0	0	0	0	0	0	0	0	0	52
17:00	0	30	4	1	2	0	0	0	0	0	0	0	0	0	0	37
18:00	0	24	6	1	0	0	0	0	0	0	0	0	0	0	0	31
19:00	0	26	10	0	0	0	0	0	0	0	0	0	0	0	0	36
20:00	1	17	4	0	2	0	0	0	0	0	0	0	0	0	0	24
21:00	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
22:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	18	299	89	4	20	1	0	1	1	0	0	0	0	0	0	433
Percent	4.2%	69.1%	20.6%	0.9%	4.6%	0.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/29/1																
9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	10	4	1	0	0	0	0	0	0	0	0	0	0	0	15
08:00	0	14	5	0	1	0	0	0	0	0	0	0	0	0	0	20
09:00	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	17
10:00	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
11:00	2	11	2	0	1	0	0	1	0	0	0	0	0	0	0	17
12 PM	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	10
13:00	0	15	2	0	1	0	0	0	0	0	0	0	0	0	0	18
14:00	0	14	8	0	1	0	0	0	0	0	0	0	0	0	0	23
15:00	2	27	4	1	3	0	0	0	0	0	0	0	0	0	0	37
16:00	2	31	11	1	1	0	0	0	0	0	0	0	0	0	0	46
17:00	1	28	8	1	0	0	0	0	0	0	0	0	0	0	0	38
18:00	1	22	7	0	1	0	0	0	0	0	0	0	0	0	0	31
19:00	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
20:00	0	17	8	0	1	0	0	0	0	0	0	0	0	0	0	26
21:00	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
22:00	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	13	280	95	5	10	0	0	1	0	0	0	0	0	0	0	404
Percent	3.2%	69.3%	23.5%	1.2%	2.5%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	43	843	288	14	53	2	0	4	1	0	0	0	0	0	0	1248
Percent	3.4%	67.5%	23.1%	1.1%	4.2%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/27/1																
9	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
06:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
07:00	0	24	15	0	2	0	0	0	0	0	0	0	0	0	0	41
08:00	1	14	8	0	6	0	0	0	0	0	0	0	0	0	0	29
09:00	0	17	5	0	1	0	0	0	0	0	0	0	0	0	0	23
10:00	1	17	5	0	3	0	0	0	0	0	0	0	0	0	0	26
11:00	0	13	7	1	4	0	1	0	0	0	0	0	0	0	0	26
12 PM	0	14	7	0	2	0	0	0	0	0	0	0	0	0	0	23
13:00	0	21	8	0	4	1	0	0	0	0	0	0	0	0	0	34
14:00	0	25	6	1	3	0	0	0	0	0	0	0	0	0	0	35
15:00	0	20	5	1	1	0	0	0	0	0	0	0	0	0	0	27
16:00	1	17	14	0	2	0	0	0	0	0	0	0	0	0	0	34
17:00	1	28	5	1	1	0	0	0	0	0	0	0	0	0	0	36
18:00	2	26	7	0	3	0	0	0	0	0	0	0	0	0	0	38
19:00	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
20:00	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
21:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
22:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	6	320	114	4	35	1	1	3	0	1	0	0	0	0	0	485
Percent	1.2%	66.0%	23.5%	0.8%	7.2%	0.2%	0.2%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/28/1																
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
07:00	0	24	13	1	1	0	0	0	0	0	0	0	0	0	0	39
08:00	3	16	7	1	2	0	0	0	0	0	0	0	0	0	0	29
09:00	2	20	9	0	3	0	0	1	0	0	0	0	0	0	0	35
10:00	0	18	4	0	2	0	0	0	0	0	0	0	0	0	0	24
11:00	3	13	6	0	0	0	0	0	0	0	0	0	0	0	0	22
12 PM	1	10	4	0	0	0	0	0	0	0	0	0	0	0	0	15
13:00	0	26	3	1	1	0	0	1	0	0	0	0	0	0	0	32
14:00	0	24	4	0	2	0	0	0	0	0	0	0	0	0	0	30
15:00	0	22	7	0	4	0	0	0	0	0	0	0	0	0	0	33
16:00	0	30	8	1	1	0	0	0	0	0	0	0	0	0	0	40
17:00	3	28	7	0	3	1	0	0	0	0	0	0	0	0	0	42
18:00	0	23	6	0	2	0	0	0	0	0	0	0	0	0	0	31
19:00	1	19	11	0	3	0	0	1	0	0	0	0	0	0	0	35
20:00	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	16
21:00	0	18	3	0	2	0	0	0	0	0	0	0	0	0	0	23
22:00	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	4
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	13	321	104	5	29	1	1	4	0	0	0	0	0	0	0	478
Percent	2.7%	67.2%	21.8%	1.0%	6.1%	0.2%	0.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/29/1																
9	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
06:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
07:00	0	25	18	0	1	0	0	0	0	0	0	0	0	0	0	44
08:00	0	25	6	0	2	0	0	0	0	0	0	0	0	0	0	33
09:00	0	21	12	0	1	0	0	0	0	0	0	0	0	0	0	34
10:00	0	20	4	0	1	0	0	0	1	0	0	0	0	0	0	26
11:00	0	16	6	0	2	0	0	0	0	0	0	0	0	0	0	24
12 PM	0	19	5	0	1	0	0	0	0	0	0	0	0	0	0	25
13:00	0	11	4	1	0	0	0	0	0	0	0	0	0	0	0	16
14:00	1	18	4	0	0	0	0	0	0	0	0	0	0	0	0	23
15:00	2	27	7	0	4	0	0	0	0	0	0	0	0	0	0	40
16:00	0	29	11	1	1	0	0	0	0	0	0	0	0	0	0	42
17:00	0	31	7	0	4	0	0	0	0	0	0	0	0	0	0	42
18:00	3	21	6	0	2	0	0	0	0	0	0	0	0	0	0	32
19:00	0	21	8	0	0	0	0	0	0	0	0	0	0	0	0	29
20:00	1	24	4	0	0	0	0	0	0	0	0	0	0	0	0	29
21:00	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	7	355	116	2	22	2	0	1	1	0	0	0	0	0	0	506
Percent	1.4%	70.2%	22.9%	0.4%	4.3%	0.4%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	26	996	334	11	86	4	2	8	1	1	0	0	0	0	0	1469
Percent	1.8%	67.8%	22.7%	0.7%	5.9%	0.3%	0.1%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/27/1																
9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	0	4	2	0	2	0	0	0	0	0	0	0	0	0	0	8
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
07:45	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	6
	3	6	5	2	1	0	0	0	0	0	0	0	0	0	0	17
08:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
08:15	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
08:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	15	9	0	2	0	0	0	0	0	0	0	0	0	0	26
09:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
09:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
10:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
10:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
10:45	0	8	0	0	1	1	0	0	0	0	0	0	0	0	0	10
	0	14	3	0	1	1	0	0	0	0	0	0	0	0	0	19
11:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
11:15	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
11:30	0	2	3	0	2	0	0	0	0	0	0	0	0	0	0	7
11:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	15	8	0	2	0	0	0	0	0	0	0	0	0	0	25
Total	4	70	32	2	10	1	0	1	0	0	0	0	0	0	0	120
Percent	3.3%	58.3%	26.7%	1.7%	8.3%	0.8%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	8
12:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
12:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	14	7	0	0	0	0	0	0	0	0	0	0	0	0	23
13:00	0	2	3	0	2	0	0	0	0	0	0	0	0	0	0	7
13:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
13:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
13:45	0	6	0	0	1	0	0	1	0	0	0	0	0	0	0	8
	0	14	7	0	4	0	0	1	0	0	0	0	0	0	0	26
14:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
14:15	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	5
14:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	13	6	2	1	0	0	0	0	0	0	0	0	0	0	22
15:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
15:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
15:30	0	2	6	0	1	0	0	0	0	0	0	0	0	0	0	9
15:45	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	6
	0	16	10	0	3	0	0	0	0	0	0	0	0	0	0	29
16:00	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	14
16:15	0	7	5	0	1	0	0	0	0	0	0	0	0	0	0	13
16:30	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0	11
16:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
	1	28	12	1	2	0	0	0	0	0	0	0	0	0	0	44
17:00	0	11	3	0	1	0	0	0	0	0	0	0	0	0	0	15
17:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
17:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
17:45	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
	0	27	6	0	2	0	0	0	0	0	0	0	0	0	0	35
18:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
18:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
18:30	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
18:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	20	11	0	1	0	0	0	0	0	0	0	0	0	0	32
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
19:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
19:30	3	11	1	0	0	0	0	0	0	0	0	0	0	0	0	15
19:45	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	4	24	4	0	0	0	0	0	0	0	0	0	0	0	0	32
20:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
20:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
20:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	21	6	0	0	0	0	0	0	0	0	0	0	0	0	27
21:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	8	194	72	3	13	0	0	1	0	0	0	0	0	0	0	291
Percent	2.7%	66.7%	24.7%	1.0%	4.5%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/28/1																
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
07:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
07:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	5	12	3	0	0	0	0	0	0	0	0	0	0	0	0	20
08:00	0	4	1	0	2	0	0	0	0	0	0	0	0	0	0	7
08:15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	11	2	0	2	0	0	0	0	0	0	0	0	0	0	17
09:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
09:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
	1	13	5	0	1	0	0	0	0	0	0	0	0	0	0	20
10:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
10:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
11:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
11:15	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	6
11:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
	0	10	3	0	4	0	0	0	0	0	0	0	0	0	0	17
Total	9	64	20	0	7	0	0	1	1	0	0	0	0	0	0	102
Percent	8.8%	62.7%	19.6%	0.0%	6.9%	0.0%	0.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
12:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
12:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
12:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
13:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
13:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
13:30	1	2	3	0	1	0	0	0	0	0	0	0	0	0	0	7
13:45	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	18	10	0	1	0	0	0	0	0	0	0	0	0	0	31
14:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
14:15	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
14:30	1	5	2	0	2	0	0	0	0	0	0	0	0	0	0	10
14:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	18	4	0	2	0	0	0	0	0	0	0	0	0	0	26
15:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
15:15	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	10
15:30	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
15:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	3	25	6	1	1	0	0	0	0	0	0	0	0	0	0	36
16:00	1	8	2	1	2	0	0	0	0	0	0	0	0	0	0	14
16:15	0	9	2	0	0	1	0	0	0	0	0	0	0	0	0	12
16:30	0	11	7	0	1	0	0	0	0	0	0	0	0	0	0	19
16:45	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
	1	32	13	1	4	1	0	0	0	0	0	0	0	0	0	52
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
17:30	0	11	3	1	1	0	0	0	0	0	0	0	0	0	0	16
17:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	0	30	4	1	2	0	0	0	0	0	0	0	0	0	0	37
18:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	11
18:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
18:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	24	6	1	0	0	0	0	0	0	0	0	0	0	0	31
19:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
19:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
19:30	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
19:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	26	10	0	0	0	0	0	0	0	0	0	0	0	0	36
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
20:30	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0	6
20:45	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	1	17	4	0	2	0	0	0	0	0	0	0	0	0	0	24
21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
21:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
21:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
21:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	9	235	69	4	13	1	0	0	0	0	0	0	0	0	0	331
Percent	2.7%	71.0%	20.8%	1.2%	3.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/29/1																
9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
07:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	10	4	1	0	0	0	0	0	0	0	0	0	0	0	15
08:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6
08:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	14	5	0	1	0	0	0	0	0	0	0	0	0	0	20
09:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
09:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	17
10:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
10:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
11:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	4
11:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
11:45	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	11	2	0	1	0	0	1	0	0	0	0	0	0	0	17
Total	5	69	29	2	2	0	0	1	0	0	0	0	0	0	0	108
Percent	4.6%	63.9%	26.9%	1.9%	1.9%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	10
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
13:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
13:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
13:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	15	2	0	1	0	0	0	0	0	0	0	0	0	0	18
14:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
14:30	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6
14:45	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	14	8	0	1	0	0	0	0	0	0	0	0	0	0	23
15:00	1	10	0	0	1	0	0	0	0	0	0	0	0	0	0	12
15:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
15:30	1	4	2	1	2	0	0	0	0	0	0	0	0	0	0	10
15:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	27	4	1	3	0	0	0	0	0	0	0	0	0	0	37
16:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
16:15	1	11	4	1	0	0	0	0	0	0	0	0	0	0	0	17
16:30	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	12
16:45	0	6	3	0	1	0	0	0	0	0	0	0	0	0	0	10
	2	31	11	1	1	0	0	0	0	0	0	0	0	0	0	46
17:00	0	8	3	1	0	0	0	0	0	0	0	0	0	0	0	12
17:15	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
17:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
17:45	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	1	28	8	1	0	0	0	0	0	0	0	0	0	0	0	38
18:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
18:15	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
18:30	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
18:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	1	22	7	0	1	0	0	0	0	0	0	0	0	0	0	31
19:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
19:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
19:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
19:45	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	26
20:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	0	9
20:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
20:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	17	8	0	1	0	0	0	0	0	0	0	0	0	0	26
21:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	8	211	66	3	8	0	0	0	0	0	0	0	0	0	0	296
Percent	2.7%	71.3%	22.3%	1.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	43	843	288	14	53	2	0	4	1	0	0	0	0	0	0	1248
Percent	3.4%	67.5%	23.1%	1.1%	4.2%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/27/1																
9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
07:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
07:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
07:30	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	11
07:45	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	18
	0	24	15	0	2	0	0	0	0	0	0	0	0	0	0	41
08:00	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	7
08:15	0	5	3	0	3	0	0	0	0	0	0	0	0	0	0	11
08:30	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
08:45	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6
	1	14	8	0	6	0	0	0	0	0	0	0	0	0	0	29
09:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
09:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
09:30	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
09:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	17	5	0	1	0	0	0	0	0	0	0	0	0	0	23
10:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
10:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:30	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	5
10:45	0	3	2	0	2	0	0	0	0	0	0	0	0	0	0	7
	1	17	5	0	3	0	0	0	0	0	0	0	0	0	0	26
11:00	0	5	3	0	2	0	0	0	0	0	0	0	0	0	0	10
11:15	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	6
11:30	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	5
11:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	13	7	1	4	0	1	0	0	0	0	0	0	0	0	26
Total	2	107	46	1	17	0	1	3	0	0	0	0	0	0	0	177
Percent	1.1%	60.5%	26.0%	0.6%	9.6%	0.0%	0.6%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	10
12:30	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
12:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	14	7	0	2	0	0	0	0	0	0	0	0	0	0	23
13:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
13:15	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
13:30	0	7	1	0	1	1	0	0	0	0	0	0	0	0	0	10
13:45	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	8
	0	21	8	0	4	1	0	0	0	0	0	0	0	0	0	34
14:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
14:15	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
14:30	0	6	2	1	1	0	0	0	0	0	0	0	0	0	0	10
14:45	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
	0	25	6	1	3	0	0	0	0	0	0	0	0	0	0	35
15:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
15:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
15:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:45	0	4	2	1	1	0	0	0	0	0	0	0	0	0	0	8
	0	20	5	1	1	0	0	0	0	0	0	0	0	0	0	27
16:00	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
16:15	0	4	7	0	1	0	0	0	0	0	0	0	0	0	0	12
16:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
16:45	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
	1	17	14	0	2	0	0	0	0	0	0	0	0	0	0	34
17:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
17:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
17:30	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
17:45	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
	1	28	5	1	1	0	0	0	0	0	0	0	0	0	0	36
18:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
18:15	1	6	3	0	1	0	0	0	0	0	0	0	0	0	0	11
18:30	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
18:45	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	2	26	7	0	3	0	0	0	0	0	0	0	0	0	0	38
19:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
19:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
19:30	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
19:45	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
20:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
20:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
20:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
20:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
21:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
Total	4	213	68	3	18	1	0	0	0	1	0	0	0	0	0	308
Percent	1.3%	69.2%	22.1%	1.0%	5.8%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/28/1																
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
06:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
07:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
07:15	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
07:30	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
07:45	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	13
	0	24	13	1	1	0	0	0	0	0	0	0	0	0	0	39
08:00	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	5
08:15	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	9
08:30	2	5	0	0	1	0	0	0	0	0	0	0	0	0	0	8
08:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	3	16	7	1	2	0	0	0	0	0	0	0	0	0	0	29
09:00	0	6	3	0	1	0	0	0	0	0	0	0	0	0	0	10
09:15	2	4	1	0	1	0	0	1	0	0	0	0	0	0	0	9
09:30	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
09:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
	2	20	9	0	3	0	0	1	0	0	0	0	0	0	0	35
10:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
10:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
10:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
	0	18	4	0	2	0	0	0	0	0	0	0	0	0	0	24
11:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
11:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	8
11:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	3	13	6	0	0	0	0	0	0	0	0	0	0	0	0	22
Total	8	106	47	2	10	0	1	1	0	0	0	0	0	0	0	175
Percent	4.6%	60.6%	26.9%	1.1%	5.7%	0.0%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
12:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
12:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	10	4	0	0	0	0	0	0	0	0	0	0	0	0	15
13:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
13:15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
13:30	0	8	1	1	0	0	0	1	0	0	0	0	0	0	0	11
13:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	26	3	1	1	0	0	1	0	0	0	0	0	0	0	32
14:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
14:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
14:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
14:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	0	24	4	0	2	0	0	0	0	0	0	0	0	0	0	30
15:00	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
15:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
15:30	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
15:45	0	4	1	0	2	0	0	0	0	0	0	0	0	0	0	7
	0	22	7	0	4	0	0	0	0	0	0	0	0	0	0	33
16:00	0	4	1	1	1	0	0	0	0	0	0	0	0	0	0	7
16:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
16:30	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
16:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	0	30	8	1	1	0	0	0	0	0	0	0	0	0	0	40
17:00	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	11
17:15	0	7	1	0	2	1	0	0	0	0	0	0	0	0	0	11
17:30	0	11	2	0	1	0	0	0	0	0	0	0	0	0	0	14
17:45	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	3	28	7	0	3	1	0	0	0	0	0	0	0	0	0	42
18:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
18:15	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	10
18:30	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
18:45	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	23	6	0	2	0	0	0	0	0	0	0	0	0	0	31
19:00	1	7	5	0	2	0	0	0	0	0	0	0	0	0	0	15
19:15	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	7
19:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
19:45	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	9
	1	19	11	0	3	0	0	1	0	0	0	0	0	0	0	35
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
20:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
20:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	16
21:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
21:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
21:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
21:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	18	3	0	2	0	0	0	0	0	0	0	0	0	0	23
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	3
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	215	57	3	19	1	0	3	0	0	0	0	0	0	0	303
Percent	1.7%	71.0%	18.8%	1.0%	6.3%	0.3%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/29/1																
9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
06:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
06:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
06:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
07:15	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
07:30	0	7	6	0	1	0	0	0	0	0	0	0	0	0	0	14
07:45	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	14
	0	25	18	0	1	0	0	0	0	0	0	0	0	0	0	44
08:00	0	7	2	0	2	0	0	0	0	0	0	0	0	0	0	11
08:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
08:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	25	6	0	2	0	0	0	0	0	0	0	0	0	0	33
09:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
09:15	0	5	6	0	1	0	0	0	0	0	0	0	0	0	0	12
09:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
09:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	21	12	0	1	0	0	0	0	0	0	0	0	0	0	34
10:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
10:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
10:45	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
	0	20	4	0	1	0	0	0	1	0	0	0	0	0	0	26
11:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
11:15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	6
11:30	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
11:45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
	0	16	6	0	2	0	0	0	0	0	0	0	0	0	0	24
Total	0	131	55	0	8	2	0	1	1	0	0	0	0	0	0	198
Percent	0.0%	66.2%	27.8%	0.0%	4.0%	1.0%	0.0%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15364B000000
Station ID: 121202111100
Windsor Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
12:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
12:45	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
	0	19	5	0	1	0	0	0	0	0	0	0	0	0	0	25
13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
13:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
13:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
13:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	11	4	1	0	0	0	0	0	0	0	0	0	0	0	16
14:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
14:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
14:45	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	1	18	4	0	0	0	0	0	0	0	0	0	0	0	0	23
15:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
15:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
15:30	2	9	0	0	1	0	0	0	0	0	0	0	0	0	0	12
15:45	0	6	1	0	3	0	0	0	0	0	0	0	0	0	0	10
	2	27	7	0	4	0	0	0	0	0	0	0	0	0	0	40
16:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
16:15	0	9	2	1	1	0	0	0	0	0	0	0	0	0	0	13
16:30	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
16:45	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
	0	29	11	1	1	0	0	0	0	0	0	0	0	0	0	42
17:00	0	11	3	0	1	0	0	0	0	0	0	0	0	0	0	15
17:15	0	10	1	0	2	0	0	0	0	0	0	0	0	0	0	13
17:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
17:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
	0	31	7	0	4	0	0	0	0	0	0	0	0	0	0	42
18:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
18:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
18:30	1	6	0	0	1	0	0	0	0	0	0	0	0	0	0	8
18:45	2	3	2	0	1	0	0	0	0	0	0	0	0	0	0	8
	3	21	6	0	2	0	0	0	0	0	0	0	0	0	0	32
19:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
19:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
19:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
19:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	21	8	0	0	0	0	0	0	0	0	0	0	0	0	29
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
20:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:45	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	1	24	4	0	0	0	0	0	0	0	0	0	0	0	0	29
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
21:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
21:30	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	7	224	61	2	14	0	0	0	0	0	0	0	0	0	0	308
Percent	2.3%	72.7%	19.8%	0.6%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	26	996	334	11	86	4	2	8	1	1	0	0	0	0	0	1469
Percent	1.8%	67.8%	22.7%	0.7%	5.9%	0.3%	0.1%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
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Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/27/1																
9	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
06:00	0	19	6	4	1	0	0	0	0	0	0	0	0	0	0	30
07:00	1	30	11	0	2	0	0	0	0	0	0	0	0	0	0	44
08:00	0	53	17	3	4	1	0	0	0	0	0	0	0	0	0	78
09:00	0	77	23	0	3	2	0	0	0	0	0	0	0	0	0	105
10:00	0	68	25	0	3	0	0	0	0	0	0	0	0	0	0	96
11:00	0	91	25	1	10	1	0	0	0	0	0	0	0	0	0	128
12 PM	1	100	20	0	10	0	0	0	0	0	0	0	0	0	0	131
13:00	3	105	19	0	6	0	0	0	0	0	0	0	0	0	0	133
14:00	3	111	27	0	6	0	0	0	0	0	0	0	0	0	0	147
15:00	1	174	40	4	6	1	0	0	0	0	0	0	0	0	0	226
16:00	1	163	44	1	7	0	0	2	0	0	0	0	0	0	0	218
17:00	0	168	39	0	7	1	0	0	0	0	0	0	0	0	0	215
18:00	1	123	43	0	3	0	0	1	0	0	0	0	0	0	0	171
19:00	1	97	26	0	4	1	0	0	0	0	0	0	0	0	0	129
20:00	1	105	11	0	0	0	0	0	0	0	0	0	0	0	0	117
21:00	1	74	9	0	0	0	0	0	0	0	0	0	0	0	0	84
22:00	1	29	6	0	0	0	0	0	0	0	0	0	0	0	0	36
23:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	15	1620	399	13	73	7	0	6	0	0	0	0	0	0	0	2133
Percent	0.7%	75.9%	18.7%	0.6%	3.4%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/28/1																
9	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
06:00	0	13	7	4	2	0	0	0	0	0	0	0	0	0	0	26
07:00	1	25	19	0	6	1	0	0	0	0	0	0	0	0	0	52
08:00	0	62	21	3	3	0	0	0	0	0	0	0	0	0	0	89
09:00	0	66	12	0	3	1	0	0	0	0	0	0	0	0	0	82
10:00	2	80	22	0	4	2	1	1	0	0	0	0	0	0	0	112
11:00	0	101	24	2	8	1	1	0	0	0	0	0	0	0	0	137
12 PM	3	111	30	0	8	0	0	0	1	0	0	0	0	0	0	153
13:00	1	137	31	0	5	1	0	0	0	0	0	0	0	0	0	175
14:00	2	117	35	0	6	0	0	0	0	0	0	0	0	0	0	160
15:00	3	132	42	5	6	0	0	0	0	0	0	0	0	0	0	188
16:00	3	173	39	1	11	1	0	0	0	0	0	0	0	0	0	228
17:00	2	179	37	0	4	0	0	1	0	0	0	0	0	0	0	223
18:00	1	142	36	2	4	0	0	0	1	0	0	0	0	0	0	186
19:00	0	124	24	0	2	0	0	0	0	0	0	0	0	0	0	150
20:00	1	94	25	0	2	1	0	0	0	0	0	0	0	0	0	123
21:00	1	70	21	0	0	0	0	0	0	0	0	0	0	0	0	92
22:00	0	59	11	0	0	0	0	0	0	0	0	0	0	0	0	70
23:00	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
Total	20	1736	450	17	76	8	2	3	2	0	0	0	0	0	0	2314
Percent	0.9%	75.0%	19.4%	0.7%	3.3%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Arroyal Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/29/1																
9	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	8	2	0	2	0	0	0	0	0	0	0	0	0	0	12
06:00	0	27	1	4	1	0	0	0	0	0	0	0	0	0	0	33
07:00	1	33	11	0	1	0	1	0	0	0	0	0	0	0	0	47
08:00	3	58	24	2	5	2	0	0	0	0	0	0	0	0	0	94
09:00	2	64	19	0	5	0	0	0	0	0	0	0	0	0	0	90
10:00	2	85	23	0	6	1	0	1	0	0	0	0	0	0	0	118
11:00	0	110	30	0	5	0	0	1	0	0	0	0	0	0	0	146
12 PM	1	129	30	0	4	0	0	1	0	0	0	0	0	0	0	165
13:00	1	132	39	0	7	1	0	1	0	0	0	0	0	0	0	181
14:00	0	132	32	0	6	0	0	0	0	0	0	0	0	0	0	170
15:00	0	169	63	4	7	0	0	1	0	0	0	0	0	0	0	244
16:00	4	189	56	1	6	0	0	0	0	0	0	0	0	0	0	256
17:00	2	216	57	1	6	0	0	0	0	0	0	0	0	0	0	282
18:00	1	167	46	1	7	1	0	0	0	0	0	0	0	0	0	223
19:00	1	118	30	0	0	0	0	1	0	0	0	0	0	0	0	150
20:00	1	105	26	0	2	0	0	0	0	0	0	0	0	0	0	134
21:00	1	76	13	0	1	0	0	0	0	0	0	0	0	0	0	91
22:00	0	47	9	0	0	0	0	0	0	0	0	0	0	0	0	56
23:00	0	21	2	0	1	0	0	0	0	0	0	0	0	0	0	24
Total	20	1907	514	13	73	5	1	7	0	0	0	0	0	0	0	2540
Percent	0.8%	75.1%	20.2%	0.5%	2.9%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	55	5263	1363	43	222	20	3	16	2	0	0	0	0	0	0	6987
Percent	0.8%	75.3%	19.5%	0.6%	3.2%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
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Punta Gorda, FL 33950
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Arroyal Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/27/1																
9	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
05:00	0	32	15	0	5	0	0	0	0	0	0	0	0	0	0	52
06:00	1	74	32	3	3	1	0	0	0	0	0	0	0	0	0	114
07:00	0	143	43	2	8	0	0	0	0	0	0	0	0	0	0	196
08:00	3	167	39	3	3	3	0	0	0	0	0	0	0	0	0	218
09:00	0	118	25	1	4	1	0	0	0	0	0	0	0	0	0	149
10:00	0	114	24	1	6	1	0	0	0	0	0	0	0	0	0	146
11:00	1	103	18	0	7	1	0	0	0	0	0	0	0	0	0	130
12 PM	2	113	21	0	7	0	0	0	0	0	0	0	0	0	0	143
13:00	2	106	24	2	3	0	0	0	1	0	0	0	0	0	0	138
14:00	0	101	28	3	9	0	0	0	0	0	0	0	0	0	0	141
15:00	2	114	23	2	4	3	0	0	0	0	0	0	0	0	0	148
16:00	0	134	32	2	9	1	0	1	0	0	0	0	0	0	0	179
17:00	1	112	29	2	4	1	0	1	0	0	0	0	0	0	0	150
18:00	0	80	23	0	4	0	0	0	0	0	0	0	0	0	0	107
19:00	0	83	12	0	0	0	0	0	0	0	0	0	0	0	0	95
20:00	1	58	8	0	0	0	0	0	0	0	0	0	0	0	0	67
21:00	0	32	7	0	0	0	0	0	0	0	0	0	0	0	0	39
22:00	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	13	1719	415	21	77	12	0	3	1	1	0	0	0	0	0	2262
Percent	0.6%	76.0%	18.3%	0.9%	3.4%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Arroyal Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/28/1																
9	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	10	5	0	1	0	0	0	0	0	0	0	0	0	0	16
05:00	1	23	11	0	3	0	0	0	0	0	0	0	0	0	0	38
06:00	0	77	35	3	5	0	0	0	1	0	0	0	0	0	0	121
07:00	0	132	39	2	5	0	0	1	0	0	0	0	0	0	0	179
08:00	1	171	37	2	8	0	0	0	0	0	0	0	0	0	0	219
09:00	1	122	28	1	6	0	0	0	0	0	0	0	0	0	0	158
10:00	0	118	27	0	4	1	0	1	0	0	0	0	0	0	0	151
11:00	2	126	19	1	5	0	1	0	0	0	0	0	0	0	0	154
12 PM	1	113	33	0	5	0	1	0	1	0	0	0	0	0	0	154
13:00	1	107	34	1	7	1	0	1	0	0	0	0	0	0	0	152
14:00	2	101	33	4	2	2	0	0	0	0	0	0	0	0	0	144
15:00	3	101	31	2	7	1	0	1	0	0	0	0	0	0	0	146
16:00	0	129	29	3	5	0	0	0	0	0	0	0	0	0	0	166
17:00	1	144	39	2	4	0	0	0	0	0	0	0	0	0	0	190
18:00	5	113	23	0	2	0	0	0	1	0	0	0	0	0	0	144
19:00	1	82	23	0	2	0	0	0	0	0	0	0	0	0	0	108
20:00	0	62	21	0	0	0	0	0	0	0	0	0	0	0	0	83
21:00	1	31	7	0	0	0	0	0	0	0	0	0	0	0	0	39
22:00	0	17	6	1	0	0	0	0	0	0	0	0	0	0	0	24
23:00	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
Total	20	1806	485	22	71	5	2	5	3	0	0	0	0	0	0	2419
Percent	0.8%	74.7%	20.0%	0.9%	2.9%	0.2%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Arroyal Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/29/1																
9	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
05:00	0	32	11	0	2	0	0	0	0	0	0	0	0	0	0	45
06:00	0	84	34	3	8	0	0	0	0	0	0	0	0	0	0	129
07:00	0	144	39	2	6	1	0	0	0	0	0	0	0	0	0	192
08:00	1	163	40	3	6	1	0	0	0	0	0	0	0	0	0	214
09:00	2	121	22	1	7	1	0	0	0	0	0	0	0	0	0	154
10:00	0	139	39	1	2	0	0	0	0	0	0	0	0	0	0	181
11:00	1	117	32	0	7	0	0	0	0	0	0	0	0	0	0	157
12 PM	2	105	34	1	5	0	0	2	0	0	0	0	0	0	0	149
13:00	0	116	43	2	4	0	0	0	0	0	0	0	0	0	0	165
14:00	3	118	31	3	5	1	0	0	0	0	0	0	0	0	0	161
15:00	1	132	37	2	4	1	0	0	0	0	0	0	0	0	0	177
16:00	1	148	40	2	8	0	0	0	0	0	0	0	0	0	0	199
17:00	1	142	34	3	5	0	0	0	0	0	0	0	0	0	0	185
18:00	0	127	35	0	4	0	0	0	0	0	0	0	0	0	0	166
19:00	0	86	23	0	1	0	0	0	0	0	0	0	0	0	0	110
20:00	0	57	15	0	1	0	0	0	0	0	0	0	0	0	0	73
21:00	1	33	9	0	1	0	0	0	0	0	0	0	0	0	0	44
22:00	0	20	5	0	1	0	0	0	0	0	0	0	0	0	0	26
23:00	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
Total	13	1907	530	23	79	5	0	3	0	0	0	0	0	0	0	2560
Percent	0.5%	74.5%	20.7%	0.9%	3.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	46	5432	1430	66	227	22	2	11	4	1	0	0	0	0	0	7241
Percent	0.6%	75.0%	19.7%	0.9%	3.1%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/27/1																
9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
06:00	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	7
06:30	0	5	1	1	1	0	0	0	0	0	0	0	0	0	0	8
06:45	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	9
	0	19	6	4	1	0	0	0	0	0	0	0	0	0	0	30
07:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
07:15	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
07:30	1	14	3	0	1	0	0	0	0	0	0	0	0	0	0	19
07:45	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
	1	30	11	0	2	0	0	0	0	0	0	0	0	0	0	44
08:00	0	15	1	3	2	0	0	0	0	0	0	0	0	0	0	21
08:15	0	11	3	0	1	1	0	0	0	0	0	0	0	0	0	16
08:30	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
08:45	0	13	7	0	1	0	0	0	0	0	0	0	0	0	0	21
	0	53	17	3	4	1	0	0	0	0	0	0	0	0	0	78
09:00	0	11	8	0	0	0	0	0	0	0	0	0	0	0	0	19
09:15	0	21	3	0	2	1	0	0	0	0	0	0	0	0	0	27
09:30	0	22	6	0	1	1	0	0	0	0	0	0	0	0	0	30
09:45	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	29
	0	77	23	0	3	2	0	0	0	0	0	0	0	0	0	105
10:00	0	14	5	0	2	0	0	0	0	0	0	0	0	0	0	21
10:15	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
10:30	0	17	7	0	1	0	0	0	0	0	0	0	0	0	0	25
10:45	0	21	7	0	0	0	0	0	0	0	0	0	0	0	0	28
	0	68	25	0	3	0	0	0	0	0	0	0	0	0	0	96
11:00	0	20	6	1	3	1	0	0	0	0	0	0	0	0	0	31
11:15	0	18	4	0	1	0	0	0	0	0	0	0	0	0	0	23
11:30	0	29	8	0	2	0	0	0	0	0	0	0	0	0	0	39
11:45	0	24	7	0	4	0	0	0	0	0	0	0	0	0	0	35
	0	91	25	1	10	1	0	0	0	0	0	0	0	0	0	128
Total	1	358	110	8	24	4	0	3	0	0	0	0	0	0	0	508
Percent	0.2%	70.5%	21.7%	1.6%	4.7%	0.8%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	35	2	0	2	0	0	0	0	0	0	0	0	0	0	39
12:15	1	19	7	0	2	0	0	0	0	0	0	0	0	0	0	29
12:30	0	28	4	0	4	0	0	0	0	0	0	0	0	0	0	36
12:45	0	18	7	0	2	0	0	0	0	0	0	0	0	0	0	27
	1	100	20	0	10	0	0	0	0	0	0	0	0	0	0	131
13:00	3	21	7	0	0	0	0	0	0	0	0	0	0	0	0	31
13:15	0	32	4	0	2	0	0	0	0	0	0	0	0	0	0	38
13:30	0	30	3	0	1	0	0	0	0	0	0	0	0	0	0	34
13:45	0	22	5	0	3	0	0	0	0	0	0	0	0	0	0	30
	3	105	19	0	6	0	0	0	0	0	0	0	0	0	0	133
14:00	0	22	11	0	2	0	0	0	0	0	0	0	0	0	0	35
14:15	2	25	6	0	1	0	0	0	0	0	0	0	0	0	0	34
14:30	0	28	6	0	3	0	0	0	0	0	0	0	0	0	0	37
14:45	1	36	4	0	0	0	0	0	0	0	0	0	0	0	0	41
	3	111	27	0	6	0	0	0	0	0	0	0	0	0	0	147
15:00	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	45
15:15	0	38	8	2	2	1	0	0	0	0	0	0	0	0	0	51
15:30	0	38	12	1	1	0	0	0	0	0	0	0	0	0	0	52
15:45	1	58	15	1	3	0	0	0	0	0	0	0	0	0	0	78
	1	174	40	4	6	1	0	0	0	0	0	0	0	0	0	226
16:00	0	39	11	0	1	0	0	0	0	0	0	0	0	0	0	51
16:15	0	36	18	0	2	0	0	1	0	0	0	0	0	0	0	57
16:30	0	44	7	1	1	0	0	0	0	0	0	0	0	0	0	53
16:45	1	44	8	0	3	0	0	1	0	0	0	0	0	0	0	57
	1	163	44	1	7	0	0	2	0	0	0	0	0	0	0	218
17:00	0	40	6	0	3	0	0	0	0	0	0	0	0	0	0	49
17:15	0	49	12	0	2	0	0	0	0	0	0	0	0	0	0	63
17:30	0	38	13	0	0	0	0	0	0	0	0	0	0	0	0	51
17:45	0	41	8	0	2	1	0	0	0	0	0	0	0	0	0	52
	0	168	39	0	7	1	0	0	0	0	0	0	0	0	0	215
18:00	0	36	10	0	0	0	0	0	0	0	0	0	0	0	0	46
18:15	0	29	14	0	1	0	0	0	0	0	0	0	0	0	0	44
18:30	1	26	9	0	0	0	0	1	0	0	0	0	0	0	0	37
18:45	0	32	10	0	2	0	0	0	0	0	0	0	0	0	0	44
	1	123	43	0	3	0	0	1	0	0	0	0	0	0	0	171
19:00	0	29	3	0	2	0	0	0	0	0	0	0	0	0	0	34
19:15	1	24	11	0	0	1	0	0	0	0	0	0	0	0	0	37
19:30	0	24	7	0	2	0	0	0	0	0	0	0	0	0	0	33
19:45	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
	1	97	26	0	4	1	0	0	0	0	0	0	0	0	0	129
20:00	0	30	4	0	0	0	0	0	0	0	0	0	0	0	0	34
20:15	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	33
20:30	0	23	4	0	0	0	0	0	0	0	0	0	0	0	0	27
20:45	1	21	1	0	0	0	0	0	0	0	0	0	0	0	0	23
	1	105	11	0	0	0	0	0	0	0	0	0	0	0	0	117
21:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
21:15	1	20	3	0	0	0	0	0	0	0	0	0	0	0	0	24
21:30	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
21:45	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
	1	74	9	0	0	0	0	0	0	0	0	0	0	0	0	84
22:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
22:15	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
22:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	1	29	6	0	0	0	0	0	0	0	0	0	0	0	0	36
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	14	1262	289	5	49	3	0	3	0	0	0	0	0	0	0	1625
Percent	0.9%	77.7%	17.8%	0.3%	3.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/28/1																
9	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
06:00	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
06:15	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	6
06:30	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	7
06:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	13	7	4	2	0	0	0	0	0	0	0	0	0	0	26
07:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15	0	8	4	0	2	0	0	0	0	0	0	0	0	0	0	14
07:30	0	6	6	0	4	1	0	0	0	0	0	0	0	0	0	17
07:45	0	7	9	0	0	0	0	0	0	0	0	0	0	0	0	16
	1	25	19	0	6	1	0	0	0	0	0	0	0	0	0	52
08:00	0	15	3	3	1	0	0	0	0	0	0	0	0	0	0	22
08:15	0	19	5	0	2	0	0	0	0	0	0	0	0	0	0	26
08:30	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
08:45	0	11	9	0	0	0	0	0	0	0	0	0	0	0	0	20
	0	62	21	3	3	0	0	0	0	0	0	0	0	0	0	89
09:00	0	22	4	0	1	0	0	0	0	0	0	0	0	0	0	27
09:15	0	11	2	0	1	1	0	0	0	0	0	0	0	0	0	15
09:30	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
09:45	0	17	2	0	1	0	0	0	0	0	0	0	0	0	0	20
	0	66	12	0	3	1	0	0	0	0	0	0	0	0	0	82
10:00	2	13	5	0	1	1	0	1	0	0	0	0	0	0	0	23
10:15	0	29	3	0	2	0	0	0	0	0	0	0	0	0	0	34
10:30	0	15	6	0	1	1	0	0	0	0	0	0	0	0	0	23
10:45	0	23	8	0	0	0	1	0	0	0	0	0	0	0	0	32
	2	80	22	0	4	2	1	1	0	0	0	0	0	0	0	112
11:00	0	23	4	1	3	1	0	0	0	0	0	0	0	0	0	32
11:15	0	19	4	0	1	0	0	0	0	0	0	0	0	0	0	24
11:30	0	25	10	1	1	0	0	0	0	0	0	0	0	0	0	37
11:45	0	34	6	0	3	0	1	0	0	0	0	0	0	0	0	44
	0	101	24	2	8	1	1	0	0	0	0	0	0	0	0	137
Total	3	373	113	9	28	5	2	2	0	0	0	0	0	0	0	535
Percent	0.6%	69.7%	21.1%	1.7%	5.2%	0.9%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	27	10	0	2	0	0	0	0	0	0	0	0	0	0	40
12:15	1	31	4	0	1	0	0	0	1	0	0	0	0	0	0	38
12:30	1	21	7	0	4	0	0	0	0	0	0	0	0	0	0	33
12:45	0	32	9	0	1	0	0	0	0	0	0	0	0	0	0	42
	3	111	30	0	8	0	0	0	1	0	0	0	0	0	0	153
13:00	1	24	5	0	2	0	0	0	0	0	0	0	0	0	0	32
13:15	0	42	8	0	0	1	0	0	0	0	0	0	0	0	0	51
13:30	0	31	8	0	1	0	0	0	0	0	0	0	0	0	0	40
13:45	0	40	10	0	2	0	0	0	0	0	0	0	0	0	0	52
	1	137	31	0	5	1	0	0	0	0	0	0	0	0	0	175
14:00	0	33	10	0	1	0	0	0	0	0	0	0	0	0	0	44
14:15	1	29	8	0	2	0	0	0	0	0	0	0	0	0	0	40
14:30	1	21	9	0	1	0	0	0	0	0	0	0	0	0	0	32
14:45	0	34	8	0	2	0	0	0	0	0	0	0	0	0	0	44
	2	117	35	0	6	0	0	0	0	0	0	0	0	0	0	160
15:00	1	22	12	1	2	0	0	0	0	0	0	0	0	0	0	38
15:15	0	37	9	0	1	0	0	0	0	0	0	0	0	0	0	47
15:30	0	42	12	1	1	0	0	0	0	0	0	0	0	0	0	56
15:45	2	31	9	3	2	0	0	0	0	0	0	0	0	0	0	47
	3	132	42	5	6	0	0	0	0	0	0	0	0	0	0	188
16:00	0	43	12	0	3	0	0	0	0	0	0	0	0	0	0	58
16:15	0	45	12	0	5	0	0	0	0	0	0	0	0	0	0	62
16:30	1	41	9	1	2	1	0	0	0	0	0	0	0	0	0	55
16:45	2	44	6	0	1	0	0	0	0	0	0	0	0	0	0	53
	3	173	39	1	11	1	0	0	0	0	0	0	0	0	0	228
17:00	0	43	12	0	1	0	0	1	0	0	0	0	0	0	0	57
17:15	0	55	6	0	1	0	0	0	0	0	0	0	0	0	0	62
17:30	1	40	11	0	1	0	0	0	0	0	0	0	0	0	0	53
17:45	1	41	8	0	1	0	0	0	0	0	0	0	0	0	0	51
	2	179	37	0	4	0	0	1	0	0	0	0	0	0	0	223
18:00	1	41	11	1	1	0	0	0	0	0	0	0	0	0	0	55
18:15	0	34	16	1	1	0	0	0	0	0	0	0	0	0	0	52
18:30	0	33	7	0	1	0	0	0	1	0	0	0	0	0	0	42
18:45	0	34	2	0	1	0	0	0	0	0	0	0	0	0	0	37
	1	142	36	2	4	0	0	0	1	0	0	0	0	0	0	186
19:00	0	36	4	0	1	0	0	0	0	0	0	0	0	0	0	41
19:15	0	27	10	0	1	0	0	0	0	0	0	0	0	0	0	38
19:30	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
19:45	0	32	7	0	0	0	0	0	0	0	0	0	0	0	0	39
	0	124	24	0	2	0	0	0	0	0	0	0	0	0	0	150
20:00	0	32	7	0	1	0	0	0	0	0	0	0	0	0	0	40
20:15	0	17	8	0	1	1	0	0	0	0	0	0	0	0	0	27
20:30	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25
20:45	1	26	4	0	0	0	0	0	0	0	0	0	0	0	0	31
	1	94	25	0	2	1	0	0	0	0	0	0	0	0	0	123
21:00	0	24	6	0	0	0	0	0	0	0	0	0	0	0	0	30
21:15	1	18	5	0	0	0	0	0	0	0	0	0	0	0	0	24
21:30	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
21:45	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
	1	70	21	0	0	0	0	0	0	0	0	0	0	0	0	92
22:00	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
22:15	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
22:30	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
22:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	0	59	11	0	0	0	0	0	0	0	0	0	0	0	0	70
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
23:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	25	6	0	0	0	0	0	0	0	0	0	0	0	0	31
Total	17	1363	337	8	48	3	0	1	2	0	0	0	0	0	0	1779
Percent	1.0%	76.6%	18.9%	0.4%	2.7%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/29/1																
9	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:45	0	3	1	0	2	0	0	0	0	0	0	0	0	0	0	6
	0	8	2	0	2	0	0	0	0	0	0	0	0	0	0	12
06:00	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	7
06:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
06:30	0	8	1	2	0	0	0	0	0	0	0	0	0	0	0	11
06:45	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	8
	0	27	1	4	1	0	0	0	0	0	0	0	0	0	0	33
07:00	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	12
07:15	0	8	0	0	0	0	1	0	0	0	0	0	0	0	0	9
07:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
07:45	0	6	5	0	1	0	0	0	0	0	0	0	0	0	0	12
	1	33	11	0	1	0	1	0	0	0	0	0	0	0	0	47
08:00	0	16	7	2	1	0	0	0	0	0	0	0	0	0	0	26
08:15	0	15	2	0	3	0	0	0	0	0	0	0	0	0	0	20
08:30	3	17	9	0	0	0	0	0	0	0	0	0	0	0	0	29
08:45	0	10	6	0	1	2	0	0	0	0	0	0	0	0	0	19
	3	58	24	2	5	2	0	0	0	0	0	0	0	0	0	94
09:00	0	15	9	0	2	0	0	0	0	0	0	0	0	0	0	26
09:15	0	18	4	0	2	0	0	0	0	0	0	0	0	0	0	24
09:30	0	20	5	0	1	0	0	0	0	0	0	0	0	0	0	26
09:45	2	11	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	2	64	19	0	5	0	0	0	0	0	0	0	0	0	0	90
10:00	2	22	2	0	1	0	0	0	0	0	0	0	0	0	0	27
10:15	0	17	6	0	1	1	0	0	0	0	0	0	0	0	0	25
10:30	0	21	11	0	2	0	0	0	0	0	0	0	0	0	0	34
10:45	0	25	4	0	2	0	0	1	0	0	0	0	0	0	0	32
	2	85	23	0	6	1	0	1	0	0	0	0	0	0	0	118
11:00	0	29	9	0	1	0	0	0	0	0	0	0	0	0	0	39
11:15	0	23	5	0	1	0	0	1	0	0	0	0	0	0	0	30
11:30	0	27	5	0	0	0	0	0	0	0	0	0	0	0	0	32
11:45	0	31	11	0	3	0	0	0	0	0	0	0	0	0	0	45
	0	110	30	0	5	0	0	1	0	0	0	0	0	0	0	146
Total	8	406	111	6	26	3	1	3	0	0	0	0	0	0	0	564
Percent	1.4%	72.0%	19.7%	1.1%	4.6%	0.5%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	40	9	0	2	0	0	0	0	0	0	0	0	0	0	51
12:15	1	26	8	0	1	0	0	0	0	0	0	0	0	0	0	36
12:30	0	30	7	0	0	0	0	1	0	0	0	0	0	0	0	38
12:45	0	33	6	0	1	0	0	0	0	0	0	0	0	0	0	40
	1	129	30	0	4	0	0	1	0	0	0	0	0	0	0	165
13:00	0	32	13	0	2	1	0	0	0	0	0	0	0	0	0	48
13:15	0	30	8	0	3	0	0	0	0	0	0	0	0	0	0	41
13:30	1	31	9	0	0	0	0	1	0	0	0	0	0	0	0	42
13:45	0	39	9	0	2	0	0	0	0	0	0	0	0	0	0	50
	1	132	39	0	7	1	0	1	0	0	0	0	0	0	0	181
14:00	0	34	8	0	1	0	0	0	0	0	0	0	0	0	0	43
14:15	0	31	7	0	2	0	0	0	0	0	0	0	0	0	0	40
14:30	0	38	8	0	0	0	0	0	0	0	0	0	0	0	0	46
14:45	0	29	9	0	3	0	0	0	0	0	0	0	0	0	0	41
	0	132	32	0	6	0	0	0	0	0	0	0	0	0	0	170
15:00	0	40	14	0	3	0	0	0	0	0	0	0	0	0	0	57
15:15	0	34	13	2	1	0	0	0	0	0	0	0	0	0	0	50
15:30	0	44	20	1	0	0	0	0	0	0	0	0	0	0	0	65
15:45	0	51	16	1	3	0	0	1	0	0	0	0	0	0	0	72
	0	169	63	4	7	0	0	1	0	0	0	0	0	0	0	244
16:00	0	48	14	0	0	0	0	0	0	0	0	0	0	0	0	62
16:15	1	41	14	0	3	0	0	0	0	0	0	0	0	0	0	59
16:30	2	53	12	0	3	0	0	0	0	0	0	0	0	0	0	70
16:45	1	47	16	1	0	0	0	0	0	0	0	0	0	0	0	65
	4	189	56	1	6	0	0	0	0	0	0	0	0	0	0	256
17:00	0	54	13	0	2	0	0	0	0	0	0	0	0	0	0	69
17:15	1	57	19	0	2	0	0	0	0	0	0	0	0	0	0	79
17:30	1	48	18	0	1	0	0	0	0	0	0	0	0	0	0	68
17:45	0	57	7	1	1	0	0	0	0	0	0	0	0	0	0	66
	2	216	57	1	6	0	0	0	0	0	0	0	0	0	0	282
18:00	1	48	12	1	1	0	0	0	0	0	0	0	0	0	0	63
18:15	0	44	15	0	1	1	0	0	0	0	0	0	0	0	0	61
18:30	0	50	10	0	3	0	0	0	0	0	0	0	0	0	0	63
18:45	0	25	9	0	2	0	0	0	0	0	0	0	0	0	0	36
	1	167	46	1	7	1	0	0	0	0	0	0	0	0	0	223
19:00	0	37	7	0	0	0	0	0	0	0	0	0	0	0	0	44
19:15	1	33	9	0	0	0	0	1	0	0	0	0	0	0	0	44
19:30	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	27
19:45	0	28	7	0	0	0	0	0	0	0	0	0	0	0	0	35
	1	118	30	0	0	0	0	1	0	0	0	0	0	0	0	150
20:00	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
20:15	1	30	13	0	0	0	0	0	0	0	0	0	0	0	0	44
20:30	0	23	5	0	1	0	0	0	0	0	0	0	0	0	0	29
20:45	0	22	5	0	1	0	0	0	0	0	0	0	0	0	0	28
	1	105	26	0	2	0	0	0	0	0	0	0	0	0	0	134
21:00	0	31	6	0	1	0	0	0	0	0	0	0	0	0	0	38
21:15	1	14	4	0	0	0	0	0	0	0	0	0	0	0	0	19
21:30	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
21:45	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
	1	76	13	0	1	0	0	0	0	0	0	0	0	0	0	91
22:00	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
22:15	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
22:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	47	9	0	0	0	0	0	0	0	0	0	0	0	0	56
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
23:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	21	2	0	1	0	0	0	0	0	0	0	0	0	0	24
Total	12	1501	403	7	47	2	0	4	0	0	0	0	0	0	0	1976
Percent	0.6%	76.0%	20.4%	0.4%	2.4%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	55	5263	1363	43	222	20	3	16	2	0	0	0	0	0	0	6987
Percent	0.8%	75.3%	19.5%	0.6%	3.2%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/27/1																
9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	0	8	3	0	1	0	0	0	0	0	0	0	0	0	0	12
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15	0	7	3	0	2	0	0	0	0	0	0	0	0	0	0	12
05:30	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
05:45	0	9	4	0	3	0	0	0	0	0	0	0	0	0	0	16
	0	32	15	0	5	0	0	0	0	0	0	0	0	0	0	52
06:00	0	12	7	1	0	0	0	0	0	0	0	0	0	0	0	20
06:15	1	22	9	1	0	0	0	0	0	0	0	0	0	0	0	33
06:30	0	19	7	0	2	0	0	0	0	0	0	0	0	0	0	28
06:45	0	21	9	1	1	1	0	0	0	0	0	0	0	0	0	33
	1	74	32	3	3	1	0	0	0	0	0	0	0	0	0	114
07:00	0	20	6	1	2	0	0	0	0	0	0	0	0	0	0	29
07:15	0	29	11	1	3	0	0	0	0	0	0	0	0	0	0	44
07:30	0	42	12	0	0	0	0	0	0	0	0	0	0	0	0	54
07:45	0	52	14	0	3	0	0	0	0	0	0	0	0	0	0	69
	0	143	43	2	8	0	0	0	0	0	0	0	0	0	0	196
08:00	0	42	7	1	3	0	0	0	0	0	0	0	0	0	0	53
08:15	0	46	12	1	0	0	0	0	0	0	0	0	0	0	0	59
08:30	2	37	12	1	0	1	0	0	0	0	0	0	0	0	0	53
08:45	1	42	8	0	0	2	0	0	0	0	0	0	0	0	0	53
	3	167	39	3	3	3	0	0	0	0	0	0	0	0	0	218
09:00	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
09:15	0	30	5	1	2	1	0	0	0	0	0	0	0	0	0	39
09:30	0	32	8	0	0	0	0	0	0	0	0	0	0	0	0	40
09:45	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
	0	118	25	1	4	1	0	0	0	0	0	0	0	0	0	149
10:00	0	31	7	1	1	1	0	0	0	0	0	0	0	0	0	41
10:15	0	26	8	0	3	0	0	0	0	0	0	0	0	0	0	37
10:30	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
10:45	0	27	4	0	2	0	0	0	0	0	0	0	0	0	0	33
	0	114	24	1	6	1	0	0	0	0	0	0	0	0	0	146
11:00	0	28	5	0	2	0	0	0	0	0	0	0	0	0	0	35
11:15	0	27	7	0	1	1	0	0	0	0	0	0	0	0	0	36
11:30	1	22	3	0	3	0	0	0	0	0	0	0	0	0	0	29
11:45	0	26	3	0	1	0	0	0	0	0	0	0	0	0	0	30
	1	103	18	0	7	1	0	0	0	0	0	0	0	0	0	130
Total	5	765	199	10	37	7	0	1	0	1	0	0	0	0	0	1025
Percent	0.5%	74.6%	19.4%	1.0%	3.6%	0.7%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
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Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	24	9	0	4	0	0	0	0	0	0	0	0	0	0	37
12:15	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
12:30	1	29	8	0	2	0	0	0	0	0	0	0	0	0	0	40
12:45	1	34	0	0	1	0	0	0	0	0	0	0	0	0	0	36
	2	113	21	0	7	0	0	0	0	0	0	0	0	0	0	143
13:00	1	26	9	0	1	0	0	0	0	0	0	0	0	0	0	37
13:15	1	22	6	0	1	0	0	0	0	0	0	0	0	0	0	30
13:30	0	32	4	0	1	0	0	0	0	0	0	0	0	0	0	37
13:45	0	26	5	2	0	0	0	0	1	0	0	0	0	0	0	34
	2	106	24	2	3	0	0	0	1	0	0	0	0	0	0	138
14:00	0	26	9	0	2	0	0	0	0	0	0	0	0	0	0	37
14:15	0	21	4	2	1	0	0	0	0	0	0	0	0	0	0	28
14:30	0	22	9	0	3	0	0	0	0	0	0	0	0	0	0	34
14:45	0	32	6	1	3	0	0	0	0	0	0	0	0	0	0	42
	0	101	28	3	9	0	0	0	0	0	0	0	0	0	0	141
15:00	1	30	7	0	1	0	0	0	0	0	0	0	0	0	0	39
15:15	1	15	4	0	1	2	0	0	0	0	0	0	0	0	0	23
15:30	0	32	6	0	0	1	0	0	0	0	0	0	0	0	0	39
15:45	0	37	6	2	2	0	0	0	0	0	0	0	0	0	0	47
	2	114	23	2	4	3	0	0	0	0	0	0	0	0	0	148
16:00	0	36	9	0	4	0	0	1	0	0	0	0	0	0	0	50
16:15	0	41	6	0	1	0	0	0	0	0	0	0	0	0	0	48
16:30	0	27	8	2	3	1	0	0	0	0	0	0	0	0	0	41
16:45	0	30	9	0	1	0	0	0	0	0	0	0	0	0	0	40
	0	134	32	2	9	1	0	1	0	0	0	0	0	0	0	179
17:00	0	29	6	1	1	0	0	1	0	0	0	0	0	0	0	38
17:15	0	31	6	0	1	1	0	0	0	0	0	0	0	0	0	39
17:30	0	34	10	1	2	0	0	0	0	0	0	0	0	0	0	47
17:45	1	18	7	0	0	0	0	0	0	0	0	0	0	0	0	26
	1	112	29	2	4	1	0	1	0	0	0	0	0	0	0	150
18:00	0	20	8	0	0	0	0	0	0	0	0	0	0	0	0	28
18:15	0	19	5	0	0	0	0	0	0	0	0	0	0	0	0	24
18:30	0	23	6	0	1	0	0	0	0	0	0	0	0	0	0	30
18:45	0	18	4	0	3	0	0	0	0	0	0	0	0	0	0	25
	0	80	23	0	4	0	0	0	0	0	0	0	0	0	0	107
19:00	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
19:15	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	34
19:30	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
19:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	0	83	12	0	0	0	0	0	0	0	0	0	0	0	0	95
20:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
20:15	1	17	3	0	0	0	0	0	0	0	0	0	0	0	0	21
20:30	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
20:45	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	1	58	8	0	0	0	0	0	0	0	0	0	0	0	0	67
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
21:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
21:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
21:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	32	7	0	0	0	0	0	0	0	0	0	0	0	0	39
22:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
22:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	8	954	216	11	40	5	0	2	1	0	0	0	0	0	0	1237
Percent	0.6%	77.1%	17.5%	0.9%	3.2%	0.4%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/28/1																
9	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
04:45	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
	0	10	5	0	1	0	0	0	0	0	0	0	0	0	0	16
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	8	5	0	1	0	0	0	0	0	0	0	0	0	0	14
05:45	0	8	3	0	2	0	0	0	0	0	0	0	0	0	0	13
	1	23	11	0	3	0	0	0	0	0	0	0	0	0	0	38
06:00	0	15	5	1	0	0	0	0	0	0	0	0	0	0	0	21
06:15	0	18	12	1	1	0	0	0	0	0	0	0	0	0	0	32
06:30	0	18	7	0	2	0	0	0	0	0	0	0	0	0	0	27
06:45	0	26	11	1	2	0	0	0	1	0	0	0	0	0	0	41
	0	77	35	3	5	0	0	0	1	0	0	0	0	0	0	121
07:00	0	15	7	1	0	0	0	0	0	0	0	0	0	0	0	23
07:15	0	32	11	1	0	0	0	0	0	0	0	0	0	0	0	44
07:30	0	45	12	0	1	0	0	0	0	0	0	0	0	0	0	58
07:45	0	40	9	0	4	0	0	1	0	0	0	0	0	0	0	54
	0	132	39	2	5	0	0	1	0	0	0	0	0	0	0	179
08:00	0	42	13	2	2	0	0	0	0	0	0	0	0	0	0	59
08:15	0	48	5	0	3	0	0	0	0	0	0	0	0	0	0	56
08:30	1	44	11	0	2	0	0	0	0	0	0	0	0	0	0	58
08:45	0	37	8	0	1	0	0	0	0	0	0	0	0	0	0	46
	1	171	37	2	8	0	0	0	0	0	0	0	0	0	0	219
09:00	0	33	5	0	1	0	0	0	0	0	0	0	0	0	0	39
09:15	0	32	8	1	2	0	0	0	0	0	0	0	0	0	0	43
09:30	0	29	8	0	2	0	0	0	0	0	0	0	0	0	0	39
09:45	1	28	7	0	1	0	0	0	0	0	0	0	0	0	0	37
	1	122	28	1	6	0	0	0	0	0	0	0	0	0	0	158
10:00	0	34	8	0	0	0	0	0	0	0	0	0	0	0	0	42
10:15	0	24	4	0	1	1	0	0	0	0	0	0	0	0	0	30
10:30	0	33	9	0	1	0	0	1	0	0	0	0	0	0	0	44
10:45	0	27	6	0	2	0	0	0	0	0	0	0	0	0	0	35
	0	118	27	0	4	1	0	1	0	0	0	0	0	0	0	151
11:00	0	30	4	1	3	0	1	0	0	0	0	0	0	0	0	39
11:15	1	35	7	0	1	0	0	0	0	0	0	0	0	0	0	44
11:30	1	26	3	0	0	0	0	0	0	0	0	0	0	0	0	30
11:45	0	35	5	0	1	0	0	0	0	0	0	0	0	0	0	41
	2	126	19	1	5	0	1	0	0	0	0	0	0	0	0	154
Total	5	790	202	9	37	1	1	3	1	0	0	0	0	0	0	1049
Percent	0.5%	75.3%	19.3%	0.9%	3.5%	0.1%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	27	7	0	1	0	1	0	0	0	0	0	0	0	0	37
12:15	0	24	13	0	2	0	0	0	0	0	0	0	0	0	0	39
12:30	0	27	5	0	0	0	0	0	1	0	0	0	0	0	0	33
12:45	0	35	8	0	2	0	0	0	0	0	0	0	0	0	0	45
	1	113	33	0	5	0	1	0	1	0	0	0	0	0	0	154
13:00	0	30	8	1	3	0	0	0	0	0	0	0	0	0	0	42
13:15	0	31	6	0	2	1	0	1	0	0	0	0	0	0	0	41
13:30	1	24	11	0	1	0	0	0	0	0	0	0	0	0	0	37
13:45	0	22	9	0	1	0	0	0	0	0	0	0	0	0	0	32
	1	107	34	1	7	1	0	1	0	0	0	0	0	0	0	152
14:00	0	26	5	1	1	1	0	0	0	0	0	0	0	0	0	34
14:15	1	22	9	2	1	1	0	0	0	0	0	0	0	0	0	36
14:30	0	18	10	1	0	0	0	0	0	0	0	0	0	0	0	29
14:45	1	35	9	0	0	0	0	0	0	0	0	0	0	0	0	45
	2	101	33	4	2	2	0	0	0	0	0	0	0	0	0	144
15:00	0	23	10	0	1	1	0	1	0	0	0	0	0	0	0	36
15:15	0	20	7	0	3	0	0	0	0	0	0	0	0	0	0	30
15:30	2	26	6	1	2	0	0	0	0	0	0	0	0	0	0	37
15:45	1	32	8	1	1	0	0	0	0	0	0	0	0	0	0	43
	3	101	31	2	7	1	0	1	0	0	0	0	0	0	0	146
16:00	0	35	6	1	1	0	0	0	0	0	0	0	0	0	0	43
16:15	0	32	9	0	1	0	0	0	0	0	0	0	0	0	0	42
16:30	0	32	7	2	2	0	0	0	0	0	0	0	0	0	0	43
16:45	0	30	7	0	1	0	0	0	0	0	0	0	0	0	0	38
	0	129	29	3	5	0	0	0	0	0	0	0	0	0	0	166
17:00	0	41	9	1	1	0	0	0	0	0	0	0	0	0	0	52
17:15	0	38	14	0	0	0	0	0	0	0	0	0	0	0	0	52
17:30	1	36	6	1	0	0	0	0	0	0	0	0	0	0	0	44
17:45	0	29	10	0	3	0	0	0	0	0	0	0	0	0	0	42
	1	144	39	2	4	0	0	0	0	0	0	0	0	0	0	190
18:00	0	30	7	0	0	0	0	0	0	0	0	0	0	0	0	37
18:15	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
18:30	3	33	5	0	1	0	0	0	0	0	0	0	0	0	0	42
18:45	2	25	6	0	1	0	0	0	1	0	0	0	0	0	0	35
	5	113	23	0	2	0	0	0	1	0	0	0	0	0	0	144
19:00	0	26	9	0	1	0	0	0	0	0	0	0	0	0	0	36
19:15	0	24	10	0	0	0	0	0	0	0	0	0	0	0	0	34
19:30	1	18	3	0	0	0	0	0	0	0	0	0	0	0	0	22
19:45	0	14	1	0	1	0	0	0	0	0	0	0	0	0	0	16
	1	82	23	0	2	0	0	0	0	0	0	0	0	0	0	108
20:00	0	20	6	0	0	0	0	0	0	0	0	0	0	0	0	26
20:15	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
20:30	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	21
20:45	0	10	7	0	0	0	0	0	0	0	0	0	0	0	0	17
	0	62	21	0	0	0	0	0	0	0	0	0	0	0	0	83
21:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
21:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
21:30	1	11	2	0	0	0	0	0	0	0	0	0	0	0	0	14
21:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	1	31	7	0	0	0	0	0	0	0	0	0	0	0	0	39
22:00	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
22:30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	17	6	1	0	0	0	0	0	0	0	0	0	0	0	24
23:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
Total	15	1016	283	13	34	4	1	2	2	0	0	0	0	0	0	1370
Percent	1.1%	74.2%	20.7%	0.9%	2.5%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
08/29/1																
9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
05:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
05:30	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
05:45	0	7	3	0	2	0	0	0	0	0	0	0	0	0	0	12
	0	32	11	0	2	0	0	0	0	0	0	0	0	0	0	45
06:00	0	11	5	1	4	0	0	0	0	0	0	0	0	0	0	21
06:15	0	27	13	1	1	0	0	0	0	0	0	0	0	0	0	42
06:30	0	24	9	0	1	0	0	0	0	0	0	0	0	0	0	34
06:45	0	22	7	1	2	0	0	0	0	0	0	0	0	0	0	32
	0	84	34	3	8	0	0	0	0	0	0	0	0	0	0	129
07:00	0	28	7	1	1	0	0	0	0	0	0	0	0	0	0	37
07:15	0	28	4	1	2	0	0	0	0	0	0	0	0	0	0	35
07:30	0	45	12	0	3	1	0	0	0	0	0	0	0	0	0	61
07:45	0	43	16	0	0	0	0	0	0	0	0	0	0	0	0	59
	0	144	39	2	6	1	0	0	0	0	0	0	0	0	0	192
08:00	1	34	11	2	2	0	0	0	0	0	0	0	0	0	0	50
08:15	0	46	10	0	1	0	0	0	0	0	0	0	0	0	0	57
08:30	0	38	9	1	2	0	0	0	0	0	0	0	0	0	0	50
08:45	0	45	10	0	1	1	0	0	0	0	0	0	0	0	0	57
	1	163	40	3	6	1	0	0	0	0	0	0	0	0	0	214
09:00	1	21	4	0	1	1	0	0	0	0	0	0	0	0	0	28
09:15	1	27	6	1	4	0	0	0	0	0	0	0	0	0	0	39
09:30	0	37	6	0	0	0	0	0	0	0	0	0	0	0	0	43
09:45	0	36	6	0	2	0	0	0	0	0	0	0	0	0	0	44
	2	121	22	1	7	1	0	0	0	0	0	0	0	0	0	154
10:00	0	33	7	0	0	0	0	0	0	0	0	0	0	0	0	40
10:15	0	29	7	1	0	0	0	0	0	0	0	0	0	0	0	37
10:30	0	39	9	0	1	0	0	0	0	0	0	0	0	0	0	49
10:45	0	38	16	0	1	0	0	0	0	0	0	0	0	0	0	55
	0	139	39	1	2	0	0	0	0	0	0	0	0	0	0	181
11:00	0	31	12	0	2	0	0	0	0	0	0	0	0	0	0	45
11:15	0	29	5	0	3	0	0	0	0	0	0	0	0	0	0	37
11:30	1	30	8	0	2	0	0	0	0	0	0	0	0	0	0	41
11:45	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	34
	1	117	32	0	7	0	0	0	0	0	0	0	0	0	0	157
Total	4	816	222	10	39	3	0	1	0	0	0	0	0	0	0	1095
Percent	0.4%	74.5%	20.3%	0.9%	3.6%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 15349B000000
Station ID: 121201111100
Arroyal Road north of Bonita Beach Road

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	21	7	0	2	0	0	0	0	0	0	0	0	0	0	31
12:15	0	28	9	1	1	0	0	0	0	0	0	0	0	0	0	39
12:30	0	22	8	0	2	0	0	2	0	0	0	0	0	0	0	34
12:45	1	34	10	0	0	0	0	0	0	0	0	0	0	0	0	45
	2	105	34	1	5	0	0	2	0	0	0	0	0	0	0	149
13:00	0	29	12	1	1	0	0	0	0	0	0	0	0	0	0	43
13:15	0	35	10	0	1	0	0	0	0	0	0	0	0	0	0	46
13:30	0	23	8	0	1	0	0	0	0	0	0	0	0	0	0	32
13:45	0	29	13	1	1	0	0	0	0	0	0	0	0	0	0	44
	0	116	43	2	4	0	0	0	0	0	0	0	0	0	0	165
14:00	1	20	13	0	3	0	0	0	0	0	0	0	0	0	0	37
14:15	0	28	4	1	0	0	0	0	0	0	0	0	0	0	0	33
14:30	2	31	9	2	0	1	0	0	0	0	0	0	0	0	0	45
14:45	0	39	5	0	2	0	0	0	0	0	0	0	0	0	0	46
	3	118	31	3	5	1	0	0	0	0	0	0	0	0	0	161
15:00	0	29	4	0	0	1	0	0	0	0	0	0	0	0	0	34
15:15	0	33	8	0	1	0	0	0	0	0	0	0	0	0	0	42
15:30	1	35	10	1	1	0	0	0	0	0	0	0	0	0	0	48
15:45	0	35	15	1	2	0	0	0	0	0	0	0	0	0	0	53
	1	132	37	2	4	1	0	0	0	0	0	0	0	0	0	177
16:00	1	27	6	0	1	0	0	0	0	0	0	0	0	0	0	35
16:15	0	47	13	0	3	0	0	0	0	0	0	0	0	0	0	63
16:30	0	35	6	2	1	0	0	0	0	0	0	0	0	0	0	44
16:45	0	39	15	0	3	0	0	0	0	0	0	0	0	0	0	57
	1	148	40	2	8	0	0	0	0	0	0	0	0	0	0	199
17:00	0	29	8	1	2	0	0	0	0	0	0	0	0	0	0	40
17:15	0	43	11	0	1	0	0	0	0	0	0	0	0	0	0	55
17:30	1	37	7	2	2	0	0	0	0	0	0	0	0	0	0	49
17:45	0	33	8	0	0	0	0	0	0	0	0	0	0	0	0	41
	1	142	34	3	5	0	0	0	0	0	0	0	0	0	0	185
18:00	0	27	11	0	2	0	0	0	0	0	0	0	0	0	0	40
18:15	0	44	5	0	0	0	0	0	0	0	0	0	0	0	0	49
18:30	0	35	9	0	1	0	0	0	0	0	0	0	0	0	0	45
18:45	0	21	10	0	1	0	0	0	0	0	0	0	0	0	0	32
	0	127	35	0	4	0	0	0	0	0	0	0	0	0	0	166
19:00	0	22	7	0	0	0	0	0	0	0	0	0	0	0	0	29
19:15	0	20	6	0	0	0	0	0	0	0	0	0	0	0	0	26
19:30	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
19:45	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	32
	0	86	23	0	1	0	0	0	0	0	0	0	0	0	0	110
20:00	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
20:15	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
20:30	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
20:45	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
	0	57	15	0	1	0	0	0	0	0	0	0	0	0	0	73
21:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
21:15	1	10	0	0	1	0	0	0	0	0	0	0	0	0	0	12
21:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
21:45	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
	1	33	9	0	1	0	0	0	0	0	0	0	0	0	0	44
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
22:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	20	5	0	1	0	0	0	0	0	0	0	0	0	0	26
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
Total	9	1091	308	13	40	2	0	2	0	0	0	0	0	0	0	1465
Percent	0.6%	74.5%	21.0%	0.9%	2.7%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	46	5432	1430	66	227	22	2	11	4	1	0	0	0	0	0	7241
Percent	0.6%	75.0%	19.7%	0.9%	3.1%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0041 - SR 45/US41, N OF BONITA BEACH ROAD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	52500 C	N 26500	S 26000	9.00	53.20	2.10
2016	57500 C	N 28500	S 29000	9.00	56.20	2.10
2015	56500 C	N 28500	S 28000	9.00	54.50	2.10
2014	47000 C	N 23500	S 23500	9.00	54.60	2.80
2013	43000 C	N 21500	S 21500	9.00	59.70	3.10
2012	42500 C	N 21500	S 21000	9.00	54.30	2.40
2011	48500 C	N 24500	S 24000	9.00	55.00	2.40
2010	47000 C	N 23500	S 23500	10.32	57.60	2.20
2009	44000 C	N 21500	S 22500	10.24	54.47	2.60
2008	53500 C	N 26000	S 27500	10.37	58.94	2.20
2007	53000 F	N 26000	S 27000	10.16	54.76	4.90
2006	50000 C	N 24500	S 25500	10.23	54.38	5.00
2005	57500 S	N 28000	S 29500	10.30	54.10	8.40
2004	53500 F	N 26000	S 27500	9.90	54.30	4.10
2003	50500 C	N 24500	S 26000	9.80	55.60	4.10
2002	50000 C	N 24500	S 25500	10.20	57.20	4.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 4226 - BONITA BEACH RD/CR 865, E OF OLD 41 RD/CR 887 LC 226

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	38000 S	E	W	9.00	55.20	6.30
2016	38000 F	E 19000	W 19000	9.00	58.80	6.30
2015	37000 C	E 18500	W 18500	9.00	57.80	6.30
2014	35500 C	E 17500	W 18000	9.00	57.70	5.00
2013	34000 S	E 17000	W 17000	9.00	57.10	7.00
2012	34000 F	E 17000	W 17000	9.00	56.50	7.00
2011	34000 C	E 17000	W 17000	9.00	55.90	7.00
2010	33000 S	E 16500	W 16500	12.13	57.28	5.40
2009	33000 F	E 16500	W 16500	11.80	57.01	5.40
2008	33000 C	E 16500	W 16500	11.72	57.80	5.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6007 - BONITA BEACH RD, 1000' E OF VANDERBILT DR, PTMS 2007, LCPR 07

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	25000 F	0	0	9.00	52.80	3.60
2016	25299 C	E 12584	W 12715	9.00	52.80	2.80
2015	25205 C	E 12590	W 12615	9.00	52.60	2.80
2014	24411 C	E 12181	W 12230	9.00	52.50	5.20
2013	23604 C	E 11811	W 11793	9.00	53.60	6.50
2012	23386 C	E 11696	W 11690	9.00	53.20	3.00
2011	24259 C	E 12143	W 12116	9.00	53.30	3.50
2010	23053 C	E 11519	W 11534	12.72	56.35	2.80
2009	25178 C	E 12611	W 12567	11.87	52.34	3.10
2008	23984 C	E 12175	W 11809	12.65	52.45	3.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6023 - US 41, 0.25 MI N OF COLLIER CO/L, PTMS 42, LCPR 23

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	37500 F	0	0	9.00	57.80	4.20
2016	36468 C	N 18979	S 17489	9.00	57.80	4.00
2015	34903 C	N 18097	S 16806	9.00	54.40	2.50
2014	34105 C	N 17713	S 16392	9.00	54.40	2.90
2013	32993 C	N 17065	S 15928	9.00	53.50	2.80
2012	32441 C	N 16710	S 15731	9.00	54.50	2.90
2011	33235 C	N 17049	S 16186	9.00	56.50	2.80
2010	33789 C	N 17367	S 16422	11.41	52.73	2.80
2009	33379 C	N 17079	S 16300	10.80	54.93	3.20
2008	34722 C	N 17731	S 16991	11.04	57.00	2.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150591000000
Station ID: 121203111100
Windsor Road south of Bonita Beach Road

Start Time	27-Aug-19 Tue	NB	SB	Combined Total
12:00 AM		4	1	5
01:00		0	0	0
02:00		1	0	1
03:00		0	0	0
04:00		2	1	3
05:00		6	2	8
06:00		22	8	30
07:00		43	34	77
08:00		49	34	83
09:00		48	54	102
10:00		49	55	104
11:00		50	53	103
12:00 PM		45	46	91
01:00		53	38	91
02:00		30	35	65
03:00		31	44	75
04:00		51	47	98
05:00		46	48	94
06:00		29	37	66
07:00		21	32	53
08:00		23	22	45
09:00		21	14	35
10:00		15	11	26
11:00		4	4	8
Total		643	620	
Percent		50.9%	49.1%	

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150591000000
Station ID: 121203111100
Windsor Road south of Bonita Beach Road

Start Time	28-Aug-19 Wed	NB	SB	Combined Total
12:00 AM		3	2	5
01:00		1	1	2
02:00		0	0	0
03:00		1	0	1
04:00		3	0	3
05:00		7	1	8
06:00		25	4	29
07:00		47	34	81
08:00		45	46	91
09:00		54	44	98
10:00		54	52	106
11:00		36	43	79
12:00 PM		71	64	135
01:00		46	43	89
02:00		43	49	92
03:00		33	40	73
04:00		45	54	99
05:00		47	53	100
06:00		44	38	82
07:00		32	39	71
08:00		19	37	56
09:00		12	18	30
10:00		20	16	36
11:00		11	9	20
Total		699	687	
Percent		50.4%	49.6%	
Grand Total		1342	1307	
Percentage		50.7%	49.3%	
ADT		ADT 1,324		AADT 1,324

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150591000000
Station ID: 121203111100
Windsor Road south of Bonita Beach Road

Start	27-Aug-19	NB		Hour Totals		SB		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	12			1	8				
12:15		2	10			0	20				
12:30		0	12			0	9				
12:45		0	11	4	45	0	9	1	46	5	91
01:00		0	14			0	7				
01:15		0	9			0	10				
01:30		0	16			0	10				
01:45		0	14	0	53	0	11	0	38	0	91
02:00		0	8			0	8				
02:15		0	9			0	9				
02:30		1	11			0	11				
02:45		0	2	1	30	0	7	0	35	1	65
03:00		0	6			0	13				
03:15		0	10			0	10				
03:30		0	7			0	9				
03:45		0	8	0	31	0	12	0	44	0	75
04:00		0	13			0	10				
04:15		0	10			0	14				
04:30		1	16			0	10				
04:45		1	12	2	51	1	13	1	47	3	98
05:00		1	10			0	10				
05:15		1	13			0	17				
05:30		0	14			0	10				
05:45		4	9	6	46	2	11	2	48	8	94
06:00		3	8			1	9				
06:15		5	7			0	16				
06:30		10	10			4	6				
06:45		4	4	22	29	3	6	8	37	30	66
07:00		6	6			3	12				
07:15		14	4			12	7				
07:30		11	5			10	8				
07:45		12	6	43	21	9	5	34	32	77	53
08:00		13	2			6	8				
08:15		13	9			7	9				
08:30		16	6			9	1				
08:45		7	6	49	23	12	4	34	22	83	45
09:00		12	6			16	5				
09:15		10	6			10	3				
09:30		12	3			17	3				
09:45		14	6	48	21	11	3	54	14	102	35
10:00		8	3			10	3				
10:15		14	4			14	4				
10:30		12	3			10	3				
10:45		15	5	49	15	21	1	55	11	104	26
11:00		14	3			15	3				
11:15		8	1			10	0				
11:30		19	0			15	1				
11:45		9	0	50	4	13	0	53	4	103	8
Total		274	369			242	378			516	747
Percent		42.6%	57.4%			39.0%	61.0%			40.9%	59.1%

FTE
8250, Pascal Dr
Punta Gorda, FL 33950
Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150591000000
Station ID: 121203111100
Windsor Road south of Bonita Beach Road

Start Time	28-Aug-19 Wed	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	9			2	12				
12:15		0	15			0	12				
12:30		0	26			0	22				
12:45		0	21	3	71	0	18	2	64	5	135
01:00		0	13			0	10				
01:15		0	10			0	11				
01:30		0	12			0	8				
01:45		1	11	1	46	1	14	1	43	2	89
02:00		0	11			0	11				
02:15		0	10			0	11				
02:30		0	11			0	12				
02:45		0	11	0	43	0	15	0	49	0	92
03:00		0	6			0	13				
03:15		0	10			0	7				
03:30		1	4			0	7				
03:45		0	13	1	33	0	13	0	40	1	73
04:00		0	8			0	12				
04:15		0	13			0	12				
04:30		3	10			0	15				
04:45		0	14	3	45	0	15	0	54	3	99
05:00		3	13			0	13				
05:15		1	10			0	15				
05:30		1	11			1	14				
05:45		2	13	7	47	0	11	1	53	8	100
06:00		4	11			0	11				
06:15		3	11			0	12				
06:30		8	13			2	8				
06:45		10	9	25	44	2	7	4	38	29	82
07:00		8	8			8	11				
07:15		17	7			10	8				
07:30		12	8			6	9				
07:45		10	9	47	32	10	11	34	39	81	71
08:00		10	2			9	13				
08:15		17	10			10	9				
08:30		8	5			14	9				
08:45		10	2	45	19	13	6	46	37	91	56
09:00		10	3			8	4				
09:15		11	1			14	4				
09:30		18	4			10	4				
09:45		15	4	54	12	12	6	44	18	98	30
10:00		12	6			7	5				
10:15		6	6			11	8				
10:30		17	3			19	1				
10:45		19	5	54	20	15	2	52	16	106	36
11:00		9	2			16	4				
11:15		10	4			10	0				
11:30		7	5			4	2				
11:45		10	0	36	11	13	3	43	9	79	20
Total		276	423			227	460			503	883
Percent		39.5%	60.5%			33.0%	67.0%			36.3%	63.7%
Grand Total		550	792			469	838			1019	1630
Percent		41.0%	59.0%			35.9%	64.1%			38.5%	61.5%
ADT		ADT 1,324		AADT 1,324							

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.331257
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.803094
City:	Bonita Springs	County:	Lee		
Location	Arroyal Rd north of Bonita Beach Rd				

Northbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	0	0	1	9	11	20	49	54	80	82
30	3	4	1	0	0	5	13	21	43	66	86	78
45	4	2	0	2	0	7	14	25	50	67	68	80
00	1	3	0	0	4	12	18	30	64	71	75	80
Hr Total	**15**	**13**	**1**	**2**	**5**	**33**	**56**	**96**	**206**	**258**	**309**	**320**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	83	91	97	94	106	71	55	53	25	24	11
30	91	80	83	97	110	94	97	45	61	37	26	12
45	86	88	83	111	87	93	62	41	29	32	13	10
00	78	90	85	98	87	83	63	40	30	25	18	1
Hr Total	**328**	**341**	**342**	**403**	**378**	**376**	**293**	**181**	**173**	**119**	**81**	**34**

24 Hour Total:	4,363					
AM Peak Hour begins:	11:30	AM Peak Volume:	324	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	15:30	PM Peak Volume:	413	PM Peak Hour Factor:	0.93	

Southbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	3	13	31	37	51	69	58
30	4	2	1	1	2	5	26	37	59	42	65	66
45	1	0	1	1	4	10	28	50	58	68	63	76
00	3	1	0	1	8	14	26	47	51	62	59	65
Hr Total	**9**	**4**	**2**	**3**	**15**	**32**	**93**	**165**	**205**	**223**	**256**	**265**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	53	57	48	55	50	33	29	24	19	16	2
30	70	54	53	49	45	46	41	31	20	33	3	6
45	46	54	60	49	52	45	46	20	17	12	5	2
00	80	64	67	51	57	42	32	32	26	17	7	1
Hr Total	**254**	**225**	**237**	**197**	**209**	**183**	**152**	**112**	**87**	**81**	**31**	**11**

24 Hour Total:	3,051					
AM Peak Hour begins:	11:30	AM Peak Volume:	269	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	12:00	PM Peak Volume:	254	PM Peak Hour Factor:	0.79	

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	0	0	2	12	24	51	86	105	149	140
30	7	6	2	1	2	10	39	58	102	108	151	144
45	5	2	1	3	4	17	42	75	108	135	131	156
00	4	4	0	1	12	26	44	77	115	133	134	145
Hr Total	**24**	**17**	**3**	**5**	**20**	**65**	**149**	**261**	**411**	**481**	**565**	**585**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	131	136	148	145	149	156	104	84	77	44	40	13
30	161	134	136	146	155	140	138	76	81	70	29	18
45	132	142	143	160	139	138	108	61	46	44	18	12
00	158	154	152	149	144	125	95	72	56	42	25	2
Hr Total	**582**	**566**	**579**	**600**	**587**	**559**	**445**	**293**	**260**	**200**	**112**	**45**

24 Hour Total:	7,414					
AM Peak Hour begins:	11:30	AM Peak Volume:	593	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	15:30	PM Peak Volume:	613	PM Peak Hour Factor:	0.96	

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.331257
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.803094
City:	Bonita Springs	County:	Lee		
Location	Arroyal Rd north of Bonita Beach Rd				

Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	2	1	5	10	16	35	55	73	76
30	8	0	0	1	1	7	14	20	50	70	84	89
45	4	2	0	1	1	10	16	29	47	65	66	72
00	0	1	1	1	1	9	14	43	51	67	83	98
Hr Total	**16**	**5**	**3**	**5**	**4**	**31**	**54**	**108**	**183**	**257**	**306**	**335**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	88	98	92	104	96	71	62	42	36	26	8
30	87	82	76	72	100	91	58	35	37	37	20	10
45	85	86	101	90	96	92	65	62	47	22	14	10
00	76	64	87	74	85	83	68	57	41	21	17	3
Hr Total	**333**	**320**	**362**	**328**	**385**	**362**	**262**	**216**	**167**	**116**	**77**	**31**

24 Hour Total:	4,266				
AM Peak Hour begins:	11:15	AM Peak Volume:	344	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:00	PM Peak Volume:	385	PM Peak Hour Factor:	0.93

Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	0	2	20	31	61	50	47	83
30	3	2	1	1	4	5	21	41	42	60	75	64
45	4	0	0	0	1	9	32	55	59	51	69	49
00	2	2	1	2	6	12	23	54	56	53	67	73
Hr Total	**11**	**5**	**2**	**4**	**11**	**28**	**96**	**181**	**218**	**214**	**258**	**269**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	52	50	56	54	48	40	35	22	13	14	3
30	59	74	63	64	40	50	23	25	27	16	11	1
45	64	57	53	64	51	42	37	44	20	17	3	5
00	57	52	61	65	56	33	32	30	24	8	10	1
Hr Total	**242**	**235**	**227**	**249**	**201**	**173**	**132**	**134**	**93**	**54**	**38**	**10**

24 Hour Total:	3,085				
AM Peak Hour begins:	10:15	AM Peak Volume:	294	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	15:00	PM Peak Volume:	249	PM Peak Hour Factor:	0.96

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	3	1	7	30	47	96	105	120	159
30	11	2	1	2	5	12	35	61	92	130	159	153
45	8	2	0	1	2	19	48	84	106	116	135	121
00	2	3	2	3	7	21	37	97	107	120	150	171
Hr Total	**27**	**10**	**5**	**9**	**15**	**59**	**150**	**289**	**401**	**471**	**564**	**604**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	140	148	148	158	144	111	97	64	49	40	11
30	146	156	139	136	140	141	81	60	64	53	31	11
45	149	143	154	154	147	134	102	106	67	39	17	15
00	133	116	148	139	141	116	100	87	65	29	27	4
Hr Total	**575**	**555**	**589**	**577**	**586**	**535**	**394**	**350**	**260**	**170**	**115**	**41**

24 Hour Total:	7,351				
AM Peak Hour begins:	11:00	AM Peak Volume:	604	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:30	PM Peak Volume:	591	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.331257
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.803094
City:	Bonita Springs	County:	Lee		
Location	Arroyal Rd north of Bonita Beach Rd				

Northbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	5	2	1	8	8	15	39	58	71	71
30	2	6	1	0	0	2	10	22	39	77	74	58
45	6	1	1	1	1	7	11	36	56	59	78	90
00	4	1	3	0	4	8	16	42	54	81	73	84
Hr Total	**13**	**9**	**10**	**3**	**6**	**25**	**45**	**115**	**188**	**275**	**296**	**303**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	86	95	101	108	84	90	47	39	32	23	13
30	91	83	98	85	90	91	67	56	30	28	23	10
45	96	96	73	99	89	83	49	52	39	22	19	7
00	86	79	81	80	82	100	62	39	36	25	13	8
Hr Total	**369**	**344**	**347**	**365**	**369**	**358**	**268**	**194**	**144**	**107**	**78**	**38**

24 Hour Total:	4,269				
AM Peak Hour begins:	11:30	AM Peak Volume:	361	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	15:30	PM Peak Volume:	377	PM Peak Hour Factor:	0.87

Southbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	3	5	12	39	60	55	59	66
30	1	1	2	2	0	6	18	26	46	47	64	71
45	2	0	4	0	4	8	28	47	37	61	60	69
00	2	0	0	1	4	10	34	47	71	57	44	66
Hr Total	**6**	**1**	**6**	**3**	**11**	**29**	**92**	**159**	**214**	**220**	**227**	**272**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	55	68	59	58	43	25	35	23	14	4	7
30	60	81	59	38	43	57	31	36	19	10	11	5
45	66	60	56	57	45	61	25	25	25	5	5	3
00	82	50	68	46	41	37	40	31	16	9	4	1
Hr Total	**288**	**246**	**251**	**200**	**187**	**198**	**121**	**127**	**83**	**38**	**24**	**16**

24 Hour Total:	3,019				
AM Peak Hour begins:	11:15	AM Peak Volume:	286	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	12:00	PM Peak Volume:	288	PM Peak Hour Factor:	0.88

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	5	2	4	13	20	54	99	113	130	137
30	3	7	3	2	0	8	28	48	85	124	138	129
45	8	1	5	1	5	15	39	83	93	120	138	159
00	6	1	3	1	8	18	50	89	125	138	117	150
Hr Total	**19**	**10**	**16**	**6**	**17**	**54**	**137**	**274**	**402**	**495**	**523**	**575**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	176	141	163	160	166	127	115	82	62	46	27	20
30	151	164	157	123	133	148	98	92	49	38	34	15
45	162	156	129	156	134	144	74	77	64	27	24	10
00	168	129	149	126	123	137	102	70	52	34	17	9
Hr Total	**657**	**590**	**598**	**565**	**556**	**556**	**389**	**321**	**227**	**145**	**102**	**54**

24 Hour Total:	7,288				
AM Peak Hour begins:	11:30	AM Peak Volume:	636	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:00	PM Peak Volume:	657	PM Peak Hour Factor:	0.93

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.331257
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80309
City:	Bonita Springs	County:	Lee		
Location	Arroyal Rd north of Bonita Beach Rd				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	1	7	10	17	41	56	75	76
30	4	3	1	0	0	5	12	21	44	71	81	75
45	5	2	0	1	1	8	14	30	51	64	71	81
00	2	2	1	0	3	10	16	38	56	73	77	87
Hr Total	**15**	**9**	**5**	**3**	**5**	**30**	**52**	**106**	**192**	**263**	**304**	**319**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	86	95	97	102	95	77	55	45	31	24	11
30	90	82	86	85	100	92	74	45	43	34	23	11
45	89	90	86	100	91	89	59	52	38	25	15	9
00	80	78	84	84	85	89	64	45	36	24	16	4
Hr Total	**343**	**335**	**350**	**365**	**377**	**365**	**274**	**197**	**161**	**114**	**79**	**34**

24 Hour Total:	4,299					
AM Peak Hour begins:	11:30	AM Peak Volume:	342	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	15:30	PM Peak Volume:	386	PM Peak Hour Factor:		0.95

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	3	15	34	53	52	58	69
30	3	2	1	1	2	5	22	35	49	50	68	67
45	2	0	2	0	3	9	29	51	51	60	64	65
00	2	1	0	1	6	12	28	49	59	57	57	68
Hr Total	**9**	**3**	**3**	**3**	**12**	**30**	**94**	**168**	**212**	**219**	**247**	**269**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	53	58	54	56	47	33	33	23	15	11	4
30	63	70	58	50	43	51	32	31	22	20	8	4
45	59	57	56	57	49	49	36	30	21	11	4	3
00	73	55	65	54	51	37	35	31	22	11	7	1
Hr Total	**261**	**235**	**238**	**215**	**199**	**185**	**135**	**124**	**88**	**58**	**31**	**12**

24 Hour Total:	3,052					
AM Peak Hour begins:	11:00	AM Peak Volume:	269	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	261	PM Peak Hour Factor:		0.89

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	2	2	11	25	51	94	108	133	145
30	7	5	2	2	2	10	34	56	93	121	149	142
45	7	2	2	2	4	17	43	81	102	124	135	145
00	4	3	2	2	9	22	44	88	116	130	134	155
Hr Total	**23**	**12**	**8**	**7**	**17**	**59**	**145**	**275**	**405**	**482**	**551**	**588**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	139	153	151	158	142	110	88	68	46	36	15
30	153	151	144	135	143	143	106	76	65	54	31	15
45	148	147	142	157	140	139	95	81	59	37	20	12
00	153	133	150	138	136	126	99	76	58	35	23	5
Hr Total	**605**	**570**	**589**	**581**	**576**	**550**	**409**	**321**	**249**	**172**	**110**	**47**

24 Hour Total:	7,351					
AM Peak Hour begins:	11:30	AM Peak Volume:	605	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	605	PM Peak Hour Factor:		0.99

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330297
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.807051
City:	Bonita Springs	County:	Lee		
Location	Beaumont Rd south of Bonita Beach Rd				

Northbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	0	0	0	4	20	16	8	14
30	0	0	0	1	0	0	0	3	9	12	18	25
45	0	0	0	0	0	0	0	2	39	10	19	24
00	0	1	0	0	1	0	0	4	15	12	18	25
Hr Total	**1**	**2**	**1**	**1**	**1**	**0**	**0**	**13**	**83**	**50**	**63**	**88**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	19	28	27	18	14	17	18	9	13	10	3
30	30	27	27	20	22	16	22	14	14	22	5	3
45	41	25	24	22	21	12	10	17	11	18	4	0
00	26	14	23	17	17	15	12	9	10	8	7	2
Hr Total	**116**	**85**	**102**	**86**	**78**	**57**	**61**	**58**	**44**	**61**	**26**	**8**

24 Hour Total:	1,085			
AM Peak Hour begins:	11:30	AM Peak Volume:	98	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	12:00	PM Peak Volume:	116	PM Peak Hour Factor:	0.71

Southbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	0	0	0	0	3	7	8	13	20
30	0	0	0	1	0	0	3	3	9	8	17	25
45	0	0	0	0	1	0	4	7	8	9	11	22
00	1	1	0	0	0	0	2	23	16	10	17	29
Hr Total	**3**	**1**	**1**	**1**	**1**	**0**	**9**	**36**	**40**	**35**	**58**	**96**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	13	21	18	12	9	11	11	8	11	3	2
30	19	23	16	16	10	8	10	11	11	5	2	2
45	23	20	9	18	17	8	7	7	10	8	4	0
00	22	18	15	10	9	11	14	6	9	2	1	0
Hr Total	**91**	**74**	**61**	**62**	**48**	**36**	**42**	**35**	**38**	**26**	**10**	**4**

24 Hour Total:	808			
AM Peak Hour begins:	11:15	AM Peak Volume:	103	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	12:00	PM Peak Volume:	91	PM Peak Hour Factor:	0.84

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	2	0	0	0	0	7	27	24	21	34
30	0	0	0	2	0	0	3	6	18	20	35	50
45	0	0	0	0	1	0	4	9	47	19	30	46
00	1	2	0	0	1	0	2	27	31	22	35	54
Hr Total	**4**	**3**	**2**	**2**	**2**	**0**	**9**	**49**	**123**	**85**	**121**	**184**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	32	49	45	30	23	28	29	17	24	13	5
30	49	50	43	36	32	24	32	25	25	27	7	5
45	64	45	33	40	38	20	17	24	21	26	8	0
00	48	32	38	27	26	26	26	15	19	10	8	2
Hr Total	**207**	**159**	**163**	**148**	**126**	**93**	**103**	**93**	**82**	**87**	**36**	**12**

24 Hour Total:	1,893			
AM Peak Hour begins:	11:15	AM Peak Volume:	196	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:00	PM Peak Volume:	207	PM Peak Hour Factor:	0.81

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.330297
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.807051
City:	Bonita Springs	County:	Lee		
Location	Beaumont Rd south of Bonita Beach Rd				

Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	0	0	0	2	1	11	10	22
30	1	0	0	0	1	0	0	6	11	7	15	18
45	0	1	0	0	0	0	0	4	37	12	12	23
00	0	0	0	0	0	0	5	6	18	12	21	23
Hr Total	**3**	**1**	**0**	**1**	**1**	**0**	**5**	**18**	**67**	**42**	**58**	**86**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	31	18	23	20	18	16	19	13	9	8	3
30	25	25	30	19	21	23	28	11	8	13	7	2
45	36	17	22	19	15	20	16	43	14	10	7	1
00	29	12	22	19	13	14	18	20	14	9	4	0
Hr Total	**104**	**85**	**92**	**80**	**69**	**75**	**78**	**93**	**49**	**41**	**26**	**6**

24 Hour Total:	1,080				
AM Peak Hour begins:	11:00	AM Peak Volume:	86	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:15	PM Peak Volume:	121	PM Peak Hour Factor:	0.84

Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	0	1	9	8	17	28
30	0	0	0	0	1	0	0	3	6	13	18	19
45	2	0	0	0	0	0	0	6	11	10	15	35
00	0	0	0	0	0	0	3	21	17	8	17	37
Hr Total	**2**	**0**	**0**	**1**	**1**	**0**	**3**	**31**	**43**	**39**	**67**	**119**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	33	14	10	17	14	8	13	9	8	1	4
30	26	22	30	18	12	9	9	13	5	7	3	2
45	37	16	14	16	13	9	12	12	10	7	4	1
00	22	21	13	15	15	13	7	4	5	3	2	0
Hr Total	**109**	**92**	**71**	**59**	**57**	**45**	**36**	**42**	**29**	**25**	**10**	**7**

24 Hour Total:	888				
AM Peak Hour begins:	11:30	AM Peak Volume:	122	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	12:15	PM Peak Volume:	118	PM Peak Hour Factor:	0.80

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	2	0	0	0	3	10	19	27	50
30	1	0	0	0	2	0	0	9	17	20	33	37
45	2	1	0	0	0	0	0	10	48	22	27	58
00	0	0	0	0	0	0	8	27	35	20	38	60
Hr Total	**5**	**1**	**0**	**2**	**2**	**0**	**8**	**49**	**110**	**81**	**125**	**205**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	64	32	33	37	32	24	32	22	17	9	7
30	51	47	60	37	33	32	37	24	13	20	10	4
45	73	33	36	35	28	29	28	55	24	17	11	2
00	51	33	35	34	28	27	25	24	19	12	6	0
Hr Total	**213**	**177**	**163**	**139**	**126**	**120**	**114**	**135**	**78**	**66**	**36**	**13**

24 Hour Total:	1,968				
AM Peak Hour begins:	11:30	AM Peak Volume:	207	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	12:15	PM Peak Volume:	239	PM Peak Hour Factor:	0.82

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.330297
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.807051
City:	Bonita Springs	County:	Lee		
Location	Beaumont Rd south of Bonita Beach Rd				

Northbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	1	0	3	19	12	20	20
30	0	0	0	0	0	0	0	3	10	13	14	20
45	0	1	0	0	0	0	0	6	53	15	19	20
00	1	0	0	0	2	1	1	7	18	10	17	20
Hr Total	**2**	**1**	**0**	**0**	**3**	**2**	**1**	**19**	**100**	**50**	**70**	**80**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	23	21	31	27	12	21	17	14	10	7	5
30	18	27	31	17	17	19	18	18	11	8	4	1
45	34	25	27	25	15	19	29	16	14	8	4	8
00	30	17	22	18	19	16	13	10	8	8	6	3
Hr Total	**104**	**92**	**101**	**91**	**78**	**66**	**81**	**61**	**47**	**34**	**21**	**17**

24 Hour Total:	1,121					
AM Peak Hour begins:	8:00	AM Peak Volume:	100	AM Peak Hour Factor:	0.47	
PM Peak Hour begins:	12:30	PM Peak Volume:	114	PM Peak Hour Factor:	0.84	

Southbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	0	0	3	12	7	13	20
30	0	1	0	0	0	0	1	5	5	16	11	28
45	0	1	0	0	0	0	3	7	9	14	22	23
00	0	0	0	0	0	0	4	19	11	17	25	27
Hr Total	**1**	**3**	**0**	**0**	**1**	**0**	**8**	**34**	**37**	**54**	**71**	**98**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	24	20	13	13	12	14	4	10	4	3	2
30	39	18	34	8	18	13	8	8	3	4	4	3
45	29	25	23	14	13	5	9	9	6	4	2	3
00	16	14	18	19	12	10	10	6	6	5	4	0
Hr Total	**105**	**81**	**95**	**54**	**56**	**40**	**41**	**27**	**25**	**17**	**13**	**8**

24 Hour Total:	869					
AM Peak Hour begins:	11:30	AM Peak Volume:	110	AM Peak Hour Factor:	0.71	
PM Peak Hour begins:	12:15	PM Peak Volume:	108	PM Peak Hour Factor:	0.69	

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	2	1	0	6	31	19	33	40
30	0	1	0	0	0	0	1	8	15	29	25	48
45	0	2	0	0	0	0	3	13	62	29	41	43
00	1	0	0	0	2	1	5	26	29	27	42	47
Hr Total	**3**	**4**	**0**	**0**	**4**	**2**	**9**	**53**	**137**	**104**	**141**	**178**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	47	41	44	40	24	35	21	24	14	10	7
30	57	45	65	25	35	32	26	26	14	12	8	4
45	63	50	50	39	28	24	38	25	20	12	6	11
00	46	31	40	37	31	26	23	16	14	13	10	3
Hr Total	**209**	**173**	**196**	**145**	**134**	**106**	**122**	**88**	**72**	**51**	**34**	**25**

24 Hour Total:	1,990					
AM Peak Hour begins:	11:30	AM Peak Volume:	190	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	12:15	PM Peak Volume:	213	PM Peak Hour Factor:	0.85	

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330297
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80705
City:	Bonita Springs	County:	Lee		
Location	Beaumont Rd south of Bonita Beach Rd				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	3	13	13	13	19
30	0	0	0	0	0	0	0	4	10	11	16	21
45	0	1	0	0	0	0	0	4	43	12	17	22
00	0	0	0	0	1	0	2	6	17	11	19	23
Hr Total	**2**	**1**	**0**	**1**	**2**	**1**	**2**	**17**	**83**	**47**	**64**	**85**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	24	22	27	22	15	18	18	12	11	8	4
30	24	26	29	19	20	19	23	14	11	14	5	2
45	37	22	24	22	17	17	18	25	13	12	5	3
00	28	14	22	18	16	15	14	13	11	8	6	2
Hr Total	**108**	**87**	**98**	**86**	**75**	**66**	**73**	**71**	**47**	**45**	**24**	**10**

24 Hour Total:	1,095					
AM Peak Hour begins:	11:30	AM Peak Volume:	88	AM Peak Hour Factor:		0.90
PM Peak Hour begins:	12:30	PM Peak Volume:	116	PM Peak Hour Factor:		0.78

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	2	9	8	14	23
30	0	0	0	0	0	0	1	4	7	12	15	24
45	1	0	0	0	0	0	2	7	9	11	16	27
00	0	0	0	0	0	0	3	21	15	12	20	31
Hr Total	**2**	**1**	**0**	**1**	**1**	**0**	**7**	**34**	**40**	**43**	**65**	**104**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	23	18	14	14	12	11	9	9	8	2	3
30	28	21	27	14	13	10	9	11	6	5	3	2
45	30	20	15	16	14	7	9	9	9	6	3	1
00	20	18	15	15	12	11	10	5	7	3	2	0
Hr Total	**102**	**82**	**76**	**58**	**54**	**40**	**40**	**35**	**31**	**23**	**11**	**6**

24 Hour Total:	855					
AM Peak Hour begins:	11:30	AM Peak Volume:	110	AM Peak Hour Factor:		0.88
PM Peak Hour begins:	12:00	PM Peak Volume:	102	PM Peak Hour Factor:		0.86

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	1	0	0	5	23	21	27	41
30	0	0	0	1	1	0	1	8	17	23	31	45
45	1	1	0	0	0	0	2	11	52	23	33	49
00	1	1	0	0	1	0	5	27	32	23	38	54
Hr Total	**4**	**3**	**1**	**1**	**3**	**1**	**9**	**50**	**123**	**90**	**129**	**189**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	48	41	41	36	26	29	27	21	18	11	6
30	52	47	56	33	33	29	32	25	17	20	8	4
45	67	43	40	38	31	24	28	35	22	18	8	4
00	48	32	38	33	28	26	25	18	17	12	8	2
Hr Total	**210**	**170**	**174**	**144**	**129**	**106**	**113**	**105**	**77**	**68**	**35**	**17**

24 Hour Total:	1,950					
AM Peak Hour begins:	11:30	AM Peak Volume:	197	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	12:15	PM Peak Volume:	215	PM Peak Hour Factor:		0.81

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330787
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.792621
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Wisconsin St				

Eastbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	8	7	5	18	22	68	131	179	202	257	279
30	15	5	4	8	17	29	69	146	208	239	276	280
45	14	11	8	12	9	41	126	166	228	248	246	306
00	7	6	1	3	12	59	120	170	225	285	310	317
Hr Total	**55**	**30**	**20**	**28**	**56**	**151**	**383**	**613**	**840**	**974**	**1,089**	**1,182**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	325	329	324	353	388	351	296	230	236	150	111	52
30	316	304	334	308	354	372	255	205	236	169	64	35
45	319	287	362	316	369	336	244	167	190	128	71	33
00	285	309	344	338	360	273	218	222	151	109	67	21
Hr Total	**1,245**	**1,229**	**1,364**	**1,315**	**1,471**	**1,332**	**1,013**	**824**	**813**	**556**	**313**	**141**

24 Hour Total:	17,037					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,264	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:00	PM Peak Volume:	1,471	PM Peak Hour Factor:	0.95	

Westbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	11	9	6	8	33	94	180	365	340	345	369
30	16	11	5	12	7	31	100	249	330	362	314	376
45	9	6	8	14	16	53	172	304	348	343	356	327
00	9	10	9	11	26	87	180	376	372	350	343	379
Hr Total	**51**	**38**	**31**	**43**	**57**	**204**	**546**	**1,109**	**1,415**	**1,395**	**1,358**	**1,451**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	342	322	298	308	285	262	236	182	149	90	59	33
30	347	320	315	318	257	259	222	166	117	91	47	25
45	337	290	302	316	256	241	191	193	135	84	40	24
00	359	340	309	305	247	231	193	130	108	65	31	27
Hr Total	**1,385**	**1,272**	**1,224**	**1,247**	**1,045**	**993**	**842**	**671**	**509**	**330**	**177**	**109**

24 Hour Total:	17,502					
AM Peak Hour begins:	11:00	AM Peak Volume:	1,451	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	12:00	PM Peak Volume:	1,385	PM Peak Hour Factor:	0.96	

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	19	16	11	26	55	162	311	544	542	602	648
30	31	16	9	20	24	60	169	395	538	601	590	656
45	23	17	16	26	25	94	298	470	576	591	602	633
00	16	16	10	14	38	146	300	546	597	635	653	696
Hr Total	**106**	**68**	**51**	**71**	**113**	**355**	**929**	**1,722**	**2,255**	**2,369**	**2,447**	**2,633**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	667	651	622	661	673	613	532	412	385	240	170	85
30	663	624	649	626	611	631	477	371	353	260	111	60
45	656	577	664	632	625	577	435	360	325	212	111	57
00	644	649	653	643	607	504	411	352	259	174	98	48
Hr Total	**2,630**	**2,501**	**2,588**	**2,562**	**2,516**	**2,325**	**1,855**	**1,495**	**1,322**	**886**	**490**	**250**

24 Hour Total:	34,539					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,659	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	12:00	PM Peak Volume:	2,630	PM Peak Hour Factor:	0.99	

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.330787
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.792621
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Wisconsin St				

Eastbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	10	4	6	10	18	58	159	211	241	281	324
30	9	7	5	3	11	30	84	175	169	249	249	304
45	16	7	7	9	14	34	123	176	228	246	306	314
00	8	9	3	11	23	47	133	190	192	248	285	323
Hr Total	**62**	**33**	**19**	**29**	**58**	**129**	**398**	**700**	**800**	**984**	**1,121**	**1,265**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	313	299	366	331	342	414	272	201	233	159	117	55
30	331	339	346	339	361	351	243	179	222	147	112	58
45	299	319	361	345	380	317	253	240	208	155	64	30
00	317	326	302	323	369	301	197	206	193	144	71	30
Hr Total	**1,260**	**1,283**	**1,375**	**1,338**	**1,452**	**1,383**	**965**	**826**	**856**	**605**	**364**	**173**

24 Hour Total:	17,478					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,281	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:15	PM Peak Volume:	1,524	PM Peak Hour Factor:	0.92	

Westbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	21	11	8	7	37	83	194	381	358	318	364
30	18	9	5	4	7	33	122	229	367	365	364	351
45	10	9	9	6	18	58	144	278	387	314	368	331
00	15	8	8	6	29	88	176	379	433	352	354	346
Hr Total	**63**	**47**	**33**	**24**	**61**	**216**	**525**	**1,080**	**1,568**	**1,389**	**1,404**	**1,392**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	352	327	286	290	283	262	250	181	129	100	57	34
30	329	302	308	341	248	269	242	213	129	90	50	27
45	361	312	333	326	256	238	252	161	104	57	52	25
00	354	335	338	305	254	252	205	130	127	85	47	20
Hr Total	**1,396**	**1,276**	**1,265**	**1,262**	**1,041**	**1,021**	**949**	**685**	**489**	**332**	**206**	**106**

24 Hour Total:	17,830					
AM Peak Hour begins:	8:00	AM Peak Volume:	1,568	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	12:00	PM Peak Volume:	1,396	PM Peak Hour Factor:	0.97	

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	31	15	14	17	55	141	353	592	599	599	688
30	27	16	10	7	18	63	206	404	536	614	613	655
45	26	16	16	15	32	92	267	454	615	560	674	645
00	23	17	11	17	52	135	309	569	625	600	639	669
Hr Total	**125**	**80**	**52**	**53**	**119**	**345**	**923**	**1,780**	**2,368**	**2,373**	**2,525**	**2,657**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	665	626	652	621	625	676	522	382	362	259	174	89
30	660	641	654	680	609	620	485	392	351	237	162	85
45	660	631	694	671	636	555	505	401	312	212	116	55
00	671	661	640	628	623	553	402	336	320	229	118	50
Hr Total	**2,656**	**2,559**	**2,640**	**2,600**	**2,493**	**2,404**	**1,914**	**1,511**	**1,345**	**937**	**570**	**279**

24 Hour Total:	35,308					
AM Peak Hour begins:	11:00	AM Peak Volume:	2,657	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	13:45	PM Peak Volume:	2,661	PM Peak Hour Factor:	0.96	

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.330787
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.792621
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Wisconsin St				

Eastbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	12	5	1	14	17	69	145	162	255	266	281
30	11	5	6	6	12	30	80	147	213	227	259	301
45	9	9	10	11	12	24	119	169	245	268	287	279
00	7	5	5	9	12	66	135	172	210	248	253	338
Hr Total	**51**	**31**	**26**	**27**	**50**	**137**	**403**	**633**	**830**	**998**	**1,065**	**1,199**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	345	317	376	370	392	404	341	209	166	123	102	61
30	324	337	325	318	366	372	228	210	165	151	84	47
45	326	352	327	364	396	302	241	156	146	134	74	39
00	334	324	331	363	417	305	214	189	143	136	61	15
Hr Total	**1,329**	**1,330**	**1,359**	**1,415**	**1,571**	**1,383**	**1,024**	**764**	**620**	**544**	**321**	**162**

24 Hour Total:	17,272					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,286	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	16:30	PM Peak Volume:	1,589	PM Peak Hour Factor:	0.95	

Westbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	13	15	6	6	24	89	189	401	369	361	367
30	15	13	8	3	8	33	103	222	354	344	313	348
45	14	9	14	7	25	52	166	332	370	345	332	358
00	9	13	7	10	27	72	198	370	369	334	325	366
Hr Total	**54**	**48**	**44**	**26**	**66**	**181**	**556**	**1,113**	**1,494**	**1,392**	**1,331**	**1,439**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	333	312	297	264	257	215	184	122	93	57	40
30	303	318	290	310	240	238	204	138	114	89	50	26
45	363	315	332	280	245	225	235	147	123	84	54	33
00	336	386	313	298	252	216	160	139	85	59	45	15
Hr Total	**1,370**	**1,352**	**1,247**	**1,185**	**1,001**	**936**	**814**	**608**	**444**	**325**	**206**	**114**

24 Hour Total:	17,346					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,495	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	12:00	PM Peak Volume:	1,370	PM Peak Hour Factor:	0.93	

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	25	20	7	20	41	158	334	563	624	627	648
30	26	18	14	9	20	63	183	369	567	571	572	649
45	23	18	24	18	37	76	285	501	615	613	619	637
00	16	18	12	19	39	138	333	542	579	582	578	704
Hr Total	**105**	**79**	**70**	**53**	**116**	**318**	**959**	**1,746**	**2,324**	**2,390**	**2,396**	**2,638**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	713	650	688	667	656	661	556	393	288	216	159	101
30	627	655	615	628	606	610	432	348	279	240	134	73
45	689	667	659	644	641	527	476	303	269	218	128	72
00	670	710	644	661	669	521	374	328	228	195	106	30
Hr Total	**2,699**	**2,682**	**2,606**	**2,600**	**2,572**	**2,319**	**1,838**	**1,372**	**1,064**	**869**	**527**	**276**

24 Hour Total:	34,618					
AM Peak Hour begins:	11:15	AM Peak Volume:	2,703	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	13:15	PM Peak Volume:	2,720	PM Peak Hour Factor:	0.96	

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330787
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.79262
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Wisconsin St				

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	10	5	4	14	19	65	145	184	233	268	295
30	12	6	5	6	13	30	78	156	197	238	261	295
45	13	9	8	11	12	33	123	170	234	254	280	300
00	7	7	3	8	16	57	129	177	209	260	283	326
Hr Total	**56**	**31**	**22**	**28**	**55**	**139**	**395**	**649**	**823**	**985**	**1,092**	**1,215**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	328	315	355	351	374	390	303	213	212	144	110	56
30	324	327	335	322	360	365	242	198	208	156	87	47
45	315	319	350	342	382	318	246	188	181	139	70	34
00	312	320	326	341	382	293	210	206	162	130	66	22
Hr Total	**1,278**	**1,281**	**1,366**	**1,356**	**1,498**	**1,366**	**1,001**	**805**	**763**	**568**	**333**	**159**

24 Hour Total:	17,262					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,277	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	1,518	PM Peak Hour Factor:		0.97

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	15	12	7	7	31	89	188	382	356	341	367
30	16	11	6	6	7	32	108	233	350	357	330	358
45	11	8	10	9	20	54	161	305	368	334	352	339
00	11	10	8	9	27	82	185	375	391	345	341	364
Hr Total	**56**	**44**	**36**	**31**	**61**	**200**	**542**	**1,101**	**1,492**	**1,392**	**1,364**	**1,427**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	354	327	299	298	277	260	234	182	133	94	58	36
30	326	313	304	323	248	255	223	172	120	90	49	26
45	354	306	322	307	252	235	226	167	121	75	49	27
00	350	354	320	303	251	233	186	133	107	70	41	21
Hr Total	**1,384**	**1,300**	**1,245**	**1,231**	**1,029**	**983**	**868**	**655**	**481**	**329**	**196**	**110**

24 Hour Total:	17,559					
AM Peak Hour begins:	8:00	AM Peak Volume:	1,492	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	12:00	PM Peak Volume:	1,384	PM Peak Hour Factor:		0.98

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	25	17	11	21	50	154	333	566	588	609	661
30	28	17	11	12	21	62	186	389	547	595	592	653
45	24	17	19	20	31	87	283	475	602	588	632	638
00	18	17	11	17	43	140	314	552	600	606	623	690
Hr Total	**112**	**76**	**58**	**59**	**116**	**339**	**937**	**1,749**	**2,316**	**2,377**	**2,456**	**2,643**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	682	642	654	650	651	650	537	396	345	238	168	92
30	650	640	639	645	609	620	465	370	328	246	136	73
45	668	625	672	649	634	553	472	355	302	214	118	61
00	662	673	646	644	633	526	396	339	269	199	107	43
Hr Total	**2,662**	**2,581**	**2,611**	**2,587**	**2,527**	**2,349**	**1,869**	**1,459**	**1,244**	**897**	**529**	**268**

24 Hour Total:	34,822					
AM Peak Hour begins:	11:15	AM Peak Volume:	2,663	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	2,662	PM Peak Hour Factor:		0.98

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330492
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.821960
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Vanderbilt Dr				

Eastbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	2	1	7	18	46	90	163	184	242	255
30	8	6	1	3	3	12	42	110	152	198	254	236
45	4	5	3	4	9	20	68	116	167	218	238	250
00	4	3	3	7	13	22	63	154	180	218	259	280
Hr Total	**28**	**21**	**9**	**15**	**32**	**72**	**219**	**470**	**662**	**818**	**993**	**1,021**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	283	274	315	367	358	259	245	177	312	113	52	31
30	250	247	273	318	312	282	234	155	272	112	69	24
45	266	258	343	367	326	258	195	150	186	93	53	7
00	279	282	287	340	298	245	221	238	127	80	43	18
Hr Total	**1,078**	**1,061**	**1,218**	**1,392**	**1,294**	**1,044**	**895**	**720**	**897**	**398**	**217**	**80**

24 Hour Total:	14,654					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,063	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	15:00	PM Peak Volume:	1,392	PM Peak Hour Factor:		0.95

Westbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	9	8	3	6	6	47	94	187	215	281	309
30	7	3	5	2	4	15	67	127	200	266	282	352
45	5	3	3	4	7	12	99	139	226	281	304	309
00	3	4	6	6	12	30	88	149	220	294	307	349
Hr Total	**32**	**19**	**22**	**15**	**29**	**63**	**301**	**509**	**833**	**1,056**	**1,174**	**1,319**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	333	295	251	244	220	247	247	228	148	96	66	25
30	341	267	218	244	238	243	280	236	125	96	44	17
45	313	275	226	247	215	244	260	195	127	72	24	13
00	245	262	253	225	249	227	204	156	116	74	33	15
Hr Total	**1,232**	**1,099**	**948**	**960**	**922**	**961**	**991**	**815**	**516**	**338**	**167**	**70**

24 Hour Total:	14,391					
AM Peak Hour begins:	11:15	AM Peak Volume:	1,343	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	12:00	PM Peak Volume:	1,232	PM Peak Hour Factor:		0.90

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	16	10	4	13	24	93	184	350	399	523	564
30	15	9	6	5	7	27	109	237	352	464	536	588
45	9	8	6	8	16	32	167	255	393	499	542	559
00	7	7	9	13	25	52	151	303	400	512	566	629
Hr Total	**60**	**40**	**31**	**30**	**61**	**135**	**520**	**979**	**1,495**	**1,874**	**2,167**	**2,340**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	616	569	566	611	578	506	492	405	460	209	118	56
30	591	514	491	562	550	525	514	391	397	208	113	41
45	579	533	569	614	541	502	455	345	313	165	77	20
00	524	544	540	565	547	472	425	394	243	154	76	33
Hr Total	**2,310**	**2,160**	**2,166**	**2,352**	**2,216**	**2,005**	**1,886**	**1,535**	**1,413**	**736**	**384**	**150**

24 Hour Total:	29,045					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,395	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	15:00	PM Peak Volume:	2,352	PM Peak Hour Factor:		0.96

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.330492
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.821960
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Vanderbilt Dr				

Eastbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	5	4	2	10	38	94	163	177	269	253
30	9	4	1	2	8	11	37	107	144	195	247	241
45	10	5	2	4	8	18	67	136	191	206	242	304
00	6	4	1	3	10	25	62	149	182	232	242	289
Hr Total	**30**	**16**	**9**	**13**	**28**	**64**	**204**	**486**	**680**	**810**	**1,000**	**1,087**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	279	314	290	323	259	237	152	314	139	85	31
30	274	259	299	350	366	242	219	177	292	122	66	30
45	257	298	285	348	302	265	233	155	186	111	48	18
00	270	265	307	333	278	245	170	248	171	80	34	11
Hr Total	**1,077**	**1,101**	**1,205**	**1,321**	**1,269**	**1,011**	**859**	**732**	**963**	**452**	**233**	**90**

24 Hour Total:	14,740					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,143	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	15:30	PM Peak Volume:	1,370	PM Peak Hour Factor:	0.94	

Westbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	7	6	4	8	50	98	190	258	287	310
30	9	3	4	1	5	11	55	135	231	263	293	301
45	13	3	5	2	6	11	80	162	227	292	278	303
00	12	3	4	1	7	35	95	171	263	282	313	308
Hr Total	**43**	**14**	**20**	**10**	**22**	**65**	**280**	**566**	**911**	**1,095**	**1,171**	**1,222**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	262	242	242	232	219	232	237	130	112	56	23
30	272	249	242	248	244	253	245	227	128	105	51	19
45	257	259	241	253	264	246	270	198	132	80	41	14
00	266	273	249	263	257	258	201	147	141	58	28	17
Hr Total	**1,110**	**1,043**	**974**	**1,006**	**997**	**976**	**948**	**809**	**531**	**355**	**176**	**73**

24 Hour Total:	14,417					
AM Peak Hour begins:	10:45	AM Peak Volume:	1,227	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	12:00	PM Peak Volume:	1,110	PM Peak Hour Factor:	0.88	

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	8	12	10	6	18	88	192	353	435	556	563
30	18	7	5	3	13	22	92	242	375	458	540	542
45	23	8	7	6	14	29	147	298	418	498	520	607
00	18	7	5	4	17	60	157	320	445	514	555	597
Hr Total	**73**	**30**	**29**	**23**	**50**	**129**	**484**	**1,052**	**1,591**	**1,905**	**2,171**	**2,309**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	591	541	556	532	555	478	469	389	444	251	141	54
30	546	508	541	598	610	495	464	404	420	227	117	49
45	514	557	526	601	566	511	503	353	318	191	89	32
00	536	538	556	596	535	503	371	395	312	138	62	28
Hr Total	**2,187**	**2,144**	**2,179**	**2,327**	**2,266**	**1,987**	**1,807**	**1,541**	**1,494**	**807**	**409**	**163**

24 Hour Total:	29,157					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,341	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	15:30	PM Peak Volume:	2,362	PM Peak Hour Factor:	0.97	

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.330492
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.821960
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Vanderbilt Dr				

Eastbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	8	2	8	13	44	99	136	169	208	240
30	10	5	2	8	5	10	44	121	149	182	252	285
45	4	2	3	5	7	19	77	144	162	197	258	270
00	8	5	4	11	12	23	79	136	196	229	271	254
Hr Total	**35**	**20**	**17**	**26**	**32**	**65**	**244**	**500**	**643**	**777**	**989**	**1,049**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	264	246	311	298	261	264	155	125	91	91	45	18
30	274	279	329	282	315	249	158	115	76	98	61	16
45	259	294	292	285	252	257	135	119	106	79	42	13
00	276	361	272	298	261	200	126	122	111	63	22	7
Hr Total	**1,073**	**1,180**	**1,204**	**1,163**	**1,089**	**970**	**574**	**481**	**384**	**331**	**170**	**54**

24 Hour Total:	13,070					
AM Peak Hour begins:	11:15	AM Peak Volume:	1,073	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	13:30	PM Peak Volume:	1,295	PM Peak Hour Factor:	0.90	

Westbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	5	8	5	13	44	103	169	234	238	268
30	10	9	4	3	9	11	45	105	214	216	283	265
45	8	6	4	0	11	12	89	121	206	246	227	273
00	6	4	6	3	5	32	73	158	230	258	261	294
Hr Total	**32**	**26**	**19**	**14**	**30**	**68**	**251**	**487**	**819**	**954**	**1,009**	**1,100**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	296	243	260	213	210	231	210	178	156	92	57	28
30	265	243	228	242	250	206	213	162	119	71	54	16
45	233	241	235	237	260	224	204	181	122	84	38	14
00	263	238	235	228	253	188	180	148	126	60	30	11
Hr Total	**1,057**	**965**	**958**	**920**	**973**	**849**	**807**	**669**	**523**	**307**	**179**	**69**

24 Hour Total:	13,085					
AM Peak Hour begins:	11:15	AM Peak Volume:	1,128	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	12:00	PM Peak Volume:	1,057	PM Peak Hour Factor:	0.89	

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	15	13	10	13	26	88	202	305	403	446	508
30	20	14	6	11	14	21	89	226	363	398	535	550
45	12	8	7	5	18	31	166	265	368	443	485	543
00	14	9	10	14	17	55	152	294	426	487	532	548
Hr Total	**67**	**46**	**36**	**40**	**62**	**133**	**495**	**987**	**1,462**	**1,731**	**1,998**	**2,149**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	560	489	571	511	471	495	365	303	247	183	102	46
30	539	522	557	524	565	455	371	277	195	169	115	32
45	492	535	527	522	512	481	339	300	228	163	80	27
00	539	599	507	526	514	388	306	270	237	123	52	18
Hr Total	**2,130**	**2,145**	**2,162**	**2,083**	**2,062**	**1,819**	**1,381**	**1,150**	**907**	**638**	**349**	**123**

24 Hour Total:	26,155					
AM Peak Hour begins:	11:15	AM Peak Volume:	2,201	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	13:30	PM Peak Volume:	2,262	PM Peak Hour Factor:	0.94	

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330492
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.82196
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Vanderbilt Dr				

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	6	5	2	6	14	43	94	154	177	240	249
30	9	5	1	4	5	11	41	113	148	192	251	254
45	6	4	3	4	8	19	71	132	173	207	246	275
00	6	4	3	7	12	23	68	146	186	226	257	274
Hr Total	**31**	**19**	**12**	**18**	**31**	**67**	**222**	**485**	**662**	**802**	**994**	**1,052**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	274	266	313	318	314	261	212	151	239	114	61	27
30	266	262	300	317	331	258	204	149	213	111	65	23
45	261	283	307	333	293	260	188	141	159	94	48	13
00	275	303	289	324	279	230	172	203	136	74	33	12
Hr Total	**1,076**	**1,114**	**1,209**	**1,292**	**1,217**	**1,008**	**776**	**644**	**748**	**394**	**207**	**75**

24 Hour Total:	14,155					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,089	AM Peak Hour Factor:		0.99
PM Peak Hour begins:	15:30	PM Peak Volume:	1,302	PM Peak Hour Factor:		0.98

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	7	6	5	9	47	98	182	236	269	296
30	9	5	4	2	6	12	56	122	215	248	286	306
45	9	4	4	2	8	12	89	141	220	273	270	295
00	7	4	5	3	8	32	85	159	238	278	294	317
Hr Total	**36**	**20**	**20**	**13**	**27**	**65**	**277**	**521**	**854**	**1,035**	**1,118**	**1,214**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	267	251	233	221	232	230	214	145	100	60	25
30	293	253	229	245	244	234	246	208	124	91	50	17
45	268	258	234	246	246	238	245	191	127	79	34	14
00	258	258	246	239	253	224	195	150	128	64	30	14
Hr Total	**1,133**	**1,036**	**960**	**962**	**964**	**929**	**915**	**764**	**523**	**333**	**174**	**71**

24 Hour Total:	13,964					
AM Peak Hour begins:	11:15	AM Peak Volume:	1,233	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	1,133	PM Peak Hour Factor:		0.90

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	13	12	8	11	23	90	193	336	412	508	545
30	18	10	6	6	11	23	97	235	363	440	537	560
45	15	8	7	6	16	31	160	273	393	480	516	570
00	13	8	8	10	20	56	153	306	424	504	551	591
Hr Total	**67**	**39**	**32**	**31**	**58**	**132**	**500**	**1,006**	**1,516**	**1,837**	**2,112**	**2,266**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	589	533	564	551	535	493	442	366	384	214	120	52
30	559	515	530	561	575	492	450	357	337	201	115	41
45	528	542	541	579	540	498	432	333	286	173	82	26
00	533	560	534	562	532	454	367	353	264	138	63	26
Hr Total	**2,209**	**2,150**	**2,169**	**2,254**	**2,181**	**1,937**	**1,691**	**1,409**	**1,271**	**727**	**381**	**145**

24 Hour Total:	28,119					
AM Peak Hour begins:	11:15	AM Peak Volume:	2,310	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	15:00	PM Peak Volume:	2,254	PM Peak Hour Factor:		0.97

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330572
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.812714
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Windsor Rd				

Eastbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	3	2	10	24	52	126	210	205	282	308
30	11	9	2	3	7	22	59	144	210	272	307	293
45	2	4	3	9	12	33	90	183	229	265	273	324
00	8	5	4	7	16	31	89	190	237	270	315	345
Hr Total	**31**	**26**	**12**	**21**	**45**	**110**	**290**	**643**	**886**	**1,012**	**1,177**	**1,270**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	370	319	341	453	493	384	290	194	296	139	62	38
30	293	312	375	477	447	390	263	170	293	122	71	24
45	323	303	409	432	425	327	238	150	188	104	77	15
00	354	330	347	472	432	279	245	237	139	106	46	20
Hr Total	**1,340**	**1,264**	**1,472**	**1,834**	**1,797**	**1,380**	**1,036**	**751**	**916**	**471**	**256**	**97**

24 Hour Total:	18,137					
AM Peak Hour begins:	11:15	AM Peak Volume:	1,332	AM Peak Hour Factor:		0.90
PM Peak Hour begins:	15:15	PM Peak Volume:	1,874	PM Peak Hour Factor:		0.95

Westbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	12	7	4	6	7	56	132	278	256	316	348
30	9	4	5	3	4	15	81	184	264	323	318	413
45	6	6	3	3	7	18	113	200	280	327	362	366
00	7	3	6	8	11	42	111	215	286	366	346	389
Hr Total	**44**	**25**	**21**	**18**	**28**	**82**	**361**	**731**	**1,108**	**1,272**	**1,342**	**1,516**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	372	332	297	282	244	276	277	237	178	108	73	25
30	395	337	289	296	274	273	298	248	146	112	48	26
45	355	317	280	303	265	271	263	220	152	90	41	17
00	303	307	313	289	271	259	244	191	132	72	41	20
Hr Total	**1,425**	**1,293**	**1,179**	**1,170**	**1,054**	**1,079**	**1,082**	**896**	**608**	**382**	**203**	**88**

24 Hour Total:	17,007					
AM Peak Hour begins:	11:15	AM Peak Volume:	1,540	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	12:00	PM Peak Volume:	1,425	PM Peak Hour Factor:		0.90

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	20	10	6	16	31	108	258	488	461	598	656
30	20	13	7	6	11	37	140	328	474	595	625	706
45	8	10	6	12	19	51	203	383	509	592	635	690
00	15	8	10	15	27	73	200	405	523	636	661	734
Hr Total	**75**	**51**	**33**	**39**	**73**	**192**	**651**	**1,374**	**1,994**	**2,284**	**2,519**	**2,786**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	742	651	638	735	737	660	567	431	474	247	135	63
30	688	649	664	773	721	663	561	418	439	234	119	50
45	678	620	689	735	690	598	501	370	340	194	118	32
00	657	637	660	761	703	538	489	428	271	178	87	40
Hr Total	**2,765**	**2,557**	**2,651**	**3,004**	**2,851**	**2,459**	**2,118**	**1,647**	**1,524**	**853**	**459**	**185**

24 Hour Total:	35,144					
AM Peak Hour begins:	11:15	AM Peak Volume:	2,872	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	15:15	PM Peak Volume:	3,006	PM Peak Hour Factor:		0.97

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.330572
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.812714
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Windsor Rd				

Eastbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	5	4	5	2	17	45	142	210	238	331	321
30	7	3	1	3	10	17	54	128	206	250	298	322
45	14	7	3	6	14	29	89	184	224	268	325	378
00	9	5	1	5	16	38	93	202	223	298	332	368
Hr Total	**42**	**20**	**9**	**19**	**42**	**101**	**281**	**656**	**863**	**1,054**	**1,286**	**1,389**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	327	323	386	408	431	316	263	186	311	165	108	39
30	372	343	403	494	486	315	235	207	295	138	76	32
45	287	371	361	465	389	276	259	192	257	122	43	17
00	368	358	443	463	440	293	216	245	194	97	51	17
Hr Total	**1,354**	**1,395**	**1,593**	**1,830**	**1,746**	**1,200**	**973**	**830**	**1,057**	**522**	**278**	**105**

24 Hour Total:	18,645				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,445	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:15	PM Peak Volume:	1,853	PM Peak Hour Factor:	0.94

Westbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	8	5	4	10	61	129	295	321	341	386
30	12	5	4	1	7	17	70	215	280	312	368	380
45	15	5	6	2	6	13	89	218	313	342	359	369
00	15	4	5	2	10	44	136	244	318	328	373	365
Hr Total	**55**	**22**	**23**	**10**	**27**	**84**	**356**	**806**	**1,206**	**1,303**	**1,441**	**1,500**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	345	318	301	297	251	261	264	282	166	133	69	27
30	370	319	321	327	277	298	277	237	156	126	61	24
45	349	298	298	297	285	288	290	205	148	91	53	14
00	328	364	339	310	281	278	222	177	154	57	46	18
Hr Total	**1,392**	**1,299**	**1,259**	**1,231**	**1,094**	**1,125**	**1,053**	**901**	**624**	**407**	**229**	**83**

24 Hour Total:	17,530				
AM Peak Hour begins:	10:45	AM Peak Volume:	1,508	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	12:00	PM Peak Volume:	1,392	PM Peak Hour Factor:	0.94

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	13	12	10	6	27	106	271	505	559	672	707
30	19	8	5	4	17	34	124	343	486	562	666	702
45	29	12	9	8	20	42	178	402	537	610	684	747
00	24	9	6	7	26	82	229	446	541	626	705	733
Hr Total	**97**	**42**	**32**	**29**	**69**	**185**	**637**	**1,462**	**2,069**	**2,357**	**2,727**	**2,889**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	672	641	687	705	682	577	527	468	477	298	177	66
30	742	662	724	821	763	613	512	444	451	264	137	56
45	636	669	659	762	674	564	549	397	405	213	96	31
00	696	722	782	773	721	571	438	422	348	154	97	35
Hr Total	**2,746**	**2,694**	**2,852**	**3,061**	**2,840**	**2,325**	**2,026**	**1,731**	**1,681**	**929**	**507**	**188**

24 Hour Total:	36,175				
AM Peak Hour begins:	11:30	AM Peak Volume:	2,894	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	14:45	PM Peak Volume:	3,070	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.330572
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.812714
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Windsor Rd				

Eastbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	16	4	4	10	13	56	137	182	231	275	300
30	10	8	3	6	8	17	66	172	210	244	287	354
45	5	3	5	8	9	26	97	153	214	240	318	358
00	10	5	5	14	17	37	105	191	232	284	362	320
Hr Total	**40**	**32**	**17**	**32**	**44**	**93**	**324**	**653**	**838**	**999**	**1,242**	**1,332**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	356	279	415	409	353	322	240	202	171	111	64	30
30	376	358	482	344	353	325	204	179	135	117	80	20
45	341	341	430	368	338	274	188	166	150	96	63	21
00	335	389	389	357	301	347	181	178	130	90	43	11
Hr Total	**1,408**	**1,367**	**1,716**	**1,478**	**1,345**	**1,268**	**813**	**725**	**586**	**414**	**250**	**82**

24 Hour Total:	17,098					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,410	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	13:45	PM Peak Volume:	1,716	PM Peak Hour Factor:	0.89	

Westbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	6	10	6	13	50	128	288	290	295	330
30	15	11	3	3	9	10	69	180	266	261	357	331
45	8	9	6	0	11	14	104	190	275	327	305	347
00	9	8	8	3	7	40	105	232	294	295	330	352
Hr Total	**43**	**38**	**23**	**16**	**33**	**77**	**328**	**730**	**1,123**	**1,173**	**1,287**	**1,360**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	325	322	311	250	249	261	238	223	191	90	70	28
30	346	333	322	310	292	247	252	195	144	85	64	22
45	308	290	279	297	297	273	204	179	150	100	49	20
00	312	337	324	259	302	231	200	165	114	76	37	11
Hr Total	**1,291**	**1,282**	**1,236**	**1,116**	**1,140**	**1,012**	**894**	**762**	**599**	**351**	**220**	**81**

24 Hour Total:	16,215					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,370	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	12:00	PM Peak Volume:	1,291	PM Peak Hour Factor:	0.93	

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	26	10	14	16	26	106	265	470	521	570	630
30	25	19	6	9	17	27	135	352	476	505	644	685
45	13	12	11	8	20	40	201	343	489	567	623	705
00	19	13	13	17	24	77	210	423	526	579	692	672
Hr Total	**83**	**70**	**40**	**48**	**77**	**170**	**652**	**1,383**	**1,961**	**2,172**	**2,529**	**2,692**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	681	601	726	659	602	583	478	425	362	201	134	58
30	722	691	804	654	645	572	456	374	279	202	144	42
45	649	631	709	665	635	547	392	345	300	196	112	41
00	647	726	713	616	603	578	381	343	244	166	80	22
Hr Total	**2,699**	**2,649**	**2,952**	**2,594**	**2,485**	**2,280**	**1,707**	**1,487**	**1,185**	**765**	**470**	**163**

24 Hour Total:	33,313					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,780	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	13:45	PM Peak Volume:	2,965	PM Peak Hour Factor:	0.92	

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330572
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.81271
City:	Bonita Springs	County:	Lee		
Location	Bonita Beach Rd west of Windsor Rd				

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	4	4	7	18	51	135	201	225	296	310
30	9	7	2	4	8	19	60	148	209	255	297	323
45	7	5	4	8	12	29	92	173	222	258	305	353
00	9	5	3	9	16	35	96	194	231	284	336	344
Hr Total	**38**	**26**	**13**	**24**	**44**	**101**	**298**	**651**	**862**	**1,022**	**1,235**	**1,330**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	351	307	381	423	426	341	264	194	259	138	78	36
30	347	338	420	438	429	343	234	185	241	126	76	25
45	317	338	400	422	384	292	228	169	198	107	61	18
00	352	359	393	431	391	306	214	220	154	98	47	16
Hr Total	**1,367**	**1,342**	**1,594**	**1,714**	**1,629**	**1,283**	**941**	**769**	**853**	**469**	**261**	**95**

24 Hour Total:	17,960					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,396	AM Peak Hour Factor:		0.99
PM Peak Hour begins:	15:15	PM Peak Volume:	1,716	PM Peak Hour Factor:		0.98

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	10	7	6	5	10	56	130	287	289	317	355
30	12	7	4	2	7	14	73	193	270	299	348	375
45	10	7	5	2	8	15	102	203	289	332	342	361
00	10	5	6	4	9	42	117	230	299	330	350	369
Hr Total	**47**	**28**	**22**	**15**	**29**	**81**	**348**	**756**	**1,146**	**1,249**	**1,357**	**1,459**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	347	324	303	276	248	266	260	247	178	110	71	27
30	370	330	311	311	281	273	276	227	149	108	58	24
45	337	302	286	299	282	277	252	201	150	94	48	17
00	314	336	325	286	285	256	222	178	133	68	41	16
Hr Total	**1,369**	**1,291**	**1,225**	**1,172**	**1,096**	**1,072**	**1,010**	**853**	**610**	**380**	**217**	**84**

24 Hour Total:	16,917					
AM Peak Hour begins:	11:00	AM Peak Volume:	1,459	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	1,369	PM Peak Hour Factor:		0.92

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	20	11	10	13	28	107	265	488	514	613	664
30	21	13	6	6	15	33	133	341	479	554	645	698
45	17	11	9	9	20	44	194	376	512	590	647	714
00	19	10	10	13	26	77	213	425	530	614	686	713
Hr Total	**85**	**54**	**35**	**39**	**73**	**182**	**647**	**1,406**	**2,008**	**2,271**	**2,592**	**2,789**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	698	631	684	700	674	607	524	441	438	249	149	62
30	717	667	731	749	710	616	510	412	390	233	133	49
45	654	640	686	721	666	570	481	371	348	201	109	35
00	667	695	718	717	676	562	436	398	288	166	88	32
Hr Total	**2,737**	**2,633**	**2,818**	**2,886**	**2,725**	**2,355**	**1,950**	**1,622**	**1,463**	**849**	**479**	**179**

24 Hour Total:	34,877					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,843	AM Peak Hour Factor:		0.99
PM Peak Hour begins:	14:45	PM Peak Volume:	2,888	PM Peak Hour Factor:		0.96

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.321318
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.804186
City:	Bonita Springs	County:	Lee		
Location	Bonita Crossings Blvd north of US 41 Service Rd				

Northbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	0	2	10	13	9	17
30	1	0	0	0	0	1	0	0	10	13	11	13
45	0	0	0	0	0	0	0	1	0	4	7	12
00	0	0	0	0	0	1	4	6	13	8	12	20
Hr Total	**3**	**1**	**0**	**0**	**0**	**2**	**4**	**9**	**33**	**38**	**39**	**62**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	13	15	10	22	28	11	11	4	3	6	1
30	11	15	17	18	19	31	17	11	11	11	4	0
45	12	11	16	18	24	20	13	13	6	4	3	2
00	19	16	22	20	22	18	15	10	8	6	2	0
Hr Total	**57**	**55**	**70**	**66**	**87**	**97**	**56**	**45**	**29**	**24**	**15**	**3**

24 Hour Total:	795			
AM Peak Hour begins:	11:00	AM Peak Volume:	62	AM Peak Hour Factor:	0.78
PM Peak Hour begins:	16:30	PM Peak Volume:	105	PM Peak Hour Factor:	0.85

Southbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	0	2	1	10	21	24	28	24
30	0	0	0	0	1	0	4	12	18	22	18	23
45	0	0	1	0	0	2	9	18	20	35	21	24
00	0	0	0	0	3	6	6	19	24	20	24	29
Hr Total	**2**	**0**	**1**	**1**	**4**	**10**	**20**	**59**	**83**	**101**	**91**	**100**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	25	28	28	21	19	8	16	3	3	1	4
30	20	27	24	24	23	16	12	8	14	10	1	0
45	39	20	20	29	25	12	16	7	3	1	3	0
00	18	29	19	22	22	21	5	4	4	3	2	0
Hr Total	**99**	**101**	**91**	**103**	**91**	**68**	**41**	**35**	**24**	**17**	**7**	**4**

24 Hour Total:	1,153			
AM Peak Hour begins:	8:45	AM Peak Volume:	105	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	12:30	PM Peak Volume:	109	PM Peak Hour Factor:	0.70

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	1	0	2	1	12	31	37	37	41
30	1	0	0	0	1	1	4	12	28	35	29	36
45	0	0	1	0	0	2	9	19	20	39	28	36
00	0	0	0	0	3	7	10	25	37	28	36	49
Hr Total	**5**	**1**	**1**	**1**	**4**	**12**	**24**	**68**	**116**	**139**	**130**	**162**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	38	43	38	43	47	19	27	7	6	7	5
30	31	42	41	42	42	47	29	19	25	21	5	0
45	51	31	36	47	49	32	29	20	9	5	6	2
00	37	45	41	42	44	39	20	14	12	9	4	0
Hr Total	**156**	**156**	**161**	**169**	**178**	**165**	**97**	**80**	**53**	**41**	**22**	**7**

24 Hour Total:	1,948			
AM Peak Hour begins:	11:00	AM Peak Volume:	162	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	16:30	PM Peak Volume:	187	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.321318
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.804186
City:	Bonita Springs	County:	Lee		
Location	Bonita Crossings Blvd north of US 41 Service Rd				

Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	1	0	0	0	2	3	15	9	13
30	1	0	0	1	0	0	0	4	6	8	14	8
45	1	1	0	0	0	0	1	2	6	10	15	13
00	0	0	0	0	0	0	3	3	11	10	10	10
Hr Total	**3**	**2**	**2**	**2**	**0**	**0**	**4**	**11**	**26**	**43**	**48**	**44**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	16	22	10	13	20	15	19	10	9	5	3
30	15	15	12	21	19	32	21	13	12	8	2	0
45	19	22	17	12	14	12	8	14	8	7	3	2
00	18	18	13	17	23	19	15	9	12	9	2	1
Hr Total	**66**	**71**	**64**	**60**	**69**	**83**	**59**	**55**	**42**	**33**	**12**	**6**

24 Hour Total:	805				
AM Peak Hour begins:	10:15	AM Peak Volume:	52	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:30	PM Peak Volume:	89	PM Peak Hour Factor:	0.70

Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	6	11	18	20	20	23
30	0	0	0	0	0	0	7	18	16	19	29	29
45	0	0	0	0	0	2	7	22	23	26	37	23
00	0	0	2	0	2	4	2	17	27	20	21	15
Hr Total	**0**	**0**	**2**	**1**	**2**	**6**	**22**	**68**	**84**	**85**	**107**	**90**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	24	20	23	27	16	19	10	10	2	1	0
30	29	33	31	19	21	19	18	10	4	5	1	1
45	25	20	39	30	32	22	14	8	9	3	4	1
00	24	24	20	22	23	15	14	10	8	6	0	0
Hr Total	**98**	**101**	**110**	**94**	**103**	**72**	**65**	**38**	**31**	**16**	**6**	**2**

24 Hour Total:	1,203				
AM Peak Hour begins:	10:15	AM Peak Volume:	110	AM Peak Hour Factor:	0.74
PM Peak Hour begins:	13:45	PM Peak Volume:	114	PM Peak Hour Factor:	0.73

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	2	0	0	6	13	21	35	29	36
30	1	0	0	1	0	0	7	22	22	27	43	37
45	1	1	0	0	0	2	8	24	29	36	52	36
00	0	0	2	0	2	4	5	20	38	30	31	25
Hr Total	**3**	**2**	**4**	**3**	**2**	**6**	**26**	**79**	**110**	**128**	**155**	**134**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	40	42	33	40	36	34	29	20	11	6	3
30	44	48	43	40	40	51	39	23	16	13	3	1
45	44	42	56	42	46	34	22	22	17	10	7	3
00	42	42	33	39	46	34	29	19	20	15	2	1
Hr Total	**164**	**172**	**174**	**154**	**172**	**155**	**124**	**93**	**73**	**49**	**18**	**8**

24 Hour Total:	2,008				
AM Peak Hour begins:	10:15	AM Peak Volume:	162	AM Peak Hour Factor:	0.78
PM Peak Hour begins:	13:45	PM Peak Volume:	183	PM Peak Hour Factor:	0.82

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.321318
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.804186
City:	Bonita Springs	County:	Lee		
Location	Bonita Crossings Blvd north of US 41 Service Rd				

Northbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	0	0	0	0	8	8	8	11
30	0	0	0	0	0	0	0	3	8	9	8	15
45	0	1	0	0	0	0	0	2	7	7	10	12
00	2	0	0	0	0	1	5	5	10	8	5	18
Hr Total	**3**	**1**	**1**	**0**	**0**	**1**	**5**	**10**	**33**	**32**	**31**	**56**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	14	16	13	11	24	13	7	12	5	6	3
30	13	16	17	14	28	26	20	8	9	8	2	1
45	16	19	11	16	14	13	15	12	7	5	1	1
00	20	20	11	17	21	21	14	14	6	8	6	0
Hr Total	**67**	**69**	**55**	**60**	**74**	**84**	**62**	**41**	**34**	**26**	**15**	**5**

24 Hour Total:	765					
AM Peak Hour begins:	11:15	AM Peak Volume:	63	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	16:15	PM Peak Volume:	87	PM Peak Hour Factor:	0.78	

Southbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	2	11	20	18	20	22
30	0	0	0	2	0	0	6	20	12	26	22	28
45	1	1	0	0	0	0	10	20	16	23	29	22
00	0	0	1	0	2	4	6	19	19	18	23	22
Hr Total	**1**	**1**	**1**	**3**	**2**	**4**	**24**	**70**	**67**	**85**	**94**	**94**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	33	21	25	10	22	11	11	6	4	5	1
30	25	22	18	35	29	24	22	11	6	5	1	1
45	21	31	29	23	21	15	7	8	3	7	1	0
00	24	32	14	17	17	25	9	16	8	2	1	0
Hr Total	**92**	**118**	**82**	**100**	**77**	**86**	**49**	**46**	**23**	**18**	**8**	**2**

24 Hour Total:	1,147					
AM Peak Hour begins:	10:30	AM Peak Volume:	102	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	13:00	PM Peak Volume:	118	PM Peak Hour Factor:	0.89	

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	0	2	11	28	26	28	33
30	0	0	0	2	0	0	6	23	20	35	30	43
45	1	2	0	0	0	0	10	22	23	30	39	34
00	2	0	1	0	2	5	11	24	29	26	28	40
Hr Total	**4**	**2**	**2**	**3**	**2**	**5**	**29**	**80**	**100**	**117**	**125**	**150**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	47	37	38	21	46	24	18	18	9	11	4
30	38	38	35	49	57	50	42	19	15	13	3	2
45	37	50	40	39	35	28	22	20	10	12	2	1
00	44	52	25	34	38	46	23	30	14	10	7	0
Hr Total	**159**	**187**	**137**	**160**	**151**	**170**	**111**	**87**	**57**	**44**	**23**	**7**

24 Hour Total:	1,912					
AM Peak Hour begins:	11:15	AM Peak Volume:	157	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	13:00	PM Peak Volume:	187	PM Peak Hour Factor:	0.90	

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.321318
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80419
City:	Bonita Springs	County:	Lee		
Location	Bonita Crossings Blvd north of US 41 Service Rd				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	0	0	0	1	7	12	9	14
30	1	0	0	0	0	0	0	2	8	10	11	12
45	0	1	0	0	0	0	0	2	4	7	11	12
00	1	0	0	0	0	1	4	5	11	9	9	16
Hr Total	**3**	**1**	**1**	**1**	**0**	**1**	**4**	**10**	**31**	**38**	**39**	**54**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	14	18	11	15	24	13	12	9	6	6	2
30	13	15	15	18	22	30	19	11	11	9	3	0
45	16	17	15	15	17	15	12	13	7	5	2	2
00	19	18	15	18	22	19	15	11	9	8	3	0
Hr Total	**63**	**65**	**63**	**62**	**77**	**88**	**59**	**47**	**35**	**28**	**14**	**5**

24 Hour Total:	788					
AM Peak Hour begins:	11:30	AM Peak Volume:	57	AM Peak Hour Factor:		0.89
PM Peak Hour begins:	16:30	PM Peak Volume:	93	PM Peak Hour Factor:		0.78

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	1	3	11	20	21	23	23
30	0	0	0	1	0	0	6	17	15	22	23	27
45	0	0	0	0	0	1	9	20	20	28	29	23
00	0	0	1	0	2	5	5	18	23	19	23	22
Hr Total	**1**	**0**	**1**	**2**	**3**	**7**	**22**	**66**	**78**	**90**	**97**	**95**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	27	23	25	19	19	13	12	6	3	2	2
30	25	27	24	26	24	20	17	10	8	7	1	1
45	28	24	29	27	26	16	12	8	5	4	3	0
00	22	28	18	20	21	20	9	10	7	4	1	0
Hr Total	**96**	**107**	**94**	**99**	**90**	**75**	**52**	**40**	**26**	**17**	**7**	**3**

24 Hour Total:	1,168					
AM Peak Hour begins:	10:30	AM Peak Volume:	101	AM Peak Hour Factor:		0.87
PM Peak Hour begins:	13:00	PM Peak Volume:	107	PM Peak Hour Factor:		0.94

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	0	1	3	12	27	33	31	37
30	1	0	0	1	0	0	6	19	23	32	34	39
45	1	1	0	0	0	1	9	22	24	35	40	35
00	1	0	1	0	2	5	9	23	35	28	32	38
Hr Total	**4**	**2**	**2**	**2**	**3**	**8**	**26**	**76**	**109**	**128**	**137**	**149**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	42	41	36	35	43	26	25	15	9	8	4
30	38	43	40	44	46	49	37	20	19	16	4	1
45	44	41	44	43	43	31	24	21	12	9	5	2
00	41	46	33	38	43	40	24	21	15	11	4	0
Hr Total	**160**	**172**	**157**	**161**	**167**	**163**	**111**	**87**	**61**	**45**	**21**	**7**

24 Hour Total:	1,956					
AM Peak Hour begins:	11:15	AM Peak Volume:	149	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	178	PM Peak Hour Factor:		0.90

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.324140
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.805843
City:	Bonita Springs	County:	Lee		
Location	Foley Rd west of US 41				

Eastbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	0	0	1	0	2	0	8	3	6	16
30	1	1	0	0	0	0	0	2	10	8	9	26
45	0	0	3	0	1	0	2	3	27	4	11	26
00	1	0	0	0	0	0	5	4	5	10	11	16
Hr Total	**7**	**2**	**3**	**0**	**2**	**0**	**9**	**9**	**50**	**25**	**37**	**84**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	24	17	18	18	19	10	9	10	6	6	7
30	22	29	20	14	13	12	6	2	11	15	6	1
45	40	17	12	19	12	13	14	7	6	9	9	1
00	25	19	16	13	12	16	10	5	6	13	7	2
Hr Total	**108**	**89**	**65**	**64**	**55**	**60**	**40**	**23**	**33**	**43**	**28**	**11**

24 Hour Total:	847			
AM Peak Hour begins:	11:15	AM Peak Volume:	89	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	12:30	PM Peak Volume:	118	PM Peak Hour Factor:	0.74

Westbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	3	0	0	1	4	12	13	14	19
30	4	0	0	0	0	1	3	7	14	16	13	20
45	0	1	0	0	0	0	6	8	13	14	13	15
00	0	3	1	0	0	0	11	21	16	17	18	23
Hr Total	**5**	**4**	**1**	**3**	**0**	**1**	**21**	**40**	**55**	**60**	**58**	**77**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	27	14	17	14	7	8	11	5	8	6	4
30	27	33	20	12	13	12	12	5	10	10	13	1
45	16	20	12	12	12	10	12	6	6	9	7	0
00	27	14	14	13	18	12	12	10	9	8	3	3
Hr Total	**91**	**94**	**60**	**54**	**57**	**41**	**44**	**32**	**30**	**35**	**29**	**8**

24 Hour Total:	900			
AM Peak Hour begins:	11:30	AM Peak Volume:	86	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	12:45	PM Peak Volume:	107	PM Peak Hour Factor:	0.81

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	0	3	1	0	3	4	20	16	20	35
30	5	1	0	0	0	1	3	9	24	24	22	46
45	0	1	3	0	1	0	8	11	40	18	24	41
00	1	3	1	0	0	0	16	25	21	27	29	39
Hr Total	**12**	**6**	**4**	**3**	**2**	**1**	**30**	**49**	**105**	**85**	**95**	**161**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	51	31	35	32	26	18	20	15	14	12	11
30	49	62	40	26	26	24	18	7	21	25	19	2
45	56	37	24	31	24	23	26	13	12	18	16	1
00	52	33	30	26	30	28	22	15	15	21	10	5
Hr Total	**199**	**183**	**125**	**118**	**112**	**101**	**84**	**55**	**63**	**78**	**57**	**19**

24 Hour Total:	1,747			
AM Peak Hour begins:	11:30	AM Peak Volume:	171	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	12:30	PM Peak Volume:	221	PM Peak Hour Factor:	0.89

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.324140
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.805843
City:	Bonita Springs	County:	Lee		
Location	Foley Rd west of US 41				

Eastbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	2	0	0	1	8	10	9	21
30	2	0	0	1	0	1	1	2	6	5	6	17
45	0	2	0	0	0	0	3	1	25	8	12	16
00	1	0	0	0	0	1	3	1	5	8	21	21
Hr Total	**3**	**2**	**1**	**1**	**2**	**2**	**7**	**5**	**44**	**31**	**48**	**75**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	15	15	15	19	21	15	5	14	6	8	6
30	23	29	18	10	10	12	26	6	12	8	8	2
45	44	24	16	16	11	10	12	30	8	6	5	1
00	35	15	10	15	20	14	9	12	11	9	3	2
Hr Total	**129**	**83**	**59**	**56**	**60**	**57**	**62**	**53**	**45**	**29**	**24**	**11**

24 Hour Total:	889				
AM Peak Hour begins:	11:30	AM Peak Volume:	87	AM Peak Hour Factor:	0.81
PM Peak Hour begins:	12:00	PM Peak Volume:	129	PM Peak Hour Factor:	0.73

Westbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	1	0	2	17	10	15	19
30	2	1	1	0	0	0	1	4	11	17	10	19
45	1	0	0	1	0	0	1	11	12	19	18	23
00	2	0	0	0	1	0	2	20	8	11	15	23
Hr Total	**6**	**1**	**1**	**1**	**1**	**1**	**4**	**37**	**48**	**57**	**58**	**84**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	19	20	16	10	16	31	6	13	4	4	4
30	23	23	26	15	10	19	24	17	10	8	7	2
45	20	10	9	14	12	14	15	18	8	6	7	3
00	21	16	14	12	22	12	8	7	7	7	4	0
Hr Total	**92**	**68**	**69**	**57**	**54**	**61**	**78**	**48**	**38**	**25**	**22**	**9**

24 Hour Total:	920				
AM Peak Hour begins:	11:30	AM Peak Volume:	97	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	12:00	PM Peak Volume:	92	PM Peak Hour Factor:	0.82

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	2	1	0	3	25	20	24	40
30	4	1	1	1	0	1	2	6	17	22	16	36
45	1	2	0	1	0	0	4	12	37	27	30	39
00	3	0	0	0	1	1	5	21	13	19	36	44
Hr Total	**9**	**3**	**2**	**2**	**3**	**3**	**11**	**42**	**92**	**88**	**106**	**159**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	34	35	31	29	37	46	11	27	10	12	10
30	46	52	44	25	20	31	50	23	22	16	15	4
45	64	34	25	30	23	24	27	48	16	12	12	4
00	56	31	24	27	42	26	17	19	18	16	7	2
Hr Total	**221**	**151**	**128**	**113**	**114**	**118**	**140**	**101**	**83**	**54**	**46**	**20**

24 Hour Total:	1,809				
AM Peak Hour begins:	11:30	AM Peak Volume:	184	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	12:00	PM Peak Volume:	221	PM Peak Hour Factor:	0.86

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.324140
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.805843
City:	Bonita Springs	County:	Lee		
Location	Foley Rd west of US 41				

Eastbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	0	0	3	7	4	10	14
30	2	0	1	0	1	0	1	1	10	9	12	15
45	0	1	0	1	0	1	3	3	29	3	4	7
00	0	0	0	0	1	0	2	4	5	10	14	27
Hr Total	**3**	**2**	**1**	**1**	**3**	**1**	**6**	**11**	**51**	**26**	**40**	**63**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	16	16	15	11	16	18	6	8	10	11	3
30	24	23	13	11	21	13	24	10	9	10	5	3
45	40	19	22	15	14	10	23	7	7	8	12	0
00	27	17	12	19	17	14	9	8	7	9	8	0
Hr Total	**111**	**75**	**63**	**60**	**63**	**53**	**74**	**31**	**31**	**37**	**36**	**6**

24 Hour Total:	848					
AM Peak Hour begins:	11:30	AM Peak Volume:	78	AM Peak Hour Factor:	0.72	
PM Peak Hour begins:	12:00	PM Peak Volume:	111	PM Peak Hour Factor:	0.69	

Westbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	0	2	12	10	10	21
30	1	0	0	0	0	0	3	8	11	11	18	16
45	1	0	1	1	0	2	7	10	13	5	8	19
00	1	0	0	0	0	0	13	18	12	10	16	29
Hr Total	**5**	**1**	**1**	**1**	**0**	**2**	**23**	**38**	**48**	**36**	**52**	**85**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	15	14	24	10	18	13	7	7	7	8	1
30	24	21	19	11	9	23	12	6	15	6	6	5
45	19	19	20	10	8	11	4	9	3	7	12	1
00	25	12	19	10	10	13	4	8	12	14	6	1
Hr Total	**93**	**67**	**72**	**55**	**37**	**65**	**33**	**30**	**37**	**34**	**32**	**8**

24 Hour Total:	855					
AM Peak Hour begins:	11:30	AM Peak Volume:	97	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	12:00	PM Peak Volume:	93	PM Peak Hour Factor:	0.93	

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	0	1	0	0	5	19	14	20	35
30	3	0	1	0	1	0	4	9	21	20	30	31
45	1	1	1	2	0	3	10	13	42	8	12	26
00	1	0	0	0	1	0	15	22	17	20	30	56
Hr Total	**8**	**3**	**2**	**2**	**3**	**3**	**29**	**49**	**99**	**62**	**92**	**148**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	31	30	39	21	34	31	13	15	17	19	4
30	48	44	32	22	30	36	36	16	24	16	11	8
45	59	38	42	25	22	21	27	16	10	15	24	1
00	52	29	31	29	27	27	13	16	19	23	14	1
Hr Total	**204**	**142**	**135**	**115**	**100**	**118**	**107**	**61**	**68**	**71**	**68**	**14**

24 Hour Total:	1,703					
AM Peak Hour begins:	11:30	AM Peak Volume:	175	AM Peak Hour Factor:	0.78	
PM Peak Hour begins:	12:00	PM Peak Volume:	204	PM Peak Hour Factor:	0.86	

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.324140
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80584
City:	Bonita Springs	County:	Lee		
Location	Foley Rd west of US 41				

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	1	0	1	1	8	6	8	17
30	2	0	0	0	0	0	1	2	9	7	9	19
45	0	1	1	0	0	0	3	2	27	5	9	16
00	1	0	0	0	0	0	3	3	5	9	15	21
Hr Total	**4**	**2**	**2**	**1**	**2**	**1**	**7**	**8**	**48**	**27**	**42**	**74**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	18	16	16	16	19	14	7	11	7	8	5
30	23	27	17	12	15	12	19	6	11	11	6	2
45	41	20	17	17	12	11	16	15	7	8	9	1
00	29	17	13	16	16	15	9	8	8	10	6	1
Hr Total	**116**	**82**	**62**	**60**	**59**	**57**	**59**	**36**	**36**	**36**	**29**	**9**

24 Hour Total:	861					
AM Peak Hour begins:	11:30	AM Peak Volume:	83	AM Peak Hour Factor:		0.91
PM Peak Hour begins:	12:00	PM Peak Volume:	116	PM Peak Hour Factor:		0.70

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	0	0	3	14	11	13	20
30	2	0	0	0	0	0	2	6	12	15	14	18
45	1	0	0	1	0	1	5	10	13	13	13	19
00	1	1	0	0	0	0	9	20	12	13	16	25
Hr Total	**5**	**2**	**1**	**2**	**0**	**1**	**16**	**38**	**50**	**51**	**56**	**82**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	20	16	19	11	14	17	8	8	6	6	3
30	25	26	22	13	11	18	16	9	12	8	9	3
45	18	16	14	12	11	12	10	11	6	7	9	1
00	24	14	16	12	17	12	8	8	9	10	4	1
Hr Total	**92**	**76**	**67**	**55**	**49**	**56**	**52**	**37**	**35**	**31**	**28**	**8**

24 Hour Total:	892					
AM Peak Hour begins:	11:30	AM Peak Volume:	93	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	12:00	PM Peak Volume:	92	PM Peak Hour Factor:		0.93

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	1	1	0	1	4	21	17	21	37
30	4	1	1	0	0	1	3	8	21	22	23	38
45	1	1	1	1	0	1	7	12	40	18	22	35
00	2	1	0	0	1	0	12	23	17	22	32	46
Hr Total	**10**	**4**	**3**	**2**	**3**	**2**	**23**	**47**	**99**	**78**	**98**	**156**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	39	32	35	27	32	32	15	19	14	14	8
30	48	53	39	24	25	30	35	15	22	19	15	5
45	60	36	30	29	23	23	27	26	13	15	17	2
00	53	31	28	27	33	27	17	17	17	20	10	3
Hr Total	**208**	**159**	**129**	**115**	**109**	**112**	**110**	**72**	**71**	**68**	**57**	**18**

24 Hour Total:	1,753					
AM Peak Hour begins:	11:30	AM Peak Volume:	177	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	12:00	PM Peak Volume:	208	PM Peak Hour Factor:		0.87

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.334159
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.806768
City:	Bonita Springs	County:	Lee		
Location	Publix/Chase DW west of US 41				

Eastbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	2	0	3	6	6	18	38	24	60
30	1	0	0	2	1	1	3	14	19	31	48	55
45	2	1	1	0	0	2	6	13	18	34	50	56
00	0	0	1	0	1	8	10	16	22	41	44	56
Hr Total	**5**	**1**	**3**	**4**	**2**	**14**	**25**	**49**	**77**	**144**	**166**	**227**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	35	63	71	76	64	28	20	16	13	7	3
30	57	60	56	65	70	57	30	18	13	12	3	3
45	45	62	61	49	76	48	31	21	26	12	3	1
00	49	47	55	75	66	34	25	25	14	8	5	1
Hr Total	**212**	**204**	**235**	**260**	**288**	**203**	**114**	**84**	**69**	**45**	**18**	**8**

24 Hour Total:	2,457				
AM Peak Hour begins:	11:30	AM Peak Volume:	230	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	15:45	PM Peak Volume:	297	PM Peak Hour Factor:	0.98

Westbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	1	1	4	2	23	28	44	62	55
30	1	0	2	1	4	5	1	15	29	34	61	58
45	0	0	1	1	0	2	4	25	32	44	51	58
00	0	0	2	1	3	7	11	30	36	42	56	78
Hr Total	**1**	**0**	**7**	**4**	**8**	**18**	**18**	**93**	**125**	**164**	**230**	**249**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	69	51	51	44	24	13	20	15	8	2	0
30	56	53	59	44	41	34	27	28	16	2	2	2
45	57	57	66	41	29	20	22	18	19	8	1	1
00	46	55	49	43	43	28	23	10	11	5	0	0
Hr Total	**218**	**234**	**225**	**179**	**157**	**106**	**85**	**76**	**61**	**23**	**5**	**3**

24 Hour Total:	2,289				
AM Peak Hour begins:	11:15	AM Peak Volume:	253	AM Peak Hour Factor:	0.81
PM Peak Hour begins:	13:00	PM Peak Volume:	234	PM Peak Hour Factor:	0.85

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	3	3	1	7	8	29	46	82	86	115
30	2	0	2	3	5	6	4	29	48	65	109	113
45	2	1	2	1	0	4	10	38	50	78	101	114
00	0	0	3	1	4	15	21	46	58	83	100	134
Hr Total	**6**	**1**	**10**	**8**	**10**	**32**	**43**	**142**	**202**	**308**	**396**	**476**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	104	114	122	120	88	41	40	31	21	9	3
30	113	113	115	109	111	91	57	46	29	14	5	5
45	102	119	127	90	105	68	53	39	45	20	4	2
00	95	102	104	118	109	62	48	35	25	13	5	1
Hr Total	**430**	**438**	**460**	**439**	**445**	**309**	**199**	**160**	**130**	**68**	**23**	**11**

24 Hour Total:	4,746				
AM Peak Hour begins:	11:15	AM Peak Volume:	481	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	14:15	PM Peak Volume:	468	PM Peak Hour Factor:	0.92

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.334159
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.806768
City:	Bonita Springs	County:	Lee		
Location	Publix/Chase DW west of US 41				

Eastbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	2	5	1	10	23	31	44	53
30	0	1	1	2	1	2	6	16	18	34	42	48
45	1	0	0	1	0	1	5	19	18	36	56	66
00	0	0	2	4	1	7	7	18	31	35	53	50
Hr Total	**1**	**1**	**4**	**7**	**4**	**15**	**19**	**63**	**90**	**136**	**195**	**217**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	56	62	55	60	51	26	27	10	9	13	1
30	47	60	66	69	65	50	24	25	20	13	4	1
45	55	45	58	66	59	36	25	26	15	9	5	3
00	54	62	67	59	63	30	20	27	17	9	4	3
Hr Total	**216**	**223**	**253**	**249**	**247**	**167**	**95**	**105**	**62**	**40**	**26**	**8**

24 Hour Total:	2,443				
AM Peak Hour begins:	11:15	AM Peak Volume:	224	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	14:45	PM Peak Volume:	257	PM Peak Hour Factor:	0.93

Westbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	6	7	18	27	55	47	54
30	0	0	1	1	0	2	6	8	22	39	58	52
45	1	0	1	0	2	2	7	20	36	41	57	62
00	0	1	0	0	5	3	10	24	37	40	56	63
Hr Total	**1**	**1**	**3**	**1**	**8**	**13**	**30**	**70**	**122**	**175**	**218**	**231**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	72	42	43	35	40	26	21	11	6	5	2
30	57	52	59	47	34	27	26	18	7	7	3	1
45	42	50	51	39	31	19	23	17	14	5	3	0
00	75	69	48	47	31	21	26	15	10	3	1	1
Hr Total	**233**	**243**	**200**	**176**	**131**	**107**	**101**	**71**	**42**	**21**	**12**	**4**

24 Hour Total:	2,214				
AM Peak Hour begins:	11:30	AM Peak Volume:	241	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	12:45	PM Peak Volume:	249	PM Peak Hour Factor:	0.83

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	0	3	11	8	28	50	86	91	107
30	0	1	2	3	1	4	12	24	40	73	100	100
45	2	0	1	1	2	3	12	39	54	77	113	128
00	0	1	2	4	6	10	17	42	68	75	109	113
Hr Total	**2**	**2**	**7**	**8**	**12**	**28**	**49**	**133**	**212**	**311**	**413**	**448**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	128	104	98	95	91	52	48	21	15	18	3
30	104	112	125	116	99	77	50	43	27	20	7	2
45	97	95	109	105	90	55	48	43	29	14	8	3
00	129	131	115	106	94	51	46	42	27	12	5	4
Hr Total	**449**	**466**	**453**	**425**	**378**	**274**	**196**	**176**	**104**	**61**	**38**	**12**

24 Hour Total:	4,657				
AM Peak Hour begins:	11:30	AM Peak Volume:	464	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	13:45	PM Peak Volume:	469	PM Peak Hour Factor:	0.90

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.334159
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.806768
City:	Bonita Springs	County:	Lee		
Location	Publix/Chase DW west of US 41				

Eastbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	2	1	5	10	21	27	33	40
30	1	0	0	1	2	6	2	14	15	31	40	34
45	0	0	2	4	3	3	5	13	24	42	54	67
00	1	2	0	0	1	2	6	21	22	25	43	49
Hr Total	**2**	**3**	**2**	**6**	**8**	**12**	**18**	**58**	**82**	**125**	**170**	**190**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	49	58	59	50	50	38	28	9	10	10	0
30	44	59	85	58	59	54	25	17	15	8	6	2
45	55	54	60	49	53	37	20	13	17	10	3	5
00	44	53	58	36	48	36	27	25	3	10	0	1
Hr Total	**202**	**215**	**261**	**202**	**210**	**177**	**110**	**83**	**44**	**38**	**19**	**8**

24 Hour Total:	2,245				
AM Peak Hour begins:	11:30	AM Peak Volume:	219	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	14:15	PM Peak Volume:	262	PM Peak Hour Factor:	0.77

Westbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	1	0	3	18	26	32	49	54
30	1	0	0	1	1	2	6	12	27	41	68	57
45	0	0	1	4	4	1	4	21	32	38	48	74
00	0	1	0	0	4	3	12	28	34	38	41	65
Hr Total	**1**	**2**	**1**	**6**	**10**	**6**	**25**	**79**	**119**	**149**	**206**	**250**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	58	68	43	56	33	30	22	13	4	5	0
30	51	60	46	48	38	24	17	16	10	7	1	1
45	59	56	43	37	36	28	16	18	4	4	1	0
00	59	43	45	43	33	20	22	22	3	3	1	0
Hr Total	**237**	**217**	**202**	**171**	**163**	**105**	**85**	**78**	**30**	**18**	**8**	**1**

24 Hour Total:	2,169				
AM Peak Hour begins:	11:15	AM Peak Volume:	264	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	12:00	PM Peak Volume:	237	PM Peak Hour Factor:	0.87

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	2	3	1	8	28	47	59	82	94
30	2	0	0	2	3	8	8	26	42	72	108	91
45	0	0	3	8	7	4	9	34	56	80	102	141
00	1	3	0	0	5	5	18	49	56	63	84	114
Hr Total	**3**	**5**	**3**	**12**	**18**	**18**	**43**	**137**	**201**	**274**	**376**	**440**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	107	126	102	106	83	68	50	22	14	15	0
30	95	119	131	106	97	78	42	33	25	15	7	3
45	114	110	103	86	89	65	36	31	21	14	4	5
00	103	96	103	79	81	56	49	47	6	13	1	1
Hr Total	**439**	**432**	**463**	**373**	**373**	**282**	**195**	**161**	**74**	**56**	**27**	**9**

24 Hour Total:	4,414				
AM Peak Hour begins:	11:30	AM Peak Volume:	477	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	13:30	PM Peak Volume:	463	PM Peak Hour Factor:	0.88

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.334159
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80677
City:	Bonita Springs	County:	Lee		
Location	Publix/Chase DW west of US 41				

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	3	4	9	21	32	34	51
30	1	0	0	2	1	3	4	15	17	32	43	46
45	1	0	1	2	1	2	5	15	20	37	53	63
00	0	1	1	1	1	6	8	18	25	34	47	52
Hr Total	**3**	**2**	**3**	**6**	**5**	**14**	**21**	**57**	**83**	**135**	**177**	**211**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	47	61	62	62	55	31	25	12	11	10	1
30	49	60	69	64	65	54	26	20	16	11	4	2
45	52	54	60	55	63	40	25	20	19	10	4	3
00	49	54	60	57	59	33	24	26	11	9	3	2
Hr Total	**210**	**214**	**250**	**237**	**248**	**182**	**106**	**91**	**58**	**41**	**21**	**8**

24 Hour Total:	2,382					
AM Peak Hour begins:	11:30	AM Peak Volume:	224	AM Peak Hour Factor:		0.89
PM Peak Hour begins:	14:15	PM Peak Volume:	250	PM Peak Hour Factor:		0.91

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	1	3	4	20	27	44	53	54
30	1	0	1	1	2	3	4	12	26	38	62	56
45	0	0	1	2	2	2	5	22	33	41	52	65
00	0	1	1	0	4	4	11	27	36	40	51	69
Hr Total	**1**	**1**	**4**	**4**	**9**	**12**	**24**	**81**	**122**	**163**	**218**	**243**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	66	54	46	45	32	23	21	13	6	4	1
30	55	55	55	46	38	28	23	21	11	5	2	1
45	53	54	53	39	32	22	20	18	12	6	2	0
00	60	56	47	44	36	23	24	16	8	4	1	0
Hr Total	**229**	**231**	**209**	**175**	**150**	**106**	**90**	**75**	**44**	**21**	**8**	**3**

24 Hour Total:	2,224					
AM Peak Hour begins:	11:15	AM Peak Volume:	251	AM Peak Hour Factor:		0.91
PM Peak Hour begins:	12:45	PM Peak Volume:	236	PM Peak Hour Factor:		0.89

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	2	2	6	8	28	48	76	86	105
30	1	0	1	3	3	6	8	26	43	70	106	101
45	1	0	2	3	3	4	10	37	53	78	105	128
00	0	1	2	2	5	10	19	46	61	74	98	120
Hr Total	**4**	**3**	**7**	**9**	**13**	**26**	**45**	**137**	**205**	**298**	**395**	**455**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	113	115	107	107	87	54	46	25	17	14	2
30	104	115	124	110	102	82	50	41	27	16	6	3
45	104	108	113	94	95	63	46	38	32	16	5	3
00	109	110	107	101	95	56	48	41	19	13	4	2
Hr Total	**439**	**445**	**459**	**412**	**399**	**288**	**197**	**166**	**103**	**62**	**29**	**11**

24 Hour Total:	4,606					
AM Peak Hour begins:	11:30	AM Peak Volume:	474	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	13:45	PM Peak Volume:	461	PM Peak Hour Factor:		0.93

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.324164
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.804855
City:	Bonita Springs	County:	Lee		
Location	Shanna Ln east of US 41				

Eastbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	0	2	0	8	15	21	23	21
30	0	1	0	0	0	0	0	9	19	15	27	21
45	0	0	0	0	0	0	2	14	26	24	24	29
00	0	0	0	0	0	1	7	20	28	35	27	21
Hr Total	**1**	**1**	**1**	**0**	**0**	**3**	**9**	**51**	**88**	**95**	**101**	**92**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	29	26	24	21	21	13	9	3	4	0	0
30	28	20	30	20	32	23	20	7	5	0	2	0
45	32	21	21	25	20	20	17	5	3	1	0	0
00	30	22	25	35	28	14	9	3	3	4	2	0
Hr Total	**121**	**92**	**102**	**104**	**101**	**78**	**59**	**24**	**14**	**9**	**4**	**0**

24 Hour Total:	1,150				
AM Peak Hour begins:	9:30	AM Peak Volume:	109	AM Peak Hour Factor:	0.78
PM Peak Hour begins:	12:00	PM Peak Volume:	121	PM Peak Hour Factor:	0.95

Westbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	2	6	9	11	15	28	44
30	0	3	0	0	1	4	6	15	14	22	28	29
45	1	0	0	0	0	2	9	9	16	25	35	27
00	1	0	0	0	2	7	15	14	19	24	20	24
Hr Total	**3**	**3**	**1**	**1**	**3**	**15**	**36**	**47**	**60**	**86**	**111**	**124**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	46	34	37	33	40	18	24	5	17	8	2
30	30	22	31	36	21	37	16	17	10	39	3	1
45	35	35	23	21	36	18	16	13	10	6	3	1
00	48	31	33	29	27	24	16	9	9	7	3	0
Hr Total	**154**	**134**	**121**	**123**	**117**	**119**	**66**	**63**	**34**	**69**	**17**	**4**

24 Hour Total:	1,511				
AM Peak Hour begins:	10:30	AM Peak Volume:	128	AM Peak Hour Factor:	0.73
PM Peak Hour begins:	12:15	PM Peak Volume:	159	PM Peak Hour Factor:	0.83

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	2	1	0	4	6	17	26	36	51	65
30	0	4	0	0	1	4	6	24	33	37	55	50
45	1	0	0	0	0	2	11	23	42	49	59	56
00	1	0	0	0	2	8	22	34	47	59	47	45
Hr Total	**4**	**4**	**2**	**1**	**3**	**18**	**45**	**98**	**148**	**181**	**212**	**216**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	75	60	61	54	61	31	33	8	21	8	2
30	58	42	61	56	53	60	36	24	15	39	5	1
45	67	56	44	46	56	38	33	18	13	7	3	1
00	78	53	58	64	55	38	25	12	12	11	5	0
Hr Total	**275**	**226**	**223**	**227**	**218**	**197**	**125**	**87**	**48**	**78**	**21**	**4**

24 Hour Total:	2,661				
AM Peak Hour begins:	11:30	AM Peak Volume:	231	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	12:15	PM Peak Volume:	278	PM Peak Hour Factor:	0.89

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.324164
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.804855
City:	Bonita Springs	County:	Lee		
Location	Shanna Ln east of US 41				

Eastbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	3	17	29	20	30
30	0	0	0	0	1	0	0	5	17	25	26	17
45	0	0	0	0	0	1	4	7	36	18	20	25
00	0	0	0	0	1	1	4	12	22	27	23	23
Hr Total	**0**	**0**	**0**	**0**	**2**	**2**	**10**	**27**	**92**	**99**	**89**	**95**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	32	19	19	19	19	10	4	4	2	4	1
30	42	25	26	27	24	22	16	22	8	1	4	0
45	31	25	22	13	19	24	12	24	5	0	0	0
00	20	36	25	16	23	10	9	5	4	2	0	0
Hr Total	**131**	**118**	**92**	**75**	**85**	**75**	**47**	**55**	**21**	**5**	**8**	**1**

24 Hour Total:	1,129				
AM Peak Hour begins:	11:30	AM Peak Volume:	128	AM Peak Hour Factor:	0.76
PM Peak Hour begins:	12:00	PM Peak Volume:	131	PM Peak Hour Factor:	0.78

Westbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	5	12	19	14	36	43
30	1	0	0	0	1	1	6	11	21	25	33	34
45	0	0	0	0	0	3	9	16	14	19	29	34
00	1	0	0	1	2	4	8	12	10	27	19	36
Hr Total	**2**	**0**	**1**	**1**	**3**	**9**	**28**	**51**	**64**	**85**	**117**	**147**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	40	33	36	30	27	20	24	17	15	6	3
30	29	26	32	29	28	20	17	16	6	13	6	0
45	42	41	30	33	31	17	20	18	7	4	6	1
00	24	34	30	26	24	18	18	21	15	4	3	0
Hr Total	**129**	**141**	**125**	**124**	**113**	**82**	**75**	**79**	**45**	**36**	**21**	**4**

24 Hour Total:	1,482				
AM Peak Hour begins:	11:00	AM Peak Volume:	147	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	13:00	PM Peak Volume:	141	PM Peak Hour Factor:	0.86

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	7	15	36	43	56	73
30	1	0	0	0	2	1	6	16	38	50	59	51
45	0	0	0	0	0	4	13	23	50	37	49	59
00	1	0	0	1	3	5	12	24	32	54	42	59
Hr Total	**2**	**0**	**1**	**1**	**5**	**11**	**38**	**78**	**156**	**184**	**206**	**242**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	72	52	55	49	46	30	28	21	17	10	4
30	71	51	58	56	52	42	33	38	14	14	10	0
45	73	66	52	46	50	41	32	42	12	4	6	1
00	44	70	55	42	47	28	27	26	19	6	3	0
Hr Total	**260**	**259**	**217**	**199**	**198**	**157**	**122**	**134**	**66**	**41**	**29**	**5**

24 Hour Total:	2,611				
AM Peak Hour begins:	11:30	AM Peak Volume:	261	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:00	PM Peak Volume:	260	PM Peak Hour Factor:	0.89

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.324164
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.804855
City:	Bonita Springs	County:	Lee		
Location	Shanna Ln east of US 41				

Eastbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	6	22	27	26	30
30	0	0	0	2	0	0	0	5	16	20	22	27
45	0	0	0	0	1	0	2	5	17	30	24	27
00	0	1	0	0	2	1	5	18	29	20	33	21
Hr Total	**0**	**1**	**0**	**2**	**3**	**2**	**8**	**34**	**84**	**97**	**105**	**105**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	23	21	19	14	21	19	6	5	4	0	1
30	26	30	16	16	26	25	12	8	5	1	0	0
45	34	23	22	21	16	20	18	7	5	5	0	0
00	32	31	23	20	27	20	15	4	3	1	0	0
Hr Total	**114**	**107**	**82**	**76**	**83**	**86**	**64**	**25**	**18**	**11**	**0**	**1**

24 Hour Total:	1,108				
AM Peak Hour begins:	10:45	AM Peak Volume:	117	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	12:30	PM Peak Volume:	119	PM Peak Hour Factor:	0.88

Westbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	0	6	9	19	18	25	29
30	1	1	0	0	0	5	4	15	18	25	29	25
45	1	0	0	0	0	4	14	24	13	28	25	37
00	1	0	0	1	1	6	12	15	16	23	30	39
Hr Total	**4**	**1**	**0**	**2**	**1**	**15**	**36**	**63**	**66**	**94**	**109**	**130**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	37	38	27	26	31	16	21	12	8	7	7
30	30	34	35	28	23	27	18	19	13	32	7	5
45	40	25	23	27	42	21	18	18	18	15	11	7
00	28	41	27	39	19	17	17	9	10	6	4	3
Hr Total	**132**	**137**	**123**	**121**	**110**	**96**	**69**	**67**	**53**	**61**	**29**	**22**

24 Hour Total:	1,541				
AM Peak Hour begins:	11:30	AM Peak Volume:	140	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:30	PM Peak Volume:	139	PM Peak Hour Factor:	0.87

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	1	7	15	41	45	51	59
30	1	1	0	2	0	5	4	20	34	45	51	52
45	1	0	0	0	1	4	16	29	30	58	49	64
00	1	1	0	1	3	7	17	33	45	43	63	60
Hr Total	**4**	**2**	**0**	**4**	**4**	**17**	**44**	**97**	**150**	**191**	**214**	**235**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	60	59	46	40	52	35	27	17	12	7	8
30	56	64	51	44	49	52	30	27	18	33	7	5
45	74	48	45	48	58	41	36	25	23	20	11	7
00	60	72	50	59	46	37	32	13	13	7	4	3
Hr Total	**246**	**244**	**205**	**197**	**193**	**182**	**133**	**92**	**71**	**72**	**29**	**23**

24 Hour Total:	2,649				
AM Peak Hour begins:	10:45	AM Peak Volume:	238	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:30	PM Peak Volume:	258	PM Peak Hour Factor:	0.87

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.324164
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80486
City:	Bonita Springs	County:	Lee		
Location	Shanna Ln east of US 41				

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	6	18	26	23	27
30	0	0	0	1	0	0	0	6	17	20	25	22
45	0	0	0	0	0	0	3	9	26	24	23	27
00	0	0	0	0	1	1	5	17	26	27	28	22
Hr Total	**0**	**1**	**0**	**1**	**2**	**2**	**9**	**37**	**88**	**97**	**98**	**97**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	28	22	21	18	20	14	6	4	3	1	1
30	32	25	24	21	27	23	16	12	6	1	2	0
45	32	23	22	20	18	21	16	12	4	2	0	0
00	27	30	24	24	26	15	11	4	3	2	1	0
Hr Total	**122**	**106**	**92**	**85**	**90**	**80**	**57**	**35**	**18**	**8**	**4**	**1**

24 Hour Total:	1,129					
AM Peak Hour begins:	11:30	AM Peak Volume:	111	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	12:00	PM Peak Volume:	122	PM Peak Hour Factor:	0.94	

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	1	6	10	16	16	30	39
30	1	1	0	0	1	3	5	14	18	24	30	29
45	1	0	0	0	0	3	11	16	14	24	30	33
00	1	0	0	1	2	6	12	14	15	25	23	33
Hr Total	**3**	**1**	**1**	**1**	**2**	**13**	**33**	**54**	**63**	**88**	**112**	**134**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	41	35	33	30	33	18	23	11	13	7	4
30	30	27	33	31	24	28	17	17	10	28	5	2
45	39	34	25	27	36	19	18	16	12	8	7	3
00	33	35	30	31	23	20	17	13	11	6	3	1
Hr Total	**138**	**137**	**123**	**123**	**113**	**99**	**70**	**70**	**44**	**55**	**22**	**10**

24 Hour Total:	1,511					
AM Peak Hour begins:	11:00	AM Peak Volume:	134	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	12:15	PM Peak Volume:	143	PM Peak Hour Factor:	0.87	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	2	7	16	34	41	53	66
30	1	2	0	1	1	3	5	20	35	44	55	51
45	1	0	0	0	0	3	13	25	41	48	52	60
00	1	0	0	1	3	7	17	30	41	52	51	55
Hr Total	**3**	**2**	**1**	**2**	**4**	**15**	**42**	**91**	**151**	**185**	**211**	**231**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	69	57	54	48	53	32	29	15	17	8	5
30	62	52	57	52	51	51	33	30	16	29	7	2
45	71	57	47	47	55	40	34	28	16	10	7	3
00	61	65	54	55	49	34	28	17	15	8	4	1
Hr Total	**260**	**243**	**215**	**208**	**203**	**179**	**127**	**104**	**62**	**64**	**26**	**11**

24 Hour Total:	2,640					
AM Peak Hour begins:	11:30	AM Peak Volume:	243	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	12:15	PM Peak Volume:	263	PM Peak Hour Factor:	0.92	

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330494
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.803063
City:	Bonita Springs	County:	Lee		
Location	Springs Plaza DW south of Bonita Beach Rd				

Northbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	0	0	4	17	34	29	57
30	2	0	2	0	0	0	1	6	13	28	50	45
45	0	0	0	0	0	0	6	10	20	39	49	49
00	0	0	1	0	0	2	3	11	20	42	45	53
Hr Total	**4**	**2**	**3**	**0**	**0**	**2**	**10**	**31**	**70**	**143**	**173**	**204**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	71	75	60	56	62	36	25	17	14	6	2
30	58	50	39	48	46	44	41	23	23	12	4	2
45	54	60	54	71	57	54	39	28	18	4	7	2
00	46	52	45	51	35	37	23	23	10	8	3	0
Hr Total	**219**	**233**	**213**	**230**	**194**	**197**	**139**	**99**	**68**	**38**	**20**	**6**

24 Hour Total:	2,298					
AM Peak Hour begins:	11:30	AM Peak Volume:	221	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	13:15	PM Peak Volume:	237	PM Peak Hour Factor:	0.79	

Southbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	6	13	20	50	62	64	63
30	2	0	1	0	0	3	17	29	57	65	80	89
45	1	1	1	0	0	8	23	36	53	64	81	49
00	2	0	1	1	5	11	23	42	75	65	65	68
Hr Total	**6**	**1**	**4**	**2**	**6**	**28**	**76**	**127**	**235**	**256**	**290**	**269**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	92	61	54	70	44	31	37	19	13	7	3
30	80	64	51	60	41	69	35	35	20	8	3	2
45	68	71	56	55	55	52	44	33	21	13	6	1
00	72	73	54	47	35	44	32	25	15	7	4	1
Hr Total	**296**	**300**	**222**	**216**	**201**	**209**	**142**	**130**	**75**	**41**	**20**	**7**

24 Hour Total:	3,159					
AM Peak Hour begins:	10:30	AM Peak Volume:	298	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	12:15	PM Peak Volume:	312	PM Peak Hour Factor:	0.85	

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	1	1	6	13	24	67	96	93	120
30	4	0	3	0	0	3	18	35	70	93	130	134
45	1	1	1	0	0	8	29	46	73	103	130	98
00	2	0	2	1	5	13	26	53	95	107	110	121
Hr Total	**10**	**3**	**7**	**2**	**6**	**30**	**86**	**158**	**305**	**399**	**463**	**473**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	163	136	114	126	106	67	62	36	27	13	5
30	138	114	90	108	87	113	76	58	43	20	7	4
45	122	131	110	126	112	106	83	61	39	17	13	3
00	118	125	99	98	70	81	55	48	25	15	7	1
Hr Total	**515**	**533**	**435**	**446**	**395**	**406**	**281**	**229**	**143**	**79**	**40**	**13**

24 Hour Total:	5,457					
AM Peak Hour begins:	10:30	AM Peak Volume:	494	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	12:15	PM Peak Volume:	541	PM Peak Hour Factor:	0.83	

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.330494
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.803063
City:	Bonita Springs	County:	Lee		
Location	Springs Plaza DW south of Bonita Beach Rd				

Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	0	0	8	11	30	46	49
30	0	0	0	0	0	0	2	7	17	35	56	47
45	0	0	0	0	0	1	3	11	19	57	40	50
00	2	0	0	0	0	1	1	7	22	49	61	60
Hr Total	**4**	**0**	**0**	**0**	**0**	**2**	**6**	**33**	**69**	**171**	**203**	**206**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	58	69	52	66	52	40	25	19	12	3	8
30	65	62	42	43	47	39	38	25	13	13	5	2
45	51	62	58	58	51	39	33	25	8	2	2	1
00	64	43	55	50	48	36	21	30	16	8	4	1
Hr Total	**243**	**225**	**224**	**203**	**212**	**166**	**132**	**105**	**56**	**35**	**14**	**12**

24 Hour Total:	2,321				
AM Peak Hour begins:	11:30	AM Peak Volume:	238	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:45	PM Peak Volume:	246	PM Peak Hour Factor:	0.96

Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	1	1	0	8	10	32	50	63	59	77
30	0	2	0	0	2	4	14	21	44	49	85	50
45	3	0	0	0	1	10	17	29	56	61	58	67
00	2	0	2	0	5	10	21	48	71	85	48	72
Hr Total	**8**	**6**	**3**	**1**	**8**	**32**	**62**	**130**	**221**	**258**	**250**	**266**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	76	55	57	62	63	29	21	24	14	13	7
30	74	65	45	64	39	34	39	37	24	13	6	1
45	70	70	66	62	42	49	34	59	11	10	6	2
00	73	44	59	53	45	38	33	26	20	15	7	2
Hr Total	**291**	**255**	**225**	**236**	**188**	**184**	**135**	**143**	**79**	**52**	**32**	**12**

24 Hour Total:	3,077				
AM Peak Hour begins:	9:30	AM Peak Volume:	290	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	12:15	PM Peak Volume:	293	PM Peak Hour Factor:	0.96

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	1	0	8	10	40	61	93	105	126
30	0	2	0	0	2	4	16	28	61	84	141	97
45	3	0	0	0	1	11	20	40	75	118	98	117
00	4	0	2	0	5	11	22	55	93	134	109	132
Hr Total	**12**	**6**	**3**	**1**	**8**	**34**	**68**	**163**	**290**	**429**	**453**	**472**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	134	124	109	128	115	69	46	43	26	16	15
30	139	127	87	107	86	73	77	62	37	26	11	3
45	121	132	124	120	93	88	67	84	19	12	8	3
00	137	87	114	103	93	74	54	56	36	23	11	3
Hr Total	**534**	**480**	**449**	**439**	**400**	**350**	**267**	**248**	**135**	**87**	**46**	**24**

24 Hour Total:	5,398				
AM Peak Hour begins:	11:30	AM Peak Volume:	525	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:00	PM Peak Volume:	534	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.330494
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.803063
City:	Bonita Springs	County:	Lee		
Location	Springs Plaza DW south of Bonita Beach Rd				

Northbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	0	2	8	13	24	38	45
30	0	0	0	0	0	3	1	2	19	48	48	51
45	0	0	1	1	0	0	2	9	21	32	52	52
00	0	0	0	0	1	0	2	15	22	37	46	63
Hr Total	**1**	**1**	**1**	**1**	**1**	**3**	**7**	**34**	**75**	**141**	**184**	**211**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	51	71	68	49	51	45	16	13	11	5	1
30	62	58	59	55	52	53	41	35	17	9	10	0
45	47	78	54	47	40	35	41	24	5	7	11	3
00	37	45	53	47	40	40	31	20	10	6	0	2
Hr Total	**205**	**232**	**237**	**217**	**181**	**179**	**158**	**95**	**45**	**33**	**26**	**6**

24 Hour Total:	2,274					
AM Peak Hour begins:	11:30	AM Peak Volume:	236	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	13:30	PM Peak Volume:	253	PM Peak Hour Factor:	0.81	

Southbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	7	12	22	48	81	77	58
30	2	2	1	0	1	4	13	17	45	55	61	79
45	1	0	0	4	2	8	17	30	54	61	67	60
00	1	1	0	6	4	10	25	52	64	55	60	72
Hr Total	**6**	**3**	**1**	**10**	**7**	**29**	**67**	**121**	**211**	**252**	**265**	**269**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	73	84	52	44	65	50	33	23	17	9	7
30	74	65	60	42	43	56	43	33	16	15	10	0
45	74	75	66	46	45	51	42	33	12	5	7	8
00	58	66	56	47	38	40	31	39	18	10	4	1
Hr Total	**283**	**279**	**266**	**187**	**170**	**212**	**166**	**138**	**69**	**47**	**30**	**16**

24 Hour Total:	3,104					
AM Peak Hour begins:	11:15	AM Peak Volume:	288	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	13:15	PM Peak Volume:	290	PM Peak Hour Factor:	0.86	

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	0	0	7	14	30	61	105	115	103
30	2	2	1	0	1	7	14	19	64	103	109	130
45	1	0	1	5	2	8	19	39	75	93	119	112
00	1	1	0	6	5	10	27	67	86	92	106	135
Hr Total	**7**	**4**	**2**	**11**	**8**	**32**	**74**	**155**	**286**	**393**	**449**	**480**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	124	155	120	93	116	95	49	36	28	14	8
30	136	123	119	97	95	109	84	68	33	24	20	0
45	121	153	120	93	85	86	83	57	17	12	18	11
00	95	111	109	94	78	80	62	59	28	16	4	3
Hr Total	**488**	**511**	**503**	**404**	**351**	**391**	**324**	**233**	**114**	**80**	**56**	**22**

24 Hour Total:	5,378					
AM Peak Hour begins:	11:30	AM Peak Volume:	519	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	13:15	PM Peak Volume:	542	PM Peak Hour Factor:	0.87	

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330494
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80306
City:	Bonita Springs	County:	Lee		
Location	Springs Plaza DW south of Bonita Beach Rd				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	1	7	14	29	38	50
30	1	0	1	0	0	1	1	5	16	37	51	48
45	0	0	0	0	0	0	4	10	20	43	47	50
00	1	0	0	0	0	1	2	11	21	43	51	59
Hr Total	**3**	**1**	**1**	**0**	**0**	**2**	**8**	**33**	**71**	**152**	**187**	**207**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	60	72	60	57	55	40	22	16	12	5	4
30	62	57	47	49	48	45	40	28	18	11	6	1
45	51	67	55	59	49	43	38	26	10	4	7	2
00	49	47	51	49	41	38	25	24	12	7	2	1
Hr Total	**222**	**230**	**225**	**217**	**196**	**181**	**143**	**100**	**56**	**35**	**20**	**8**

24 Hour Total:	2,298					
AM Peak Hour begins:	11:30	AM Peak Volume:	232	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	13:15	PM Peak Volume:	242	PM Peak Hour Factor:		0.84

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	0	7	12	25	49	69	67	66
30	1	1	1	0	1	4	15	22	49	56	75	73
45	2	0	0	1	1	9	19	32	54	62	69	59
00	2	0	1	2	5	10	23	47	70	68	58	71
Hr Total	**7**	**3**	**3**	**4**	**7**	**30**	**68**	**126**	**222**	**255**	**268**	**268**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	80	67	54	59	57	37	30	22	15	10	6
30	76	65	52	55	41	53	39	35	20	12	6	1
45	71	72	63	54	47	51	40	42	15	9	6	4
00	68	61	56	49	39	41	32	30	18	11	5	1
Hr Total	**290**	**278**	**238**	**213**	**186**	**202**	**148**	**137**	**74**	**47**	**27**	**12**

24 Hour Total:	3,113					
AM Peak Hour begins:	11:30	AM Peak Volume:	281	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	12:15	PM Peak Volume:	295	PM Peak Hour Factor:		0.92

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	1	1	0	7	12	31	63	98	104	116
30	2	1	1	0	1	5	16	27	65	93	127	120
45	2	0	1	2	1	9	23	42	74	105	116	109
00	2	0	1	2	5	11	25	58	91	111	108	129
Hr Total	**10**	**4**	**4**	**5**	**7**	**32**	**76**	**159**	**294**	**407**	**455**	**475**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	140	138	114	116	112	77	52	38	27	14	9
30	138	121	99	104	89	98	79	63	38	23	13	2
45	121	139	118	113	97	93	78	67	25	14	13	6
00	117	108	107	98	80	78	57	54	30	18	7	2
Hr Total	**512**	**508**	**462**	**430**	**382**	**382**	**291**	**237**	**131**	**82**	**47**	**20**

24 Hour Total:	5,411					
AM Peak Hour begins:	11:30	AM Peak Volume:	513	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	12:45	PM Peak Volume:	517	PM Peak Hour Factor:		0.92

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.340080
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.806809
City:	Bonita Springs	County:	Lee		
Location	US 41 at Imperial River				

Northbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	14	16	8	4	33	77	209	338	339	410	482
30	23	15	10	10	14	34	120	260	354	418	458	557
45	19	13	9	11	18	45	127	322	422	409	472	564
00	15	10	3	13	19	69	174	337	411	417	534	527
Hr Total	**97**	**52**	**38**	**42**	**55**	**181**	**498**	**1,128**	**1,525**	**1,583**	**1,874**	**2,130**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	555	607	631	706	742	688	578	375	373	282	144	110
30	545	502	650	712	680	692	458	321	323	285	144	61
45	581	598	711	713	763	686	483	327	325	210	139	44
00	541	571	616	674	768	556	372	330	254	172	114	40
Hr Total	**2,222**	**2,278**	**2,608**	**2,805**	**2,953**	**2,622**	**1,891**	**1,353**	**1,275**	**949**	**541**	**255**

24 Hour Total:	30,955					
AM Peak Hour begins:	11:15	AM Peak Volume:	2,203	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	16:00	PM Peak Volume:	2,953	PM Peak Hour Factor:		0.96

Southbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	14	9	5	17	53	170	438	621	554	481	537
30	13	8	10	7	21	85	254	541	635	633	614	623
45	10	7	7	19	26	110	344	607	650	633	568	571
00	14	12	12	15	41	138	397	646	658	562	579	626
Hr Total	**66**	**41**	**38**	**46**	**105**	**386**	**1,165**	**2,232**	**2,564**	**2,382**	**2,242**	**2,357**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	574	475	545	416	468	526	431	332	231	172	93	40
30	579	499	488	449	468	475	430	301	207	181	81	38
45	560	617	533	486	495	430	375	249	184	137	55	27
00	518	488	490	486	445	427	347	249	176	119	52	18
Hr Total	**2,231**	**2,079**	**2,056**	**1,837**	**1,876**	**1,858**	**1,583**	**1,131**	**798**	**609**	**281**	**123**

24 Hour Total:	30,086					
AM Peak Hour begins:	8:00	AM Peak Volume:	2,564	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	2,231	PM Peak Hour Factor:		0.96

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	28	25	13	21	86	247	647	959	893	891	1,019
30	36	23	20	17	35	119	374	801	989	1,051	1,072	1,180
45	29	20	16	30	44	155	471	929	1,072	1,042	1,040	1,135
00	29	22	15	28	60	207	571	983	1,069	979	1,113	1,153
Hr Total	**163**	**93**	**76**	**88**	**160**	**567**	**1,663**	**3,360**	**4,089**	**3,965**	**4,116**	**4,487**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,129	1,082	1,176	1,122	1,210	1,214	1,009	707	604	454	237	150
30	1,124	1,001	1,138	1,161	1,148	1,167	888	622	530	466	225	99
45	1,141	1,215	1,244	1,199	1,258	1,116	858	576	509	347	194	71
00	1,059	1,059	1,106	1,160	1,213	983	719	579	430	291	166	58
Hr Total	**4,453**	**4,357**	**4,664**	**4,642**	**4,829**	**4,480**	**3,474**	**2,484**	**2,073**	**1,558**	**822**	**378**

24 Hour Total:	61,041					
AM Peak Hour begins:	11:15	AM Peak Volume:	4,597	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	4,852	PM Peak Hour Factor:		0.96

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.340080
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.806809
City:	Bonita Springs	County:	Lee		
Location	US 41 at Imperial River				

Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	13	19	7	5	27	76	186	372	380	456	533
30	32	11	6	9	10	48	119	278	358	383	428	503
45	22	17	8	7	10	50	144	303	427	407	501	557
00	19	17	9	11	19	65	168	329	398	443	490	515
Hr Total	**114**	**58**	**42**	**34**	**44**	**190**	**507**	**1,096**	**1,555**	**1,613**	**1,875**	**2,108**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	585	623	647	699	740	739	576	358	356	282	166	95
30	588	566	583	661	632	662	476	377	355	250	158	78
45	594	612	681	754	778	668	483	365	332	216	126	54
00	592	530	649	668	730	574	433	327	341	199	113	62
Hr Total	**2,359**	**2,331**	**2,560**	**2,782**	**2,880**	**2,643**	**1,968**	**1,427**	**1,384**	**947**	**563**	**289**

24 Hour Total:	31,369					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,245	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	2,909	PM Peak Hour Factor:		0.93

Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	9	12	7	18	46	156	393	587	635	505	566
30	20	6	11	7	22	65	261	604	651	599	557	566
45	15	8	10	16	35	99	340	605	663	585	566	585
00	6	13	8	16	49	145	446	678	613	623	522	607
Hr Total	**71**	**36**	**41**	**46**	**124**	**355**	**1,203**	**2,280**	**2,514**	**2,442**	**2,150**	**2,324**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	519	591	497	497	468	538	466	329	233	177	107	46
30	568	471	452	437	413	490	457	305	220	167	96	26
45	542	539	534	461	459	516	361	293	196	163	67	25
00	511	545	485	462	420	453	339	229	190	141	59	18
Hr Total	**2,140**	**2,146**	**1,968**	**1,857**	**1,760**	**1,997**	**1,623**	**1,156**	**839**	**648**	**329**	**115**

24 Hour Total:	30,164					
AM Peak Hour begins:	7:45	AM Peak Volume:	2,579	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	12:15	PM Peak Volume:	2,212	PM Peak Hour Factor:		0.94

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	71	22	31	14	23	73	232	579	959	1,015	961	1,099
30	52	17	17	16	32	113	380	882	1,009	982	985	1,069
45	37	25	18	23	45	149	484	908	1,090	992	1,067	1,142
00	25	30	17	27	68	210	614	1,007	1,011	1,066	1,012	1,122
Hr Total	**185**	**94**	**83**	**80**	**168**	**545**	**1,710**	**3,376**	**4,069**	**4,055**	**4,025**	**4,432**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,104	1,214	1,144	1,196	1,208	1,277	1,042	687	589	459	273	141
30	1,156	1,037	1,035	1,098	1,045	1,152	933	682	575	417	254	104
45	1,136	1,151	1,215	1,215	1,237	1,184	844	658	528	379	193	79
00	1,103	1,075	1,134	1,130	1,150	1,027	772	556	531	340	172	80
Hr Total	**4,499**	**4,477**	**4,528**	**4,639**	**4,640**	**4,640**	**3,591**	**2,583**	**2,223**	**1,595**	**892**	**404**

24 Hour Total:	61,533					
AM Peak Hour begins:	11:30	AM Peak Volume:	4,524	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	16:30	PM Peak Volume:	4,816	PM Peak Hour Factor:		0.94

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.340080
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.806809
City:	Bonita Springs	County:	Lee		
Location	US 41 at Imperial River				

Northbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	25	14	7	11	30	76	207	349	376	435	521
30	29	15	17	12	8	41	118	269	359	401	471	516
45	20	15	14	18	24	39	140	313	428	427	478	559
00	14	19	9	11	22	76	163	359	423	466	553	553
Hr Total	**98**	**74**	**54**	**48**	**65**	**186**	**497**	**1,148**	**1,559**	**1,670**	**1,937**	**2,149**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	559	608	588	730	713	786	627	372	365	217	137	67
30	598	592	580	651	723	729	500	337	284	246	157	72
45	601	677	731	732	733	700	518	310	291	182	118	54
00	549	527	622	605	787	540	393	263	217	174	98	41
Hr Total	**2,307**	**2,404**	**2,521**	**2,718**	**2,956**	**2,755**	**2,038**	**1,282**	**1,157**	**819**	**510**	**234**

24 Hour Total:	31,186				
AM Peak Hour begins:	11:30	AM Peak Volume:	2,269	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	3,035	PM Peak Hour Factor:	0.96

Southbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	12	14	15	20	50	170	399	615	590	484	537
30	20	9	11	8	25	71	264	588	611	525	589	569
45	12	11	6	14	28	121	363	628	633	578	509	557
00	7	12	12	12	41	141	416	643	580	536	503	605
Hr Total	**65**	**44**	**43**	**49**	**114**	**383**	**1,213**	**2,258**	**2,439**	**2,229**	**2,085**	**2,268**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	541	554	546	476	500	511	427	296	181	162	93	49
30	544	555	466	451	448	476	369	253	172	138	72	44
45	585	509	479	504	493	420	298	229	200	166	68	20
00	489	478	495	437	428	414	319	264	150	141	59	26
Hr Total	**2,159**	**2,096**	**1,986**	**1,868**	**1,869**	**1,821**	**1,413**	**1,042**	**703**	**607**	**292**	**139**

24 Hour Total:	29,185				
AM Peak Hour begins:	7:45	AM Peak Volume:	2,502	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	12:30	PM Peak Volume:	2,183	PM Peak Hour Factor:	0.93

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	37	28	22	31	80	246	606	964	966	919	1,058
30	49	24	28	20	33	112	382	857	970	926	1,060	1,085
45	32	26	20	32	52	160	503	941	1,061	1,005	987	1,116
00	21	31	21	23	63	217	579	1,002	1,003	1,002	1,056	1,158
Hr Total	**163**	**118**	**97**	**97**	**179**	**569**	**1,710**	**3,406**	**3,998**	**3,899**	**4,022**	**4,417**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,100	1,162	1,134	1,206	1,213	1,297	1,054	668	546	379	230	116
30	1,142	1,147	1,046	1,102	1,171	1,205	869	590	456	384	229	116
45	1,186	1,186	1,210	1,236	1,226	1,120	816	539	491	348	186	74
00	1,038	1,005	1,117	1,042	1,215	954	712	527	367	315	157	67
Hr Total	**4,466**	**4,500**	**4,507**	**4,586**	**4,825**	**4,576**	**3,451**	**2,324**	**1,860**	**1,426**	**802**	**373**

24 Hour Total:	60,371				
AM Peak Hour begins:	11:30	AM Peak Volume:	4,516	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	4,943	PM Peak Hour Factor:	0.95

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.340080
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80681
City:	Bonita Springs	County:	Lee		
Location	US 41 at Imperial River				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	17	16	7	7	30	76	201	353	365	434	512
30	28	14	11	10	11	41	119	269	357	401	452	525
45	20	15	10	12	17	45	137	313	426	414	484	560
00	16	15	7	12	20	70	168	342	411	442	526	532
Hr Total	**103**	**61**	**45**	**41**	**55**	**186**	**501**	**1,124**	**1,546**	**1,622**	**1,895**	**2,129**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	566	613	622	712	732	738	594	368	365	260	149	91
30	577	553	604	675	678	694	478	345	321	260	153	70
45	592	629	708	733	758	685	495	334	316	203	128	51
00	561	543	629	649	762	557	399	307	271	182	108	48
Hr Total	**2,296**	**2,338**	**2,563**	**2,768**	**2,930**	**2,673**	**1,966**	**1,354**	**1,272**	**905**	**538**	**259**

24 Hour Total:	31,170					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,235	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	2,952	PM Peak Hour Factor:		0.97

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	12	12	9	18	50	165	410	608	593	490	547
30	18	8	11	7	23	74	260	578	632	586	587	586
45	12	9	8	16	30	110	349	613	649	599	548	571
00	9	12	11	14	44	141	420	656	617	574	535	613
Hr Total	**67**	**40**	**41**	**47**	**114**	**375**	**1,194**	**2,257**	**2,506**	**2,351**	**2,159**	**2,316**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	545	540	529	463	479	525	441	319	215	170	98	45
30	564	508	469	446	443	480	419	286	200	162	83	36
45	562	555	515	484	482	455	345	257	193	155	63	24
00	506	504	490	462	431	431	335	247	172	134	57	21
Hr Total	**2,177**	**2,107**	**2,003**	**1,854**	**1,835**	**1,892**	**1,540**	**1,110**	**780**	**621**	**301**	**126**

24 Hour Total:	29,812					
AM Peak Hour begins:	7:45	AM Peak Volume:	2,544	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	2,177	PM Peak Hour Factor:		0.97

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	29	28	16	25	80	242	611	961	958	924	1,059
30	46	21	22	18	33	115	379	847	989	986	1,039	1,111
45	33	24	18	28	47	155	486	926	1,074	1,013	1,031	1,131
00	25	28	18	26	64	211	588	997	1,028	1,016	1,060	1,144
Hr Total	**170**	**102**	**85**	**88**	**169**	**560**	**1,694**	**3,381**	**4,052**	**3,973**	**4,054**	**4,445**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1,111	1,153	1,151	1,175	1,210	1,263	1,035	687	580	431	247	136
30	1,141	1,062	1,073	1,120	1,121	1,175	897	631	520	422	236	106
45	1,154	1,184	1,223	1,217	1,240	1,140	839	591	509	358	191	75
00	1,067	1,046	1,119	1,111	1,193	988	734	554	443	315	165	68
Hr Total	**4,473**	**4,445**	**4,566**	**4,622**	**4,765**	**4,565**	**3,505**	**2,464**	**2,052**	**1,526**	**839**	**385**

24 Hour Total:	60,982					
AM Peak Hour begins:	11:30	AM Peak Volume:	4,527	AM Peak Hour Factor:		0.99
PM Peak Hour begins:	16:30	PM Peak Volume:	4,870	PM Peak Hour Factor:		0.96

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.320861
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.804369
City:	Bonita Springs	County:	Lee		
Location	US 41 Service Rd south of Bonita Crossings Blvd				

Northbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	4	8	4	10
30	0	0	0	0	0	0	0	0	6	2	6	10
45	0	0	0	0	0	0	0	0	0	5	5	9
00	0	0	0	0	0	1	2	4	11	4	8	12
Hr Total	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**4**	**21**	**19**	**23**	**41**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	4	7	11	12	20	6	3	0	0	2	0
30	7	9	13	11	10	25	9	5	4	5	0	0
45	7	10	7	15	13	9	7	3	2	1	2	0
00	15	11	14	12	16	12	3	1	1	1	0	0
Hr Total	**41**	**34**	**41**	**49**	**51**	**66**	**25**	**12**	**7**	**7**	**4**	**0**

24 Hour Total:	448				
AM Peak Hour begins:	11:15	AM Peak Volume:	43	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:30	PM Peak Volume:	74	PM Peak Hour Factor:	0.74

Southbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	2	0	8	17	22	28	25
30	0	0	0	0	0	0	2	11	15	23	20	24
45	0	0	1	0	0	1	8	17	17	34	19	25
00	0	0	0	0	3	5	5	18	24	22	23	33
Hr Total	**1**	**0**	**1**	**1**	**3**	**8**	**15**	**54**	**73**	**101**	**90**	**107**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	21	26	23	17	20	13	13	4	4	1	2
30	23	24	25	27	22	18	10	9	8	9	3	0
45	32	19	20	31	24	11	12	5	5	1	2	0
00	17	30	22	21	25	21	9	2	3	3	1	0
Hr Total	**95**	**94**	**93**	**102**	**88**	**70**	**44**	**29**	**20**	**17**	**7**	**2**

24 Hour Total:	1,115				
AM Peak Hour begins:	9:15	AM Peak Volume:	107	AM Peak Hour Factor:	0.79
PM Peak Hour begins:	14:45	PM Peak Volume:	103	PM Peak Hour Factor:	0.83

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	2	0	8	21	30	32	35
30	0	0	0	0	0	0	2	11	21	25	26	34
45	0	0	1	0	0	1	8	17	17	39	24	34
00	0	0	0	0	3	6	7	22	35	26	31	45
Hr Total	**1**	**0**	**1**	**1**	**3**	**9**	**17**	**58**	**94**	**120**	**113**	**148**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	25	33	34	29	40	19	16	4	4	3	2
30	30	33	38	38	32	43	19	14	12	14	3	0
45	39	29	27	46	37	20	19	8	7	2	4	0
00	32	41	36	33	41	33	12	3	4	4	1	0
Hr Total	**136**	**128**	**134**	**151**	**139**	**136**	**69**	**41**	**27**	**24**	**11**	**2**

24 Hour Total:	1,563				
AM Peak Hour begins:	11:00	AM Peak Volume:	148	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	16:30	PM Peak Volume:	161	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.320861
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.804369
City:	Bonita Springs	County:	Lee		
Location	US 41 Service Rd south of Bonita Crossings Blvd				

Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	1	2	14	4	11
30	0	0	0	0	0	0	0	0	6	8	9	7
45	0	0	0	0	0	0	1	2	2	6	11	11
00	0	0	0	0	0	0	2	3	5	3	6	9
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**6**	**15**	**31**	**30**	**38**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	13	12	8	12	16	6	7	5	1	0	0
30	10	9	9	11	13	22	9	3	4	2	1	0
45	8	13	15	9	9	8	2	5	1	1	1	0
00	10	9	12	11	16	10	6	6	4	3	0	0
Hr Total	**37**	**44**	**48**	**39**	**50**	**56**	**23**	**21**	**14**	**7**	**2**	**0**

24 Hour Total:	464					
AM Peak Hour begins:	11:30	AM Peak Volume:	39	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	16:30	PM Peak Volume:	63	PM Peak Hour Factor:	0.72	

Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	10	12	18	23	23
30	0	0	0	0	0	0	6	16	19	16	33	25
45	0	0	0	0	0	2	4	21	23	29	35	23
00	0	0	2	0	2	2	0	15	21	17	22	21
Hr Total	**0**	**0**	**2**	**0**	**2**	**4**	**12**	**62**	**75**	**80**	**113**	**92**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	26	20	24	25	17	18	7	9	5	0	0
30	27	35	28	19	22	19	11	9	2	3	1	0
45	27	20	35	31	31	23	11	7	8	2	1	0
00	25	24	24	22	23	16	8	8	4	1	0	0
Hr Total	**99**	**105**	**107**	**96**	**101**	**75**	**48**	**31**	**23**	**11**	**2**	**0**

24 Hour Total:	1,140					
AM Peak Hour begins:	10:00	AM Peak Volume:	113	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	12:30	PM Peak Volume:	113	PM Peak Hour Factor:	0.81	

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	11	14	32	27	34
30	0	0	0	0	0	0	6	16	25	24	42	32
45	0	0	0	0	0	2	5	23	25	35	46	34
00	0	0	2	0	2	2	2	18	26	20	28	30
Hr Total	**0**	**0**	**2**	**0**	**2**	**4**	**15**	**68**	**90**	**111**	**143**	**130**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	39	32	32	37	33	24	14	14	6	0	0
30	37	44	37	30	35	41	20	12	6	5	2	0
45	35	33	50	40	40	31	13	12	9	3	2	0
00	35	33	36	33	39	26	14	14	8	4	0	0
Hr Total	**136**	**149**	**155**	**135**	**151**	**131**	**71**	**52**	**37**	**18**	**4**	**0**

24 Hour Total:	1,604					
AM Peak Hour begins:	10:15	AM Peak Volume:	150	AM Peak Hour Factor:	0.82	
PM Peak Hour begins:	14:00	PM Peak Volume:	155	PM Peak Hour Factor:	0.78	

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.320861
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.804369
City:	Bonita Springs	County:	Lee		
Location	US 41 Service Rd south of Bonita Crossings Blvd				

Northbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	4	4	4
30	0	0	0	0	0	0	0	0	5	8	7	11
45	0	0	0	0	0	0	0	2	1	4	8	9
00	0	0	0	0	0	1	3	2	7	6	7	9
Hr Total	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**4**	**13**	**22**	**26**	**33**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	15	13	9	9	21	4	0	2	0	0	0
30	10	14	11	12	17	16	13	1	0	1	1	0
45	11	13	6	9	11	6	9	3	1	0	1	1
00	14	11	14	12	11	17	6	3	2	2	0	0
Hr Total	**45**	**53**	**44**	**42**	**48**	**60**	**32**	**7**	**5**	**3**	**2**	**1**

24 Hour Total:	444					
AM Peak Hour begins:	11:15	AM Peak Volume:	39	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	16:15	PM Peak Volume:	60	PM Peak Hour Factor:	0.71	

Southbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	1	8	14	20	20	26
30	0	0	0	2	0	0	2	17	11	25	24	28
45	0	0	0	0	0	0	8	18	20	22	31	23
00	0	0	1	0	2	2	5	18	16	19	20	26
Hr Total	**0**	**0**	**1**	**3**	**2**	**2**	**16**	**61**	**61**	**86**	**95**	**103**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	31	26	23	11	21	12	6	6	1	4	0
30	23	17	21	34	26	25	28	11	1	2	0	0
45	26	30	29	28	20	18	7	5	4	5	1	0
00	23	34	15	18	21	24	6	11	3	1	0	0
Hr Total	**94**	**112**	**91**	**103**	**78**	**88**	**53**	**33**	**14**	**9**	**5**	**0**

24 Hour Total:	1,110					
AM Peak Hour begins:	10:30	AM Peak Volume:	105	AM Peak Hour Factor:	0.85	
PM Peak Hour begins:	13:00	PM Peak Volume:	112	PM Peak Hour Factor:	0.82	

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	1	8	14	24	24	30
30	0	0	0	2	0	0	2	17	16	33	31	39
45	0	0	0	0	0	0	8	20	21	26	39	32
00	0	0	1	0	2	3	8	20	23	25	27	35
Hr Total	**0**	**0**	**1**	**3**	**2**	**3**	**19**	**65**	**74**	**108**	**121**	**136**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	46	39	32	20	42	16	6	8	1	4	0
30	33	31	32	46	43	41	41	12	1	3	1	0
45	37	43	35	37	31	24	16	8	5	5	2	1
00	37	45	29	30	32	41	12	14	5	3	0	0
Hr Total	**139**	**165**	**135**	**145**	**126**	**148**	**85**	**40**	**19**	**12**	**7**	**1**

24 Hour Total:	1,554					
AM Peak Hour begins:	11:15	AM Peak Volume:	138	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	13:00	PM Peak Volume:	165	PM Peak Hour Factor:	0.90	

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.320861
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80437
City:	Bonita Springs	County:	Lee		
Location	US 41 Service Rd south of Bonita Crossings Blvd				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	2	9	4	8
30	0	0	0	0	0	0	0	0	6	6	7	9
45	0	0	0	0	0	0	0	1	1	5	8	10
00	0	0	0	0	0	1	2	3	8	4	7	10
Hr Total	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**5**	**16**	**24**	**26**	**37**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	11	11	9	11	19	5	3	2	0	1	0
30	9	11	11	11	13	21	10	3	3	3	1	0
45	9	12	9	11	11	8	6	4	1	1	1	0
00	13	10	13	12	14	13	5	3	2	2	0	0
Hr Total	**41**	**44**	**44**	**43**	**50**	**61**	**27**	**13**	**9**	**6**	**3**	**0**

24 Hour Total:	452					
AM Peak Hour begins:	11:15	AM Peak Volume:	39	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	65	PM Peak Hour Factor:		0.78

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	1	9	14	20	24	25
30	0	0	0	1	0	0	3	15	15	21	26	26
45	0	0	0	0	0	1	7	19	20	28	28	24
00	0	0	1	0	2	3	3	17	20	19	22	27
Hr Total	**0**	**0**	**1**	**1**	**2**	**5**	**14**	**59**	**70**	**89**	**99**	**101**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	26	24	23	18	19	14	9	6	3	2	1
30	24	25	25	27	23	21	16	10	4	5	1	0
45	28	23	28	30	25	17	10	6	6	3	1	0
00	22	29	20	20	23	20	8	7	3	2	0	0
Hr Total	**96**	**104**	**97**	**100**	**89**	**78**	**48**	**31**	**19**	**12**	**5**	**1**

24 Hour Total:	1,122					
AM Peak Hour begins:	11:00	AM Peak Volume:	101	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	13:45	PM Peak Volume:	106	PM Peak Hour Factor:		0.90

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	1	9	16	29	28	33
30	0	0	0	1	0	0	3	15	21	27	33	35
45	0	0	0	0	0	1	7	20	21	33	36	33
00	0	0	1	0	2	4	6	20	28	24	29	37
Hr Total	**0**	**0**	**1**	**1**	**2**	**5**	**17**	**64**	**86**	**113**	**126**	**138**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	37	35	33	29	38	20	12	9	4	2	1
30	33	36	36	38	37	42	27	13	6	7	2	0
45	37	35	37	41	36	25	16	9	7	3	3	0
00	35	40	34	32	37	33	13	10	6	4	0	0
Hr Total	**137**	**147**	**141**	**144**	**139**	**138**	**75**	**44**	**28**	**18**	**7**	**1**

24 Hour Total:	1,574					
AM Peak Hour begins:	11:00	AM Peak Volume:	138	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	153	PM Peak Hour Factor:		0.92

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.323092
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.805408
City:	Bonita Springs	County:	Lee		
Location	US 41 south of Foley Rd/Shanna Ln				

Northbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	11	12	6	4	27	71	157	233	273	287	401
30	18	11	9	8	7	35	89	187	257	274	314	403
45	20	15	5	7	16	28	89	191	275	287	385	445
00	11	5	2	11	18	36	128	268	283	323	372	413
Hr Total	**85**	**42**	**28**	**32**	**45**	**126**	**377**	**803**	**1,048**	**1,157**	**1,358**	**1,662**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	412	412	455	519	536	519	416	289	217	190	116	74
30	413	395	473	462	548	569	415	286	236	211	119	48
45	422	407	468	495	497	511	367	267	217	162	116	38
00	428	411	465	474	481	426	301	227	200	125	99	31
Hr Total	**1,675**	**1,625**	**1,861**	**1,950**	**2,062**	**2,025**	**1,499**	**1,069**	**870**	**688**	**450**	**191**

24 Hour Total:	22,728					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,683	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	2,080	PM Peak Hour Factor:		0.91

Southbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	9	10	7	8	35	156	331	500	363	321	366
30	20	9	8	9	15	58	204	440	483	418	404	454
45	10	6	9	12	23	83	325	510	509	431	409	472
00	16	7	9	14	37	123	331	472	452	389	442	401
Hr Total	**67**	**31**	**36**	**42**	**83**	**299**	**1,016**	**1,753**	**1,944**	**1,601**	**1,576**	**1,693**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	437	393	355	358	373	371	319	227	156	125	61	31
30	398	391	375	338	364	382	293	191	145	130	58	21
45	454	416	405	387	364	335	259	175	134	110	47	20
00	381	393	347	354	350	307	277	155	124	97	37	18
Hr Total	**1,670**	**1,593**	**1,482**	**1,437**	**1,451**	**1,395**	**1,148**	**748**	**559**	**462**	**203**	**90**

24 Hour Total:	22,379					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,965	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	12:00	PM Peak Volume:	1,670	PM Peak Hour Factor:		0.92

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	20	22	13	12	62	227	488	733	636	608	767
30	38	20	17	17	22	93	293	627	740	692	718	857
45	30	21	14	19	39	111	414	701	784	718	794	917
00	27	12	11	25	55	159	459	740	735	712	814	814
Hr Total	**152**	**73**	**64**	**74**	**128**	**425**	**1,393**	**2,556**	**2,992**	**2,758**	**2,934**	**3,355**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	849	805	810	877	909	890	735	516	373	315	177	105
30	811	786	848	800	912	951	708	477	381	341	177	69
45	876	823	873	882	861	846	626	442	351	272	163	58
00	809	804	812	828	831	733	578	382	324	222	136	49
Hr Total	**3,345**	**3,218**	**3,343**	**3,387**	**3,513**	**3,420**	**2,647**	**1,817**	**1,429**	**1,150**	**653**	**281**

24 Hour Total:	45,107					
AM Peak Hour begins:	11:15	AM Peak Volume:	3,437	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	3,533	PM Peak Hour Factor:		0.93

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.323092
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.805408
City:	Bonita Springs	County:	Lee		
Location	US 41 south of Foley Rd/Shanna Ln				

Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	2	10	11	7	30	63	148	232	309	315	398
30	25	11	6	3	9	36	82	204	253	299	321	391
45	14	16	10	6	12	39	99	192	328	265	363	390
00	14	15	5	7	17	35	113	240	266	375	370	386
Hr Total	**82**	**44**	**31**	**27**	**45**	**140**	**357**	**784**	**1,079**	**1,248**	**1,369**	**1,565**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	446	426	415	484	501	541	404	320	232	197	128	80
30	419	444	445	509	546	569	406	289	236	197	136	68
45	438	413	460	481	514	512	345	288	223	157	107	47
00	431	423	445	474	560	476	314	248	227	142	91	38
Hr Total	**1,734**	**1,706**	**1,765**	**1,948**	**2,121**	**2,098**	**1,469**	**1,145**	**918**	**693**	**462**	**233**

24 Hour Total:	23,063					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,641	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	16:30	PM Peak Volume:	2,184	PM Peak Hour Factor:		0.96

Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	9	6	8	10	37	152	333	447	405	376	408
30	17	3	12	5	22	46	208	447	462	425	387	414
45	15	11	2	15	25	79	320	531	475	383	390	422
00	9	10	6	10	36	118	339	493	458	423	405	408
Hr Total	**56**	**33**	**26**	**38**	**93**	**280**	**1,019**	**1,804**	**1,842**	**1,636**	**1,558**	**1,652**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	402	403	347	308	373	352	344	196	179	105	81	55
30	401	391	397	332	295	397	297	199	164	124	69	21
45	406	421	410	338	313	349	260	211	146	113	53	22
00	395	413	362	388	372	322	258	190	154	113	40	17
Hr Total	**1,604**	**1,628**	**1,516**	**1,366**	**1,353**	**1,420**	**1,159**	**796**	**643**	**455**	**243**	**115**

24 Hour Total:	22,335					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,933	AM Peak Hour Factor:		0.91
PM Peak Hour begins:	13:00	PM Peak Volume:	1,628	PM Peak Hour Factor:		0.97

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	11	16	19	17	67	215	481	679	714	691	806
30	42	14	18	8	31	82	290	651	715	724	708	805
45	29	27	12	21	37	118	419	723	803	648	753	812
00	23	25	11	17	53	153	452	733	724	798	775	794
Hr Total	**138**	**77**	**57**	**65**	**138**	**420**	**1,376**	**2,588**	**2,921**	**2,884**	**2,927**	**3,217**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	848	829	762	792	874	893	748	516	411	302	209	135
30	820	835	842	841	841	966	703	488	400	321	205	89
45	844	834	870	819	827	861	605	499	369	270	160	69
00	826	836	807	862	932	798	572	438	381	255	131	55
Hr Total	**3,338**	**3,334**	**3,281**	**3,314**	**3,474**	**3,518**	**2,628**	**1,941**	**1,561**	**1,148**	**705**	**348**

24 Hour Total:	45,398					
AM Peak Hour begins:	11:30	AM Peak Volume:	3,274	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	3,652	PM Peak Hour Factor:		0.95

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.323092
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.805408
City:	Bonita Springs	County:	Lee		
Location	US 41 south of Foley Rd/Shanna Ln				

Northbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	17	6	6	7	21	60	155	236	273	333	402
30	22	8	13	10	9	28	79	177	258	251	344	388
45	26	12	11	15	20	26	84	208	305	340	343	398
00	17	20	1	3	22	48	123	239	278	333	390	420
Hr Total	**96**	**57**	**31**	**34**	**58**	**123**	**346**	**779**	**1,077**	**1,197**	**1,410**	**1,608**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	437	432	401	491	485	528	478	285	282	165	125	67
30	425	460	414	507	485	543	436	297	257	200	125	66
45	436	422	443	480	466	492	409	247	203	130	92	45
00	440	416	449	485	480	475	293	243	175	125	86	31
Hr Total	**1,738**	**1,730**	**1,707**	**1,963**	**1,916**	**2,038**	**1,616**	**1,072**	**917**	**620**	**428**	**209**

24 Hour Total:	22,770					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,680	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	2,043	PM Peak Hour Factor:		0.94

Southbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	10	9	8	16	30	146	354	464	428	362	419
30	30	7	11	3	18	57	220	441	442	408	392	400
45	10	10	5	5	19	87	324	495	465	364	393	434
00	7	10	5	9	33	114	312	521	417	423	366	434
Hr Total	**72**	**37**	**30**	**25**	**86**	**288**	**1,002**	**1,811**	**1,788**	**1,623**	**1,513**	**1,687**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	400	387	400	359	333	380	332	227	170	116	57	44
30	435	439	414	341	313	367	271	182	157	121	72	42
45	444	390	353	364	353	354	243	167	149	122	59	17
00	438	400	394	371	336	344	243	176	99	95	54	19
Hr Total	**1,717**	**1,616**	**1,561**	**1,435**	**1,335**	**1,445**	**1,089**	**752**	**575**	**454**	**242**	**122**

24 Hour Total:	22,305					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,922	AM Peak Hour Factor:		0.92
PM Peak Hour begins:	12:00	PM Peak Volume:	1,717	PM Peak Hour Factor:		0.97

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	27	15	14	23	51	206	509	700	701	695	821
30	52	15	24	13	27	85	299	618	700	659	736	788
45	36	22	16	20	39	113	408	703	770	704	736	832
00	24	30	6	12	55	162	435	760	695	756	756	854
Hr Total	**168**	**94**	**61**	**59**	**144**	**411**	**1,348**	**2,590**	**2,865**	**2,820**	**2,923**	**3,295**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	837	819	801	850	818	908	810	512	452	281	182	111
30	860	899	828	848	798	910	707	479	414	321	197	108
45	880	812	796	844	819	846	652	414	352	252	151	62
00	878	816	843	856	816	819	536	419	274	220	140	50
Hr Total	**3,455**	**3,346**	**3,268**	**3,398**	**3,251**	**3,483**	**2,705**	**1,824**	**1,492**	**1,074**	**670**	**331**

24 Hour Total:	45,075					
AM Peak Hour begins:	11:30	AM Peak Volume:	3,383	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	17:00	PM Peak Volume:	3,483	PM Peak Hour Factor:		0.96

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.323092
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.80541
City:	Bonita Springs	County:	Lee		
Location	US 41 south of Foley Rd/Shanna Ln				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	10	9	8	6	26	65	153	234	285	312	400
30	22	10	9	7	8	33	83	189	256	275	326	394
45	20	14	9	9	16	31	91	197	303	297	364	411
00	14	13	3	7	19	40	121	249	276	344	377	406
Hr Total	**88**	**48**	**30**	**31**	**49**	**130**	**360**	**789**	**1,068**	**1,201**	**1,379**	**1,612**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	432	423	424	498	507	529	433	298	244	184	123	74
30	419	433	444	493	526	560	419	291	243	203	127	61
45	432	414	457	485	492	505	374	267	214	150	105	43
00	433	417	453	478	507	459	303	239	201	131	92	33
Hr Total	**1,716**	**1,687**	**1,778**	**1,954**	**2,033**	**2,054**	**1,528**	**1,095**	**902**	**667**	**447**	**211**

24 Hour Total:	22,854					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,668	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	2,102	PM Peak Hour Factor:		0.94

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	9	8	8	11	34	151	339	470	399	353	398
30	22	6	10	6	18	54	211	443	462	417	394	423
45	12	9	5	11	22	83	323	512	483	393	397	443
00	11	9	7	11	35	118	327	495	442	412	404	414
Hr Total	**65**	**34**	**31**	**35**	**87**	**289**	**1,012**	**1,789**	**1,858**	**1,620**	**1,549**	**1,677**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	413	394	367	342	360	368	332	217	168	115	66	43
30	411	407	395	337	324	382	287	191	155	125	66	28
45	435	409	389	363	343	346	254	184	143	115	53	20
00	405	402	368	371	353	324	259	174	126	102	44	18
Hr Total	**1,664**	**1,612**	**1,520**	**1,413**	**1,380**	**1,420**	**1,132**	**765**	**592**	**457**	**229**	**109**

24 Hour Total:	22,340					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,940	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	12:00	PM Peak Volume:	1,664	PM Peak Hour Factor:		0.96

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	19	18	15	17	60	216	493	704	684	665	798
30	44	16	20	13	27	87	294	632	718	692	721	817
45	32	23	14	20	38	114	414	709	786	690	761	854
00	25	22	9	18	54	158	449	744	718	755	782	821
Hr Total	**153**	**81**	**61**	**66**	**137**	**419**	**1,372**	**2,578**	**2,926**	**2,821**	**2,928**	**3,289**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	845	818	791	840	867	897	764	515	412	299	189	117
30	830	840	839	830	850	942	706	481	398	328	193	89
45	867	823	846	848	836	851	628	452	357	265	158	63
00	838	819	821	849	860	783	562	413	326	232	136	51
Hr Total	**3,379**	**3,299**	**3,297**	**3,366**	**3,413**	**3,474**	**2,660**	**1,861**	**1,494**	**1,124**	**676**	**320**

24 Hour Total:	45,193					
AM Peak Hour begins:	11:30	AM Peak Volume:	3,349	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	16:45	PM Peak Volume:	3,550	PM Peak Hour Factor:		0.94

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.322878
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.819115
City:	Bonita Springs	County:	Lee		
Location	Vanderbilt Dr south of 8th St				

Northbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	3	0	2	3	9	15	50	78	88	106
30	2	4	1	0	3	3	11	25	58	98	87	102
45	0	0	0	1	5	6	12	31	72	62	78	121
00	0	1	1	0	3	12	13	41	75	84	103	115
Hr Total	**5**	**5**	**5**	**1**	**13**	**24**	**45**	**112**	**255**	**322**	**356**	**444**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	89	76	123	108	113	88	83	41	36	13	7
30	90	95	106	106	111	112	74	66	49	18	8	6
45	127	89	97	118	93	108	75	56	37	19	7	2
00	93	120	99	109	127	85	81	49	34	19	9	4
Hr Total	**419**	**393**	**378**	**456**	**439**	**418**	**318**	**254**	**161**	**92**	**37**	**19**

24 Hour Total:	4,971					
AM Peak Hour begins:	11:15	AM Peak Volume:	447	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	16:45	PM Peak Volume:	460	PM Peak Hour Factor:	0.91	

Southbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	0	0	3	15	44	95	79	90	87
30	4	0	0	2	1	3	16	48	98	77	91	91
45	3	0	0	0	2	5	27	66	86	82	80	102
00	0	0	0	1	2	13	26	68	82	105	97	96
Hr Total	**10**	**1**	**1**	**3**	**5**	**24**	**84**	**226**	**361**	**343**	**358**	**376**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	98	95	106	126	105	59	58	63	27	21	6
30	99	84	105	101	104	95	54	49	62	37	16	4
45	101	85	116	131	125	92	51	52	48	28	9	4
00	112	86	95	119	95	68	71	55	39	14	5	2
Hr Total	**404**	**353**	**411**	**457**	**450**	**360**	**235**	**214**	**212**	**106**	**51**	**16**

24 Hour Total:	5,061					
AM Peak Hour begins:	11:30	AM Peak Volume:	389	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	15:30	PM Peak Volume:	480	PM Peak Hour Factor:	0.92	

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	4	0	2	6	24	59	145	157	178	193
30	6	4	1	2	4	6	27	73	156	175	178	193
45	3	0	0	1	7	11	39	97	158	144	158	223
00	0	1	1	1	5	25	39	109	157	189	200	211
Hr Total	**15**	**6**	**6**	**4**	**18**	**48**	**129**	**338**	**616**	**665**	**714**	**820**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	201	187	171	229	234	218	147	141	104	63	34	13
30	189	179	211	207	215	207	128	115	111	55	24	10
45	228	174	213	249	218	200	126	108	85	47	16	6
00	205	206	194	228	222	153	152	104	73	33	14	6
Hr Total	**823**	**746**	**789**	**913**	**889**	**778**	**553**	**468**	**373**	**198**	**88**	**35**

24 Hour Total:	10,032					
AM Peak Hour begins:	11:15	AM Peak Volume:	828	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	15:30	PM Peak Volume:	926	PM Peak Hour Factor:	0.93	

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.322878
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.819115
City:	Bonita Springs	County:	Lee		
Location	Vanderbilt Dr south of 8th St				

Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	1	7	23	46	88	87	109
30	1	1	0	2	0	1	8	19	79	75	99	94
45	7	0	0	0	5	8	10	28	60	90	91	95
00	1	2	1	0	3	11	10	57	66	94	106	114
Hr Total	**11**	**4**	**1**	**2**	**8**	**21**	**35**	**127**	**251**	**347**	**383**	**412**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	90	87	97	129	100	76	64	45	37	23	10
30	82	100	107	99	131	111	68	52	47	20	11	5
45	83	108	82	114	138	115	81	70	38	22	10	3
00	110	105	103	104	109	101	67	69	46	21	5	4
Hr Total	**389**	**403**	**379**	**414**	**507**	**427**	**292**	**255**	**176**	**100**	**49**	**22**

24 Hour Total:	5,015				
AM Peak Hour begins:	11:15	AM Peak Volume:	417	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:00	PM Peak Volume:	507	PM Peak Hour Factor:	0.92

Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	2	17	47	89	72	83	96
30	3	2	0	0	1	6	14	49	100	91	88	89
45	3	1	0	0	2	7	39	70	109	81	86	106
00	0	1	0	1	4	13	41	72	83	109	96	113
Hr Total	**8**	**6**	**0**	**1**	**7**	**28**	**111**	**238**	**381**	**353**	**353**	**404**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	107	104	121	103	101	80	60	54	44	22	10
30	106	103	112	100	111	106	65	50	58	29	16	4
45	119	101	102	126	112	96	57	41	40	38	15	3
00	112	99	99	84	89	71	55	62	48	19	8	4
Hr Total	**445**	**410**	**417**	**431**	**415**	**374**	**257**	**213**	**200**	**130**	**61**	**21**

24 Hour Total:	5,264				
AM Peak Hour begins:	11:30	AM Peak Volume:	433	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	14:45	PM Peak Volume:	446	PM Peak Hour Factor:	0.88

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	0	0	0	3	24	70	135	160	170	205
30	4	3	0	2	1	7	22	68	179	166	187	183
45	10	1	0	0	7	15	49	98	169	171	177	201
00	1	3	1	1	7	24	51	129	149	203	202	227
Hr Total	**19**	**10**	**1**	**3**	**15**	**49**	**146**	**365**	**632**	**700**	**736**	**816**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	197	191	218	232	201	156	124	99	81	45	20
30	188	203	219	199	242	217	133	102	105	49	27	9
45	202	209	184	240	250	211	138	111	78	60	25	6
00	222	204	202	188	198	172	122	131	94	40	13	8
Hr Total	**834**	**813**	**796**	**845**	**922**	**801**	**549**	**468**	**376**	**230**	**110**	**43**

24 Hour Total:	10,279				
AM Peak Hour begins:	11:30	AM Peak Volume:	838	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:00	PM Peak Volume:	922	PM Peak Hour Factor:	0.92

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.322878
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.819115
City:	Bonita Springs	County:	Lee		
Location	Vanderbilt Dr south of 8th St				

Northbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	0	0	1	0	3	9	38	59	69	78	94
30	1	1	1	0	2	0	9	30	63	59	85	97
45	1	0	0	1	3	2	9	29	84	77	87	83
00	0	1	3	0	5	11	14	48	70	71	93	109
Hr Total	**8**	**2**	**4**	**2**	**10**	**16**	**41**	**145**	**276**	**276**	**343**	**383**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	69	106	100	107	111	97	98	105	67	37	8
30	104	102	85	103	131	110	94	91	74	40	23	4
45	87	95	93	96	106	94	134	103	64	40	20	7
00	111	90	82	125	118	92	107	89	61	26	8	6
Hr Total	**400**	**356**	**366**	**424**	**462**	**407**	**432**	**381**	**304**	**173**	**88**	**25**

24 Hour Total:	5,324				
AM Peak Hour begins:	11:30	AM Peak Volume:	394	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	15:45	PM Peak Volume:	469	PM Peak Hour Factor:	0.90

Southbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	3	12	43	117	76	79	97
30	1	0	0	1	1	4	20	59	100	65	95	103
45	0	1	0	1	2	5	41	80	84	80	121	88
00	1	1	1	0	3	6	35	103	83	82	97	105
Hr Total	**4**	**4**	**1**	**2**	**6**	**18**	**108**	**285**	**384**	**303**	**392**	**393**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	73	104	104	100	99	57	0	0	0	0	0
30	108	111	112	87	99	88	38	0	0	0	0	0
45	112	105	105	99	111	102	1	0	0	0	0	0
00	110	115	92	90	98	80	0	0	0	0	0	0
Hr Total	**422**	**404**	**413**	**380**	**408**	**369**	**96**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	4,392				
AM Peak Hour begins:	10:30	AM Peak Volume:	418	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	13:30	PM Peak Volume:	436	PM Peak Hour Factor:	0.95

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	0	1	0	6	21	81	176	145	157	191
30	2	1	1	1	3	4	29	89	163	124	180	200
45	1	1	0	2	5	7	50	109	168	157	208	171
00	1	2	4	0	8	17	49	151	153	153	190	214
Hr Total	**12**	**6**	**5**	**4**	**16**	**34**	**149**	**430**	**660**	**579**	**735**	**776**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	142	210	204	207	210	154	98	105	67	37	8
30	212	213	197	190	230	198	132	91	74	40	23	4
45	199	200	198	195	217	196	135	103	64	40	20	7
00	221	205	174	215	216	172	107	89	61	26	8	6
Hr Total	**822**	**760**	**779**	**804**	**870**	**776**	**528**	**381**	**304**	**173**	**88**	**25**

24 Hour Total:	9,716				
AM Peak Hour begins:	10:30	AM Peak Volume:	789	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:15	PM Peak Volume:	873	PM Peak Hour Factor:	0.95

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.322878
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.81912
City:	Bonita Springs	County:	Lee		
Location	Vanderbilt Dr south of 8th St				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	1	0	1	2	8	25	52	78	84	103
30	1	2	1	1	2	1	9	25	67	77	90	98
45	3	0	0	1	4	5	10	29	72	76	85	100
00	0	1	2	0	4	11	12	49	70	83	101	113
Hr Total	**8**	**4**	**3**	**2**	**10**	**20**	**40**	**128**	**261**	**315**	**361**	**413**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	83	90	107	115	108	87	82	64	47	24	8
30	92	99	99	103	124	111	79	70	57	26	14	5
45	99	97	91	109	112	106	97	76	46	27	12	4
00	105	105	95	113	118	93	85	69	47	22	7	5
Hr Total	**403**	**384**	**374**	**431**	**469**	**417**	**347**	**297**	**214**	**122**	**58**	**22**

24 Hour Total:	5,103					
AM Peak Hour begins:	11:15	AM Peak Volume:	417	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	16:00	PM Peak Volume:	469	PM Peak Hour Factor:		0.94

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	3	15	45	100	76	84	93
30	3	1	0	1	1	4	17	52	99	78	91	94
45	2	1	0	0	2	6	36	72	93	81	96	99
00	0	1	0	1	3	11	34	81	83	99	97	105
Hr Total	**7**	**4**	**1**	**2**	**6**	**23**	**101**	**250**	**375**	**333**	**368**	**391**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	93	101	110	110	102	65	39	39	24	14	5
30	104	99	110	96	105	96	52	33	40	22	11	3
45	111	97	108	119	116	97	36	31	29	22	8	2
00	111	100	95	98	94	73	42	39	29	11	4	2
Hr Total	**424**	**389**	**414**	**423**	**424**	**368**	**196**	**142**	**137**	**79**	**37**	**12**

24 Hour Total:	4,906					
AM Peak Hour begins:	11:30	AM Peak Volume:	405	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	15:30	PM Peak Volume:	431	PM Peak Hour Factor:		0.91

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	1	0	1	5	23	70	152	154	168	196
30	4	3	1	2	3	6	26	77	166	155	182	192
45	5	1	0	1	6	11	46	101	165	157	181	198
00	1	2	2	1	7	22	46	130	153	182	197	217
Hr Total	**15**	**7**	**4**	**4**	**16**	**44**	**141**	**378**	**636**	**648**	**728**	**804**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	204	175	191	217	224	210	152	121	103	70	39	14
30	196	198	209	199	229	207	131	103	97	48	25	8
45	210	194	198	228	228	202	133	107	76	49	20	6
00	216	205	190	210	212	166	127	108	76	33	12	7
Hr Total	**826**	**773**	**788**	**854**	**894**	**785**	**543**	**439**	**351**	**200**	**95**	**34**

24 Hour Total:	10,009					
AM Peak Hour begins:	11:30	AM Peak Volume:	816	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	16:00	PM Peak Volume:	894	PM Peak Hour Factor:		0.98

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.329135
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.819134
City:	Bonita Springs	County:	Lee		
Location	Vanderbilt Dr south of Bonita Beach Rd				

Northbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	3	0	3	7	11	23	72	68	82	107
30	5	3	1	0	3	3	16	33	74	94	104	99
45	0	0	0	1	5	11	15	44	76	68	85	111
00	0	1	1	0	4	10	20	49	78	90	106	127
Hr Total	**8**	**4**	**5**	**1**	**15**	**31**	**62**	**149**	**300**	**320**	**377**	**444**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	102	81	138	108	130	90	81	55	44	16	11
30	98	107	105	111	100	105	86	69	50	34	12	5
45	130	102	109	116	99	112	73	52	43	24	14	2
00	91	108	112	111	136	88	69	50	42	28	5	5
Hr Total	**446**	**419**	**407**	**476**	**443**	**435**	**318**	**252**	**190**	**130**	**47**	**23**

24 Hour Total:	5,302					
AM Peak Hour begins:	11:15	AM Peak Volume:	464	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:45	PM Peak Volume:	483	PM Peak Hour Factor:	0.89	

Southbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	0	6	18	41	110	69	75	83
30	2	0	1	0	0	5	11	40	88	82	86	87
45	3	0	0	0	1	5	19	69	79	87	89	89
00	1	0	0	1	2	12	21	77	78	89	87	98
Hr Total	**8**	**1**	**2**	**1**	**3**	**28**	**69**	**227**	**355**	**327**	**337**	**357**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	116	75	100	121	86	49	61	64	36	20	4
30	99	80	102	99	88	85	58	49	59	32	15	6
45	83	84	114	123	104	79	45	59	51	26	7	3
00	96	88	110	110	96	70	75	54	44	16	3	3
Hr Total	**377**	**368**	**401**	**432**	**409**	**320**	**227**	**223**	**218**	**110**	**45**	**16**

24 Hour Total:	4,861					
AM Peak Hour begins:	11:30	AM Peak Volume:	385	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	15:15	PM Peak Volume:	453	PM Peak Hour Factor:	0.92	

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	4	0	3	13	29	64	182	137	157	190
30	7	3	2	0	3	8	27	73	162	176	190	186
45	3	0	0	1	6	16	34	113	155	155	174	200
00	1	1	1	1	6	22	41	126	156	179	193	225
Hr Total	**16**	**5**	**7**	**2**	**18**	**59**	**131**	**376**	**655**	**647**	**714**	**801**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	226	218	156	238	229	216	139	142	119	80	36	15
30	197	187	207	210	188	190	144	118	109	66	27	11
45	213	186	223	239	203	191	118	111	94	50	21	5
00	187	196	222	221	232	158	144	104	86	44	8	8
Hr Total	**823**	**787**	**808**	**908**	**852**	**755**	**545**	**475**	**408**	**240**	**92**	**39**

24 Hour Total:	10,163					
AM Peak Hour begins:	11:30	AM Peak Volume:	848	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	14:45	PM Peak Volume:	909	PM Peak Hour Factor:	0.95	

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.329135
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.819134
City:	Bonita Springs	County:	Lee		
Location	Vanderbilt Dr south of Bonita Beach Rd				

Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	1	7	31	70	86	99	99
30	2	1	0	2	2	2	8	27	93	83	100	99
45	5	0	0	0	5	9	18	40	71	101	100	97
00	2	1	0	0	8	14	24	70	77	100	102	120
Hr Total	**10**	**2**	**0**	**3**	**15**	**26**	**57**	**168**	**311**	**370**	**401**	**415**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	88	101	117	126	111	75	66	50	43	30	10
30	104	96	107	103	129	131	68	65	66	28	13	4
45	83	116	101	121	133	108	70	74	55	26	9	3
00	112	100	102	107	111	101	71	58	49	25	9	6
Hr Total	**419**	**400**	**411**	**448**	**499**	**451**	**284**	**263**	**220**	**122**	**61**	**23**

24 Hour Total:	5,379				
AM Peak Hour begins:	11:30	AM Peak Volume:	441	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:00	PM Peak Volume:	499	PM Peak Hour Factor:	0.94

Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	0	2	12	37	111	72	70	84
30	3	2	0	0	0	6	8	57	90	86	87	85
45	2	1	0	0	3	6	29	82	104	69	73	93
00	1	0	0	1	5	18	37	73	88	105	87	106
Hr Total	**8**	**4**	**1**	**1**	**8**	**32**	**86**	**249**	**393**	**332**	**317**	**368**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	108	106	115	93	104	75	52	69	45	12	7
30	107	95	112	96	97	87	60	47	61	32	14	5
45	109	95	105	104	92	96	59	53	25	40	18	4
00	100	99	105	88	82	66	55	61	44	23	10	1
Hr Total	**436**	**397**	**428**	**403**	**364**	**353**	**249**	**213**	**199**	**140**	**54**	**17**

24 Hour Total:	5,052				
AM Peak Hour begins:	11:30	AM Peak Volume:	426	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	14:15	PM Peak Volume:	437	PM Peak Hour Factor:	0.95

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	1	0	3	19	68	181	158	169	183
30	5	3	0	2	2	8	16	84	183	169	187	184
45	7	1	0	0	8	15	47	122	175	170	173	190
00	3	1	0	1	13	32	61	143	165	205	189	226
Hr Total	**18**	**6**	**1**	**4**	**23**	**58**	**143**	**417**	**704**	**702**	**718**	**783**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	240	196	207	232	219	215	150	118	119	88	42	17
30	211	191	219	199	226	218	128	112	127	60	27	9
45	192	211	206	225	225	204	129	127	80	66	27	7
00	212	199	207	195	193	167	126	119	93	48	19	7
Hr Total	**855**	**797**	**839**	**851**	**863**	**804**	**533**	**476**	**419**	**262**	**115**	**40**

24 Hour Total:	10,431				
AM Peak Hour begins:	11:30	AM Peak Volume:	867	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	15:30	PM Peak Volume:	865	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.329135
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.819134
City:	Bonita Springs	County:	Lee		
Location	Vanderbilt Dr south of Bonita Beach Rd				

Northbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	1	0	5	13	44	84	74	92	105
30	2	1	1	0	6	5	12	35	80	70	86	101
45	0	1	0	1	2	5	13	40	85	75	100	79
00	0	2	2	0	6	10	17	53	77	90	105	118
Hr Total	**5**	**6**	**3**	**2**	**14**	**25**	**55**	**172**	**326**	**309**	**383**	**403**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	71	113	124	118	117	92	48	63	33	17	9
30	120	108	104	112	137	115	68	47	39	21	13	1
45	104	100	106	102	107	98	83	63	47	25	7	4
00	117	94	95	117	117	101	64	49	47	12	12	2
Hr Total	**463**	**373**	**418**	**455**	**479**	**431**	**307**	**207**	**196**	**91**	**49**	**16**

24 Hour Total:	5,188				
AM Peak Hour begins:	11:30	AM Peak Volume:	439	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	15:45	PM Peak Volume:	479	PM Peak Hour Factor:	0.87

Southbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	0	1	4	14	37	121	71	80	96
30	2	1	0	1	1	4	19	61	92	74	93	92
45	0	1	1	0	1	5	31	89	74	75	124	77
00	2	2	0	0	4	7	24	101	88	87	86	103
Hr Total	**5**	**6**	**1**	**1**	**7**	**20**	**88**	**288**	**375**	**307**	**383**	**368**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	102	108	101	93	91	65	67	52	27	15	1
30	107	108	104	76	84	78	59	54	44	24	10	4
45	106	112	106	97	102	103	53	53	18	17	11	3
00	102	134	86	79	80	69	52	41	29	14	4	2
Hr Total	**408**	**456**	**404**	**353**	**359**	**341**	**229**	**215**	**143**	**82**	**40**	**10**

24 Hour Total:	4,889				
AM Peak Hour begins:	7:30	AM Peak Volume:	403	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	13:15	PM Peak Volume:	462	PM Peak Hour Factor:	0.86

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	0	1	1	9	27	81	205	145	172	201
30	4	2	1	1	7	9	31	96	172	144	179	193
45	0	2	1	1	3	10	44	129	159	150	224	156
00	2	4	2	0	10	17	41	154	165	177	191	221
Hr Total	**10**	**12**	**4**	**3**	**21**	**45**	**143**	**460**	**701**	**616**	**766**	**771**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	215	173	221	225	211	208	157	115	115	60	32	10
30	227	216	208	188	221	193	127	101	83	45	23	5
45	210	212	212	199	209	201	136	116	65	42	18	7
00	219	228	181	196	197	170	116	90	76	26	16	4
Hr Total	**871**	**829**	**822**	**808**	**838**	**772**	**536**	**422**	**339**	**173**	**89**	**26**

24 Hour Total:	10,077				
AM Peak Hour begins:	11:30	AM Peak Volume:	819	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	13:15	PM Peak Volume:	877	PM Peak Hour Factor:	0.96

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.329135
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.81913
City:	Bonita Springs	County:	Lee		
Location	Vanderbilt Dr south of Bonita Beach Rd				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	1	4	10	33	75	76	91	104
30	3	2	1	1	4	3	12	32	82	82	97	100
45	2	0	0	1	4	8	15	41	77	81	95	96
00	1	1	1	0	6	11	20	57	77	93	104	122
Hr Total	**8**	**4**	**3**	**2**	**15**	**27**	**58**	**163**	**312**	**333**	**387**	**421**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	87	98	126	117	119	86	65	56	40	21	10
30	107	104	105	109	122	117	74	60	52	28	13	3
45	106	106	105	113	113	106	75	63	48	25	10	3
00	107	101	103	112	121	97	68	52	46	22	9	4
Hr Total	**443**	**397**	**412**	**460**	**474**	**439**	**303**	**241**	**202**	**114**	**52**	**21**

24 Hour Total:	5,290					
AM Peak Hour begins:	11:30	AM Peak Volume:	448	AM Peak Hour Factor:		0.91
PM Peak Hour begins:	16:15	PM Peak Volume:	476	PM Peak Hour Factor:		0.97

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	0	4	15	38	114	71	75	88
30	2	1	0	0	0	5	13	53	90	81	89	88
45	2	1	0	0	2	5	26	80	86	77	95	86
00	1	1	0	1	4	12	27	84	85	94	87	102
Hr Total	**7**	**4**	**1**	**1**	**6**	**27**	**81**	**255**	**374**	**322**	**346**	**364**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	109	96	105	102	94	63	60	62	36	16	4
30	104	94	106	90	90	83	59	50	55	29	13	5
45	99	97	108	108	99	93	52	55	31	28	12	3
00	99	107	100	92	86	68	61	52	39	18	6	2
Hr Total	**407**	**407**	**411**	**396**	**377**	**338**	**235**	**217**	**187**	**111**	**46**	**14**

24 Hour Total:	4,934					
AM Peak Hour begins:	11:30	AM Peak Volume:	397	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	14:15	PM Peak Volume:	420	PM Peak Hour Factor:		0.97

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	1	8	25	71	189	147	166	191
30	5	3	1	1	4	8	25	84	172	163	185	188
45	3	1	0	1	6	14	42	121	163	158	190	182
00	2	2	1	1	10	24	48	141	162	187	191	224
Hr Total	**15**	**8**	**4**	**3**	**21**	**54**	**139**	**418**	**687**	**655**	**733**	**785**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	227	196	195	232	220	213	149	125	118	76	37	14
30	212	198	211	199	212	200	133	110	106	57	26	8
45	205	203	214	221	212	199	128	118	80	53	22	6
00	206	208	203	204	207	165	129	104	85	39	14	6
Hr Total	**850**	**804**	**823**	**856**	**851**	**777**	**538**	**458**	**389**	**225**	**99**	**35**

24 Hour Total:	10,224					
AM Peak Hour begins:	11:30	AM Peak Volume:	845	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	14:15	PM Peak Volume:	860	PM Peak Hour Factor:		0.93

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330981
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.811043
City:	Bonita Springs	County:	Lee		
Location	Windsor Rd north of Bonita Beach Rd				

Northbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	0	2	8	5	10	18	16
30	1	0	0	0	0	5	1	4	9	21	16	20
45	1	0	0	1	0	2	2	3	10	13	14	27
00	1	0	1	0	2	0	2	3	6	11	24	17
Hr Total	**5**	**2**	**1**	**1**	**2**	**7**	**7**	**18**	**30**	**55**	**72**	**80**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	22	20	32	30	38	18	8	8	5	2	0
30	18	18	16	31	32	29	20	6	7	4	5	1
45	13	21	19	37	26	22	9	6	6	6	5	0
00	22	16	20	21	28	16	6	2	7	3	3	0
Hr Total	**76**	**77**	**75**	**121**	**116**	**105**	**53**	**22**	**28**	**18**	**15**	**1**

24 Hour Total:	987				
AM Peak Hour begins:	10:45	AM Peak Volume:	87	AM Peak Hour Factor:	0.81
PM Peak Hour begins:	16:15	PM Peak Volume:	124	PM Peak Hour Factor:	0.82

Southbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	2	4	6	4	4	12	21
30	0	0	0	0	5	5	1	5	9	9	15	18
45	0	0	1	0	1	5	4	6	4	11	16	18
00	0	0	0	0	0	4	5	7	8	10	22	21
Hr Total	**1**	**1**	**1**	**0**	**6**	**16**	**14**	**24**	**25**	**34**	**65**	**78**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	21	11	26	13	11	12	6	5	5	2	0
30	31	17	14	21	13	15	16	8	6	2	1	2
45	21	16	16	27	19	17	15	19	5	1	2	0
00	21	15	16	12	8	12	12	5	3	1	0	0
Hr Total	**93**	**69**	**57**	**86**	**53**	**55**	**55**	**38**	**19**	**9**	**5**	**2**

24 Hour Total:	806				
AM Peak Hour begins:	11:30	AM Peak Volume:	90	AM Peak Hour Factor:	0.73
PM Peak Hour begins:	12:15	PM Peak Volume:	94	PM Peak Hour Factor:	0.76

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	0	0	0	2	6	14	9	14	30	37
30	1	0	0	0	5	10	2	9	18	30	31	38
45	1	0	1	1	1	7	6	9	14	24	30	45
00	1	0	1	0	2	4	7	10	14	21	46	38
Hr Total	**6**	**3**	**2**	**1**	**8**	**23**	**21**	**42**	**55**	**89**	**137**	**158**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	43	31	58	43	49	30	14	13	10	4	0
30	49	35	30	52	45	44	36	14	13	6	6	3
45	34	37	35	64	45	39	24	25	11	7	7	0
00	43	31	36	33	36	28	18	7	10	4	3	0
Hr Total	**169**	**146**	**132**	**207**	**169**	**160**	**108**	**60**	**47**	**27**	**20**	**3**

24 Hour Total:	1,793				
AM Peak Hour begins:	11:30	AM Peak Volume:	175	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	14:45	PM Peak Volume:	210	PM Peak Hour Factor:	0.82

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.330981
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.811043
City:	Bonita Springs	County:	Lee		
Location	Windsor Rd north of Bonita Beach Rd				

Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	5	3	8	12	21
30	1	0	0	0	0	0	1	6	6	17	24	22
45	0	1	0	0	0	3	0	3	9	13	15	19
00	0	0	3	0	0	1	4	7	16	20	14	25
Hr Total	**1**	**1**	**3**	**0**	**0**	**4**	**5**	**21**	**34**	**58**	**65**	**87**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	17	20	21	27	25	15	6	10	5	3	2
30	18	18	30	23	29	16	11	8	12	5	2	3
45	9	18	20	33	24	12	15	7	9	4	1	1
00	15	21	24	16	32	19	9	12	6	6	1	0
Hr Total	**62**	**74**	**94**	**93**	**112**	**72**	**50**	**33**	**37**	**20**	**7**	**6**

24 Hour Total:	939			
AM Peak Hour begins:	11:00	AM Peak Volume:	87	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:00	PM Peak Volume:	112	PM Peak Hour Factor:	0.88

Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	4	9	8	10	13	15
30	0	0	0	0	1	1	1	7	7	10	20	16
45	0	0	0	0	0	3	4	6	8	14	16	19
00	2	0	1	2	0	6	5	6	9	17	18	21
Hr Total	**2**	**0**	**1**	**2**	**1**	**11**	**14**	**28**	**32**	**51**	**67**	**71**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	28	19	18	13	15	7	14	8	6	4	0
30	22	11	19	18	15	15	11	12	7	2	2	2
45	15	18	13	12	18	9	9	12	6	3	1	0
00	17	14	19	21	12	11	17	5	5	4	1	1
Hr Total	**79**	**71**	**70**	**69**	**58**	**50**	**44**	**43**	**26**	**15**	**8**	**3**

24 Hour Total:	816			
AM Peak Hour begins:	11:30	AM Peak Volume:	87	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	12:15	PM Peak Volume:	82	PM Peak Hour Factor:	0.73

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	4	14	11	18	25	36
30	1	0	0	0	1	1	2	13	13	27	44	38
45	0	1	0	0	0	6	4	9	17	27	31	38
00	2	0	4	2	0	7	9	13	25	37	32	46
Hr Total	**3**	**1**	**4**	**2**	**1**	**15**	**19**	**49**	**66**	**109**	**132**	**158**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	45	39	39	40	40	22	20	18	11	7	2
30	40	29	49	41	44	31	22	20	19	7	4	5
45	24	36	33	45	42	21	24	19	15	7	2	1
00	32	35	43	37	44	30	26	17	11	10	2	1
Hr Total	**141**	**145**	**164**	**162**	**170**	**122**	**94**	**76**	**63**	**35**	**15**	**9**

24 Hour Total:	1,755			
AM Peak Hour begins:	11:30	AM Peak Volume:	169	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:00	PM Peak Volume:	170	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.330981
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.811043
City:	Bonita Springs	County:	Lee		
Location	Windsor Rd north of Bonita Beach Rd				

Northbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	0	0	1	8	2	11	18	26
30	2	1	0	0	2	1	2	3	8	6	18	21
45	0	1	0	0	0	0	4	4	9	8	13	23
00	1	0	1	0	1	1	4	11	5	19	13	20
Hr Total	**6**	**2**	**2**	**0**	**3**	**2**	**11**	**26**	**24**	**44**	**62**	**90**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	15	21	34	17	21	9	17	14	6	3	0
30	15	21	20	19	14	14	13	17	7	0	1	0
45	19	16	31	16	16	18	19	9	4	3	2	2
00	12	23	20	13	21	15	14	7	5	5	5	1
Hr Total	**67**	**75**	**92**	**82**	**68**	**68**	**55**	**50**	**30**	**14**	**11**	**3**

24 Hour Total:	887					
AM Peak Hour begins:	11:00	AM Peak Volume:	90	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	14:15	PM Peak Volume:	105	PM Peak Hour Factor:	0.77	

Southbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	12	4	7	16	16
30	0	1	0	0	0	3	2	5	6	8	14	19
45	0	0	0	0	2	3	2	9	8	11	13	21
00	0	1	1	0	5	4	5	9	13	4	12	22
Hr Total	**0**	**2**	**1**	**0**	**7**	**11**	**10**	**35**	**31**	**30**	**55**	**78**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	18	13	10	17	16	16	12	7	1	0	0
30	17	22	21	21	17	9	16	5	8	3	2	0
45	18	22	15	21	18	13	14	9	10	4	0	1
00	14	11	18	23	18	10	12	7	2	4	0	1
Hr Total	**62**	**73**	**67**	**75**	**70**	**48**	**58**	**33**	**27**	**12**	**2**	**2**

24 Hour Total:	789					
AM Peak Hour begins:	11:00	AM Peak Volume:	78	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	15:15	PM Peak Volume:	82	PM Peak Hour Factor:	0.89	

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	0	1	2	20	6	18	34	42
30	2	2	0	0	2	4	4	8	14	14	32	40
45	0	1	0	0	2	3	6	13	17	19	26	44
00	1	1	2	0	6	5	9	20	18	23	25	42
Hr Total	**6**	**4**	**3**	**0**	**10**	**13**	**21**	**61**	**55**	**74**	**117**	**168**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	33	34	44	34	37	25	29	21	7	3	0
30	32	43	41	40	31	23	29	22	15	3	3	0
45	37	38	46	37	34	31	33	18	14	7	2	3
00	26	34	38	36	39	25	26	14	7	9	5	2
Hr Total	**129**	**148**	**159**	**157**	**138**	**116**	**113**	**83**	**57**	**26**	**13**	**5**

24 Hour Total:	1,676					
AM Peak Hour begins:	11:00	AM Peak Volume:	168	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	14:15	PM Peak Volume:	169	PM Peak Hour Factor:	0.92	

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330981
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.81104
City:	Bonita Springs	County:	Lee		
Location	Windsor Rd north of Bonita Beach Rd				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	1	7	3	10	16	21
30	1	0	0	0	1	2	1	4	8	15	19	21
45	0	1	0	0	0	2	2	3	9	11	14	23
00	1	0	2	0	1	1	3	7	9	17	17	21
Hr Total	**4**	**2**	**2**	**0**	**2**	**4**	**8**	**22**	**29**	**52**	**66**	**86**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	18	20	29	25	28	14	10	11	5	3	1
30	17	19	22	24	25	20	15	10	9	3	3	1
45	14	18	23	29	22	17	14	7	6	4	3	1
00	16	20	21	17	27	17	10	7	6	5	3	0
Hr Total	**68**	**75**	**87**	**99**	**99**	**82**	**53**	**35**	**32**	**17**	**11**	**3**

24 Hour Total:	938					
AM Peak Hour begins:	11:15	AM Peak Volume:	86	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	14:45	PM Peak Volume:	103	PM Peak Hour Factor:		0.89

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	3	9	5	7	14	17
30	0	0	0	0	2	3	1	6	7	9	16	18
45	0	0	0	0	1	4	3	7	7	12	15	19
00	1	0	1	1	2	5	5	7	10	10	17	21
Hr Total	**1**	**1**	**1**	**1**	**5**	**13**	**13**	**29**	**29**	**38**	**62**	**76**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	22	14	18	14	14	12	11	7	4	2	0
30	23	17	18	20	15	13	14	8	7	2	2	1
45	18	19	15	20	18	13	13	13	7	3	1	0
00	17	13	18	19	13	11	14	6	3	3	0	1
Hr Total	**78**	**71**	**65**	**77**	**60**	**51**	**52**	**38**	**24**	**12**	**5**	**2**

24 Hour Total:	804					
AM Peak Hour begins:	11:30	AM Peak Volume:	83	AM Peak Hour Factor:		0.89
PM Peak Hour begins:	12:15	PM Peak Volume:	81	PM Peak Hour Factor:		0.87

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	1	4	16	9	17	30	38
30	1	1	0	0	3	5	3	10	15	24	36	39
45	0	1	0	0	1	5	5	10	16	23	29	42
00	1	0	2	1	3	5	8	14	19	27	34	42
Hr Total	**5**	**3**	**3**	**1**	**6**	**17**	**20**	**51**	**59**	**91**	**129**	**161**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	40	35	47	39	42	26	21	17	9	5	1
30	40	36	40	44	40	33	29	19	16	5	4	3
45	32	37	38	49	40	30	27	21	13	7	4	1
00	34	33	39	35	40	28	23	13	9	8	3	1
Hr Total	**146**	**146**	**152**	**175**	**159**	**133**	**105**	**73**	**56**	**29**	**16**	**6**

24 Hour Total:	1,741					
AM Peak Hour begins:	11:30	AM Peak Volume:	165	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	14:45	PM Peak Volume:	179	PM Peak Hour Factor:		0.92

Volume Count Report

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330013
Stop Date:	April 5, 2022	Stop Time:	24:00		-81.811101
City:	Bonita Springs	County:	Lee		
Location	Windsor Rd south of Bonita Beach Rd				

Northbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	1	5	4	16	10	12	17
30	0	0	0	1	0	2	5	12	16	15	14	17
45	1	0	0	0	1	2	6	11	17	21	9	14
00	0	0	0	0	0	3	3	11	13	15	13	17
Hr Total	**4**	**0**	**0**	**1**	**1**	**8**	**19**	**38**	**62**	**61**	**48**	**65**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	12	14	15	13	27	12	13	3	9	4	4
30	23	20	21	11	10	11	14	5	7	3	4	2
45	23	11	14	12	13	11	7	5	6	13	7	3
00	23	12	14	21	19	14	12	3	8	5	5	2
Hr Total	**84**	**55**	**63**	**59**	**55**	**63**	**45**	**26**	**24**	**30**	**20**	**11**

24 Hour Total:	842				
AM Peak Hour begins:	11:30	AM Peak Volume:	69	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	12:00	PM Peak Volume:	84	PM Peak Hour Factor:	0.91

Southbound Volume

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	2	9	24	15	18
30	2	0	0	0	0	0	2	6	22	12	13	14
45	0	0	0	0	0	1	0	3	16	18	15	16
00	1	0	0	0	0	2	1	11	14	11	15	21
Hr Total	**3**	**0**	**0**	**0**	**0**	**3**	**3**	**22**	**61**	**65**	**58**	**69**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	24	11	11	11	10	10	12	8	11	4	0
30	29	23	19	17	19	19	13	6	10	5	2	5
45	21	21	15	11	11	20	12	11	12	9	1	1
00	18	25	13	16	16	21	14	9	4	6	6	0
Hr Total	**84**	**93**	**58**	**55**	**57**	**70**	**49**	**38**	**34**	**31**	**13**	**6**

24 Hour Total:	872				
AM Peak Hour begins:	11:30	AM Peak Volume:	82	AM Peak Hour Factor:	0.71
PM Peak Hour begins:	13:00	PM Peak Volume:	93	PM Peak Hour Factor:	0.93

Total Volume for All Lanes

Tuesday, April 5, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	1	5	6	25	34	27	35
30	2	0	0	1	0	2	7	18	38	27	27	31
45	1	0	0	0	1	3	6	14	33	39	24	30
00	1	0	0	0	0	5	4	22	27	26	28	38
Hr Total	**7**	**0**	**0**	**1**	**1**	**11**	**22**	**60**	**123**	**126**	**106**	**134**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	36	25	26	24	37	22	25	11	20	8	4
30	52	43	40	28	29	30	27	11	17	8	6	7
45	44	32	29	23	24	31	19	16	18	22	8	4
00	41	37	27	37	35	35	26	12	12	11	11	2
Hr Total	**168**	**148**	**121**	**114**	**112**	**133**	**94**	**64**	**58**	**61**	**33**	**17**

24 Hour Total:	1,714				
AM Peak Hour begins:	11:30	AM Peak Volume:	151	AM Peak Hour Factor:	0.73
PM Peak Hour begins:	12:15	PM Peak Volume:	173	PM Peak Hour Factor:	0.83

Volume Count Report

Start Date:	April 6, 2022	Start Time:	00:00	GPS:	26.330013
Stop Date:	April 6, 2022	Stop Time:	24:00		-81.811101
City:	Bonita Springs	County:	Lee		
Location	Windsor Rd south of Bonita Beach Rd				

Northbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	0	0	1	0	0	4	6	21	16	12	12
30	0	0	0	0	0	1	5	10	12	13	14	18
45	6	1	0	0	0	0	4	12	18	11	27	15
00	1	0	0	1	2	1	3	12	11	19	12	17
Hr Total	**14**	**1**	**0**	**2**	**2**	**2**	**16**	**40**	**62**	**59**	**65**	**62**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	15	15	12	14	20	11	6	10	8	4	10
30	21	17	14	12	12	10	10	7	14	8	12	10
45	16	15	21	11	19	10	12	7	8	12	4	5
00	13	21	18	12	7	10	14	11	11	9	8	7
Hr Total	**61**	**68**	**68**	**47**	**52**	**50**	**47**	**31**	**43**	**37**	**28**	**32**

24 Hour Total:	889				
AM Peak Hour begins:	9:45	AM Peak Volume:	72	AM Peak Hour Factor:	0.67
PM Peak Hour begins:	13:45	PM Peak Volume:	71	PM Peak Hour Factor:	0.85

Southbound Volume

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	0	5	10	27	10	22
30	0	0	0	0	0	1	0	2	13	25	27	15
45	1	1	0	0	0	1	1	8	13	13	22	21
00	1	0	0	0	0	1	2	12	23	20	20	24
Hr Total	**4**	**2**	**0**	**0**	**0**	**3**	**3**	**27**	**59**	**85**	**79**	**82**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	16	16	18	12	10	12	19	16	8	8	3
30	17	22	6	14	8	13	8	23	13	14	8	3
45	20	18	14	9	14	16	23	8	17	8	4	2
00	14	16	17	15	9	9	17	16	9	7	6	0
Hr Total	**73**	**72**	**53**	**56**	**43**	**48**	**60**	**66**	**55**	**37**	**26**	**8**

24 Hour Total:	941				
AM Peak Hour begins:	10:15	AM Peak Volume:	91	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	18:30	PM Peak Volume:	82	PM Peak Hour Factor:	0.89

Total Volume for All Lanes

Wednesday, April 6, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	0	1	0	0	4	11	31	43	22	34
30	0	0	0	0	0	2	5	12	25	38	41	33
45	7	2	0	0	0	1	5	20	31	24	49	36
00	2	0	0	1	2	2	5	24	34	39	32	41
Hr Total	**18**	**3**	**0**	**2**	**2**	**5**	**19**	**67**	**121**	**144**	**144**	**144**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	31	31	30	26	30	23	25	26	16	12	13
30	38	39	20	26	20	23	18	30	27	22	20	13
45	36	33	35	20	33	26	35	15	25	20	8	7
00	27	37	35	27	16	19	31	27	20	16	14	7
Hr Total	**134**	**140**	**121**	**103**	**95**	**98**	**107**	**97**	**98**	**74**	**54**	**40**

24 Hour Total:	1,830				
AM Peak Hour begins:	10:15	AM Peak Volume:	156	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	13:00	PM Peak Volume:	140	PM Peak Hour Factor:	0.90

Volume Count Report

Start Date:	April 7, 2022	Start Time:	00:00	GPS:	26.330013
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.811101
City:	Bonita Springs	County:	Lee		
Location	Windsor Rd south of Bonita Beach Rd				

Northbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	0	0	0	1	4	8	11	14	17	15
30	6	0	0	0	0	0	4	3	13	7	11	12
45	1	2	0	0	0	0	4	13	16	10	15	17
00	0	0	0	1	2	4	7	13	13	14	20	18
Hr Total	**14**	**3**	**0**	**1**	**2**	**5**	**19**	**37**	**53**	**45**	**63**	**62**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	17	15	13	17	19	11	16	5	8	6	4
30	17	8	9	13	11	16	13	8	7	13	7	4
45	18	15	13	8	13	14	11	4	13	10	9	0
00	25	23	18	19	21	14	13	9	5	5	10	5
Hr Total	**74**	**63**	**55**	**53**	**62**	**63**	**48**	**37**	**30**	**36**	**32**	**13**

24 Hour Total:	870				
AM Peak Hour begins:	11:30	AM Peak Volume:	66	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	12:15	PM Peak Volume:	77	PM Peak Hour Factor:	0.77

Southbound Volume

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	2	9	22	18	16
30	0	0	0	0	0	0	0	5	10	14	19	15
45	1	1	0	0	0	1	1	9	15	12	19	10
00	1	0	0	0	0	1	0	11	15	13	13	21
Hr Total	**3**	**1**	**0**	**0**	**0**	**2**	**1**	**27**	**49**	**61**	**69**	**62**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	27	12	17	17	9	13	5	6	13	4	3
30	23	22	16	13	22	18	17	7	18	5	4	1
45	18	14	10	15	18	16	10	9	13	9	4	2
00	27	24	20	18	8	13	9	14	8	4	1	0
Hr Total	**80**	**87**	**58**	**63**	**65**	**56**	**49**	**35**	**45**	**31**	**13**	**6**

24 Hour Total:	863				
AM Peak Hour begins:	9:45	AM Peak Volume:	69	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:15	PM Peak Volume:	95	PM Peak Hour Factor:	0.88

Total Volume for All Lanes

Thursday, April 7, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	1	0	0	0	1	4	10	20	36	35	31
30	6	0	0	0	0	0	4	8	23	21	30	27
45	2	3	0	0	0	1	5	22	31	22	34	27
00	1	0	0	1	2	5	7	24	28	27	33	39
Hr Total	**17**	**4**	**0**	**1**	**2**	**7**	**20**	**64**	**102**	**106**	**132**	**124**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	44	27	30	34	28	24	21	11	21	10	7
30	40	30	25	26	33	34	30	15	25	18	11	5
45	36	29	23	23	31	30	21	13	26	19	13	2
00	52	47	38	37	29	27	22	23	13	9	11	5
Hr Total	**154**	**150**	**113**	**116**	**127**	**119**	**97**	**72**	**75**	**67**	**45**	**19**

24 Hour Total:	1,733				
AM Peak Hour begins:	10:00	AM Peak Volume:	132	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:15	PM Peak Volume:	172	PM Peak Hour Factor:	0.83

Volume Count Report

3-Day Average

Start Date:	April 5, 2022	Start Time:	00:00	GPS:	26.330013
Stop Date:	April 7, 2022	Stop Time:	24:00		-81.81110
City:	Bonita Springs	County:	Lee		
Location	Windsor Rd south of Bonita Beach Rd				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	0	0	0	0	1	4	6	16	13	14	15
30	2	0	0	0	0	1	5	8	14	12	13	16
45	3	1	0	0	0	1	5	12	17	14	17	15
00	0	0	0	1	1	3	4	12	12	16	15	17
Hr Total	**11**	**1**	**0**	**1**	**2**	**5**	**18**	**38**	**59**	**55**	**59**	**63**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	15	15	13	15	22	11	12	6	8	5	6
30	20	15	15	12	11	12	12	7	9	8	8	5
45	19	14	16	10	15	12	10	5	9	12	7	3
00	20	19	17	17	16	13	13	8	8	6	8	5
Hr Total	**73**	**62**	**62**	**53**	**56**	**59**	**47**	**31**	**32**	**34**	**27**	**19**

24 Hour Total:	867					
AM Peak Hour begins:	11:30	AM Peak Volume:	66	AM Peak Hour Factor:		0.82
PM Peak Hour begins:	12:15	PM Peak Volume:	74	PM Peak Hour Factor:		0.91

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	3	9	24	14	19
30	1	0	0	0	0	0	1	4	15	17	20	15
45	1	1	0	0	0	1	1	7	15	14	19	16
00	1	0	0	0	0	1	1	11	17	15	16	22
Hr Total	**3**	**1**	**0**	**0**	**0**	**3**	**2**	**25**	**56**	**70**	**69**	**71**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	22	13	15	13	10	12	12	10	11	5	2
30	23	22	14	15	16	17	13	12	14	8	5	3
45	20	18	13	12	14	17	15	9	14	9	3	2
00	20	22	17	16	11	14	13	13	7	6	4	0
Hr Total	**79**	**84**	**56**	**58**	**55**	**58**	**53**	**46**	**45**	**33**	**17**	**7**

24 Hour Total:	892					
AM Peak Hour begins:	11:30	AM Peak Volume:	77	AM Peak Hour Factor:		0.84
PM Peak Hour begins:	12:15	PM Peak Volume:	85	PM Peak Hour Factor:		0.92

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	0	0	0	1	4	9	25	38	28	33
30	3	0	0	0	0	1	5	13	29	29	33	30
45	3	2	0	0	0	2	5	19	32	28	36	31
00	1	0	0	1	1	4	5	23	30	31	31	39
Hr Total	**14**	**2**	**0**	**1**	**2**	**8**	**20**	**64**	**115**	**125**	**127**	**134**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	37	28	29	28	32	23	24	16	19	10	8
30	43	37	28	27	27	29	25	19	23	16	12	8
45	39	31	29	22	29	29	25	15	23	20	10	4
00	40	40	33	34	27	27	26	21	15	12	12	5
Hr Total	**152**	**146**	**118**	**111**	**111**	**117**	**99**	**78**	**77**	**67**	**44**	**25**

24 Hour Total:	1,759					
AM Peak Hour begins:	11:30	AM Peak Volume:	144	AM Peak Hour Factor:		0.83
PM Peak Hour begins:	12:15	PM Peak Volume:	159	PM Peak Hour Factor:		0.92

Appendix D. Seasonal Factors

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1200 LEE COUNTYWIDE

MOCF: 0.91

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.99	1.09
2	01/07/2018 - 01/13/2018	0.98	1.08
3	01/14/2018 - 01/20/2018	0.98	1.08
4	01/21/2018 - 01/27/2018	0.96	1.05
* 5	01/28/2018 - 02/03/2018	0.94	1.03
* 6	02/04/2018 - 02/10/2018	0.92	1.01
* 7	02/11/2018 - 02/17/2018	0.90	0.99
* 8	02/18/2018 - 02/24/2018	0.90	0.99
* 9	02/25/2018 - 03/03/2018	0.89	0.98
*10	03/04/2018 - 03/10/2018	0.88	0.97
*11	03/11/2018 - 03/17/2018	0.88	0.97
*12	03/18/2018 - 03/24/2018	0.89	0.98
*13	03/25/2018 - 03/31/2018	0.90	0.99
*14	04/01/2018 - 04/07/2018	0.91	1.00
*15	04/08/2018 - 04/14/2018	0.92	1.01
*16	04/15/2018 - 04/21/2018	0.93	1.02
*17	04/22/2018 - 04/28/2018	0.95	1.04
18	04/29/2018 - 05/05/2018	0.97	1.07
19	05/06/2018 - 05/12/2018	0.99	1.09
20	05/13/2018 - 05/19/2018	1.01	1.11
21	05/20/2018 - 05/26/2018	1.02	1.12
22	05/27/2018 - 06/02/2018	1.03	1.13
23	06/03/2018 - 06/09/2018	1.03	1.13
24	06/10/2018 - 06/16/2018	1.04	1.14
25	06/17/2018 - 06/23/2018	1.04	1.14
26	06/24/2018 - 06/30/2018	1.05	1.15
27	07/01/2018 - 07/07/2018	1.05	1.15
28	07/08/2018 - 07/14/2018	1.06	1.16
29	07/15/2018 - 07/21/2018	1.06	1.16
30	07/22/2018 - 07/28/2018	1.06	1.16
31	07/29/2018 - 08/04/2018	1.06	1.16
32	08/05/2018 - 08/11/2018	1.06	1.16
33	08/12/2018 - 08/18/2018	1.07	1.18
34	08/19/2018 - 08/25/2018	1.08	1.19
35	08/26/2018 - 09/01/2018	1.09	1.20
36	09/02/2018 - 09/08/2018	1.11	1.22
37	09/09/2018 - 09/15/2018	1.12	1.23
38	09/16/2018 - 09/22/2018	1.10	1.21
39	09/23/2018 - 09/29/2018	1.08	1.19
40	09/30/2018 - 10/06/2018	1.07	1.18
41	10/07/2018 - 10/13/2018	1.05	1.15
42	10/14/2018 - 10/20/2018	1.03	1.13
43	10/21/2018 - 10/27/2018	1.02	1.12
44	10/28/2018 - 11/03/2018	1.01	1.11
45	11/04/2018 - 11/10/2018	1.00	1.10
46	11/11/2018 - 11/17/2018	0.99	1.09
47	11/18/2018 - 11/24/2018	0.99	1.09
48	11/25/2018 - 12/01/2018	0.99	1.09
49	12/02/2018 - 12/08/2018	0.99	1.09
50	12/09/2018 - 12/15/2018	0.99	1.09
51	12/16/2018 - 12/22/2018	0.99	1.09
52	12/23/2018 - 12/29/2018	0.98	1.08
53	12/30/2018 - 12/31/2018	0.98	1.08

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

CATEGORY: 1201 US41

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1202 SR 865 & 867 TO BEACHES

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1203 SR80, 31 & 78 E OF I-75

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.95	1.01
2	01/07/2018 - 01/13/2018	0.99	1.05
3	01/14/2018 - 01/20/2018	1.04	1.11
4	01/21/2018 - 01/27/2018	1.01	1.07
* 5	01/28/2018 - 02/03/2018	0.99	1.05
* 6	02/04/2018 - 02/10/2018	0.96	1.02
* 7	02/11/2018 - 02/17/2018	0.94	1.00
* 8	02/18/2018 - 02/24/2018	0.93	0.99
* 9	02/25/2018 - 03/03/2018	0.92	0.98
*10	03/04/2018 - 03/10/2018	0.91	0.97
*11	03/11/2018 - 03/17/2018	0.90	0.96
*12	03/18/2018 - 03/24/2018	0.91	0.97
*13	03/25/2018 - 03/31/2018	0.92	0.98
*14	04/01/2018 - 04/07/2018	0.94	1.00
*15	04/08/2018 - 04/14/2018	0.95	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.03
*17	04/22/2018 - 04/28/2018	0.98	1.04
18	04/29/2018 - 05/05/2018	1.00	1.06
19	05/06/2018 - 05/12/2018	1.02	1.09
20	05/13/2018 - 05/19/2018	1.04	1.11
21	05/20/2018 - 05/26/2018	1.04	1.11
22	05/27/2018 - 06/02/2018	1.05	1.12
23	06/03/2018 - 06/09/2018	1.05	1.12
24	06/10/2018 - 06/16/2018	1.05	1.12
25	06/17/2018 - 06/23/2018	1.06	1.13
26	06/24/2018 - 06/30/2018	1.06	1.13
27	07/01/2018 - 07/07/2018	1.07	1.14
28	07/08/2018 - 07/14/2018	1.07	1.14
29	07/15/2018 - 07/21/2018	1.08	1.15
30	07/22/2018 - 07/28/2018	1.07	1.14
31	07/29/2018 - 08/04/2018	1.06	1.13
32	08/05/2018 - 08/11/2018	1.05	1.12
33	08/12/2018 - 08/18/2018	1.04	1.11
34	08/19/2018 - 08/25/2018	1.04	1.11
35	08/26/2018 - 09/01/2018	1.04	1.11
36	09/02/2018 - 09/08/2018	1.04	1.11
37	09/09/2018 - 09/15/2018	1.04	1.11
38	09/16/2018 - 09/22/2018	1.02	1.09
39	09/23/2018 - 09/29/2018	1.01	1.07
40	09/30/2018 - 10/06/2018	1.00	1.06
41	10/07/2018 - 10/13/2018	0.99	1.05
42	10/14/2018 - 10/20/2018	0.98	1.04
43	10/21/2018 - 10/27/2018	0.97	1.03
44	10/28/2018 - 11/03/2018	0.97	1.03
45	11/04/2018 - 11/10/2018	0.96	1.02
46	11/11/2018 - 11/17/2018	0.95	1.01
47	11/18/2018 - 11/24/2018	0.95	1.01
48	11/25/2018 - 12/01/2018	0.95	1.01
49	12/02/2018 - 12/08/2018	0.95	1.01
50	12/09/2018 - 12/15/2018	0.95	1.01
51	12/16/2018 - 12/22/2018	0.98	1.04
52	12/23/2018 - 12/29/2018	1.01	1.07
53	12/30/2018 - 12/31/2018	1.04	1.11

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1204 SR 78 WEST OF I-75

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1205 SR 739/865

MOCF: 0.87

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.98	1.13
2	01/07/2018 - 01/13/2018	0.96	1.10
3	01/14/2018 - 01/20/2018	0.94	1.08
* 4	01/21/2018 - 01/27/2018	0.92	1.06
* 5	01/28/2018 - 02/03/2018	0.89	1.02
* 6	02/04/2018 - 02/10/2018	0.87	1.00
* 7	02/11/2018 - 02/17/2018	0.84	0.97
* 8	02/18/2018 - 02/24/2018	0.84	0.97
* 9	02/25/2018 - 03/03/2018	0.84	0.97
*10	03/04/2018 - 03/10/2018	0.84	0.97
*11	03/11/2018 - 03/17/2018	0.84	0.97
*12	03/18/2018 - 03/24/2018	0.86	0.99
*13	03/25/2018 - 03/31/2018	0.87	1.00
*14	04/01/2018 - 04/07/2018	0.89	1.02
*15	04/08/2018 - 04/14/2018	0.90	1.03
*16	04/15/2018 - 04/21/2018	0.92	1.06
17	04/22/2018 - 04/28/2018	0.95	1.09
18	04/29/2018 - 05/05/2018	0.99	1.14
19	05/06/2018 - 05/12/2018	1.02	1.17
20	05/13/2018 - 05/19/2018	1.05	1.21
21	05/20/2018 - 05/26/2018	1.06	1.22
22	05/27/2018 - 06/02/2018	1.07	1.23
23	06/03/2018 - 06/09/2018	1.08	1.24
24	06/10/2018 - 06/16/2018	1.09	1.25
25	06/17/2018 - 06/23/2018	1.10	1.26
26	06/24/2018 - 06/30/2018	1.11	1.28
27	07/01/2018 - 07/07/2018	1.12	1.29
28	07/08/2018 - 07/14/2018	1.13	1.30
29	07/15/2018 - 07/21/2018	1.14	1.31
30	07/22/2018 - 07/28/2018	1.14	1.31
31	07/29/2018 - 08/04/2018	1.14	1.31
32	08/05/2018 - 08/11/2018	1.14	1.31
33	08/12/2018 - 08/18/2018	1.14	1.31
34	08/19/2018 - 08/25/2018	1.15	1.32
35	08/26/2018 - 09/01/2018	1.15	1.32
36	09/02/2018 - 09/08/2018	1.16	1.33
37	09/09/2018 - 09/15/2018	1.16	1.33
38	09/16/2018 - 09/22/2018	1.14	1.31
39	09/23/2018 - 09/29/2018	1.12	1.29
40	09/30/2018 - 10/06/2018	1.10	1.26
41	10/07/2018 - 10/13/2018	1.08	1.24
42	10/14/2018 - 10/20/2018	1.06	1.22
43	10/21/2018 - 10/27/2018	1.05	1.21
44	10/28/2018 - 11/03/2018	1.03	1.18
45	11/04/2018 - 11/10/2018	1.02	1.17
46	11/11/2018 - 11/17/2018	1.00	1.15
47	11/18/2018 - 11/24/2018	1.00	1.15
48	11/25/2018 - 12/01/2018	0.99	1.14
49	12/02/2018 - 12/08/2018	0.99	1.14
50	12/09/2018 - 12/15/2018	0.98	1.13
51	12/16/2018 - 12/22/2018	0.97	1.11
52	12/23/2018 - 12/29/2018	0.95	1.09
53	12/30/2018 - 12/31/2018	0.94	1.08

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1206 SR884, 80 & 82 W OF I-75

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1207 SR 876/ DANIELS RD

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1208 SR 82, E OF I-75

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.99	1.08
2	01/07/2018 - 01/13/2018	0.98	1.07
3	01/14/2018 - 01/20/2018	0.97	1.05
4	01/21/2018 - 01/27/2018	0.96	1.04
* 5	01/28/2018 - 02/03/2018	0.95	1.03
* 6	02/04/2018 - 02/10/2018	0.93	1.01
* 7	02/11/2018 - 02/17/2018	0.92	1.00
* 8	02/18/2018 - 02/24/2018	0.92	1.00
* 9	02/25/2018 - 03/03/2018	0.92	1.00
*10	03/04/2018 - 03/10/2018	0.91	0.99
*11	03/11/2018 - 03/17/2018	0.91	0.99
*12	03/18/2018 - 03/24/2018	0.91	0.99
*13	03/25/2018 - 03/31/2018	0.91	0.99
*14	04/01/2018 - 04/07/2018	0.91	0.99
*15	04/08/2018 - 04/14/2018	0.91	0.99
*16	04/15/2018 - 04/21/2018	0.91	0.99
*17	04/22/2018 - 04/28/2018	0.93	1.01
18	04/29/2018 - 05/05/2018	0.96	1.04
19	05/06/2018 - 05/12/2018	0.98	1.07
20	05/13/2018 - 05/19/2018	1.00	1.09
21	05/20/2018 - 05/26/2018	1.03	1.12
22	05/27/2018 - 06/02/2018	1.05	1.14
23	06/03/2018 - 06/09/2018	1.08	1.17
24	06/10/2018 - 06/16/2018	1.10	1.20
25	06/17/2018 - 06/23/2018	1.11	1.21
26	06/24/2018 - 06/30/2018	1.12	1.22
27	07/01/2018 - 07/07/2018	1.13	1.23
28	07/08/2018 - 07/14/2018	1.14	1.24
29	07/15/2018 - 07/21/2018	1.15	1.25
30	07/22/2018 - 07/28/2018	1.12	1.22
31	07/29/2018 - 08/04/2018	1.10	1.20
32	08/05/2018 - 08/11/2018	1.07	1.16
33	08/12/2018 - 08/18/2018	1.04	1.13
34	08/19/2018 - 08/25/2018	1.05	1.14
35	08/26/2018 - 09/01/2018	1.05	1.14
36	09/02/2018 - 09/08/2018	1.06	1.15
37	09/09/2018 - 09/15/2018	1.06	1.15
38	09/16/2018 - 09/22/2018	1.06	1.15
39	09/23/2018 - 09/29/2018	1.05	1.14
40	09/30/2018 - 10/06/2018	1.05	1.14
41	10/07/2018 - 10/13/2018	1.04	1.13
42	10/14/2018 - 10/20/2018	1.04	1.13
43	10/21/2018 - 10/27/2018	1.03	1.12
44	10/28/2018 - 11/03/2018	1.02	1.11
45	11/04/2018 - 11/10/2018	1.01	1.10
46	11/11/2018 - 11/17/2018	1.00	1.09
47	11/18/2018 - 11/24/2018	1.00	1.09
48	11/25/2018 - 12/01/2018	1.00	1.09
49	12/02/2018 - 12/08/2018	0.99	1.08
50	12/09/2018 - 12/15/2018	0.99	1.08
51	12/16/2018 - 12/22/2018	0.98	1.07
52	12/23/2018 - 12/29/2018	0.98	1.07
53	12/30/2018 - 12/31/2018	0.97	1.05

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1241 WEST FORT MYERS

MOCF: 0.94

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1242 CAPE CORAL

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1243 NORTH FORT MYERS

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 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1244 CYPRESS LAKES, IONA

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1245 E FT MYERS, E OF US41/W O

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1246 GATEWAY

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1247 LEHIGH ACRES

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 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1248 S OF ALICO ROAD

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1249 PINE ISLAND, MATLACHA

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1250 FT MYERS BCH, BONITA BCH

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1251 SANIBEL ISLAND

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

CATEGORY: 1252 BONITA SPRINGS AREA

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1253 CR 765/BURNT STORE ROAD

MOCF: 0.95

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

* PEAK SEASON

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
CATEGORY: 1275 LEE I75

MOCF: 0.91

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.99	1.09
2	01/07/2018 - 01/13/2018	0.98	1.08
3	01/14/2018 - 01/20/2018	0.96	1.05
* 4	01/21/2018 - 01/27/2018	0.94	1.03
* 5	01/28/2018 - 02/03/2018	0.93	1.02
* 6	02/04/2018 - 02/10/2018	0.91	1.00
* 7	02/11/2018 - 02/17/2018	0.89	0.98
* 8	02/18/2018 - 02/24/2018	0.89	0.98
* 9	02/25/2018 - 03/03/2018	0.88	0.97
*10	03/04/2018 - 03/10/2018	0.88	0.97
*11	03/11/2018 - 03/17/2018	0.87	0.96
*12	03/18/2018 - 03/24/2018	0.89	0.98
*13	03/25/2018 - 03/31/2018	0.91	1.00
*14	04/01/2018 - 04/07/2018	0.92	1.01
*15	04/08/2018 - 04/14/2018	0.94	1.03
*16	04/15/2018 - 04/21/2018	0.96	1.05
17	04/22/2018 - 04/28/2018	0.99	1.09
18	04/29/2018 - 05/05/2018	1.01	1.11
19	05/06/2018 - 05/12/2018	1.04	1.14
20	05/13/2018 - 05/19/2018	1.06	1.16
21	05/20/2018 - 05/26/2018	1.06	1.16
22	05/27/2018 - 06/02/2018	1.07	1.18
23	06/03/2018 - 06/09/2018	1.07	1.18
24	06/10/2018 - 06/16/2018	1.07	1.18
25	06/17/2018 - 06/23/2018	1.08	1.19
26	06/24/2018 - 06/30/2018	1.08	1.19
27	07/01/2018 - 07/07/2018	1.09	1.20
28	07/08/2018 - 07/14/2018	1.09	1.20
29	07/15/2018 - 07/21/2018	1.10	1.21
30	07/22/2018 - 07/28/2018	1.10	1.21
31	07/29/2018 - 08/04/2018	1.09	1.20
32	08/05/2018 - 08/11/2018	1.09	1.20
33	08/12/2018 - 08/18/2018	1.08	1.19
34	08/19/2018 - 08/25/2018	1.09	1.20
35	08/26/2018 - 09/01/2018	1.10	1.21
36	09/02/2018 - 09/08/2018	1.10	1.21
37	09/09/2018 - 09/15/2018	1.11	1.22
38	09/16/2018 - 09/22/2018	1.10	1.21
39	09/23/2018 - 09/29/2018	1.08	1.19
40	09/30/2018 - 10/06/2018	1.07	1.18
41	10/07/2018 - 10/13/2018	1.05	1.15
42	10/14/2018 - 10/20/2018	1.04	1.14
43	10/21/2018 - 10/27/2018	1.03	1.13
44	10/28/2018 - 11/03/2018	1.01	1.11
45	11/04/2018 - 11/10/2018	1.00	1.10
46	11/11/2018 - 11/17/2018	0.98	1.08
47	11/18/2018 - 11/24/2018	0.98	1.08
48	11/25/2018 - 12/01/2018	0.99	1.09
49	12/02/2018 - 12/08/2018	0.99	1.09
50	12/09/2018 - 12/15/2018	0.99	1.09
51	12/16/2018 - 12/22/2018	0.98	1.08
52	12/23/2018 - 12/29/2018	0.97	1.07
53	12/30/2018 - 12/31/2018	0.96	1.05

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1200 LEE COUNTYWIDE

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.02	1.11
2	01/02/2022 - 01/08/2022	1.00	1.09
3	01/09/2022 - 01/15/2022	0.99	1.08
4	01/16/2022 - 01/22/2022	0.97	1.05
* 5	01/23/2022 - 01/29/2022	0.95	1.03
* 6	01/30/2022 - 02/05/2022	0.94	1.02
* 7	02/06/2022 - 02/12/2022	0.92	1.00
* 8	02/13/2022 - 02/19/2022	0.90	0.98
* 9	02/20/2022 - 02/26/2022	0.90	0.98
*10	02/27/2022 - 03/05/2022	0.90	0.98
*11	03/06/2022 - 03/12/2022	0.90	0.98
*12	03/13/2022 - 03/19/2022	0.90	0.98
*13	03/20/2022 - 03/26/2022	0.91	0.99
*14	03/27/2022 - 04/02/2022	0.92	1.00
*15	04/03/2022 - 04/09/2022	0.93	1.01
*16	04/10/2022 - 04/16/2022	0.94	1.02
*17	04/17/2022 - 04/23/2022	0.95	1.03
18	04/24/2022 - 04/30/2022	0.96	1.04
19	05/01/2022 - 05/07/2022	0.98	1.07
20	05/08/2022 - 05/14/2022	0.99	1.08
21	05/15/2022 - 05/21/2022	1.00	1.09
22	05/22/2022 - 05/28/2022	1.02	1.11
23	05/29/2022 - 06/04/2022	1.03	1.12
24	06/05/2022 - 06/11/2022	1.05	1.14
25	06/12/2022 - 06/18/2022	1.06	1.15
26	06/19/2022 - 06/25/2022	1.06	1.15
27	06/26/2022 - 07/02/2022	1.06	1.15
28	07/03/2022 - 07/09/2022	1.06	1.15
29	07/10/2022 - 07/16/2022	1.06	1.15
30	07/17/2022 - 07/23/2022	1.06	1.15
31	07/24/2022 - 07/30/2022	1.06	1.15
32	07/31/2022 - 08/06/2022	1.06	1.15
33	08/07/2022 - 08/13/2022	1.07	1.16
34	08/14/2022 - 08/20/2022	1.07	1.16
35	08/21/2022 - 08/27/2022	1.09	1.18
36	08/28/2022 - 09/03/2022	1.11	1.21
37	09/04/2022 - 09/10/2022	1.13	1.23
38	09/11/2022 - 09/17/2022	1.15	1.25
39	09/18/2022 - 09/24/2022	1.12	1.22
40	09/25/2022 - 10/01/2022	1.09	1.18
41	10/02/2022 - 10/08/2022	1.07	1.16
42	10/09/2022 - 10/15/2022	1.04	1.13
43	10/16/2022 - 10/22/2022	1.03	1.12
44	10/23/2022 - 10/29/2022	1.03	1.12
45	10/30/2022 - 11/05/2022	1.02	1.11
46	11/06/2022 - 11/12/2022	1.02	1.11
47	11/13/2022 - 11/19/2022	1.01	1.10
48	11/20/2022 - 11/26/2022	1.01	1.10
49	11/27/2022 - 12/03/2022	1.01	1.10
50	12/04/2022 - 12/10/2022	1.01	1.10
51	12/11/2022 - 12/17/2022	1.02	1.11
52	12/18/2022 - 12/24/2022	1.00	1.09
53	12/25/2022 - 12/31/2022	0.99	1.08

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1201 US41

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1202 SR 865 & 867 TO BEACHES

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1203 SR80, 31 & 78 E OF I-75

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.04
2	01/02/2022 - 01/08/2022	1.00	1.05
3	01/09/2022 - 01/15/2022	1.02	1.07
4	01/16/2022 - 01/22/2022	1.00	1.05
* 5	01/23/2022 - 01/29/2022	0.98	1.03
* 6	01/30/2022 - 02/05/2022	0.96	1.01
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.92	0.97
* 9	02/20/2022 - 02/26/2022	0.92	0.97
*10	02/27/2022 - 03/05/2022	0.92	0.97
*11	03/06/2022 - 03/12/2022	0.92	0.97
*12	03/13/2022 - 03/19/2022	0.92	0.97
*13	03/20/2022 - 03/26/2022	0.93	0.98
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.98	1.03
*17	04/17/2022 - 04/23/2022	0.99	1.04
18	04/24/2022 - 04/30/2022	1.01	1.06
19	05/01/2022 - 05/07/2022	1.03	1.08
20	05/08/2022 - 05/14/2022	1.04	1.09
21	05/15/2022 - 05/21/2022	1.06	1.12
22	05/22/2022 - 05/28/2022	1.08	1.14
23	05/29/2022 - 06/04/2022	1.09	1.15
24	06/05/2022 - 06/11/2022	1.11	1.17
25	06/12/2022 - 06/18/2022	1.12	1.18
26	06/19/2022 - 06/25/2022	1.12	1.18
27	06/26/2022 - 07/02/2022	1.12	1.18
28	07/03/2022 - 07/09/2022	1.11	1.17
29	07/10/2022 - 07/16/2022	1.11	1.17
30	07/17/2022 - 07/23/2022	1.10	1.16
31	07/24/2022 - 07/30/2022	1.09	1.15
32	07/31/2022 - 08/06/2022	1.08	1.14
33	08/07/2022 - 08/13/2022	1.07	1.13
34	08/14/2022 - 08/20/2022	1.06	1.12
35	08/21/2022 - 08/27/2022	1.07	1.13
36	08/28/2022 - 09/03/2022	1.09	1.15
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.11	1.17
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.08	1.14
41	10/02/2022 - 10/08/2022	1.06	1.12
42	10/09/2022 - 10/15/2022	1.04	1.09
43	10/16/2022 - 10/22/2022	1.03	1.08
44	10/23/2022 - 10/29/2022	1.02	1.07
45	10/30/2022 - 11/05/2022	1.01	1.06
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	0.99	1.04
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.99	1.04
52	12/18/2022 - 12/24/2022	1.00	1.05
53	12/25/2022 - 12/31/2022	1.02	1.07

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1204 SR 78 WEST OF I-75

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1205 SR 739/865

MOCF: 0.90

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.96	1.07
* 4	01/16/2022 - 01/22/2022	0.94	1.04
* 5	01/23/2022 - 01/29/2022	0.93	1.03
* 6	01/30/2022 - 02/05/2022	0.91	1.01
* 7	02/06/2022 - 02/12/2022	0.90	1.00
* 8	02/13/2022 - 02/19/2022	0.88	0.98
* 9	02/20/2022 - 02/26/2022	0.88	0.98
*10	02/27/2022 - 03/05/2022	0.88	0.98
*11	03/06/2022 - 03/12/2022	0.87	0.97
*12	03/13/2022 - 03/19/2022	0.87	0.97
*13	03/20/2022 - 03/26/2022	0.89	0.99
*14	03/27/2022 - 04/02/2022	0.90	1.00
*15	04/03/2022 - 04/09/2022	0.92	1.02
*16	04/10/2022 - 04/16/2022	0.93	1.03
17	04/17/2022 - 04/23/2022	0.95	1.06
18	04/24/2022 - 04/30/2022	0.97	1.08
19	05/01/2022 - 05/07/2022	0.98	1.09
20	05/08/2022 - 05/14/2022	1.00	1.11
21	05/15/2022 - 05/21/2022	1.02	1.13
22	05/22/2022 - 05/28/2022	1.04	1.16
23	05/29/2022 - 06/04/2022	1.06	1.18
24	06/05/2022 - 06/11/2022	1.07	1.19
25	06/12/2022 - 06/18/2022	1.09	1.21
26	06/19/2022 - 06/25/2022	1.09	1.21
27	06/26/2022 - 07/02/2022	1.10	1.22
28	07/03/2022 - 07/09/2022	1.10	1.22
29	07/10/2022 - 07/16/2022	1.10	1.22
30	07/17/2022 - 07/23/2022	1.10	1.22
31	07/24/2022 - 07/30/2022	1.10	1.22
32	07/31/2022 - 08/06/2022	1.10	1.22
33	08/07/2022 - 08/13/2022	1.10	1.22
34	08/14/2022 - 08/20/2022	1.10	1.22
35	08/21/2022 - 08/27/2022	1.11	1.23
36	08/28/2022 - 09/03/2022	1.13	1.26
37	09/04/2022 - 09/10/2022	1.14	1.27
38	09/11/2022 - 09/17/2022	1.15	1.28
39	09/18/2022 - 09/24/2022	1.12	1.24
40	09/25/2022 - 10/01/2022	1.08	1.20
41	10/02/2022 - 10/08/2022	1.05	1.17
42	10/09/2022 - 10/15/2022	1.01	1.12
43	10/16/2022 - 10/22/2022	1.01	1.12
44	10/23/2022 - 10/29/2022	1.00	1.11
45	10/30/2022 - 11/05/2022	1.00	1.11
46	11/06/2022 - 11/12/2022	0.99	1.10
47	11/13/2022 - 11/19/2022	0.99	1.10
48	11/20/2022 - 11/26/2022	0.98	1.09
49	11/27/2022 - 12/03/2022	0.98	1.09
50	12/04/2022 - 12/10/2022	0.97	1.08
51	12/11/2022 - 12/17/2022	0.97	1.08
52	12/18/2022 - 12/24/2022	0.96	1.07
53	12/25/2022 - 12/31/2022	0.96	1.07

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1206 SR884, 80 & 82 W OF I-75

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1207 SR 876/ DANIELS RD

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.95	1.03
2	01/02/2022 - 01/08/2022	0.97	1.05
3	01/09/2022 - 01/15/2022	0.99	1.08
4	01/16/2022 - 01/22/2022	0.97	1.05
* 5	01/23/2022 - 01/29/2022	0.95	1.03
* 6	01/30/2022 - 02/05/2022	0.94	1.02
* 7	02/06/2022 - 02/12/2022	0.92	1.00
* 8	02/13/2022 - 02/19/2022	0.90	0.98
* 9	02/20/2022 - 02/26/2022	0.90	0.98
*10	02/27/2022 - 03/05/2022	0.90	0.98
*11	03/06/2022 - 03/12/2022	0.90	0.98
*12	03/13/2022 - 03/19/2022	0.90	0.98
*13	03/20/2022 - 03/26/2022	0.91	0.99
*14	03/27/2022 - 04/02/2022	0.93	1.01
*15	04/03/2022 - 04/09/2022	0.94	1.02
*16	04/10/2022 - 04/16/2022	0.95	1.03
*17	04/17/2022 - 04/23/2022	0.97	1.05
18	04/24/2022 - 04/30/2022	0.99	1.08
19	05/01/2022 - 05/07/2022	1.00	1.09
20	05/08/2022 - 05/14/2022	1.02	1.11
21	05/15/2022 - 05/21/2022	1.04	1.13
22	05/22/2022 - 05/28/2022	1.06	1.15
23	05/29/2022 - 06/04/2022	1.08	1.17
24	06/05/2022 - 06/11/2022	1.09	1.18
25	06/12/2022 - 06/18/2022	1.11	1.21
26	06/19/2022 - 06/25/2022	1.11	1.21
27	06/26/2022 - 07/02/2022	1.11	1.21
28	07/03/2022 - 07/09/2022	1.10	1.20
29	07/10/2022 - 07/16/2022	1.10	1.20
30	07/17/2022 - 07/23/2022	1.10	1.20
31	07/24/2022 - 07/30/2022	1.09	1.18
32	07/31/2022 - 08/06/2022	1.09	1.18
33	08/07/2022 - 08/13/2022	1.08	1.17
34	08/14/2022 - 08/20/2022	1.08	1.17
35	08/21/2022 - 08/27/2022	1.10	1.20
36	08/28/2022 - 09/03/2022	1.13	1.23
37	09/04/2022 - 09/10/2022	1.15	1.25
38	09/11/2022 - 09/17/2022	1.17	1.27
39	09/18/2022 - 09/24/2022	1.12	1.22
40	09/25/2022 - 10/01/2022	1.07	1.16
41	10/02/2022 - 10/08/2022	1.02	1.11
42	10/09/2022 - 10/15/2022	0.97	1.05
43	10/16/2022 - 10/22/2022	0.97	1.05
44	10/23/2022 - 10/29/2022	0.96	1.04
45	10/30/2022 - 11/05/2022	0.96	1.04
46	11/06/2022 - 11/12/2022	0.95	1.03
47	11/13/2022 - 11/19/2022	0.95	1.03
48	11/20/2022 - 11/26/2022	0.95	1.03
49	11/27/2022 - 12/03/2022	0.95	1.03
50	12/04/2022 - 12/10/2022	0.95	1.03
51	12/11/2022 - 12/17/2022	0.95	1.03
52	12/18/2022 - 12/24/2022	0.97	1.05
53	12/25/2022 - 12/31/2022	0.99	1.08

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1208 SR 82, E OF I-75

MOCF: 0.96

WEEK	DATES	SF	PSCF
* 1	01/01/2022 - 01/01/2022	0.92	0.96
* 2	01/02/2022 - 01/08/2022	0.93	0.97
* 3	01/09/2022 - 01/15/2022	0.93	0.97
* 4	01/16/2022 - 01/22/2022	0.94	0.98
* 5	01/23/2022 - 01/29/2022	0.95	0.99
* 6	01/30/2022 - 02/05/2022	0.96	1.00
* 7	02/06/2022 - 02/12/2022	0.96	1.00
* 8	02/13/2022 - 02/19/2022	0.97	1.01
* 9	02/20/2022 - 02/26/2022	0.98	1.02
*10	02/27/2022 - 03/05/2022	0.98	1.02
*11	03/06/2022 - 03/12/2022	0.99	1.03
*12	03/13/2022 - 03/19/2022	1.00	1.04
*13	03/20/2022 - 03/26/2022	1.01	1.05
14	03/27/2022 - 04/02/2022	1.01	1.05
15	04/03/2022 - 04/09/2022	1.02	1.06
16	04/10/2022 - 04/16/2022	1.03	1.07
17	04/17/2022 - 04/23/2022	1.03	1.07
18	04/24/2022 - 04/30/2022	1.04	1.08
19	05/01/2022 - 05/07/2022	1.05	1.09
20	05/08/2022 - 05/14/2022	1.05	1.09
21	05/15/2022 - 05/21/2022	1.06	1.10
22	05/22/2022 - 05/28/2022	1.07	1.11
23	05/29/2022 - 06/04/2022	1.08	1.13
24	06/05/2022 - 06/11/2022	1.08	1.13
25	06/12/2022 - 06/18/2022	1.09	1.14
26	06/19/2022 - 06/25/2022	1.08	1.13
27	06/26/2022 - 07/02/2022	1.08	1.13
28	07/03/2022 - 07/09/2022	1.07	1.11
29	07/10/2022 - 07/16/2022	1.06	1.10
30	07/17/2022 - 07/23/2022	1.05	1.09
31	07/24/2022 - 07/30/2022	1.04	1.08
32	07/31/2022 - 08/06/2022	1.02	1.06
33	08/07/2022 - 08/13/2022	1.01	1.05
34	08/14/2022 - 08/20/2022	1.00	1.04
35	08/21/2022 - 08/27/2022	1.02	1.06
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.06	1.10
38	09/11/2022 - 09/17/2022	1.08	1.13
39	09/18/2022 - 09/24/2022	1.06	1.10
40	09/25/2022 - 10/01/2022	1.03	1.07
41	10/02/2022 - 10/08/2022	1.01	1.05
42	10/09/2022 - 10/15/2022	0.98	1.02
43	10/16/2022 - 10/22/2022	0.97	1.01
44	10/23/2022 - 10/29/2022	0.96	1.00
45	10/30/2022 - 11/05/2022	0.96	1.00
46	11/06/2022 - 11/12/2022	0.95	0.99
47	11/13/2022 - 11/19/2022	0.94	0.98
48	11/20/2022 - 11/26/2022	0.94	0.98
49	11/27/2022 - 12/03/2022	0.93	0.97
50	12/04/2022 - 12/10/2022	0.93	0.97
51	12/11/2022 - 12/17/2022	0.92	0.96
52	12/18/2022 - 12/24/2022	0.00	0.00
53	12/25/2022 - 12/31/2022	0.00	0.00

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1241 WEST FORT MYERS

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.97	1.04
2	01/02/2022 - 01/08/2022	0.99	1.06
3	01/09/2022 - 01/15/2022	1.01	1.09
4	01/16/2022 - 01/22/2022	0.99	1.06
* 5	01/23/2022 - 01/29/2022	0.97	1.04
* 6	01/30/2022 - 02/05/2022	0.95	1.02
* 7	02/06/2022 - 02/12/2022	0.94	1.01
* 8	02/13/2022 - 02/19/2022	0.92	0.99
* 9	02/20/2022 - 02/26/2022	0.91	0.98
*10	02/27/2022 - 03/05/2022	0.91	0.98
*11	03/06/2022 - 03/12/2022	0.90	0.97
*12	03/13/2022 - 03/19/2022	0.89	0.96
*13	03/20/2022 - 03/26/2022	0.91	0.98
*14	03/27/2022 - 04/02/2022	0.93	1.00
*15	04/03/2022 - 04/09/2022	0.95	1.02
*16	04/10/2022 - 04/16/2022	0.97	1.04
*17	04/17/2022 - 04/23/2022	0.98	1.05
18	04/24/2022 - 04/30/2022	0.99	1.06
19	05/01/2022 - 05/07/2022	1.00	1.08
20	05/08/2022 - 05/14/2022	1.01	1.09
21	05/15/2022 - 05/21/2022	1.03	1.11
22	05/22/2022 - 05/28/2022	1.04	1.12
23	05/29/2022 - 06/04/2022	1.05	1.13
24	06/05/2022 - 06/11/2022	1.07	1.15
25	06/12/2022 - 06/18/2022	1.08	1.16
26	06/19/2022 - 06/25/2022	1.08	1.16
27	06/26/2022 - 07/02/2022	1.09	1.17
28	07/03/2022 - 07/09/2022	1.09	1.17
29	07/10/2022 - 07/16/2022	1.09	1.17
30	07/17/2022 - 07/23/2022	1.08	1.16
31	07/24/2022 - 07/30/2022	1.08	1.16
32	07/31/2022 - 08/06/2022	1.07	1.15
33	08/07/2022 - 08/13/2022	1.06	1.14
34	08/14/2022 - 08/20/2022	1.06	1.14
35	08/21/2022 - 08/27/2022	1.07	1.15
36	08/28/2022 - 09/03/2022	1.09	1.17
37	09/04/2022 - 09/10/2022	1.10	1.18
38	09/11/2022 - 09/17/2022	1.12	1.20
39	09/18/2022 - 09/24/2022	1.08	1.16
40	09/25/2022 - 10/01/2022	1.03	1.11
41	10/02/2022 - 10/08/2022	0.99	1.06
42	10/09/2022 - 10/15/2022	0.95	1.02
43	10/16/2022 - 10/22/2022	0.96	1.03
44	10/23/2022 - 10/29/2022	0.97	1.04
45	10/30/2022 - 11/05/2022	0.98	1.05
46	11/06/2022 - 11/12/2022	0.99	1.06
47	11/13/2022 - 11/19/2022	1.00	1.08
48	11/20/2022 - 11/26/2022	0.99	1.06
49	11/27/2022 - 12/03/2022	0.98	1.05
50	12/04/2022 - 12/10/2022	0.98	1.05
51	12/11/2022 - 12/17/2022	0.97	1.04
52	12/18/2022 - 12/24/2022	0.99	1.06
53	12/25/2022 - 12/31/2022	1.01	1.09

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1242 CAPE CORAL

MOCF: 2.00

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1243 NORTH FORT MYERS

MOCF: 0.90

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.00	1.11
2	01/02/2022 - 01/08/2022	0.98	1.09
3	01/09/2022 - 01/15/2022	0.96	1.07
* 4	01/16/2022 - 01/22/2022	0.94	1.04
* 5	01/23/2022 - 01/29/2022	0.92	1.02
* 6	01/30/2022 - 02/05/2022	0.91	1.01
* 7	02/06/2022 - 02/12/2022	0.89	0.99
* 8	02/13/2022 - 02/19/2022	0.87	0.97
* 9	02/20/2022 - 02/26/2022	0.87	0.97
*10	02/27/2022 - 03/05/2022	0.87	0.97
*11	03/06/2022 - 03/12/2022	0.87	0.97
*12	03/13/2022 - 03/19/2022	0.87	0.97
*13	03/20/2022 - 03/26/2022	0.89	0.99
*14	03/27/2022 - 04/02/2022	0.91	1.01
*15	04/03/2022 - 04/09/2022	0.92	1.02
*16	04/10/2022 - 04/16/2022	0.94	1.04
17	04/17/2022 - 04/23/2022	0.96	1.07
18	04/24/2022 - 04/30/2022	0.99	1.10
19	05/01/2022 - 05/07/2022	1.01	1.12
20	05/08/2022 - 05/14/2022	1.04	1.16
21	05/15/2022 - 05/21/2022	1.06	1.18
22	05/22/2022 - 05/28/2022	1.08	1.20
23	05/29/2022 - 06/04/2022	1.09	1.21
24	06/05/2022 - 06/11/2022	1.11	1.23
25	06/12/2022 - 06/18/2022	1.12	1.24
26	06/19/2022 - 06/25/2022	1.12	1.24
27	06/26/2022 - 07/02/2022	1.12	1.24
28	07/03/2022 - 07/09/2022	1.11	1.23
29	07/10/2022 - 07/16/2022	1.11	1.23
30	07/17/2022 - 07/23/2022	1.10	1.22
31	07/24/2022 - 07/30/2022	1.09	1.21
32	07/31/2022 - 08/06/2022	1.08	1.20
33	08/07/2022 - 08/13/2022	1.07	1.19
34	08/14/2022 - 08/20/2022	1.06	1.18
35	08/21/2022 - 08/27/2022	1.07	1.19
36	08/28/2022 - 09/03/2022	1.09	1.21
37	09/04/2022 - 09/10/2022	1.10	1.22
38	09/11/2022 - 09/17/2022	1.11	1.23
39	09/18/2022 - 09/24/2022	1.09	1.21
40	09/25/2022 - 10/01/2022	1.08	1.20
41	10/02/2022 - 10/08/2022	1.06	1.18
42	10/09/2022 - 10/15/2022	1.04	1.16
43	10/16/2022 - 10/22/2022	1.03	1.14
44	10/23/2022 - 10/29/2022	1.01	1.12
45	10/30/2022 - 11/05/2022	1.00	1.11
46	11/06/2022 - 11/12/2022	0.98	1.09
47	11/13/2022 - 11/19/2022	0.97	1.08
48	11/20/2022 - 11/26/2022	0.98	1.09
49	11/27/2022 - 12/03/2022	0.99	1.10
50	12/04/2022 - 12/10/2022	0.99	1.10
51	12/11/2022 - 12/17/2022	1.00	1.11
52	12/18/2022 - 12/24/2022	0.98	1.09
53	12/25/2022 - 12/31/2022	0.96	1.07

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1244 CYPRESS LAKES, IONA

MOCF: 2.00

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1245 E FT MYERS, E OF US41/W O

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1246 GATEWAY

MOCF: 2.00

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1247 LEHIGH ACRES

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.03
2	01/02/2022 - 01/08/2022	0.98	1.03
3	01/09/2022 - 01/15/2022	0.98	1.03
4	01/16/2022 - 01/22/2022	0.97	1.02
* 5	01/23/2022 - 01/29/2022	0.96	1.01
* 6	01/30/2022 - 02/05/2022	0.95	1.00
* 7	02/06/2022 - 02/12/2022	0.94	0.99
* 8	02/13/2022 - 02/19/2022	0.93	0.98
* 9	02/20/2022 - 02/26/2022	0.93	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.99
*11	03/06/2022 - 03/12/2022	0.94	0.99
*12	03/13/2022 - 03/19/2022	0.94	0.99
*13	03/20/2022 - 03/26/2022	0.95	1.00
*14	03/27/2022 - 04/02/2022	0.95	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.01
*16	04/10/2022 - 04/16/2022	0.96	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.02
18	04/24/2022 - 04/30/2022	0.98	1.03
19	05/01/2022 - 05/07/2022	0.99	1.04
20	05/08/2022 - 05/14/2022	1.00	1.05
21	05/15/2022 - 05/21/2022	1.01	1.06
22	05/22/2022 - 05/28/2022	1.02	1.07
23	05/29/2022 - 06/04/2022	1.03	1.08
24	06/05/2022 - 06/11/2022	1.04	1.09
25	06/12/2022 - 06/18/2022	1.05	1.11
26	06/19/2022 - 06/25/2022	1.06	1.12
27	06/26/2022 - 07/02/2022	1.06	1.12
28	07/03/2022 - 07/09/2022	1.07	1.13
29	07/10/2022 - 07/16/2022	1.07	1.13
30	07/17/2022 - 07/23/2022	1.06	1.12
31	07/24/2022 - 07/30/2022	1.05	1.11
32	07/31/2022 - 08/06/2022	1.05	1.11
33	08/07/2022 - 08/13/2022	1.04	1.09
34	08/14/2022 - 08/20/2022	1.03	1.08
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.08	1.14
37	09/04/2022 - 09/10/2022	1.10	1.16
38	09/11/2022 - 09/17/2022	1.12	1.18
39	09/18/2022 - 09/24/2022	1.09	1.15
40	09/25/2022 - 10/01/2022	1.06	1.12
41	10/02/2022 - 10/08/2022	1.02	1.07
42	10/09/2022 - 10/15/2022	0.99	1.04
43	10/16/2022 - 10/22/2022	0.99	1.04
44	10/23/2022 - 10/29/2022	0.99	1.04
45	10/30/2022 - 11/05/2022	1.00	1.05
46	11/06/2022 - 11/12/2022	1.00	1.05
47	11/13/2022 - 11/19/2022	1.00	1.05
48	11/20/2022 - 11/26/2022	1.00	1.05
49	11/27/2022 - 12/03/2022	0.99	1.04
50	12/04/2022 - 12/10/2022	0.99	1.04
51	12/11/2022 - 12/17/2022	0.98	1.03
52	12/18/2022 - 12/24/2022	0.98	1.03
53	12/25/2022 - 12/31/2022	0.98	1.03

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1248 S OF ALICO ROAD

MOCF: 2.00

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1249 PINE ISLAND, MATLACHA

MOCF: 2.00

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1250 FT MYERS BCH, BONITA BCH

MOCF: 2.00

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1251 SANIBEL ISLAND

MOCF: 2.00

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.00	0.00
2	01/02/2022 - 01/08/2022	0.00	0.00
3	01/09/2022 - 01/15/2022	0.00	0.00
4	01/16/2022 - 01/22/2022	0.00	0.00
5	01/23/2022 - 01/29/2022	0.00	0.00
6	01/30/2022 - 02/05/2022	0.00	0.00
7	02/06/2022 - 02/12/2022	0.00	0.00
8	02/13/2022 - 02/19/2022	0.00	0.00
9	02/20/2022 - 02/26/2022	0.00	0.00
10	02/27/2022 - 03/05/2022	0.00	0.00
11	03/06/2022 - 03/12/2022	0.00	0.00
12	03/13/2022 - 03/19/2022	0.00	0.00
13	03/20/2022 - 03/26/2022	0.00	0.00
14	03/27/2022 - 04/02/2022	0.00	0.00
15	04/03/2022 - 04/09/2022	0.00	0.00
16	04/10/2022 - 04/16/2022	0.00	0.00
17	04/17/2022 - 04/23/2022	0.00	0.00
18	04/24/2022 - 04/30/2022	0.00	0.00
19	05/01/2022 - 05/07/2022	0.00	0.00
20	05/08/2022 - 05/14/2022	0.00	0.00
21	05/15/2022 - 05/21/2022	0.00	0.00
22	05/22/2022 - 05/28/2022	0.00	0.00
23	05/29/2022 - 06/04/2022	0.00	0.00
24	06/05/2022 - 06/11/2022	0.00	0.00
25	06/12/2022 - 06/18/2022	0.00	0.00
26	06/19/2022 - 06/25/2022	0.00	0.00
27	06/26/2022 - 07/02/2022	0.00	0.00
28	07/03/2022 - 07/09/2022	0.00	0.00
29	07/10/2022 - 07/16/2022	0.00	0.00
30	07/17/2022 - 07/23/2022	0.00	0.00
31	07/24/2022 - 07/30/2022	0.00	0.00
32	07/31/2022 - 08/06/2022	0.00	0.00
33	08/07/2022 - 08/13/2022	0.00	0.00
34	08/14/2022 - 08/20/2022	0.00	0.00
35	08/21/2022 - 08/27/2022	0.00	0.00
36	08/28/2022 - 09/03/2022	0.00	0.00
37	09/04/2022 - 09/10/2022	0.00	0.00
38	09/11/2022 - 09/17/2022	0.00	0.00
39	09/18/2022 - 09/24/2022	0.00	0.00
40	09/25/2022 - 10/01/2022	0.00	0.00
41	10/02/2022 - 10/08/2022	0.00	0.00
*42	10/09/2022 - 10/15/2022	0.00	0.00
*43	10/16/2022 - 10/22/2022	0.00	0.00
*44	10/23/2022 - 10/29/2022	0.00	0.00
*45	10/30/2022 - 11/05/2022	0.00	0.00
*46	11/06/2022 - 11/12/2022	0.00	0.00
*47	11/13/2022 - 11/19/2022	0.00	0.00
*48	11/20/2022 - 11/26/2022	0.00	0.00
*49	11/27/2022 - 12/03/2022	0.00	0.00
*50	12/04/2022 - 12/10/2022	0.00	0.00
*51	12/11/2022 - 12/17/2022	0.00	0.00
*52	12/18/2022 - 12/24/2022	0.00	0.00
*53	12/25/2022 - 12/31/2022	0.00	0.00

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1252 BONITA SPRINGS AREA

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.96	1.04
2	01/02/2022 - 01/08/2022	0.97	1.05
3	01/09/2022 - 01/15/2022	0.98	1.07
4	01/16/2022 - 01/22/2022	0.96	1.04
* 5	01/23/2022 - 01/29/2022	0.95	1.03
* 6	01/30/2022 - 02/05/2022	0.93	1.01
* 7	02/06/2022 - 02/12/2022	0.92	1.00
* 8	02/13/2022 - 02/19/2022	0.90	0.98
* 9	02/20/2022 - 02/26/2022	0.90	0.98
*10	02/27/2022 - 03/05/2022	0.90	0.98
*11	03/06/2022 - 03/12/2022	0.89	0.97
*12	03/13/2022 - 03/19/2022	0.89	0.97
*13	03/20/2022 - 03/26/2022	0.90	0.98
*14	03/27/2022 - 04/02/2022	0.92	1.00
*15	04/03/2022 - 04/09/2022	0.93	1.01
*16	04/10/2022 - 04/16/2022	0.94	1.02
*17	04/17/2022 - 04/23/2022	0.96	1.04
18	04/24/2022 - 04/30/2022	0.98	1.07
19	05/01/2022 - 05/07/2022	0.99	1.08
20	05/08/2022 - 05/14/2022	1.01	1.10
21	05/15/2022 - 05/21/2022	1.03	1.12
22	05/22/2022 - 05/28/2022	1.05	1.14
23	05/29/2022 - 06/04/2022	1.08	1.17
24	06/05/2022 - 06/11/2022	1.10	1.20
25	06/12/2022 - 06/18/2022	1.12	1.22
26	06/19/2022 - 06/25/2022	1.12	1.22
27	06/26/2022 - 07/02/2022	1.12	1.22
28	07/03/2022 - 07/09/2022	1.11	1.21
29	07/10/2022 - 07/16/2022	1.11	1.21
30	07/17/2022 - 07/23/2022	1.11	1.21
31	07/24/2022 - 07/30/2022	1.10	1.20
32	07/31/2022 - 08/06/2022	1.10	1.20
33	08/07/2022 - 08/13/2022	1.09	1.18
34	08/14/2022 - 08/20/2022	1.09	1.18
35	08/21/2022 - 08/27/2022	1.11	1.21
36	08/28/2022 - 09/03/2022	1.14	1.24
37	09/04/2022 - 09/10/2022	1.16	1.26
38	09/11/2022 - 09/17/2022	1.18	1.28
39	09/18/2022 - 09/24/2022	1.13	1.23
40	09/25/2022 - 10/01/2022	1.08	1.17
41	10/02/2022 - 10/08/2022	1.02	1.11
42	10/09/2022 - 10/15/2022	0.97	1.05
43	10/16/2022 - 10/22/2022	0.97	1.05
44	10/23/2022 - 10/29/2022	0.97	1.05
45	10/30/2022 - 11/05/2022	0.96	1.04
46	11/06/2022 - 11/12/2022	0.96	1.04
47	11/13/2022 - 11/19/2022	0.96	1.04
48	11/20/2022 - 11/26/2022	0.96	1.04
49	11/27/2022 - 12/03/2022	0.96	1.04
50	12/04/2022 - 12/10/2022	0.96	1.04
51	12/11/2022 - 12/17/2022	0.96	1.04
52	12/18/2022 - 12/24/2022	0.97	1.05
53	12/25/2022 - 12/31/2022	0.98	1.07

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1253 CR 765/BURNT STORE ROAD

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.94	1.01
2	01/02/2022 - 01/08/2022	0.96	1.03
3	01/09/2022 - 01/15/2022	0.98	1.05
* 4	01/16/2022 - 01/22/2022	0.97	1.04
* 5	01/23/2022 - 01/29/2022	0.96	1.03
* 6	01/30/2022 - 02/05/2022	0.94	1.01
* 7	02/06/2022 - 02/12/2022	0.93	1.00
* 8	02/13/2022 - 02/19/2022	0.92	0.99
* 9	02/20/2022 - 02/26/2022	0.92	0.99
*10	02/27/2022 - 03/05/2022	0.91	0.98
*11	03/06/2022 - 03/12/2022	0.91	0.98
*12	03/13/2022 - 03/19/2022	0.90	0.97
*13	03/20/2022 - 03/26/2022	0.92	0.99
*14	03/27/2022 - 04/02/2022	0.93	1.00
*15	04/03/2022 - 04/09/2022	0.95	1.02
*16	04/10/2022 - 04/16/2022	0.96	1.03
17	04/17/2022 - 04/23/2022	0.98	1.05
18	04/24/2022 - 04/30/2022	1.00	1.08
19	05/01/2022 - 05/07/2022	1.01	1.09
20	05/08/2022 - 05/14/2022	1.03	1.11
21	05/15/2022 - 05/21/2022	1.05	1.13
22	05/22/2022 - 05/28/2022	1.06	1.14
23	05/29/2022 - 06/04/2022	1.08	1.16
24	06/05/2022 - 06/11/2022	1.09	1.17
25	06/12/2022 - 06/18/2022	1.10	1.18
26	06/19/2022 - 06/25/2022	1.10	1.18
27	06/26/2022 - 07/02/2022	1.10	1.18
28	07/03/2022 - 07/09/2022	1.10	1.18
29	07/10/2022 - 07/16/2022	1.10	1.18
30	07/17/2022 - 07/23/2022	1.10	1.18
31	07/24/2022 - 07/30/2022	1.10	1.18
32	07/31/2022 - 08/06/2022	1.09	1.17
33	08/07/2022 - 08/13/2022	1.09	1.17
34	08/14/2022 - 08/20/2022	1.09	1.17
35	08/21/2022 - 08/27/2022	1.11	1.19
36	08/28/2022 - 09/03/2022	1.13	1.22
37	09/04/2022 - 09/10/2022	1.15	1.24
38	09/11/2022 - 09/17/2022	1.17	1.26
39	09/18/2022 - 09/24/2022	1.11	1.19
40	09/25/2022 - 10/01/2022	1.04	1.12
41	10/02/2022 - 10/08/2022	0.98	1.05
42	10/09/2022 - 10/15/2022	0.91	0.98
43	10/16/2022 - 10/22/2022	0.92	0.99
44	10/23/2022 - 10/29/2022	0.92	0.99
45	10/30/2022 - 11/05/2022	0.93	1.00
46	11/06/2022 - 11/12/2022	0.93	1.00
47	11/13/2022 - 11/19/2022	0.94	1.01
48	11/20/2022 - 11/26/2022	0.94	1.01
49	11/27/2022 - 12/03/2022	0.94	1.01
50	12/04/2022 - 12/10/2022	0.94	1.01
51	12/11/2022 - 12/17/2022	0.94	1.01
52	12/18/2022 - 12/24/2022	0.96	1.03
53	12/25/2022 - 12/31/2022	0.98	1.05

* PEAK SEASON

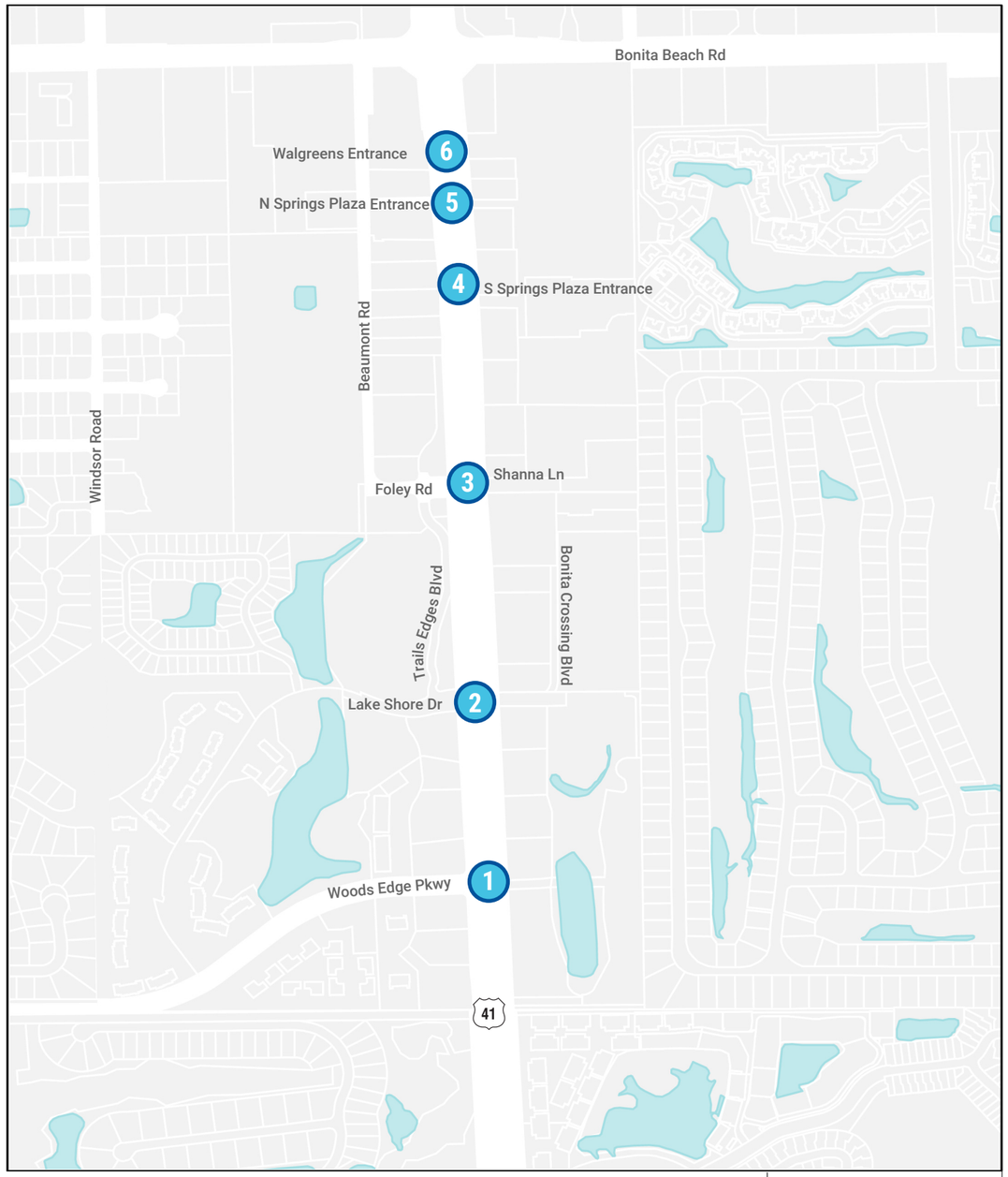
2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1275 LEE I75

MOCF: 0.92

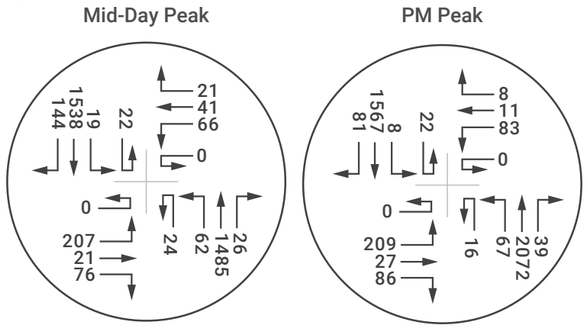
WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.07
2	01/02/2022 - 01/08/2022	0.97	1.05
3	01/09/2022 - 01/15/2022	0.97	1.05
4	01/16/2022 - 01/22/2022	0.95	1.03
* 5	01/23/2022 - 01/29/2022	0.94	1.02
* 6	01/30/2022 - 02/05/2022	0.92	1.00
* 7	02/06/2022 - 02/12/2022	0.91	0.99
* 8	02/13/2022 - 02/19/2022	0.89	0.97
* 9	02/20/2022 - 02/26/2022	0.90	0.98
*10	02/27/2022 - 03/05/2022	0.90	0.98
*11	03/06/2022 - 03/12/2022	0.91	0.99
*12	03/13/2022 - 03/19/2022	0.92	1.00
*13	03/20/2022 - 03/26/2022	0.92	1.00
*14	03/27/2022 - 04/02/2022	0.92	1.00
*15	04/03/2022 - 04/09/2022	0.93	1.01
*16	04/10/2022 - 04/16/2022	0.93	1.01
*17	04/17/2022 - 04/23/2022	0.95	1.03
18	04/24/2022 - 04/30/2022	0.96	1.04
19	05/01/2022 - 05/07/2022	0.98	1.07
20	05/08/2022 - 05/14/2022	1.00	1.09
21	05/15/2022 - 05/21/2022	1.02	1.11
22	05/22/2022 - 05/28/2022	1.03	1.12
23	05/29/2022 - 06/04/2022	1.05	1.14
24	06/05/2022 - 06/11/2022	1.07	1.16
25	06/12/2022 - 06/18/2022	1.09	1.18
26	06/19/2022 - 06/25/2022	1.09	1.18
27	06/26/2022 - 07/02/2022	1.09	1.18
28	07/03/2022 - 07/09/2022	1.09	1.18
29	07/10/2022 - 07/16/2022	1.09	1.18
30	07/17/2022 - 07/23/2022	1.09	1.18
31	07/24/2022 - 07/30/2022	1.08	1.17
32	07/31/2022 - 08/06/2022	1.08	1.17
33	08/07/2022 - 08/13/2022	1.07	1.16
34	08/14/2022 - 08/20/2022	1.07	1.16
35	08/21/2022 - 08/27/2022	1.11	1.21
36	08/28/2022 - 09/03/2022	1.14	1.24
37	09/04/2022 - 09/10/2022	1.18	1.28
38	09/11/2022 - 09/17/2022	1.21	1.32
39	09/18/2022 - 09/24/2022	1.16	1.26
40	09/25/2022 - 10/01/2022	1.10	1.20
41	10/02/2022 - 10/08/2022	1.05	1.14
42	10/09/2022 - 10/15/2022	0.99	1.08
43	10/16/2022 - 10/22/2022	0.99	1.08
44	10/23/2022 - 10/29/2022	0.99	1.08
45	10/30/2022 - 11/05/2022	0.98	1.07
46	11/06/2022 - 11/12/2022	0.98	1.07
47	11/13/2022 - 11/19/2022	0.98	1.07
48	11/20/2022 - 11/26/2022	0.98	1.07
49	11/27/2022 - 12/03/2022	0.98	1.07
50	12/04/2022 - 12/10/2022	0.98	1.07
51	12/11/2022 - 12/17/2022	0.98	1.07
52	12/18/2022 - 12/24/2022	0.97	1.05
53	12/25/2022 - 12/31/2022	0.97	1.05

* PEAK SEASON

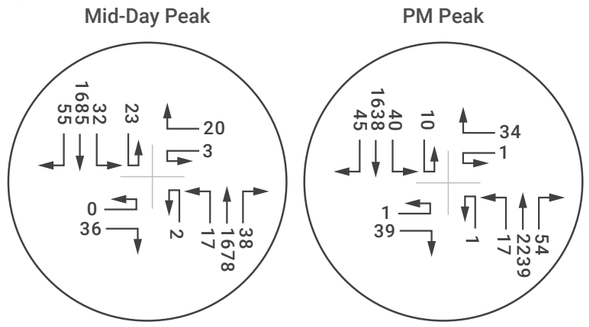
Appendix E. Existing Turning Movement Volumes (2022)



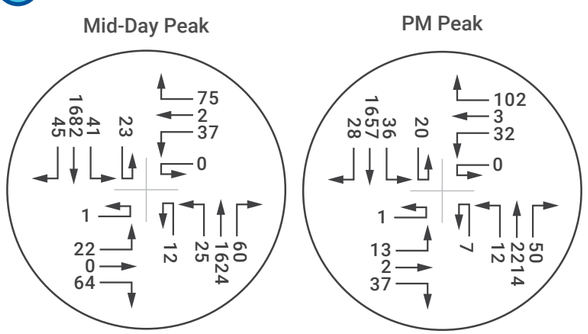
1 US 41 & Woods Edge Pkwy



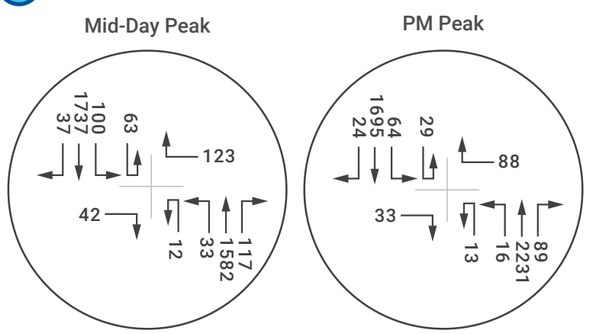
2 US 41 & Lake Shore Dr



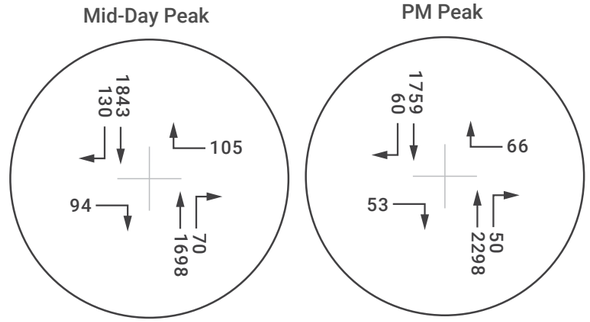
3 US 41 & Foley Rd/Shanna Ln



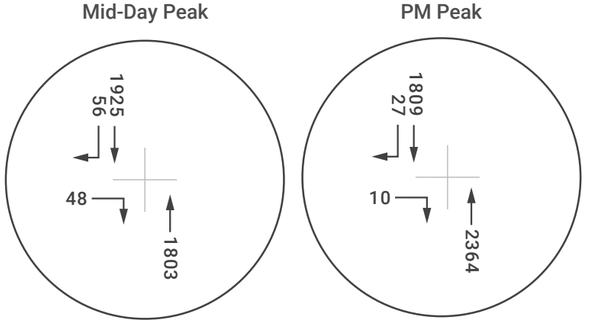
4 US 41 & S Springs Plaza Entrance



5 US 41 & N Springs Plaza Entrance



6 US 41 & Walgreens Entrance

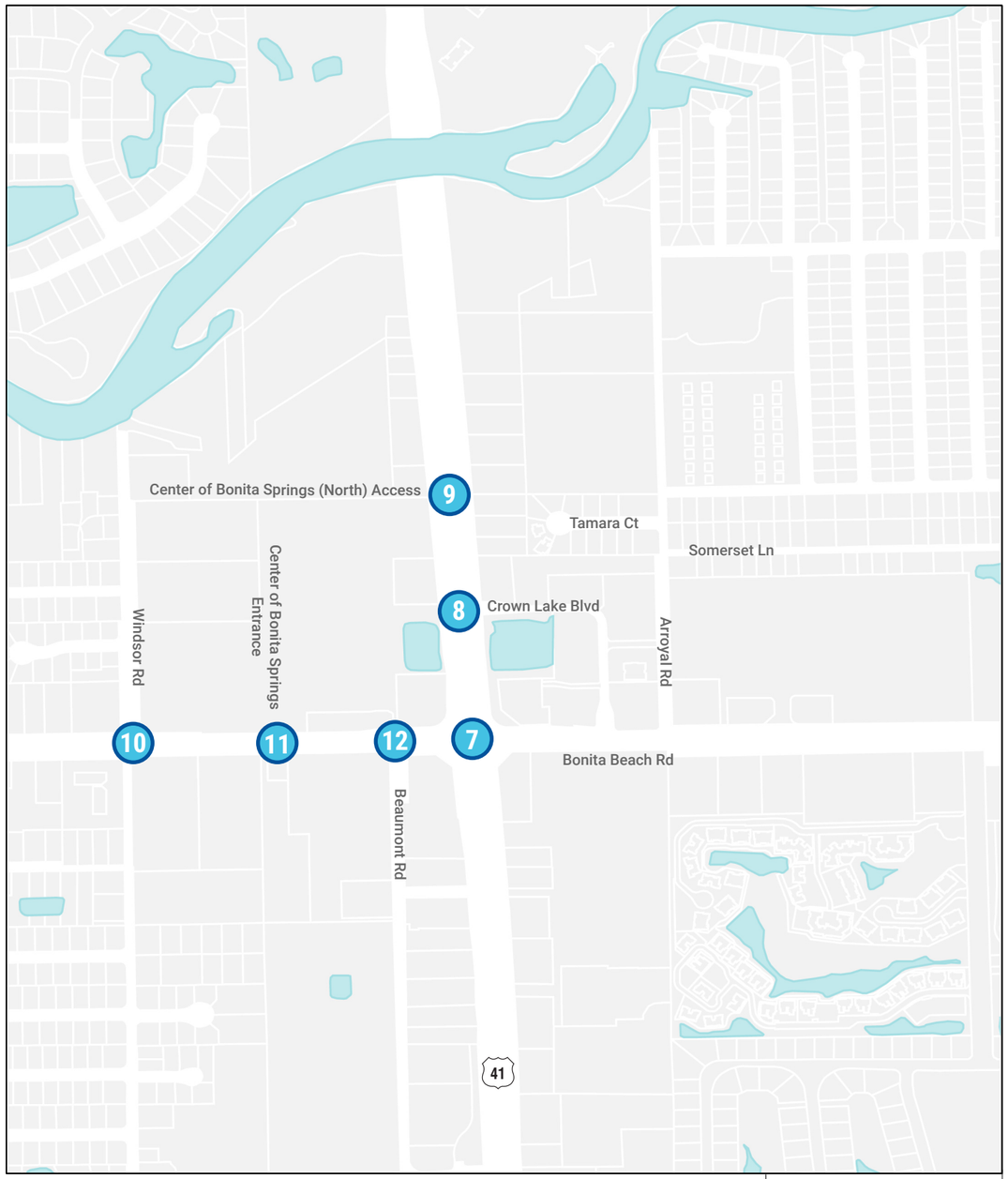


US 41 & Bonita Beach Road PD&E Study | Bonita Springs

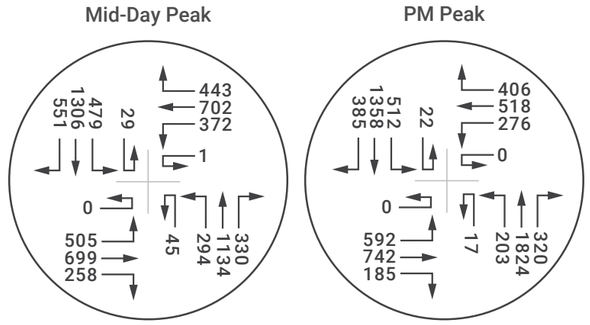
FPID 444321-1-22-01

2022 Existing TMCs

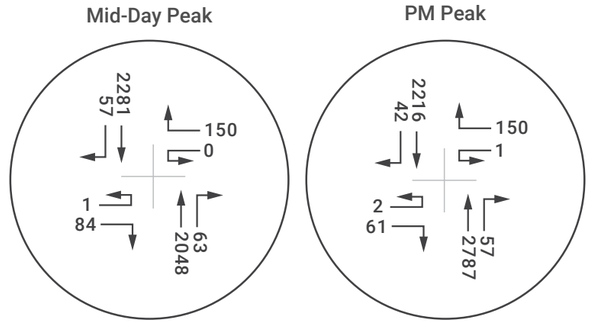
APPENDIX F.1



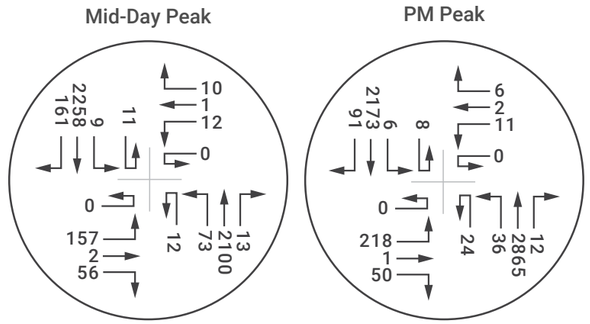
7 US 41 & Bonita Beach Rd



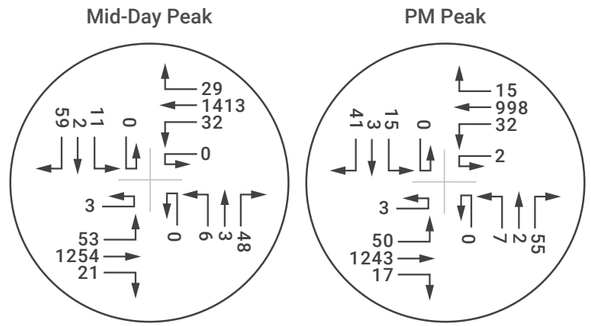
8 US 41 & Crown Lake Blvd



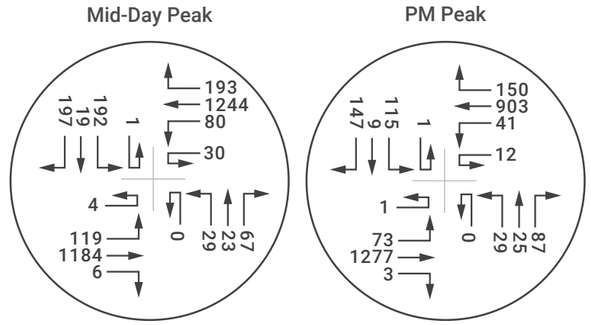
9 US 41 & Center of Bonita Springs (North) Access



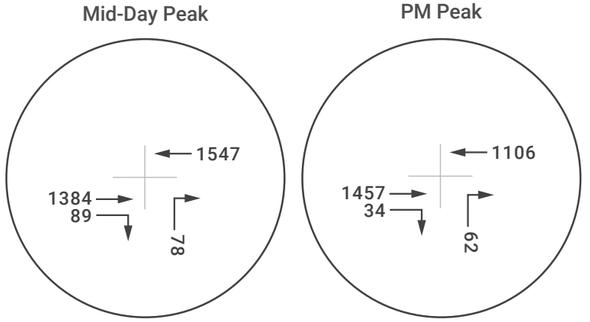
10 Windsor Rd & Bonita Beach Rd



11 Center of Bonita Springs Entrance & Bonita Beach Rd



12 Beaumont Rd & Bonita Beach Rd



US 41 & Bonita Beach Road PD&E Study | Bonita Springs

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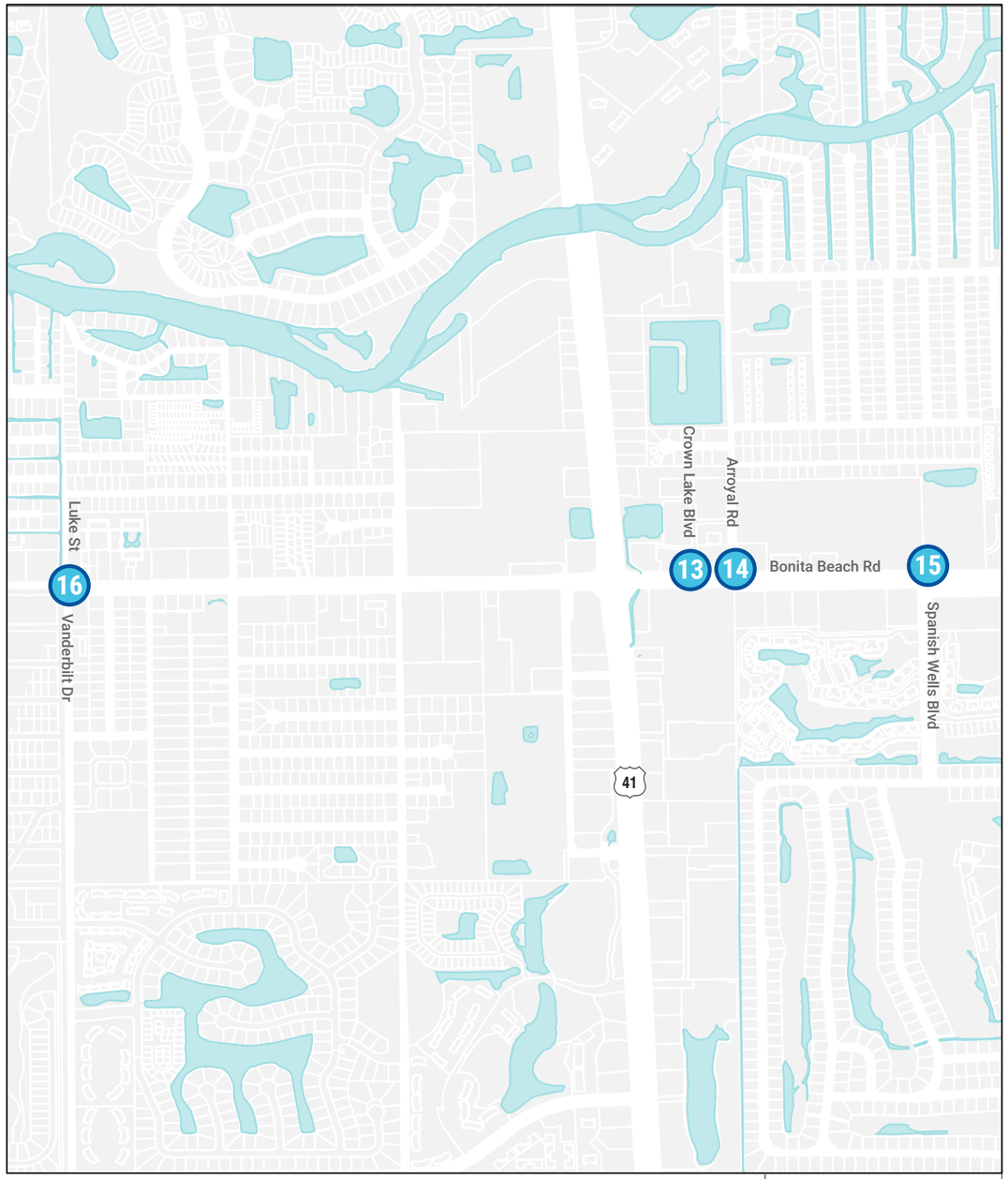
2022 Existing TMCs

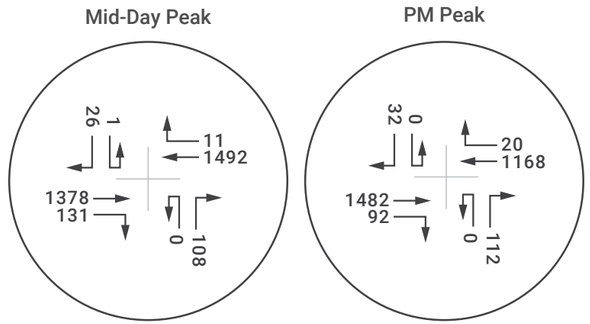
APPENDIX F.2



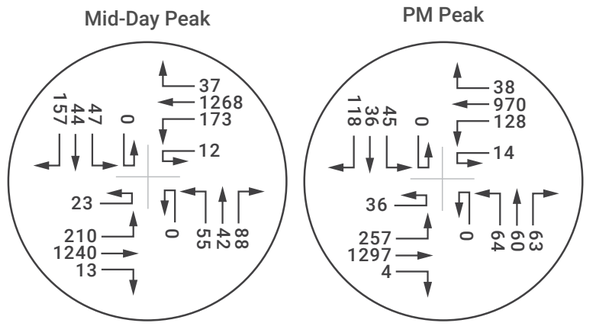
Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

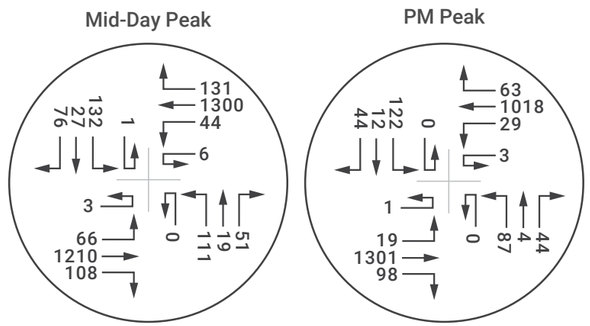
13 Crown Lake Blvd & Bonita Beach Rd



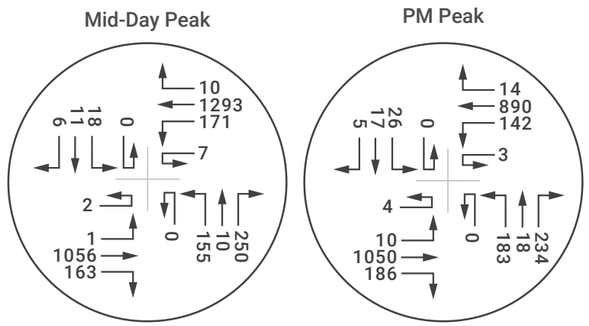
14 Arroyal Rd & Bonita Beach Rd



15 Spanish Wells Blvd & Bonita Beach Rd



16 Vanderbilt Dr/Luke St & Bonita Beach Rd



US 41 & Bonita Beach Road PD&E Study | Bonita Springs

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2022 Existing TMCs

APPENDIX F.3

Appendix F. Signal Timing Sheets

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5106 - Bonita Beach & Arroyal - - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																

Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 12																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 13																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 14																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 15																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 16																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use	X	X		X	X	X		X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	EBLT	WB		NB	WBLT	EB		SB								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	E968
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing **1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases **2**	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
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11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
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13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
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15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
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Phase **6**	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
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Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		X
2	2	V				-	Red	X		X
3	0	.				-	Red	X		
4	4	V				-	Red	X		

5	5	V				-	Red	X		X
6	6	V				-	Red	X		X
7	0	.				-	Red	X		
8	8	V				-	Red	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				-	.			
12	0	.				-	.			
13	2	P				-	.			
14	4	P				-	.			
15	6	P				-	.			
16	8	P				-	.			

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5106 - Bonita Beach & Arroyal - - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB		NB	WBLT	EB		SB								
Min Green	5	20	0	8	5	20	0	8	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	28	0	16	0	26	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	5.0	0.0	2.0	2.0	5.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	50	0	20	15	50	0	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.7	3.0	4.0	4.0	4.7	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	2.6	2.0	2.0	0.0	2.6	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5106 - Bonita Beach & Arroyal - - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	8%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 2)	18	64	0	18	15	67	0	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	200	Std (COS)	137	Offsets In	Percent
Offset Value	44%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 3)	18	64	0	18	15	67	0	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	14%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 4)	18	64	0	18	18	64	0	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	150	Std (COS)	11	Offsets In	Percent
Offset Value	14%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 5)	18	61	0	21	16	63	0	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	44%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 6)	12	63	0	25	12	63	0	25	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Percent
Cycle	160	Std (COS)	13	Offsets In	Percent
Offset Value	98%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 9)	17	58	0	25	17	58	0	25	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase										X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Percent
Cycle	160	Std (COS)	85	Offsets In	Percent
Offset Value	20%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 10)	20	51	0	29	20	51	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	89%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB		NB	WBLT	EB		SB								
Splits (Split Pat 11)	15	70	0	15	12	73	0	15	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5104 - Bonita Beach & Center of Bonita - - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B	B	B		B		B							
Sequence 1																
Ring 1	1	2	4	3	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X										
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	D930
	No

Enable Automatic Backup
to Datakey

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing 1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases 2	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	X		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
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5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase **6**	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		X
2	2	V				-	Red	X		X
3	3	V				-	Red	X		
4	4	V				-	Red	X		

5	5	V				-	Red	X		X
6	6	V				-	Red	X		X
7	0	.				-	Red	X		
8	0	.				-	Red	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				-	.			
12	0	.				-	.			
13	2	P				-	.			
14	0	.				-	.			
15	6	P				-	.			
16	3	P				-	.			

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5104 - Bonita Beach & Center of Bonita - - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SB	NB	WBLT	EB										
Min Green	5	20	7	7	5	20	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	7	0	0	7	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	26	24	0	0	28	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	4.5	3.5	3.5	2.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	45	25	15	15	45	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.7	4.0	4.0	4.0	4.7	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.2	2.0	2.5	2.5	2.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5104 - Bonita Beach & Center of Bonita - - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	180	Std (COS)	81	Offsets In	Percent
Offset Value	7%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 2)	13	47	22	18	8	52	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	60%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	200	Std (COS)	137	Offsets In	Percent
Offset Value	37%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 3)	13	55	18	14	13	55	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	68%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	180	Std (COS)	201	Offsets In	Percent
Offset Value	7%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 4)	13	47	22	18	8	52	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	60%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	150	Std (COS)	11	Offsets In	Percent
Offset Value	15%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 5)	14	51	20	15	17	48	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	65%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	53%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 6)	12	39	25	24	12	39	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	51%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Percent
Cycle	160	Std (COS)	13	Offsets In	Percent
Offset Value	8%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 9)	17	48	20	15	17	48	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	65%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase										X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Percent
Cycle	160	Std (COS)	85	Offsets In	Percent
Offset Value	15%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 10)	17	48	20	15	17	48	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	65%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	95%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 11)	13	55	18	14	13	55	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	68%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5107 - Bonita Beach & Spanish Wells - - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																

Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X	X	X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	8F3A
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

Timing Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	X		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phase Must Gap With Phase / Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		X
2	2	V				-	Yel		X	X
3	3	V				-	Red	X		
4	4	V				-	Red	X		

5	5	V				-	Red	X		X
6	6	V				-	Yel		X	X
7	7	V				-	Red	X		
8	8	V				-	Red	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				-	.			
12	0	.				-	.			
13	2	P				-	.			
14	4	P				-	.			
15	6	P				-	.			
16	8	P				-	.			

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5107 - Bonita Beach & Spanish Wells - - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Min Green	5	20	5	7	5	20	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	37	0	32	0	25	0	35	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	5.0	2.0	3.0	2.0	5.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	55	15	10	15	55	15	10	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.7	4.0	4.0	4.0	4.7	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5107 - Bonita Beach & Spanish Wells - - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	90	Std (COS)	81	Offsets In	Percent
Offset Value	28%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 2)	16	48	16	20	16	48	16	20	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	100	Std (COS)	0	Offsets In	Percent
Offset Value	95%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 3)	17	49	17	17	17	49	17	17	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	90	Std (COS)	201	Offsets In	Percent
Offset Value	42%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 4)	16	48	16	20	16	48	16	20	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	75	Std (COS)	11	Offsets In	Percent
Offset Value	55%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 5)	18	45	18	19	18	45	18	19	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	95%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 6)	12	47	12	29	12	47	12	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Percent
Cycle	200	Std (COS)	234	Offsets In	Percent
Offset Value	22%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 7)	8	72	8	12	8	72	11	9	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Percent
Cycle	90	Std (COS)	233	Offsets In	Percent
Offset Value	20%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 9)	18	46	18	18	18	46	18	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase										X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	90	Std (COS)	0	Offsets In	Percent
Offset Value	49%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB								
Splits (Split Pat 11)	18	46	18	18	18	46	18	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5105 - US 41 & Bonita Beach - - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B									
Sequence 1																
Ring 1	1	2	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	11	12	.	.	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	1	2	3	4	9	10	.	.	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	X	X	X	X	X	X	X	X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	855F
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing **1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases **2**	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase **6**	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		X
2	2	V				-	Red	X		X
3	3	V				-	Red	X		
4	4	V				-	Red	X		

5	5	V				-	Red	X		X
6	6	V				-	Red	X		X
7	7	V				-	Red	X		
8	8	V				-	Red	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				-	.			
12	0	.				-	.			
13	2	P				-	.			
14	4	P				-	.			
15	6	P				-	.			
16	8	P				-	.			

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5105 - US 41 & Bonita Beach - - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Min Green	15	20	15	15	22	20	10	15	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	8	0	7	0	8	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	34	0	41	0	33	0	42	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	3.0	5.0	5.0	3.0	3.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	45	20	35	20	45	20	35	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.2	5.2	4.9	4.9	5.2	5.2	4.9	4.9	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clear	2.5	2.4	3.0	2.1	3.0	2.2	3.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5105 - US 41 & Bonita Beach - - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	26%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	3		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 2)	18	35	20	27	22	31	23	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase										X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	200	Std (COS)	0	Offsets In	Percent
Offset Value	99%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	3		
Actuated Walk Rest	No	Sequence	7		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 3)	13	45	22	20	19	39	15	27	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase										X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	180	Std (COS)	201	Offsets In	Percent
Offset Value	26%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	3		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 4)	17	34	19	30	23	28	17	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase										X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	150	Std (COS)	0	Offsets In	Percent
Offset Value	46%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	2		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 5)	16	41	21	22	19	38	17	26	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase										X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	68%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	5		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 6)	13	45	19	23	18	40	16	26	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase										X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits In	Percent
Cycle	160	Std (COS)	13	Offsets In	Percent
Offset Value	0%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 9)	16	33	22	29	16	33	20	31	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase										X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits In	Percent
Cycle	160	Std (COS)	85	Offsets In	Percent
Offset Value	5%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 10)	16	33	26	25	16	33	18	33	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase				X				X								
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	19%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	3		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 11)	13	50	17	20	22	41	16	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X		X		X		X								
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5304 - US 41 & Cntr of Bonita N - - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																

Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 12																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 13																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 14																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 15																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 16																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use	X	X		X	X	X		X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	NBLT	SB		WB	SBLT	NB		EB								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	78D0
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

Timing Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	X		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phase Must Gap With Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Red	X		X
2	2	V				-	Yel		X	X
3	0	.				-	Red	X		
4	4	V				-	Red	X		

5	5	V				+	Red	X		X
6	6	V				+	Yel		X	X
7	0	.				+	Red	X		
8	8	V				+	Red	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				-	.			
14	4	P				+	.			
15	6	P				-	.			
16	8	P				+	.			

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5304 - US 41 & Cntr of Bonita N - - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB		WB	SBLT	NB		EB								
Min Green	5	15	0	7	5	15	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	34	0	16	0	35	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	5.0	0.0	3.0	3.0	5.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	45	0	20	15	45	0	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.2	5.2	0.0	4.0	5.2	5.2	0.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.3	2.4	0.0	3.7	2.4	2.4	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5304 - US 41 & Cntr of Bonita N - - Econolite Type - ASC/3

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	19%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 2)	13	63	0	24	10	66	0	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	200	Std (COS)	0	Offsets In	Percent
Offset Value	95%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 3)	11	67	0	22	11	67	0	22	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase																
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	19%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 4)	13	63	0	24	10	66	0	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	150	Std (COS)	0	Offsets In	Percent
Offset Value	33%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 5)	11	70	0	19	11	70	0	19	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	68%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 6)	13	62	0	25	13	62	0	25	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Percent
Cycle	200	Std (COS)	234	Offsets In	Percent
Offset Value	0%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 7)	11	73	0	16	11	73	0	16	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase																
Special Funciton Outputs																

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	9%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 11)	9	70	0	21	9	70	0	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase																
Special Funciton Outputs																

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Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B		B							
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																

Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 12																		
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 13																		
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 14																		
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 15																		
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 16																		
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use	X	X		X	X	X		X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	NBLT	SB		WB	SBLT	NB		EB								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Description																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	9576
Enable Automatic Backup to Datakey	No

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing Phases 1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase **6**	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
Must **7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap **8**	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With **9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase **10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Auto	X		X
2	2	V				-	Auto	X		X
3	0	.				-	Auto	X		
4	4	V				-	Auto	X		

5	5	V				+	Auto	X		X
6	6	V				+	Auto	X		X
7	0	.				+	Auto	X		
8	8	V				+	Auto	X		
9	0	.				-	.			
10	0	.				-	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				-	.			
14	4	P				+	.			
15	6	P				-	.			
16	8	P				+	.			

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Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB		WB	SBLT	NB		EB								
Min Green	5	15	0	7	5	15	0	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	38	0	14	0	40	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	5.0	0.0	3.0	3.0	5.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	45	0	20	20	45	0	20	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.2	5.2	0.0	4.5	5.2	5.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	3.0	2.0	0.0	3.0	3.0	2.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Percent
Cycle	90	Std (COS)	0	Offsets In	Percent
Offset Value	2%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 2)	17	53	0	30	16	54	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Percent
Cycle	100	Std (COS)	0	Offsets In	Percent
Offset Value	79%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 3)	16	54	0	30	14	56	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Percent
Cycle	90	Std (COS)	0	Offsets In	Percent
Offset Value	2%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 4)	17	53	0	30	16	54	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Percent
Cycle	150	Std (COS)	0	Offsets In	Percent
Offset Value	87%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 5)	13	66	0	21	11	68	0	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Percent
Cycle	120	Std (COS)	0	Offsets In	Percent
Offset Value	25%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 6)	17	50	0	33	13	54	0	33	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits In	Percent
Cycle	180	Std (COS)	0	Offsets In	Percent
Offset Value	59%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 11)	15	61	0	24	10	66	0	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5102 - Bonita Bch & Vanderbilt/Luke - - Econolite Type - EOS

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
2-1-1	Minimum Green															
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	24	0	7	5	24	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Variable Initial															
Lane	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False	False
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-2	Vehicle Passage															
Vehicle Ext	2.0	3.0	0.0	3.0	2.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Volume Occupancy															
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-1-3	Max Green Data															
Max1	7	75	0	20	30	75	25	15	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dynamic Max															
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-1-4	Pedestrian															
Delay Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clear	0	15	0	29	0	29	0	27	0	0	0	0	0	0	0	0
	Alternate															
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Pedestrian Carry Over															
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Max Extension															
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hawk															
Ingress Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Travel Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-1-5	Clearance															
Pre-Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.7	4.0	4.0	4.7	4.7	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.0	2.0	2.5	2.0	2.0	2.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
	Max Extension															
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Hawk Flash															
Yellow	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Red Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 1 - ""Continued

Phase Recall (MM) 2-1-6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																

Overlap (MM) 2-1-7

Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	Leading															

Adv. Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Adv. Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trailing																
Lag Green	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Outputs (MM) 2-1-8

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Double Serve																
Dbl Serv Ph.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lee County, FL

ECONOLITE

MOVING TRAFFIC FORWARD

5102 - Bonita Bch & Vanderbilt/Luke - - Econolite Type - EOS

Time Base Event Plan
Event Plan (MM) 5-2

Event Plan - 3 - "3" - Event Type: "Coord" PM

Cycle Length: 100 Offset Value: 45% Actuated Coord: Yes Splits In: Percent Offsets In: Percent

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
Split	14	49	0	37	23	40	18	19	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 1
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 0
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100%	100%	0%	0%

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0 Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0 Veh Detector Plan: 0
0 0

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								

SCP Detector Plan:		Veh Det Diag Plan:		Aux Func (1-3)	
Override Sys:	No	Ped Det Diag Plan:	0		
Backup Prevent Plan:	0	Det Log:	None		
Exit Option:	Off	:			

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 4 - "4" - Event Type: "Coord"

Cycle Length: 90 Offset Value: 72% Actuated Coord: Yes Splits In: Percent Offsets In: Percent

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
Split	15	50	0	35	18	47	19	16	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 1
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 0
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100%	100%	0%	0%

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0
Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0
Veh Detector Plan: 0
SCP Detector Plan: 0
Veh Det Diag Plan: 0
Override Sys: No
Ped Det Diag Plan: 0
Backup Prevent Plan: 0
Det Log: None
Exit Option: Off :

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 5 - "5" - Event Type: "Coord"

MD

Cycle Length: 150 Offset Value: 35% Actuated Coord: Yes Splits In: Percent Offsets In: Percent

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
Split	10	52	0	38	21	41	19	19	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time: 0
Timing Plan: 0
Sequence: 1
Actuated Walk Rest: No
Phase Reservice: No
Max Select: MAXINH
Max Transition: 0
Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100%	100%	0%	0%

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0
Veh Perm 2 Disp: 0
Veh Perm 2: 0

SCP Strategy Plan: 0
Veh Detector Plan: 0
SCP Detector Plan: 0
Veh Det Diag Plan: 0
Override Sys: No
Ped Det Diag Plan: 0
Backup Prevent Plan: 0
Det Log: None

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Exit Option: Off :

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 6 - "6" - Event Type: "Coord"

Cycle Length:	120	Offset Value:	0%	Actuated Coord:	Yes	Splits In:	Percent	Offsets In:	Percent

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
Split	12	50	0	38	26	36	18	20	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																
Pedestrian Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Dwell/Add Time:	0
Timing Plan:	0
Sequence:	1
Actuated Walk Rest:	No
Phase Reservice:	No
Max Select:	MAXINH
Max Transition:	0
Ring Group Offset Disp:	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100%	100%	0%	0%

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1:	0	Veh Perm 2 Disp:	0
Veh Perm 2:	0		

SCP Strategy Plan:	0	Veh Detector Plan:	0
SCP Detector Plan:	0	Veh Det Diag Plan:	0
Override Sys:	No	Ped Det Diag Plan:	0
Backup Prevent Plan:	0	Det Log:	None
Exit Option:	Off	:	

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 7 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

Statement	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 8 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 9 - "9" - Event Type: "Coord"

Cycle Length:	90	Offset Value:	9%	Actuated Coord:	Yes	Splits In:	Percent	Offsets In:	Percent							

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
Split	15	50	0	35	18	47	19	16	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																

Dwell/Add Time:	0
Timing Plan:	0
Sequence:	0
Actuated Walk Rest:	No
Phase Reservice:	No
Max Select:	MAXINH 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pedestrian Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Max Transition:

Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100%	100%	0%	0%

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0

Veh Perm 2 Disp: 0

Veh Perm 2: 0

SCP Strategy Plan: 0

Veh Detector Plan: 0

SCP Detector Plan: 0

Veh Det Diag Plan: 0

Override Sys: No

Ped Det Diag Plan: 0

Backup Prevent Plan: 0

Det Log: None

Exit Option: Off :

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 10 - Event Type: "Auto"

Timing Plan:	0	Veh Detector Plan:	0
Sequence:	0	Veh Det Diag Plan:	0
SCP Strategy Plan:	0	Ped Det Diag Plan:	0
SCP Detector Plan:	0	Det Log:	None
Override Sys:	No	Red Rest:	No
Backup Prevent Plan:	0	Exit Option:	Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Event Plan - 11 - "11" - Event Type: "Coord"

Cycle Length:	90	Offset Value:	0%	Actuated Coord:	Yes	Splits In:	Percent	Offsets In:	Percent							

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-TR	N	N-TR	W-L	E-TR	N-L	S-LTR	N	N	N	N	N	N	N	N
Split	15	50	0	35	18	47	19	16	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Fixed Force Off																
Adaptive Split																
Veh Ext 2																
Vehicle Recall																
Walk 2																

Dwell/Add Time:	0
Timing Plan:	0
Sequence:	1
Actuated Walk Rest:	No
Phase Reservice:	No
Max Select:	MAXINH
	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pedestrian Recall																
Max Recall		X				X										
Max 2																
Max 3																
CS Inhibit																
Omit Phase									X	X	X	X	X	X	X	X

Max Transition:

Ring Group Offset Disp: 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Split Sum	100%	100%	0%	0%

	1	2	3	4
Ring Manual Permissive Period	0	0	0	0

Veh Perm 1: 0

Veh Perm 2 Disp: 0

Veh Perm 2: 0

SCP Strategy Plan: 0

Veh Detector Plan: 0

SCP Detector Plan: 0

Veh Det Diag Plan: 0

Override Sys: No

Ped Det Diag Plan: 0

Backup Prevent Plan: 0

Det Log: None

Exit Option: Off :

Outputs	1	2	3	4	5	6	7	8
Coord Patt Spec Func Outputs								
Spec Func (1-8)								
Aux Func (1-3)								

Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
LP 1-25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 26-50	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 51-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Appendix G. Existing Intersection Analysis

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

Intersection	Control	Performance Measure	Overall	Eastbound			Westbound			Northbound			Southbound		
				L	T	R	L	T	R	L	T	R	L	T	R
US 41 & Woods Edge Parkway	Signal	Delay (s/veh)	22.9	40.1	29.7	32.2	31.3	30.5		67.2	20.1	13.2	38.8	19.9	14.2
		LOS	C	D	C	C	C	C		E	C	B	D	B	B
		v/c ratio	-	0.64	0.04	0.35	0.16	0.16		0.79	0.66	0.03	0.22	0.66	0.16
		Queue (ft)	-	200	25	100	50	50		150	300	25	25	300	50
US 41 & Lake Shore Drive	TWSC	Delay (s/veh)	-	-	-	21.0	-	-	12.0	28.6	-	-	10.6	-	-
		LOS	-	-	-	C	-	-	B	D	-	-	B	-	-
		v/c ratio	-	-	-	0.14	-	-	0.05	0.10	-	-	0.06	-	-
		Queue (ft)	-	-	-	25	-	-	<25	<25	-	-	<25	-	-
US 41 & Foley Road/ Shanna Lane	TWSC	Delay (s/veh)	-	20.9		13.0	20.9		12.7	10.7	-	-	11.4	-	-
		LOS	-	C		B	C		B	B	-	-	B	-	-
		v/c ratio	-	0.16		0.16	0.17		0.17	0.05	-	-	0.15	-	-
		Queue (ft)	-	25		25	25		<25	<25	-	-	25	-	-
US 41 & South Springs Plaza Entrance	TWSC	Delay (s/veh)	-	-	-	12.7	-	-	26.9	11.1	-	-	118.2	-	-
		LOS	-	-	-	B	-	-	D	B	-	-	F	-	-
		v/c ratio	-	-	-	0.08	-	-	0.40	0.08	-	-	0.97	-	-
		Queue (ft)	-	-	-	<25	-	-	50	<25	-	-	175	-	-
US 41 & North Springs Plaza Entrance	TWSC	Delay (s/veh)	-	-	-	13.9	-	-	27.4	-	-	-	-	-	-
		LOS	-	-	-	B	-	-	D	-	-	-	-	-	-
		v/c ratio	-	-	-	0.15	-	-	0.35	-	-	-	-	-	-
		Queue (ft)	-	-	-	25	-	-	50	-	-	-	-	-	-
US 41 & Walgreens Entrance	TWSC	Delay (s/veh)	-	-	-	22.4	-	-	-	-	-	-	-	-	-
		LOS	-	-	-	C	-	-	-	-	-	-	-	-	-
		v/c ratio	-	-	-	0.09	-	-	-	-	-	-	-	-	-
		Queue (ft)	-	-	-	<25	-	-	-	-	-	-	-	-	-
US 41 & Bonita Beach Road	Signal	Delay (s/veh)	83.0	102.1	85.0	44.1	92.3	87.7	206.9	79.6	65.6	64.7	93.8	62.6	54.2
		LOS	F	F	F	D	F	F	F	E	E	E	F	E	D
		v/c ratio	-	0.92	0.81	0.68	0.87	0.83	**1.23**	0.74	0.83	0.68	0.92	0.82	0.94
		Queue (ft)	-	450	625	375	375	600	1,100	325	625	475	475	650	575
US 41 & Crown Lake Road	TWSC	Delay (s/veh)	-	-	-	15.8	-	-	18.1	-	-	-	-	-	-
		LOS	-	-	-	C	-	-	C	-	-	-	-	-	-
		v/c ratio	-	-	-	0.18	-	-	0.37	-	-	-	-	-	-
		Queue (ft)	-	-	-	25	-	-	50	-	-	-	-	-	-
US 41 & Center of Bonita Springs (North) Access	Signal	Delay (s/veh)	12.6	86.5	0.0	64.9	67.4	0.0	63.1	18.1	0.8	0.0	8.6	16.8	10.5
		LOS	B	F	A	E	E	A	E	B	A	A	A	B	B
		v/c ratio	-	0.74	0.00	0.19	0.09	0.00	0.05	0.44	0.61	0.03	0.08	0.62	0.14
		Queue (ft)	-	325	<25	100	50	<25	25	50	25	<25	<25	550	100

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

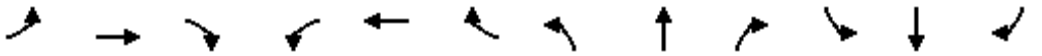
Intersection	Control	Performance Measure	Overall	Eastbound			Westbound			Northbound			Southbound		
				L	T	R	L	T	R	L	T	R	L	T	R
Windsor Road & Bonita Beach Road	TWSC	Delay (s/veh)	-	9.5	-	-	11.9	-	-	18.4			15.4		
		LOS	-	A	-	-	B	-	-	C			C		
		v/c ratio	-	0.06	-	-	0.09	-	-	0.16			0.17		
		Queue (ft)	-	<25	-	-	<25	-	-	25			25		
Center of Bonita Springs & Bonita Beach Road	Signal	Delay (s/veh)	37.9	17.7	14.1	14.1	10.5	41.5	30.8	84.7	76.9	98.4	77.8	0.0	100.4
		LOS	D	B	B	B	B	D	C	F	E	F	E	A	F
		v/c ratio	-	0.40	0.45	0.45	0.29	0.47	0.22	0.31	0.17	0.86	0.56	0.00	0.98
		Queue (ft)	-	75	375	400	50	750	350	75	50	250	200	<25	375
Beaumont Road & Bonita Beach Road	TWSC	Delay (s/veh)	-	-	-	-	-	-	-	-	-	17.2	-	-	-
		LOS	-	-	-	-	-	-	-	-	-	C	-	-	-
		v/c ratio	-	-	-	-	-	-	-	-	-	0.23	-	-	-
		Queue (ft)	-	-	-	-	-	-	-	-	-	25	-	-	-
Crown Lake Boulevard & Bonita Beach Road	TWSC	Delay (s/veh)	-	-	-	-	-	-	-	-	-	20.4	-	-	17.9
		LOS	-	-	-	-	-	-	-	-	-	C	-	-	C
		v/c ratio	-	-	-	-	-	-	-	-	-	0.32	-	-	0.09
		Queue (ft)	-	-	-	-	-	-	-	-	-	25	-	-	<25
Arroyal Road & Bonita Beach Road	Signal	Delay (s/veh)	21.5	6.7	24.8	24.8	13.1	1.1	1.1	75.9	0.0	77.2	85.5	69.4	85.3
		LOS	C	A	C	C	B	A	A	E	A	E	F	E	F
		v/c ratio	-	0.63	0.48	0.48	0.52	0.51	0.51	0.38	0.00	0.64	0.49	0.21	0.75
		Queue (ft)	-	125	600	625	100	25	25	125	<25	275	100	100	300
Spanish Wells Boulevard & Bonita Beach Road	Signal	Delay (s/veh)	B	A	A	A	A	B	B	C	A	D	C	D	D
		LOS	13.7	12.9	1.5	0.3	9.6	19.0	12.1	33.7	0.0	38.3	34.1	38.5	47.9
		v/c ratio	-	0.33	0.64	0.13	0.12	0.69	0.13	0.38	0.00	0.19	0.36	0.14	0.74
		Queue (ft)	-	25	25	<25	25	350	50	100	<25	25	100	25	100

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

Intersection	Control	Performance Measure	Overall	Eastbound			Westbound			Northbound			Southbound		
				L	T	R	L	T	R	L	T	R	L	T	R
US 41 & Woods Edge Parkway	Signal	Delay (s/veh)	23.0	43.9	34.7	36.9	36.5	0.0	35.2	44.5	20.5	10.6	46.5	21.0	15.0
		LOS	C	D	C	D	D	A	D	D	C	B	D	C	B
		v/c ratio	-	0.65	0.04	0.31	0.17	0.00	0.11	0.43	0.78	0.01	0.15	0.61	0.09
		Queue (ft)	-	200	25	75	50	<25	25	125	450	<25	25	325	50
US 41 & Lake Shore Drive	TWSC	Delay (s/veh)	-	-	-	18.1	-	-	14.6	23.7	-	-	12.8	-	-
		LOS	-	-	-	C	-	-	B	C	-	-	B	-	-
		v/c ratio	-	-	-	0.08	-	-	0.04	0.07	-	-	0.07	-	-
		Queue (ft)	-	-	-	<25	-	-	<25	<25	-	-	<25	-	-
US 41 & Foley Road/ Shanna Lane	TWSC	Delay (s/veh)	-	27.6		11.8	24.9		15.6	10.4	-	-	13.0	-	-
		LOS	-	D		B	C		C	B	-	-	B	-	-
		v/c ratio	-	0.09		0.07	0.07		0.13	0.05	-	-	0.09	-	-
		Queue (ft)	-	<25		<25	<25		25	<25	-	-	<25	-	-
US 41 & South Springs Plaza Entrance	TWSC	Delay (s/veh)	-	-	-	11.9	-	-	43.6	10.4	-	-	243.9	-	-
		LOS	-	-	-	B	-	-	E	B	-	-	F	-	-
		v/c ratio	-	-	-	0.06	-	-	0.48	0.03	-	-	**1.19**	-	-
		Queue (ft)	-	-	-	<25	-	-	50	<25	-	-	175	-	-
US 41 & North Springs Plaza Entrance	TWSC	Delay (s/veh)	-	-	-	12.1	-	-	47.5	-	-	-	-	-	-
		LOS	-	-	-	B	-	-	E	-	-	-	-	-	-
		v/c ratio	-	-	-	0.04	-	-	0.51	-	-	-	-	-	-
		Queue (ft)	-	-	-	<25	-	-	75	-	-	-	-	-	-
US 41 & Walgreens Entrance	TWSC	Delay (s/veh)	-	-	-	19.0	-	-	-	-	-	-	-	-	-
		LOS	-	-	-	C	-	-	-	-	-	-	-	-	-
		v/c ratio	-	-	-	0.04	-	-	-	-	-	-	-	-	-
		Queue (ft)	-	-	-	<25	-	-	-	-	-	-	-	-	-
US 41 & Bonita Beach Road	Signal	Delay (s/veh)	80.1	100.1	76.2	64.7	98.4	94.1	291.7	113.0	93.7	35.5	87.8	11.3	6.8
		LOS	F	F	E	E	F	F	F	F	F	D	F	B	A
		v/c ratio	-	0.94	0.81	0.43	0.86	0.93	**1.45**	0.88	**1.03**	0.60	0.92	0.61	0.59
		Queue (ft)	-	550	625	300	250	525	1,075	300	1,150	400	450	175	175
US 41 & Crown Lake Road	TWSC	Delay (s/veh)	-	-	-	15.2	-	-	30.6	-	-	-	-	-	-
		LOS	-	-	-	C	-	-	D	-	-	-	-	-	-
		v/c ratio	-	-	-	0.16	-	-	0.50	-	-	-	-	-	-
		Queue (ft)	-	-	-	25	-	-	75	-	-	-	-	-	-
US 41 & Center of Bonita Springs (North) Access	Signal	Delay (s/veh)	11.3	95.3	0.0	75.6	73.0	0.0	73.0	12.6	1.6	0.0	8.2	14.4	8.7
		LOS	B	F	A	E	E	A	E	B	A	A	A	B	A
		v/c ratio	-	0.79	0.00	0.22	0.03	0.00	0.03	0.24	0.77	0.01	0.29	0.58	0.08
		Queue (ft)	-	400	<25	100	25	<25	25	50	25	<25	<25	525	50

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

Intersection	Control	Performance Measure	Overall	Eastbound			Westbound			Northbound			Southbound		
				L	T	R	L	T	R	L	T	R	L	T	R
Windsor Road & Bonita Beach Road	TWSC	Delay (s/veh)	-	8.9	-	-	11.9	-	-	19.2			12.6		
		LOS	-	A	-	-	B	-	-	C			B		
		v/c ratio	-	0.06	-	-	0.08	-	-	0.16			0.09		
		Queue (ft)	-	<25	-	-	<25	-	-	25			<25		
Center of Bonita Springs & Bonita Beach Road	Signal	Delay (s/veh)	31.8	110.1	18.0	17.9	96.7	0.3	0.2	99.2	86.6	126.2	91.4	0.0	119.7
		LOS	C	F	B	B	F	A	A	F	F	F	F	A	F
		v/c ratio	-	0.85	0.49	0.49	0.83	0.40	0.18	0.39	0.16	0.98	0.56	0.00	0.91
		Queue (ft)	-	225	475	500	150	<25	<25	75	50	300	175	<25	400
Beaumont Road & Bonita Beach Road	TWSC	Delay (s/veh)	-	-	-	-	-	-	-	-	-	15.8	-	-	-
		LOS	-	-	-	-	-	-	-	-	-	C	-	-	-
		v/c ratio	-	-	-	-	-	-	-	-	-	0.13	-	-	-
		Queue (ft)	-	-	-	-	-	-	-	-	-	<25	-	-	-
Crown Lake Boulevard & Bonita Beach Road	TWSC	Delay (s/veh)	-	-	-	-	-	-	-	-	-	19.5	-	-	14.9
		LOS	-	-	-	-	-	-	-	-	-	C	-	-	B
		v/c ratio	-	-	-	-	-	-	-	-	-	0.26	-	-	0.08
		Queue (ft)	-	-	-	-	-	-	-	-	-	25	-	-	<25
Arroyal Road & Bonita Beach Road	Signal	Delay (s/veh)	11.2	4.9	0.6	0.6	6.1	0.8	0.8	84.2	0.0	84.6	95.1	80.4	86.6
		LOS	B	A	A	A	A	A	A	F	A	F	F	F	F
		v/c ratio	-	0.51	0.47	0.47	0.26	0.39	0.39	0.17	0.00	0.57	0.53	0.22	0.65
		Queue (ft)	-	100	<25	<25	150	25	25	50	<25	250	125	100	250
Spanish Wells Boulevard & Bonita Beach Road	Signal	Delay (s/veh)	10.5	8.9	1.3	0.2	7.8	12.6	9.1	39.2	0.0	45.7	39.5	43.8	51.5
		LOS	B	A	A	A	A	B	A	D	A	D	D	D	D
		v/c ratio	-	0.07	0.63	0.10	0.09	0.46	0.05	0.37	0.00	0.32	0.41	0.08	0.65
		Queue (ft)	-	<25	25	<25	<25	225	25	100	<25	50	125	25	100



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	16	100	49	28	22	101	1524	24	32	1553	114
Future Volume (veh/h)	189	16	100	49	28	22	101	1524	24	32	1553	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1811	1900	1856	1841	1870	1870	1900	1781	1885	1856
Adj Flow Rate, veh/h	195	16	103	51	29	23	104	1571	25	33	1601	118
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	6	0	3	4	2	2	0	8	1	3
Cap, veh/h	304	365	295	319	184	146	131	2371	748	151	2412	737
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.07	0.46	0.46	0.09	0.47	0.47
Sat Flow, veh/h	1342	1900	1535	1293	959	760	1781	5106	1610	1697	5147	1572
Grp Volume(v), veh/h	195	16	103	51	0	52	104	1571	25	33	1601	118
Grp Sat Flow(s),veh/h/ln	1342	1900	1535	1293	0	1719	1781	1702	1610	1697	1716	1572
Q Serve(g_s), s	12.8	0.6	5.2	3.0	0.0	2.3	5.2	21.4	0.8	1.6	21.6	3.9
Cycle Q Clear(g_c), s	15.0	0.6	5.2	3.6	0.0	2.3	5.2	21.4	0.8	1.6	21.6	3.9
Prop In Lane	1.00		1.00	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	304	365	295	319	0	330	131	2371	748	151	2412	737
V/C Ratio(X)	0.64	0.04	0.35	0.16	0.00	0.16	0.79	0.66	0.03	0.22	0.66	0.16
Avail Cap(c_a), veh/h	337	412	333	351	0	372	135	2371	748	151	2412	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	29.6	31.5	31.1	0.0	30.3	41.0	18.6	13.1	38.1	18.4	13.7
Incr Delay (d2), s/veh	3.5	0.0	0.7	0.2	0.0	0.2	26.2	1.5	0.1	0.7	1.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.5	3.5	1.7	0.0	1.7	5.6	12.1	0.5	1.2	12.2	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	29.7	32.2	31.3	0.0	30.5	67.2	20.1	13.2	38.8	19.9	14.2
LnGrp LOS	D	C	C	C	A	C	E	C	B	D	B	B
Approach Vol, veh/h		314			103			1700			1752	
Approach Delay, s/veh		37.0			30.9			22.9			19.9	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	50.4		24.8	16.2	49.0		24.8				
Change Period (Y+Rc), s	8.2	* 8.2		7.5	8.2	7.2		7.5				
Max Green Setting (Gmax), s	6.8	* 41		19.5	5.8	41.8		19.5				
Max Q Clear Time (g_c+I1), s	7.2	23.6		5.6	3.6	23.4		17.0				
Green Ext Time (p_c), s	0.0	14.2		0.3	0.0	14.5		0.3				

Intersection Summary		
HCM 6th Ctrl Delay	22.9	
HCM 6th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	36	1	0	24	17	1707	31	36	1660	44
Future Vol, veh/h	0	0	36	1	0	24	17	1707	31	36	1660	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	275	-	300	325	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	0	0	37	1	0	25	18	1760	32	37	1711	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	856	2554	-	880	1756	0	0	1792	0	0
Stage 1	-	-	-	1796	-	-	-	-	-	-	-	-
Stage 2	-	-	-	758	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	6.4	-	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	7.3	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.8	-	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	262	*29	0	*538	170	-	-	*677	-	-
Stage 1	0	0	-	*552	0	-	-	-	-	-	-	-
Stage 2	0	0	-	*336	0	-	-	-	-	-	-	-
Platoon blocked, %						1		-	-	1	-	-
Mov Cap-1 Maneuver	-	-	262	*22	-	*538	170	-	-	*677	-	-
Mov Cap-2 Maneuver	-	-	-	*22	-	-	-	-	-	-	-	-
Stage 1	-	-	-	*493	-	-	-	-	-	-	-	-
Stage 2	-	-	-	*273	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21	12	0.3	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	170	-	-	262	538	* 677	-	-
HCM Lane V/C Ratio	0.103	-	-	0.142	0.046	0.055	-	-
HCM Control Delay (s)	28.6	-	-	21	12	10.6	-	-
HCM Lane LOS	D	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	0.1	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	5	83	39	5	65	33	1659	56	97	1612	58
Future Vol, veh/h	37	5	83	39	5	65	33	1659	56	97	1612	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	300	-	325	350	-	375
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	3	0	0	4	4	2	0	6	1	0
Mvmt Flow	38	5	86	40	5	67	34	1710	58	100	1662	60

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2617	3698	831	2645	3700	855	1722	0	0	1768	0	0
Stage 1	1862	1862	-	1778	1778	-	-	-	-	-	-	-
Stage 2	755	1836	-	867	1922	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.16	6.4	6.5	7.18	5.38	-	-	5.42	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.93	3.8	4	3.94	3.14	-	-	3.16	-	-
Pot Cap-1 Maneuver	*~ 27	*~ 5	*536	*~ 26	*~ 5	*532	*671	-	-	*664	-	-
Stage 1	*554	*527	-	*552	*524	-	-	-	-	-	-	-
Stage 2	*552	*524	-	*554	*478	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*~ 20	*~ 4	*536	*~ 18	*~ 4	*532	*671	-	-	*664	-	-
Mov Cap-2 Maneuver	*270	*267	-	*271	*268	-	-	-	-	-	-	-
Stage 1	*526	*447	-	*524	*498	-	-	-	-	-	-	-
Stage 2	*453	*498	-	*391	*405	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	16	0.2	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	* 671	-	-	270	536	271	532	* 664	-	-
HCM Lane V/C Ratio	0.051	-	-	0.16	0.16	0.167	0.126	0.151	-	-
HCM Control Delay (s)	10.7	-	-	20.9	13	20.9	12.7	11.4	-	-
HCM Lane LOS	B	-	-	C	B	C	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.6	0.6	0.4	0.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	38	0	0	109	49	1663	93	159	1718	42
Future Vol, veh/h	0	0	38	0	0	109	49	1663	93	159	1718	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	325	-	350	315	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	3	0	0	0	3	4	2	3	3	0
Mvmt Flow	0	0	38	0	0	109	49	1663	93	159	1718	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	859	-	-	832	1760	0	0	1756	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.16	-	-	7.1	5.36	-	-	5.36	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.93	-	-	3.9	3.13	-	-	3.13	-	-
Pot Cap-1 Maneuver	0	0	*507	0	0	271	*637	-	-	164	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			1				1	-	-		-	-
Mov Cap-1 Maneuver	-	-	*507	-	-	271	*637	-	-	164	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	26.9	0.3	9.8
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 637	-	-	507	271	164	-	-
HCM Lane V/C Ratio	0.077	-	-	0.075	0.402	0.97	-	-
HCM Control Delay (s)	11.1	-	-	12.7	26.9	118.2	-	-
HCM Lane LOS	B	-	-	B	D	F	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	1.9	7.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↑↑↑	↱		↑↑↑	↱
Traffic Vol, veh/h	0	0	74	0	0	85	0	1764	54	0	1845	75
Future Vol, veh/h	0	0	74	0	0	85	0	1764	54	0	1845	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	400	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	1	0	0	5	0	3	4	0	2	0
Mvmt Flow	0	0	74	0	0	85	0	1764	54	0	1845	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	923	-	-	882	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.12	-	-	7.2	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.91	-	-	3.95	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*480	0	0	244	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1					-	-		-	-
Mov Cap-1 Maneuver	-	-	*480	-	-	244	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	27.4	0	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	480	244	-	-
HCM Lane V/C Ratio	-	-	0.154	0.348	-	-
HCM Control Delay (s)	-	-	13.9	27.4	-	-
HCM Lane LOS	-	-	B	D	-	-
HCM 95th %tile Q(veh)	-	-	0.5	1.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

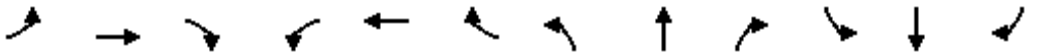
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	1849	1900	29
Future Vol, veh/h	0	20	0	1849	1900	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	20	0	1849	1900	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	950	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	227	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	227	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	227	-	-
HCM Lane V/C Ratio	-	0.088	-	-
HCM Control Delay (s)	-	22.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	455	698	265	373	661	438	365	1185	299	501	1261	447
Future Volume (veh/h)	455	698	265	373	661	438	365	1185	299	501	1261	447
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1885	1885	1870	1870	1885	1870	1856	1870	1885	1885
Adj Flow Rate, veh/h	469	720	273	385	681	452	376	1222	308	516	1300	461
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	1	1	2	2	1	2	3	2	1	1
Cap, veh/h	512	890	403	442	821	366	506	1471	453	558	1584	492
Arrive On Green	0.05	0.08	0.08	0.04	0.08	0.08	0.15	0.29	0.29	0.16	0.31	0.31
Sat Flow, veh/h	3456	3526	1598	3483	3554	1585	3483	5106	1572	3456	5147	1598
Grp Volume(v), veh/h	469	720	273	385	681	452	376	1222	308	516	1300	461
Grp Sat Flow(s),veh/h/ln	1728	1763	1598	1742	1777	1585	1742	1702	1572	1728	1716	1598
Q Serve(g_s), s	24.3	36.1	20.8	19.8	34.0	41.6	18.6	40.3	31.2	26.5	42.1	33.4
Cycle Q Clear(g_c), s	24.3	36.1	20.8	19.8	34.0	41.6	18.6	40.3	31.2	26.5	42.1	33.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	512	890	403	442	821	366	506	1471	453	558	1584	492
V/C Ratio(X)	0.92	0.81	0.68	0.87	0.83	1.23	0.74	0.83	0.68	0.92	0.82	0.94
Avail Cap(c_a), veh/h	539	890	403	648	821	366	506	1471	453	603	1584	492
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.5	78.2	36.6	84.8	79.6	83.1	73.7	60.0	56.7	74.4	57.7	26.5
Incr Delay (d2), s/veh	17.7	6.7	7.6	7.5	8.1	123.8	5.9	5.6	8.0	19.4	4.9	27.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	24.5	14.5	14.5	23.5	43.5	13.4	24.7	19.2	19.0	25.7	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.1	85.0	44.1	92.3	87.7	206.9	79.6	65.6	64.7	93.8	62.6	54.2
LnGrp LOS	F	F	D	F	F	F	E	E	E	F	E	D
Approach Vol, veh/h		1462			1518			1906			2277	
Approach Delay, s/veh		82.9			124.4			68.2			68.0	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.8	63.0	34.6	48.6	37.3	59.6	30.7	52.4
Change Period (Y+Rc), s	7.7	7.6	7.9	7.0	8.2	* 7.7	7.9	* 7
Max Green Setting (Gmax), s	24.7	55.4	28.1	41.6	31.4	* 48	33.5	* 36
Max Q Clear Time (g_c+I1), s	20.6	44.1	26.3	43.6	28.5	42.3	21.8	38.1
Green Ext Time (p_c), s	0.5	9.6	0.3	0.0	0.6	5.2	1.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	83.0
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.9

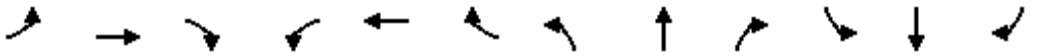
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↑↑↑	↱		↑↑↑	↱
Traffic Vol, veh/h	1	0	71	0	0	158	0	2019	60	0	2138	54
Future Vol, veh/h	1	0	71	0	0	158	0	2019	60	0	2138	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	325
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	4	0	0	1	0	2	3	0	2	2
Mvmt Flow	1	0	73	0	0	163	0	2081	62	0	2204	56

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	3036	-	1102	-	-	1041	-	0	0	-	-	0
Stage 1	2204	-	-	-	-	-	-	-	-	-	-	-
Stage 2	832	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	-	7.18	-	-	7.12	-	-	-	-	-	-
Critical Hdwy Stg 1	7.3	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	-	3.94	-	-	3.91	-	-	-	-	-	-
Pot Cap-1 Maneuver	*133	0	*405	0	0	*437	0	-	-	0	-	-
Stage 1	*420	0	-	0	0	-	0	-	-	0	-	-
Stage 2	*450	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	1		1			1		-	-		-	-
Mov Cap-1 Maneuver	*83	-	*405	-	-	*437	-	-	-	-	-	-
Mov Cap-2 Maneuver	*83	-	-	-	-	-	-	-	-	-	-	-
Stage 1	*420	-	-	-	-	-	-	-	-	-	-	-
Stage 2	*282	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.8	18.1	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	405	437	-	-
HCM Lane V/C Ratio	-	-	0.181	0.373	-	-
HCM Control Delay (s)	-	-	15.8	18.1	-	-
HCM Lane LOS	-	-	C	C	-	-
HCM 95th %tile Q(veh)	-	-	0.7	1.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	0	49	18	1	13	68	2081	28	15	2109	146
Future Volume (veh/h)	158	0	49	18	1	13	68	2081	28	15	2109	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1870	1900	1900	1900	1900	1870	1900	1900	1885	1870
Adj Flow Rate, veh/h	163	0	51	19	1	13	70	2145	29	15	2174	151
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	0	2	0	0	0	0	2	0	0	1	2
Cap, veh/h	40	0	313	39	1	318	151	3375	1064	186	3341	1029
Arrive On Green	0.20	0.00	0.20	0.20	0.20	0.20	0.05	1.00	1.00	0.01	0.65	0.65
Sat Flow, veh/h	0	0	1585	0	6	1610	1810	5106	1610	1810	5147	1585
Grp Volume(v), veh/h	163	0	51	20	0	13	70	2145	29	15	2174	151
Grp Sat Flow(s),veh/h/ln	0	0	1585	6	0	1610	1810	1702	1610	1810	1716	1585
Q Serve(g_s), s	0.0	0.0	4.8	0.0	0.0	1.2	2.4	0.0	0.0	0.5	46.2	6.6
Cycle Q Clear(g_c), s	35.5	0.0	4.8	35.5	0.0	1.2	2.4	0.0	0.0	0.5	46.2	6.6
Prop In Lane	1.00		1.00	0.95		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	0	313	40	0	318	151	3375	1064	186	3341	1029
V/C Ratio(X)	4.07	0.00	0.16	0.50	0.00	0.04	0.46	0.64	0.03	0.08	0.65	0.15
Avail Cap(c_a), veh/h	40	0	313	40	0	318	262	3375	1064	264	3341	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	90.0	0.0	59.9	88.0	0.0	58.5	19.6	0.0	0.0	10.3	19.2	12.2
Incr Delay (d2), s/veh	1441.0	0.0	0.2	9.3	0.0	0.1	2.2	0.9	0.0	0.2	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	31.9	0.0	3.6	1.9	0.0	0.9	2.1	0.5	0.0	0.4	24.5	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1531.0	0.0	60.2	97.3	0.0	58.5	21.8	0.9	0.0	10.4	20.2	12.5
LnGrp LOS	F	A	E	F	A	E	C	A	A	B	C	B
Approach Vol, veh/h		214			33			2244			2340	
Approach Delay, s/veh		1180.5			82.0			1.6			19.6	
Approach LOS		F			F			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	124.5		43.2	10.2	126.6		43.2				
Change Period (Y+Rc), s	* 7.5	7.6		* 7.7	7.6	7.6		* 7.7				
Max Green Setting (Gmax), s	* 16	105.8		* 36	10.4	111.2		* 36				
Max Q Clear Time (g_c+I1), s	4.4	48.2		37.5	2.5	2.0		37.5				
Green Ext Time (p_c), s	0.1	48.6		0.0	0.0	76.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		63.1
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.2

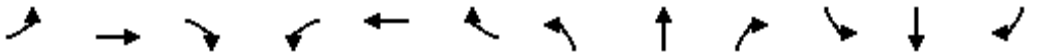
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	1124	16	48	1240	31	11	0	40	15	2	54
Future Vol, veh/h	51	1124	16	48	1240	31	11	0	40	15	2	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	340	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	3	6	5	2	6	0	0	0	0	0	2
Mvmt Flow	53	1159	16	49	1278	32	11	0	41	15	2	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1310	0	0	1175	0	0	2011	2681	588	2078	2673	655
Stage 1	-	-	-	-	-	-	1273	1273	-	1392	1392	-
Stage 2	-	-	-	-	-	-	738	1408	-	686	1281	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.5	6.5	6.9	7.5	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.25	-	-	3.5	4	3.3	3.5	4	3.32
Pot Cap-1 Maneuver	*859	-	-	573	-	-	*86	*18	457	*70	*18	*569
Stage 1	-	-	-	-	-	-	*180	*241	-	*540	*472	-
Stage 2	-	-	-	-	-	-	*540	*472	-	*408	*238	-
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*859	-	-	573	-	-	*69	*15	457	*57	*16	*569
Mov Cap-2 Maneuver	-	-	-	-	-	-	*154	*179	-	*247	*151	-
Stage 1	-	-	-	-	-	-	*169	*226	-	*506	*432	-
Stage 2	-	-	-	-	-	-	*443	*432	-	*348	*223	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	18.4	15.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	321	* 859	-	-	573	-	-	420
HCM Lane V/C Ratio	0.164	0.061	-	-	0.086	-	-	0.174
HCM Control Delay (s)	18.4	9.5	-	-	11.9	-	-	15.4
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0.3	-	-	0.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1077	10	104	1101	237	36	27	114	171	28	179
Future Volume (veh/h)	98	1077	10	104	1101	237	36	27	114	171	28	179
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1856	1900	1900	1870	1885	1856	1900	1885	1885	1900	1870
Adj Flow Rate, veh/h	101	1110	10	107	1135	244	37	28	118	197	0	185
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	3	0	0	2	1	3	0	1	1	0	2
Cap, veh/h	254	2455	22	370	2437	1096	119	164	138	352	0	188
Arrive On Green	0.03	0.69	0.69	0.01	0.23	0.23	0.03	0.09	0.09	0.07	0.00	0.12
Sat Flow, veh/h	1795	3580	32	1810	3554	1598	1767	1900	1598	3591	0	1585
Grp Volume(v), veh/h	101	546	574	107	1135	244	37	28	118	197	0	185
Grp Sat Flow(s),veh/h/ln	1795	1763	1850	1810	1777	1598	1767	1900	1598	1795	0	1585
Q Serve(g_s), s	3.1	25.4	25.4	3.2	49.7	22.4	0.0	2.5	13.1	9.4	0.0	18.9
Cycle Q Clear(g_c), s	3.1	25.4	25.4	3.2	49.7	22.4	0.0	2.5	13.1	9.4	0.0	18.9
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	1209	1268	370	2437	1096	119	164	138	352	0	188
V/C Ratio(X)	0.40	0.45	0.45	0.29	0.47	0.22	0.31	0.17	0.86	0.56	0.00	0.98
Avail Cap(c_a), veh/h	374	1209	1268	401	2437	1096	333	273	230	813	0	309
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	12.9	12.9	10.3	41.1	30.5	83.2	76.3	81.1	76.4	0.0	64.1
Incr Delay (d2), s/veh	0.8	1.2	1.2	0.2	0.4	0.3	1.5	0.6	17.3	1.4	0.0	36.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	15.2	15.8	2.3	30.0	13.7	3.1	2.2	10.2	7.9	0.0	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	14.1	14.1	10.5	41.5	30.8	84.7	76.9	98.4	77.8	0.0	100.4
LnGrp LOS	B	B	B	B	D	C	F	E	F	E	A	F
Approach Vol, veh/h		1221			1486			183			382	
Approach Delay, s/veh		14.4			37.5			92.3			88.8	
Approach LOS		B			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	130.1	16.5	22.0	11.4	130.1	12.7	25.8
Change Period (Y+Rc), s	* 6.2	6.7	4.5	6.5	* 6.2	6.7	6.5	* 4.5
Max Green Setting (Gmax), s	* 17	77.9	35.1	25.9	* 8.2	86.9	27.9	* 35
Max Q Clear Time (g_c+I1), s	5.1	51.7	11.4	15.1	5.2	27.4	2.0	20.9
Green Ext Time (p_c), s	0.1	15.1	0.6	0.4	0.0	16.8	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1331	51	0	1442	0	87
Future Vol, veh/h	1331	51	0	1442	0	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	4	0	3	0	4
Mvmt Flow	1331	51	0	1442	0	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	691
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	-	-	0	-	0	382
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	382
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	382	-	-	-
HCM Lane V/C Ratio	0.228	-	-	-
HCM Control Delay (s)	17.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-

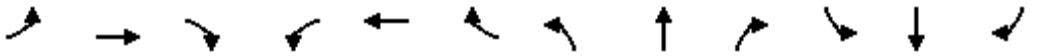
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1361	137	0	1446	16	1	0	104	0	0	26
Future Vol, veh/h	0	1361	137	0	1446	16	1	0	104	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	3	1	0	2	0	0	0	3	0	0	0
Mvmt Flow	0	1403	141	0	1491	16	1	0	107	0	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	2070	-	772	-	-	754
Stage 1	-	-	-	-	-	-	1474	-	-	-	-	-
Stage 2	-	-	-	-	-	-	596	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	6.95	-	6.96	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.65	-	3.33	-	-	3.9
Pot Cap-1 Maneuver	0	-	-	0	-	-	43	0	340	0	0	305
Stage 1	0	-	-	0	-	-	133	0	-	0	0	-
Stage 2	0	-	-	0	-	-	433	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	39	-	340	-	-	305
Mov Cap-2 Maneuver	-	-	-	-	-	-	39	-	-	-	-	-
Stage 1	-	-	-	-	-	-	133	-	-	-	-	-
Stage 2	-	-	-	-	-	-	395	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	20.4	17.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	340	-	-	-	-	305
HCM Lane V/C Ratio	0.315	-	-	-	-	0.088
HCM Control Delay (s)	20.4	-	-	-	-	17.9
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	1.3	-	-	-	-	0.3



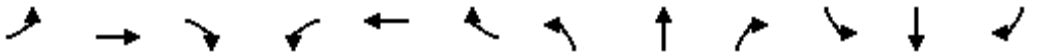
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	267	1177	21	168	1222	40	62	66	80	50	53	156
Future Volume (veh/h)	267	1177	21	168	1222	40	62	66	80	50	53	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1826	1885	1870	1870	1870	1900	1885	1841	1900	1870
Adj Flow Rate, veh/h	275	1213	22	173	1260	41	64	68	82	52	55	161
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	3	5	1	2	2	2	0	1	4	0	2
Cap, veh/h	436	2535	46	334	2463	80	168	107	128	106	258	215
Arrive On Green	0.04	0.48	0.48	0.08	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1781	3543	64	1795	3512	114	1165	784	946	1218	1900	1585
Grp Volume(v), veh/h	275	603	632	173	637	664	64	0	150	52	55	161
Grp Sat Flow(s),veh/h/ln	1781	1763	1844	1795	1777	1850	1165	0	1730	1218	1900	1585
Q Serve(g_s), s	7.7	41.6	41.7	5.3	0.0	0.0	9.3	0.0	14.8	7.6	4.6	17.6
Cycle Q Clear(g_c), s	7.7	41.6	41.7	5.3	0.0	0.0	13.9	0.0	14.8	22.4	4.6	17.6
Prop In Lane	1.00		0.03	1.00		0.06	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	436	1261	1319	334	1246	1297	168	0	235	106	258	215
V/C Ratio(X)	0.63	0.48	0.48	0.52	0.51	0.51	0.38	0.00	0.64	0.49	0.21	0.75
Avail Cap(c_a), veh/h	598	1261	1319	469	1246	1297	177	0	248	115	272	227
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.74	0.74	0.74	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.4	24.2	24.2	12.7	0.0	0.0	75.4	0.0	73.6	84.2	69.2	74.8
Incr Delay (d2), s/veh	0.3	0.7	0.6	0.3	1.1	1.1	0.5	0.0	3.6	1.3	0.2	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	23.8	24.8	3.5	0.7	0.7	5.1	0.0	11.2	4.4	4.1	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	24.8	24.8	13.1	1.1	1.1	75.9	0.0	77.2	85.5	69.4	85.3
LnGrp LOS	A	C	C	B	A	A	E	A	E	F	E	F
Approach Vol, veh/h		1510			1474			214			268	
Approach Delay, s/veh		21.5			2.5			76.8			82.1	
Approach LOS		C			A			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	132.9		31.1	13.5	135.5		31.1				
Change Period (Y+Rc), s	6.0	6.7		6.6	6.0	6.7		6.6				
Max Green Setting (Gmax), s	26.4	108.5		25.8	21.0	113.9		25.8				
Max Q Clear Time (g_c+I1), s	9.7	2.0		16.8	7.3	43.7		24.4				
Green Ext Time (p_c), s	0.3	30.5		0.4	0.2	25.0		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		21.5	
HCM 6th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1132	105	44	1206	104	121	8	21	113	21	97
Future Volume (veh/h)	83	1132	105	44	1206	104	121	8	21	113	21	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1841	1856	1900	1870	1885	1870	1900	1826	1870	1900	1885
Adj Flow Rate, veh/h	86	1167	108	45	1243	107	125	8	22	116	22	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	4	3	0	2	1	2	0	5	2	0	1
Cap, veh/h	259	1813	815	371	1801	810	325	42	115	322	161	135
Arrive On Green	0.10	1.00	1.00	0.04	0.51	0.51	0.08	0.09	0.09	0.08	0.08	0.08
Sat Flow, veh/h	1725	3497	1572	1810	3554	1598	1781	448	1231	1781	1900	1598
Grp Volume(v), veh/h	86	1167	108	45	1243	107	125	0	30	116	22	100
Grp Sat Flow(s),veh/h/ln	1725	1749	1572	1810	1777	1598	1781	0	1678	1781	1900	1598
Q Serve(g_s), s	2.1	0.0	0.0	1.0	23.9	3.2	5.6	0.0	1.5	5.3	1.0	5.5
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.0	23.9	3.2	5.6	0.0	1.5	5.3	1.0	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	259	1813	815	371	1801	810	325	0	156	322	161	135
V/C Ratio(X)	0.33	0.64	0.13	0.12	0.69	0.13	0.38	0.00	0.19	0.36	0.14	0.74
Avail Cap(c_a), veh/h	336	1813	815	472	1801	810	340	0	224	352	253	213
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	0.0	9.6	16.8	11.7	33.4	0.0	37.7	33.9	38.1	40.2
Incr Delay (d2), s/veh	0.2	1.5	0.3	0.1	2.2	0.3	0.3	0.0	0.6	0.3	0.4	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.7	0.1	0.7	13.8	2.1	4.4	0.0	1.1	4.1	0.8	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	1.5	0.3	9.6	19.0	12.1	33.7	0.0	38.3	34.1	38.5	47.9
LnGrp LOS	B	A	A	A	B	B	C	A	D	C	D	D
Approach Vol, veh/h		1361			1395			155			238	
Approach Delay, s/veh		2.2			18.2			34.5			40.3	
Approach LOS		A			B			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	52.3	12.9	14.4	9.4	53.4	13.6	13.6
Change Period (Y+Rc), s	6.0	6.7	6.0	6.0	6.0	6.7	6.0	6.0
Max Green Setting (Gmax), s	8.4	36.5	8.4	12.0	8.4	36.5	8.4	12.0
Max Q Clear Time (g_c+I1), s	4.1	25.9	7.3	3.5	3.0	2.0	7.6	7.5
Green Ext Time (p_c), s	0.0	8.4	0.0	0.0	0.0	19.1	0.0	0.1

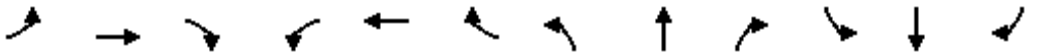
Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
20: Vanderbilt Dr/Luke St & Bonita Beach Rd

11/26/2023



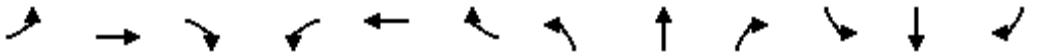
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1056	163	178	1293	10	155	10	250	18	11	6
Future Volume (veh/h)	3	1056	163	178	1293	10	155	10	250	18	11	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1885	1885	1870	1900	1870	1900	1885	1811	1900	1648
Adj Flow Rate, veh/h	3	1112	172	187	1361	11	163	11	263	19	12	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	3	1	1	2	0	2	0	1	6	0	17
Cap, veh/h	7	2150	1133	237	2452	20	311	360	303	63	31	11
Arrive On Green	0.00	0.61	0.61	0.07	0.68	0.68	0.10	0.19	0.19	0.05	0.05	0.05
Sat Flow, veh/h	1810	3526	1598	3483	3613	29	1781	1900	1598	571	655	237
Grp Volume(v), veh/h	3	1112	172	187	669	703	163	11	263	37	0	0
Grp Sat Flow(s),veh/h/ln	1810	1763	1598	1742	1777	1865	1781	1900	1598	1462	0	0
Q Serve(g_s), s	0.2	27.0	5.3	7.9	29.1	29.2	12.7	0.7	24.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	0.2	27.0	5.3	7.9	29.1	29.2	12.7	0.7	24.0	3.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	0.51		0.16
Lane Grp Cap(c), veh/h	7	2150	1133	237	1206	1266	311	360	303	105	0	0
V/C Ratio(X)	0.42	0.52	0.15	0.79	0.56	0.56	0.52	0.03	0.87	0.35	0.00	0.00
Avail Cap(c_a), veh/h	109	2150	1133	587	1206	1266	401	640	538	237	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	74.5	16.7	7.1	68.9	12.4	12.4	58.3	49.6	59.0	69.7	0.0	0.0
Incr Delay (d2), s/veh	14.2	0.9	0.3	2.2	1.8	1.8	1.4	0.0	7.5	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	15.9	3.4	6.4	16.7	17.3	9.9	0.6	15.6	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.7	17.6	7.4	71.1	14.3	14.2	59.7	49.6	66.5	71.7	0.0	0.0
LnGrp LOS	F	B	A	E	B	B	E	D	E	E	A	A
Approach Vol, veh/h		1287			1559			437			37	
Approach Delay, s/veh		16.4			21.1			63.5			71.7	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.6	108.5		34.9	16.9	98.2	21.4	13.5				
Change Period (Y+Rc), s	6.0	6.7		6.5	6.7	6.7	6.5	6.5				
Max Green Setting (Gmax), s	9.0	71.3		50.5	25.3	54.3	22.5	21.5				
Max Q Clear Time (g_c+I1), s	2.2	31.2		26.0	9.9	29.0	14.7	5.5				
Green Ext Time (p_c), s	0.0	11.3		0.9	0.3	8.9	0.2	0.1				

Intersection Summary			
HCM 6th Ctrl Delay		25.4	
HCM 6th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	14	81	47	16	16	108	2123	12	18	1436	66
Future Volume (veh/h)	180	14	81	47	16	16	108	2123	12	18	1436	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1900	1885	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	186	14	84	48	16	16	111	2189	12	19	1480	68
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	0	0	0	0	1	1	0	0	1	0
Cap, veh/h	287	324	275	289	149	149	255	2791	873	123	2409	754
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.14	0.54	0.54	0.07	0.47	0.47
Sat Flow, veh/h	1388	1900	1610	1318	872	872	1795	5147	1610	1810	5147	1610
Grp Volume(v), veh/h	186	14	84	48	0	32	111	2189	12	19	1480	68
Grp Sat Flow(s),veh/h/ln	1388	1900	1610	1318	0	1743	1795	1716	1610	1810	1716	1610
Q Serve(g_s), s	13.1	0.6	4.6	3.2	0.0	1.6	5.7	33.9	0.3	1.0	21.5	2.3
Cycle Q Clear(g_c), s	14.6	0.6	4.6	3.8	0.0	1.6	5.7	33.9	0.3	1.0	21.5	2.3
Prop In Lane	1.00		1.00	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	287	324	275	289	0	298	255	2791	873	123	2409	754
V/C Ratio(X)	0.65	0.04	0.31	0.17	0.00	0.11	0.43	0.78	0.01	0.15	0.61	0.09
Avail Cap(c_a), veh/h	363	428	362	360	0	392	255	2791	873	123	2409	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	34.6	36.3	36.2	0.0	35.0	39.2	18.2	10.6	43.9	19.9	14.8
Incr Delay (d2), s/veh	2.7	0.1	0.6	0.3	0.0	0.2	5.3	2.3	0.0	2.7	1.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.5	3.3	1.9	0.0	1.2	4.9	17.6	0.2	0.9	12.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	34.7	36.9	36.5	0.0	35.2	44.5	20.5	10.6	46.5	21.0	15.0
LnGrp LOS	D	C	D	D	A	D	D	C	B	D	C	B
Approach Vol, veh/h		284			80			2312			1567	
Approach Delay, s/veh		41.4			36.0			21.6			21.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.4	54.0		24.6	14.0	61.4		24.6				
Change Period (Y+Rc), s	7.2	7.2		7.5	7.2	7.2		7.5				
Max Green Setting (Gmax), s	8.8	46.8		22.5	6.8	48.8		22.5				
Max Q Clear Time (g_c+I1), s	7.7	23.5		5.8	3.0	35.9		16.6				
Green Ext Time (p_c), s	0.1	17.1		0.2	0.0	12.2		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		23.0	
HCM 6th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	22	1	0	16	13	2309	9	32	1498	42
Future Vol, veh/h	0	0	22	1	0	16	13	2309	9	32	1498	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	275	-	300	325	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	2
Mvmt Flow	0	0	23	1	0	16	13	2380	9	33	1544	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	772	3090	-	1190	1587	0	0	2389	0	0
Stage 1	-	-	-	2406	-	-	-	-	-	-	-	-
Stage 2	-	-	-	684	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	6.4	-	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	7.3	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.7	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	3.8	-	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	297	*13	0	*392	206	-	-	*494	-	-
Stage 1	0	0	-	*403	0	-	-	-	-	-	-	-
Stage 2	0	0	-	*372	0	-	-	-	-	-	-	-
Platoon blocked, %						1		-	-	1	-	-
Mov Cap-1 Maneuver	-	-	297	*11	-	*392	206	-	-	*494	-	-
Mov Cap-2 Maneuver	-	-	-	*11	-	-	-	-	-	-	-	-
Stage 1	-	-	-	*377	-	-	-	-	-	-	-	-
Stage 2	-	-	-	*321	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.1	14.6	0.1	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	206	-	-	297	392	* 494	-	-
HCM Lane V/C Ratio	0.065	-	-	0.076	0.042	0.067	-	-
HCM Control Delay (s)	23.7	-	-	18.1	14.6	12.8	-	-
HCM Lane LOS	C	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	0	37	10	3	51	32	2269	33	44	1517	35
Future Vol, veh/h	16	0	37	10	3	51	32	2269	33	44	1517	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	300	-	325	350	-	375
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	6	0	0	0	0	0	4	1	0	0	1	0
Mvmt Flow	16	0	38	10	3	53	33	2339	34	45	1564	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2657	4093	782	3121	4095	1170	1600	0	0	2373	0	0
Stage 1	1654	1654	-	2405	2405	-	-	-	-	-	-	-
Stage 2	1003	2439	-	716	1690	-	-	-	-	-	-	-
Critical Hdwy	6.52	6.5	7.1	6.4	6.5	7.1	5.38	-	-	5.3	-	-
Critical Hdwy Stg 1	7.42	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.82	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.86	4	3.9	3.8	4	3.9	3.14	-	-	3.1	-	-
Pot Cap-1 Maneuver	*23	*3	*565	*13	*~ 3	*392	*702	-	-	*494	-	-
Stage 1	*571	*551	-	*403	*383	-	-	-	-	-	-	-
Stage 2	*396	*383	-	*580	*551	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	-	-
Mov Cap-1 Maneuver	*18	*3	*565	*11	*~ 3	*392	*702	-	-	*494	-	-
Mov Cap-2 Maneuver	*176	*180	-	*196	*189	-	-	-	-	-	-	-
Stage 1	*544	*501	-	*384	*365	-	-	-	-	-	-	-
Stage 2	*324	*365	-	*492	*501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.6	17.5	0.1	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	* 702	-	-	176	565	194	392	* 494	-	-
HCM Lane V/C Ratio	0.047	-	-	0.094	0.068	0.069	0.134	0.092	-	-
HCM Control Delay (s)	10.4	-	-	27.6	11.8	24.9	15.6	13	-	-
HCM Lane LOS	B	-	-	D	B	C	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0.2	0.5	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	34	0	0	83	23	2255	87	102	1557	26
Future Vol, veh/h	0	0	34	0	0	83	23	2255	87	102	1557	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	325	-	350	315	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	0	0	34	0	0	83	23	2255	87	102	1557	26

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	779	-	-	1128	1583	0	0	2342	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	0	0	*552	0	0	173	*695	-	-	~ 86	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %			1				1	-	-		-	-
Mov Cap-1 Maneuver	-	-	*552	-	-	173	*695	-	-	~ 86	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	43.6	0.1	14.8
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 695	-	-	552	173	~ 86	-	-
HCM Lane V/C Ratio	0.033	-	-	0.062	0.48	1.186	-	-
HCM Control Delay (s)	10.4	-	-	11.9	43.6	243.9	-	-
HCM Lane LOS	B	-	-	B	E	F	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	2.3	7.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↑↑↑	↱		↑↑↑	↱
Traffic Vol, veh/h	0	0	21	0	0	84	0	2310	51	0	1664	25
Future Vol, veh/h	0	0	21	0	0	84	0	2310	51	0	1664	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	400	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	1	0	1	2	0	2	0
Mvmt Flow	0	0	21	0	0	84	0	2310	51	0	1664	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	832	-	-	1155	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	7.12	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.91	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*526	0	0	165	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %			1					-	-		-	-
Mov Cap-1 Maneuver	-	-	*526	-	-	165	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	47.5	0	0
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	526	165	-	-
HCM Lane V/C Ratio	-	-	0.04	0.509	-	-
HCM Control Delay (s)	-	-	12.1	47.5	-	-
HCM Lane LOS	-	-	B	E	-	-
HCM 95th %tile Q(veh)	-	-	0.1	2.5	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

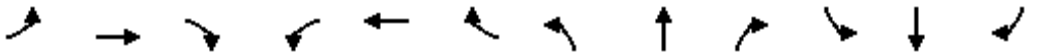
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	2394	1679	29
Future Vol, veh/h	0	10	0	2394	1679	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	1	2	0
Mvmt Flow	0	10	0	2394	1679	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	840	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-	-
Pot Cap-1 Maneuver	0	268	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	268	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	268	-	-
HCM Lane V/C Ratio	-	0.037	-	-
HCM Control Delay (s)	-	19	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	551	719	170	227	535	370	251	1814	329	483	1295	386
Future Volume (veh/h)	551	719	170	227	535	370	251	1814	329	483	1295	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1885	1885	1885	1885	1900	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	568	741	175	234	552	381	259	1870	339	498	1335	398
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2	1	1	1	1	0	1	1	1	1	1
Cap, veh/h	604	910	409	271	591	264	294	1817	564	544	2182	677
Arrive On Green	0.17	0.26	0.26	0.13	0.28	0.28	0.08	0.35	0.35	0.31	0.85	0.85
Sat Flow, veh/h	3483	3554	1598	3483	3582	1598	3510	5147	1598	3483	5147	1598
Grp Volume(v), veh/h	568	741	175	234	552	381	259	1870	339	498	1335	398
Grp Sat Flow(s),veh/h/ln	1742	1777	1598	1742	1791	1598	1755	1716	1598	1742	1716	1598
Q Serve(g_s), s	32.2	39.2	18.3	13.2	30.1	33.0	14.6	70.6	26.5	27.5	16.4	8.5
Cycle Q Clear(g_c), s	32.2	39.2	18.3	13.2	30.1	33.0	14.6	70.6	26.5	27.5	16.4	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	604	910	409	271	591	264	294	1817	564	544	2182	677
V/C Ratio(X)	0.94	0.81	0.43	0.86	0.93	1.45	0.88	1.03	0.60	0.92	0.61	0.59
Avail Cap(c_a), veh/h	629	910	409	385	591	264	321	1817	564	544	2182	677
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.78	0.78	0.78	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	69.9	62.2	85.9	71.4	72.4	90.6	64.7	30.8	67.5	10.0	3.1
Incr Delay (d2), s/veh	18.5	6.3	2.5	12.4	22.7	219.2	22.3	29.0	4.7	20.3	1.3	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.7	24.7	11.7	10.0	20.6	43.3	12.0	45.6	16.4	18.0	6.9	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.1	76.2	64.7	98.4	94.1	291.7	113.0	93.7	35.5	87.8	11.3	6.8
LnGrp LOS	F	E	E	F	F	F	F	F	D	F	B	A
Approach Vol, veh/h		1484			1167			2468			2231	
Approach Delay, s/veh		84.0			159.5			87.7			27.6	
Approach LOS		F			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.4	93.0	42.6	40.0	39.4	78.0	23.5	59.1
Change Period (Y+Rc), s	7.7	* 8.2	7.9	7.0	* 8.2	7.4	7.9	* 7.9
Max Green Setting (Gmax), s	18.3	* 82	36.1	33.0	* 30	70.6	22.1	* 47
Max Q Clear Time (g_c+I1), s	16.6	18.4	34.2	35.0	29.5	72.6	15.2	41.2
Green Ext Time (p_c), s	0.1	34.9	0.5	0.0	0.1	0.0	0.4	2.6

Intersection Summary	
HCM 6th Ctrl Delay	80.1
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1

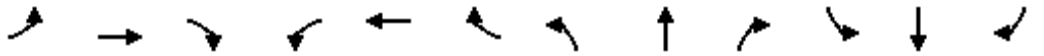
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↱			↱		↑↑↑	↱		↑↑↑	↱
Traffic Vol, veh/h	3	0	66	0	0	135	0	2678	57	0	2098	36
Future Vol, veh/h	3	0	66	0	0	135	0	2678	57	0	2098	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	0	-	-	325
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	1	0	1	2	0	1	0
Mvmt Flow	3	0	68	0	0	139	0	2761	59	0	2163	37

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	3267	-	1082	-	-	1381	-	0	0	-	-	0
Stage 1	2163	-	-	-	-	-	-	-	-	-	-	-
Stage 2	1104	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.4	-	7.1	-	-	7.12	-	-	-	-	-	-
Critical Hdwy Stg 1	7.3	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	-	3.9	-	-	3.91	-	-	-	-	-	-
Pot Cap-1 Maneuver	*236	0	*421	0	0	*276	0	-	-	0	-	-
Stage 1	*432	0	-	0	0	-	0	-	-	0	-	-
Stage 2	*284	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	1		1			1		-	-		-	-
Mov Cap-1 Maneuver	*117	-	*421	-	-	*276	-	-	-	-	-	-
Mov Cap-2 Maneuver	*117	-	-	-	-	-	-	-	-	-	-	-
Stage 1	*432	-	-	-	-	-	-	-	-	-	-	-
Stage 2	*141	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.2	30.6	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	421	276	-	-
HCM Lane V/C Ratio	-	-	0.162	0.504	-	-
HCM Control Delay (s)	-	-	15.2	30.6	-	-
HCM Lane LOS	-	-	C	D	-	-
HCM 95th %tile Q(veh)	-	-	0.6	2.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	2	51	9	0	7	39	2764	10	41	2066	90
Future Volume (veh/h)	190	2	51	9	0	7	39	2764	10	41	2066	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	196	2	53	9	0	7	40	2849	10	42	2130	93
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	248	2	238	298	0	238	167	3681	1152	143	3685	1153
Arrive On Green	0.15	0.15	0.15	0.15	0.00	0.15	0.04	1.00	1.00	0.02	0.72	0.72
Sat Flow, veh/h	1439	15	1610	1775	0	1610	1810	5147	1610	1810	5147	1610
Grp Volume(v), veh/h	198	0	53	9	0	7	40	2849	10	42	2130	93
Grp Sat Flow(s),veh/h/ln	1454	0	1610	1775	0	1610	1810	1716	1610	1810	1716	1610
Q Serve(g_s), s	26.0	0.0	5.8	0.0	0.0	0.7	1.2	0.0	0.0	1.2	40.1	3.5
Cycle Q Clear(g_c), s	26.8	0.0	5.8	0.9	0.0	0.7	1.2	0.0	0.0	1.2	40.1	3.5
Prop In Lane	0.99		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	251	0	238	298	0	238	167	3681	1152	143	3685	1153
V/C Ratio(X)	0.79	0.00	0.22	0.03	0.00	0.03	0.24	0.77	0.01	0.29	0.58	0.08
Avail Cap(c_a), veh/h	299	0	292	347	0	292	258	3681	1152	233	3685	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.0	0.0	75.1	73.0	0.0	73.0	11.9	0.0	0.0	7.0	13.8	8.6
Incr Delay (d2), s/veh	11.3	0.0	0.5	0.0	0.0	0.0	0.7	1.6	0.0	1.1	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.4	0.0	4.4	0.7	0.0	0.6	0.8	1.0	0.0	0.9	21.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.3	0.0	75.6	73.0	0.0	73.0	12.6	1.6	0.0	8.2	14.4	8.7
LnGrp LOS	F	A	E	E	A	E	B	A	A	A	B	A
Approach Vol, veh/h		251			16			2899			2265	
Approach Delay, s/veh		91.1			73.0			1.8			14.1	
Approach LOS		F			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	150.8		37.2	12.1	150.6		37.2				
Change Period (Y+Rc), s	* 7.5	7.6		* 7.7	7.6	7.6		* 7.7				
Max Green Setting (Gmax), s	* 15	126.4		* 36	14.4	126.4		* 36				
Max Q Clear Time (g_c+I1), s	3.2	42.1		2.9	3.2	2.0		28.8				
Green Ext Time (p_c), s	0.0	63.9		0.0	0.0	114.0		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	11.3	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1

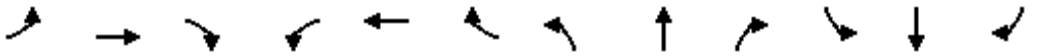
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	1184	22	41	1036	19	9	1	37	7	0	37
Future Vol, veh/h	61	1184	22	41	1036	19	9	1	37	7	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	340	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	63	1221	23	42	1068	20	9	1	38	7	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1088	0	0	1244	0	0	1977	2531	622	1899	2532	544
Stage 1	-	-	-	-	-	-	1359	1359	-	1162	1162	-
Stage 2	-	-	-	-	-	-	618	1172	-	737	1370	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*983	-	-	567	-	-	*73	*26	434	*91	*26	*655
Stage 1	-	-	-	-	-	-	*159	*219	-	*617	*540	-
Stage 2	-	-	-	-	-	-	*617	*540	-	*381	*216	-
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1
Mov Cap-1 Maneuver	*983	-	-	567	-	-	*61	*23	434	*74	*23	*655
Mov Cap-2 Maneuver	-	-	-	-	-	-	*138	*174	-	*246	*144	-
Stage 1	-	-	-	-	-	-	*149	*205	-	*578	*500	-
Stage 2	-	-	-	-	-	-	*538	*500	-	*324	*202	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	19.2	12.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	301	* 983	-	-	567	-	-	518
HCM Lane V/C Ratio	0.161	0.064	-	-	0.075	-	-	0.088
HCM Control Delay (s)	19.2	8.9	-	-	11.9	-	-	12.6
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0.2	-	-	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	1136	5	75	902	179	24	22	118	145	6	169
Future Volume (veh/h)	94	1136	5	75	902	179	24	22	118	145	6	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1885	1900	1900	1900	1885	1900	1900	1900
Adj Flow Rate, veh/h	97	1171	5	77	930	185	25	23	122	153	0	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	1	0	0	0	1	0	0	0
Cap, veh/h	114	2414	10	93	2339	1052	63	148	125	273	0	191
Arrive On Green	0.06	0.67	0.67	0.10	1.00	1.00	0.04	0.08	0.08	0.08	0.00	0.12
Sat Flow, veh/h	1781	3629	15	1781	3582	1610	1810	1900	1598	3619	0	1610
Grp Volume(v), veh/h	97	573	603	77	930	185	25	23	122	153	0	174
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1791	1610	1810	1900	1598	1810	0	1610
Q Serve(g_s), s	10.8	31.9	31.9	8.5	0.0	0.0	2.7	2.3	13.3	8.2	0.0	21.4
Cycle Q Clear(g_c), s	10.8	31.9	31.9	8.5	0.0	0.0	2.7	2.3	13.3	8.2	0.0	21.4
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	1182	1242	93	2339	1052	63	148	125	273	0	191
V/C Ratio(X)	0.85	0.49	0.49	0.83	0.40	0.18	0.39	0.16	0.98	0.56	0.00	0.91
Avail Cap(c_a), veh/h	176	1182	1242	176	2339	1052	195	204	172	534	0	238
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.57	0.57	0.57	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	92.7	16.6	16.6	88.7	0.0	0.0	94.4	86.1	70.4	89.3	0.0	87.1
Incr Delay (d2), s/veh	17.5	1.4	1.4	7.9	0.3	0.2	4.8	0.6	55.8	2.2	0.0	32.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	19.2	20.0	6.4	0.2	0.1	2.5	2.1	11.9	7.1	0.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.1	18.0	17.9	96.7	0.3	0.2	99.2	86.6	126.2	91.4	0.0	119.7
LnGrp LOS	F	B	B	F	A	A	F	F	F	F	A	F
Approach Vol, veh/h		1273			1192			170			327	
Approach Delay, s/veh		25.0			6.5			116.9			106.5	
Approach LOS		C			A			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	137.3	21.6	22.1	16.6	139.7	13.5	30.2
Change Period (Y+Rc), s	* 6.2	6.7	6.5	6.5	* 6.2	6.7	6.5	6.5
Max Green Setting (Gmax), s	* 20	103.3	29.5	21.5	* 20	103.3	21.5	29.5
Max Q Clear Time (g_c+I1), s	12.8	2.0	10.2	15.3	10.5	33.9	4.7	23.4
Green Ext Time (p_c), s	0.1	16.8	0.6	0.3	0.1	18.8	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1391	22	0	1156	0	49
Future Vol, veh/h	1391	22	0	1156	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1391	22	0	1156	0	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	707
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	382
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	382
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	382	-	-	-
HCM Lane V/C Ratio	0.128	-	-	-
HCM Control Delay (s)	15.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

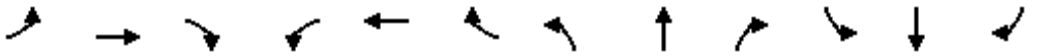
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1452	79	0	1100	20	0	0	85	1	0	32
Future Vol, veh/h	0	1452	79	0	1100	20	0	0	85	1	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	1	0	0	0	1	0	0	0
Mvmt Flow	0	1497	81	0	1134	21	0	0	88	1	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	789	1894	-	578
Stage 1	-	-	-	-	-	-	-	-	-	1145	-	-
Stage 2	-	-	-	-	-	-	-	-	-	749	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.92	6.95	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	7.3	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.31	3.65	-	3.9
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	336	57	0	397
Stage 1	0	-	-	0	-	-	0	0	-	164	0	-
Stage 2	0	-	-	0	-	-	0	0	-	364	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	336	42	-	397
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	42	-	-
Stage 1	-	-	-	-	-	-	-	-	-	164	-	-
Stage 2	-	-	-	-	-	-	-	-	-	269	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	19.5	14.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	336	-	-	-	-	397
HCM Lane V/C Ratio	0.261	-	-	-	-	0.083
HCM Control Delay (s)	19.5	-	-	-	-	14.9
HCM Lane LOS	C	-	-	-	-	B
HCM 95th %tile Q(veh)	1	-	-	-	-	0.3



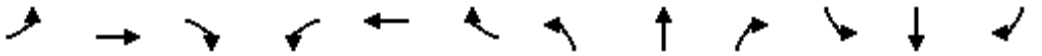
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1269	3	101	966	44	24	56	52	53	47	115
Future Volume (veh/h)	265	1269	3	101	966	44	24	56	52	53	47	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1856	1900	1885	1870	1900	1856	1900	1870	1900	1856
Adj Flow Rate, veh/h	273	1308	3	104	996	45	25	58	54	55	48	119
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	2	3	0	1	2	0	3	0	2	0	3
Cap, veh/h	533	2772	6	395	2562	116	151	102	95	105	220	182
Arrive On Green	0.11	1.00	1.00	0.05	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1795	3637	8	1810	3490	158	1238	884	823	1281	1900	1572
Grp Volume(v), veh/h	273	639	672	104	511	530	25	0	112	55	48	119
Grp Sat Flow(s),veh/h/ln	1795	1777	1869	1810	1791	1857	1238	0	1707	1281	1900	1572
Q Serve(g_s), s	8.4	0.0	0.0	3.0	0.0	0.0	3.7	0.0	12.4	8.5	4.6	14.5
Cycle Q Clear(g_c), s	8.4	0.0	0.0	3.0	0.0	0.0	8.3	0.0	12.4	20.9	4.6	14.5
Prop In Lane	1.00		0.00	1.00		0.08	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	533	1354	1424	395	1315	1363	151	0	198	105	220	182
V/C Ratio(X)	0.51	0.47	0.47	0.26	0.39	0.39	0.17	0.00	0.57	0.53	0.22	0.65
Avail Cap(c_a), veh/h	706	1354	1424	566	1315	1363	190	0	251	145	279	231
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.91	0.91	0.91	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.8	0.0	0.0	6.0	0.0	0.0	84.0	0.0	83.7	93.6	80.2	84.6
Incr Delay (d2), s/veh	0.1	0.6	0.6	0.1	0.8	0.8	0.2	0.0	1.0	1.5	0.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.4	0.4	1.9	0.5	0.5	2.2	0.0	9.5	5.2	4.1	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.9	0.6	0.6	6.1	0.8	0.8	84.2	0.0	84.6	95.1	80.4	86.6
LnGrp LOS	A	A	A	A	A	A	F	A	F	F	F	F
Approach Vol, veh/h		1584			1145			137			222	
Approach Delay, s/veh		1.3			1.3			84.5			87.3	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	153.5		29.7	11.1	159.1		29.7				
Change Period (Y+Rc), s	6.0	6.7		6.6	6.0	6.7		6.6				
Max Green Setting (Gmax), s	30.0	121.3		29.4	24.0	127.3		29.4				
Max Q Clear Time (g_c+I1), s	10.4	2.0		14.4	5.0	2.0		22.9				
Green Ext Time (p_c), s	0.3	19.4		0.3	0.1	31.6		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		11.2	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1267	90	31	933	48	105	6	31	108	11	71
Future Volume (veh/h)	24	1267	90	31	933	48	105	6	31	108	11	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1856	1885	1900	1900	1900	1900	1885	1900	1900
Adj Flow Rate, veh/h	25	1306	93	32	962	49	108	6	32	111	11	73
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	3	1	0	0	0	0	1	0	0
Cap, veh/h	361	2058	918	346	2090	939	293	19	99	272	133	113
Arrive On Green	0.05	1.00	1.00	0.03	0.58	0.58	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1810	3554	1585	1767	3582	1610	1810	261	1389	1795	1900	1610
Grp Volume(v), veh/h	25	1306	93	32	962	49	108	0	38	111	11	73
Grp Sat Flow(s),veh/h/ln	1810	1777	1585	1767	1791	1610	1810	0	1650	1795	1900	1610
Q Serve(g_s), s	0.5	0.0	0.0	0.7	15.3	1.3	5.4	0.0	2.2	5.6	0.5	4.4
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.7	15.3	1.3	5.4	0.0	2.2	5.6	0.5	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.84	1.00		1.00
Lane Grp Cap(c), veh/h	361	2058	918	346	2090	939	293	0	117	272	133	113
V/C Ratio(X)	0.07	0.63	0.10	0.09	0.46	0.05	0.37	0.00	0.32	0.41	0.08	0.65
Avail Cap(c_a), veh/h	515	2058	918	488	2090	939	357	0	181	338	209	177
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	7.8	11.9	8.9	38.9	0.0	44.2	39.1	43.5	45.3
Incr Delay (d2), s/veh	0.0	1.3	0.2	0.0	0.7	0.1	0.3	0.0	1.6	0.4	0.3	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.7	0.1	0.4	9.3	0.8	4.4	0.0	1.7	4.5	0.5	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	1.3	0.2	7.8	12.6	9.1	39.2	0.0	45.7	39.5	43.8	51.5
LnGrp LOS	A	A	A	A	B	A	D	A	D	D	D	D
Approach Vol, veh/h		1424			1043			146			195	
Approach Delay, s/veh		1.4			12.3			40.9			44.2	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	65.0	13.3	13.1	8.9	64.6	13.5	13.0
Change Period (Y+Rc), s	6.0	6.7	6.0	6.0	6.0	6.7	6.0	6.0
Max Green Setting (Gmax), s	11.0	42.3	11.0	11.0	11.0	42.3	11.0	11.0
Max Q Clear Time (g_c+I1), s	2.5	17.3	7.6	4.2	2.7	2.0	7.4	6.4
Green Ext Time (p_c), s	0.0	12.5	0.0	0.0	0.0	23.6	0.0	0.1

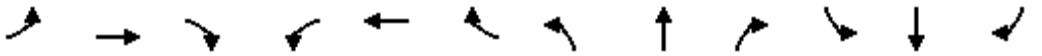
Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
20: Vanderbilt Dr/Luke St & Bonita Beach Rd

11/26/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	1050	186	145	890	14	183	18	234	26	17	5
Future Volume (veh/h)	14	1050	186	145	890	14	183	18	234	26	17	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1885	1885	1870	1900	1870	1900	1885	1811	1900	1648
Adj Flow Rate, veh/h	14	1071	190	148	908	14	187	18	239	27	17	5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	3	1	1	2	0	2	0	1	6	0	17
Cap, veh/h	29	1731	965	216	1948	30	406	471	396	98	50	11
Arrive On Green	0.02	0.49	0.49	0.06	0.54	0.54	0.11	0.25	0.25	0.07	0.07	0.07
Sat Flow, veh/h	1810	3526	1598	3483	3582	55	1781	1900	1598	603	718	150
Grp Volume(v), veh/h	14	1071	190	148	450	472	187	18	239	49	0	0
Grp Sat Flow(s),veh/h/ln	1810	1763	1598	1742	1777	1860	1781	1900	1598	1471	0	0
Q Serve(g_s), s	0.8	22.2	5.3	4.2	15.5	15.5	9.3	0.7	13.2	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.8	22.2	5.3	4.2	15.5	15.5	9.3	0.7	13.2	2.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	0.55		0.10
Lane Grp Cap(c), veh/h	29	1731	965	216	967	1012	406	471	396	159	0	0
V/C Ratio(X)	0.48	0.62	0.20	0.68	0.47	0.47	0.46	0.04	0.60	0.31	0.00	0.00
Avail Cap(c_a), veh/h	145	1731	965	568	967	1012	410	580	487	234	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.8	18.6	8.9	45.9	13.9	13.9	35.5	28.6	33.3	44.5	0.0	0.0
Incr Delay (d2), s/veh	4.5	1.7	0.5	1.4	1.6	1.5	0.8	0.0	1.5	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	13.3	3.4	3.2	9.9	10.3	7.4	0.6	9.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	20.3	9.4	47.4	15.5	15.5	36.3	28.6	34.7	45.6	0.0	0.0
LnGrp LOS	D	C	A	D	B	B	D	C	C	D	A	A
Approach Vol, veh/h		1275			1070			444			49	
Approach Delay, s/veh		19.0			19.9			35.1			45.6	
Approach LOS		B			B			D			D	

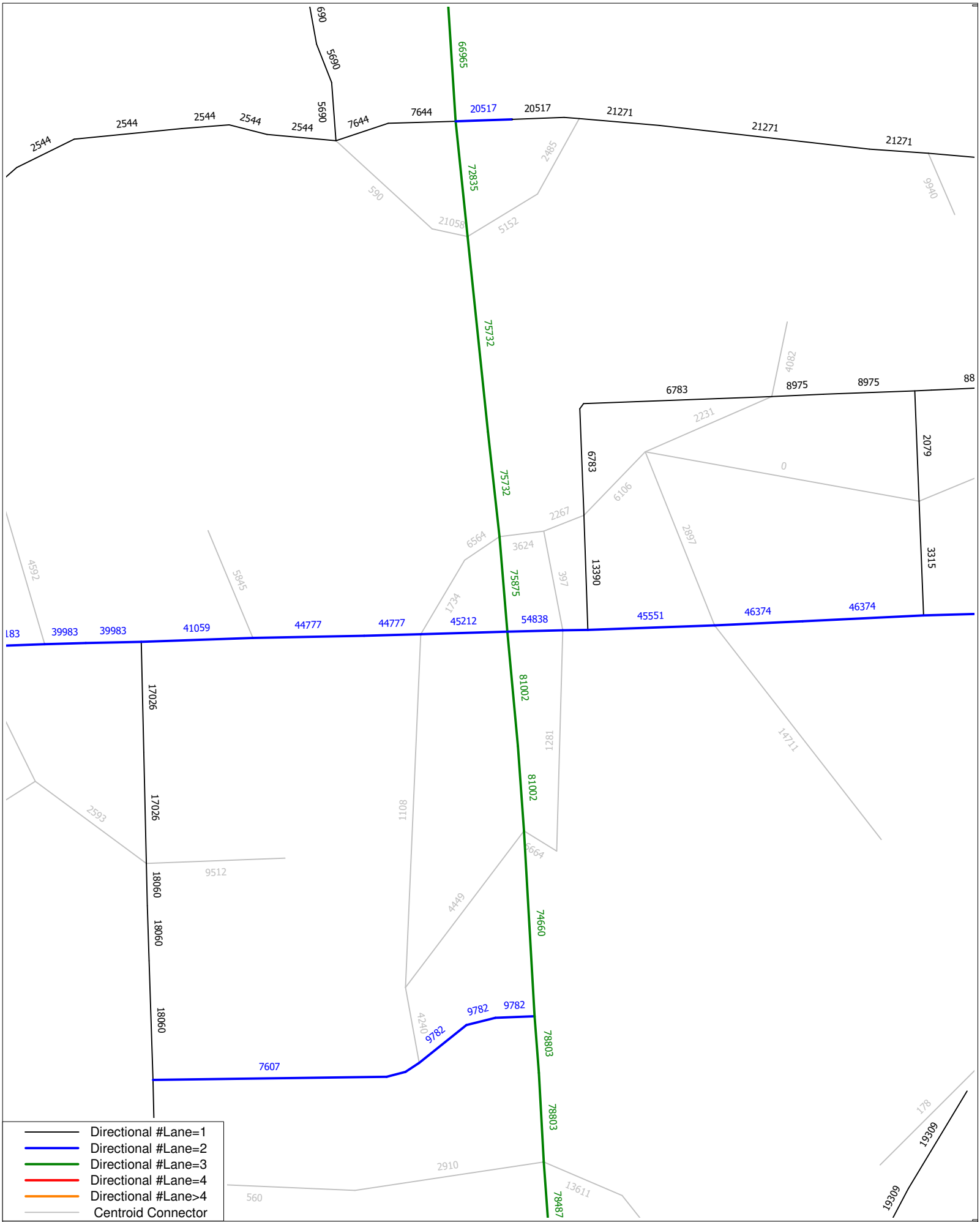
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	61.1		31.3	12.9	55.8	17.8	13.5				
Change Period (Y+Rc), s	6.0	6.7		6.5	6.7	6.7	6.5	6.5				
Max Green Setting (Gmax), s	8.0	42.3		30.5	16.3	33.3	11.5	12.5				
Max Q Clear Time (g_c+I1), s	2.8	17.5		15.2	6.2	24.2	11.3	4.9				
Green Ext Time (p_c), s	0.0	5.6		0.8	0.2	4.9	0.0	0.1				

Intersection Summary			
HCM 6th Ctrl Delay		22.3	
HCM 6th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.

Appendix H. Model Plots



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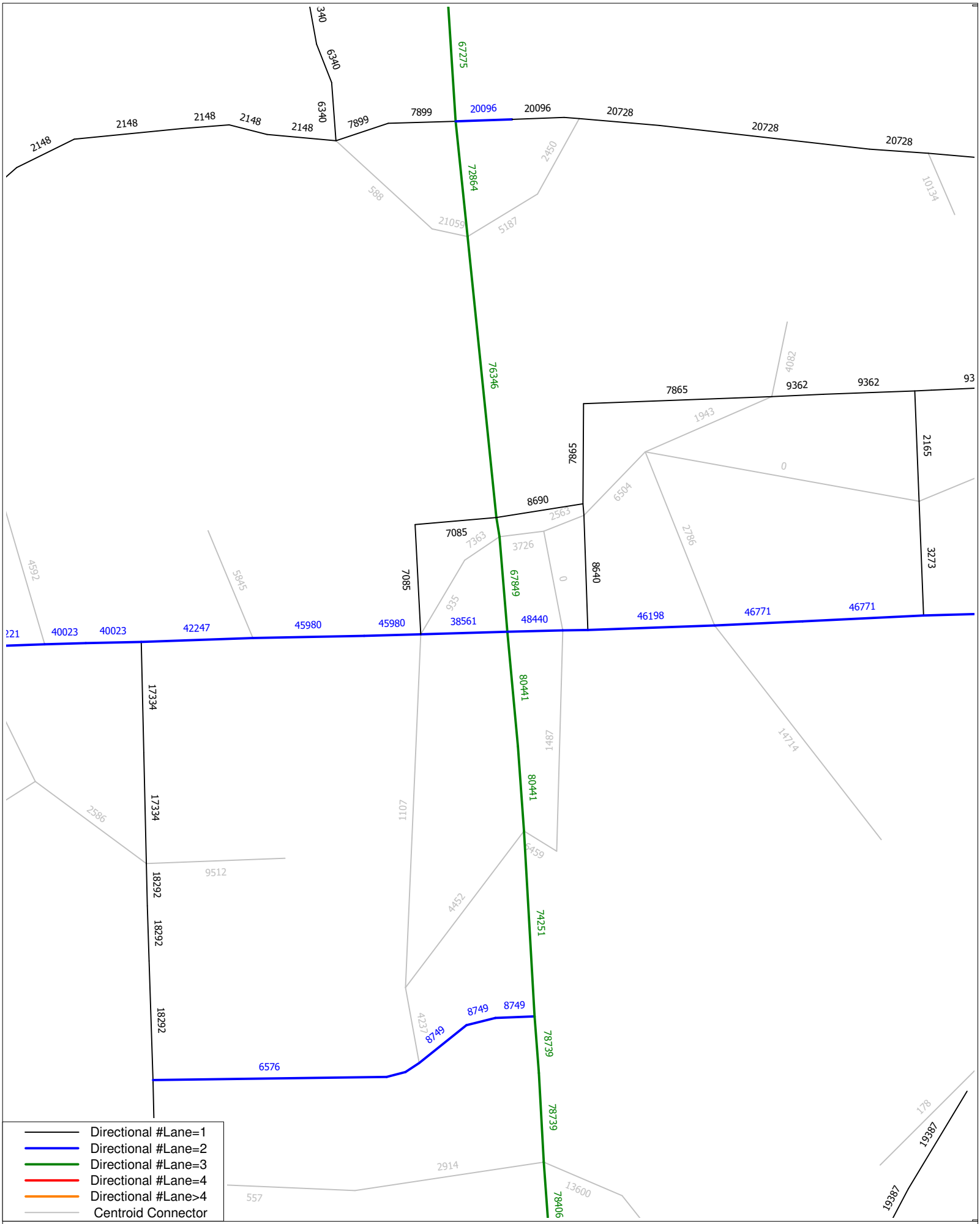

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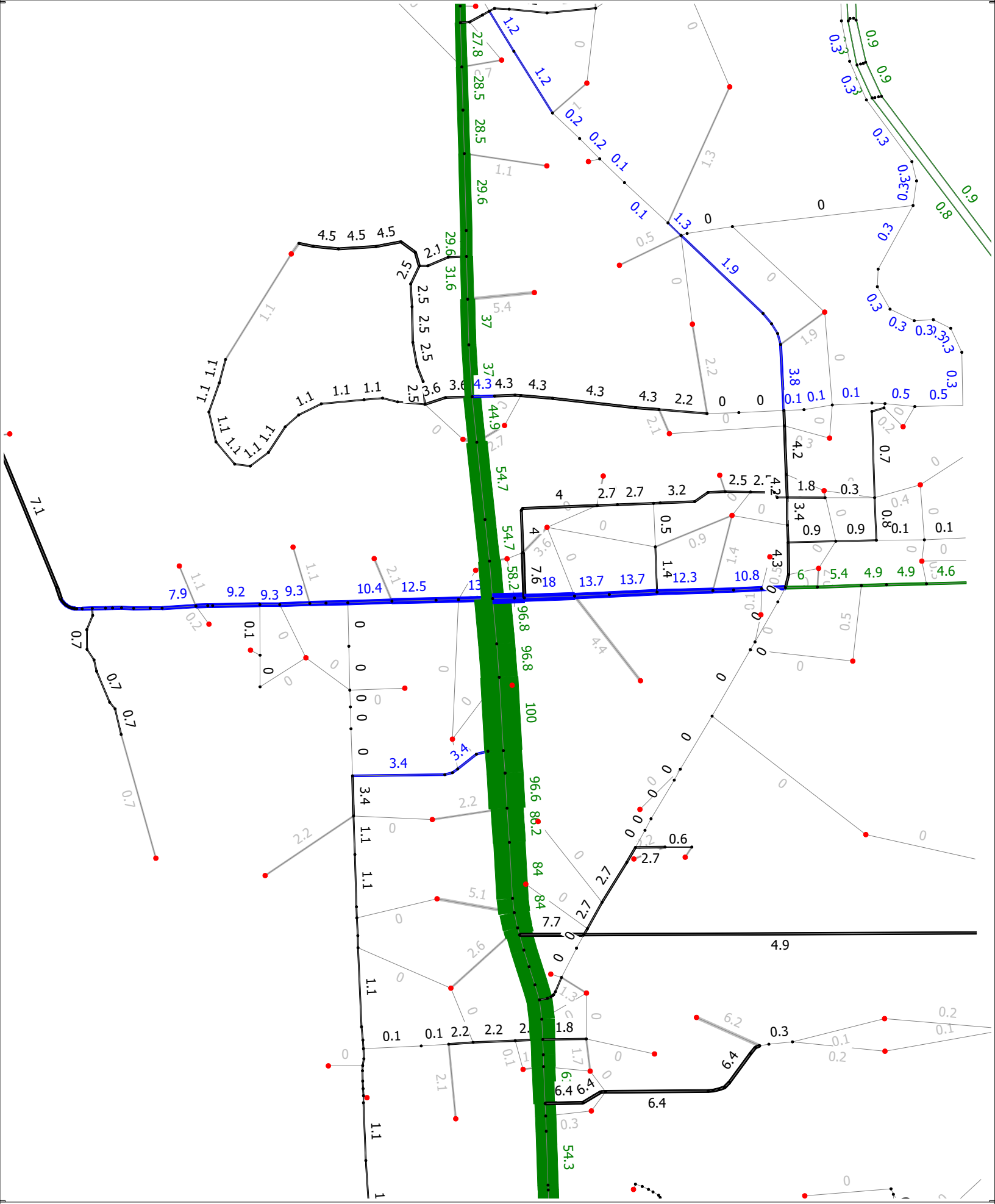

D1RPM_TOD V.1.06
CF 2040
US 41 & BBR No Build SLA

cube
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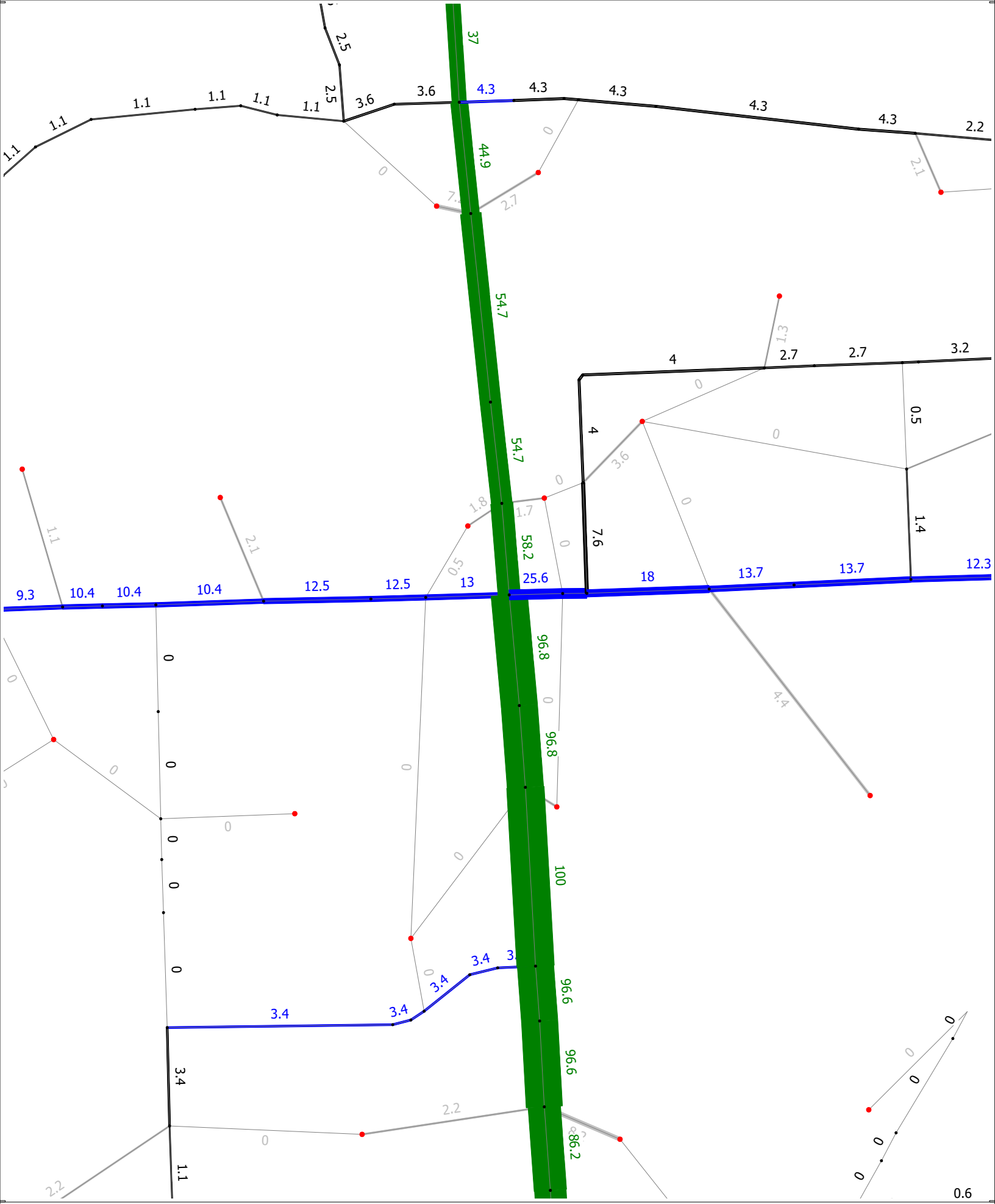

D1RPM_TOD V.1.06
CF 2040
US 41 & BBR No Build SLA

cube

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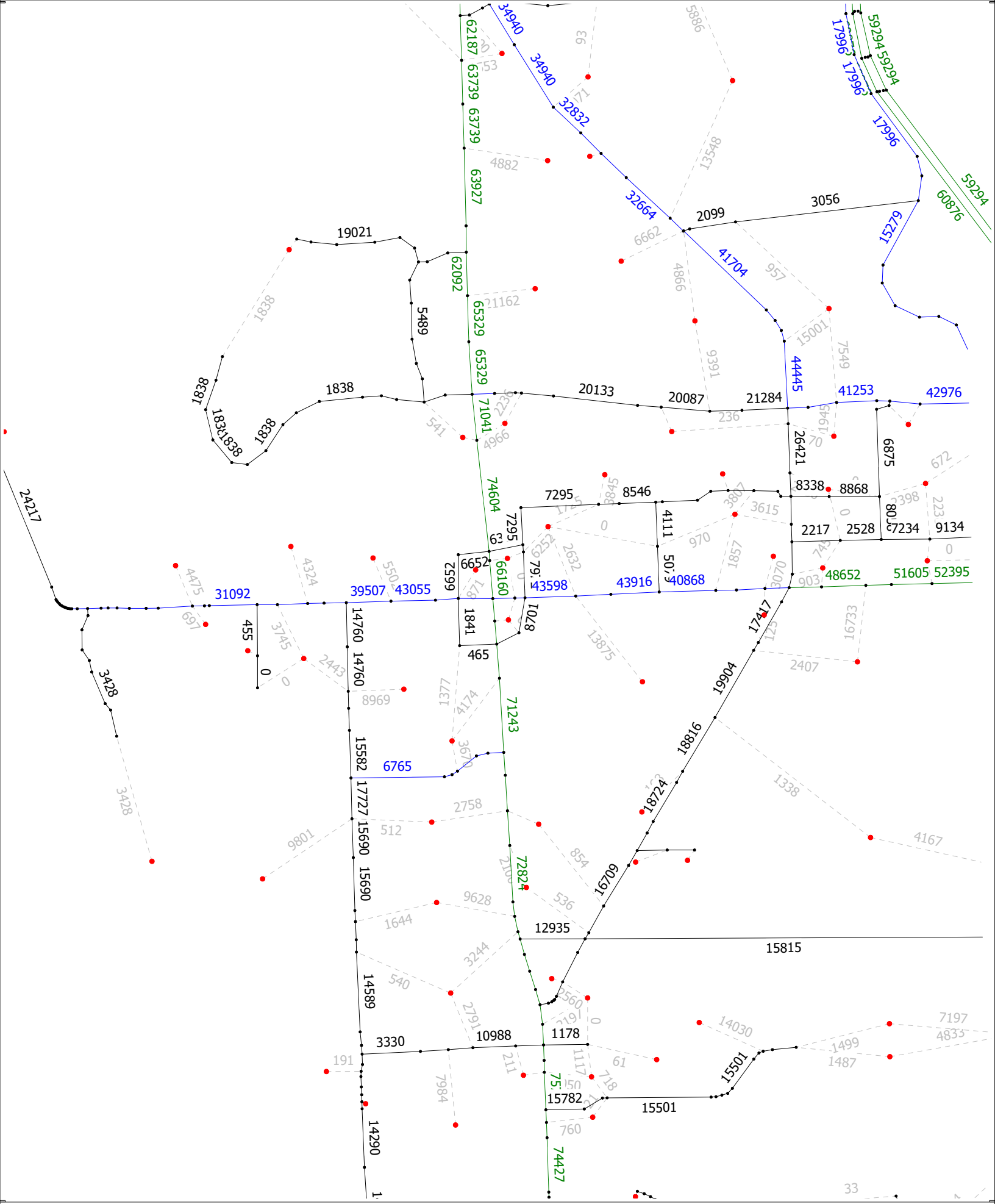

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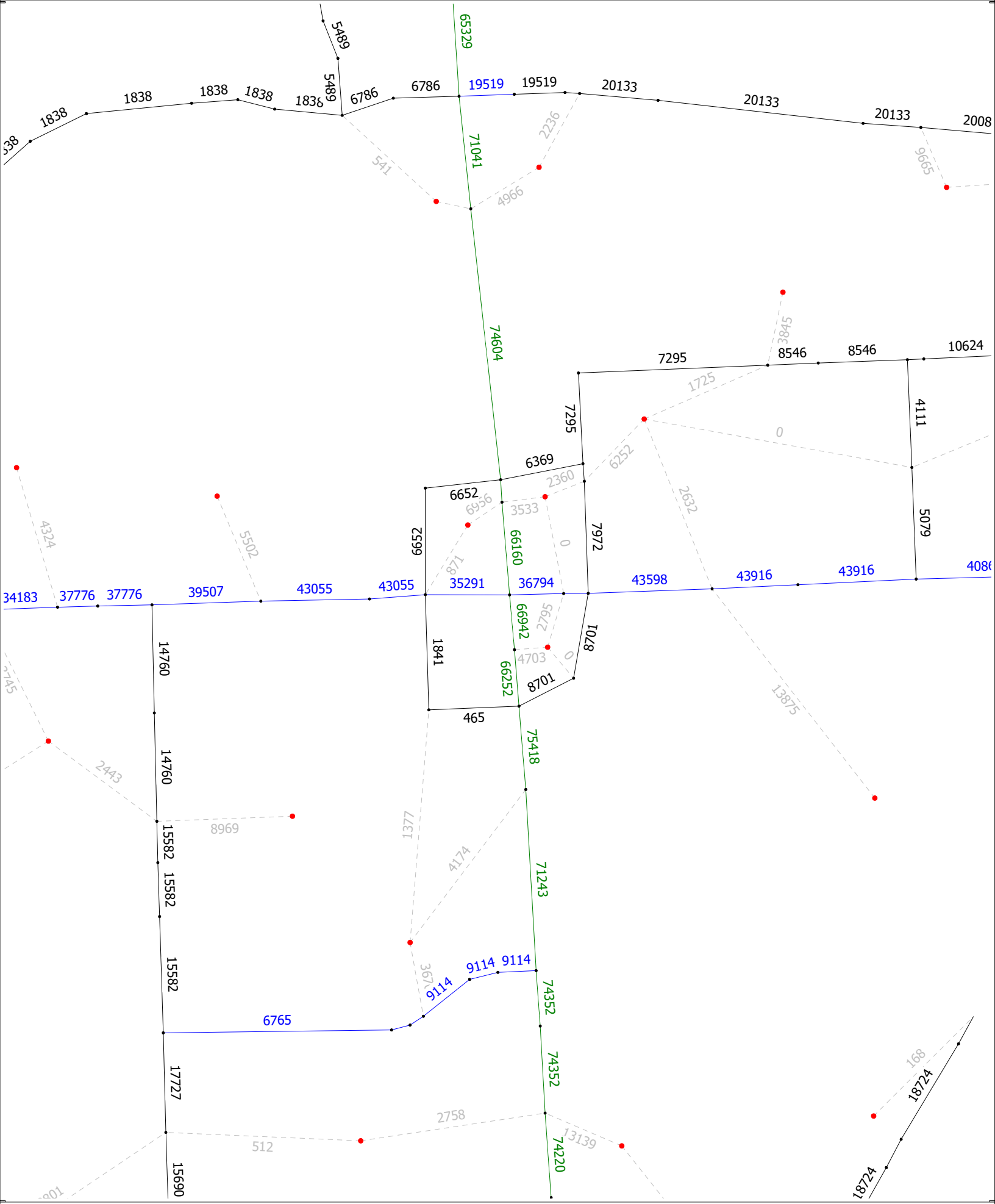

D1RPM_TOD V.1.06
CF 2040
US 41 & BBR North and Full Quad Roadway

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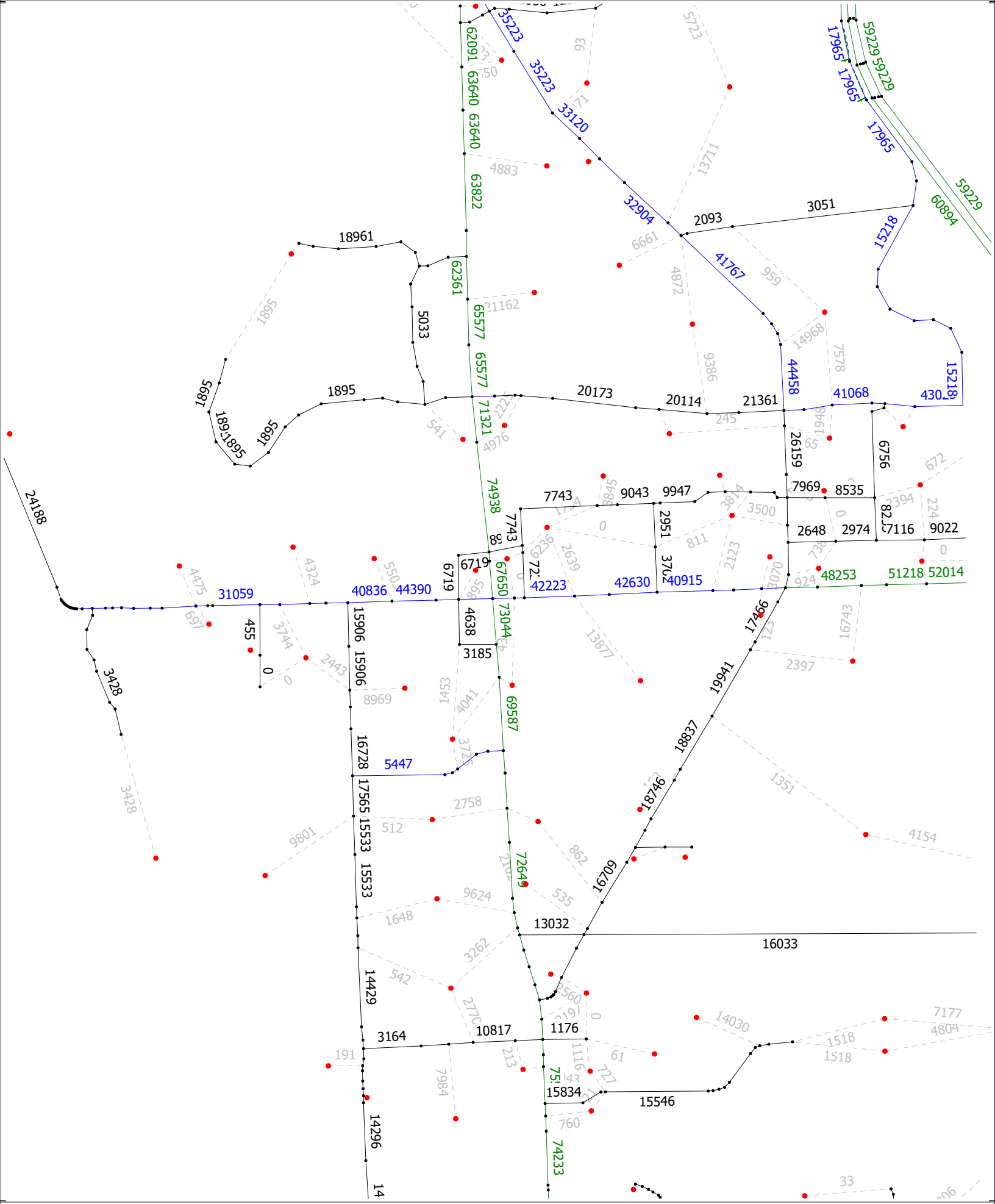

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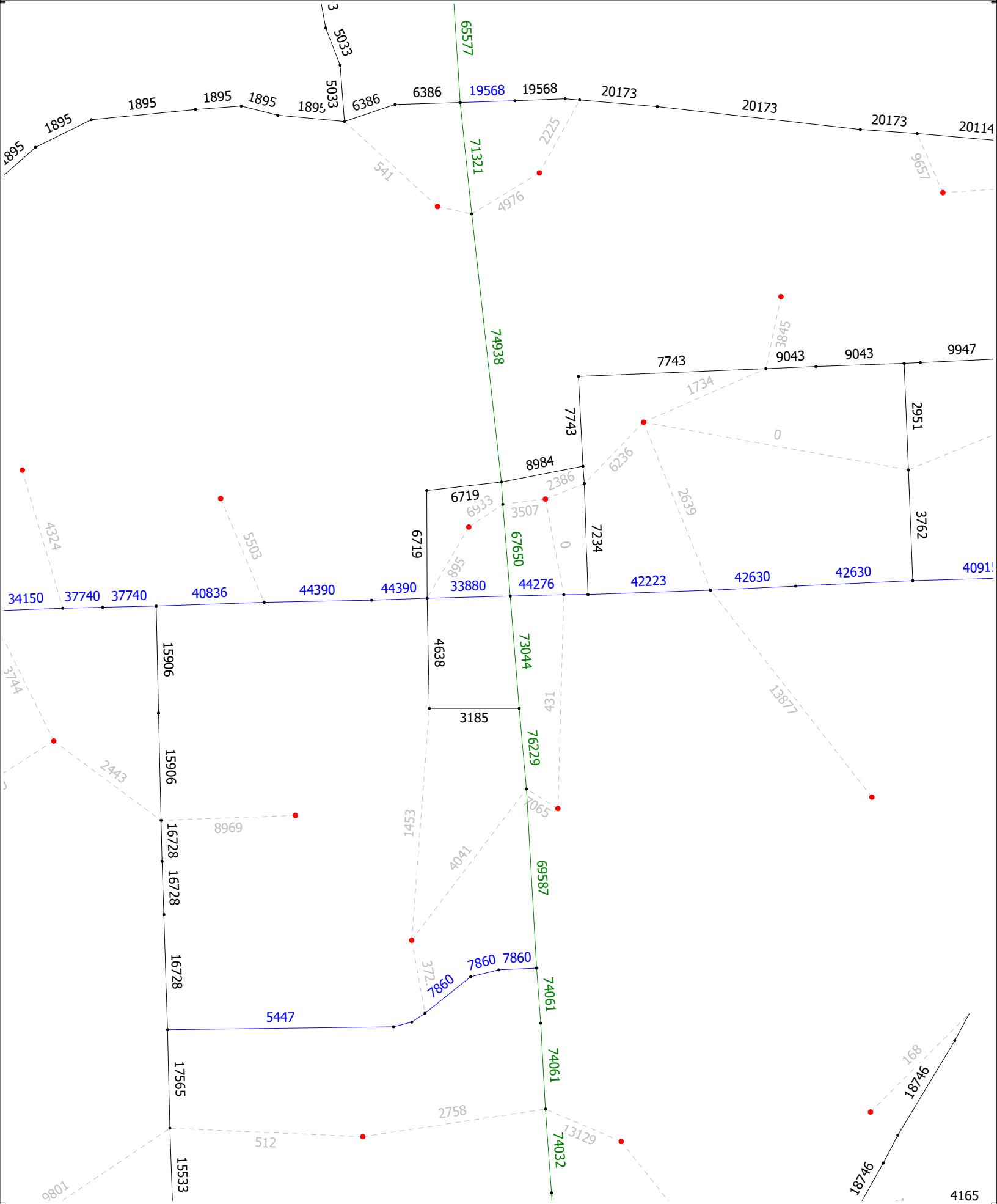

D1RPM_TOD V.1.06
CF 2040
US 41 & BBR North and N & SW Quad Roadway

cube

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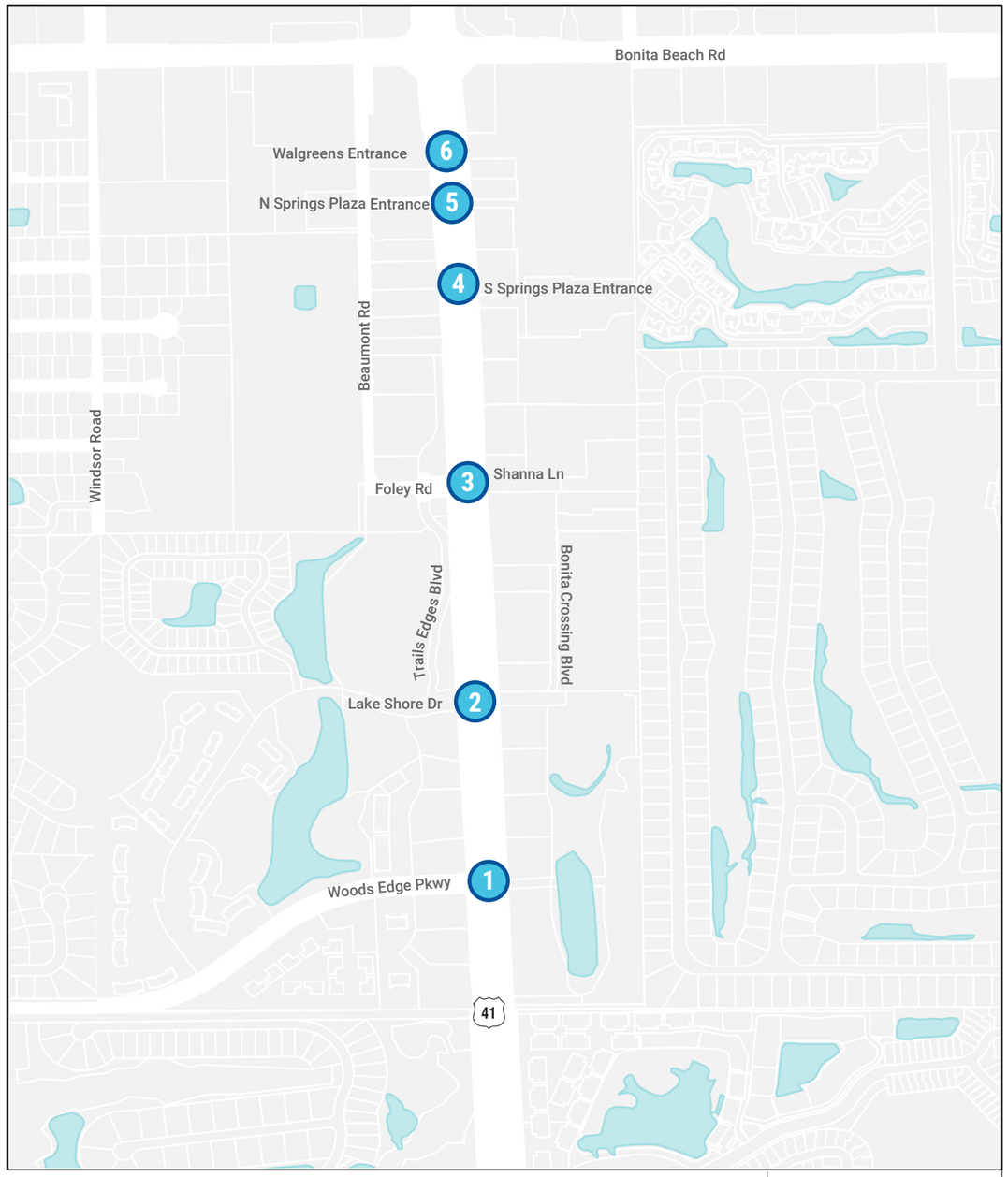
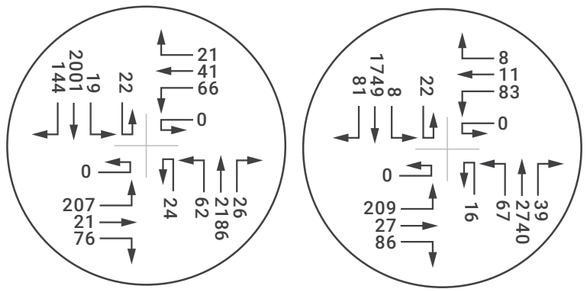
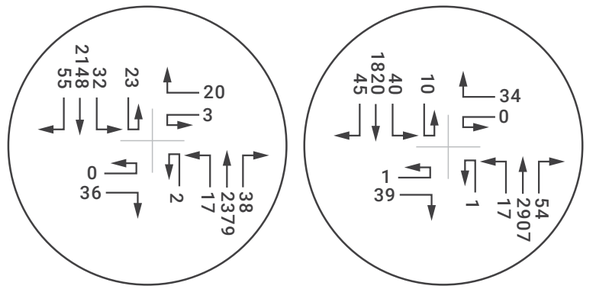
Appendix I. Opening Year No-Build and Build Scenario Turning Movement Volumes



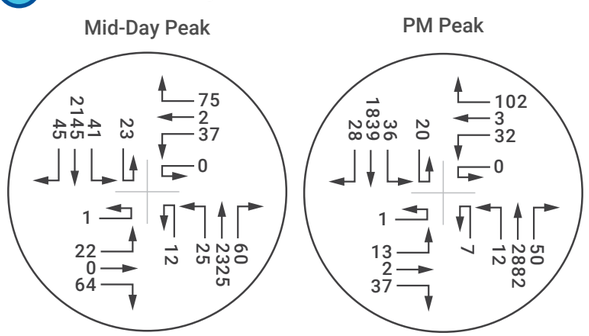
1 US 41 & Woods Edge Pkwy



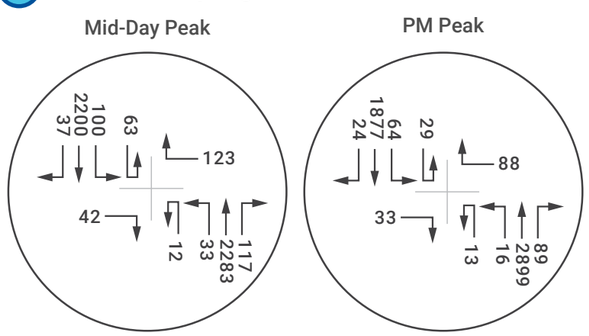
2 US 41 & Lake Shore Dr



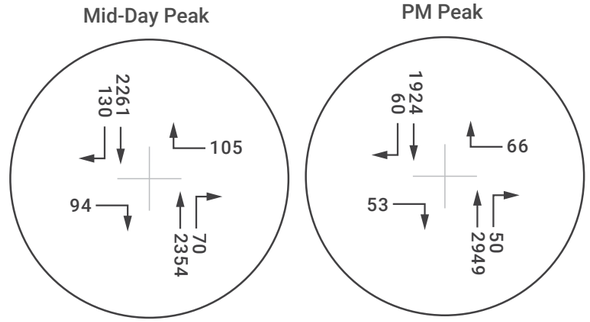
3 US 41 & Foley Rd/Shanna Ln



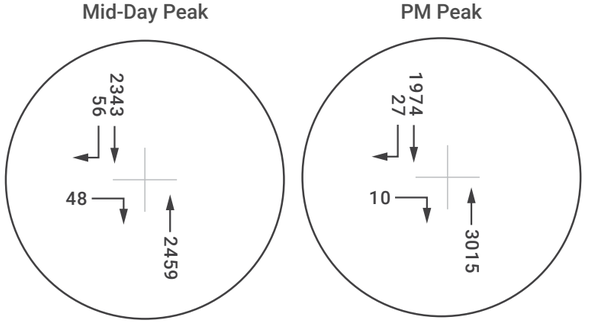
4 US 41 & S Springs Plaza Entrance



5 US 41 & N Springs Plaza Entrance



6 US 41 & Walgreens Entrance



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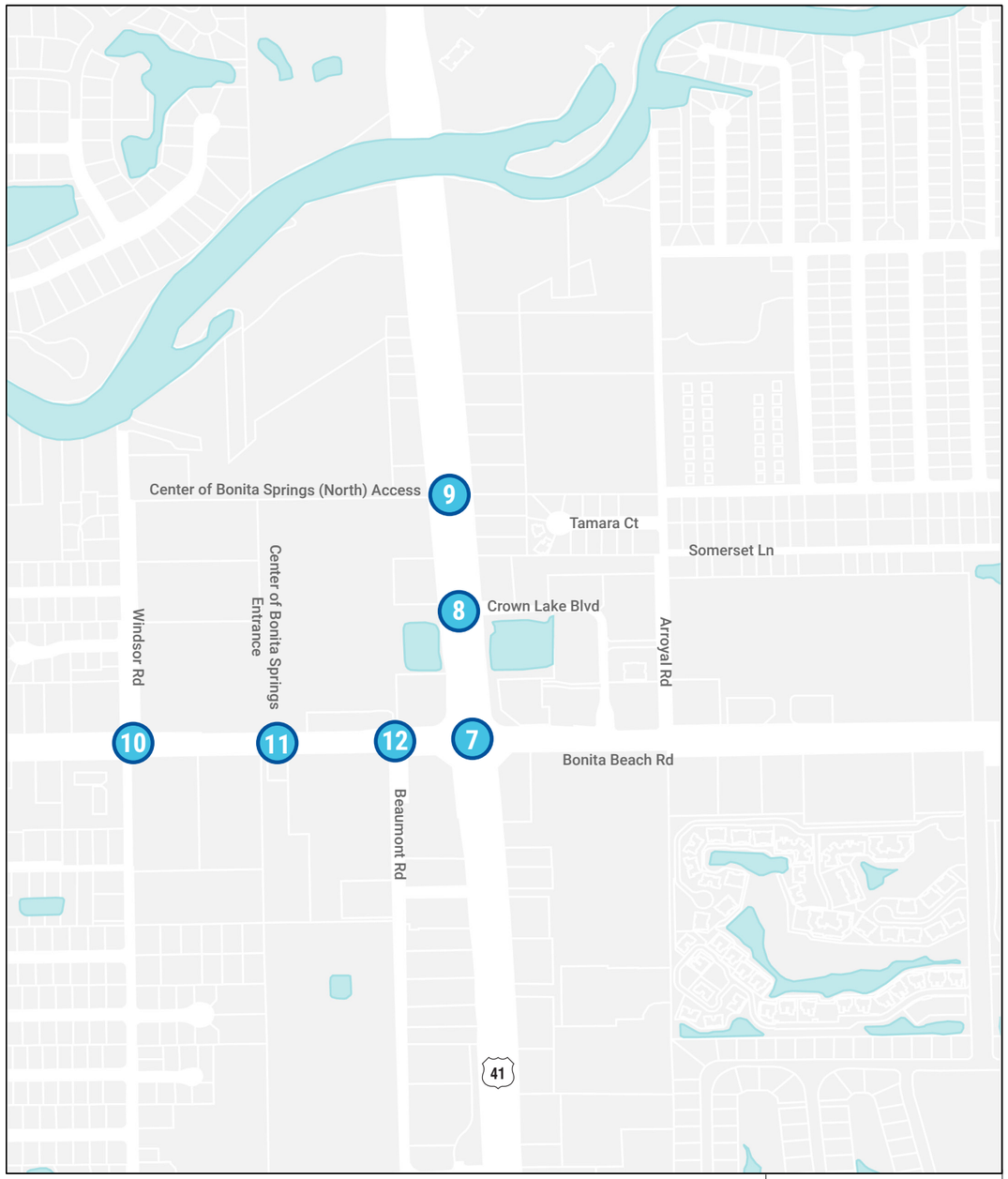
FPID 444321-1-22-01

2030 No Build TMCs (NW Quadrant)

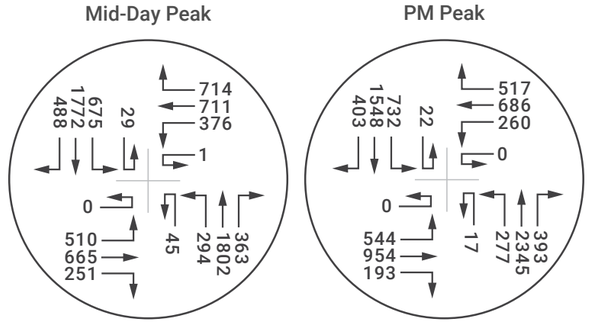
APPENDIX I.1



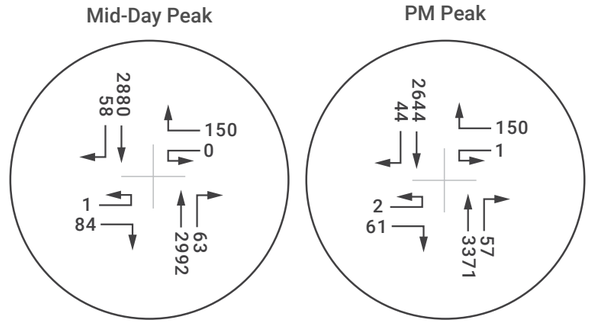
Scale in Feet
0 750 North

LEGEND
- X — Study Intersection
- Turning Movement Volumes

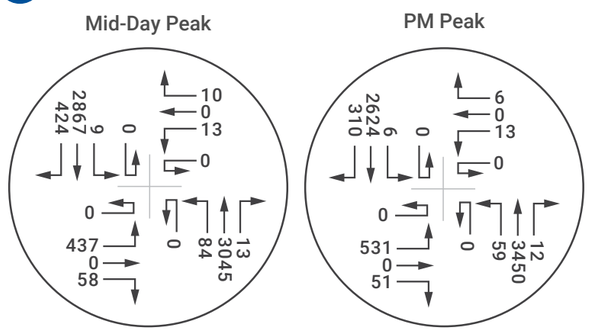
7 US 41 & Bonita Beach Rd



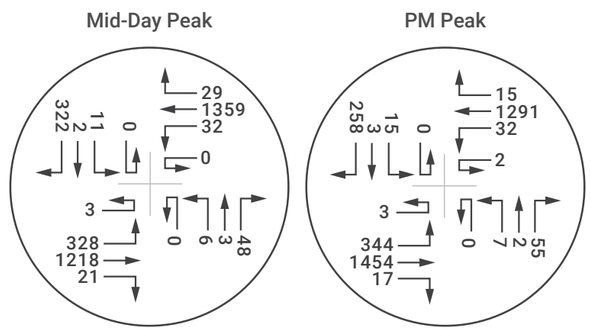
8 US 41 & Crown Lake Blvd



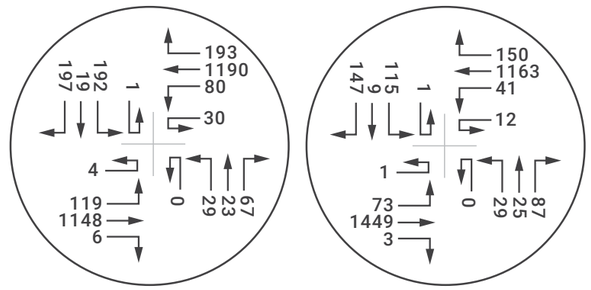
9 US 41 & Center of Bonita Springs (North) Access



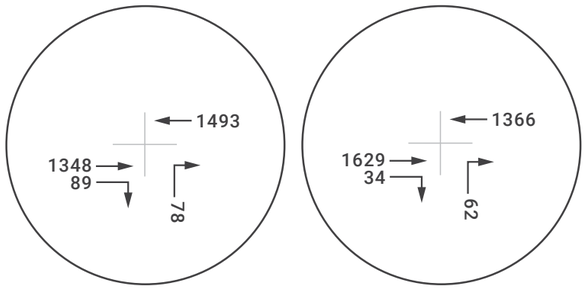
10 Windsor Rd & Bonita Beach Rd



11 Center of Bonita Springs Entrance & Bonita Beach Rd

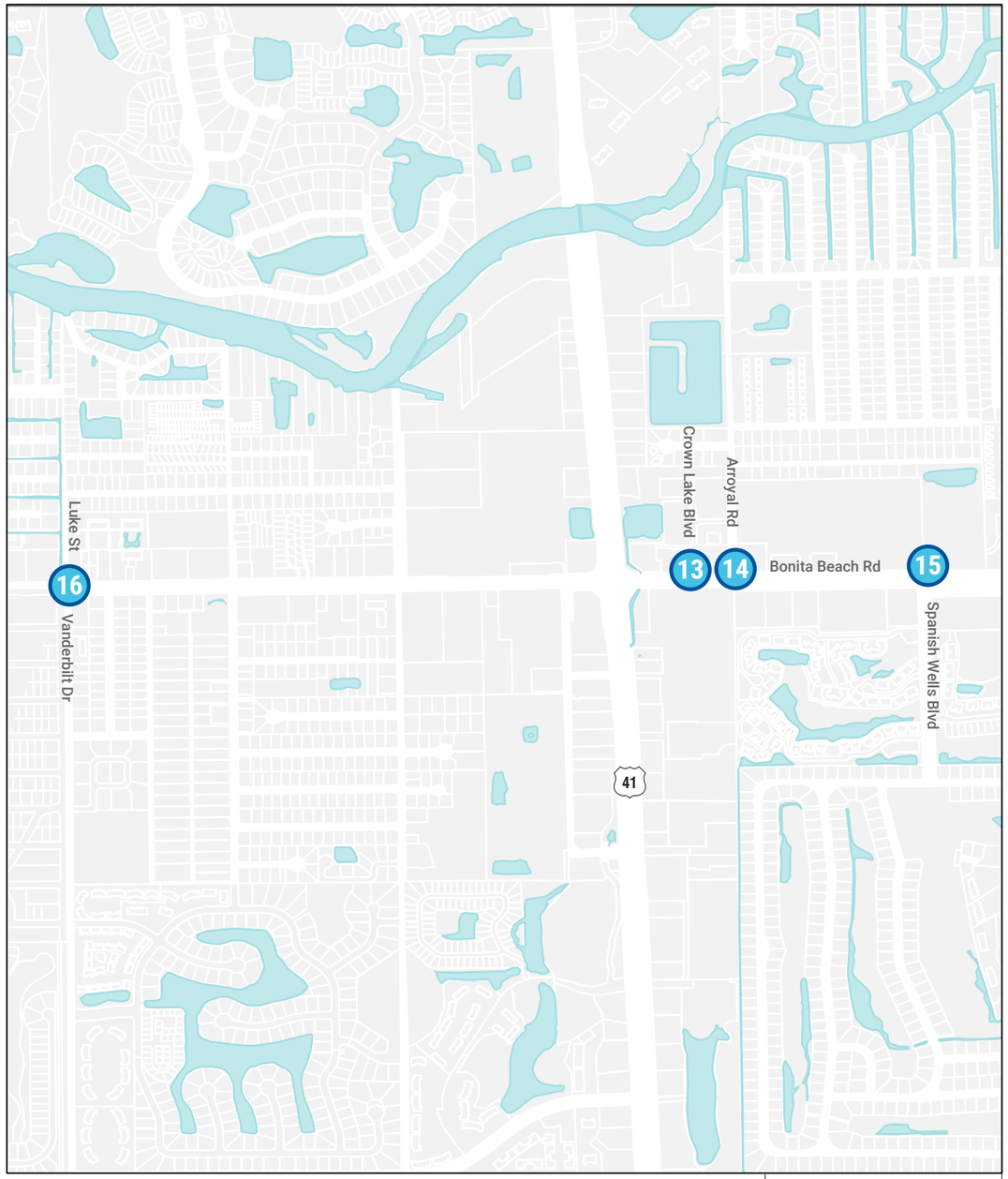


12 Beaumont Rd & Bonita Beach Rd



US 41 & Bonita Beach Road PD&E Study | Bonita Springs
FPID 444321-1-22-01

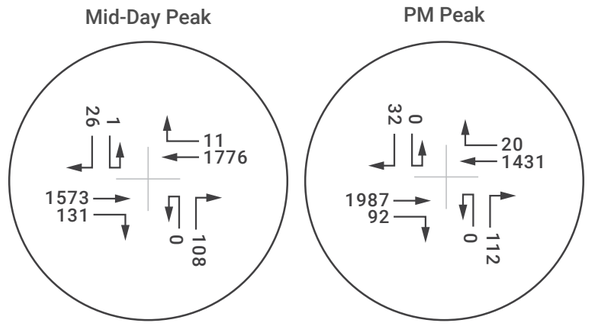
2030 No Build TMCs (NW Quadrant)
APPENDIX I.2



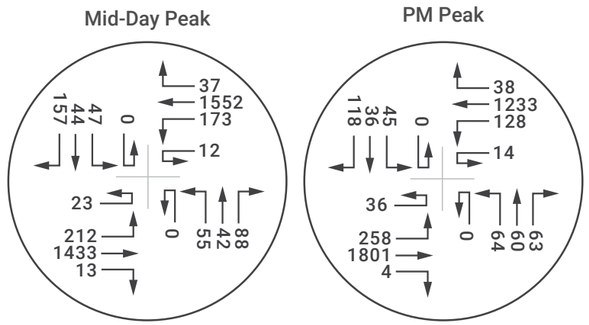
Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

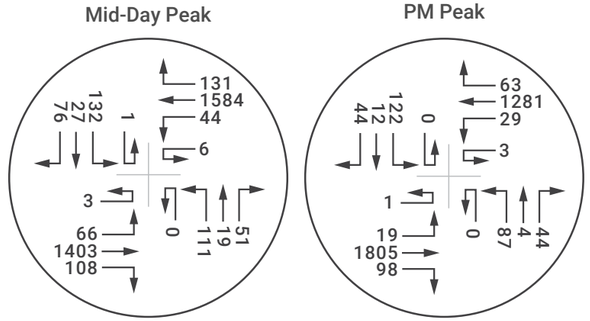
13 Crown Lake Blvd & Bonita Beach Rd



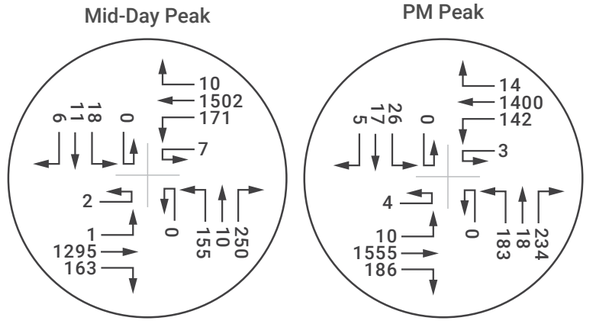
14 Arroyal Rd & Bonita Beach Rd

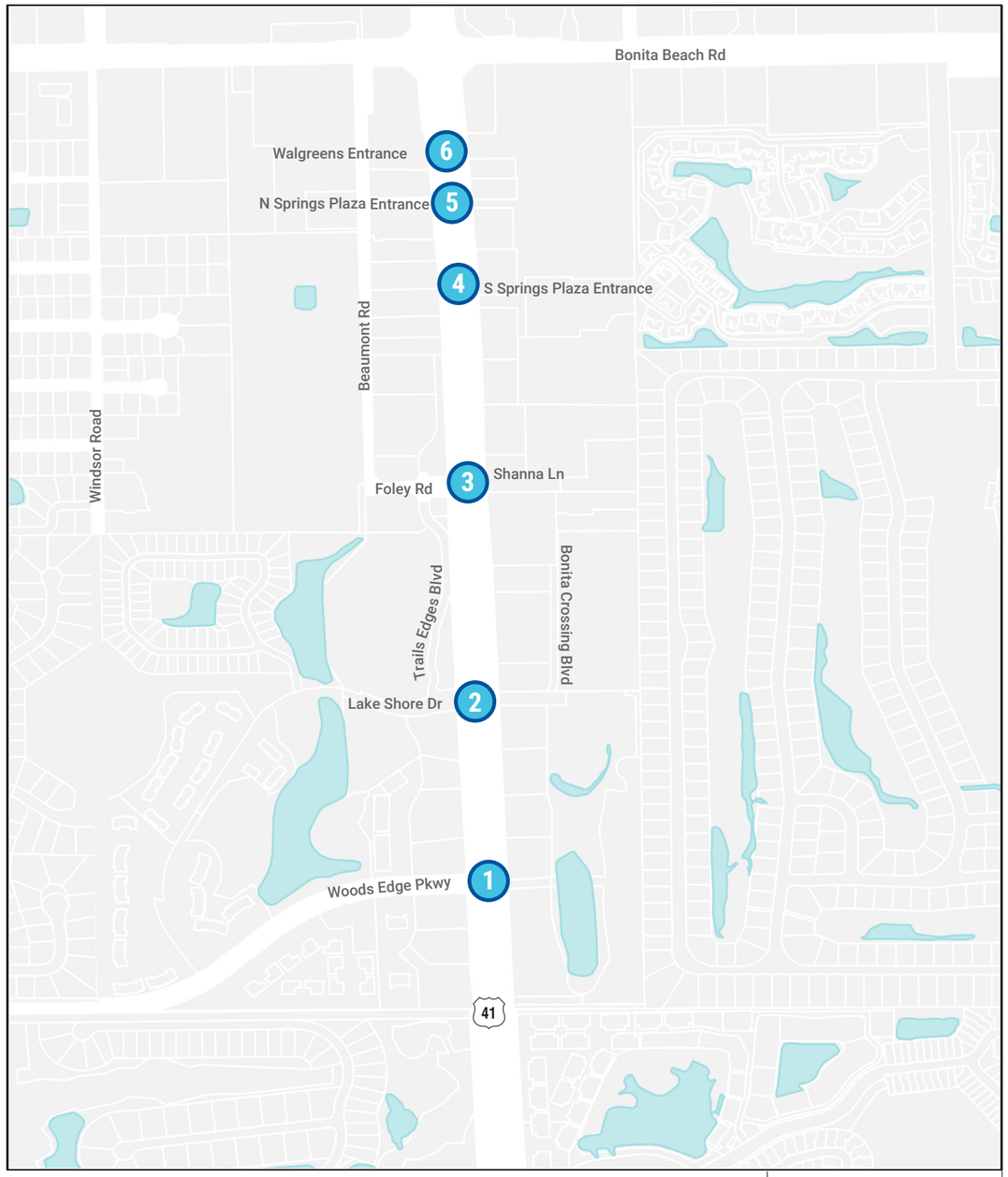


15 Spanish Wells Blvd & Bonita Beach Rd

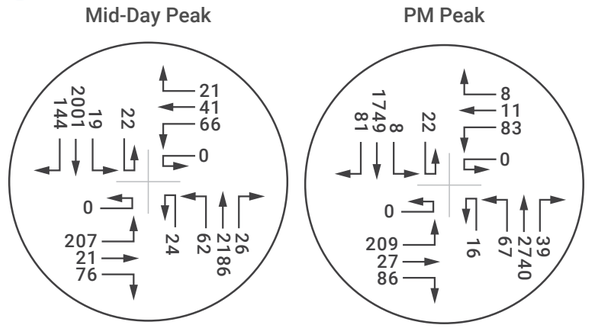


16 Vanderbilt Dr/Luke St & Bonita Beach Rd

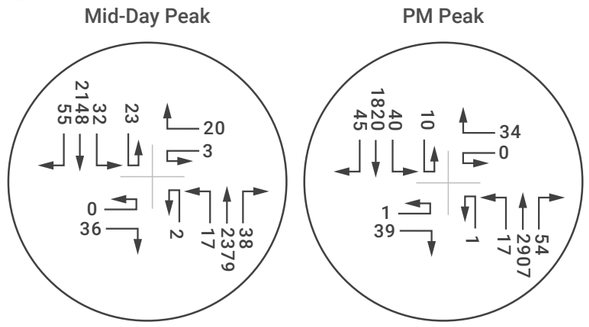




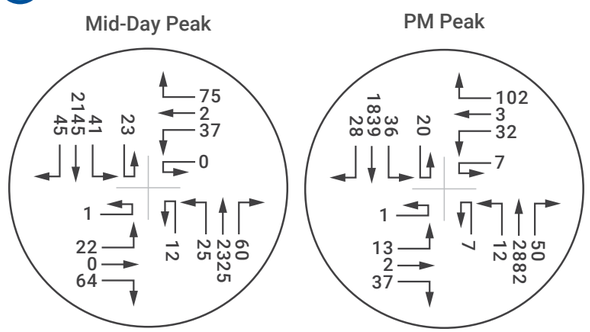
1 US 41 & Woods Edge Pkwy



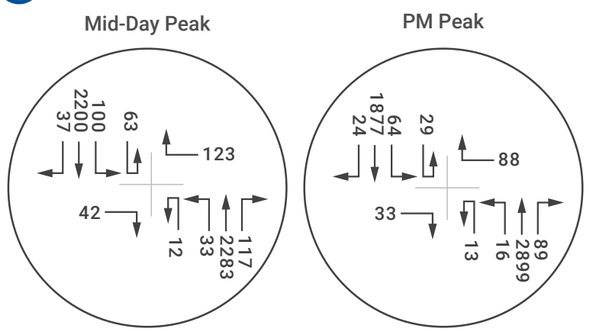
2 US 41 & Lake Shore Dr



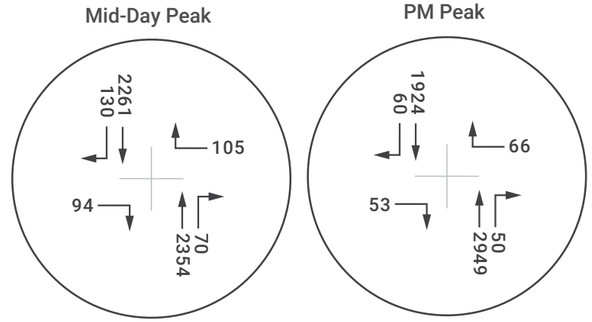
3 US 41 & Foley Rd/Shanna Ln



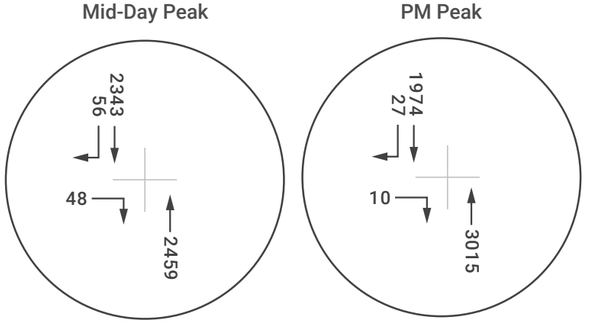
4 US 41 & S Springs Plaza Entrance

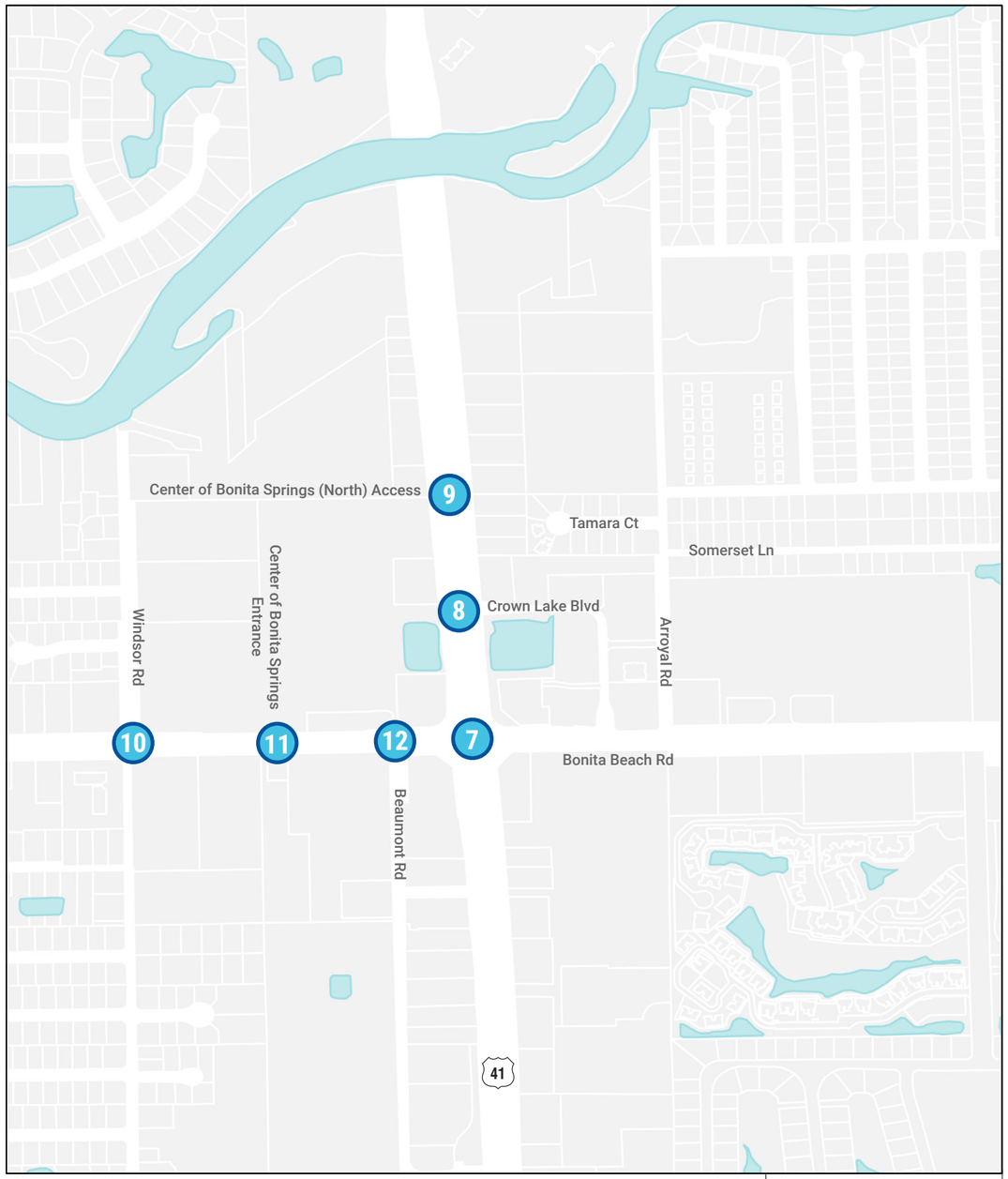


5 US 41 & N Springs Plaza Entrance



6 US 41 & Walgreens Entrance

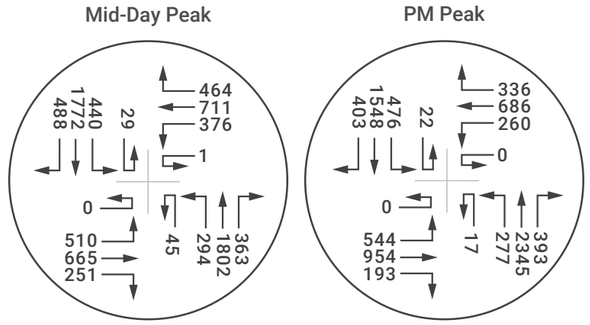




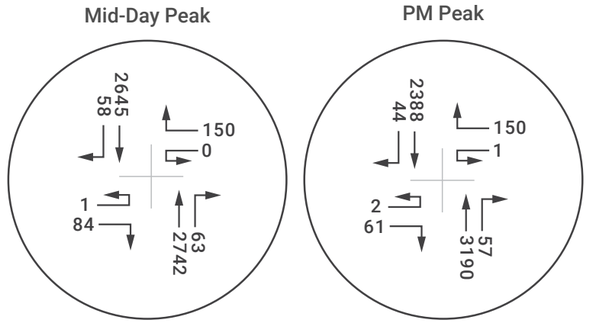
Scale in Feet
0 750 North

LEGEND
- X — Study Intersection
- Turning Movement Volumes

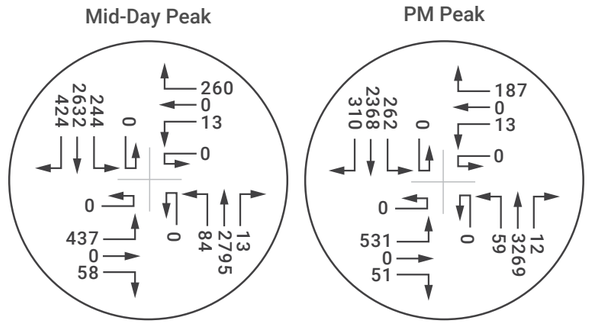
7 US 41 & Bonita Beach Rd



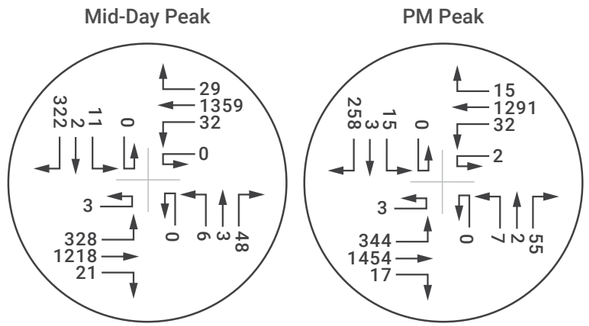
8 US 41 & Crown Lake Blvd



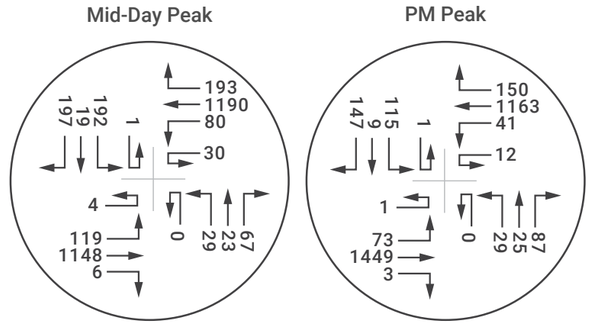
9 US 41 & Center of Bonita Springs (North) Access



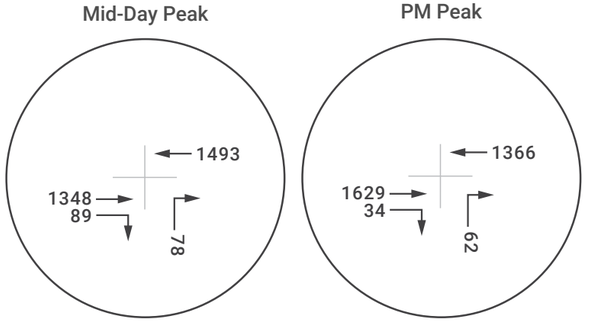
10 Windsor Rd & Bonita Beach Rd

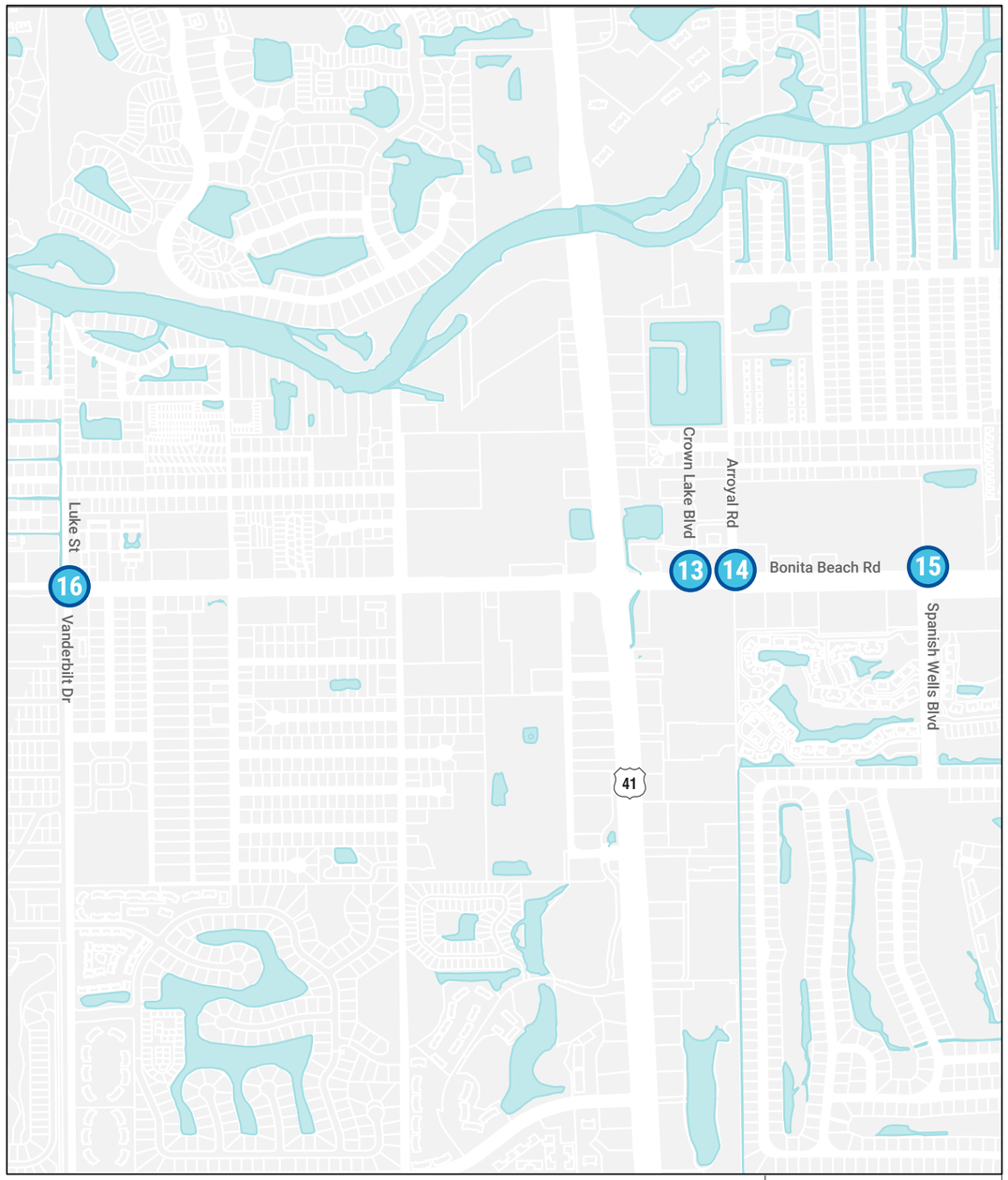


11 Center of Bonita Springs Entrance & Bonita Beach Rd



12 Beaumont Rd & Bonita Beach Rd

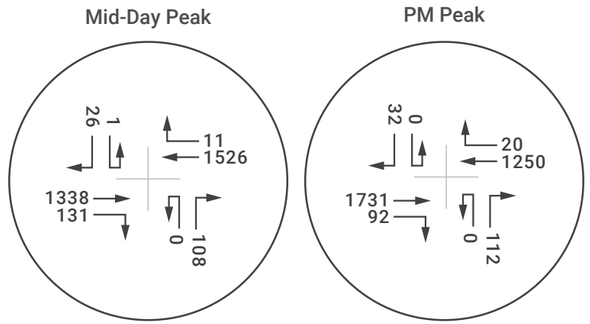




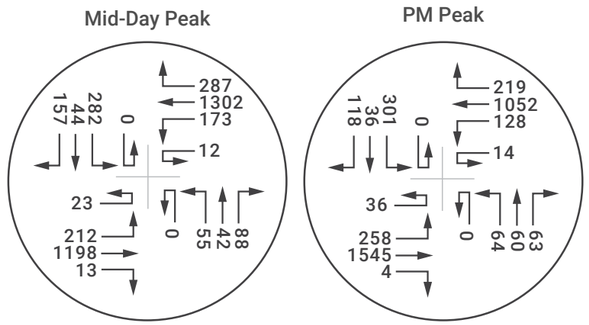
Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

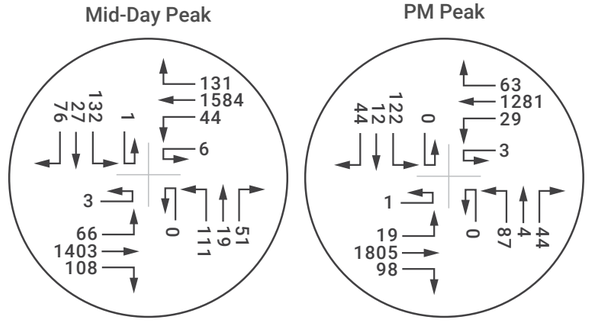
13 Crown Lake Blvd & Bonita Beach Rd



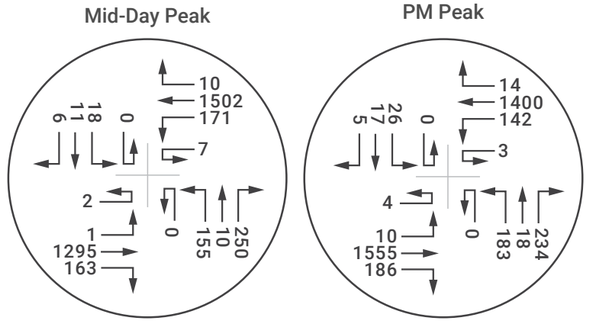
14 Arroyal Rd & Bonita Beach Rd

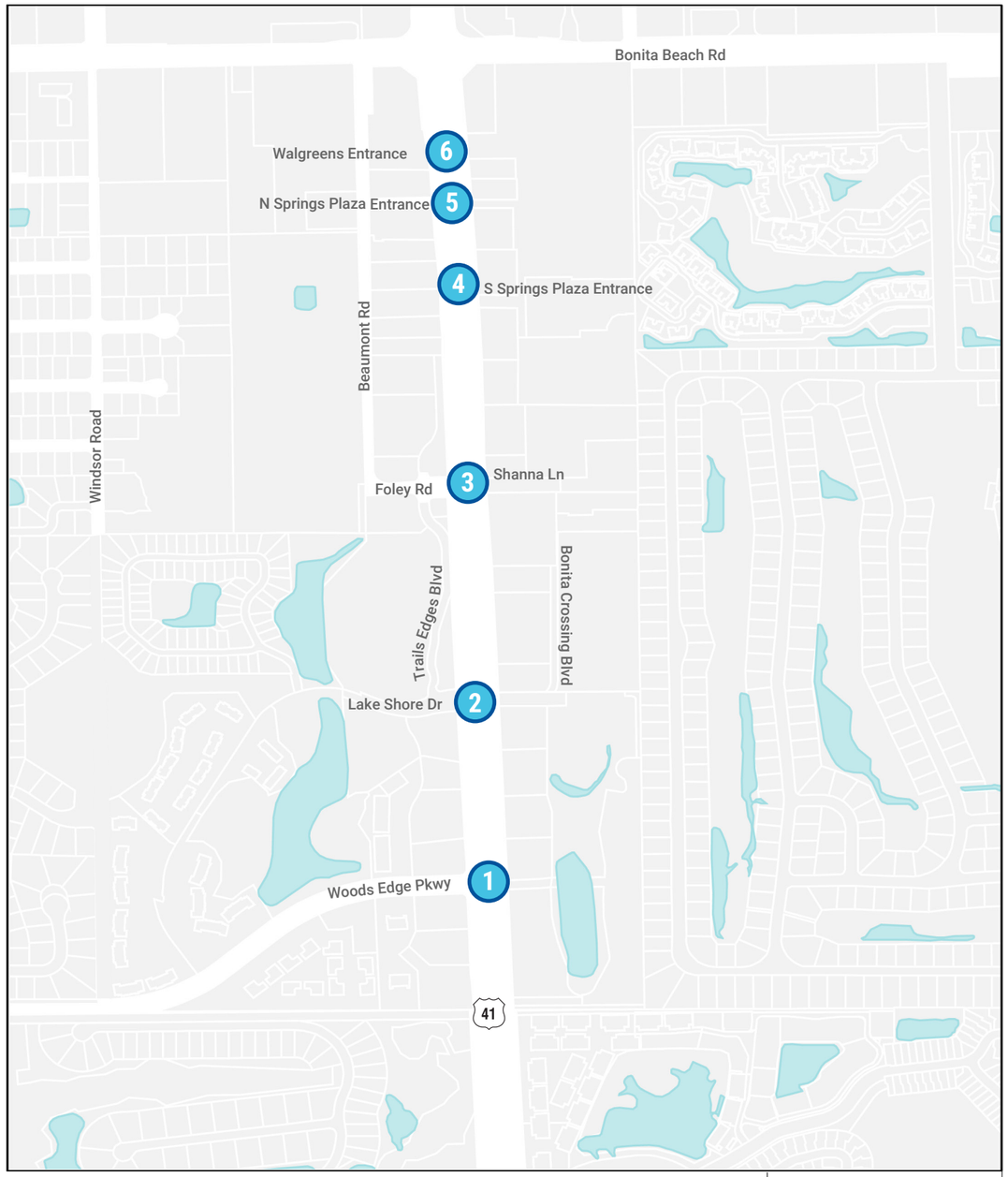


15 Spanish Wells Blvd & Bonita Beach Rd

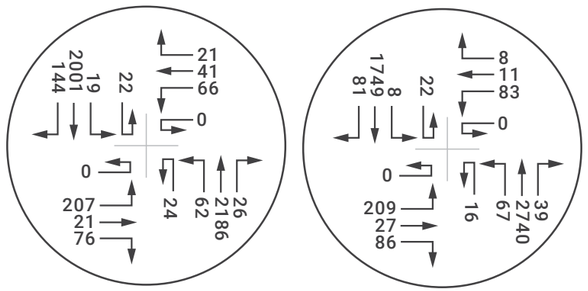


16 Vanderbilt Dr/Luke St & Bonita Beach Rd

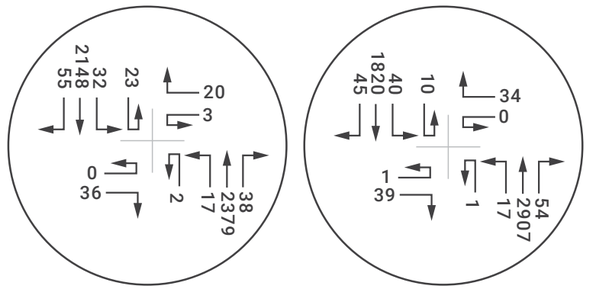




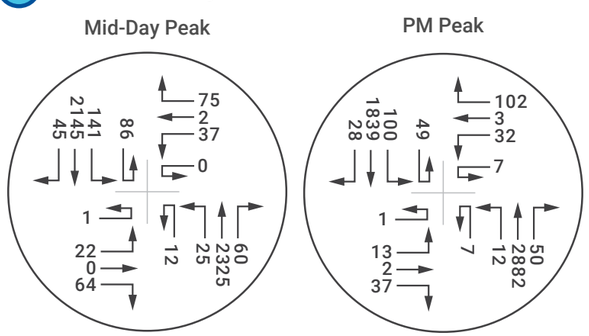
1 US 41 & Woods Edge Pkwy



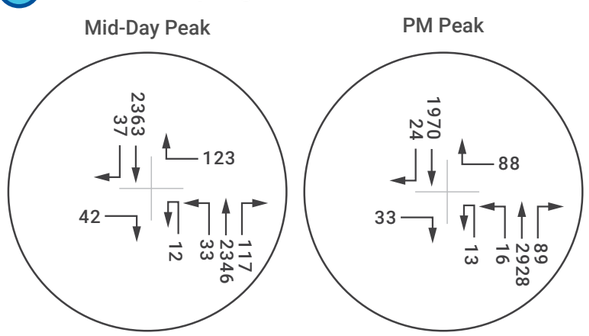
2 US 41 & Lake Shore Dr



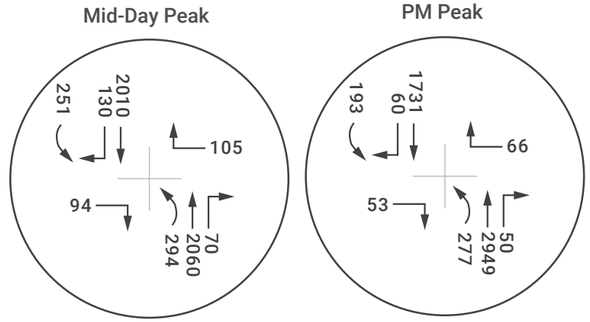
3 US 41 & Foley Rd/Shanna Ln



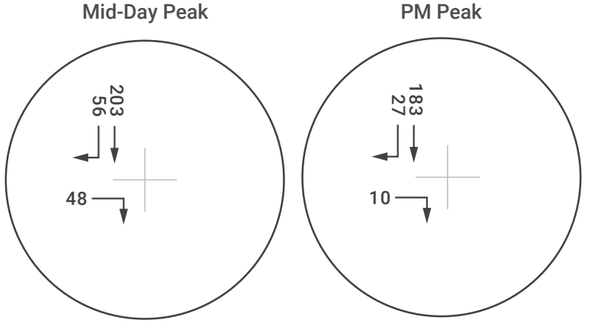
4 US 41 & S Springs Plaza Entrance

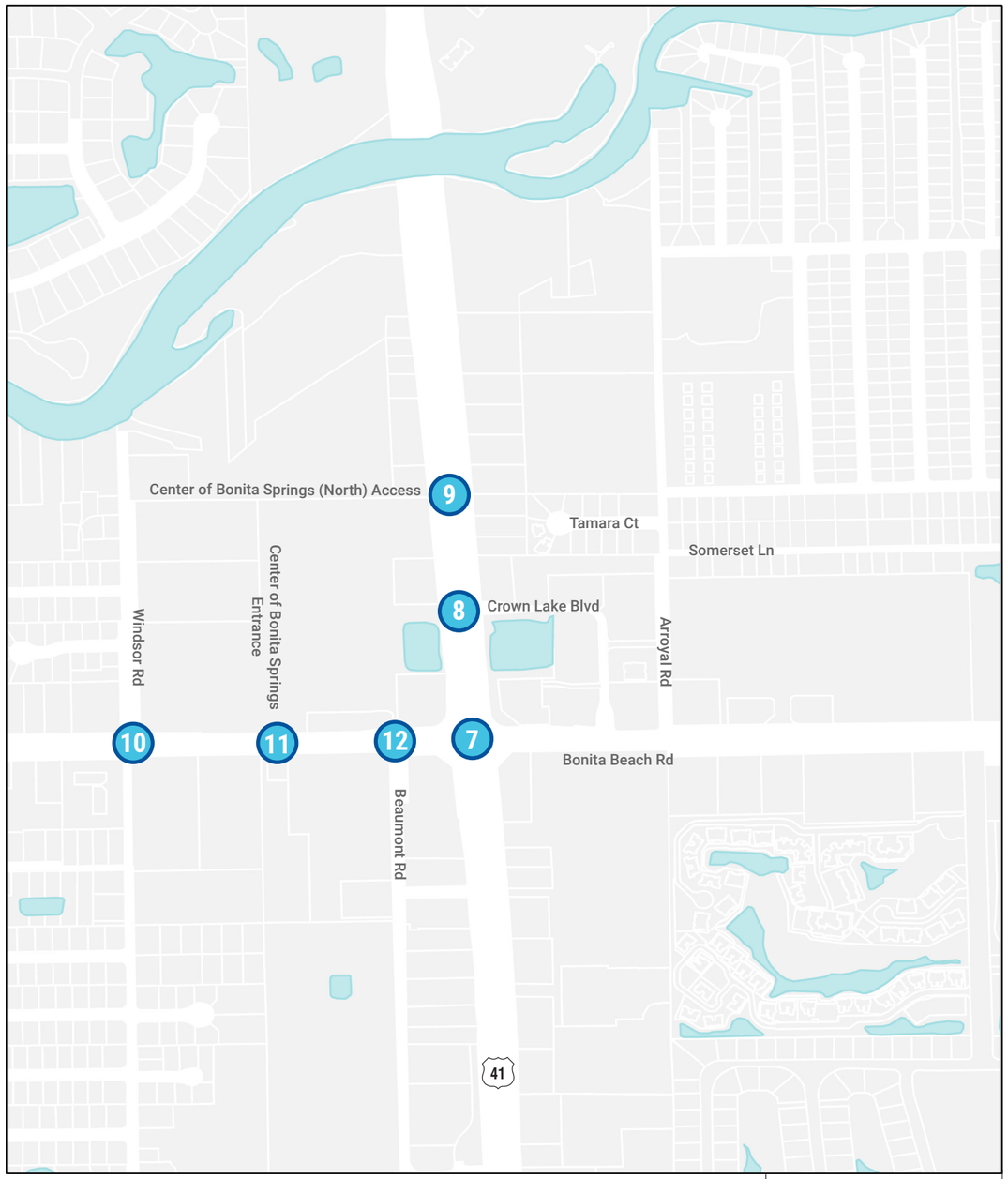


5 US 41 & N Springs Plaza Entrance

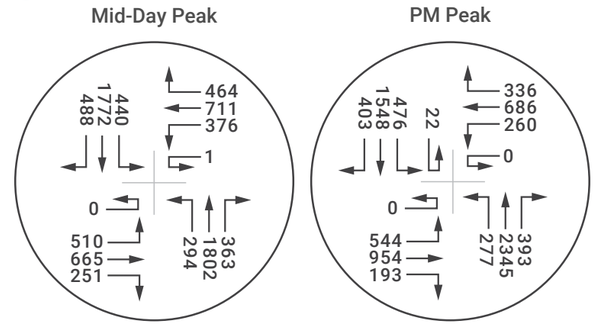


6 US 41 & Walgreens Entrance

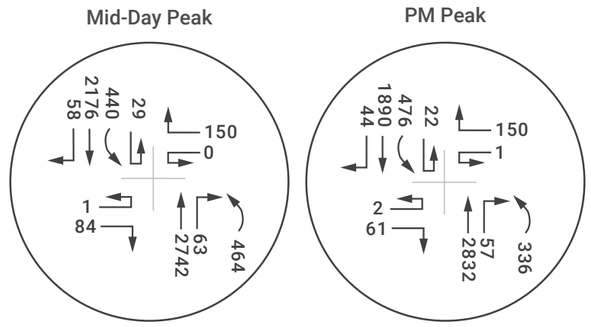




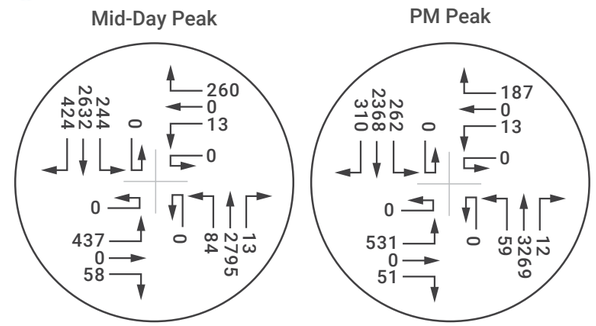
7 US 41 & Bonita Beach Rd



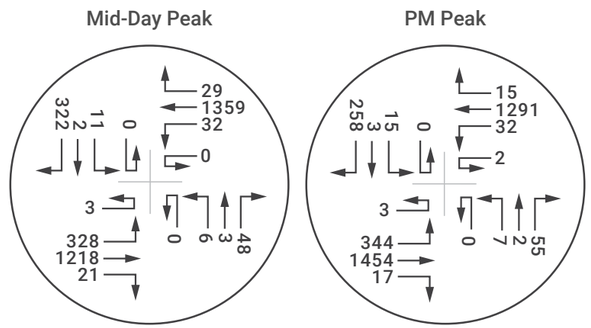
8 US 41 & Crown Lake Blvd



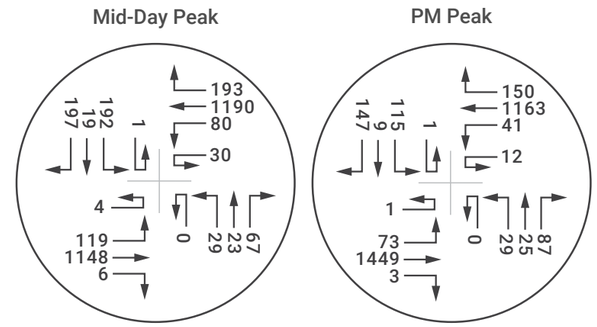
9 US 41 & Center of Bonita Springs (North) Access



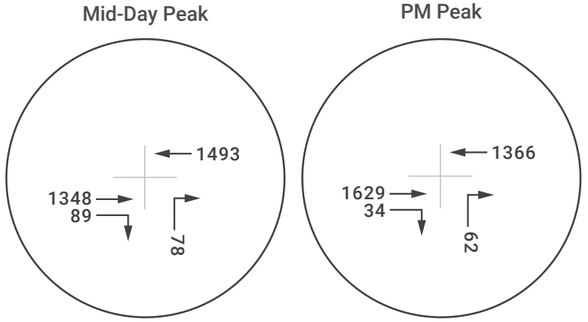
10 Windsor Rd & Bonita Beach Rd

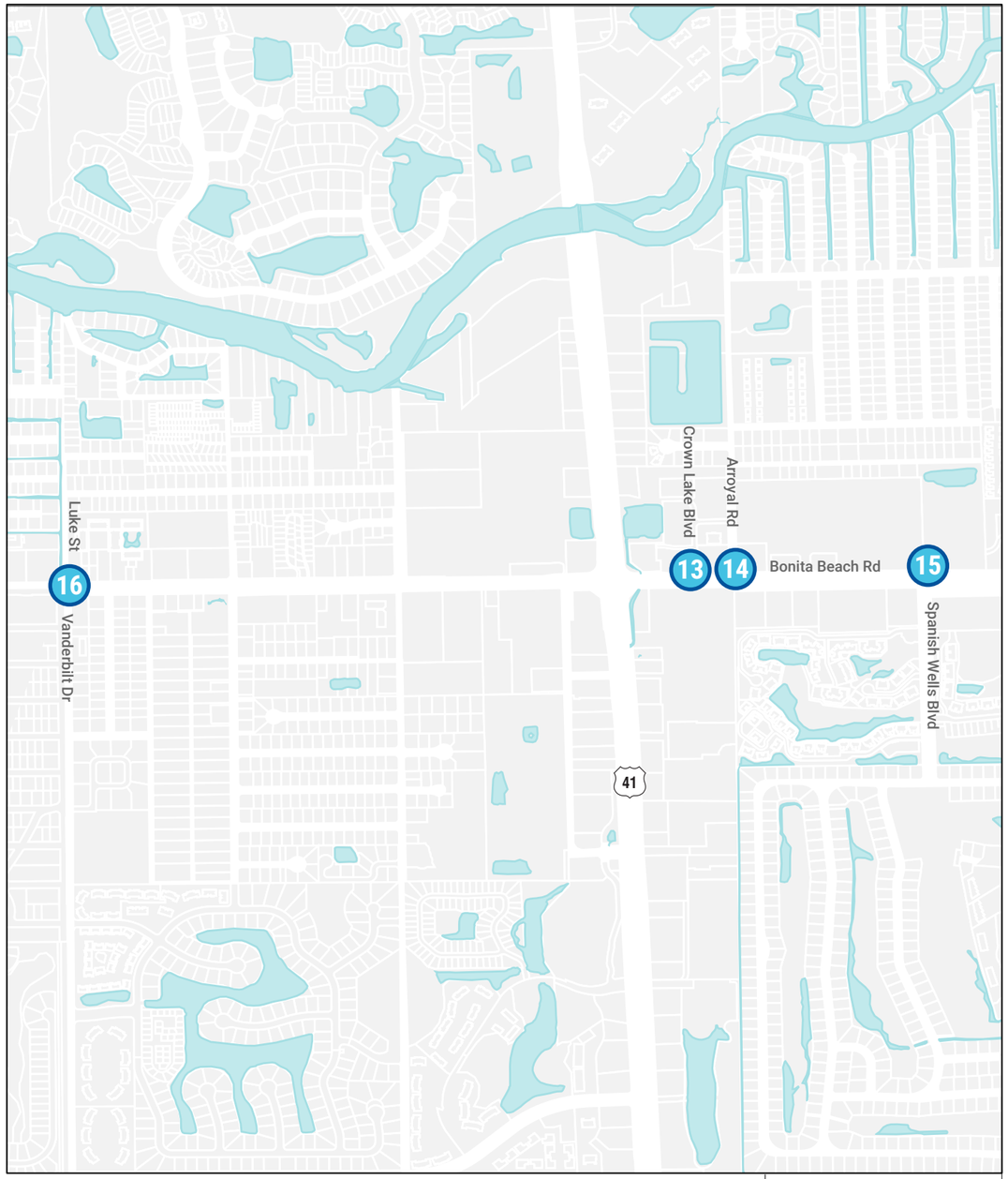


11 Center of Bonita Springs Entrance & Bonita Beach Rd



12 Beaumont Rd & Bonita Beach Rd

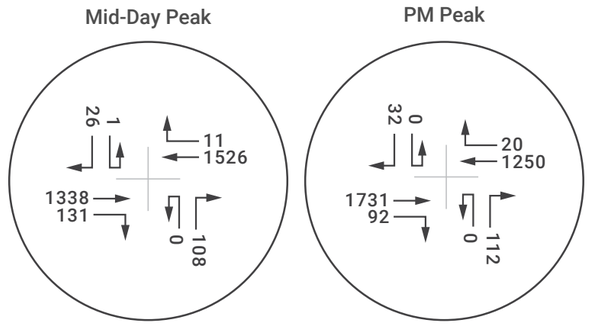




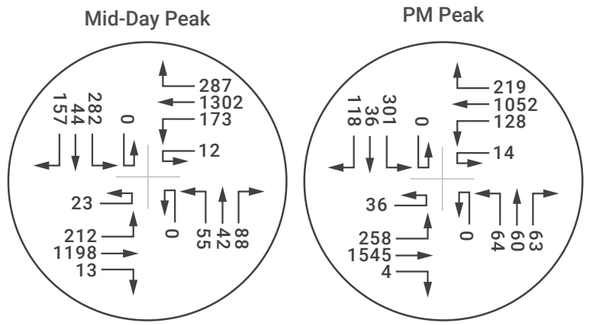
Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

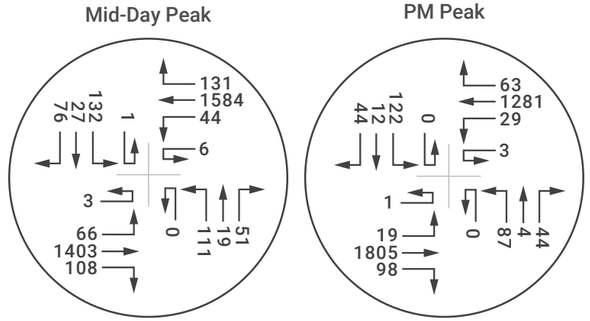
13 Crown Lake Blvd & Bonita Beach Rd



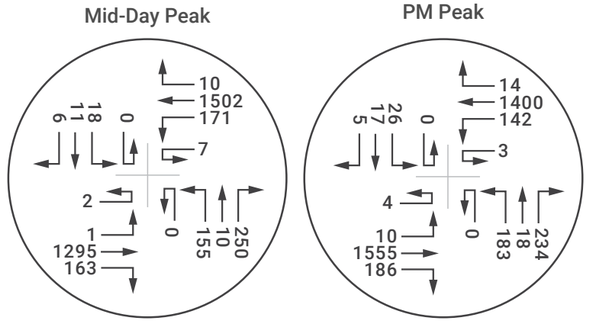
14 Arroyal Rd & Bonita Beach Rd



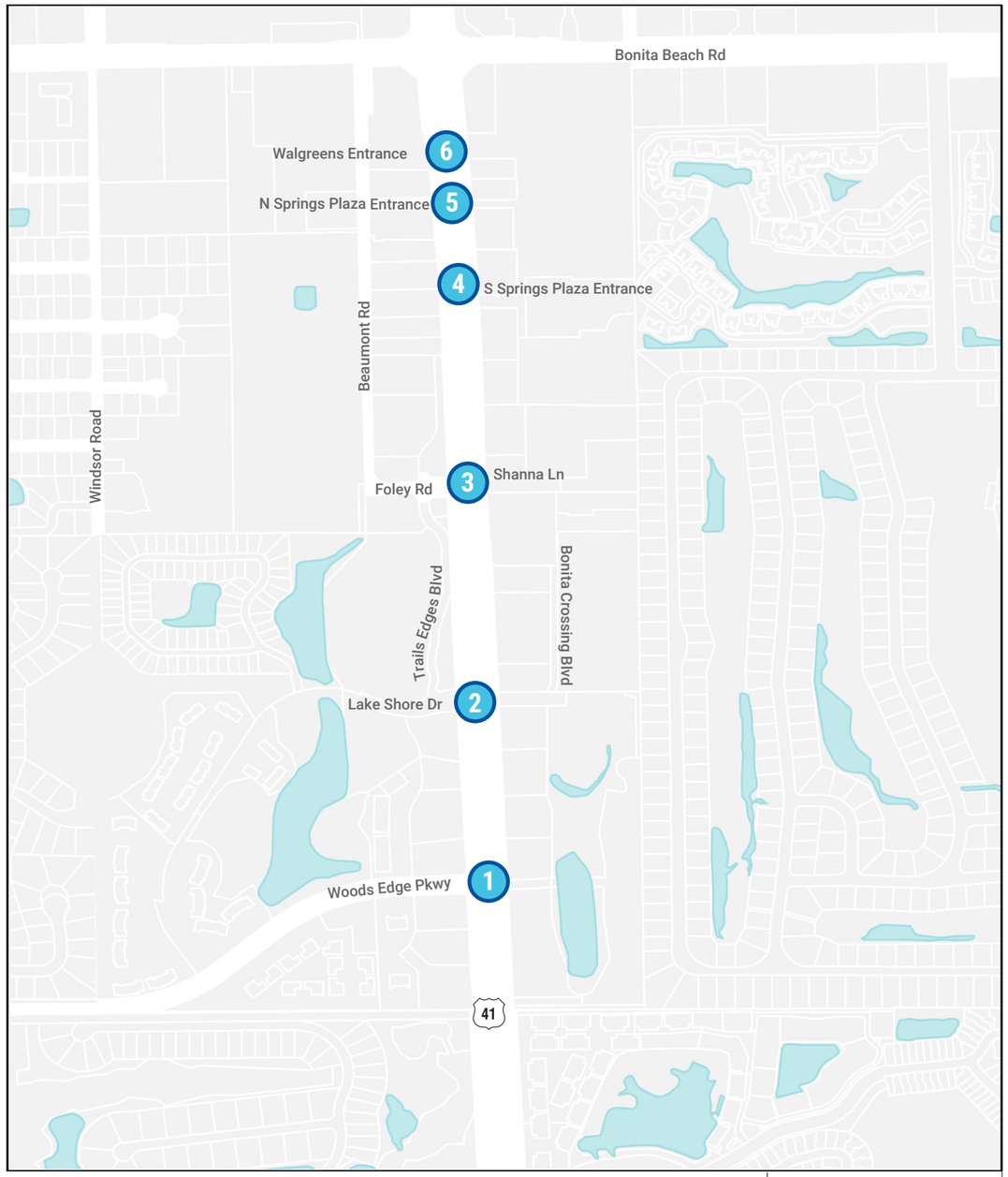
15 Spanish Wells Blvd & Bonita Beach Rd



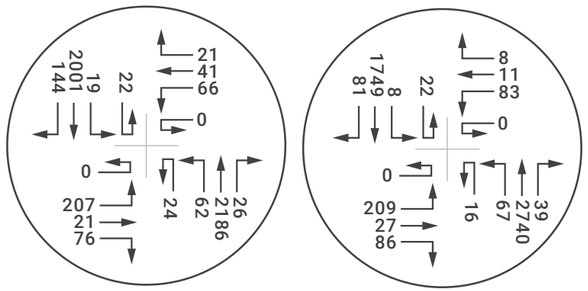
16 Vanderbilt Dr/Luke St & Bonita Beach Rd



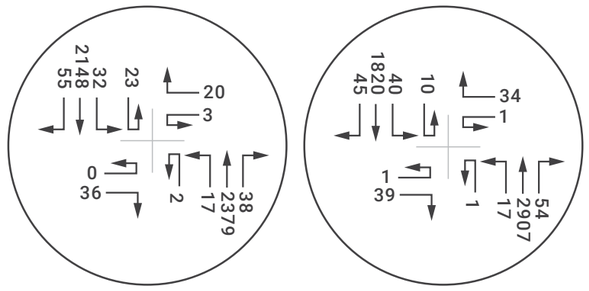
Appendix J. Opening and Design Year Turning Movement Volumes with all Quadrant Roadways



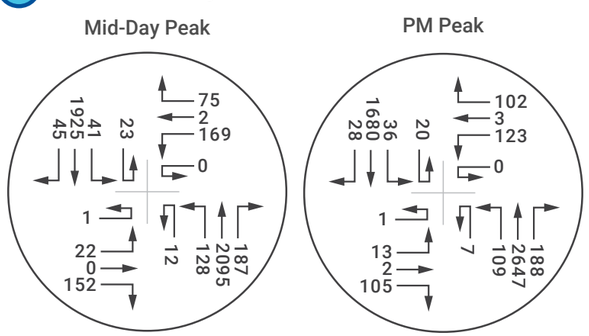
1 US 41 & Woods Edge Pkwy



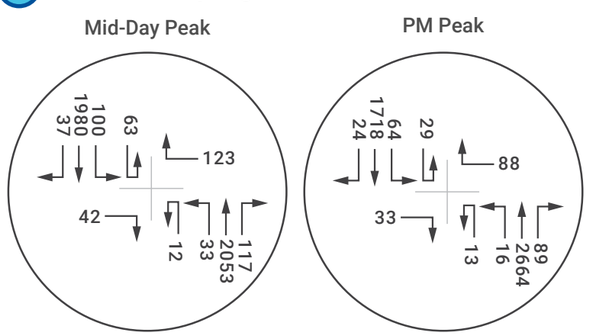
2 US 41 & Lake Shore Dr



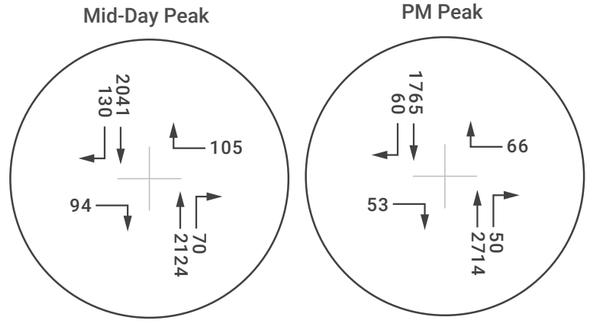
3 US 41 & Foley Rd/Shanna Ln



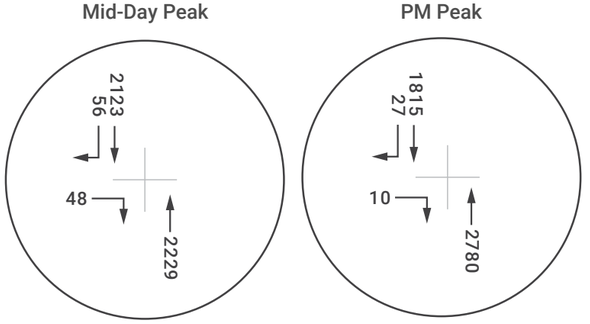
4 US 41 & S Springs Plaza Entrance

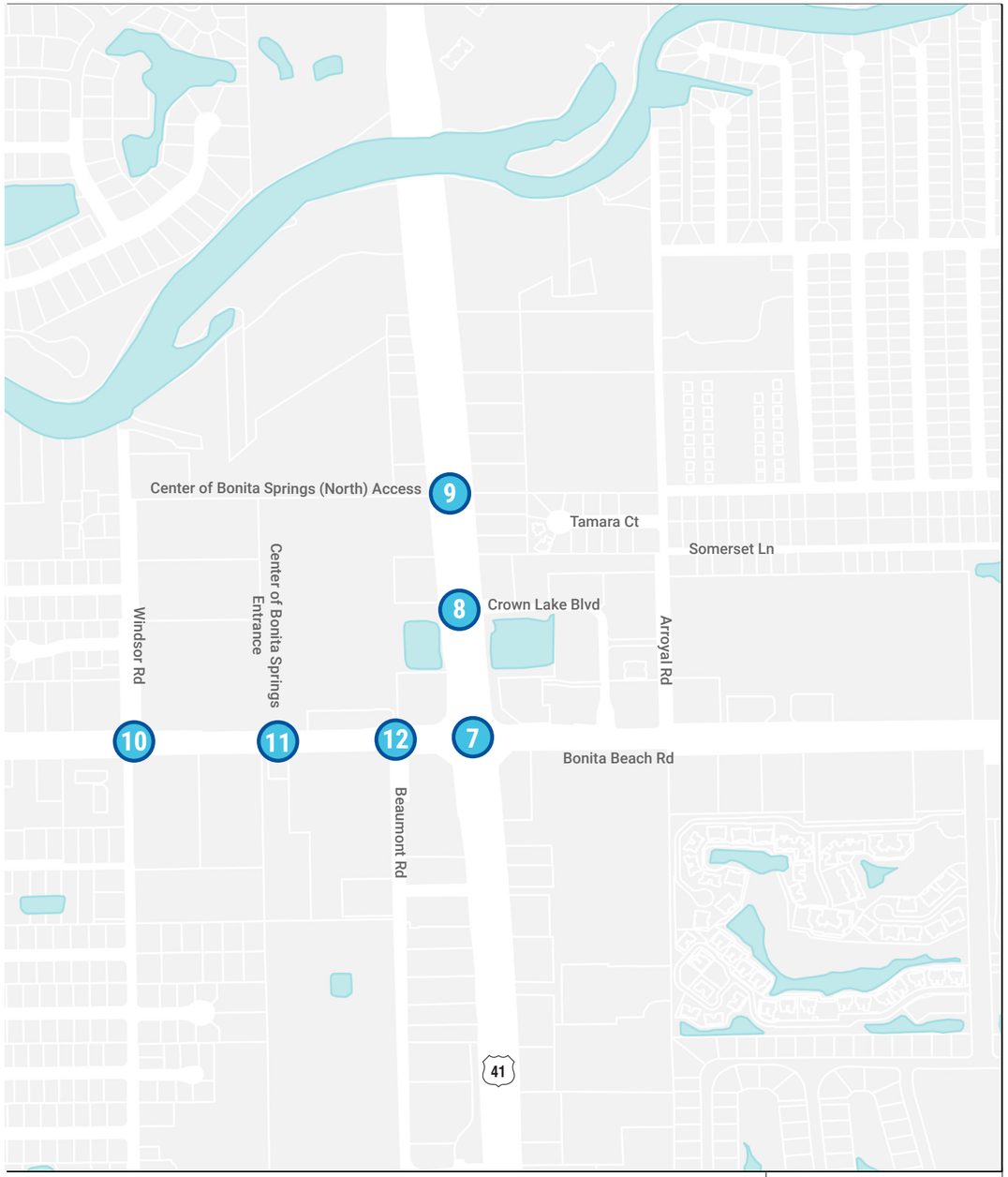


5 US 41 & N Springs Plaza Entrance

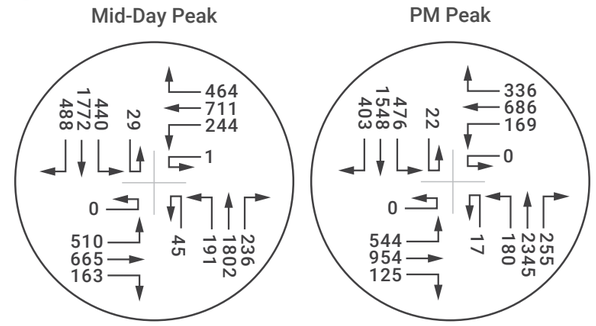


6 US 41 & Walgreens Entrance

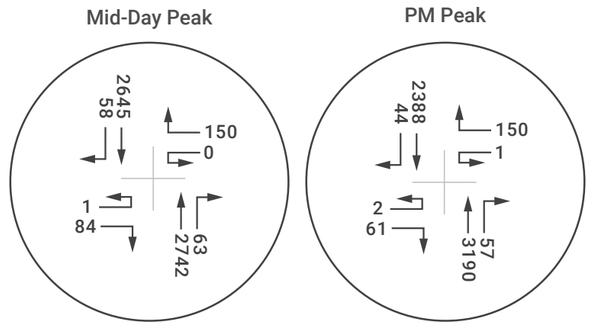




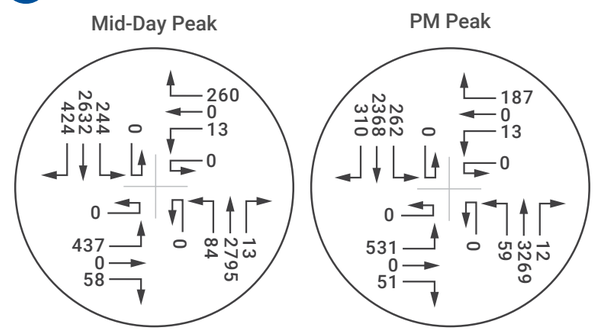
7 US 41 & Bonita Beach Rd



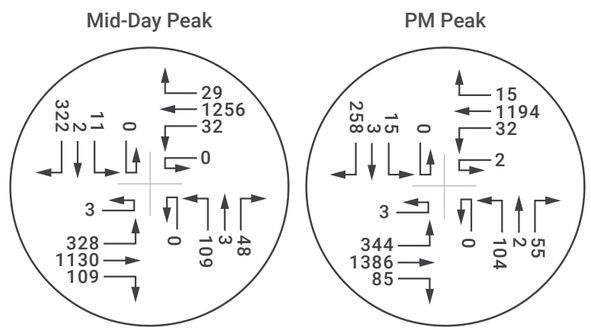
8 US 41 & Crown Lake Blvd



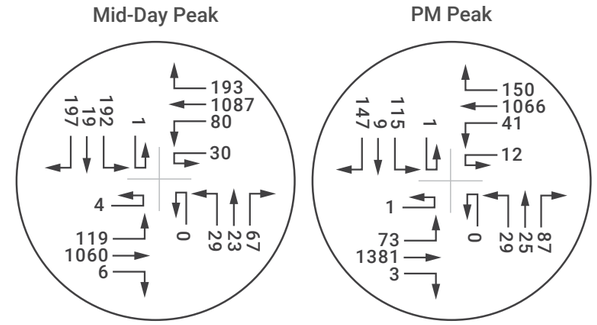
9 US 41 & Center of Bonita Springs (North) Access



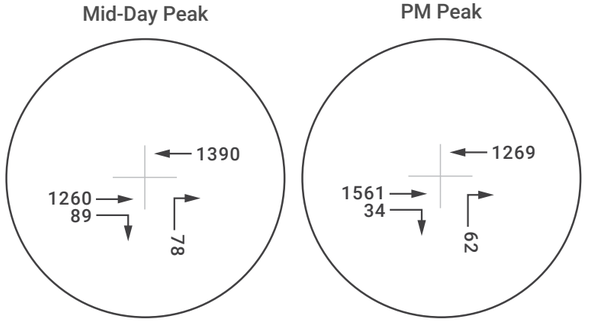
10 Windsor Rd & Bonita Beach Rd

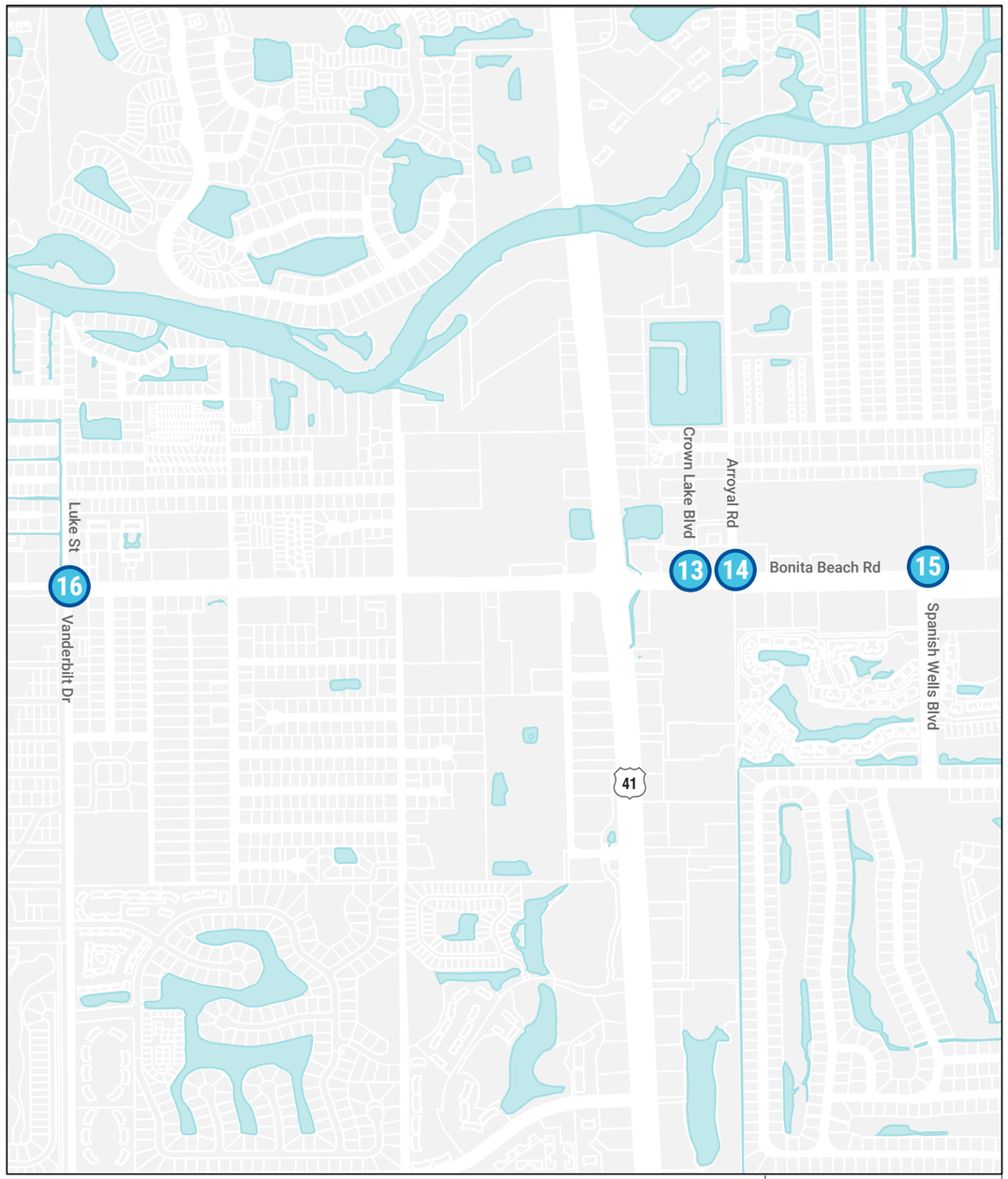


11 Center of Bonita Springs Entrance & Bonita Beach Rd



12 Beaumont Rd & Bonita Beach Rd

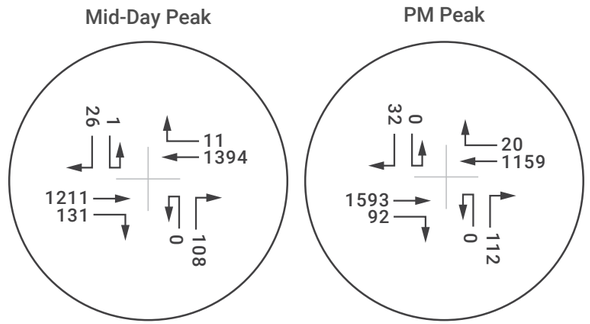




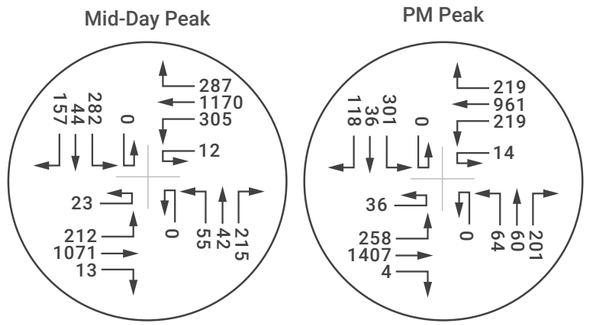
Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

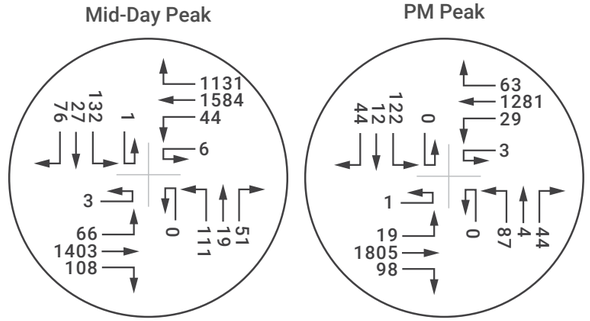
13 Crown Lake Blvd & Bonita Beach Rd



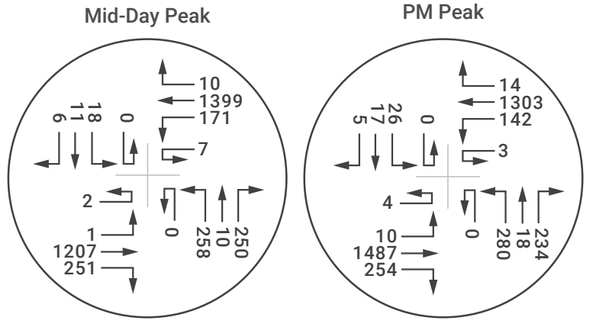
14 Arroyal Rd & Bonita Beach Rd

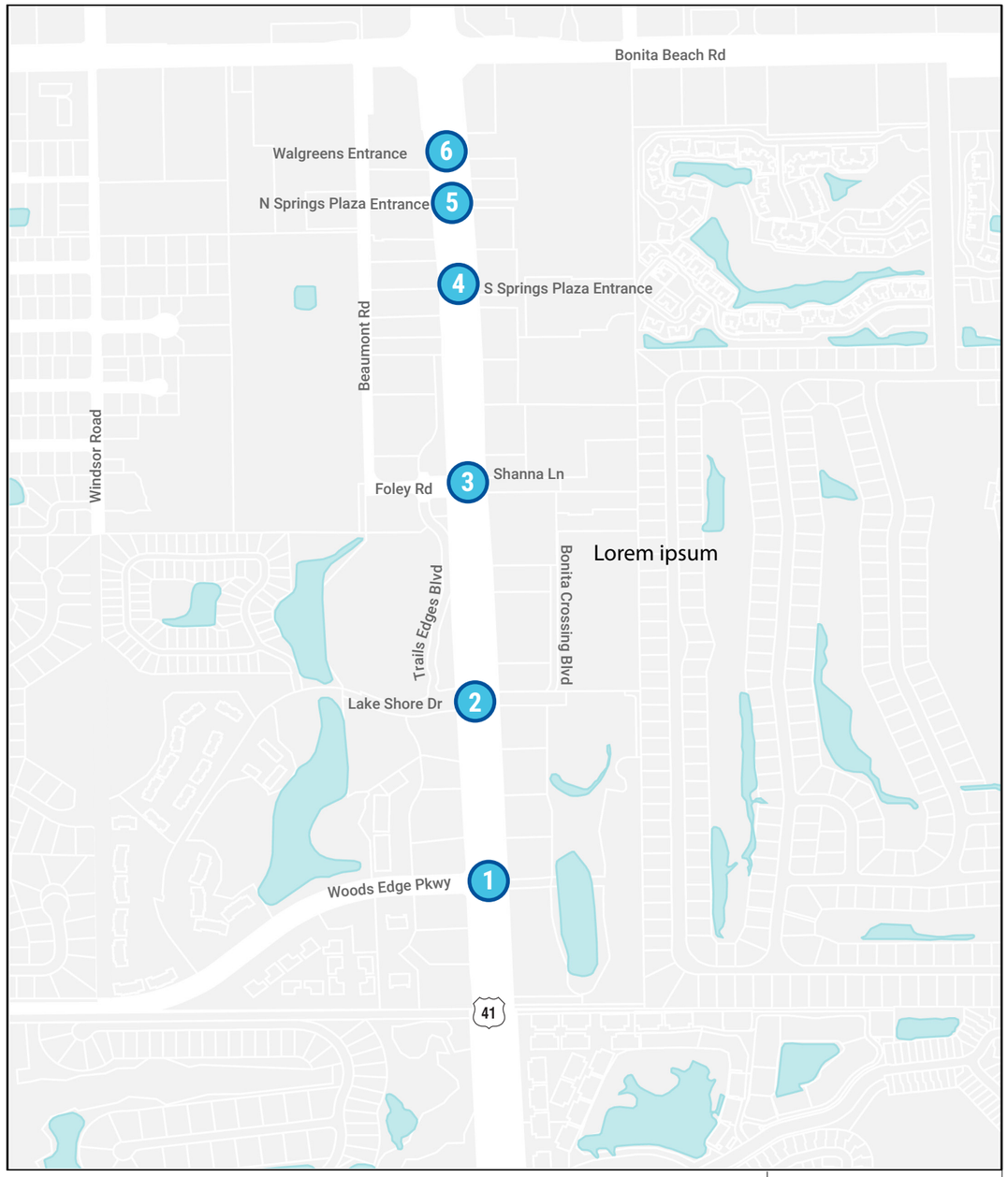


15 Spanish Wells Blvd & Bonita Beach Rd



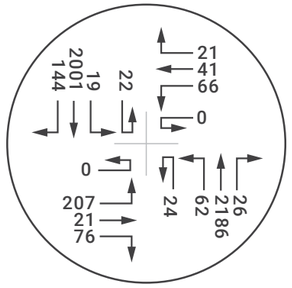
16 Vanderbilt Dr/Luke St & Bonita Beach Rd



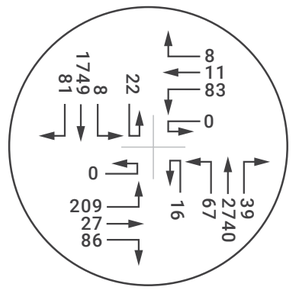


1 US 41 & Woods Edge Pkwy

Mid-Day Peak

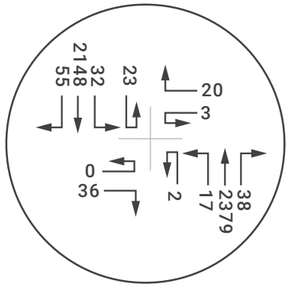


PM Peak

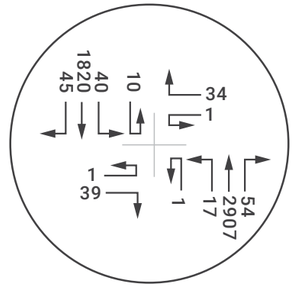


2 US 41 & Lake Shore Dr

Mid-Day Peak

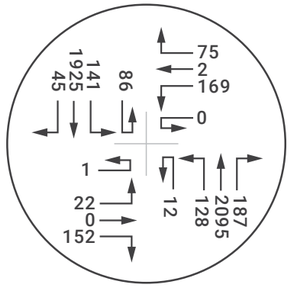


PM Peak

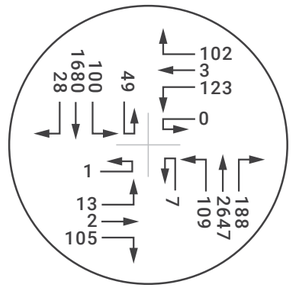


3 US 41 & Foley Rd/Shanna Ln

Mid-Day Peak

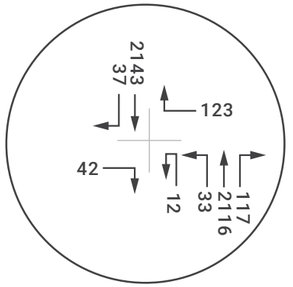


PM Peak

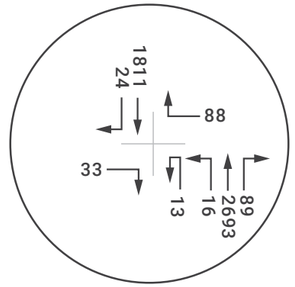


4 US 41 & S Springs Plaza Entrance

Mid-Day Peak

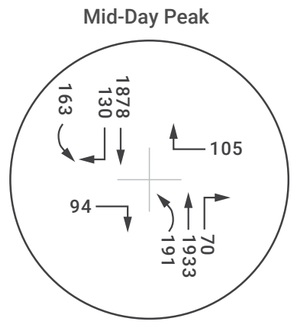


PM Peak

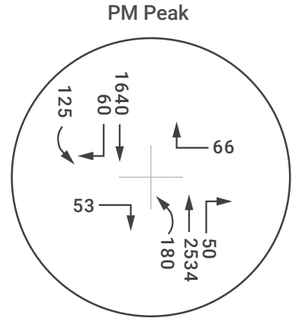


5 US 41 & N Springs Plaza Entrance

Mid-Day Peak

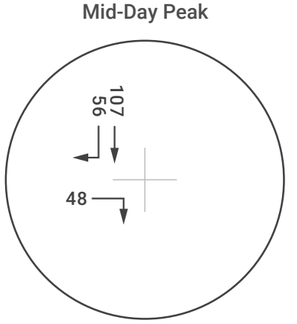


PM Peak

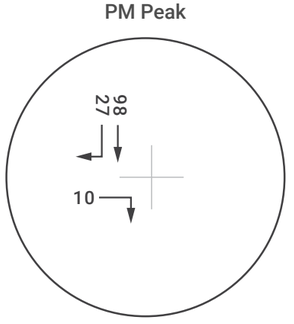


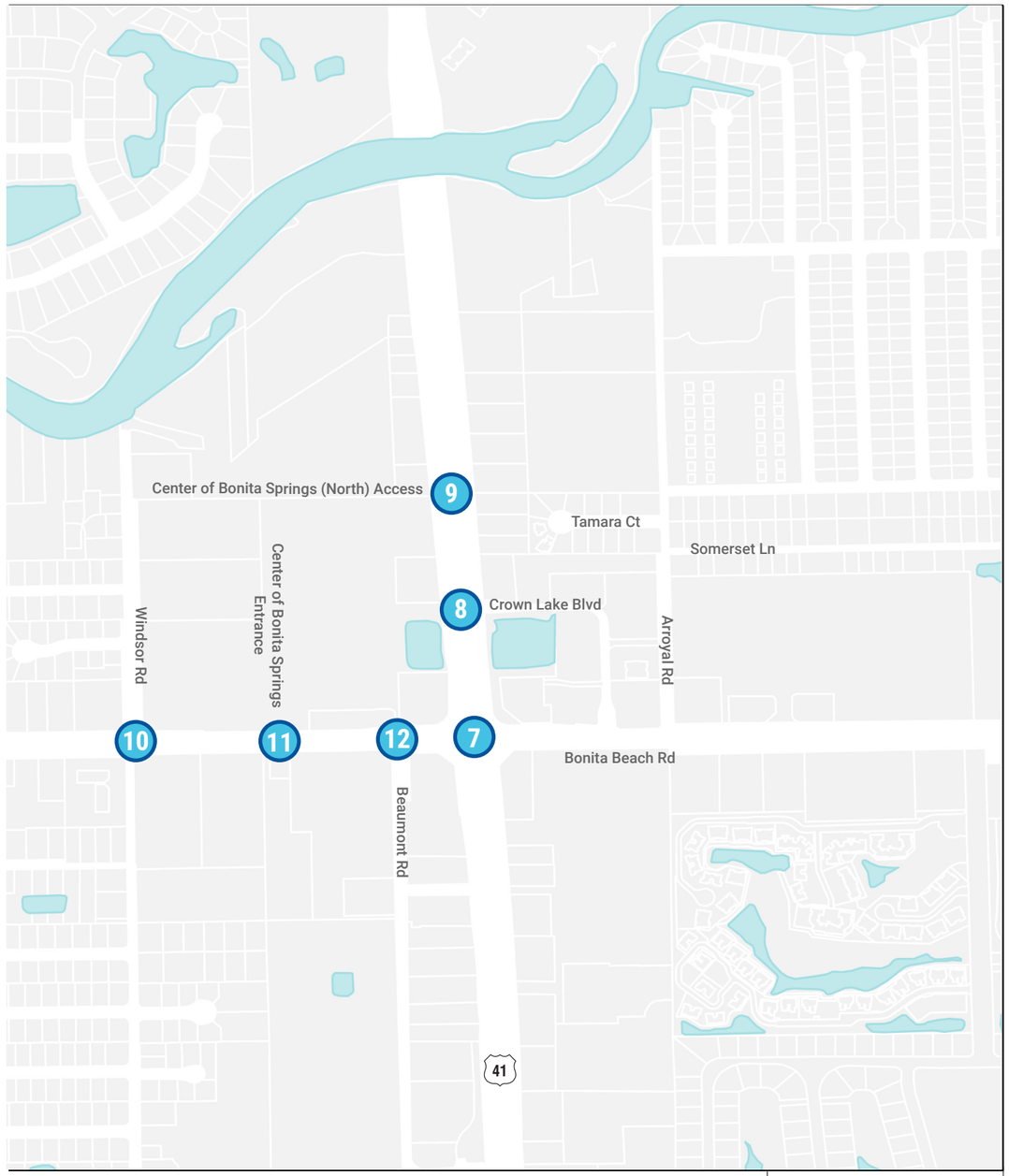
6 US 41 & Walgreens Entrance

Mid-Day Peak

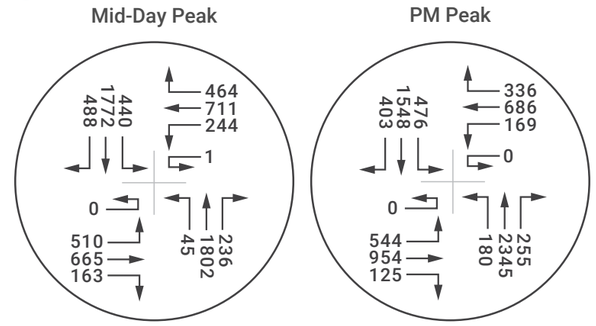


PM Peak

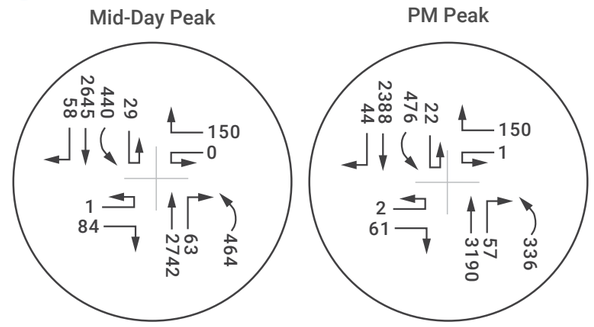




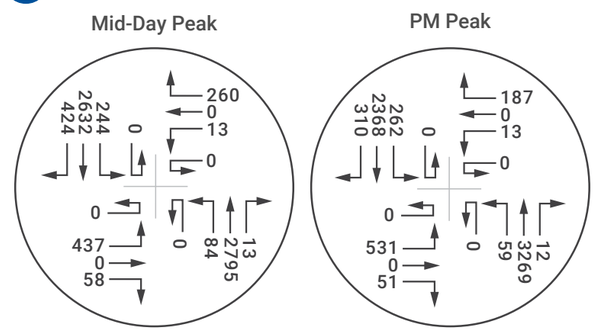
7 US 41 & Bonita Beach Rd



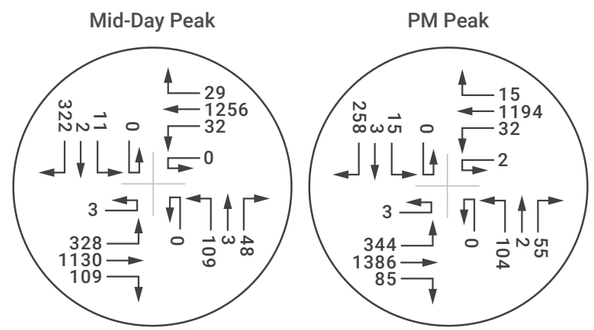
8 US 41 & Crown Lake Blvd



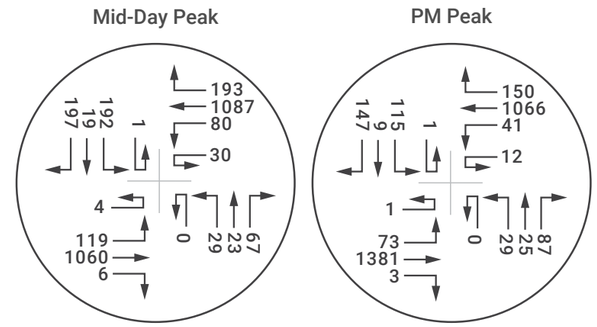
9 US 41 & Center of Bonita Springs (North) Access



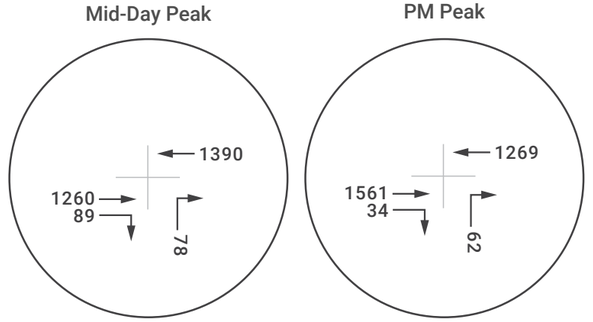
10 Windsor Rd & Bonita Beach Rd

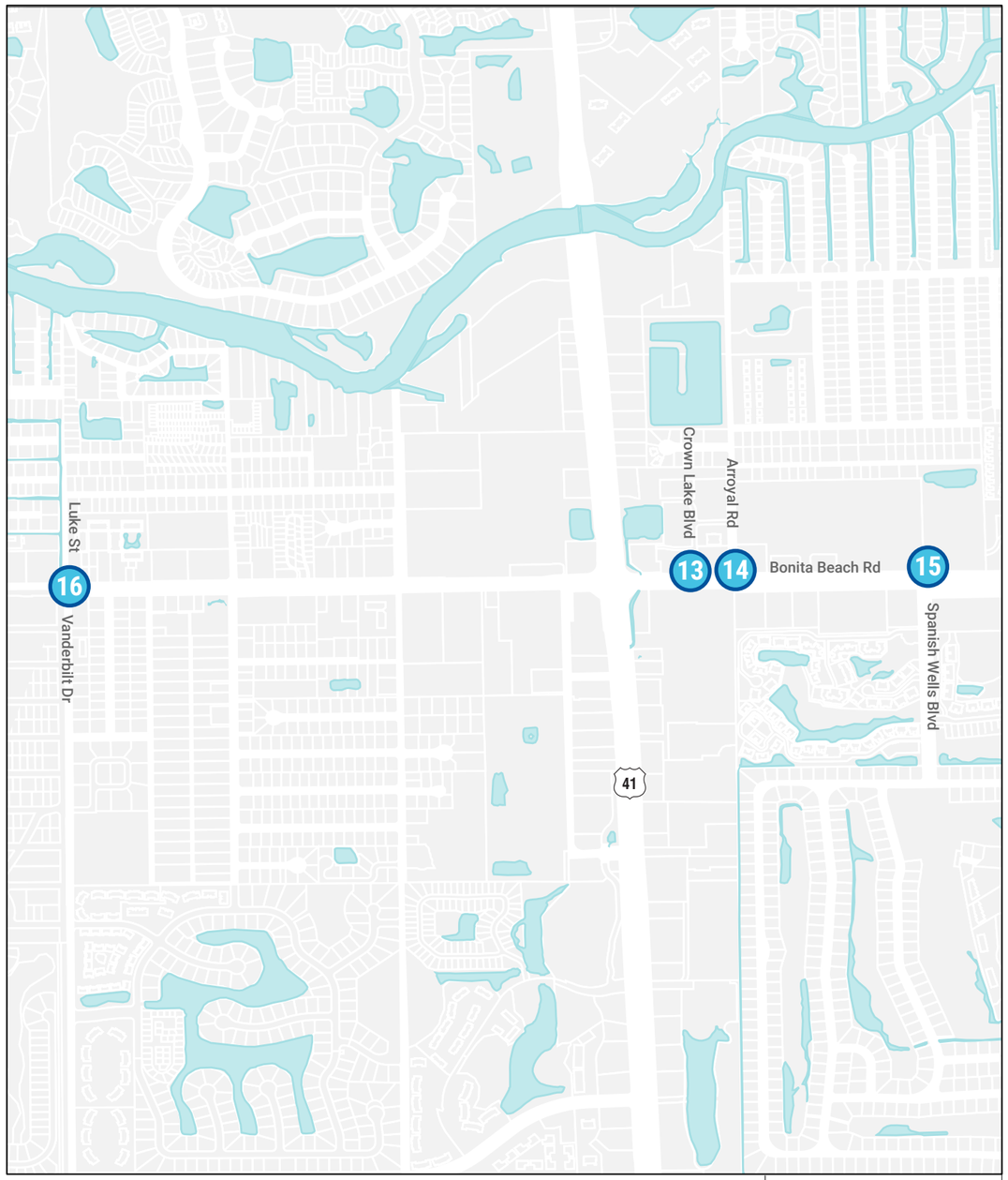


11 Center of Bonita Springs Entrance & Bonita Beach Rd



12 Beaumont Rd & Bonita Beach Rd

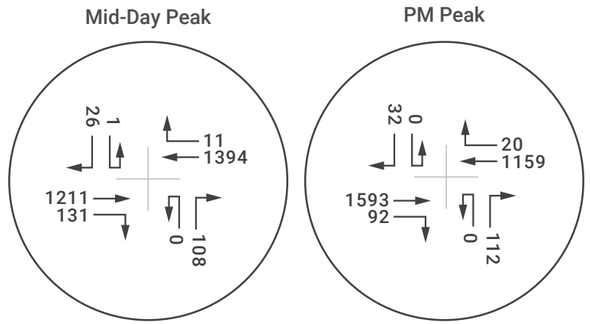




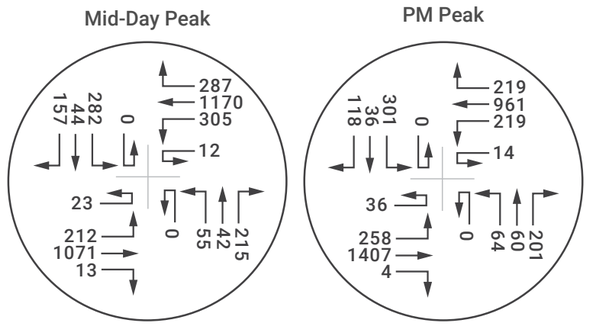
Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

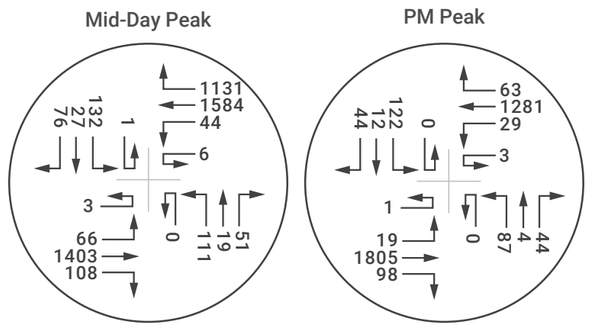
13 Crown Lake Blvd & Bonita Beach Rd



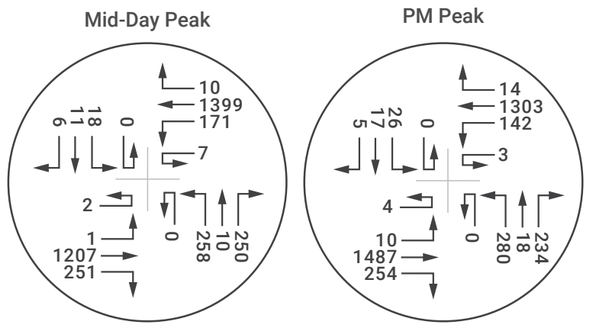
14 Arroyal Rd & Bonita Beach Rd

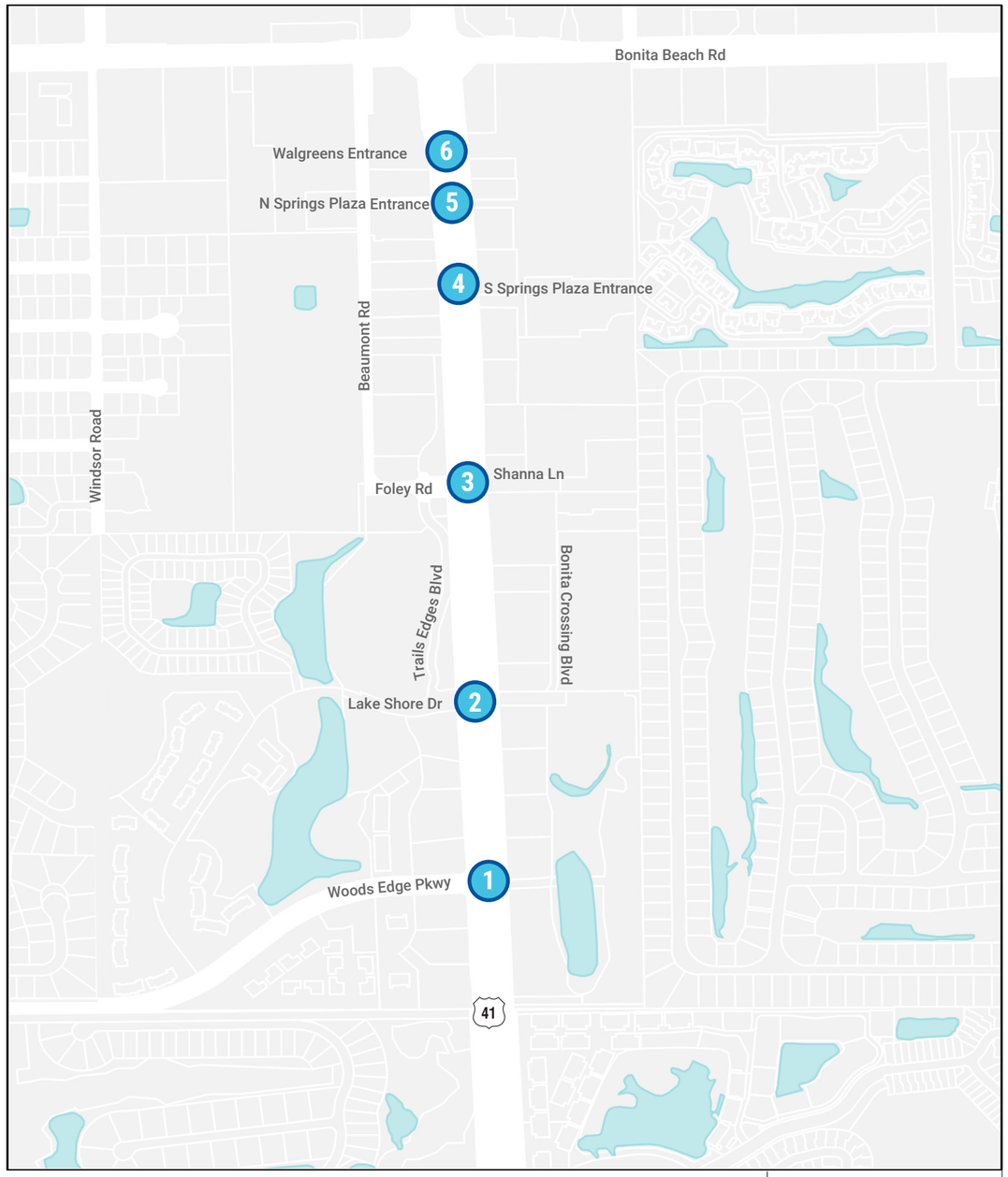


15 Spanish Wells Blvd & Bonita Beach Rd

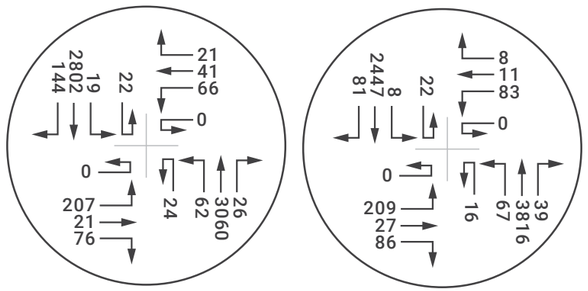


16 Vanderbilt Dr/Luke St & Bonita Beach Rd

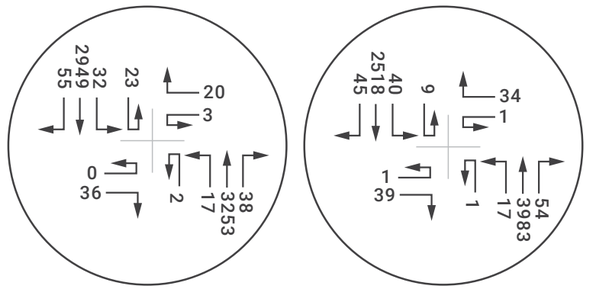




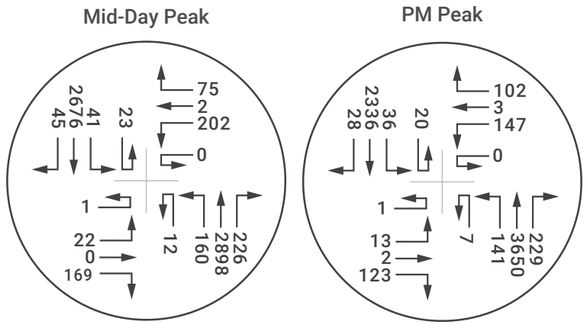
1 US 41 & Woods Edge Pkwy



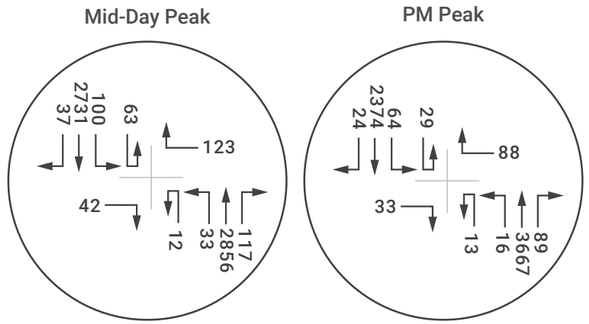
2 US 41 & Lake Shore Dr



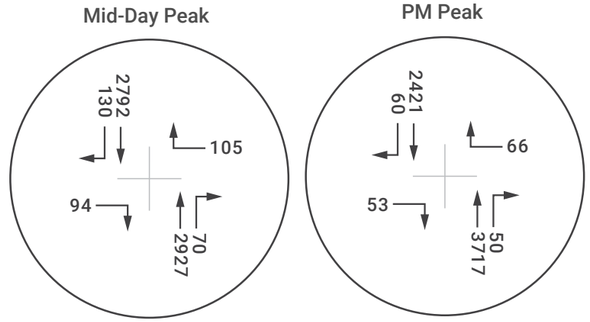
3 US 41 & Foley Rd/Shanna Ln



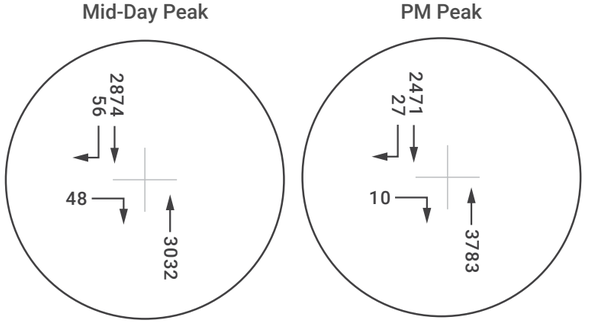
4 US 41 & S Springs Plaza Entrance

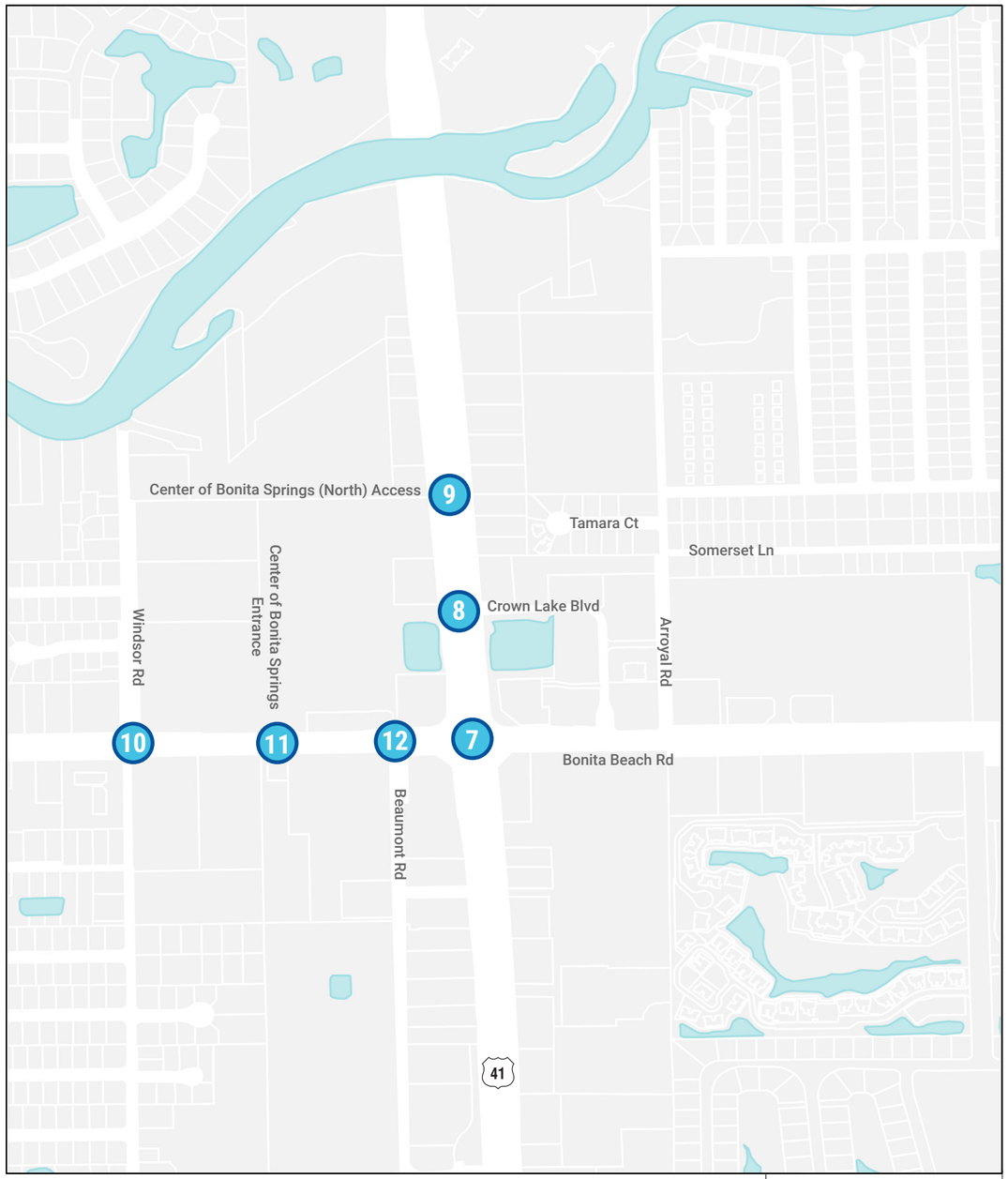


5 US 41 & N Springs Plaza Entrance

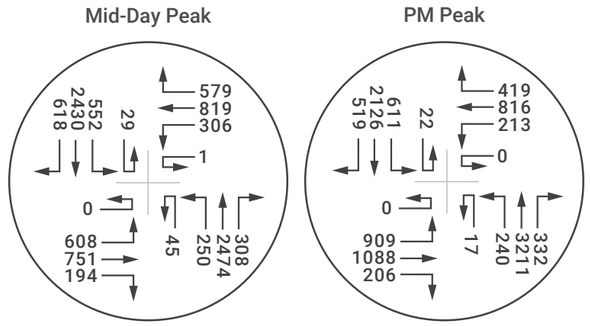


6 US 41 & Walgreens Entrance

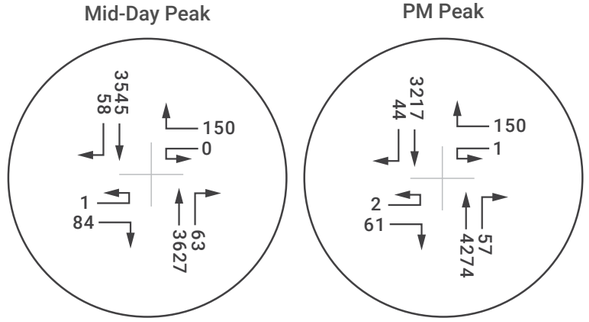




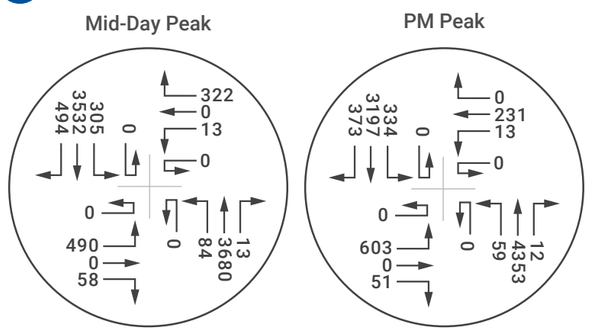
7 US 41 & Bonita Beach Rd



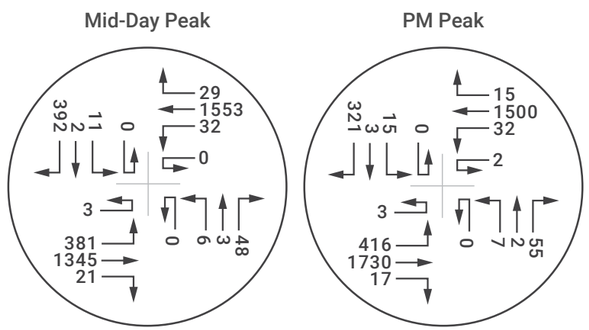
8 US 41 & Crown Lake Blvd



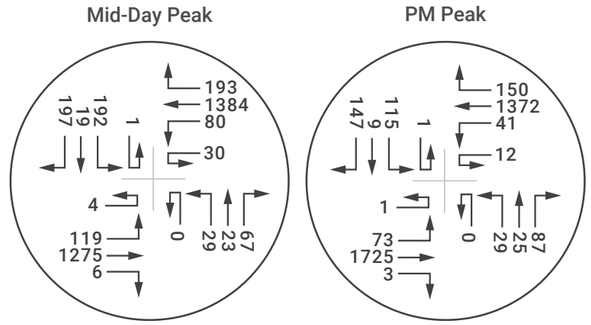
9 US 41 & Center of Bonita Springs (North) Access



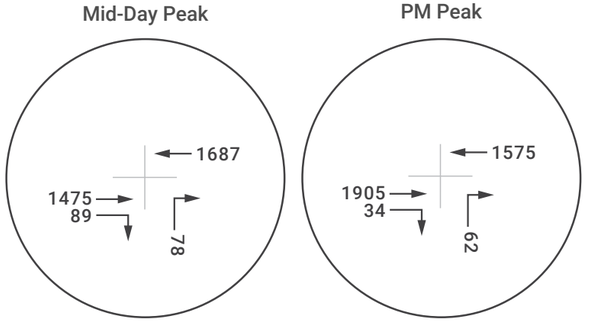
10 Windsor Rd & Bonita Beach Rd

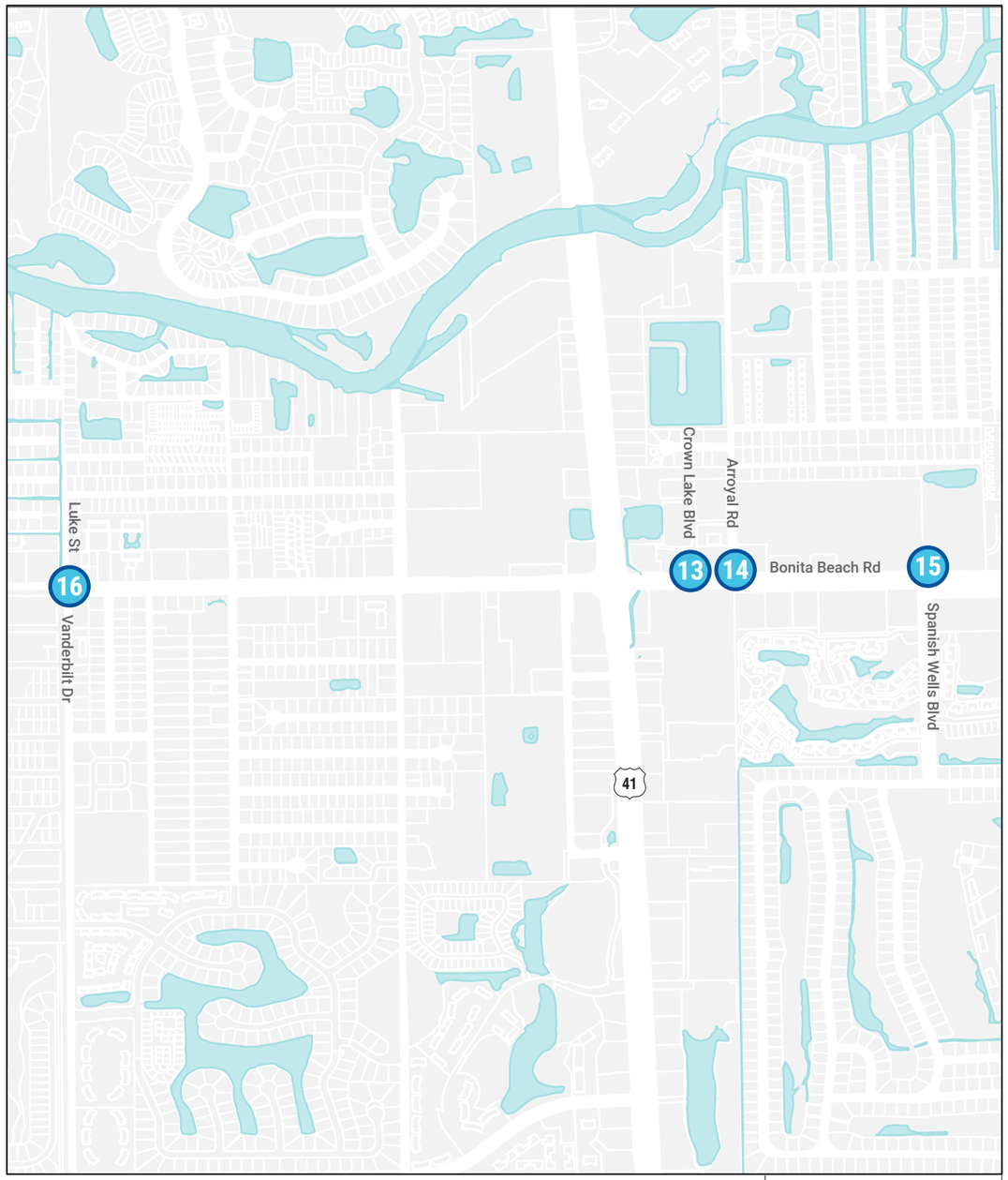


11 Center of Bonita Springs Entrance & Bonita Beach Rd



12 Beaumont Rd & Bonita Beach Rd

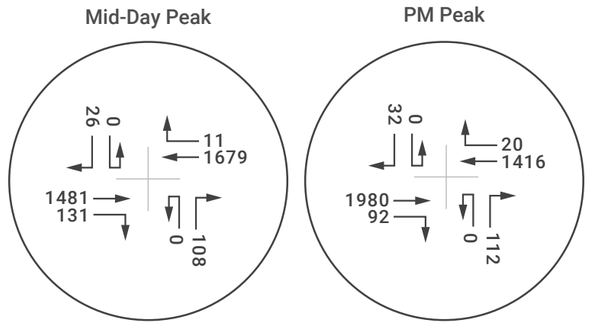




Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

13 Crown Lake Blvd & Bonita Beach Rd



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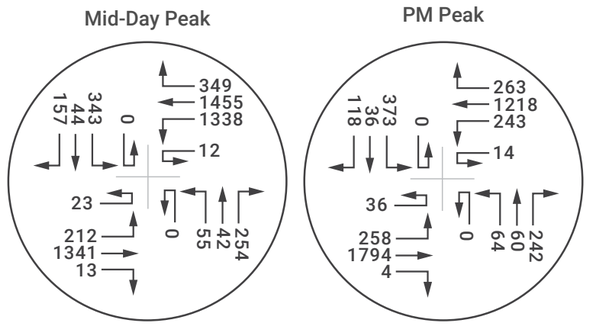

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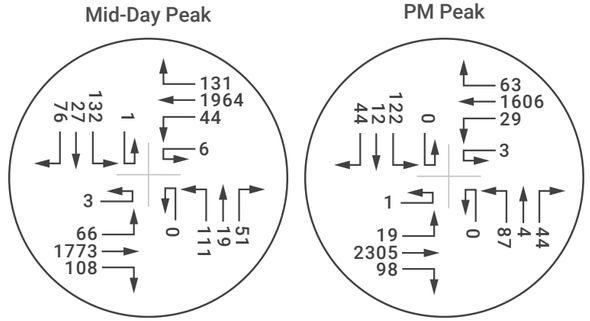

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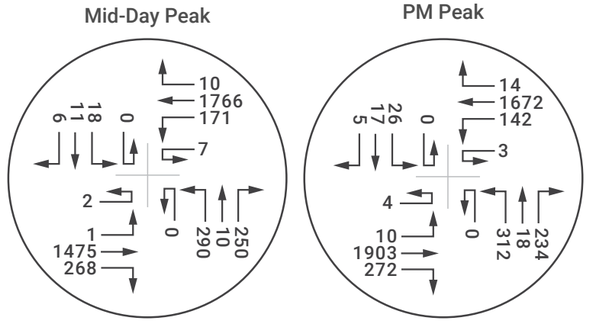
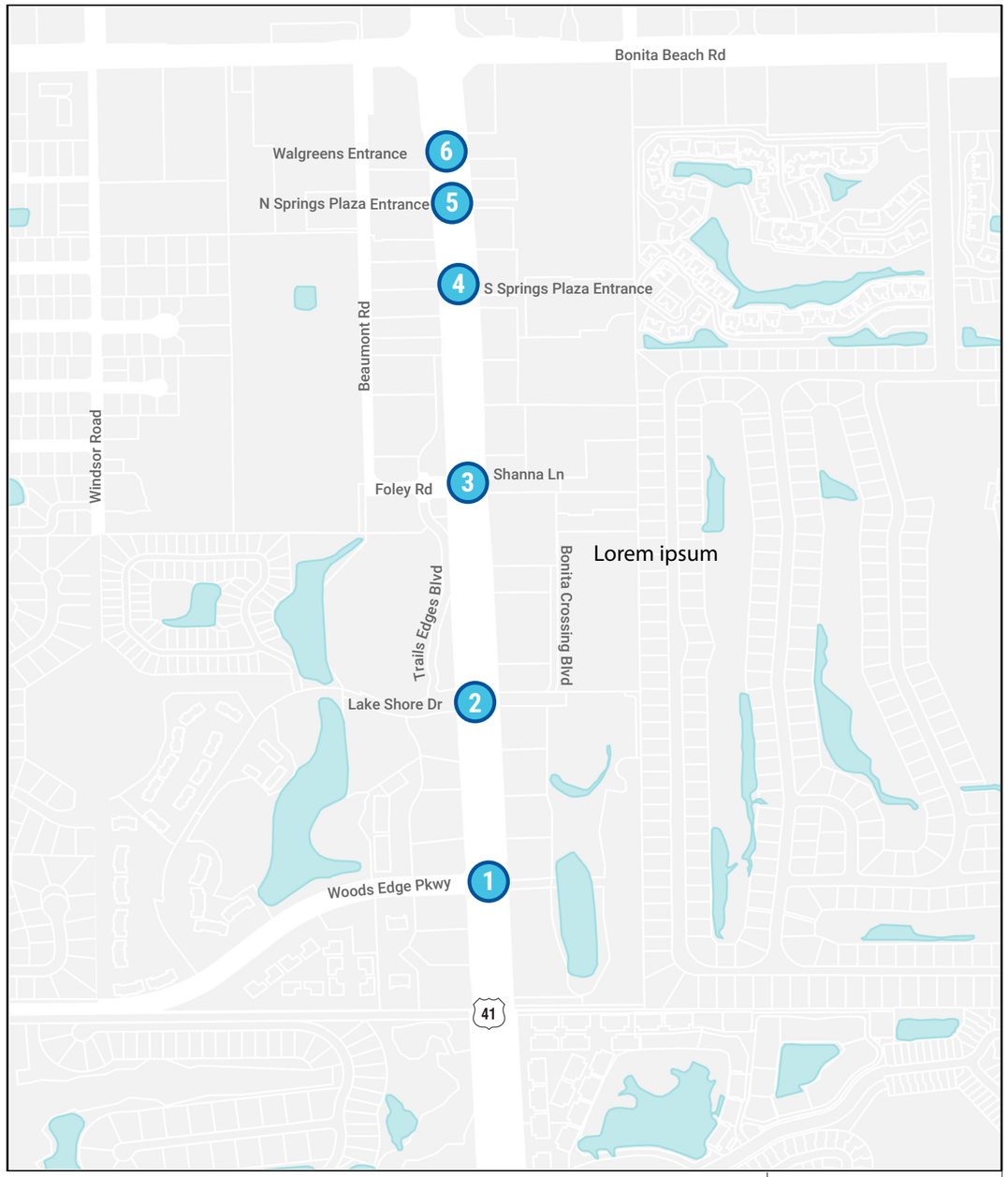


US 41 & Bonita Beach Road PD&E Study | Bonita Springs

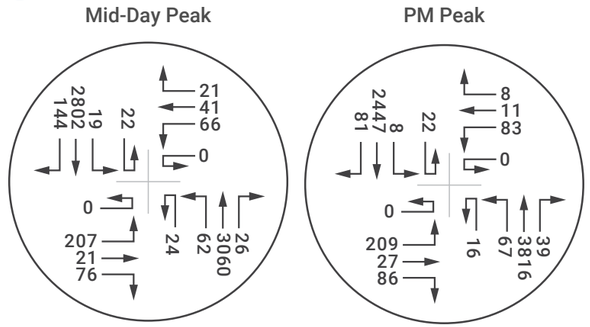
FPID 444321-1-22-01

2050 TMCs All Quadrant Roadway

APPENDIX J.6



1 US 41 & Woods Edge Pkwy



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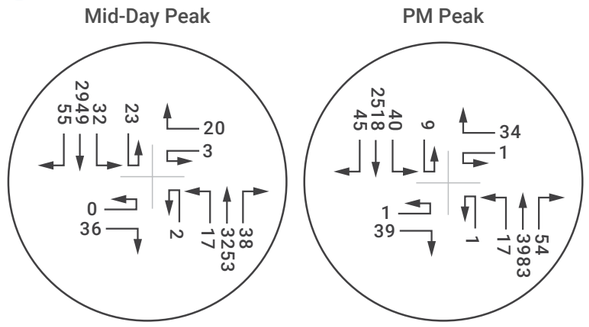

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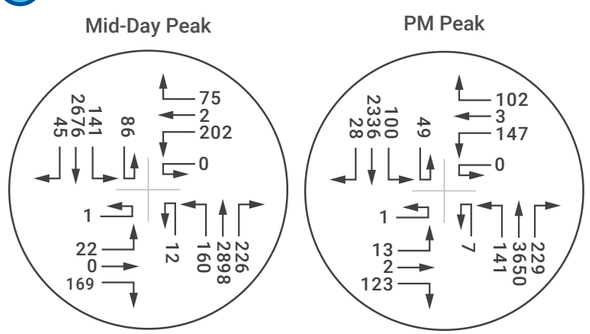
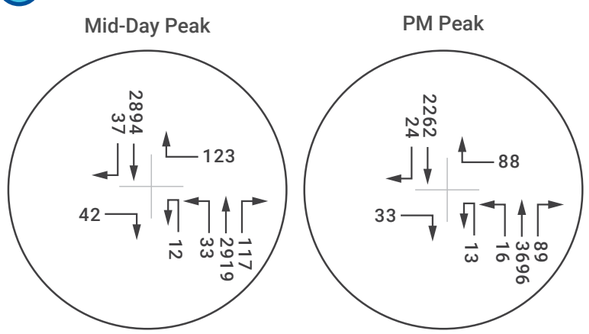


4 US 41 & S Springs Plaza Entrance



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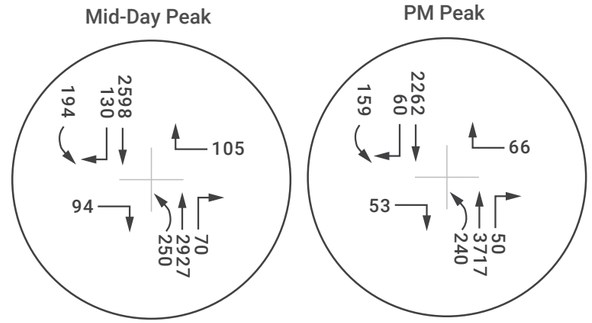
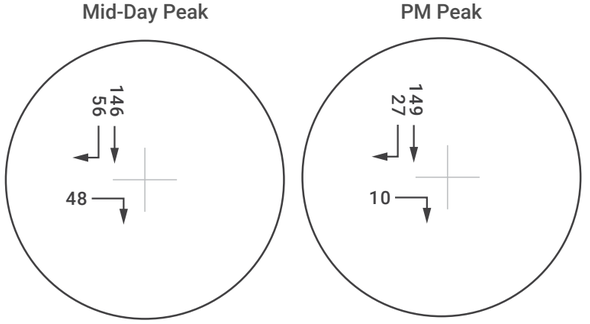
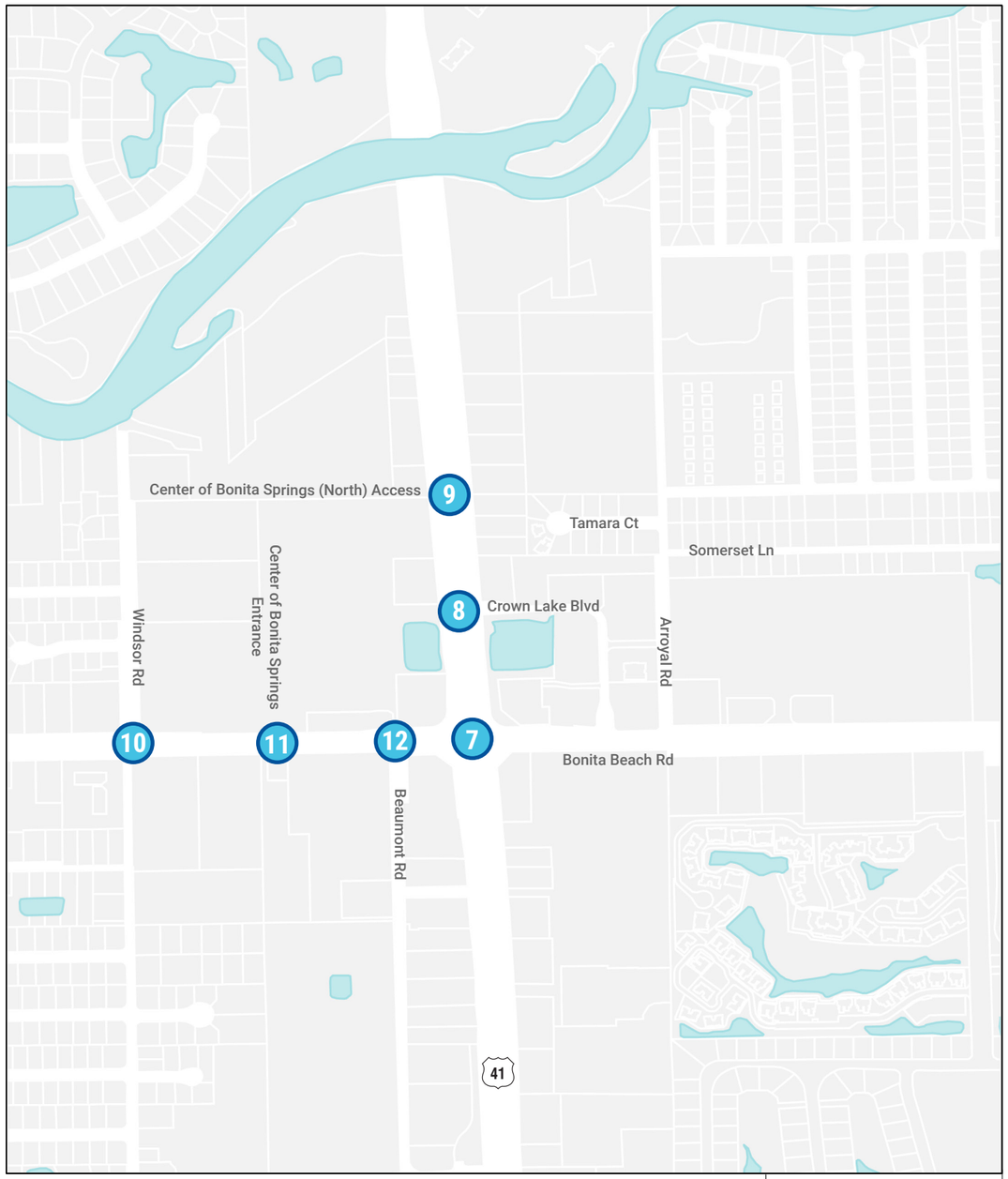


6 US 41 & Walgreens Entrance





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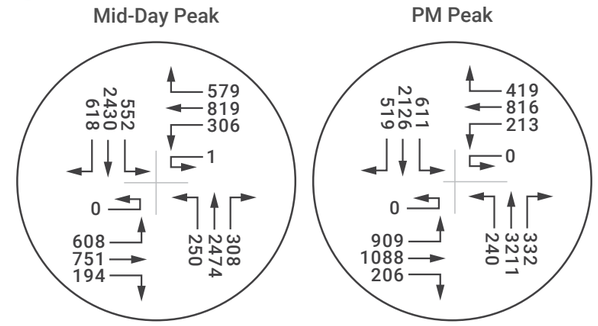
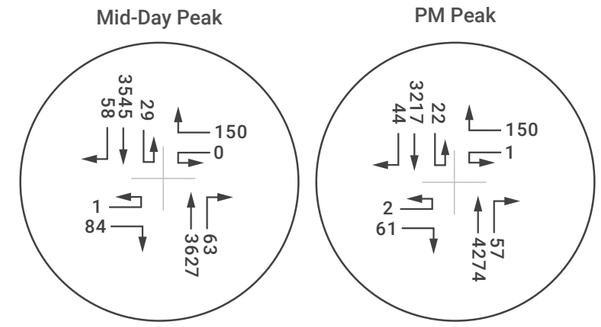
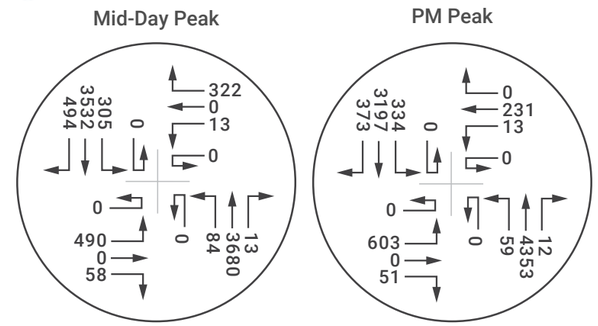


8 US 41 & Crown Lake Blvd



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



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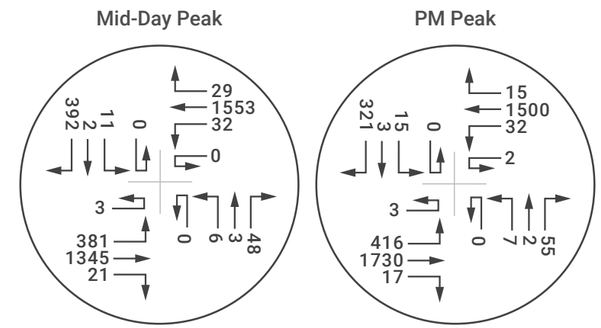
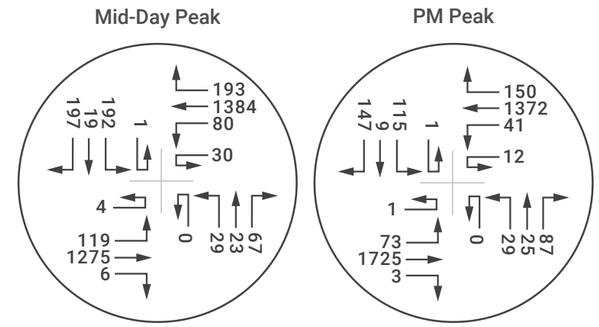


11 Center of Bonita Springs Entrance & Bonita Beach Rd



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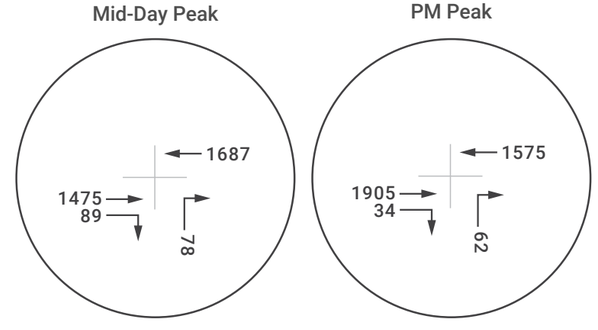
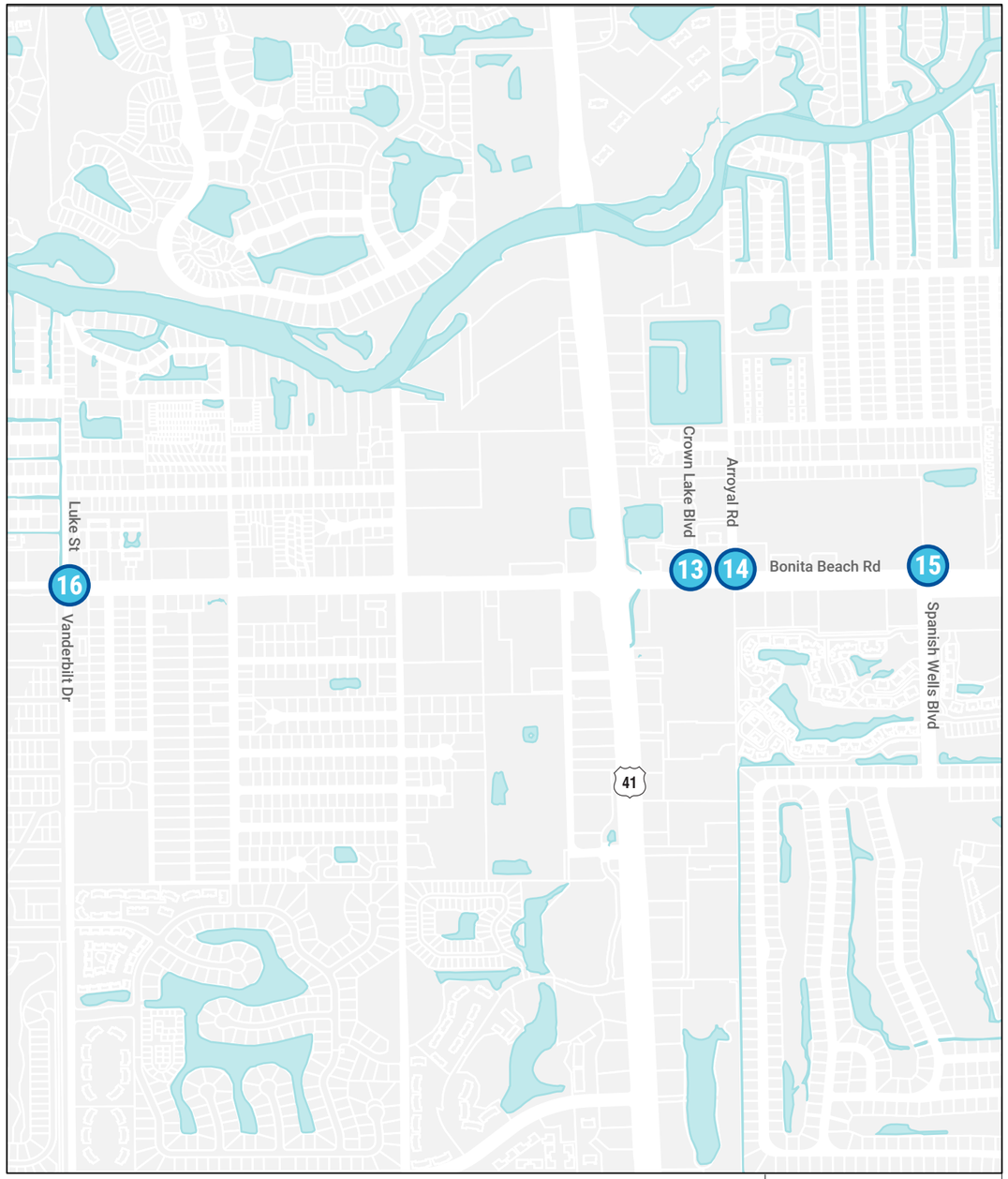
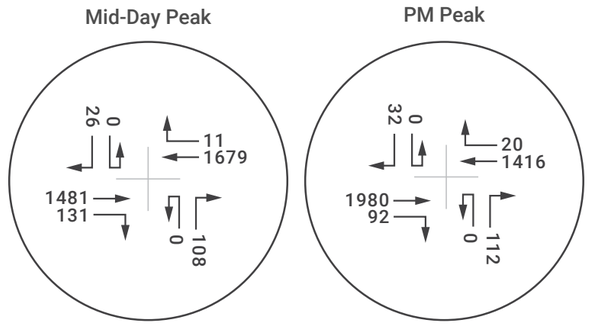




Scale in Feet
0 1,250 North

LEGEND
- Study Intersection
- Turning Movement Volumes

13 Crown Lake Blvd & Bonita Beach Rd



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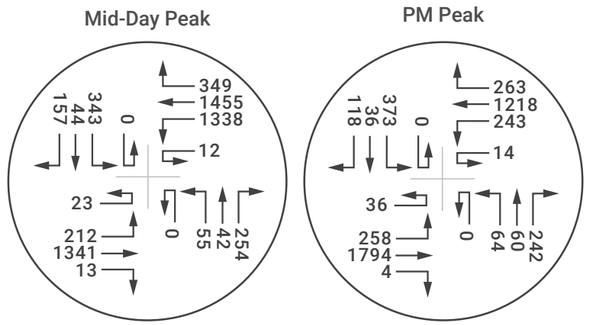
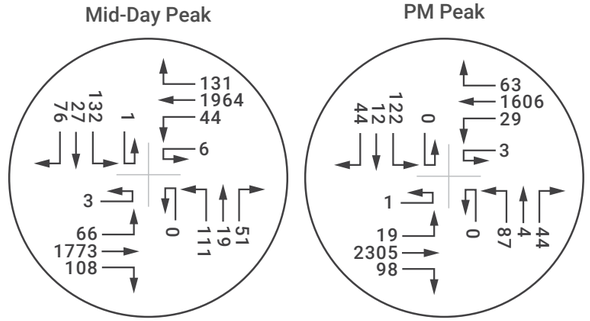


15 Spanish Wells Blvd & Bonita Beach Rd



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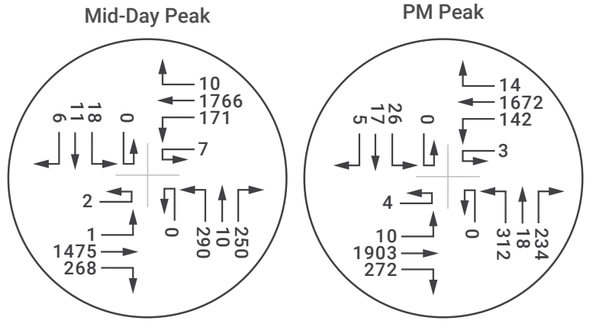

Appendix K. ICE Form

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Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	US 41 at Bonita Beach Road	FDOT Project #	444321-1	Date	06/11/20
Submitted By	Jack Freeman	Agency/Company	Kittelson and Associates, Inc.	Email	jfreeman@kittelson.com
FDOT Context Classification	C3C - Suburban Commercial	FDOT District	District 1	County	Lee
Project Locality (*City/Town/Village*)	Bonita Beach, FL	Project Type	Congestion Mitigation Project		
Project Purpose (*What is the catalyst for this project and why is it being undertaken?*)	The purpose of the US 41 & Bonita Beach Road PD&E is to address the deficient operational capacity of the study intersection to relieve existing congestion and anticipated future congestion.				
Project Setting Description (*Describe the area surrounding the intersection*)	The US 41 and Bonita Beach Road intersection is located in Lee County, Florida, approximately one mile north of the Collier County line. Commercial development is present on the intersection's four corners, and there are multiple access points within the intersection's functional area.				
Multimodal Context (*Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns*)	Sidewalks are present along both sides of US 41 and Bonita Beach Road. Bicycle lanes are present along US 41. Based on observation there were more bicyclists than pedestrians. Most bicyclists were traveling along Bonita Beach Road (to and from the west/beach) and were generally in groups of two which indicates more recreational trips than commuter trips. Bonita Beach Road has been designated to be part of the Sun Trail Network through this intersection.				

Major Street Information

Route #:	SR 45	Route Name(s)	US 41/S Tamiami Trail			Milepost	0.990
Existing Control Type	Signal		Existing AADT	53,000	Design Year AADT		78,000
Design Vehicle	Interstate Semitrailer (WB-62)		Control Vehicle	Interstate Semitrailer (WB-62)			
Primary Functional Classification	Urban Principal Arterial				Design Speed (mph)		50
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]		45

Approach #1	Direction	Northbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Both sides of the approach	Left-Turn	2				
	Crosswalk on Approach?	Yes	Left-Through		Weekday Midday Peak		Weekday PM Peak	
	On-Street Bike Facilities?	Yes	Through	3	Left	458	Left	376
	Multi-Use Path?	No	Left-Through-Right		Through	2,543	Through	3,226
	Scheduled Bus Service?	Yes	Through-Right		Right	379	Right	506
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		1.6%	
Approach #2	Direction	Southbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Both sides of the approach	Left-Turn	2				
	Crosswalk on Approach?	Yes	Left-Through		Weekday Midday Peak		Weekday PM Peak	
	On-Street Bike Facilities?	Yes	Through	3	Left	928	Left	937
	Multi-Use Path?	No	Left-Through-Right		Through	2,431	Through	2,166
	Scheduled Bus Service?	Yes	Through-Right		Right	896	Right	780
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		1.3%	

Minor Street Information												
Route #:	CR 865	Route Name(s)	Bonita Beach Road						Milepost (if app.)	None		
Existing Control Type	Signal			Existing AADT	30,000				Design Year AADT	39,000		
Design Vehicle	Interstate Semitrailer (WB-62)			Control Vehicle	Interstate Semitrailer (WB-62)							
Primary Functional Classification	Urban Major Collector								Design Speed (mph)	45		
Secondary Functional Classification (if app.)	Urban Minor Arterial								Target Speed (mph) [if app.]	45		
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes			Study Period #2 Traffic Volumes			
	Sidewalks along:	Both sides of the approach		Left-Turn	2							
	Crosswalk on Approach?	Yes		Left-Through		Weekday Midday Peak			Weekday PM Peak			
	On-Street Bike Facilities?	No		Through	2	Left	878		Left	1,026		
	Multi-Use Path?	No		Left-Through-Right		Through	794		Through	1,158		
	Scheduled Bus Service?	Yes		Through-Right		Right	312		Right	237		
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %			1.8%			
Approach #2	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes			Study Period #2 Traffic Volumes			
	Sidewalks along:	One side of the approach		Left-Turn	2							
	Crosswalk on Approach?	Yes		Left-Through		Weekday Midday Peak			Weekday PM Peak			
	On-Street Bike Facilities?	No		Through	2	Left	457		Left	297		
	Multi-Use Path?	No		Left-Through-Right		Through	846		Through	843		
	Scheduled Bus Service?	Yes		Through-Right		Right	879		Right	648		
	Bus Stop on Approach?	Yes		Right-Turn	1	Daily Truck %			3.0%			
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes			Study Period #2 Traffic Volumes			
	Sidewalks along:			Left-Turn								
	Crosswalk on Approach?			Left-Through		Weekday Midday Peak			Weekday PM Peak			
	On-Street Bike Facilities?			Through		Left			Left			
	Multi-Use Path?			Left-Through-Right		Through			Through			
	Scheduled Bus Service?			Through-Right		Right			Right			
	Bus Stop on Approach?			Right-Turn		Daily Truck %						

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
The most recent five years of crash data on record (2013-2017) was collected for the study intersection. There was a total of 392 reported crashes during this period, 82 resulted in at least one injury and none of which resulted in a fatality. The highest crash type observed was rear end, comprising 51 percent of the total crashes. Sideswipe crashes (13 percent) and head-on (9 percent) were the second and third highest crash types. The highest crash hours of the day were observed between 10 AM and 1 PM (26 percent of crashes). 18 percent of crashes were observed from 4 PM to 6 PM. The highest crash months are December (12 percent), January (11 percent), and February (10 percent).

Control Strategy Evaluation						
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.						
	CAP-X Outputs					
	V/C Ratio					
Control Strategy	Weekday Midday Peak	Weekday PM Peak	Multimodal Score	SPICE Ranking	Strategy to Be Advanced?	Justification
Signalized Control	1.58	1.69	4.8	4	Yes	This is the current configuration and will be analyzed to provide a baseline operational analysis (future no-build).
Signalized Control Alternative	1.47	1.46	4.8	5	No	Even with 3 left turn lanes on the SB and EB approaches, the alternative does not have adequate v/c results.
Roundabout	N/A	N/A	N/A	N/A	No	With the existing 6 through lanes on US 41, a roundabout was not considered.
RCUT (Signalized/ Unsignalized)	1.60 (Signalized)	1.60 (Signalized)	6.3 (Signalized)	10	No	This alternative has an anticipated v/c ratio over 1.0. The unsignalized option was not analyzed.
Median U-Turn	1.34 (Full) 1.62 (Partial)	1.46 (Full) 1.64 (Partial)	6.3	1	No	This alternative has an anticipated v/c ratio over 1.0.
Displaced Left-Turn	0.92	1.07	4.8	2	No	Existing Bonita Beach Road ROW (150') and signals ~1,000 feet east and west of US 41 would be significantly impacted by full DLT.
Partial N-S Displaced Left-Turn	1.08 0.99 (3 EB LT Lanes)	1.18 1.07 (3 EB LT Lanes)	4.8	2	Yes	The PDLT alone will not provide sufficient operations. The PDLT with 3 EB left turn lanes has v/c ratios near 1.0 and will be explored in Stage 2.
Quadrant Roadway	1.10 (N-E) 1.23 (N-W)	1.29 (N-E) 1.10 (N-W)	4.4	7	No	The quadrant roadway alone will not provide sufficient v/c. This control type will move forward in combination with a PDLT.
PDLT N-S w/Quadrant Road N-W/N-E	0.97 0.90 (3 EB LT Lanes)	1.12 1.05 (3 EB LT Lanes)	4.8	6	Yes	The PDLT/Quadrant Roadway combo is anticipated to provide adequate v/c ratios in the midday and v/c ratios slightly over 1.0 in the PM.
Diamond Interchange	1.17	1.37	4.8	9	No	This alternative has an anticipated v/c ratio over 1.0.
Single Point Interchange	0.96	0.96	4.8	8	Yes	This alternative will advance as it provides the lowest v/c ratio of the alternatives analyzed.

Resolution					
To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer					
Project Determination	Multiple Viable Alternatives Identified: Continue to Stage 2				
Comments					
DTOE Name	Nikesh Patel	Signature	DocuSigned by: Nikesh Patel A18683370370488...	Date	8/24/2020 | 5:08 PM
DDE Name	Sam Joseph	Signature	DocuSigned by: Sam Joseph 1A35B45FFF684A4...	Date	8/25/2020 | 9:31 AM

Appendix L. No-Build Analysis

US 41 AT BONITA BEACH ROAD
FM 444321-1-22-01
NO-BUILD
ALTERNATIVE

N

0 100 400

Feet

IMPERIAL RIVER
IMPERIAL RIVER BOAT RAMP
41
BONITA SPRINGS RIVER PARK
THE LOCKUP SELF STORAGE
EAGLE'S NEST
FDOT STORMWATER POND
ADVANCE AUTO PARTS
TUFFY AUTO
CAROLINA ST
PALM CASUAL
IMPERIAL DENTAL
TAMARA CT
MATHESON FINANCIAL
SOMERSET LN
OLD TIME POTTERY
CHASE BANK
AUTOZONE
ANTHONY'S
CVS PHARMACY
AFFORDABLE AUTO & TIRE
HOLIDAY INN EXPRESS
QUAILS WALK
WINDSOR RD
EXISTING QUADRANT ALIGNMENT TO BE CONSTRUCTED BY CITY
TIRES PLUS
SUNRISE PLAZA
CENTER OF BONITA SPRINGS TREATMENT POND
ARROYAL MALL TREATMENT POND
HAMPTON INN
CROWN LAKE CT
PUBLIX
BRINK CIR
BEALLS OUTLET
CENTER OF BONITA SPRINGS
CROWN LAKE BLVD
BUSINESS & LAW BUILDING
JOHN'S PHARMACY
7-ELEVEN/ SUNOCO
AQUA SEAFOOD, STEAKS & RAW BAR
ARROYAL RD
BANK OF AMERICA
PAPA JOHN'S PIZZA
BMO HARRIS BANK
BONITA BEACH BALLOON
FLORIDA COMMUNITY BANK
VERIZON
CROWN LAKE BUSINESSES
BONITA BEACH RD
PROPOSED CROSSOVER INTERSECTION TO BE CONSTRUCTED BY CITY
SHERWIN WILLIAMS
BEACH ROAD PLAZA
SHOPPING CENTER
BEACHWAY PROFESSIONAL CENTER
BEAUMONT RD
WALGREEN'S
IGUANA MIA
FIFTH THIRD BANK
UNITED STATES POST OFFICE
BONITA SPRINGS CITY HALL
SPANISH WELLS BLVD
ASPEN DENTAL
BEACH STORAGE
JIFFY LUBE
WENDY'S
DUNKIN' DONUTS
SPRINGS PLAZA
CENTURY LINK CELL TOWER
ACCESS RD
POPEYES
7-ELEVEN/ MOBIL
BEST OF EVERYTHING
WINN-DIXIE
McDONALDS
KFC
LA FITNESS
STIRLING OAKS SUBDIVISION
SPORTSMANS WHOLESALE BONITA SPRINGS
BONITA FUNERAL HOME
BANK OF THE OZARKS
ST. LEO THE GREAT CATHOLIC CHURCH
SHOPPING CENTER
LIFE STORAGE
41

LEGEND

- FLOODPLAIN
- WETLAND BOUNDARY
- EXISTING RIGHT OF WAY
- EXISTING PARCEL BOUNDARY
- PROPOSED RIGHT OF WAY
- RAISED CONCRETE TRAFFIC SEPARATOR
- FRONT OF SIDEWALK
- BACK OF SIDEWALK

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

Intersection Information					2030 NB MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	117	414	194	97.8
				EBT	F	117	414	21	88.7
				EBR	A	37	327	73	10.0
			EB Approach		E				74.9
			WB	WBL	E	33	140	62	66.7
				WBT	E	33	140	44	65.6
				WBR	C	33	187	19	32.5
			WB Approach		E				61.1
			NB	NBL	F	144	699	63	145.3
				NBT	B	144	699	2212	15.8
				NBR	A	47	539	27	6.3
			NB Approach		B				19.2
			SB	SBL	F	85	469	19	123.7
				SBT	B	85	469	1748	14.2
				SBR	A	29	373	128	5.9
			SB Approach		B				14.7
			Overall LOS		C				23.2
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	3	90	38	10.2
			EB Approach		B				10.2
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	2	79	21	11.4
			WB Approach		B				11.4
			NB	NBL	C	1	46	16	15.5
				NBT	A	1	112	2396	1.3
				NBR	A	1	112	33	2.5
			NB Approach		A				1.4
			SB	SBL	C	3	101	28	16.4
				SBT	A	0	16	1874	0.4
				SBR	A	0	16	49	1.6
			SB Approach		A				0.6
			Overall LOS		B				11.4
3	US 41 & Foley Rd/Shanna Ln	Unsignalized	EB	EBL	E	7	84	24	39.4
				EBT	A	5	84	0	0.0
				EBR	B	6	85	63	10.1
			EB Approach		C				18.2
			WB	WBL	D	20	130	39	28.4
				WBT	C	18	130	2	17.5
				WBR	D	19	131	70	32.8
			WB Approach		D				31.0
			NB	NBL	C	27	455	26	22.4
				NBT	A	9	296	2334	6.4
				NBR	A	22	449	58	2.7
			NB Approach		A				6.5
			SB	SBL	D	10	149	35	29.1
				SBT	A	8	160	1862	0.8
				SBR	A	1	102	40	1.5
			SB Approach		A				1.3
			Overall LOS		D				31.0
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	2	64	45	15.6
			EB Approach		C				15.6
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	154	442	98	185.5
			WB Approach		F				185.5
			NB	NBL	E	3	92	31	36.7
				NBT	E	246	996	2266	42.7
				NBR	C	294	1104	116	24.2
			NB Approach		E				41.7
			SB	SBL	F	263	646	67	217.2
				SBT	A	0	52	1905	1.6
				SBR	A	1	130	33	2.2
			SB Approach		A				8.8
			Overall LOS		F				185.5

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

Intersection Information					2030 NB MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	D	52	261	80	33.6
			EB Approach		D				33.6
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	356	529	45	698.5
			WB Approach		F				698.5
			NB	NBL	N/A	--	--	--	--
				NBT	E	257	595	2304	46.1
				NBR	B	334	710	67	11.5
			NB Approach		E				45.1
			SB	SBL	N/A	--	--	--	--
				SBT	C	61	330	1996	19.7
				SBR	A	89	445	118	5.6
			SB Approach		C				18.9
			Overall LOS		F				698.5
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	E	23	161	47	35.1
			EB Approach		E				35.1
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	N/A	--	--	--	--
			NB Approach		N/A				--
			SB	SBL	N/A	--	--	--	--
				SBT	A	35	291	2102	8.1
				SBR	A	43	338	36	2.0
			SB Approach		A				8.0
			Overall LOS		E				35.1
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	204	376	518	58.9
				EBT	D	204	376	669	45.9
				EBR	C	206	386	252	26.8
			EB Approach		D				47.2
			WB	WBL	F	625	695	268	93.7
				WBT	F	625	695	538	120.5
				WBR	F	636	707	515	159.1
			WB Approach		F				130.1
			NB	NBL	F	643	917	267	174.3
				NBT	F	643	917	1673	104.5
				NBR	B	646	921	340	18.7
			NB Approach		F				99.9
			SB	SBL	F	563	785	605	165.6
				SBT	E	563	785	1596	71.9
				SBR	C	571	794	444	29.1
			SB Approach		F				86.2
			Overall LOS		F				91.2
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	F	292	458	57	593.1
			EB Approach		F				593.1
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	13	138	146	16.0
			WB Approach		C				16.0
			NB	NBL	N/A	--	--	--	--
				NBT	A	2	229	2675	1.1
				NBR	A	0	11	55	1.9
			NB Approach		A				1.1
			SB	SBL	N/A	--	--	--	--
				SBT	D	145	571	2633	34.6
				SBR	A	177	645	52	3.3
			SB Approach		D				33.9
			Overall LOS		F				593.1

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

Intersection Information					2030 NB MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	428	1003	409	144.8
				EBT	A	428	1003	0	0.0
				EBR	F	432	1007	57	118.6
			EB Approach		F				141.6
			WB	WBL	E	3	45	12	58.4
				WBT	A	3	45	0	0.0
				WBR	B	4	51	10	14.2
			WB Approach		D				38.3
			NB	NBL	E	99	411	76	62.3
				NBT	B	99	411	2733	14.2
				NBR	A	94	416	12	4.4
			NB Approach		B				15.4
			SB	SBL	E	941	1684	10	73.5
				SBT	E	941	1684	2639	67.0
				SBR	C	944	1683	380	32.0
			SB Approach		E				62.7
			Overall LOS		D				47.3
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	7	313	334	100.4
				EBT	D	273	1274	1218	54.3
				EBR	E	298	1306	20	55.4
			EB Approach		E				64.1
			WB	WBL	E	198	691	29	68.0
				WBT	D	198	691	1171	39.3
				WBR	C	221	718	27	27.3
			WB Approach		D				39.7
			NB	NBL	D	5	92	6	37.6
				NBT	D	5	92	3	45.8
				NBR	B	6	95	53	13.9
			NB Approach		B				17.8
			SB	SBL	F	103	355	11	100.8
				SBT	D	103	355	3	42.0
				SBR	D	103	355	320	47.6
			SB Approach		D				49.3
			Overall LOS		D				52.3
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	B	13	213	117	13.5
				EBT	A	13	213	1157	4.4
				EBR	A	11	214	6	5.4
			EB Approach		A				5.2
			WB	WBL	D	89	664	68	35.2
				WBT	C	89	664	999	29.5
				WBR	A	87	671	164	5.7
			WB Approach		C				26.6
			NB	NBL	E	20	101	32	78.9
				NBT	F	20	101	24	82.5
				NBR	B	10	96	68	15.0
			NB Approach		D				44.6
			SB	SBL	F	153	680	197	94.7
				SBT	F	153	680	21	107.6
				SBR	E	161	686	193	56.5
			SB Approach		E				77.4
			Overall LOS		C				25.3
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	D	63	573	1356	28.1
				EBR	C	63	573	84	15.8
			EB Approach		D				27.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	E	22	171	83	49.2
			NB Approach		E				49.2
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		E				49.2

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

Intersection Information					2030 NB MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	B	38	643	1489	11.6
				EBR	A	39	694	122	7.3
			EB Approach		B				11.3
			WB	WBL	N/A	--	--	--	--
				WBT	F	187	306	1330	68.8
				WBR	F	230	352	6	80.4
			WB Approach		F				68.8
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	D	15	147	113	25.8
			NB Approach		D				25.8
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	F	294	488	4	1846.0
			SB Approach		F				1846.0
			Overall LOS		F				1846.0
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	106	386	203	49.5
				EBT	A	106	386	1362	6.3
				EBR	A	66	388	11	6.5
			EB Approach		B				11.8
			WB	WBL	F	6	168	131	80.5
				WBT	F	1179	1598	1117	152.3
				WBR	F	1183	1603	27	153.0
			WB Approach		F				145.0
			NB	NBL	F	203	467	48	316.8
				NBT	F	203	467	43	168.0
				NBR	F	206	472	85	137.1
			NB Approach		F				193.7
			SB	SBL	E	45	197	49	71.5
				SBT	E	45	197	45	69.4
				SBR	D	49	201	155	42.8
			SB Approach		D				53.3
			Overall LOS		E				76.2
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	1	39	63	12.6
				EBT	A	8	161	1336	2.7
				EBR	A	8	164	101	2.3
			EB Approach		A				3.1
			WB	WBL	F	1	68	31	123.4
				WBT	F	1190	1681	1133	204.9
				WBR	F	1191	1680	100	104.6
			WB Approach		F				194.9
			NB	NBL	F	73	296	109	153.4
				NBT	F	73	296	21	83.7
				NBR	C	77	302	55	31.1
			NB Approach		F				109.1
			SB	SBL	F	66	204	130	80.1
				SBT	F	66	204	26	84.5
				SBR	F	65	208	76	121.1
			SB Approach		F				94.0
			Overall LOS		F				91.9
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	105	710	1	96.5
				EBT	C	105	710	1296	20.1
				EBR	A	106	716	152	7.1
			EB Approach		B				18.8
			WB	WBL	E	103	625	155	68.9
				WBT	B	103	625	1338	16.8
				WBR	B	91	631	9	17.1
			WB Approach		C				22.2
			NB	NBL	E	55	197	148	70.5
				NBT	E	55	197	11	63.8
				NBR	A	49	205	252	7.6
			NB Approach		C				31.8
			SB	SBL	E	16	129	20	75.6
				SBT	E	16	129	11	77.4
				SBR	C	17	132	5	32.2
			SB Approach		E				70.1
			Overall LOS		C				22.5

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

Intersection Information					2030 NB PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	323	691	133	289.9
				EBT	F	323	691	23	228.2
				EBR	F	314	739	78	98.7
			EB Approach		F				220.1
			WB	WBL	F	41	194	80	83.2
				WBT	F	41	194	11	81.0
				WBR	F	40	241	8	110.1
			WB Approach		F				85.1
			NB	NBL	F	661	1306	57	119.4
				NBT	E	661	1306	2525	70.7
				NBR	D	531	1146	39	50.9
			NB Approach		E				71.5
			SB	SBL	F	110	613	7	232.2
				SBT	C	110	613	1546	21.7
				SBR	A	55	516	70	7.6
			SB Approach		C				22.0
			Overall LOS		E				62.5
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	3	91	41	10.8
			EB Approach		B				10.8
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	181	492	17	539.3
			WB Approach		F				539.3
			NB	NBL	E	1	40	15	43.2
				NBT	F	455	973	2608	65.7
				NBR	E	455	973	49	37.9
			NB Approach		F				65.1
			SB	SBL	F	76	292	30	237.6
				SBT	A	0	2	1603	0.3
				SBR	A	0	2	37	0.9
			SB Approach		A				4.6
			Overall LOS		F				539.3
3	US 41 & Foley Rd/Shanna Ln	Unsignalized	EB	EBL	F	14	95	15	150.2
				EBT	F	11	95	3	116.1
				EBR	B	11	96	35	10.7
			EB Approach		F				56.2
			WB	WBL	F	301	491	25	277.2
				WBT	F	301	491	2	246.9
				WBR	F	302	492	49	647.1
			WB Approach		F				514.9
			NB	NBL	F	787	1362	10	57.5
				NBT	F	662	1171	2504	92.4
				NBR	F	797	1342	39	62.0
			NB Approach		F				91.8
			SB	SBL	F	94	384	16	463.3
				SBT	A	90	381	1618	3.2
				SBR	A	26	191	23	2.0
			SB Approach		A				7.7
			Overall LOS		F				514.9
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	1	63	37	15.1
			EB Approach		C				15.1
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	393	506	43	1007.2
			WB Approach		F				1007.2
			NB	NBL	F	1	57	13	76.0
				NBT	F	710	1123	2409	86.6
				NBR	F	801	1231	68	52.5
			NB Approach		F				85.6
			SB	SBL	F	455	693	32	840.6
				SBT	A	0	50	1645	1.8
				SBR	A	1	131	21	2.1
			SB Approach		C				17.6
			Overall LOS		F				1007.2

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

Intersection Information					2030 NB PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	F	28	159	52	58.6
			EB Approach		F				58.6
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	271	458	38	763.9
			WB Approach		F				763.9
			NB	NBL	N/A	--	--	--	--
				NBT	F	362	597	2455	55.4
				NBR	C	449	713	42	15.7
			NB Approach		F				54.8
			SB	SBL	N/A	--	--	--	--
				SBT	D	47	331	1699	26.4
				SBR	A	84	447	55	5.7
			SB Approach		D				25.7
			Overall LOS		F				763.9
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	D	2	49	10	29.3
			EB Approach		D				29.3
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	N/A	--	--	--	--
			NB Approach		N/A				--
			SB	SBL	N/A	--	--	--	--
				SBT	A	15	106	1775	5.2
				SBR	A	19	129	23	0.7
			SB Approach		A				5.2
			Overall LOS		D				29.3
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	273	374	472	89.6
				EBT	D	273	374	793	54.8
				EBR	B	282	384	159	17.0
			EB Approach		E				62.2
			WB	WBL	F	563	689	236	180.0
				WBT	F	563	689	633	140.9
				WBR	F	574	700	456	127.8
			WB Approach		F				143.4
			NB	NBL	F	625	911	232	128.6
				NBT	F	625	911	1938	89.2
				NBR	C	624	915	323	24.0
			NB Approach		F				84.4
			SB	SBL	F	547	788	640	158.7
				SBT	E	547	788	1404	56.2
				SBR	B	555	797	355	11.2
			SB Approach		E				76.9
			Overall LOS		F				88.4
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	E	14	131	63	40.2
			EB Approach		E				40.2
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	16	143	147	18.2
			WB Approach		C				18.2
			NB	NBL	N/A	--	--	--	--
				NBT	A	3	255	2842	1.1
				NBR	A	0	11	49	2.0
			NB Approach		A				1.2
			SB	SBL	N/A	--	--	--	--
				SBT	E	233	592	2352	37.7
				SBR	A	259	666	41	4.0
			SB Approach		E				37.1
			Overall LOS		E				40.2

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

Intersection Information					2030 NB PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	1061	1241	371	316.9
				EBT	A	1061	1241	0	0.0
				EBR	F	1066	1245	40	298.3
			EB Approach		F				315.1
			WB	WBL	F	5	60	12	84.3
				WBT	A	5	60	0	0.0
				WBR	B	6	66	7	15.1
			WB Approach		E				58.8
			NB	NBL	C	31	309	45	33.9
				NBT	A	31	309	2929	4.7
				NBR	A	30	297	12	2.2
			NB Approach		A				5.1
			SB	SBL	F	1103	1687	5	116.0
				SBT	F	1103	1687	2369	89.1
				SBR	C	1103	1689	270	31.2
			SB Approach		F				83.3
			Overall LOS		E				60.3
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1434	1690	290	245.4
				EBT	F	1097	1688	1324	94.5
				EBR	E	1009	1681	17	75.6
			EB Approach		F				121.1
			WB	WBL	F	144	682	26	94.5
				WBT	C	144	682	1118	27.1
				WBR	B	165	709	15	18.6
			WB Approach		C				28.5
			NB	NBL	F	109	333	7	193.3
				NBT	F	109	333	2	250.2
				NBR	F	112	336	53	270.9
			NB Approach		F				261.5
			SB	SBL	F	116	355	13	220.7
				SBT	E	116	355	4	57.5
				SBR	E	116	355	258	61.6
			SB Approach		E				69.1
			Overall LOS		F				84.7
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	B	319	689	67	19.8
				EBT	E	319	689	1318	66.5
				EBR	C	322	694	3	34.8
			EB Approach		E				64.2
			WB	WBL	F	149	680	36	111.8
				WBT	D	149	680	1045	37.4
				WBR	B	147	687	142	10.5
			WB Approach		D				36.4
			NB	NBL	F	228	357	35	97.3
				NBT	F	228	357	23	214.4
				NBR	F	228	359	55	653.8
			NB Approach		F				392.0
			SB	SBL	F	662	813	60	1016.4
				SBT	F	662	813	4	849.2
				SBR	F	676	828	72	594.0
			SB Approach		F				787.8
			Overall LOS		F				95.0
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	F	469	719	1392	92.6
				EBR	F	469	719	26	62.0
			EB Approach		F				92.0
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	F	282	423	40	805.2
			NB Approach		F				805.2
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		F				805.2

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

Intersection Information					2030 NB PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	C	77	611	1688	15.0
				EBR	B	85	649	75	10.7
			EB Approach		B				14.8
			WB	WBL	N/A	--	--	--	--
				WBT	F	130	300	1312	54.1
				WBR	C	160	347	17	24.6
			WB Approach		F				53.8
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	D	19	145	120	32.0
			NB Approach		D				32.0
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	F	133	306	29	640.9
			SB Approach		F				640.9
			Overall LOS		F				640.9
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	117	383	218	44.2
				EBT	A	117	383	1560	6.5
				EBR	A	69	387	3	9.5
			EB Approach		B				11.1
			WB	WBL	E	5	130	119	65.3
				WBT	F	858	1554	1138	117.2
				WBR	F	861	1558	37	95.8
			WB Approach		F				111.8
			NB	NBL	F	248	479	56	302.3
				NBT	F	248	479	60	213.1
				NBR	F	252	484	55	186.7
			NB Approach		F				233.8
			SB	SBL	F	38	170	44	96.4
				SBT	F	38	170	37	85.4
				SBR	C	41	175	122	23.9
			SB Approach		D				50.8
			Overall LOS		E				62.3
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	0	31	19	15.5
				EBT	B	70	910	1579	11.0
				EBR	A	71	916	80	6.3
			EB Approach		B				10.8
			WB	WBL	D	1	48	29	48.1
				WBT	F	411	1397	1183	92.7
				WBR	D	414	1400	62	39.8
			WB Approach		F				89.1
			NB	NBL	F	69	269	87	177.5
				NBT	F	69	269	4	99.3
				NBR	C	73	274	47	21.7
			NB Approach		F				122.2
			SB	SBL	F	69	193	123	91.1
				SBT	F	69	193	13	90.8
				SBR	F	61	197	41	113.6
			SB Approach		F				96.3
			Overall LOS		D				50.4
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	444	900	9	166.3
				EBT	E	444	900	1396	75.6
				EBR	D	445	904	163	35.8
			EB Approach		E				71.9
			WB	WBL	F	57	260	127	103.9
				WBT	A	57	260	1219	5.2
				WBR	A	34	266	12	3.0
			WB Approach		B				14.4
			NB	NBL	F	72	270	172	81.4
				NBT	F	72	270	19	84.0
				NBR	B	69	279	235	11.0
			NB Approach		D				42.7
			SB	SBL	F	31	167	28	119.1
				SBT	F	31	167	17	94.6
				SBR	E	33	171	5	61.9
			SB Approach		F				105.0
			Overall LOS		D				45.8

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

Intersection Information					2050 NB MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	116	414	194	97.4
				EBT	F	116	414	21	87.1
				EBR	B	38	350	73	11.3
			EB Approach		E				74.8
			WB	WBL	E	33	140	62	66.6
				WBT	E	33	140	44	65.7
				WBR	E	35	187	19	55.9
			WB Approach		E				64.6
			NB	NBL	F	940	1314	48	200.8
				NBT	F	940	1314	2298	108.2
				NBR	E	788	1154	20	74.7
			NB Approach		F				109.8
			SB	SBL	F	115	827	12	191.3
				SBT	B	115	827	1763	17.3
				SBR	A	54	731	93	7.6
			SB Approach		B				17.9
			Overall LOS		E				70.7
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	3	90	38	11.3
			EB Approach		B				11.3
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	53	147	18	417.6
			WB Approach		F				417.6
			NB	NBL	E	1	38	13	43.5
				NBT	F	432	955	2462	68.1
				NBR	E	432	955	29	40.2
			NB Approach		F				67.6
			SB	SBL	F	55	247	18	147.0
				SBT	A	1	64	1855	0.9
				SBR	A	1	64	36	1.3
			SB Approach		A				2.3
			Overall LOS		F				417.6
3	US 41 & Foley Rd/Shanna Ln	Unsignalized	EB	EBL	F	55	225	23	262.9
				EBT	A	51	225	0	0.0
				EBR	D	52	226	63	34.1
			EB Approach		F				95.3
			WB	WBL	F	286	441	35	161.1
				WBT	F	286	441	2	173.9
				WBR	F	287	442	36	871.4
			WB Approach		F				511.7
			NB	NBL	F	945	1355	18	95.1
				NBT	F	786	1165	2359	111.4
				NBR	F	944	1336	39	70.4
			NB Approach		F				110.6
			SB	SBL	F	96	464	14	401.1
				SBT	A	92	464	1829	3.0
				SBR	A	34	354	30	2.0
			SB Approach		A				6.0
			Overall LOS		F				511.7
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	2	69	45	15.6
			EB Approach		C				15.6
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	446	506	42	1313.6
			WB Approach		F				1313.6
			NB	NBL	F	4	66	24	85.1
				NBT	F	785	1126	2309	97.6
				NBR	F	883	1234	85	65.9
			NB Approach		F				96.3
			SB	SBL	F	601	708	27	1107.6
				SBT	A	2	64	1859	3.1
				SBR	A	3	148	23	1.8
			SB Approach		C				18.7
			Overall LOS		F				1313.6

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

Intersection Information					2050 NB MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	F	241	372	43	437.2
			EB Approach		F				437.2
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	486	530	27	1735.2
			WB Approach		F				1735.2
			NB	NBL	N/A	--	--	--	--
				NBT	F	396	601	2313	59.7
				NBR	B	493	716	51	12.6
			NB Approach		F				58.7
			SB	SBL	N/A	--	--	--	--
				SBT	F	233	412	1930	67.2
				SBR	B	322	527	83	13.8
			SB Approach		F				65.0
			Overall LOS		F				1735.2
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	F	108	256	37	260.2
			EB Approach		F				260.2
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	N/A	--	--	--	--
			NB Approach		N/A				--
			SB	SBL	N/A	--	--	--	--
				SBT	D	148	495	2024	33.7
				SBR	A	178	560	37	7.1
			SB Approach		D				33.2
			Overall LOS		F				260.2
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	275	387	588	69.6
				EBT	D	275	387	731	47.1
				EBR	D	281	397	284	50.9
			EB Approach		E				56.0
			WB	WBL	F	631	689	266	158.8
				WBT	F	631	689	487	124.3
				WBR	F	642	700	505	164.6
			WB Approach		F				147.8
			NB	NBL	F	685	923	255	231.9
				NBT	F	685	923	1702	103.6
				NBR	B	689	927	335	19.5
			NB Approach		F				105.6
			SB	SBL	F	583	778	536	152.8
				SBT	F	583	778	1499	103.8
				SBR	C	591	787	378	27.2
			SB Approach		F				102.7
			Overall LOS		F				102.1
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	F	429	496	40	1230.2
			EB Approach		F				1230.2
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	13	138	146	16.1
			WB Approach		C				16.1
			NB	NBL	N/A	--	--	--	--
				NBT	A	1	218	2772	1.0
				NBR	A	0	10	42	1.9
			NB Approach		A				1.0
			SB	SBL	N/A	--	--	--	--
				SBT	F	207	580	2396	50.7
				SBR	A	257	655	34	5.3
			SB Approach		F				50.1
			Overall LOS		F				1230.2

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

Intersection Information					2050 NB MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	878	1236	401	252.3
				EBT	A	878	1236	0	0.0
				EBR	F	882	1240	51	277.1
			EB Approach		F				255.1
			WB	WBL	E	3	45	11	68.1
				WBT	A	3	45	0	0.0
				WBR	B	4	50	10	14.3
			WB Approach		D				42.5
			NB	NBL	D	105	445	57	48.1
				NBT	B	105	445	2850	15.0
				NBR	A	105	450	10	6.5
			NB Approach		B				15.6
			SB	SBL	F	1297	1695	5	95.3
				SBT	F	1297	1695	2369	98.2
				SBR	D	1297	1697	300	46.3
			SB Approach		F				92.4
			Overall LOS		E				67.0
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	2	202	387	98.0
				EBT	D	371	1541	1456	52.7
				EBR	D	395	1555	18	47.3
			EB Approach		E				62.1
			WB	WBL	E	165	680	21	78.4
				WBT	D	165	680	1110	38.8
				WBR	C	187	707	23	23.3
			WB Approach		D				39.2
			NB	NBL	D	5	100	6	42.4
				NBT	D	5	100	3	39.5
				NBR	B	7	103	53	17.2
			NB Approach		C				20.8
			SB	SBL	F	158	402	11	115.2
				SBT	F	158	402	1	96.4
				SBR	E	158	402	387	63.1
			SB Approach		E				64.6
			Overall LOS		D				54.2
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	B	47	477	118	12.4
				EBT	B	47	477	1378	14.1
				EBR	A	47	482	6	8.4
			EB Approach		B				13.9
			WB	WBL	D	101	634	46	41.2
				WBT	C	101	634	930	32.6
				WBR	A	101	641	119	5.9
			WB Approach		C				30.1
			NB	NBL	E	24	114	32	76.5
				NBT	F	24	114	24	84.1
				NBR	C	16	108	66	30.8
			NB Approach		D				53.3
			SB	SBL	F	370	780	171	193.0
				SBT	F	370	780	19	186.5
				SBR	F	381	795	173	126.9
			SB Approach		F				161.1
			Overall LOS		D				38.1
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	F	230	708	1537	61.0
				EBR	E	230	708	71	35.0
			EB Approach		F				59.9
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	F	84	295	74	146.2
			NB Approach		F				146.2
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		F				146.2

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

Intersection Information					2050 NB MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	B	47	653	1501	12.2
				EBR	A	52	704	101	8.2
			EB Approach		B				11.9
			WB	WBL	N/A	--	--	--	--
				WBT	F	201	304	1274	74.8
				WBR	F	245	350	5	88.0
			WB Approach		F				74.9
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	D	15	125	114	26.5
			NB Approach		D				26.5
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	F	336	497	3	2296.4
			SB Approach		F				2296.4
			Overall LOS		F				2296.4
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	103	388	171	54.8
				EBT	A	103	388	1413	5.6
				EBR	A	68	391	8	4.6
			EB Approach		B				10.9
			WB	WBL	F	4	117	100	97.3
				WBT	F	1330	1594	1046	185.5
				WBR	F	1334	1598	21	175.8
			WB Approach		F				177.8
			NB	NBL	F	176	458	53	259.1
				NBT	F	176	458	45	152.5
				NBR	F	179	463	89	121.0
			NB Approach		F				167.7
			SB	SBL	E	45	210	48	73.5
				SBT	E	45	210	46	69.5
				SBR	D	49	214	156	43.3
			SB Approach		D				53.9
			Overall LOS		F				84.4
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	A	0	21	51	9.9
				EBT	A	6	169	1413	2.2
				EBR	A	6	169	85	2.0
			EB Approach		A				2.5
			WB	WBL	F	1	44	21	180.0
				WBT	F	1525	1694	979	306.0
				WBR	F	1526	1698	68	173.9
			WB Approach		F				295.1
			NB	NBL	F	76	285	112	182.1
				NBT	F	76	285	20	86.9
				NBR	D	81	290	55	35.1
			NB Approach		F				128.7
			SB	SBL	E	74	226	131	78.0
				SBT	F	74	226	26	84.6
				SBR	F	73	230	77	167.6
			SB Approach		F				108.3
			Overall LOS		F				121.1
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	150	864	1	134.0
				EBT	C	150	864	1574	21.4
				EBR	B	152	870	159	10.5
			EB Approach		C				20.5
			WB	WBL	E	112	664	125	70.5
				WBT	B	112	664	1377	18.1
				WBR	B	101	670	8	19.2
			WB Approach		C				22.5
			NB	NBL	E	55	197	148	70.5
				NBT	E	55	197	10	64.8
				NBR	A	49	205	252	7.6
			NB Approach		C				31.7
			SB	SBL	E	16	129	20	74.7
				SBT	E	16	129	11	79.7
				SBR	C	17	132	5	33.4
			SB Approach		E				70.5
			Overall LOS		C				23.1

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

Intersection Information					2050 NB PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	569	846	96	679.6
				EBT	F	569	846	21	490.3
				EBR	F	599	893	70	283.8
			EB Approach		F				510.2
			WB	WBL	F	43	191	80	80.0
				WBT	F	43	191	10	166.7
				WBR	F	52	232	8	284.5
			WB Approach		F				105.6
			NB	NBL	F	1005	1317	37	134.3
				NBT	F	1005	1317	2360	119.4
				NBR	E	857	1157	26	78.5
			NB Approach		F				119.2
			SB	SBL	F	163	666	5	475.0
				SBT	C	163	666	1776	25.3
				SBR	B	89	570	57	10.4
			SB Approach		C				26.1
			Overall LOS		F				99.3
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	3	90	41	10.9
			EB Approach		B				10.9
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	319	638	13	1292.1
			WB Approach		F				1292.1
			NB	NBL	F	1	44	10	63.1
				NBT	F	723	969	2469	100.4
				NBR	F	723	969	33	59.1
			NB Approach		F				99.7
			SB	SBL	F	56	221	27	209.8
				SBT	A	0	30	1817	0.5
				SBR	A	0	30	34	1.5
			SB Approach		A				3.5
			Overall LOS		F				1292.1
3	US 41 & Foley Rd/Shanna Ln	Unsignalized	EB	EBL	F	14	92	15	156.1
				EBT	F	11	92	3	96.6
				EBR	B	11	92	35	11.3
			EB Approach		F				57.1
			WB	WBL	F	389	520	25	392.0
				WBT	F	389	520	2	379.8
				WBR	F	390	521	38	1111.2
			WB Approach		F				812.1
			NB	NBL	F	937	1352	6	88.5
				NBT	F	791	1162	2405	112.3
				NBR	F	937	1333	31	76.9
			NB Approach		F				111.8
			SB	SBL	F	106	409	12	627.1
				SBT	A	102	406	1824	3.2
				SBR	A	37	230	22	1.6
			SB Approach		A				7.2
			Overall LOS		F				812.1
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	2	60	37	15.5
			EB Approach		C				15.5
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	431	503	32	1344.9
			WB Approach		F				1344.9
			NB	NBL	F	0	39	10	62.0
				NBT	F	752	1134	2390	93.3
				NBR	F	833	1242	51	58.0
			NB Approach		F				92.5
			SB	SBL	F	384	679	29	904.7
				SBT	A	1	77	1847	1.9
				SBR	A	4	175	19	2.8
			SB Approach		C				15.7
			Overall LOS		F				1344.9

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

Intersection Information					2050 NB PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	7	97	56	24.5
			EB Approach		C				24.5
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	396	527	37	1119.7
			WB Approach		F				1119.7
			NB	NBL	N/A	--	--	--	--
				NBT	F	391	599	2438	57.1
				NBR	C	486	714	27	15.8
			NB Approach		F				56.6
			SB	SBL	N/A	--	--	--	--
				SBT	B	8	181	1884	10.6
				SBR	A	21	279	43	1.8
			SB Approach		B				10.4
			Overall LOS		F				1119.7
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	1	47	10	18.8
			EB Approach		C				18.8
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	N/A	--	--	--	--
			NB Approach		N/A				--
			SB	SBL	N/A	--	--	--	--
				SBT	A	0	18	1934	0.6
				SBR	A	0	35	19	0.3
			SB Approach		A				0.6
			Overall LOS		C				18.8
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	275	366	487	88.8
				EBT	D	275	366	784	54.8
				EBR	B	283	375	172	18.7
			EB Approach		E				62.0
			WB	WBL	F	587	692	249	184.7
				WBT	F	587	692	610	143.9
				WBR	F	598	704	461	134.2
			WB Approach		F				148.2
			NB	NBL	F	627	910	222	127.5
				NBT	F	627	910	1950	88.6
				NBR	C	626	914	306	22.7
			NB Approach		F				84.0
			SB	SBL	F	533	790	647	153.7
				SBT	D	533	790	1528	54.2
				SBR	B	542	799	359	11.5
			SB Approach		E				73.6
			Overall LOS		F				87.6
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	E	15	123	63	42.8
			EB Approach		E				42.8
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	16	153	147	18.8
			WB Approach		C				18.8
			NB	NBL	N/A	--	--	--	--
				NBT	A	1	229	2883	1.0
				NBR	A	0	19	37	1.7
			NB Approach		A				1.0
			SB	SBL	N/A	--	--	--	--
				SBT	E	219	590	2466	35.4
				SBR	A	251	665	34	3.2
			SB Approach		E				35.0
			Overall LOS		E				42.8

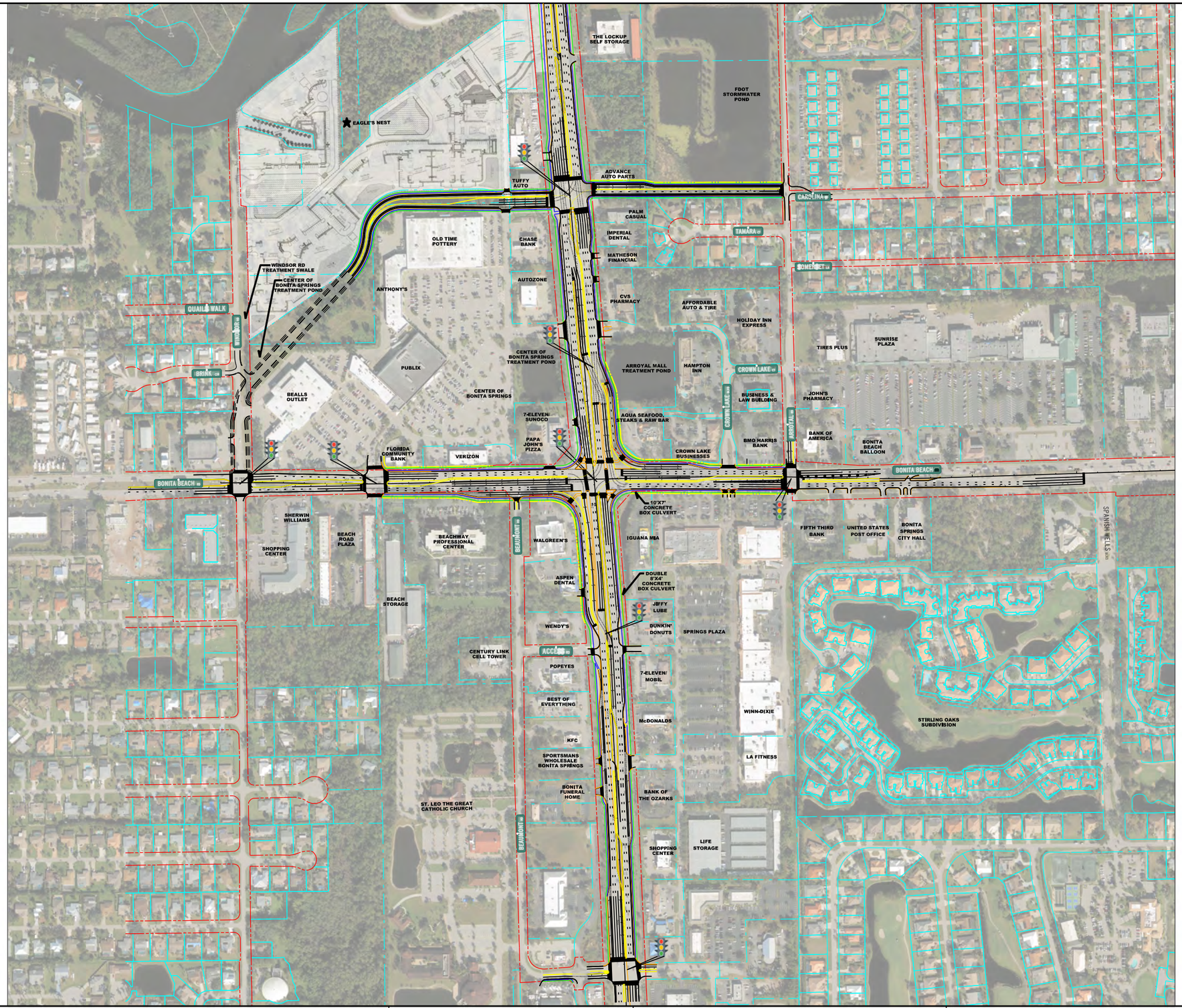
Appendix Table L-4. 2050 No-Build PM Operations cont.

Intersection Information					2050 NB PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	1081	1234	390	308.7
				EBT	A	1081	1234	0	0.0
				EBR	F	1085	1239	38	310.4
			EB Approach		F				308.8
			WB	WBL	F	5	60	12	81.2
				WBT	A	5	60	0	0.0
				WBR	B	6	66	7	15.4
			WB Approach		E				56.9
			NB	NBL	C	30	277	36	34.3
				NBT	A	30	277	2987	4.7
				NBR	A	29	282	7	4.4
			NB Approach		A				5.1
			SB	SBL	F	1341	1699	5	109.9
				SBT	F	1341	1699	2474	95.4
				SBR	D	1340	1701	246	37.7
			SB Approach		F				90.2
			Overall LOS		E				63.6
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1487	1697	288	240.2
				EBT	F	1246	1693	1331	113.1
				EBR	F	1221	1695	13	86.5
			EB Approach		F				135.3
			WB	WBL	F	150	694	22	101.9
				WBT	C	150	694	1142	27.6
				WBR	C	170	721	10	22.3
			WB Approach		C				28.9
			NB	NBL	F	165	384	8	404.8
				NBT	F	165	384	2	349.5
				NBR	F	169	388	57	430.9
			NB Approach		F				425.3
			SB	SBL	F	181	449	16	291.7
				SBT	F	181	449	2	132.1
				SBR	F	181	449	317	89.8
			SB Approach		F				99.7
			Overall LOS		F				97.8
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	361	696	54	21.4
				EBT	E	361	696	1346	73.4
				EBR	D	364	701	2	45.1
			EB Approach		E				71.3
			WB	WBL	F	150	742	28	115.4
				WBT	D	150	742	1053	39.6
				WBR	A	147	749	108	10.0
			WB Approach		D				38.7
			NB	NBL	F	275	382	34	97.1
				NBT	F	275	382	23	283.9
				NBR	F	276	383	49	908.6
			NB Approach		F				512.8
			SB	SBL	F	754	813	52	1199.5
				SBT	F	754	813	4	1030.6
				SBR	F	770	829	64	775.1
			SB Approach		F				967.5
			Overall LOS		F				108.3
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	F	489	726	1412	94.9
				EBR	F	489	726	25	66.3
			EB Approach		F				94.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	F	346	423	37	1076.8
			NB Approach		F				1076.8
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		F				1076.8

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

Intersection Information					2050 NB PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	B	61	571	1679	12.6
				EBR	B	67	622	61	10.5
			EB Approach		B				12.5
			WB	WBL	N/A	--	--	--	--
				WBT	F	152	301	1305	59.9
				WBR	E	186	348	15	46.7
			WB Approach		F				59.7
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	D	18	136	119	30.0
			NB Approach		D				30.0
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	F	207	400	21	1102.2
			SB Approach		F				1102.2
			Overall LOS		F				1102.2
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	97	384	176	46.4
				EBT	A	97	384	1596	6.4
				EBR	A	60	387	2	2.0
			EB Approach		B				10.4
			WB	WBL	F	2	78	93	89.9
				WBT	F	1344	1603	1133	164.8
				WBR	F	1349	1608	28	144.4
			WB Approach		F				158.8
			NB	NBL	F	291	472	58	348.4
				NBT	F	291	472	61	244.5
				NBR	F	295	477	57	227.5
			NB Approach		F				273.2
			SB	SBL	F	39	172	45	93.0
				SBT	F	39	172	37	86.1
				SBR	C	42	176	120	28.8
			SB Approach		D				53.6
			Overall LOS		F				81.2
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	C	1	32	13	25.0
				EBT	B	132	1088	1640	15.6
				EBR	A	134	1094	63	9.6
			EB Approach		B				15.4
			WB	WBL	F	2	55	19	151.5
				WBT	F	1329	1691	1132	253.3
				WBR	F	1329	1685	49	128.6
			WB Approach		F				246.6
			NB	NBL	F	101	317	85	283.9
				NBT	F	101	317	4	99.5
				NBR	C	105	322	47	26.3
			NB Approach		F				189.4
			SB	SBL	F	117	272	124	81.0
				SBT	F	117	272	13	84.7
				SBR	F	118	276	35	480.4
			SB Approach		F				162.6
			Overall LOS		F				116.5
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	679	901	7	205.5
				EBT	F	679	901	1344	128.1
				EBR	E	682	907	119	65.9
			EB Approach		F				123.5
			WB	WBL	F	52	287	104	104.1
				WBT	A	52	287	1321	5.6
				WBR	A	32	294	11	3.4
			WB Approach		B				12.7
			NB	NBL	F	72	270	172	80.4
				NBT	F	72	270	19	85.7
				NBR	B	69	278	235	12.8
			NB Approach		D				43.4
			SB	SBL	F	36	184	28	144.7
				SBT	F	36	184	17	107.6
				SBR	E	38	187	5	72.7
			SB Approach		F				124.9
			Overall LOS		E				66.4

Appendix M. Displaced Left-Turn Analysis



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12010000	LEE	444321-1-22-01

US 41 AT BONITA BEACH ROAD
PD&E STUDY
ALTERNATIVE B - PDLT

SHEET NO. 1

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

Intersection Information					2030 DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	93	367	201	76.7
				EBT	E	93	367	21	69.1
				EBR	B	43	363	73	10.4
			EB Approach		E				59.7
			WB	WBL	E	32	148	62	65.0
				WBT	E	32	148	44	64.9
				WBR	C	22	194	19	31.7
			WB Approach		E				59.9
			NB	NBL	F	134	751	62	100.4
				NBT	B	134	751	2216	18.2
				NBR	A	74	657	23	7.1
			NB Approach		C				20.3
			SB	SBL	F	125	871	19	89.8
				SBT	B	125	871	2032	16.1
				SBR	B	76	772	148	11.9
			SB Approach		B				16.5
			Overall LOS		C				22.6
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	4	93	38	14.1
			EB Approach		B				14.1
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	2	76	21	11.3
			WB Approach		B				11.3
			NB	NBL	B	1	46	17	14.5
				NBT	A	1	118	2403	1.5
				NBR	A	1	118	38	2.3
			NB Approach		A				1.6
			SB	SBL	D	7	114	33	30.4
				SBT	A	1	155	2193	1.7
				SBR	A	1	155	59	2.7
			SB Approach		A				2.1
			Overall LOS		B				14.1
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	17	113	31	80.2
				EBT	A	17	113	0	0.0
				EBR	B	20	117	79	16.7
			EB Approach		C				34.6
			WB	WBL	E	19	123	38	74.7
				WBT	E	19	123	2	76.7
				WBR	B	17	129	73	13.3
			WB Approach		D				35.1
			NB	NBL	E	53	384	23	58.7
				NBT	A	53	384	2357	8.5
				NBR	A	49	389	62	2.1
			NB Approach		A				8.8
			SB	SBL	F	212	974	138	89.8
				SBT	C	212	974	2176	20.6
				SBR	B	172	978	43	11.5
			SB Approach		C				24.5
			Overall LOS		B				18.8
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	2	71	45	12.6
			EB Approach		B				12.6
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	10	112	123	19.4
			WB Approach		C				19.4
			NB	NBL	C	3	71	36	15.9
				NBT	A	4	306	2376	3.7
				NBR	A	0	29	117	3.0
			NB Approach		A				3.8
			SB	SBL	N/A	--	--	--	--
				SBT	A	21	552	2390	2.5
				SBR	A	0	9	37	2.7
			SB Approach		A				2.5
			Overall LOS		C				19.4

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

Intersection Information					2030 DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	D	145	323	513	50.1
				EBT	E	145	323	662	78.7
				EBR	E	0	59	190	73.4
			EB Approach		E				67.2
			WB	WBL	F	192	385	383	82.0
				WBT	F	192	385	711	100.5
				WBR	E	4	158	472	75.3
			WB Approach		F				88.4
			NB	NBL	E	73	409	295	64.2
				NBT	C	73	409	1735	20.2
				NBR	A	73	409	351	8.2
			NB Approach		C				23.9
			SB	SBL	F	96	321	447	134.7
				SBT	C	37	482	1662	28.8
				SBR	A	16	449	486	9.0
			SB Approach		D				43.3
			Overall LOS		D				50.8
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						

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

Intersection Information					2030 DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	97	287	439	72.1
				EBT	N/A	--	--	--	--
				EBR	B	110	307	59	11.5
			EB Approach		E				65.0
			WB	WBL	E	15	173	12	69.6
				WBT	N/A	--	--	--	--
				WBR	B	16	178	266	15.4
			WB Approach		B				17.7
			NB	NBL	F	113	512	83	84.1
				NBT	B	113	512	2831	16.5
				NBR	B	101	522	13	10.4
			NB Approach		B				18.4
			SB	SBL	F	243	1098	220	90.9
				SBT	C	243	1098	2647	24.3
				SBR	C	237	1108	414	20.1
			SB Approach		C				28.2
			Overall LOS		C				26.3
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1158	1673	309	225.5
				EBT	D	236	949	1210	45.4
				EBR	D	250	970	18	38.5
			EB Approach		F				81.5
			WB	WBL	F	135	666	30	126.4
				WBT	C	135	666	1371	24.8
				WBR	A	128	669	32	9.5
			WB Approach		C				26.6
			NB	NBL	D	5	98	7	39.7
				NBT	E	5	98	3	55.0
				NBR	B	8	112	52	14.7
			NB Approach		B				19.5
			SB	SBL	F	122	501	12	91.9
				SBT	D	122	501	3	50.8
				SBR	D	122	501	321	53.6
			SB Approach		D				55.0
			Overall LOS		D				54.4
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	13	408	116	24.8
				EBT	A	13	408	1149	3.6
				EBR	A	4	333	6	4.5
			EB Approach		A				5.5
			WB	WBL	C	65	738	72	33.6
				WBT	B	65	738	1197	15.9
				WBR	A	58	743	198	6.4
			WB Approach		B				15.5
			NB	NBL	E	18	97	32	71.7
				NBT	E	18	97	24	79.6
				NBR	A	8	94	68	7.2
			NB Approach		D				37.8
			SB	SBL	E	127	666	196	78.7
				SBT	F	127	666	21	81.5
				SBR	D	130	671	192	50.7
			SB Approach		E				65.7
			Overall LOS		B				18.9
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	A	1	78	1355	4.6
				EBR	A	1	78	86	2.5
			EB Approach		A				4.5
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	7	117	82	18.5
			NB Approach		C				18.5
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		C				18.5

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

Intersection Information					2030 DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	B	5	207	1101	12.5
				EBR	A	9	256	130	3.0
			EB Approach		B				11.5
			WB	WBL	N/A	--	--	--	--
				WBT	A	0	0	1534	0.6
				WBR	A	0	11	11	0.2
			WB Approach		A				0.6
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	11	108	114	22.2
			NB Approach		C				22.2
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	B	1	52	27	10.3
			SB Approach		B				10.3
			Overall LOS		C				22.2
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	102	363	217	52.4
				EBT	B	82	395	1202	16.7
				EBR	B	84	403	13	11.7
			EB Approach		C				22.0
			WB	WBL	F	141	869	173	116.5
				WBT	D	333	1461	1308	35.5
				WBR	D	336	1466	291	38.8
			WB Approach		D				43.9
			NB	NBL	F	98	348	53	133.0
				NBT	F	98	348	43	128.5
				NBR	E	107	358	87	79.9
			NB Approach		F				106.7
			SB	SBL	F	246	894	283	114.6
				SBT	F	246	894	43	119.2
				SBR	F	251	899	161	80.9
			SB Approach		F				103.9
			Overall LOS		D				46.7
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	C	3	76	68	34.0
				EBT	B	58	402	1405	12.8
				EBR	B	59	406	106	11.0
			EB Approach		B				13.6
			WB	WBL	C	3	90	46	27.0
				WBT	B	115	908	1595	19.6
				WBR	A	119	918	132	8.6
			WB Approach		B				19.0
			NB	NBL	F	60	266	114	81.4
				NBT	E	60	266	21	77.8
				NBR	C	66	275	54	33.4
			NB Approach		E				67.3
			SB	SBL	F	66	199	128	87.0
				SBT	F	66	199	27	87.5
				SBR	C	62	200	78	21.4
			SB Approach		E				65.1
			Overall LOS		C				22.0
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	131	725	1	114.5
				EBT	C	131	725	1285	25.3
				EBR	B	131	729	155	10.2
			EB Approach		C				23.8
			WB	WBL	F	77	422	172	110.6
				WBT	A	77	422	1506	1.8
				WBR	A	13	428	10	2.2
			WB Approach		B				12.9
			NB	NBL	E	55	201	148	71.7
				NBT	E	55	201	11	71.4
				NBR	A	45	210	252	7.4
			NB Approach		C				32.3
			SB	SBL	F	16	127	19	84.0
				SBT	E	16	127	11	75.0
				SBR	C	18	130	5	28.9
			SB Approach		E				73.3
			Overall LOS		C				20.3

Appendix Table M-2. 2030 DLT PM Operations

Intersection Information					2030 DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	121	436	193	97.3
				EBT	F	121	436	27	87.6
				EBR	A	64	413	85	9.3
			EB Approach		E				71.9
			WB	WBL	F	43	200	80	87.1
				WBT	E	43	200	11	72.5
				WBR	C	23	238	9	27.4
			WB Approach		F				80.2
			NB	NBL	F	159	974	64	117.6
				NBT	B	159	974	2780	15.5
				NBR	B	97	880	42	10.1
			NB Approach		B				17.7
			SB	SBL	F	51	511	9	91.0
				SBT	A	51	511	1776	8.9
				SBR	A	15	412	85	5.2
			SB Approach		A				9.1
			Overall LOS		B				19.7
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	3	98	41	10.1
			EB Approach		B				10.1
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	4	89	37	13.7
			WB Approach		B				13.7
			NB	NBL	B	1	36	15	12.2
				NBT	A	2	218	2939	1.6
				NBR	A	2	218	53	3.0
			NB Approach		A				1.7
			SB	SBL	E	12	126	39	47.8
				SBT	A	0	85	1818	0.9
				SBR	A	0	85	46	2.2
			SB Approach		A				1.9
			Overall LOS		B				13.7
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	11	85	15	95.7
				EBT	F	11	85	3	108.6
				EBR	B	12	89	35	13.6
			EB Approach		D				42.2
			WB	WBL	F	24	156	32	97.4
				WBT	E	24	156	3	73.6
				WBR	B	23	163	100	19.8
			WB Approach		D				39.4
			NB	NBL	E	34	429	12	67.8
				NBT	A	34	429	2923	4.9
				NBR	A	28	413	48	1.4
			NB Approach		A				5.1
			SB	SBL	F	108	559	92	99.7
				SBT	B	108	559	1836	11.9
				SBR	A	73	563	28	5.5
			SB Approach		B				15.9
			Overall LOS		B				11.4
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	1	54	37	11.4
			EB Approach		B				11.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	6	97	86	21.2
			WB Approach		C				21.2
			NB	NBL	C	1	59	15	15.3
				NBT	A	11	530	2966	4.2
				NBR	A	0	21	82	3.8
			NB Approach		A				4.2
			SB	SBL	N/A	--	--	--	--
				SBT	A	10	384	1969	1.8
				SBR	A	0	6	26	2.9
			SB Approach		A				1.8
			Overall LOS		C				21.2

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

Intersection Information					2030 DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	202	341	495	111.6
				EBT	E	202	341	810	69.1
				EBR	E	4	124	139	65.5
			EB Approach		F				83.3
			WB	WBL	F	206	479	281	89.8
				WBT	F	206	479	693	116.9
				WBR	F	1	56	335	106.2
			WB Approach		F				108.4
			NB	NBL	F	88	504	287	88.8
				NBT	C	88	504	2284	23.3
				NBR	B	88	504	385	11.2
			NB Approach		C				28.1
			SB	SBL	F	114	359	487	167.2
				SBT	C	49	237	1496	21.6
				SBR	A	33	233	397	8.1
			SB Approach		D				49.2
			Overall LOS		E				57.3
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						

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

Intersection Information					2030 DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	131	366	543	88.5
				EBT	N/A	--	--	--	--
				EBR	B	146	386	50	11.8
			EB Approach		F				82.0
			WB	WBL	F	14	149	13	80.9
				WBT	N/A	--	--	--	--
				WBR	C	14	154	190	20.0
			WB Approach		C				23.9
			NB	NBL	F	184	1231	52	95.3
				NBT	B	184	1231	3179	16.7
				NBR	A	176	1241	13	9.7
			NB Approach		B				18.0
			SB	SBL	F	178	849	236	102.7
				SBT	C	178	849	2377	21.2
				SBR	B	156	859	301	13.7
			SB Approach		C				27.0
			Overall LOS		C				27.4
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1481	1687	270	274.9
				EBT	D	436	1584	1200	49.4
				EBR	D	451	1583	14	44.2
			EB Approach		F				90.4
			WB	WBL	E	205	674	32	77.0
				WBT	C	205	674	1322	32.4
				WBR	B	202	678	17	15.4
			WB Approach		C				33.2
			NB	NBL	C	4	91	7	30.6
				NBT	D	4	91	2	47.3
				NBR	B	7	105	59	13.8
			NB Approach		B				16.5
			SB	SBL	F	71	388	14	109.7
				SBT	D	71	388	4	45.0
				SBR	D	71	388	260	39.8
			SB Approach		D				43.4
			Overall LOS		E				60.3
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	B	2	75	62	14.2
				EBT	A	2	75	1202	1.8
				EBR	A	1	73	3	1.7
			EB Approach		A				2.4
			WB	WBL	C	156	802	41	33.2
				WBT	D	156	802	1180	35.4
				WBR	B	156	806	159	13.9
			WB Approach		C				32.8
			NB	NBL	F	24	103	35	85.9
				NBT	F	24	103	25	86.4
				NBR	A	14	107	87	7.3
			NB Approach		D				39.4
			SB	SBL	F	70	411	119	89.9
				SBT	F	70	411	9	100.2
				SBR	D	71	403	143	48.0
			SB Approach		E				68.1
			Overall LOS		C				23.8
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	C	19	191	1383	24.8
				EBR	A	19	191	31	2.6
			EB Approach		C				24.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	E	12	129	66	37.8
			NB Approach		E				37.8
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		E				37.8

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

Intersection Information					2030 DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	A	8	304	1326	4.8
				EBR	A	10	359	87	2.6
			EB Approach		A				4.6
			WB	WBL	N/A	--	--	--	--
				WBT	A	0	6	1275	0.8
				WBR	A	0	33	21	0.4
			WB Approach		A				0.7
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	8	106	119	16.8
			NB Approach		C				16.8
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	B	2	73	32	11.0
			SB Approach		B				11.0
			Overall LOS		C				16.8
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	91	377	241	39.3
				EBT	B	51	393	1453	11.7
				EBR	A	54	401	3	3.7
			EB Approach		B				15.6
			WB	WBL	F	83	332	130	93.9
				WBT	C	143	934	1074	26.7
				WBR	C	146	939	226	27.7
			WB Approach		C				32.9
			NB	NBL	F	102	399	63	98.6
				NBT	F	102	399	59	127.9
				NBR	F	110	409	56	89.9
			NB Approach		F				105.6
			SB	SBL	F	323	999	300	140.2
				SBT	F	323	999	32	166.4
				SBR	F	328	1004	120	102.1
			SB Approach		F				131.9
			Overall LOS		D				40.7
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	0	21	18	11.3
				EBT	A	27	464	1738	4.9
				EBR	A	26	468	87	8.0
			EB Approach		A				5.2
			WB	WBL	C	1	49	29	27.6
				WBT	B	46	481	1299	10.5
				WBR	A	49	492	65	4.0
			WB Approach		B				10.6
			NB	NBL	F	53	248	91	93.3
				NBT	F	53	248	5	92.2
				NBR	C	60	257	46	23.8
			NB Approach		E				70.8
			SB	SBL	F	68	177	122	98.1
				SBT	F	68	177	12	106.7
				SBR	B	57	178	44	14.5
			SB Approach		E				78.0
			Overall LOS		B				13.6
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	536	895	9	175.6
				EBT	F	536	895	1232	103.2
				EBR	D	537	899	144	47.7
			EB Approach		F				97.9
			WB	WBL	F	69	408	145	90.4
				WBT	A	69	408	1407	9.1
				WBR	A	52	415	13	8.9
			WB Approach		B				16.7
			NB	NBL	E	69	265	172	79.4
				NBT	F	69	265	19	83.6
				NBR	A	63	274	236	9.6
			NB Approach		D				41.0
			SB	SBL	F	30	171	27	129.3
				SBT	F	30	171	17	98.7
				SBR	E	32	175	5	64.4
			SB Approach		F				112.1
			Overall LOS		D				53.8

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

Intersection Information					2050 DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	93	375	201	76.5
				EBT	E	93	375	21	70.2
				EBR	B	44	367	73	14.3
			EB Approach		E				60.6
			WB	WBL	E	32	148	62	64.8
				WBT	E	32	148	44	64.8
				WBR	D	22	194	19	37.3
			WB Approach		E				60.7
			NB	NBL	F	272	1229	59	112.3
				NBT	C	272	1229	3068	23.3
				NBR	B	202	1136	26	15.3
			NB Approach		C				24.9
			SB	SBL	F	174	1102	19	90.3
				SBT	B	174	1102	2598	16.2
				SBR	B	123	1002	134	13.0
			SB Approach		B				16.5
			Overall LOS		C				24.1
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	5	94	38	20.5
			EB Approach		C				20.5
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	2	74	21	18.8
			WB Approach		C				18.8
			NB	NBL	D	2	56	17	25.3
				NBT	A	5	378	3254	2.5
				NBR	A	5	378	35	4.3
			NB Approach		A				2.7
			SB	SBL	E	11	118	29	48.9
				SBT	A	2	205	2733	2.8
				SBR	A	2	205	48	3.3
			SB Approach		A				3.3
			Overall LOS		C				20.5
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	17	112	30	80.0
				EBT	A	17	112	0	0.0
				EBR	C	20	116	79	20.4
			EB Approach		D				36.8
			WB	WBL	E	20	129	39	75.3
				WBT	E	20	129	2	65.9
				WBR	B	18	136	73	18.7
			WB Approach		D				38.9
			NB	NBL	E	130	1139	24	63.4
				NBT	B	130	1139	3212	13.5
				NBR	A	126	1144	57	4.8
			NB Approach		B				13.7
			SB	SBL	F	245	1076	115	97.2
				SBT	B	245	1076	2700	19.6
				SBR	B	209	1079	42	12.1
			SB Approach		C				22.7
			Overall LOS		B				19.7
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	2	71	44	15.3
			EB Approach		C				15.3
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	E	22	181	123	38.3
			WB Approach		E				38.3
			NB	NBL	C	3	79	34	18.9
				NBT	A	27	787	3224	6.7
				NBR	A	0	18	119	5.2
			NB Approach		A				6.8
			SB	SBL	N/A	--	--	--	--
				SBT	A	28	581	2889	3.3
				SBR	A	0	6	33	3.0
			SB Approach		A				3.3
			Overall LOS		E				38.3

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

Intersection Information					2050 DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	158	331	532	57.6
				EBT	F	158	331	661	83.3
				EBR	E	0	35	212	65.7
			EB Approach		E				70.9
			WB	WBL	F	205	431	424	86.1
				WBT	F	205	431	745	100.4
				WBR	E	14	283	534	73.5
			WB Approach		F				88.4
			NB	NBL	E	111	641	389	68.1
				NBT	C	111	641	2380	31.0
				NBR	B	111	641	458	13.8
			NB Approach		C				33.0
			SB	SBL	F	97	320	506	132.4
				SBT	D	73	650	2096	40.5
				SBR	B	42	644	546	10.6
			SB Approach		D				50.1
			Overall LOS		D				54.5
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						

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

Intersection Information					2050 DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	108	291	490	74.1
				EBT	N/A	--	--	--	--
				EBR	B	120	311	58	15.0
			EB Approach		E				67.8
			WB	WBL	E	43	221	12	71.6
				WBT	N/A	--	--	--	--
				WBR	C	47	227	327	30.5
			WB Approach		C				31.9
			NB	NBL	E	172	975	80	76.3
				NBT	B	172	975	3554	19.3
				NBR	B	164	985	13	11.7
			NB Approach		C				20.5
			SB	SBL	F	566	1175	255	100.5
				SBT	D	566	1175	3177	40.7
				SBR	D	574	1185	432	38.5
			SB Approach		D				44.4
			Overall LOS		D				35.1
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1510	1697	300	226.4
				EBT	C	109	873	1192	21.8
				EBR	B	119	892	18	19.5
			EB Approach		E				62.4
			WB	WBL	F	195	693	27	120.5
				WBT	C	195	693	1573	28.0
				WBR	B	192	697	26	13.8
			WB Approach		C				29.3
			NB	NBL	D	5	94	6	47.4
				NBT	D	5	94	4	40.9
				NBR	B	8	108	53	14.4
			NB Approach		B				19.2
			SB	SBL	F	304	594	11	169.5
				SBT	F	304	594	1	107.3
				SBR	F	304	594	376	123.4
			SB Approach		F				124.6
			Overall LOS		D				53.3
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	7	223	98	25.7
				EBT	A	7	223	1151	2.2
				EBR	A	2	148	5	1.0
			EB Approach		A				4.0
			WB	WBL	D	120	892	68	38.9
				WBT	C	120	892	1406	23.6
				WBR	A	115	897	180	8.7
			WB Approach		C				22.6
			NB	NBL	E	18	91	32	68.5
				NBT	F	18	91	24	82.3
				NBR	A	9	95	68	7.2
			NB Approach		D				37.5
			SB	SBL	E	136	665	195	78.9
				SBT	F	136	665	21	84.4
				SBR	E	139	671	188	63.2
			SB Approach		E				71.9
			Overall LOS		C				22.3
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	A	1	73	1369	5.7
				EBR	A	1	73	71	2.1
			EB Approach		A				5.5
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	7	116	83	19.0
			NB Approach		C				19.0
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		C				19.0

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

Intersection Information					2050 DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	B	13	244	1304	13.5
				EBR	A	19	303	118	3.7
			EB Approach		B				12.7
			WB	WBL	N/A	--	--	--	--
				WBT	A	0	0	1676	0.7
				WBR	A	0	19	9	0.3
			WB Approach		A				0.7
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	D	13	128	114	25.5
			NB Approach		D				25.5
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	B	1	53	27	10.2
			SB Approach		B				10.2
			Overall LOS		D				25.5
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	E	145	371	195	73.0
				EBT	B	93	399	1409	15.8
				EBR	B	96	407	10	15.6
			EB Approach		C				22.7
			WB	WBL	F	124	811	154	125.1
				WBT	E	869	1598	1456	60.9
				WBR	E	874	1602	321	66.8
			WB Approach		E				67.0
			NB	NBL	F	94	345	53	125.7
				NBT	F	94	345	43	124.6
				NBR	E	102	355	86	76.0
			NB Approach		F				101.9
			SB	SBL	F	713	1260	324	190.5
				SBT	F	713	1260	40	192.1
				SBR	F	719	1265	153	141.7
			SB Approach		F				176.2
			Overall LOS		E				65.1
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	D	4	81	65	44.4
				EBT	B	95	526	1658	17.2
				EBR	B	96	530	105	17.3
			EB Approach		B				18.2
			WB	WBL	E	1	57	41	79.7
				WBT	F	1151	1696	1746	111.5
				WBR	E	1152	1697	117	70.0
			WB Approach		F				108.3
			NB	NBL	F	62	264	113	84.0
				NBT	E	62	264	21	79.8
				NBR	D	68	273	55	35.3
			NB Approach		E				69.4
			SB	SBL	F	67	200	129	87.3
				SBT	F	67	200	27	86.7
				SBR	D	63	201	78	50.0
			SB Approach		E				74.8
			Overall LOS		E				65.0
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	510	898	1	173.9
				EBT	F	510	898	1290	98.3
				EBR	D	512	901	126	47.8
			EB Approach		F				93.9
			WB	WBL	F	70	335	168	107.0
				WBT	A	70	335	1776	2.4
				WBR	A	34	340	9	2.8
			WB Approach		B				11.4
			NB	NBL	E	55	205	148	70.0
				NBT	E	55	205	10	72.2
				NBR	B	45	213	252	10.2
			NB Approach		C				33.3
			SB	SBL	F	17	127	20	122.4
				SBT	F	17	127	11	83.0
				SBR	C	19	131	5	30.3
			SB Approach		F				97.6
			Overall LOS		D				45.2

Appendix Table M-4. 2050 DLT PM Operations

Intersection Information					2050 DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	122	433	193	97.9
				EBT	F	122	433	27	88.9
				EBR	B	67	421	85	12.7
			EB Approach		E				73.3
			WB	WBL	F	43	200	80	86.9
				WBT	E	43	200	11	72.6
				WBR	D	23	238	8	48.3
			WB Approach		F				82.2
			NB	NBL	F	760	1301	56	152.5
				NBT	D	760	1301	3536	48.5
				NBR	C	677	1208	39	35.0
			NB Approach		D				50.0
			SB	SBL	F	74	830	9	98.1
				SBT	A	74	830	2410	9.7
				SBR	A	34	730	78	6.2
			SB Approach		A				9.9
			Overall LOS		D				36.6
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	4	96	41	14.1
			EB Approach		B				14.1
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	13	109	37	52.8
			WB Approach		F				52.8
			NB	NBL	D	2	46	16	30.3
				NBT	C	198	967	3677	18.6
				NBR	B	198	967	52	14.8
			NB Approach		C				18.6
			SB	SBL	F	17	135	39	59.6
				SBT	A	1	148	2472	1.2
				SBR	A	1	148	45	2.8
			SB Approach		A				2.1
			Overall LOS		F				52.8
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	10	85	15	92.4
				EBT	F	10	85	3	104.6
				EBR	B	12	89	35	19.5
			EB Approach		D				45.0
			WB	WBL	F	38	220	32	108.7
				WBT	F	38	220	3	84.5
				WBR	D	40	227	101	51.9
			WB Approach		E				66.0
			NB	NBL	E	455	1273	11	76.4
				NBT	C	455	1273	3664	30.2
				NBR	B	457	1278	47	16.8
			NB Approach		C				30.1
			SB	SBL	F	215	907	85	174.6
				SBT	B	215	907	2476	19.2
				SBR	B	196	911	25	11.5
			SB Approach		C				24.2
			Overall LOS		C				29.6
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	1	54	37	14.0
			EB Approach		B				14.0
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	86	250	86	179.2
			WB Approach		F				179.2
			NB	NBL	D	1	52	16	27.4
				NBT	C	276	1046	3710	22.7
				NBR	B	0	20	79	12.4
			NB Approach		C				22.5
			SB	SBL	N/A	--	--	--	--
				SBT	A	20	591	2593	2.7
				SBR	A	0	9	24	2.6
			SB Approach		A				2.7
			Overall LOS		F				179.2

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

Intersection Information					2050 DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	183	343	546	85.6
				EBT	E	183	343	871	56.6
				EBR	E	0	24	166	60.6
			EB Approach		E				67.0
			WB	WBL	F	276	617	345	105.9
				WBT	F	276	617	809	126.0
				WBR	F	11	240	417	113.6
			WB Approach		F				118.3
			NB	NBL	F	333	704	345	108.4
				NBT	E	333	704	2896	71.6
				NBR	C	333	704	465	31.5
			NB Approach		E				70.0
			SB	SBL	F	227	605	588	217.9
				SBT	C	87	436	2016	31.1
				SBR	B	77	433	502	13.6
			SB Approach		E				63.6
			Overall LOS		E				75.4
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						

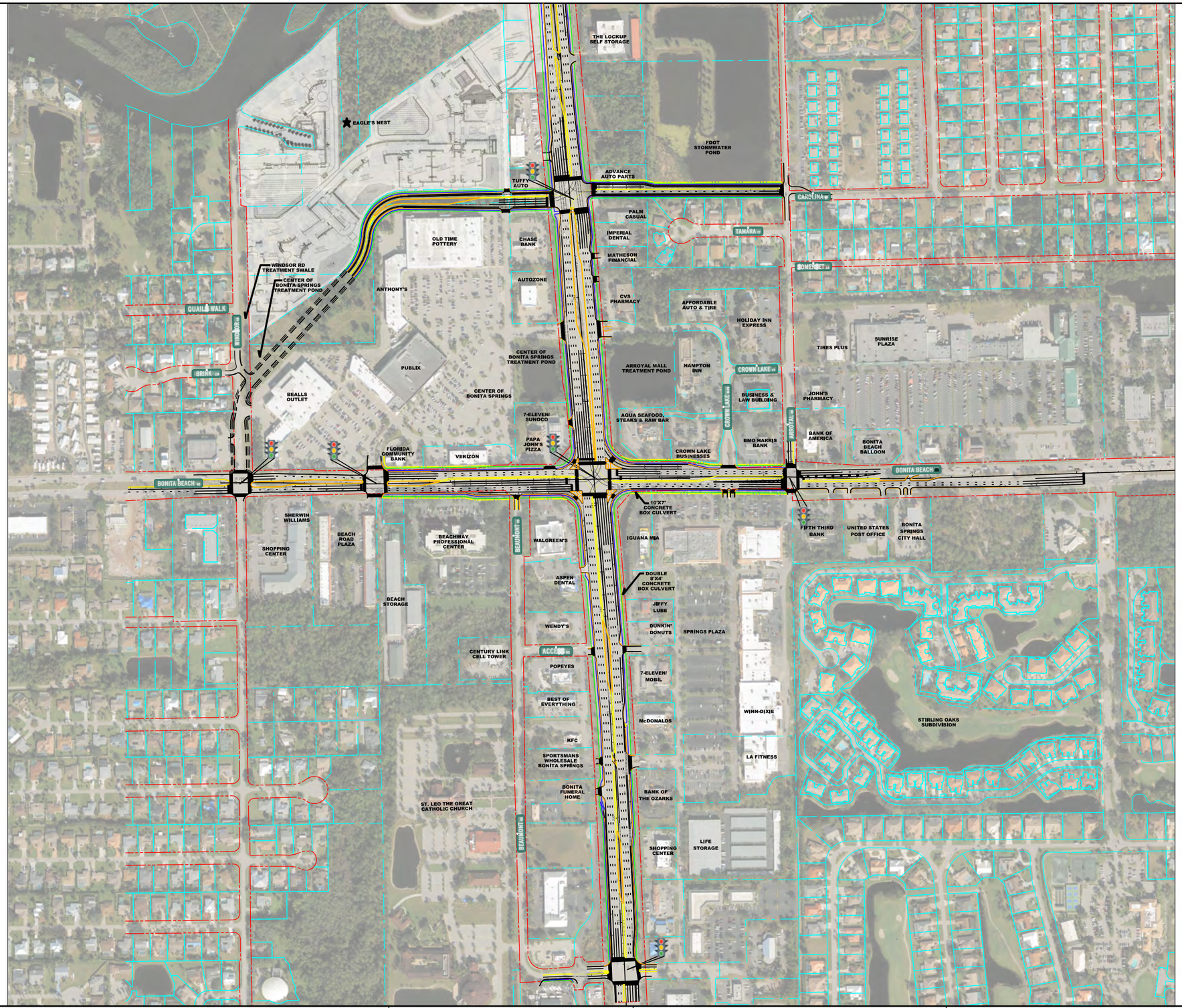
Appendix Table M-4. 2050 DLT PM Operations cont.

Intersection Information					2050 DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	146	400	615	88.8
				EBT	N/A	--	--	--	--
				EBR	B	161	420	48	16.8
			EB Approach		F				83.6
			WB	WBL	F	28	201	13	85.5
				WBT	N/A	--	--	--	--
				WBR	C	30	206	236	31.1
			WB Approach		C				33.9
			NB	NBL	F	397	1654	50	88.0
				NBT	C	397	1654	3941	21.1
				NBR	B	396	1658	9	15.4
			NB Approach		C				21.9
			SB	SBL	F	531	1154	292	132.7
				SBT	D	531	1154	3130	43.5
				SBR	C	537	1164	350	30.1
			SB Approach		D				49.2
			Overall LOS		D				38.7
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1513	1692	283	226.8
				EBT	D	407	1669	1279	38.3
				EBR	D	419	1671	9	45.0
			EB Approach		E				72.3
			WB	WBL	E	317	680	32	70.3
				WBT	D	317	680	1568	37.5
				WBR	C	315	684	16	20.2
			WB Approach		D				37.9
			NB	NBL	D	5	88	7	44.2
				NBT	E	5	88	2	66.5
				NBR	B	9	101	59	15.7
			NB Approach		C				20.2
			SB	SBL	F	121	493	16	129.4
				SBT	D	121	493	2	53.9
				SBR	E	121	493	326	56.3
			SB Approach		E				59.7
			Overall LOS		D				54.6
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	18	304	55	24.3
				EBT	A	18	304	1300	4.8
				EBR	A	17	312	2	2.1
			EB Approach		A				5.6
			WB	WBL	D	381	955	39	44.9
				WBT	E	381	955	1456	68.6
				WBR	C	383	960	155	30.2
			WB Approach		E				64.5
			NB	NBL	F	24	109	34	83.7
				NBT	F	24	109	25	87.4
				NBR	A	14	107	87	7.1
			NB Approach		D				38.7
			SB	SBL	F	82	446	118	89.6
				SBT	F	82	446	9	102.9
				SBR	F	83	440	138	84.9
			SB Approach		F				87.6
			Overall LOS		D				41.9
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	C	20	216	1500	21.8
				EBR	A	20	216	28	3.3
			EB Approach		C				21.5
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	D	9	112	67	29.6
			NB Approach		D				29.6
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		D				29.6

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

Intersection Information					2050 DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	A	23	467	1603	6.2
				EBR	A	25	501	82	3.0
			EB Approach		A				6.0
			WB	WBL	N/A	--	--	--	--
				WBT	A	3	99	1542	3.7
				WBR	A	6	136	20	1.2
			WB Approach		A				3.7
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	9	109	119	19.3
			NB Approach		C				19.3
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	C	3	75	33	18.0
			SB Approach		C				18.0
			Overall LOS		C				19.3
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	E	136	382	220	57.9
				EBT	B	58	388	1732	10.5
				EBR	A	60	396	4	9.5
			EB Approach		B				15.8
			WB	WBL	F	77	482	125	94.1
				WBT	D	425	1497	1356	46.4
				WBR	D	429	1502	272	48.4
			WB Approach		D				50.1
			NB	NBL	F	99	403	62	96.7
				NBT	F	99	403	59	126.6
				NBR	F	108	413	55	91.0
			NB Approach		F				104.9
			SB	SBL	F	994	1317	324	248.7
				SBT	F	994	1317	32	266.1
				SBR	F	999	1322	105	206.6
			SB Approach		F				240.3
			Overall LOS		E				57.1
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	0	24	16	17.2
				EBT	A	40	548	2030	6.5
				EBR	B	39	552	83	10.7
			EB Approach		A				6.7
			WB	WBL	C	1	44	32	33.4
				WBT	C	99	868	1626	20.8
				WBR	A	103	878	58	7.5
			WB Approach		C				20.6
			NB	NBL	F	54	250	91	95.1
				NBT	F	54	250	5	92.1
				NBR	C	61	259	47	26.2
			NB Approach		E				72.4
			SB	SBL	F	68	181	122	97.5
				SBT	F	68	181	12	106.4
				SBR	C	58	182	44	23.6
			SB Approach		E				79.8
			Overall LOS		B				17.8
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	689	896	6	254.2
				EBT	F	689	896	1325	125.2
				EBR	E	691	900	120	63.7
			EB Approach		F				120.6
			WB	WBL	F	379	1102	138	102.9
				WBT	D	379	1102	1771	39.3
				WBR	D	379	1108	13	39.3
			WB Approach		D				43.8
			NB	NBL	F	71	268	172	81.9
				NBT	F	71	268	19	84.3
				NBR	A	65	277	236	8.4
			NB Approach		D				41.3
			SB	SBL	F	26	163	29	89.0
				SBT	F	26	163	17	83.8
				SBR	E	28	166	5	62.8
			SB Approach		F				84.7
			Overall LOS		E				73.0

Appendix N. US 41 Widening Analysis



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
12010000	LEE	444321-1-22-01

US 41 at Bonita Beach Road
PD&E Study
Alternative A - Traffic Signal

SHEET NO. 1

Appendix Table N-1. 2030 US 41 Widening Mid-Day Operations

Intersection Information					2030 US 41 Widening MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	96	378	203	78.1
				EBT	E	96	378	21	68.7
				EBR	A	77	405	73	9.3
			EB Approach		E				60.5
			WB	WBL	E	32	142	62	64.2
				WBT	E	32	142	44	64.7
				WBR	C	23	191	19	30.9
			WB Approach		E				59.3
			NB	NBL	F	164	819	62	120.1
				NBT	C	164	819	2217	22.2
				NBR	A	78	681	23	9.4
			NB Approach		C				24.8
			SB	SBL	E	92	638	18	64.7
				SBT	B	92	638	1940	15.7
				SBR	A	118	692	143	9.0
			SB Approach		B				15.7
			Overall LOS		C				24.5
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	1	106	38	13.8
			EB Approach		B				13.8
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	2	99	21	11.7
			WB Approach		B				11.7
			NB	NBL	B	1	47	17	12.5
				NBT	A	1	151	2401	1.4
				NBR	A	1	151	38	2.2
			NB Approach		A				1.5
			SB	SBL	C	3	74	33	16.2
				SBT	A	0	89	2089	1.0
				SBR	A	0	89	55	2.5
			SB Approach		A				1.3
			Overall LOS		B				13.8
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	12	100	25	80.6
				EBT	A	12	100	0	0.0
				EBR	B	9	104	63	10.3
			EB Approach		C				30.3
			WB	WBL	E	18	119	39	73.1
				WBT	F	18	119	2	99.6
				WBR	B	15	122	73	11.3
			WB Approach		C				34.0
			NB	NBL	E	67	451	24	65.4
				NBT	B	67	451	2347	10.4
				NBR	A	49	449	62	2.7
			NB Approach		B				10.7
			SB	SBL	E	68	425	38	75.5
				SBT	B	68	425	2082	10.5
				SBR	A	56	427	40	8.5
			SB Approach		B				11.6
			Overall LOS		B				12.3
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	2	77	45	13.4
			EB Approach		B				13.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	4	88	123	12.0
			WB Approach		B				12.0
			NB	NBL	C	4	97	36	22.9
				NBT	A	0	0	2300	1.6
				NBR	A	0	26	116	5.2
			NB Approach		A				2.1
			SB	SBL	E	36	329	99	38.8
				SBT	A	0	10	2127	0.9
				SBR	A	1	105	36	2.4
			SB Approach		A				2.6
			Overall LOS		B				13.4

Appendix Table N-1. 2030 US 41 Widening Mid-Day Operations cont.

Intersection Information					2030 US 41 Widening MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	6	99	94	11.4
			EB Approach		B				11.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	6	93	104	14.7
			WB Approach		B				14.7
			NB	NBL	N/A	--	--	--	--
				NBT	A	0	0	2414	0.3
				NBR	A	0	19	72	2.2
			NB Approach		A				0.4
			SB	SBL	N/A	--	--	--	--
				SBT	A	12	341	2232	3.4
				SBR	A	16	403	123	6.5
			SB Approach		A				3.6
			Overall LOS		B				14.7
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	2	71	53	15.7
			EB Approach		C				15.7
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	N/A	--	--	--	--
			NB Approach		N/A				--
			SB	SBL	N/A	--	--	--	--
				SBT	A	1	94	2301	1.0
				SBR	A	3	170	58	1.9
			SB Approach		A				1.0
			Overall LOS		C				15.7
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	156	331	506	67.4
				EBT	F	156	331	655	80.3
				EBR	A	40	366	255	1.9
			EB Approach		E				61.5
			WB	WBL	E	146	383	360	65.9
				WBT	F	146	383	676	87.0
				WBR	B	92	415	449	10.2
			WB Approach		E				58.7
			NB	NBL	E	149	473	294	65.9
				NBT	C	149	473	1817	31.3
				NBR	A	135	478	363	6.2
			NB Approach		C				31.7
			SB	SBL	F	165	438	425	105.9
				SBT	D	165	438	1700	38.4
				SBR	A	143	449	464	7.3
			SB Approach		D				43.9
			Overall LOS		D				46.3
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	5	92	82	14.4
			EB Approach		B				14.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	10	121	146	12.6
			WB Approach		B				12.6
			NB	NBL	N/A	--	--	--	--
				NBT	A	0	100	2740	1.7
				NBR	A	0	20	57	3.9
			NB Approach		A				1.7
			SB	SBL	N/A	--	--	--	--
				SBT	A	0	0	2544	1.0
				SBR	A	0	17	56	1.0
			SB Approach		A				1.0
			Overall LOS		B				14.4

Appendix Table N-1. 2030 US 41 Widening Mid-Day Operations cont.

Intersection Information					2030 US 41 Widening MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	97	276	439	73.8
				EBT	N/A	--	--	--	--
				EBR	B	111	295	59	13.1
			EB Approach		E				66.6
			WB	WBL	E	14	172	12	61.8
				WBT	N/A	--	--	--	--
				WBR	B	14	176	265	18.7
			WB Approach		C				20.6
			NB	NBL	F	121	482	74	83.8
				NBT	B	121	482	2782	18.5
				NBR	B	106	491	13	14.0
			NB Approach		C				20.2
			SB	SBL	F	811	1680	202	138.7
				SBT	E	811	1680	2533	55.6
				SBR	D	813	1686	393	41.5
			SB Approach		E				59.2
			Overall LOS		D				41.5
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1142	1668	309	248.9
				EBT	D	288	1240	1207	54.5
				EBR	D	293	1246	17	44.9
			EB Approach		F				93.6
			WB	WBL	F	110	658	28	119.6
				WBT	C	110	658	1311	21.6
				WBR	B	109	664	27	17.2
			WB Approach		C				23.5
			NB	NBL	D	3	87	7	40.6
				NBT	C	5	114	3	21.6
				NBR	B	4	91	53	12.4
			NB Approach		B				16.0
			SB	SBL	F	113	403	12	90.7
				SBT	D	113	403	3	46.5
				SBR	D	113	403	320	52.0
			SB Approach		D				53.3
			Overall LOS		E				59.0
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	F	116	518	111	123.2
				EBT	A	116	518	1145	6.9
				EBR	A	39	523	6	3.6
			EB Approach		B				17.1
			WB	WBL	F	236	793	72	118.7
				WBT	D	236	793	1150	41.5
				WBR	B	226	799	190	13.9
			WB Approach		D				41.7
			NB	NBL	F	20	102	32	84.7
				NBT	E	20	102	24	78.2
				NBR	B	19	106	68	10.8
			NB Approach		D				42.9
			SB	SBL	F	536	799	179	235.8
				SBT	F	536	799	20	234.7
				SBR	F	537	800	182	176.4
			SB Approach		F				207.4
			Overall LOS		D				52.6
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	B	1	60	1333	12.1
				EBR	A	1	60	85	1.1
			EB Approach		B				11.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	D	9	120	82	26.1
			NB Approach		D				26.1
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		D				26.1

Appendix Table N-1. 2030 US 41 Widening Mid-Day Operations cont.

Intersection Information					2030 US 41 Widening MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	C	30	400		15.4
				EBR	A	5	329	127	6.3
			EB Approach		A				6.3
			WB	WBL	N/A	--	--	--	--
				WBT	A	0	0	1458	0.8
				WBR	A	0	34	11	0.8
			WB Approach		A				0.8
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	8	105	114	16.7
			NB Approach		C				16.7
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	A	1	50	27	9.8
			SB Approach		A				9.8
			Overall LOS		C				16.7
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	E	155	389	206	78.5
				EBT	B	51	402	1183	12.1
				EBR	A	52	409	12	8.4
			EB Approach		C				21.8
			WB	WBL	F	146	471	170	125.0
				WBT	C	144	1143	1314	23.1
				WBR	C	148	1149	292	21.6
			WB Approach		C				32.6
			NB	NBL	A	462	463	0	0.0
				NBT	A	462	463	0	0.0
				NBR	A	466	468	0	0.0
			NB Approach		N/A				--
			SB	SBL	F	1080	1298	230	332.7
				SBT	F	1080	1298	34	245.0
				SBR	F	1082	1301	131	204.2
			SB Approach		F				282.5
			Overall LOS		E				56.4
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	F	38	188	60	96.4
				EBT	A	27	206	1258	8.8
				EBR	A	32	224	97	8.9
			EB Approach		B				12.5
			WB	WBL	F	28	163	47	92.1
				WBT	C	166	988	1591	23.2
				WBR	B	169	993	131	13.5
			WB Approach		C				24.3
			NB	NBL	F	66	272	113	85.4
				NBT	E	66	272	21	75.8
				NBR	C	67	278	54	27.8
			NB Approach		E				67.8
			SB	SBL	F	68	222	123	97.6
				SBT	F	68	222	27	88.6
				SBR	B	57	226	78	20.0
			SB Approach		E				70.0
			Overall LOS		C				25.1
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	116	733	1	108.4
				EBT	C	116	733	1289	22.2
				EBR	A	117	738	156	8.7
			EB Approach		C				20.8
			WB	WBL	F	71	274	169	108.4
				WBT	A	71	274	1459	1.4
				WBR	A	13	276	10	1.5
			WB Approach		B				12.5
			NB	NBL	E	55	198	147	70.6
				NBT	E	55	198	11	67.6
				NBR	A	44	206	252	7.5
			NB Approach		C				31.8
			SB	SBL	F	16	123	20	82.1
				SBT	E	16	123	11	77.5
				SBR	C	18	127	5	31.4
			SB Approach		E				73.7
			Overall LOS		B				18.9

Appendix Table N-2. 2030 US 41 Widening PM Operations

Intersection Information					2030 US 41 Widening PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	124	444	197	99.3
				EBT	F	124	444	27	92.4
				EBR	A	113	488	85	9.2
			EB Approach		E				73.9
			WB	WBL	F	43	198	80	87.0
				WBT	E	43	198	11	72.4
				WBR	C	28	243	8	28.0
			WB Approach		F				80.6
			NB	NBL	F	160	946	65	90.3
				NBT	B	160	946	2796	15.8
				NBR	B	80	808	42	10.1
			NB Approach		B				17.4
			SB	SBL	F	94	602	8	121.5
				SBT	C	94	602	1626	22.8
				SBR	A	112	656	76	9.3
			SB Approach		C				22.6
			Overall LOS		C				24.4
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	1	97	41	12.6
			EB Approach		B				12.6
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	4	110	37	13.2
			WB Approach		B				13.2
			NB	NBL	B	1	43	15	11.3
				NBT	A	2	200	2951	1.5
				NBR	A	2	200	53	3.1
			NB Approach		A				1.5
			SB	SBL	D	5	93	36	29.4
				SBT	A	0	39	1675	0.9
				SBR	A	0	39	41	2.2
			SB Approach		A				1.5
			Overall LOS		B				13.2
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	11	90	15	99.0
				EBT	F	11	90	3	109.1
				EBR	A	7	94	35	9.0
			EB Approach		D				40.1
			WB	WBL	F	21	114	32	99.2
				WBT	E	21	114	3	79.5
				WBR	B	18	118	101	12.6
			WB Approach		C				34.5
			NB	NBL	E	32	307	12	67.3
				NBT	A	32	307	2911	4.8
				NBR	A	22	296	48	1.6
			NB Approach		A				5.0
			SB	SBL	F	51	289	27	89.4
				SBT	A	51	289	1691	9.6
				SBR	A	42	292	25	7.0
			SB Approach		B				10.8
			Overall LOS		A				8.7
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	2	60	37	13.3
			EB Approach		B				13.3
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	3	70	86	11.7
			WB Approach		B				11.7
			NB	NBL	B	1	45	15	14.8
				NBT	A	0	0	2926	1.2
				NBR	A	0	19	81	5.1
			NB Approach		A				1.3
			SB	SBL	F	28	194	57	61.7
				SBT	A	0	0	1728	0.6
				SBR	A	0	84	24	1.7
			SB Approach		A				2.5
			Overall LOS		B				13.3

Appendix Table N-2. 2030 US 41 Widening PM Operations cont.

Intersection Information					2030 US 41 Widening PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	A	3	73	56	9.9
			EB Approach		A				9.9
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	4	80	53	21.8
			WB Approach		C				21.8
			NB	NBL	N/A	--	--	--	--
				NBT	A	2	218	2991	2.1
				NBR	A	0	11	51	2.2
			NB Approach		A				2.2
			SB	SBL	N/A	--	--	--	--
				SBT	A	2	194	1789	1.4
				SBR	A	3	251	54	3.0
			SB Approach		A				1.5
			Overall LOS		C				21.8
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	0	33	10	14.8
			EB Approach		B				14.8
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	N/A	--	--	--	--
			NB Approach		N/A				--
			SB	SBL	N/A	--	--	--	--
				SBT	A	0	68	1842	0.6
				SBR	A	2	120	23	1.2
			SB Approach		A				0.6
			Overall LOS		B				14.8
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	220	351	486	87.6
				EBT	F	220	351	824	91.3
				EBR	A	89	391	174	1.3
			EB Approach		E				79.5
			WB	WBL	F	122	420	238	81.8
				WBT	F	122	420	642	80.4
				WBR	B	80	452	309	14.0
			WB Approach		E				63.4
			NB	NBL	F	346	845	285	103.5
				NBT	E	346	845	2367	65.2
				NBR	C	337	849	389	34.5
			NB Approach		E				64.8
			SB	SBL	F	148	440	429	83.8
				SBT	C	148	440	1440	33.0
				SBR	A	145	450	363	6.8
			SB Approach		D				38.5
			Overall LOS		E				60.0
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	3	73	64	13.2
			EB Approach		B				13.2
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	13	150	147	15.4
			WB Approach		C				15.4
			NB	NBL	N/A	--	--	--	--
				NBT	A	8	358	3138	3.4
				NBR	A	2	223	59	7.4
			NB Approach		A				3.5
			SB	SBL	N/A	--	--	--	--
				SBT	A	0	0	2180	0.8
				SBR	A	0	8	38	0.7
			SB Approach		A				0.8
			Overall LOS		C				15.4

Appendix Table N-2. 2030 US 41 Widening PM Operations cont.

Intersection Information					2030 US 41 Widening PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	135	362	529	92.5
				EBT	N/A	--	--	--	--
				EBR	B	151	381	50	13.7
			EB Approach		F				85.7
			WB	WBL	F	14	154	13	80.9
				WBT	N/A	--	--	--	--
				WBR	C	12	158	189	22.3
			WB Approach		C				26.0
			NB	NBL	F	74	668	43	130.6
				NBT	A	74	668	3227	6.3
				NBR	A	42	672	14	7.1
			NB Approach		A				7.9
			SB	SBL	F	1123	1652	177	253.0
				SBT	F	1123	1652	2147	80.5
				SBR	C	1126	1657	279	34.7
			SB Approach		F				87.3
			Overall LOS		D				45.9
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1507	1695	264	294.6
				EBT	E	1116	1689	1268	63.9
				EBR	D	1103	1686	15	54.3
			EB Approach		F				103.2
			WB	WBL	E	103	665	32	72.2
				WBT	C	103	665	1245	21.3
				WBR	B	102	671	16	15.7
			WB Approach		C				22.5
			NB	NBL	D	4	103	7	41.3
				NBT	B	7	129	2	19.4
				NBR	B	5	106	59	13.0
			NB Approach		B				16.1
			SB	SBL	F	79	367	14	109.5
				SBT	D	79	367	4	46.9
				SBR	D	79	367	261	44.9
			SB Approach		D				48.1
			Overall LOS		E				63.8
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	F	65	330	65	137.7
				EBT	A	65	330	1277	3.2
				EBR	A	14	277	3	1.0
			EB Approach		A				9.7
			WB	WBL	F	151	697	39	118.3
				WBT	C	151	697	1101	32.4
				WBR	B	139	703	148	19.0
			WB Approach		C				33.4
			NB	NBL	F	27	111	35	107.2
				NBT	F	27	111	25	99.6
				NBR	B	28	115	87	13.2
			NB Approach		D				50.3
			SB	SBL	F	72	420	119	96.7
				SBT	F	72	420	9	88.2
				SBR	C	70	420	147	34.1
			SB Approach		E				63.0
			Overall LOS		C				26.8
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	F	75	406	1437	54.4
				EBR	C	75	406	32	15.9
			EB Approach		F				53.6
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	F	60	234	59	108.2
			NB Approach		F				108.2
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		F				108.2

Appendix Table N-2. 2030 US 41 Widening PM Operations cont.

Intersection Information					2030 US 41 Widening PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	F	173	526		52.4
				EBR	C	163	630	87	23.3
			EB Approach		C				23.3
			WB	WBL	N/A	--	--	--	--
				WBT	A	0	0	1173	0.9
				WBR	A	0	45	21	0.7
			WB Approach		A				0.9
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	F	32	188	120	50.4
			NB Approach		F				50.4
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	B	1	66	33	10.0
			SB Approach		B				10.0
			Overall LOS		F				50.4
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	F	257	422	218	80.9
				EBT	C	138	423	1436	22.0
				EBR	B	141	429	3	18.2
			EB Approach		C				29.7
			WB	WBL	F	729	1416	109	469.3
				WBT	E	507	1460	1041	63.8
				WBR	E	512	1466	219	56.8
			WB Approach		F				95.0
			NB	NBL	A	460	461	0	0.0
				NBT	A	460	461	0	0.0
				NBR	A	464	465	0	0.0
			NB Approach		N/A				--
			SB	SBL	F	483	1143	298	175.0
				SBT	F	483	1143	33	93.4
				SBR	E	483	1145	120	74.8
			SB Approach		F				142.4
			Overall LOS		E				71.2
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	F	11	93	18	99.6
				EBT	A	29	317	1649	7.8
				EBR	A	34	334	83	8.4
			EB Approach		A				8.7
			WB	WBL	F	22	119	32	117.8
				WBT	D	193	1052	1252	48.4
				WBR	B	195	1056	61	17.2
			WB Approach		D				48.6
			NB	NBL	F	56	236	90	112.1
				NBT	F	56	236	5	96.3
				NBR	B	56	242	47	16.3
			NB Approach		E				79.8
			SB	SBL	F	67	229	119	104.9
				SBT	F	67	229	11	103.2
				SBR	D	49	232	43	38.6
			SB Approach		F				88.3
			Overall LOS		C				31.4
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	480	887	9	180.0
				EBT	F	480	887	1321	87.0
				EBR	D	480	892	152	41.4
			EB Approach		F				82.9
			WB	WBL	F	68	217	137	127.8
				WBT	A	68	217	1368	3.1
				WBR	A	32	222	14	2.9
			WB Approach		B				14.4
			NB	NBL	F	76	281	171	86.3
				NBT	F	76	281	19	86.4
				NBR	B	69	289	236	10.4
			NB Approach		D				44.2
			SB	SBL	F	27	170	28	106.3
				SBT	F	27	170	17	87.8
				SBR	E	29	174	5	59.8
			SB Approach		F				95.3
			Overall LOS		D				48.3

Appendix Table N-3. 2050 US 41 Widening Mid-Day Operations

Intersection Information					2050 US 41 Widening MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	96	380	203	77.7
				EBT	E	96	380	20	69.0
				EBR	B	76	404	73	11.6
			EB Approach		E				60.8
			WB	WBL	E	32	137	62	63.4
				WBT	E	32	137	44	64.3
				WBR	D	23	187	19	36.8
			WB Approach		E				59.7
			NB	NBL	F	341	1315	60	133.7
				NBT	C	341	1315	3071	28.1
				NBR	B	238	1177	26	17.9
			NB Approach		C				30.0
			SB	SBL	E	144	851	17	77.9
				SBT	B	144	851	2417	18.7
				SBR	B	174	905	123	13.0
			SB Approach		B				18.8
			Overall LOS		C				28.0
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	1	105	38	14.7
			EB Approach		B				14.7
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	3	98	21	17.0
			WB Approach		C				17.0
			NB	NBL	C	1	53	18	18.1
				NBT	A	5	423	3254	2.2
				NBR	A	5	423	35	3.9
			NB Approach		A				2.3
			SB	SBL	D	5	83	27	32.4
				SBT	A	0	99	2522	1.3
				SBR	A	0	99	46	2.8
			SB Approach		A				1.7
			Overall LOS		C				17.0
3	US 41 & Foley Rd/Shanna Ln	Unsignalized	EB	EBL	E	12	94	24	77.5
				EBT	A	12	94	0	0.0
				EBR	B	9	98	63	11.8
			EB Approach		C				29.9
			WB	WBL	E	20	129	39	74.6
				WBT	F	20	129	2	96.3
				WBR	B	17	133	72	15.1
			WB Approach		D				37.1
			NB	NBL	E	186	1007	24	72.6
				NBT	B	186	1007	3201	18.3
				NBR	A	165	991	57	9.1
			NB Approach		B				18.5
			SB	SBL	E	102	570	35	79.7
				SBT	B	102	570	2498	14.1
				SBR	B	91	573	37	14.4
			SB Approach		B				15.0
			Overall LOS		B				17.7
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	2	76	45	13.9
			EB Approach		B				13.9
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	5	82	122	13.9
			WB Approach		B				13.9
			NB	NBL	C	3	75	35	23.1
				NBT	A	0	0	3151	2.0
				NBR	A	0	23	118	6.4
			NB Approach		A				2.4
			SB	SBL	E	31	247	78	45.0
				SBT	A	0	2	2537	1.0
				SBR	A	0	96	31	1.8
			SB Approach		A				2.3
			Overall LOS		B				13.9

Appendix Table N-3. 2050 US 41 Widening Mid-Day Operations cont.

Intersection Information					2050 US 41 Widening MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	6	98	94	12.5
			EB Approach		B				12.5
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	11	122	104	23.7
			WB Approach		C				23.7
			NB	NBL	N/A	--	--	--	--
				NBT	A	0	106	3257	1.0
				NBR	A	0	10	69	2.6
			NB Approach		A				1.0
			SB	SBL	N/A	--	--	--	--
				SBT	A	17	395	2605	4.0
				SBR	A	21	457	108	7.1
			SB Approach		A				4.2
			Overall LOS		C				23.7
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	2	75	53	17.4
			EB Approach		C				17.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	N/A	--	--	--	--
			NB Approach		N/A				--
			SB	SBL	N/A	--	--	--	--
				SBT	A	1	163	2660	1.3
				SBR	A	5	231	49	1.9
			SB Approach		A				1.3
			Overall LOS		C				17.4
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	168	335	540	65.1
				EBT	F	168	335	671	82.8
				EBR	A	51	373	273	1.8
			EB Approach		E				61.4
			WB	WBL	E	161	424	414	62.3
				WBT	F	161	424	726	89.6
				WBR	C	149	463	521	24.1
			WB Approach		E				62.2
			NB	NBL	F	255	826	388	84.7
				NBT	D	255	826	2465	38.3
				NBR	B	245	830	470	12.0
			NB Approach		D				40.0
			SB	SBL	F	201	540	447	116.1
				SBT	D	201	540	1978	43.0
				SBR	A	180	554	493	8.4
			SB Approach		D				48.3
			Overall LOS		D				50.2
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	5	91	82	14.5
			EB Approach		B				14.5
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	E	34	220	146	40.5
			WB Approach		E				40.5
			NB	NBL	N/A	--	--	--	--
				NBT	A	6	344	3492	6.5
				NBR	A	1	101	62	6.9
			NB Approach		A				6.5
			SB	SBL	N/A	--	--	--	--
				SBT	A	0	3	2861	1.2
				SBR	A	0	27	44	1.3
			SB Approach		A				1.2
			Overall LOS		E				40.5

Appendix Table N-3. 2050 US 41 Widening Mid-Day Operations cont.

Intersection Information					2050 US 41 Widening MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	102	300	491	70.3
				EBT	N/A	--	--	--	--
				EBR	B	116	319	59	14.1
			EB Approach		E				64.3
			WB	WBL	E	48	213	12	69.7
				WBT	N/A	--	--	--	--
				WBR	D	50	217	326	37.0
			WB Approach		D				38.2
			NB	NBL	F	212	695	70	96.2
				NBT	C	212	695	3541	22.3
				NBR	B	194	703	13	17.6
			NB Approach		C				23.8
			SB	SBL	F	1147	1702	227	116.3
				SBT	E	1147	1702	2842	59.9
				SBR	E	1147	1700	380	59.4
			SB Approach		E				63.5
			Overall LOS		D				44.3
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1525	1694	306	271.1
				EBT	D	508	1459	1247	40.6
				EBR	D	484	1461	19	39.1
			EB Approach		F				85.4
			WB	WBL	F	139	676	26	107.2
				WBT	C	139	676	1498	22.2
				WBR	C	139	682	25	20.3
			WB Approach		C				23.6
			NB	NBL	D	4	88	6	47.5
				NBT	C	6	115	4	22.1
				NBR	B	4	95	53	12.7
			NB Approach		B				16.6
			SB	SBL	F	211	478	11	127.2
				SBT	F	211	478	1	88.9
				SBR	F	211	478	380	88.9
			SB Approach		F				90.0
			Overall LOS		E				57.9
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	F	102	596	98	122.7
				EBT	A	102	596	1204	5.4
				EBR	A	35	595	4	1.9
			EB Approach		B				14.2
			WB	WBL	F	299	917	64	118.4
				WBT	D	299	917	1334	47.7
				WBR	B	292	923	173	17.1
			WB Approach		D				47.2
			NB	NBL	F	20	102	32	83.2
				NBT	E	20	102	24	75.3
				NBR	B	19	106	68	10.7
			NB Approach		D				41.9
			SB	SBL	F	571	802	179	249.8
				SBT	F	571	802	21	232.4
				SBR	F	572	803	178	193.5
			SB Approach		F				222.3
			Overall LOS		D				54.7
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	C	3	89	1401	15.1
				EBR	A	3	89	75	1.0
			EB Approach		B				14.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	D	12	134	82	31.3
			NB Approach		D				31.3
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		D				31.3

Appendix Table N-3. 2050 US 41 Widening Mid-Day Operations cont.

Intersection Information					2050 US 41 Widening MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	C	40	461		15.8
				EBR	A	3	253	114	6.2
			EB Approach		A				6.2
			WB	WBL	N/A	--	--	--	--
				WBT	A	0	0	1632	1.0
				WBR	A	0	23	10	0.8
			WB Approach		A				1.0
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	9	120	114	17.7
			NB Approach		C				17.7
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	B	1	51	27	10.9
			SB Approach		B				10.9
			Overall LOS		C				17.7
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	F	191	400	190	97.4
				EBT	B	51	406	1368	10.9
				EBR	A	52	413	10	7.1
			EB Approach		C				21.3
			WB	WBL	F	111	600	162	110.7
				WBT	E	724	1590	1510	56.7
				WBR	E	729	1596	329	56.6
			WB Approach		E				61.0
			NB	NBL	A	461	462	0	0.0
				NBT	A	461	462	0	0.0
				NBR	A	465	466	0	0.0
			NB Approach		N/A				--
			SB	SBL	F	1187	1298	233	370.6
				SBT	F	1187	1298	26	272.8
				SBR	F	1189	1300	109	227.9
			SB Approach		F				321.4
			Overall LOS		E				69.8
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	F	33	167	55	92.4
				EBT	A	29	255	1457	8.6
				EBR	A	35	266	92	8.6
			EB Approach		B				11.5
			WB	WBL	F	27	153	42	138.2
				WBT	F	1067	1686	1822	86.6
				WBR	E	1068	1688	122	63.0
			WB Approach		F				86.3
			NB	NBL	F	67	266	112	89.0
				NBT	E	67	266	21	75.8
				NBR	C	68	272	55	26.4
			NB Approach		E				69.2
			SB	SBL	F	71	228	123	99.1
				SBT	F	71	228	27	88.3
				SBR	D	61	231	78	45.9
			SB Approach		E				79.6
			Overall LOS		E				55.3
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	444	895	1	181.8
				EBT	F	444	895	1354	82.6
				EBR	D	446	900	131	38.4
			EB Approach		E				78.8
			WB	WBL	F	69	425	161	105.1
				WBT	A	69	425	1715	1.5
				WBR	A	15	423	8	2.0
			WB Approach		B				10.4
			NB	NBL	E	55	205	148	69.9
				NBT	E	55	205	10	68.3
				NBR	B	44	213	252	10.6
			NB Approach		C				33.4
			SB	SBL	F	16	123	20	99.6
				SBT	F	16	123	11	80.5
				SBR	C	18	127	5	32.0
			SB Approach		F				84.4
			Overall LOS		D				40.3

Appendix Table N-4. 2050 US 41 Widening PM Operations

Intersection Information					2050 US 41 Widening PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	123	446	195	99.0
				EBT	F	123	446	27	88.7
				EBR	B	106	502	85	10.5
			EB Approach		E	E			
			WB	WBL	F	43	198	80	86.8
				WBT	E	43	198	11	71.0
				WBR	D	29	243	9	47.0
			WB Approach		F				81.5
			NB	NBL	F	743	1353	57	101.8
				NBT	D	743	1353	3585	42.3
				NBR	C	627	1215	39	32.3
			NB Approach		D				43.1
			SB	SBL	F	125	744	6	120.6
				SBT	C	125	744	1890	25.4
				SBR	B	146	798	62	11.3
			SB Approach		C				25.2
			Overall LOS		D				39.8
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	2	104	41	13.6
			EB Approach		B				13.6
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	84	284	32	330.9
			WB Approach		F				330.9
			NB	NBL	C	1	41	16	19.2
				NBT	C	204	973	3707	22.7
				NBR	B	204	973	52	13.6
			NB Approach		C				22.5
			SB	SBL	F	19	128	31	77.6
				SBT	A	0	32	1909	1.0
				SBR	A	0	32	37	2.2
			SB Approach		A				2.2
			Overall LOS		F				330.9
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	11	90	15	98.7
				EBT	F	11	90	3	102.7
				EBR	A	7	94	35	9.9
			EB Approach		D				40.3
			WB	WBL	F	35	198	32	98.4
				WBT	F	35	198	3	84.8
				WBR	D	37	202	100	52.6
			WB Approach		E				64.2
			NB	NBL	F	627	1290	11	100.0
				NBT	D	627	1290	3671	37.9
				NBR	B	621	1295	47	19.6
			NB Approach		D				37.8
			SB	SBL	F	61	392	26	85.2
				SBT	B	61	392	1907	11.3
				SBR	A	55	395	19	9.8
			SB Approach		B				12.2
			Overall LOS		C				30.1
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	2	62	37	13.7
			EB Approach		B				13.7
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	359	500	46	914.4
			WB Approach		F				914.4
			NB	NBL	D	0	35	16	26.7
				NBT	E	280	961	3621	43.5
				NBR	C	0	7	79	19.6
			NB Approach		E				43.0
			SB	SBL	F	139	406	41	269.3
				SBT	A	0	8	1927	0.9
				SBR	A	0	93	18	2.3
			SB Approach		A				6.4
			Overall LOS		F				914.4

Appendix Table N-4. 2050 US 41 Widening PM Operations cont.

Intersection Information					2050 US 41 Widening PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	4	77	70	11.7
			EB Approach		B				11.7
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	444	532	11	1774.6
			WB Approach		F				1774.6
			NB	NBL	N/A	--	--	--	--
				NBT	E	425	659	3676	35.4
				NBR	A	0	6	42	8.0
			NB Approach		E				35.1
			SB	SBL	N/A	--	--	--	--
				SBT	A	16	230	1958	4.2
				SBR	A	17	264	44	3.9
			SB Approach		A				4.1
			Overall LOS		F				1774.6
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	D	1	36	10	25.8
			EB Approach		D				25.8
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	N/A	--	--	--	--
			NB Approach		N/A				--
			SB	SBL	N/A	--	--	--	--
				SBT	A	11	120	2008	2.1
				SBR	A	15	191	19	2.5
			SB Approach		A				2.1
			Overall LOS		D				25.8
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	237	349	495	86.3
				EBT	F	237	349	822	101.8
				EBR	A	133	385	182	1.4
			EB Approach		F				84.5
			WB	WBL	E	137	505	298	80.0
				WBT	E	137	505	735	74.7
				WBR	C	130	545	372	26.6
			WB Approach		E				63.1
			NB	NBL	F	636	861	343	124.5
				NBT	E	636	861	2901	76.7
				NBR	D	632	865	460	51.2
			NB Approach		E				78.0
			SB	SBL	F	170	545	431	84.9
				SBT	D	170	545	1541	40.2
				SBR	B	173	556	368	10.1
			SB Approach		D				43.7
			Overall LOS		E				67.9
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	3	74	63	13.7
			EB Approach		B				13.7
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	18	157	147	20.2
			WB Approach		C				20.2
			NB	NBL	N/A	--	--	--	--
				NBT	A	10	369	3741	2.7
				NBR	A	2	202	45	6.9
			NB Approach		A				2.7
			SB	SBL	N/A	--	--	--	--
				SBT	A	0	0	2277	1.3
				SBR	A	0	21	28	0.7
			SB Approach		A				1.3
			Overall LOS		C				20.2

Appendix Table N-4. 2050 US 41 Widening PM Operations cont.

Intersection Information					2050 US 41 Widening PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	160	535	595	97.7
				EBT	N/A	--	--	--	--
				EBR	B	175	554	48	14.2
			EB Approach		F				91.5
			WB	WBL	E	27	184	13	77.2
				WBT	N/A	--	--	--	--
				WBR	C	27	188	234	32.9
			WB Approach		D				35.2
			NB	NBL	F	62	586	40	121.1
				NBT	A	62	586	3830	4.9
				NBR	A	28	510	9	6.9
			NB Approach		A				6.1
			SB	SBL	F	1447	1686	172	260.4
				SBT	F	1447	1686	2244	94.2
				SBR	D	1447	1689	253	48.1
			SB Approach		F				100.5
			Overall LOS		D				48.1
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1576	1689	258	309.4
				EBT	E	1192	1687	1255	59.4
				EBR	D	1185	1690	11	48.5
			EB Approach		F				101.7
			WB	WBL	D	119	675	26	54.0
				WBT	C	119	675	1438	20.3
				WBR	B	120	681	13	15.0
			WB Approach		C				20.8
			NB	NBL	D	4	95	8	39.3
				NBT	B	7	122	2	15.8
				NBR	B	5	99	59	14.4
			NB Approach		B				17.3
			SB	SBL	F	115	391	15	121.1
				SBT	E	115	391	2	76.5
				SBR	D	115	391	320	53.8
			SB Approach		E				57.0
			Overall LOS		E				60.5
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	F	65	340	52	134.3
				EBT	A	65	340	1279	6.3
				EBR	A	26	320	2	3.0
			EB Approach		B				11.3
			WB	WBL	F	186	883	34	127.0
				WBT	D	186	883	1289	35.3
				WBR	C	182	889	133	22.7
			WB Approach		D				36.3
			NB	NBL	F	27	111	34	105.8
				NBT	F	27	111	25	98.4
				NBR	B	28	115	87	15.1
			NB Approach		D				50.5
			SB	SBL	F	76	443	118	104.9
				SBT	F	76	443	9	88.3
				SBR	D	76	444	146	40.5
			SB Approach		E				69.9
			Overall LOS		C				30.0
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	F	116	459	1452	68.2
				EBR	C	116	459	28	24.1
			EB Approach		F				67.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	F	108	263	58	375.4
			NB Approach		F				375.4
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		F				375.4

Appendix Table N-4. 2050 US 41 Widening PM Operations cont.

Intersection Information					2050 US 41 Widening PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	F	197	551		56.6
				EBR	C	180	648	73	22.2
			EB Approach		C				22.2
			WB	WBL	N/A	--	--	--	--
				WBT	A	0	8	1393	1.4
				WBR	A	0	54	21	0.8
			WB Approach		A				1.4
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	F	42	236	120	61.5
			NB Approach		F				61.5
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	B	1	66	32	10.5
			SB Approach		B				10.5
			Overall LOS		F				61.5
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	F	312	424	180	109.1
				EBT	C	142	422	1565	20.3
				EBR	B	146	429	4	19.0
			EB Approach		C				29.4
			WB	F	F	633	1579	108	402.7
				C	F	789	1583	1279	81.6
				C	F	794	1589	251	80.0
			WB Approach		F				102.6
			NB	A	A	460	461	0	0.0
				A	A	460	461	0	0.0
				A	A	465	465	0	0.0
			NB Approach		N/A				--
			SB	N/A	F	1008	1293	322	249.1
				F	F	1008	1293	32	157.9
				F	F	1011	1295	105	146.6
			SB Approach		F				219.3
			Overall LOS		F				84.4
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	B	F	7	77	13	94.7
				B	A	34	298	1809	8.3
				F	A	39	315	73	8.4
			EB Approach		A				8.9
			WB	C	F	22	112	30	153.2
				B	F	675	1600	1512	89.1
				C	D	677	1602	57	50.7
			WB Approach		F				89.0
			NB	F	F	56	235	90	99.8
				F	F	56	235	5	118.9
				F	B	56	240	47	19.6
			NB Approach		E				73.9
			SB	A	F	65	231	118	102.5
				A	F	65	231	12	96.0
				N/A	D	49	235	43	50.7
			SB Approach		F				89.1
			Overall LOS		D				48.7
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	F	F	681	897	7	228.5
				F	F	681	897	1272	136.2
				F	E	684	902	112	65.1
			EB Approach		F				131.0
			WB	A	F	64	352	126	125.8
				A	A	64	352	1627	3.7
				A	A	32	358	13	2.4
			WB Approach		B				12.4
			NB	F	F	72	276	171	82.5
				D	F	72	276	19	81.8
				F	B	66	284	236	11.3
			NB Approach		D				43.1
			SB	F	F	27	170	29	125.3
				B	F	27	170	17	83.0
				E	E	29	174	5	60.8
			SB Approach		F				104.9
			Overall LOS		E				62.5

Appendix O. Refined DLT Alternative

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

Intersection Information					2030 Refined DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	93	369	201	76.7
				EBT	E	93	369	21	69.1
				EBR	B	43	363	73	10.2
			EB Approach		E				59.7
			WB	WBL	E	32	148	62	65.0
				WBT	E	32	148	44	64.9
				WBR	C	22	194	19	31.7
			WB Approach		E				59.9
			NB	NBL	F	134	751	62	100.2
				NBT	B	134	751	2216	18.3
				NBR	A	74	657	23	7.6
			NB Approach		C				20.4
			SB	SBL	F	122	893	19	92.5
				SBT	B	122	893	2033	15.9
				SBR	B	73	793	148	11.5
			SB Approach		B				16.3
			Overall LOS		C				22.6
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	4	96	38	13.7
			EB Approach		B				13.7
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	2	76	21	11.1
			WB Approach		B				11.1
			NB	NBL	B	1	47	17	13.6
				NBT	A	1	116	2403	1.5
				NBR	A	1	116	38	2.3
			NB Approach		A				1.6
			SB	SBL	D	7	114	33	29.8
				SBT	A	1	215	2194	1.8
				SBR	A	1	215	60	3.1
			SB Approach		A				2.2
			Overall LOS		B				13.7
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	16	113	31	80.2
				EBT	A	16	113	0	0.0
				EBR	B	20	117	79	16.2
			EB Approach		C				34.2
			WB	WBL	E	19	123	38	74.7
				WBT	E	19	123	2	76.7
				WBR	B	15	125	73	13.8
			WB Approach		D				35.4
			NB	NBL	E	52	380	23	58.0
				NBT	A	52	380	2356	8.5
				NBR	A	48	385	62	2.1
			NB Approach		A				8.8
			SB	SBL	F	211	967	138	93.5
				SBT	C	211	967	2174	20.6
				SBR	B	166	970	43	12.0
			SB Approach		C				24.7
			Overall LOS		B				18.9
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	2	71	45	12.8
			EB Approach		B				12.8
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	9	109	123	19.0
			WB Approach		C				19.0
			NB	NBL	C	3	77	36	16.0
				NBT	A	4	279	2376	3.7
				NBR	A	0	28	117	3.0
			NB Approach		A				3.9
			SB	SBL	N/A	--	--	--	--
				SBT	A	14	486	2384	2.5
				SBR	A	0	9	38	2.9
			SB Approach		A				2.5
			Overall LOS		C				19.0

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

Intersection Information					2030 Refined DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	D	143	327	510	47.7
				EBT	E	143	327	661	78.3
				EBR	E	0	42	188	73.0
			EB Approach		E				66.1
			WB	WBL	E	194	413	383	75.9
				WBT	F	194	413	712	103.1
				WBR	F	4	187	473	81.1
			WB Approach		F				89.8
			NB	NBL	E	74	404	295	64.3
				NBT	C	74	404	1732	20.5
				NBR	A	74	404	351	8.2
			NB Approach		C				24.1
			SB	SBL	F	97	315	448	135.3
				SBT	C	38	464	1660	29.0
				SBR	A	17	455	486	9.4
			SB Approach		D				43.7
			Overall LOS		D				51.0
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						

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

Intersection Information					2030 Refined DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	97	287	439	72.1
				EBT	N/A	--	--	--	--
				EBR	B	110	307	59	11.5
			EB Approach		E				64.9
			WB	WBL	E	16	182	12	69.6
				WBT	N/A	--	--	--	--
				WBR	B	17	187	266	16.2
			WB Approach		B				18.5
			NB	NBL	F	114	515	83	85.1
				NBT	B	114	515	2827	16.6
				NBR	B	101	521	13	10.6
			NB Approach		B				18.5
			SB	SBL	F	235	1077	220	89.2
				SBT	C	235	1077	2649	23.9
				SBR	C	229	1087	415	20.0
			SB Approach		C				27.8
			Overall LOS		C				26.2
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1208	1675	306	230.5
				EBT	D	236	941	1196	45.6
				EBR	D	250	963	18	39.8
			EB Approach		F				82.8
			WB	WBL	F	131	673	30	130.4
				WBT	C	131	673	1355	23.2
				WBR	B	124	677	31	11.8
			WB Approach		C				25.2
			NB	NBL	D	5	98	7	40.2
				NBT	E	5	98	3	55.4
				NBR	B	8	113	53	15.1
			NB Approach		B				19.8
			SB	SBL	F	118	481	12	94.2
				SBT	D	118	481	3	46.5
				SBR	D	118	481	321	51.9
			SB Approach		D				53.3
			Overall LOS		D				54.2
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	13	413	116	24.3
				EBT	A	13	413	1136	2.9
				EBR	A	5	317	6	2.8
			EB Approach		A				4.8
			WB	WBL	C	68	732	72	34.1
				WBT	B	68	732	1197	15.9
				WBR	A	62	736	198	7.6
			WB Approach		B				15.7
			NB	NBL	E	18	95	32	71.0
				NBT	F	18	95	24	81.3
				NBR	A	8	94	68	7.2
			NB Approach		D				38.0
			SB	SBL	E	123	668	196	78.5
				SBT	F	123	668	21	80.4
				SBR	D	127	674	193	49.4
			SB Approach		E				64.9
			Overall LOS		B				18.7
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	A	1	70	1345	4.2
				EBR	A	1	70	85	2.5
			EB Approach		A				4.1
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	8	124	83	19.6
			NB Approach		C				19.6
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		C				19.6

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

Intersection Information					2030 NB MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	B	3	166	1102	12.0
				EBR	A	8	221	130	1.1
			EB Approach		B				10.9
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	A	0	24	11	0.4
			WB Approach		A				0.4
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	11	111	114	22.8
			NB Approach		C				22.8
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	A	1	52	27	9.9
			SB Approach		A				9.9
			Overall LOS		C				22.8
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	74	358	217	42.0
				EBT	B	80	398	1204	16.0
				EBR	B	82	406	13	10.1
			EB Approach		B				19.9
			WB	WBL	F	136	650	173	111.9
				WBT	B	128	1092	1312	18.1
				WBR	B	131	1096	294	11.6
			WB Approach		C				26.2
			NB	NBL	F	96	349	53	130.9
				NBT	F	96	349	43	126.0
				NBR	E	105	359	87	78.9
			NB Approach		F				105.0
			SB	SBL	F	204	813	284	106.6
				SBT	F	204	813	43	114.2
				SBR	E	209	818	161	71.7
			SB Approach		F				95.8
			Overall LOS		D				36.8
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	C	3	77	68	32.4
				EBT	B	58	376	1407	13.0
				EBR	B	59	380	106	12.0
			EB Approach		B				13.7
			WB	WBL	C	3	90	45	26.3
				WBT	B	111	893	1593	16.5
				WBR	A	115	904	132	8.8
			WB Approach		B				16.1
			NB	NBL	F	60	270	114	81.2
				NBT	E	60	270	21	77.8
				NBR	C	67	279	54	33.3
			NB Approach		E				67.1
			SB	SBL	F	65	197	128	85.6
				SBT	F	65	197	27	87.8
				SBR	B	61	198	78	18.9
			SB Approach		E				63.6
			Overall LOS		C				20.6
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	137	711	1	114.5
				EBT	C	137	711	1276	26.6
				EBR	B	137	714	154	10.6
			EB Approach		C				25.0
			WB	WBL	F	80	447	173	114.0
				WBT	A	80	447	1499	1.9
				WBR	A	14	453	10	2.4
			WB Approach		B				13.4
			NB	NBL	E	55	201	147	71.4
				NBT	E	55	201	11	71.4
				NBR	A	45	210	252	8.0
			NB Approach		C				32.4
			SB	SBL	F	16	127	19	83.3
				SBT	E	16	127	11	75.0
				SBR	C	18	130	5	27.7
			SB Approach		E				72.7
			Overall LOS		C				21.0

Appendix Table O-2. 2030 Refined DLT PM Operations

Intersection Information					2030 Refined DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	121	436	193	97.3
				EBT	F	121	436	27	87.6
				EBR	A	64	413	85	9.1
			EB Approach		E				71.9
			WB	WBL	F	43	200	80	87.1
				WBT	E	43	200	11	72.5
				WBR	C	23	238	9	26.3
			WB Approach		F				80.1
			NB	NBL	F	160	974	64	119.7
				NBT	B	160	974	2780	15.6
				NBR	B	97	880	42	10.3
			NB Approach		B				17.8
			SB	SBL	F	54	561	9	97.7
				SBT	A	54	561	1774	9.2
				SBR	A	17	461	85	5.7
			SB Approach		A				9.5
			Overall LOS		B				19.9
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	A	3	97	41	9.7
			EB Approach		A				9.7
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	B	3	89	37	13.5
			WB Approach		B				13.5
			NB	NBL	B	1	43	15	10.9
				NBT	A	2	254	2939	1.6
				NBR	A	2	254	53	2.9
			NB Approach		A				1.7
			SB	SBL	E	10	107	39	44.0
				SBT	A	0	48	1816	0.8
				SBR	A	0	48	46	1.9
			SB Approach		A				1.7
			Overall LOS		B				13.5
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	11	85	15	95.7
				EBT	F	11	85	3	108.6
				EBR	B	12	89	35	13.7
			EB Approach		D				42.2
			WB	WBL	F	24	156	32	97.4
				WBT	E	24	156	3	73.6
				WBR	C	21	159	100	20.1
			WB Approach		D				39.6
			NB	NBL	E	35	446	12	68.3
				NBT	A	35	446	2922	4.9
				NBR	A	28	423	48	1.4
			NB Approach		A				5.1
			SB	SBL	F	111	577	90	102.7
				SBT	B	111	577	1833	12.1
				SBR	A	73	581	28	5.5
			SB Approach		B				16.2
			Overall LOS		B				11.5
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	1	55	37	11.2
			EB Approach		B				11.2
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	7	97	86	21.6
			WB Approach		C				21.6
			NB	NBL	C	1	58	15	16.3
				NBT	A	13	590	2966	4.2
				NBR	A	0	21	82	3.5
			NB Approach		A				4.2
			SB	SBL	N/A	--	--	--	--
				SBT	A	9	369	1968	1.8
				SBR	A	0	6	26	2.5
			SB Approach		A				1.8
			Overall LOS		C				21.6

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

Intersection Information					2030 Refined DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB0.7	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	200	349	491	112.1
				EBT	E	200	349	812	68.7
				EBR	E	0	25	140	65.0
			EB Approach		F				83.1
			WB	WBL	F	203	462	281	82.3
				WBT	F	203	462	694	116.0
				WBR	F	0	34	335	109.8
			WB Approach		F				107.2
			NB	NBL	F	86	472	287	87.4
				NBT	C	86	472	2283	23.4
				NBR	B	86	472	385	11.2
			NB Approach		C				28.1
			SB	SBL	F	117	384	486	168.6
				SBT	C	51	248	1495	22.3
				SBR	A	35	243	396	8.5
			SB Approach		D				49.9
			Overall LOS		E				57.3
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						

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

Intersection Information					2030 Refined DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	131	366	543	88.5
				EBT	N/A	--	--	--	--
				EBR	B	146	386	50	11.7
			EB Approach		F				82.0
			WB	WBL	F	14	151	13	80.9
				WBT	N/A	--	--	--	--
				WBR	B	15	156	190	19.9
			WB Approach		C				23.8
			NB	NBL	F	183	1171	51	96.6
				NBT	B	183	1171	3176	16.6
				NBR	A	176	1181	13	9.8
			NB Approach		B				17.8
			SB	SBL	F	176	890	235	101.4
				SBT	C	176	890	2380	20.9
				SBR	B	157	899	301	13.6
			SB Approach		C				26.6
			Overall LOS		C				27.2
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1482	1692	270	275.1
				EBT	D	477	1586	1209	48.0
				EBR	D	482	1595	14	50.2
			EB Approach		F				89.1
			WB	WBL	E	203	695	32	79.9
				WBT	C	203	695	1322	31.9
				WBR	B	200	698	17	14.3
			WB Approach		C				32.8
			NB	NBL	C	4	84	7	30.5
				NBT	D	4	84	2	51.8
				NBR	B	6	98	59	13.5
			NB Approach		B				16.4
			SB	SBL	F	71	398	14	109.7
				SBT	D	71	398	4	41.0
				SBR	D	71	398	260	39.7
			SB Approach		D				43.3
			Overall LOS		E				59.5
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	B	2	71	62	12.8
				EBT	A	2	71	1210	1.6
				EBR	A	1	63	3	2.1
			EB Approach		A				2.1
			WB	WBL	C	157	796	41	32.2
				WBT	D	157	796	1181	35.4
				WBR	B	157	800	160	12.9
			WB Approach		C				32.7
			NB	NBL	F	24	103	35	85.9
				NBT	F	24	103	25	86.4
				NBR	A	14	107	87	7.3
			NB Approach		D				39.4
			SB	SBL	F	72	412	119	90.8
				SBT	F	72	412	9	100.2
				SBR	D	72	405	144	48.5
			SB Approach		E				68.7
			Overall LOS		C				23.6
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	C	19	175	1389	24.9
				EBR	A	19	175	30	2.4
			EB Approach		C				24.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	E	12	125	66	38.2
			NB Approach		E				38.2
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		E				38.2

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

Intersection Information					2030 Refined DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	A	3	204	1328	3.7
				EBR	A	5	280	87	1.0
			EB Approach		A				3.6
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	A	0	42	21	0.4
			WB Approach		A				0.4
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	7	105	119	17.2
			NB Approach		C				17.2
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	B	2	71	32	10.8
			SB Approach		B				10.8
			Overall LOS		C				17.2
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	C	70	368	242	33.5
				EBT	B	48	383	1454	10.7
				EBR	A	51	391	3	1.4
			EB Approach		B				14.0
			WB	WBL	F	84	330	130	93.1
				WBT	B	83	836	1074	18.4
				WBR	A	86	841	226	9.2
			WB Approach		C				23.8
			NB	NBL	F	99	415	63	96.7
				NBT	F	99	415	60	126.0
				NBR	F	108	424	56	88.4
			NB Approach		F				103.9
			SB	SBL	F	301	1001	300	137.5
				SBT	F	301	1001	32	159.6
				SBR	F	306	1006	121	97.7
			SB Approach		F				128.4
			Overall LOS		D				36.0
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	0	9	19	10.1
				EBT	A	31	480	1731	5.3
				EBR	A	29	484	87	8.8
			EB Approach		A				5.5
			WB	WBL	C	1	49	30	26.7
				WBT	B	49	532	1299	10.6
				WBR	A	51	543	65	4.3
			WB Approach		B				10.7
			NB	NBL	F	53	250	91	93.4
				NBT	F	53	250	5	91.0
				NBR	C	60	259	46	23.6
			NB Approach		E				70.7
			SB	SBL	F	68	180	122	97.9
				SBT	F	68	180	12	106.8
				SBR	B	57	181	44	14.8
			SB Approach		E				78.0
			Overall LOS		B				13.8
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	539	905	8	176.3
				EBT	F	539	905	1233	103.0
				EBR	D	540	909	143	49.8
			EB Approach		F				97.9
			WB	WBL	F	69	401	145	91.5
				WBT	A	69	401	1409	9.2
				WBR	A	52	408	13	7.2
			WB Approach		B				16.8
			NB	NBL	E	69	272	173	79.4
				NBT	F	69	272	19	82.2
				NBR	A	62	281	236	9.7
			NB Approach		D				41.1
			SB	SBL	F	30	164	28	134.8
				SBT	F	30	164	17	95.9
				SBR	E	32	167	5	63.3
			SB Approach		F				114.4
			Overall LOS		D				53.9

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

Intersection Information					2050 Refined DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	E	93	375	201	76.6
				EBT	E	93	375	21	70.2
				EBR	B	45	376	73	13.9
			EB Approach		E				60.6
			WB	WBL	E	32	148	62	64.9
				WBT	E	32	148	44	64.9
				WBR	D	21	194	19	37.1
			WB Approach		E				60.7
			NB	NBL	F	275	1228	60	110.6
				NBT	C	275	1228	3068	23.6
				NBR	B	205	1135	26	15.6
			NB Approach		C				25.2
			SB	SBL	F	185	1125	19	81.9
				SBT	B	185	1125	2630	16.1
				SBR	B	135	1025	136	13.1
			SB Approach		B				16.4
			Overall LOS		C				24.2
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	5	96	38	20.3
			EB Approach		C				20.3
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	C	2	73	21	17.0
			WB Approach		C				17.0
			NB	NBL	C	2	51	17	23.2
				NBT	A	7	477	3254	2.7
				NBR	A	7	477	35	4.1
			NB Approach		A				2.9
			SB	SBL	E	12	117	29	49.3
				SBT	A	3	252	2766	3.1
				SBR	A	3	252	49	3.0
			SB Approach		A				3.6
			Overall LOS		C				20.3
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	E	17	110	30	78.9
				EBT	A	17	110	0	0.0
				EBR	C	20	114	79	20.2
			EB Approach		D				36.4
			WB	WBL	E	20	132	39	74.6
				WBT	E	20	132	2	65.6
				WBR	B	17	134	73	19.1
			WB Approach		D				38.9
			NB	NBL	E	126	1159	25	64.1
				NBT	B	126	1159	3214	13.3
				NBR	A	121	1164	57	4.5
			NB Approach		B				13.5
			SB	SBL	F	243	1065	116	96.0
				SBT	B	243	1065	2734	19.7
				SBR	B	207	1069	43	14.7
			SB Approach		C				22.7
			Overall LOS		B				19.6
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	C	2	72	44	16.1
			EB Approach		C				16.1
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	E	21	184	123	37.9
			WB Approach		E				37.9
			NB	NBL	C	4	82	34	23.4
				NBT	A	26	829	3228	6.9
				NBR	A	0	24	119	5.4
			NB Approach		A				7.0
			SB	SBL	N/A	--	--	--	--
				SBT	A	22	518	2922	3.2
				SBR	A	0	2	34	2.8
			SB Approach		A				3.2
			Overall LOS		E				37.9

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

Intersection Information					2050 Refined DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	E	159	321	535	60.4
				EBT	F	159	321	666	81.9
				EBR	E	1	94	214	65.0
			EB Approach		E				71.2
			WB	WBL	F	239	498	462	90.5
				WBT	F	239	498	811	107.5
				WBR	E	35	391	577	79.3
			WB Approach		F				94.4
			NB	NBL	E	112	660	390	67.3
				NBT	C	112	660	2386	32.1
				NBR	B	112	660	458	14.0
			NB Approach		C				33.7
			SB	SBL	F	97	331	504	131.0
				SBT	D	94	709	2092	44.4
				SBR	B	67	705	546	11.0
			SB Approach		D				52.5
			Overall LOS		E				57.2
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						

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

Intersection Information					2050 Refined DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	E	107	289	490	74.1
				EBT	N/A	--	--	--	--
				EBR	B	120	309	58	14.0
			EB Approach		E				67.7
			WB	WBL	E	47	222	12	72.5
				WBT	N/A	--	--	--	--
				WBR	C	51	227	328	33.0
			WB Approach		C				34.4
			NB	NBL	E	181	1014	82	77.2
				NBT	B	181	1014	3606	19.9
				NBR	B	172	1024	13	13.7
			NB Approach		C				21.1
			SB	SBL	F	567	1174	254	101.1
				SBT	D	567	1174	3176	41.0
				SBR	D	576	1183	433	38.4
			SB Approach		D				44.7
			Overall LOS		D				35.5
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1508	1696	301	226.1
				EBT	C	96	792	1197	20.5
				EBR	C	106	814	18	20.7
			EB Approach		E				61.3
			WB	WBL	F	222	695	27	121.4
				WBT	C	222	695	1630	30.1
				WBR	B	219	698	27	13.9
			WB Approach		C				31.3
			NB	NBL	D	5	94	6	53.5
				NBT	D	5	94	4	45.2
				NBR	B	8	108	53	13.9
			NB Approach		B				19.7
			SB	SBL	F	317	598	11	177.3
				SBT	F	317	598	1	126.6
				SBR	F	317	598	372	130.2
			SB Approach		F				131.6
			Overall LOS		D				54.1
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	11	359	98	28.3
				EBT	A	11	359	1155	2.3
				EBR	A	3	275	4	1.2
			EB Approach		A				4.3
			WB	WBL	D	151	946	71	40.9
				WBT	C	151	946	1464	27.4
				WBR	B	147	951	189	11.0
			WB Approach		C				26.2
			NB	NBL	E	18	95	32	68.8
				NBT	F	18	95	24	83.1
				NBR	A	9	98	68	7.2
			NB Approach		D				37.8
			SB	SBL	E	137	671	195	78.3
				SBT	F	137	671	21	89.1
				SBR	E	139	677	189	66.0
			SB Approach		E				73.1
			Overall LOS		C				24.4
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	A	1	64	1377	5.6
				EBR	A	1	64	71	2.3
			EB Approach		A				5.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	8	122	83	19.8
			NB Approach		C				19.8
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		C				19.8

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

Intersection Information					2050 Refined DLT MD				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	B	10	204	1307	13.6
				EBR	A	19	280	118	1.1
			EB Approach		B				12.6
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	A	0	21	10	0.3
			WB Approach		A				0.3
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	D	14	136	114	27.3
			NB Approach		D				27.3
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	B	1	54	27	10.3
			SB Approach		B				10.3
			Overall LOS		D				27.3
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	E	154	373	194	76.0
				EBT	B	96	401	1412	15.4
				EBR	B	99	409	10	17.1
			EB Approach		C				22.7
			WB	WBL	F	167	1045	171	121.2
				WBT	D	553	1587	1609	36.5
				WBR	C	557	1592	353	27.4
			WB Approach		D				41.8
			NB	NBL	F	95	347	53	127.5
				NBT	F	95	347	43	126.7
				NBR	E	104	357	86	77.2
			NB Approach		F				103.5
			SB	SBL	F	712	1262	324	188.9
				SBT	F	712	1262	40	191.6
				SBR	F	717	1267	152	142.5
			SB Approach		F				175.4
			Overall LOS		D				53.2
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	D	4	80	64	54.7
				EBT	B	95	481	1670	17.5
				EBR	B	96	485	105	19.5
			EB Approach		B				18.9
			WB	WBL	D	2	60	44	41.9
				WBT	D	465	1522	1957	44.7
				WBR	C	471	1527	131	28.0
			WB Approach		D				43.6
			NB	NBL	F	61	266	113	83.2
				NBT	E	61	266	21	78.2
				NBR	C	67	275	55	33.6
			NB Approach		E				68.2
			SB	SBL	F	67	203	127	88.0
				SBT	F	67	203	27	89.7
				SBR	D	64	204	78	36.9
			SB Approach		E				71.0
			Overall LOS		D				35.8
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	508	889	1	184.7
				EBT	F	508	889	1294	97.1
				EBR	D	510	892	125	49.6
			EB Approach		F				93.0
			WB	WBL	F	68	238	172	103.5
				WBT	A	68	238	1823	2.2
				WBR	A	33	243	9	2.0
			WB Approach		B				10.9
			NB	NBL	E	55	201	148	70.4
				NBT	E	55	201	10	71.7
				NBR	A	45	210	252	9.8
			NB Approach		C				33.2
			SB	SBL	F	18	134	19	123.8
				SBT	F	18	134	11	87.6
				SBR	C	20	137	5	32.3
			SB Approach		F				99.4
			Overall LOS		D				44.3

Appendix Table O-4. 2050 Refined DLT Operations

Intersection Information					2050 Refined DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
1	US 41 & Woods Edge Pkwy	Signalized	EB	EBL	F	122	433	193	97.9
				EBT	F	122	433	27	88.9
				EBR	B	69	441	85	12.2
			EB Approach		E				73.2
			WB	WBL	F	43	200	80	87.3
				WBT	E	43	200	11	72.6
				WBR	D	23	241	8	43.2
			WB Approach		F				82.1
			NB	NBL	F	740	1306	56	153.7
				NBT	D	740	1306	3549	47.4
				NBR	C	656	1212	39	34.3
			NB Approach		D				48.9
			SB	SBL	F	71	703	9	97.4
				SBT	A	71	703	2418	9.3
				SBR	A	30	603	80	6.3
			SB Approach		A				9.5
			Overall LOS		D				36.0
2	US 41 & Lake Shore Dr	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	4	99	41	14.7
			EB Approach		B				14.7
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	13	108	37	54.2
			WB Approach		F				54.2
			NB	NBL	D	2	46	16	32.1
				NBT	C	187	972	3696	17.7
				NBR	B	187	972	52	12.8
			NB Approach		C				17.7
			SB	SBL	F	16	127	39	57.4
				SBT	A	0	110	2482	1.0
				SBR	A	0	110	45	2.5
			SB Approach		A				1.9
			Overall LOS		F				54.2
3	US 41 & Foley Rd/Shanna Ln	Signalized	EB	EBL	F	10	85	15	92.3
				EBT	F	10	85	3	98.2
				EBR	C	12	89	36	21.2
			EB Approach		D				45.2
			WB	WBL	F	34	201	32	111.0
				WBT	F	34	201	3	84.0
				WBR	D	35	203	100	43.8
			WB Approach		E				60.6
			NB	NBL	F	451	1284	11	80.4
				NBT	C	451	1284	3692	29.8
				NBR	B	449	1289	47	13.7
			NB Approach		E				60.6
			SB	SBL	F	211	888	85	164.8
				SBT	B	211	888	2484	19.2
				SBR	A	191	892	25	8.2
			SB Approach		C				23.9
			Overall LOS		C				29.1
4	US 41 & Springs Plaza Entrance (South)	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	N/A	--	--	--	--
				EBR	B	1	57	37	13.7
			EB Approach		B				13.7
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	F	108	301	84	214.4
			WB Approach		F				214.4
			NB	NBL	D	1	45	16	29.3
				NBT	C	270	1042	3738	22.1
				NBR	B	0	18	80	12.1
			NB Approach		C				21.9
			SB	SBL	N/A	--	--	--	--
				SBT	A	14	461	2595	2.2
				SBR	A	0	4	24	2.8
			SB Approach		A				2.2
			Overall LOS		F				214.4

Appendix Table O-4. 2050 Refined DLT Operations cont.

Intersection Information					2050 Refined DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
5	US 41 & Springs Plaza Entrance (North)	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
6	US 41 & Walgreens Entrance	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						
7	US 41 & Bonita Beach Rd	Signalized	EB	EBL	F	181	345	545	86.7
				EBT	E	181	345	864	56.2
				EBR	E	1	63	165	60.5
			EB Approach		E				67.2
			WB	WBL	F	275	622	348	88.6
				WBT	F	275	622	811	130.4
				WBR	F	26	417	419	120.4
			WB Approach		F				118.5
			NB	NBL	F	328	710	347	107.7
				NBT	E	328	710	2914	69.6
				NBR	C	328	710	467	30.2
			NB Approach		E				68.2
			SB	SBL	F	220	631	597	216.7
				SBT	C	90	462	2014	30.6
				SBR	B	79	459	501	15.5
			SB Approach		E				63.8
			Overall LOS		E				74.8
8	US 41 & Crown Lake Blvd	Unsignalized	EB	EBL	Results are included at US 41 & Bonita Beach Road (Intersection 7) due to displaced left-turn movements				
				EBT					
				EBR					
			EB Approach						
			WB	WBL					
				WBT					
				WBR					
			WB Approach						
			NB	NBL					
				NBT					
				NBR					
			NB Approach						
			SB	SBL					
				SBT					
				SBR					
			SB Approach						
			Overall LOS						

Appendix Table O-4. 2050 Refined DLT Operations cont.

Intersection Information					2050 Refined DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
9	US 41 & Center of Bonita Springs (North) Access	Signalized	EB	EBL	F	146	401	615	88.9
				EBT	N/A	--	--	--	--
				EBR	B	161	420	48	15.9
			EB Approach		F				83.6
			WB	WBL	F	29	205	13	85.5
				WBT	N/A	--	--	--	--
				WBR	C	32	210	236	32.8
			WB Approach		D				35.5
			NB	NBL	F	388	1605	50	92.2
				NBT	C	388	1605	3961	21.0
				NBR	B	386	1607	10	14.9
			NB Approach		C				21.9
			SB	SBL	F	524	1160	294	132.5
				SBT	D	524	1160	3117	42.1
				SBR	C	531	1170	349	29.8
			SB Approach		D				48.0
			Overall LOS		D				38.3
10	Bonita Beach Rd & Windsor Rd	Signalized	EB	EBL	F	1509	1686	282	226.0
				EBT	D	377	1585	1274	39.2
				EBR	D	388	1589	9	35.5
			EB Approach		E				72.9
			WB	WBL	E	316	674	32	71.4
				WBT	D	316	674	1578	37.0
				WBR	B	315	678	16	18.6
			WB Approach		D				37.5
			NB	NBL	D	5	81	7	44.1
				NBT	E	5	81	2	68.6
				NBR	B	8	95	59	15.6
			NB Approach		C				20.1
			SB	SBL	F	120	496	16	123.6
				SBT	D	120	496	2	51.5
				SBR	E	120	496	326	56.2
			SB Approach		E				59.3
			Overall LOS		D				54.6
11	Bonita Beach Rd & Center of Bonita Springs Entrance	Signalized	EB	EBL	C	19	348	54	27.8
				EBT	A	19	348	1295	5.1
				EBR	A	18	356	2	2.4
			EB Approach		A				6.0
			WB	WBL	D	414	999	40	50.2
				WBT	E	414	999	1465	72.1
				WBR	D	416	1003	154	37.5
			WB Approach		E				68.4
			NB	NBL	F	24	110	34	84.3
				NBT	F	24	110	25	85.7
				NBR	A	13	108	87	7.1
			NB Approach		D				38.5
			SB	SBL	F	80	414	118	89.5
				SBT	F	80	414	9	100.9
				SBR	F	82	420	138	85.0
			SB Approach		F				87.5
			Overall LOS		D				43.9
12	Bonita Beach Rd & Beaumont Rd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	C	20	231	1497	21.5
				EBR	A	20	231	27	3.4
			EB Approach		C				21.2
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	N/A	--	--	--	--
			WB Approach		N/A				--
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	D	9	111	66	28.3
			NB Approach		D				28.3
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	N/A	--	--	--	--
			SB Approach		N/A				--
			Overall LOS		D				28.3

Appendix Table O-4. 2050 Refined DLT Operations cont.

Intersection Information					2050 Refined DLT PM				
No.	Intersection	Traffic Control	Approach	Movement	LOS	Average Queue (feet)	Max Queue (feet)	Volume (veh)	Delay (sec)
13	Bonita Beach Rd & Crown Lake Blvd	Unsignalized	EB	EBL	N/A	--	--	--	--
				EBT	A	8	340	1602	4.5
				EBR	A	10	396	82	1.3
			EB Approach		A				4.4
			WB	WBL	N/A	--	--	--	--
				WBT	N/A	--	--	--	--
				WBR	A	3	172	20	0.7
			WB Approach		A				0.7
			NB	NBL	N/A	--	--	--	--
				NBT	N/A	--	--	--	--
				NBR	C	9	114	119	19.6
			NB Approach		C				19.6
			SB	SBL	N/A	--	--	--	--
				SBT	N/A	--	--	--	--
				SBR	C	3	82	32	19.1
			SB Approach		C				19.1
			Overall LOS		C				19.6
14	Bonita Beach Rd & Arroyal Rd	Signalized	EB	EBL	D	112	386	220	50.1
				EBT	A	52	387	1731	9.3
				EBR	B	54	395	3	14.2
			EB Approach		B				13.9
			WB	WBL	F	81	345	126	94.9
				WBT	C	190	1222	1361	26.5
				WBR	B	193	1227	274	15.4
			WB Approach		C				29.7
			NB	NBL	F	103	388	62	97.9
				NBT	F	103	388	59	130.5
				NBR	F	112	398	55	90.3
			NB Approach		F				106.5
			SB	SBL	F	1046	1317	322	256.0
				SBT	F	1046	1317	32	283.6
				SBR	F	1052	1322	105	217.4
			SB Approach		F				249.1
			Overall LOS		D				49.0
15	Bonita Beach Rd & Spanish Wells Blvd	Signalized	EB	EBL	B	0	14	16	18.3
				EBT	A	49	507	2036	7.1
				EBR	B	48	511	84	12.3
			EB Approach		A				7.4
			WB	WBL	C	1	42	32	31.7
				WBT	B	83	828	1630	13.0
				WBR	A	86	838	58	6.7
			WB Approach		B				13.1
			NB	NBL	F	54	248	91	94.0
				NBT	F	54	248	5	91.9
				NBR	C	60	257	47	25.9
			NB Approach		E				71.5
			SB	SBL	F	69	182	122	99.2
				SBT	F	69	182	12	105.0
				SBR	B	59	183	44	16.4
			SB Approach		E				79.1
			Overall LOS		B				15.1
20	Vanderbilt Dr/Luke St & Bonita Beach Rd	Signalized	EB	EBL	F	691	898	6	228.1
				EBT	F	691	898	1317	125.7
				EBR	E	692	902	119	64.2
			EB Approach		F				121.1
			WB	WBL	F	381	1087	139	99.9
				WBT	D	381	1087	1779	39.3
				WBR	D	381	1094	13	42.8
			WB Approach		D				43.7
			NB	NBL	F	70	272	172	80.8
				NBT	F	70	272	19	84.6
				NBR	A	64	280	236	8.3
			NB Approach		D				40.9
			SB	SBL	F	26	163	29	88.9
				SBT	F	26	163	17	84.7
				SBR	E	28	166	5	62.7
			SB Approach		F				84.9
			Overall LOS		E				72.9